



**SMITH COUNTY**

**5-YEAR ROADWAY  
CAPITAL IMPROVEMENT PROGRAM**

January 2016



## EXECUTIVE SUMMARY

Atkins North America, Inc. (Atkins) was contracted by Smith County on August 19, 2014 to prepare a 5-Year Capital Improvement Program (CIP) for the roads in Smith County, with the additional stipulation that the CIP would be developed using the PAVER computer program. Smith County and Atkins agreed that they would work jointly on the development of the CIP, in order to provide PAVER training to the County, and to reduce project costs. The CIP project was developed by conducting five steps or tasks: (1) Planning the Work; (2) making an inventory of the Smith County Road Network; (3) researching the Smith County Road and Bridge Department (RBD) records for the history of repairs made to each roadway in recent years; (4) conducting a physical inspection of each of the roads in Smith County that the RBD is responsible for maintaining; and (5) conducting predictive computer modeling using the PAVER computer program to determine the amount of repair work needed on each road in Smith County to bring the roads back to an average Pavement Condition Index (PCI) value of 85, which would indicate that the roads are not in perfect condition, but are in good enough condition to be easily maintained.



The County RBD staff and Atkins staff planned the work schedule and budget, agreeing on which group was to conduct certain tasks and on what sources of information were available for each tasks (Task 1). A preliminary road inventory was provided by the RBD that listed each road and road segment for which the County RBD was responsible for (Task 2). Atkins staff researched the RBD repair records for each road segment in the study, and recorded items such as pavement width, ROW width, type of road surface, date of last repair, type of repair, and cost of repair when available (Task 3). Atkins staff then prepared a PAVER Roadway Inspection Manual and provided copies and associated training to each RBD inspection crew assigned to the project. In approximately a three-month period, the RBD crews inspected each of the 1,859 roads and road segments in the County and completed PAVER distress forms for each road inspected (Task 4). This involved covering approximately 2,357 lane miles of road and filling out over 4,000 inspection forms listing over 7,046 individual distresses (or pavement failures) on County roads.

Atkins staff entered inspection data into the PAVER roadway data base as the inspections were made. Once inspections were complete, Atkins prepared computer predictive models that indicated 12% of the county roads were in excellent to very good shape; 51% were in good shape; and 37% were in poor shape. The modeling also indicated that approximately \$94 million dollars would be needed to bring all roads back to a very good condition (Task 5). In addition, County RBD staff determined that additional desired roadway widenings and intersection improvements to enhance public safety would bring the total financial requirement to \$124 million dollars. A Citizen Advisory Committee met on several occasions to review the program, and recommended that Smith County finance the proposed 5-Year CIP through a combination of bonds, a small dedicated tax rate, and potential revenue from a Tax Reinvestment Zone. This information was received by the County Commissioner's Court for further evaluation on August 11, 2015. The Smith County 5-Year CIP Financial Plan is currently under development by the County.

## 1.0 INTRODUCTION

Atkins North America, Inc. (Atkins) was contracted by Smith County on August 19, 2014 to prepare a 5-Year Capital Improvement Program (CIP) for the roads in Smith County, with the additional stipulation that the CIP would be developed using the PAVER computer program. Smith County and Atkins agreed that they would work jointly on the development of the CIP, in order to provide PAVER training to the County, and to reduce project costs. The CIP project was developed by conducting five work steps or tasks: (1) Planning the Work; (2) making an inventory of the Smith County Road Network; (3) researching the Smith County Road and Bridge Department (RBD) records for the history of repairs made to each roadway in recent years; (4) conducting a physical inspection of each of the roads in Smith County that the RBD is responsible for maintaining; and (5) conducting predictive computer modeling using the PAVER computer program to determine the amount of repair work needed on each road in Smith County to bring the roads back to an average Pavement Condition Index (PCI) value of 85, which would indicate that the roads are not in perfect condition, but are in good enough condition to be easily maintained.

This report provides a description of each task conducted for the Smith County 5-Year CIP Project, and the results that were obtained from each task. Roadway inventories and predicted repair costs for each road that Smith County is responsible for are provided in the Appendix.

## 2.0 WORK PLAN (Task 1)

Upon receipt of the signed contract for the Smith County 5-Year CIP Project, Atkins established a team of engineers and support staff to conduct the work. The Atkins Project Team organization chart is shown in Figure 1.

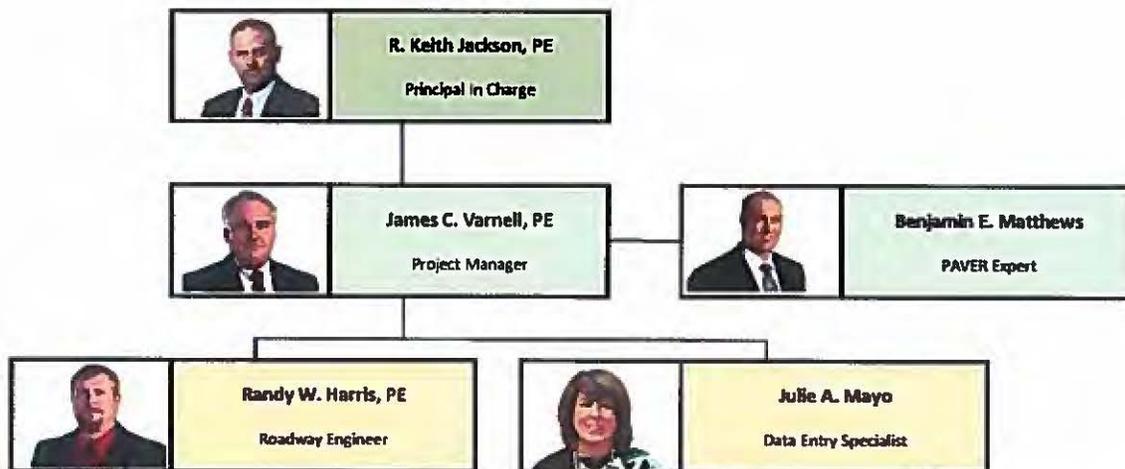


Figure 1. Atkins Staff Organization Chart for the Smith County 5-Year CIP Project.

The Atkins Project Team included the following:

- **R. Keith Jackson, Principal in Charge.** Mr. Jackson is a Transportation Engineer with over 30 years of experience in the planning, design, construction, operation and maintenance of regional and state roadways and tollways in Florida and Texas. He is also very experienced in the acquisition of bonds for financing long-term roadway projects. At Atkins, Mr. Jackson is responsible for all roadway projects conducted for the North Texas Tollway Authority (NTTA), North East Texas Regional Mobility Authority (NET RMA) and Smith County. Mr. Jackson is based in Atkins' Dallas Office.
- **James C. Varnell, Project Manager.** Mr. Varnell is a Civil Engineer with over 40 years of experience in the planning, design, construction, environmental permitting, operation and maintenance of roadway, toll road, municipal street, rail, airport and transit projects. Mr. Varnell has served as project manager on many transportation projects in Tyler and Smith County. Mr. Varnell is based in Atkins' Tyler Office.
- **Benjamin E. Matthews, PAVER Expert.** Mr. Matthews is a Civil Engineer and Asset Management Specialist with over 14 years of experience with the repair and maintenance of roadways and airfield pavements. Mr. Matthews has over 7 years of experience in using the PAVER computer program for assessing pavement distresses and preparing comprehensive pavement repair programs for large military airfield runways and military base roadway systems, as well as for numerous municipal and state roadway systems. Mr. Matthews is based in Atkins' Dallas Office.
- **Randy W. Harris, Roadway Engineer.** Mr. Harris is a Transportation Engineer with over 14 years of experience with the planning, design, construction, operation and maintenance of regional and state roadways and toll roads. Mr. Harris is currently in charge of maintenance on 26-miles of Toll 49, a two-lane toll road operated by NET RMA in Smith County. Mr. Harris is based in Atkins' Tyler Office.
- **Julie A. Mayo, Data Entry Specialist.** Ms. Mayo is a document control coordinator and data entry specialist, based in Atkins' Tyler Office. Ms. Mayo has over 20 years of experience in working with large database files, having entered over 20,000 pieces of data on a recent project. She also is very familiar with roadway construction and maintenance, having maintained all project files at Atkins through the design, ROW acquisition, environmental clearance and construction stages of Toll 49, Segment 3B.

The Smith County RBD was represented by Frank Davis, PE, Smith County Engineer; Doug Nicholson, Smith County RBD Road Administrator; and six RBD roadway supervisors. Each of these gentlemen have between 15 and 30-years of experience with roadway maintenance, primarily in Smith County.

Once the project teams were identified, the group began the process of planning the work and establishing a schedule for the project. The standard five (5) work tasks for a typical PAVER project were identified, and a schedule / duration for each task was established. The basic schedule for the Smith County 5-Year CIP Project was set as follows:

WORK ITEM	DURATION	SCHEDULE
Task 1 – Work Planning / Training	3 Months	Sep 14 – Nov 14
Task 2 – Roadway Inventory	2 Months	Dec 14 – Jan 15
Task 3 – Roadway Repair History	1 Month	Jan 15 – Feb 15
Task 4 – On Site Road Inspections	5 Months	Jan 15 – May 15
Task 5 – PAVER Model Development		
5.1 – Data Entry	3 Months	Mar 15 – May 15
5.2 – Model Output / Review	2 Months	May 15 – Jul 15
5.3 – CAC / Court Review	2 Months	Jul 15 – Aug 15
5.4 – Final Report	3 Months	Sep 15 – Nov 15

*Table 1 Project Schedule for Smith County 5-Year CIP Project.*

Once the project schedule was established and adopted, the project moved to the next two tasks, preparing the roadway inventory and obtaining a history of repairs made to Smith County roads. These tasks are described in the following sections.

### 3.0 ROADWAY INVENTORY (Task 2)

In November 2014, as work planning details were being completed, Smith County RBD provided Atkins with an initial list of all roads in Smith County. The roadway list provided by the RBD contained the following information for each roadway:

- Precinct Number where the road is located;
- County Road Number;
- Location / Section Limits (e.g., From FM 850 to CR 21);
- Length of Road in miles;
- Roadway Surface Type (e.g. concrete, dirt, HMAC, oil dirt, pug mill, seal coat, or slurry seal);
- Right-of-Way Width;
- Roadway Width; and
- Last Known Repair Date.

In addition, the Smith County Engineer requested that Atkins include a “Roadway Section Type” in the roadway inventory data base. The Roadway Section Type was based on the typical roadway characteristics, the ROW width available, and the width of the roadway. Six different Roadway Section Types were designated and included in the Roadway Inventory Summary, as well as entered into the PAVER data base developed for this project. This classification system helped the County to group and review data based on the six Roadway Section Types. The six Roadway Section Types are described in Table 2.

ROADWAY TYPE	TYPICAL ROADWAY CHARACTERISTICS	ROW WIDTH	ROADWAY WIDTH
I	Concrete Pavement with Curb and Gutter	varies	varies
II-A	Area Arterial or Collector	60+ ft	22+ ft
II-B	Area Collector or Thoroughfare	< 60 ft	22+ ft
III	Rural road with ROW adequate for drainage ditches	< 60 ft	16 to 20 ft
IV	Rural road without drainage ditches	< 40 ft	15 ft
V	Unimproved (dirt) roads	varies	varies

*Table 2 Smith County Roadway Section Types.*

Atkins personnel entered key data from the roadway inventory provided by Smith County into the PAVER computer database during the months of December, 2014 and January, 2015. The initial roadway data base provided by the Smith County RBD contained a list of 1,904 roads, with a total length of 1,184 miles. However, during subsequent tasks of collecting roadway repair history and conducting on-site roadway inspections (described in later sections of this report), it was determined that approximately 37 County Roads had either been annexed into various cities in Smith County, or the roads had been abandoned or closed. Therefore, the final roadway data base for Smith County contained a total of 1,859 roads, with a total length of 1,169 miles. This indicated that the average roadway length in Smith County was 0.629 miles in length (or the equivalent of approximately 5 typical city blocks).

During this initial collection of data, it was noted that Smith County ranked 10<sup>th</sup> out 254 counties for the most miles of roadway in the County. It was also noted that Smith County ranked 22<sup>nd</sup> for the counties with the most population, and 108<sup>th</sup> for the counties with the most land area. So for being a county with not a lot of people and not a lot of land area, Smith County has a very large number of short roads to maintain. This effort is both expensive and time consuming.

Once the roads in Smith County were listed, they were categorized as arterials, collectors, and local roads. The arterials were designated based on ROW width, roadway width, roadway length and for their characteristic of connecting major US, State and FM roads in the County. A review of County Roads by the Smith County RBD staff determined that there were 72 major arterial roads in Smith County, totaling 145 miles in length, for which the County is responsible for operation and maintenance. The arterial roads account for approximately 4% of all roads in Smith County, but contain 12% of the total road miles, since they are normally longer than average. Similarly, it was determined that there were 598 collector roads (32%) in Smith County, with a total length of 621 miles (or 53% of the total length of roads). Collector roads are roads that collect large amounts of traffic and convey the traffic to the major arterials. In addition, it was determined that there were 1,189 local roads (64%) in Smith County, which are roads consisting of single streets, loops and dead-end roads primarily serving subdivisions and other groups of houses and small commercial developments throughout the County. The local roads have a combined length of 403 miles, or 34% of the total length of roads. A listing of the numbers of roads and the length

of roads in miles by classification is provided in Table 3, and a graphical representation of the number of roads and road lengths in miles by classification in Smith County is provided in Figure 2.

ROADWAY CLASSIFICATION	NO. OF ROADS	PERCENT OF TOTAL	LENGTH OF ROADS IN MILES	PERCENT OF TOTAL
Arterial	72	4%	145	12%
Collector	598	32%	621	53%
Local	1,189	64%	403	34%
<b>TOTAL:</b>	<b>1,859</b>	<b>100%</b>	<b>1,169</b>	<b>100%</b>

Table 3. Smith County Road Counts and Lengths in miles, by Classification.

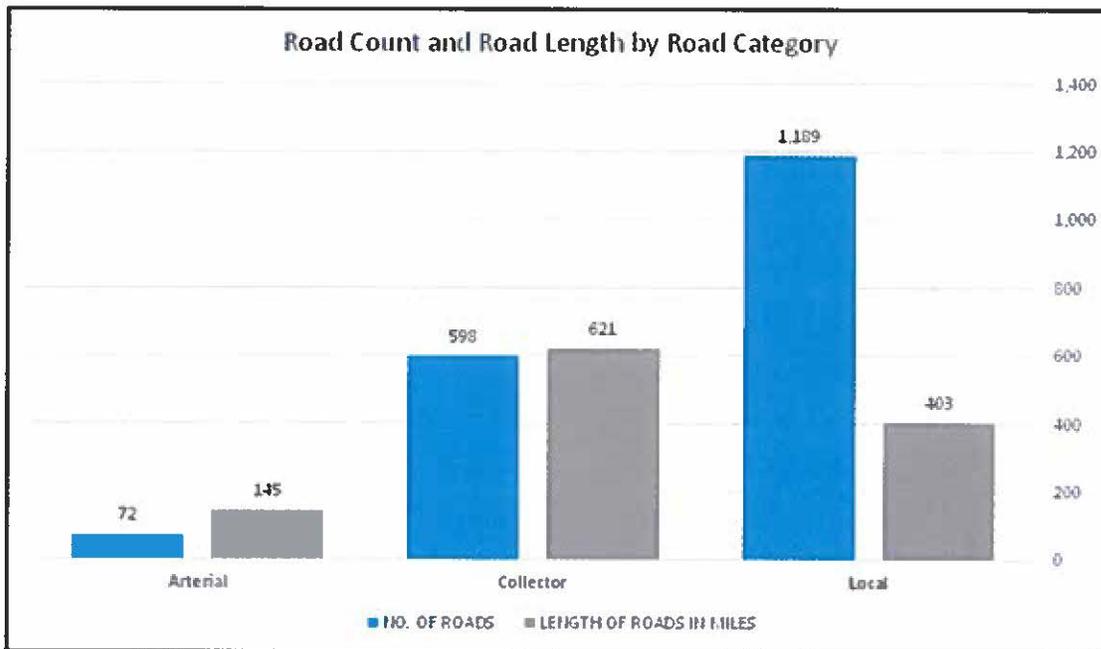


Figure 2. Smith County Road Count and Road Length in miles, by Category.

A review of the data in Table 3 indicates that the arterial roads and collectors roads combined consist of 36% of all roads in Smith County, but they contain 65% of the road lengths in miles. If these roads were repaired by Contractors, then approximately 1/3 of the roads in the County would be fixed, but the repairs would account for approximately 2/3 of all roads by length in Smith County. This would leave 64% of the roads by count, but only 34% of the roads by length, for Smith County crews to repair. Another key item completed during the road inventory task was listing the roads in Smith County by surface type. Many

cities have roads constructed with either a concrete surface (common in Dallas, Tx) or a Hot-Mixed Asphaltic Concrete (HMAC) surface (common in Tyler, Tx). It is important to know what road surfaces are used in a County system, because the road surface type often dictates how the road can be repaired, and what material can be used at what unit cost to make the road repairs. A review of the road surface types contained in Smith County determined that the County has roadways with seven (7) different surfaces that must be maintained. The different road surfaces contained in Smith County included: Concrete, Dirt, HMAC, Oil Dirt, Pug Mill, Seal Coat and Slurry Seal. This is a lot of different roadway surface types for the County to deal with, both in terms of how to repair the distressed areas in the different road types, and in terms of being able to obtain the various proper materials from asphalt batch plants to make road repairs when they are needed. Table 4 and Figure 3 below list and illustrate the number of roads in Smith County by surface type, and the length of roads in miles of each surface type. A map of the arterial roadways in Smith County is illustrated in Figure 4 and in Appendix A.

ROADWAY SURFACE TYPE	NO. OF ROADS	PERCENT OF TOTAL	LENGTH OF ROADS IN MILES	PERCENT OF TOTAL
Concrete	6	0.3%	1	0.1%
Dirt	16	0.9%	6	0.5%
HMAC	448	24.1%	187	16.0%
Oil Dirt	1,128	60.7%	653	55.9%
Pug Mill	106	5.7%	76	6.5%
Seal Coat	32	1.7%	50	4.3%
Slurry Seal	123	6.6%	195	16.7%
<b>TOTAL:</b>	<b>1,859</b>	<b>100.0%</b>	<b>1,169</b>	<b>100.0%</b>

Table 4. Road Counts and Road Lengths in miles by Surface Type in Smith County.

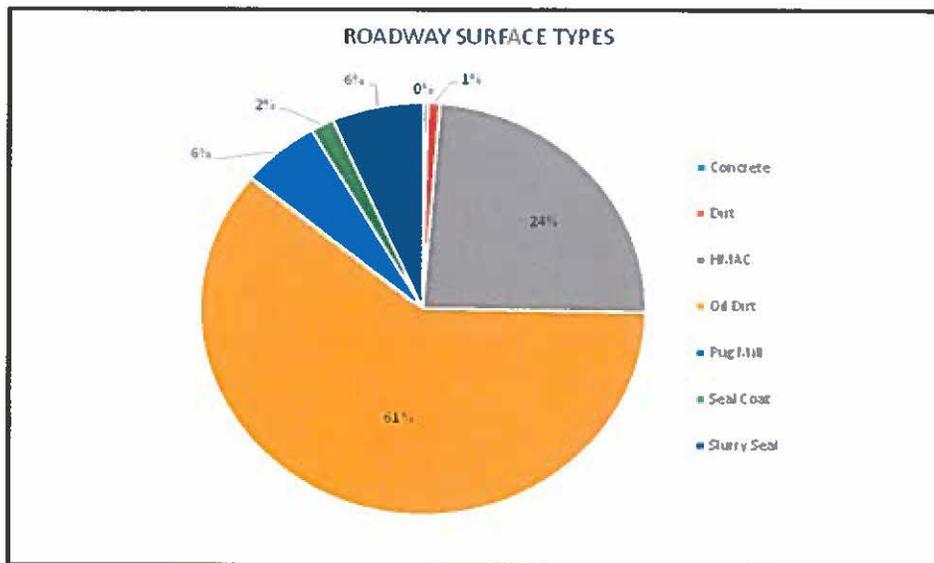


Figure 3. Road surface types in Smith County.

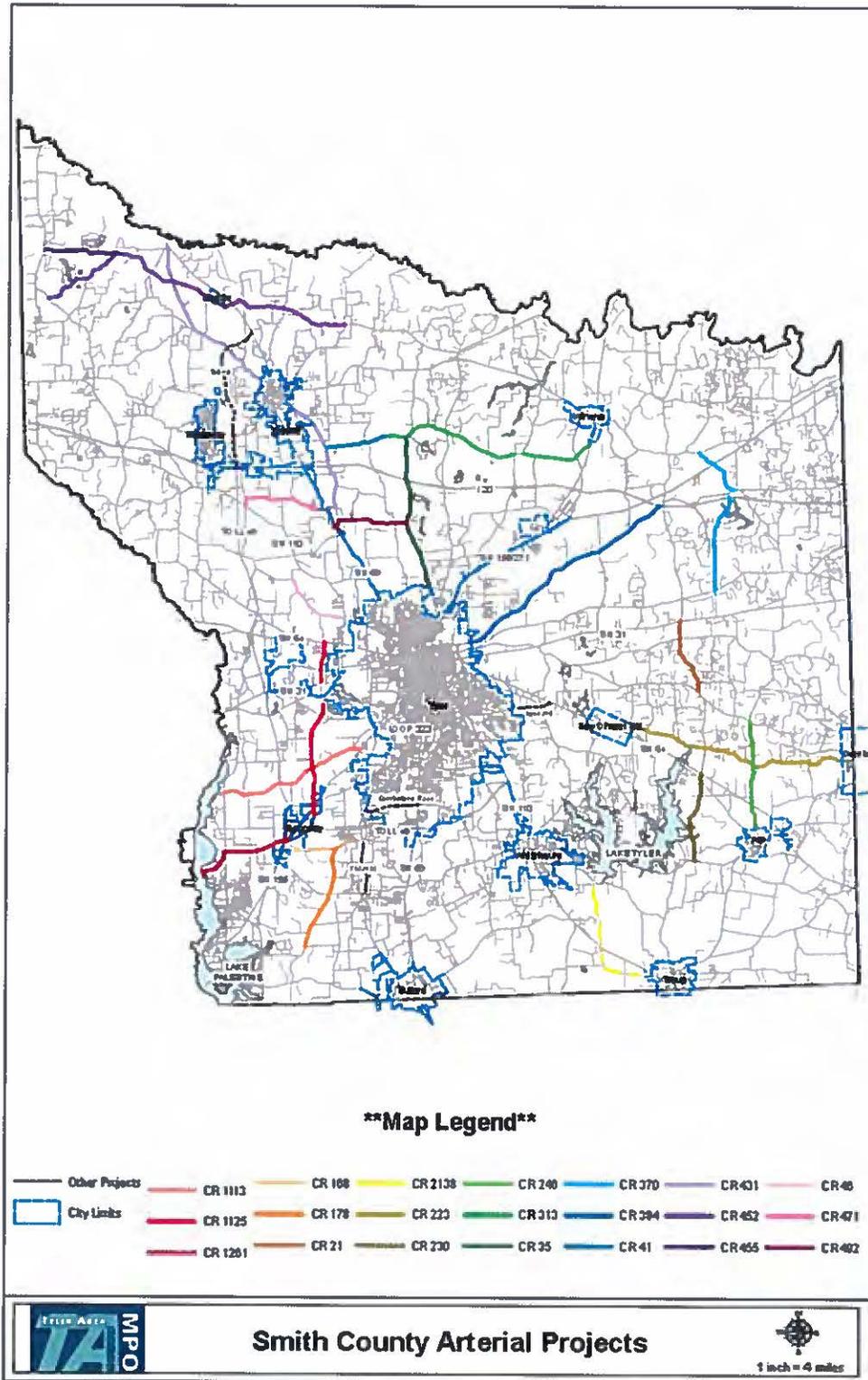


Figure 4. Arterial Roadways in Smith County (Map courtesy of Tyler MPO and Smith County).

Smith County RBD is not only responsible for the maintenance and repair of the roads, bridges and culverts in Smith County, but they are also responsible for maintaining the Right-of-Way (ROW) associated with all of the County's roads. Some of Smith County's larger arterial roads have a ROW width of 80 to 100 feet, with a corresponding roadway width of 40 to 80 feet. Some of the County's smallest local roads have a ROW width of only 20 or 25 feet, with a corresponding roadway pavement width of only 10 to 12 feet. On average, the County's roads have a ROW width of 50 feet with a corresponding pavement width of 20 feet. Smith County contains 607,808 acres of land total, of which approximately 2,970.40 acres, or 0.49%, is County Roadway ROW. The County's roadways take up approximately 992.73 acres with their paved and dirt surfaces, leaving approximately 1,980.67 acres of land on each side of the roadways that must be mowed or maintained using chemical spraying. In recent years, Smith County has been maintaining their ROW with chemical spraying, using grass and weed killers. However, numerous citizens have complained about this practice as being dangerous to human health and damaging to wildlife habitat, so the Smith County RBD is considering reverting back to mowing as a means of maintaining their roadway ROW.

#### 4.0 ROADWAY AGE and REPAIR HISTORY (Task 3)

The next step in the project was to research the Smith County RBD files to determine the age of the roadways (if possible), and to document the date of the last repair made on each roadway. This task was accomplished in January and February, 2015 by Atkins by sending their project document control coordinator, Ms. Julie Mayo, to the RBD offices to research their files. The Smith County RBD maintains a file folder on each road in the County that contains copies of work orders for repairs, material purchases, notes on citizen complaints, and other similar items. Atkins reviewed each roadway file for information pertinent to the PAVER computer program. The actual initial construction date of most roadways was unknown or not documented, so Atkins used the date of the first roadway complaint or repair as being the construction date of the roadway. The date of the latest repair recorded in the folder was used as the most recent known repair date for the road. Notes from the repair records were also made concerning the latest available traffic count on the road, details about the materials used in the latest repair, difficulties experienced by the field crews when making repairs, cost of the repair and other items of interest. This information was coded and input into the PAVER program under the following categories:

- Average Daily Traffic Count (ADTC);
- Initial Roadway Construction Date (to provide approximate age of roadway); and,
- Latest Date of Roadway Repair.

#### 5.0 ON-SITE ROADWAY INSPECTIONS (Task 4)

An On-Site Inspection was made of each roadway in Smith County in order to determine the type, quantity and severity of visible distresses on the roadway. Based upon the inspection criteria established during project planning, 10% of each roadway was physically inspected. The inspections were used to ultimately determine the pavement condition rating for the roadway, based on the Pavement Condition Index (PCI)

system developed by the US Army Corps of Engineers and documented in the American Society for Testing Materials (ASTM) Standard Practice D6433. On-site inspections were conducted through implementation of three sub-steps: (1) development of an inspection manual; (2) training the Smith County RBD staff in proper inspection techniques and inspection recording procedures; and (3) on-site conduct of the inspections.

An inspection manual was developed specifically for the Smith County PAVER Project, based on the PAVER Asphalt Distress Manual prepared by the US Army Corps of Engineers Research Laboratories in June, 1989. The Smith County PAVER Training Manual included: (1) a brief overview of the PAVER roadway inspection and rating system; (2) information on Roadway Section Types I, II-A, II-B, III, IV and V as developed by the County Engineer; (3) representative inspection forms for dirt, asphalt and concrete paving; and (4) specific information on each dirt, asphalt and concrete distress type, with example photos of what the distresses look like and information on how to fill out the inspection forms.

Initial training for the project was actually held during conduct of the Work Planning Task (Task 1). Office training on the PAVER roadway condition assessment system, concepts of roadway failure due to age, use of distress type, quantity and severity measurements for determining the roadway PCI, inventory essentials including use of networks, branch and section information, work history details, inspection practices, and an overview of distress inspections was provided to Smith County RBD supervisory personnel on Monday, September 22, 2014. Office training on the use of the inspection manuals, what to look for in describing the type, size and severity of the pavement distresses, and specifically how to fill out the inspection forms was presented to Smith County RBD inspection crews on Wednesday, September 24, 2014. Following the office training, Atkins engineers and the RBD inspection crews then went out and inspected three individual Smith County roads, in order to give the RBD inspection personnel some “hands on” training on filling out inspection forms.

This training was repeated again in early January, 2015, just as Smith County RBD inspection crews prepared to actually conduct the road inspections. Smith County RBD inspection teams conducted on-site inspections of all Smith County roads from January 14, 2015 until May 30, 2015. During this five-month period, Smith County RBD inspection crews inspected over 7,046 individual roadway distresses and filled out more than 4,000 inspection forms. As mentioned previously, inspection teams inspected 10% of the surface paving for every road in Smith County. Inspection forms were filled out, copied, and delivered to Atkins weekly for data input into the PAVER program. The data entry also continued continuously from January to May, 2015. An example of a completed asphalt pavement inspection sheet and completed concrete pavement inspection sheet are shown in Figure 5 and Figure 6, respectively.

Once all data was entered into the PAVER data base, a printout of all of the roadway inventory data entered into the program was obtained and compared with the final inventory data base provided by Smith County. Several errant data entries, data transpositions and other errors were identified and corrected by Atkins staff. On June 25, 2015, a PAVER computer output run was made and delivered to the County for review, and an initial presentation giving the initial results of the Smith County 5-Year CIP Program to the Smith County Commissioner’s Court was made on June 30, 2015, as described below.

.455-3

ROADWAY ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET							
PID 476				INSPECTOR NAME Josh Dickens			
FROM FM 116				BRANCH USE		DATE INSPECTED 2-15-17	
TO End				SECTION WIDTH 18'		SECTION LENGTH 100'	
AC Surfaced Distress Codes							
1. Alligator Cracking Sq Ft	8. Depression Sq Ft	11. Patching & Util Cut Patching	18. Shoving Sq Ft	2. Bleeding Sq Ft	7. Edge Cracking Ft	12. Polished Aggregate Sq Ft	17. Slippage Cracking Sq Ft
3. Block Cracking Sq Ft	9. Jt. Reflection Cracking Ft	13. Potholes Count	19. Swell Sq Ft	4. Bumps and Baga Ft	10. Lane/Shoulder Drop Off Ft	14. Railroad Crossing Sq Ft	19. Ravelling Sq Ft
5. Corrugation Sq Ft	16. Long & Trans Cracking Ft	15. Rutting Sq Ft	20. Weathering Sq Ft				
SAMPLE NUMBER ① SAMPLE AREA 1800'				Sketch / Comments			
DISTRESS CODE	L	M	H	① .095 ② .291 ③ .388			
20	1800 <sup>sq</sup> FT						
1	3 <sup>sq</sup> FT						
10	20 FT						
4	6 FT						
SAMPLE NUMBER ② SAMPLE AREA 1800'				SAMPLE NUMBER ③ SAMPLE AREA 1800'			
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H
2	4 <sup>sq</sup> FT			20			1800 <sup>sq</sup> FT
20	1800 <sup>sq</sup> FT			1	240 <sup>sq</sup> FT		
3	80 <sup>sq</sup> FT			10	400 ft		
4	10 FT			7		70 ft	

Figure 5. Example Asphalt Pavement Inspection Sheet.

ROADWAY CONCRETE PAVEMENT CONDITION SURVEY DATA SHEET							
PID Main Road CR3213				INSPECTOR NAME Charley			
FROM North End				BRANCH USE		DATE INSPECTED 3-31-15	
TO 570 South End				SECTION WIDTH 40		SECTION LENGTH 100	
SLAB WIDTH 20		SLAB LENGTH 16		NUMBER OF SLABS 30			
FGC Surfaced Distress Codes							
21. Blow up/Buckling		26. Joint Seal		31. Polished Aggregate		38. Scaling	
22. Corner Break		27. Lane/Shoulder		32. Popouts		37. Shrinkage	
23. Divided Slab		28. Linear Cracking		33. Pumping		38. Spalling Corner	
24. Durability Crack		29. Patching (Large)		34. Punchout		39. Spalling Joint	
25. Faulting		30. Patching (Small)		35. Railroad Crossing			
SAMPLE NUMBER				SLAB ID			
1				110			
DISTRESS CODE	L	M	H	Sketch / Comments			
26	1			1. 175			
				2. 350			
				3. 525			
SAMPLE NUMBER				SLAB ID			
2				110			
DISTRESS CODE	L	M	H	DISTRESS CODE	L	M	H
26	4			26	6		

Figure 6. Example Concrete Pavement Inspection Sheet.

## 6.0 PREDICTIVE MODELING (Task 5)

Computer predictive modeling for the Smith County Roadway System was conducted using the latest version of PAVER roadway modeling software. Once all of the roadway inspection data was input into the computer program, the program analyzed the roadway distress data for each road and gave as output a value called the Pavement Condition Index (PCI). The PCI is a number that indicates the current condition of a roadway. The numbers range from 100 to zero, with 100 being the value for a brand new road in perfect condition, and zero being the value for a completely failed road. Values and meanings for other ranges of PCI value between zero and 100 are shown in Table 5.

<b>PCI RANGE and CORRESPONDING ROADWAY CONDITION</b>		
<b>PCI Range</b>		<b>Roadway Condition</b>
<b>From</b>	<b>To</b>	
100.00	90.00	Excellent Condition
90.00	80.00	Very Good Condition
80.00	70.00	Good Condition
70.00	50.00	Fair Condition
50.00	30.00	Poor Condition
30.00	10.00	Very Poor Condition
10.00	0.00	Failed Condition

*Table 5. Range of PCI Values and Corresponding Roadway Condition.*

Once the output listing the PCI value for each roadway in Smith County was obtained, the data was sorted to provide the average PCI value for each roadway classification (arterial, collector and local) as well as for each roadway surface type (concrete, HMAC, oil dirt, pug mill, seal coat, slurry seal and dirt). The PCI values for the current Smith County roadways (prior to repair) by classification are listed in Table 6, and by roadway surface in Table 7.

<b>CURRENT ROADWAY CONDITION (PCI)</b>		
<b>Road Classification</b>	<b>PCI Before Repair</b>	<b>Condition</b>
Arterial	56.26	Fair
Collector	54.69	Fair
Local	58.54	Fair
<b>Smith Co. Avg.</b>	<b>57.22</b>	<b>Fair</b>

*Table 6. Current Smith County Road Condition by Road Classification.*

<b>CURRENT ROADWAY CONDITION (PCI)</b>		
<b>Road Surface</b>	<b>Before Repair</b>	<b>Condition</b>
Concrete	95.79	Excellent
HMAC	66.58	Fair
Oil Dirt	54.65	Fair
Pug Mill	47.31	Poor
Seal Coat	53.12	Fair
Slurry Seal	53.22	Fair
Dirt	66.34	Fair
<b>Smith Co. Avg.</b>	<b>57.22</b>	<b>Fair</b>

*Table 7. Current Smith County Road Condition by Road Surface Type.*

Once the current condition of Smith County’s roadways was determined, then cost information was prepared for repairing each roadway in Smith County (see Appendix B). Repair costs were developed for each type of roadway surface using three repair scenarios:

- For all roads with a PCI between 100 and 90 (i.e., roads in excellent condition), no repair costs were assigned other than some minor global system repairs (striping updates, sign repairs, and other miscellaneous repairs).
- For all roads with a PCI between 90 and 50 (i.e., roads in very good, good, or fair condition), a cost was developed for repairing or patching all of the identified deficiencies on the roadway, to be followed by application of a single-course surface treatment and new striping (if applicable) on the roadway. This would bring all of these roads back up to a PCI of approximately 85 or higher.
- For all roads with a PCI between 50 and 0 (i.e., roads in poor, very poor or failed condition), a cost was developed for scarifying (or grinding up) the entire roadway, adding a small amount of liquid asphalt to the scarified road, compacting the treated roadway to form a very good compact roadway base, and then overlaying the roadway with a layer of hot-mixed asphalt concrete (HMAC). For all arterial and collector roadways, a 2-inch thick HMAC overlay would be applied. For all local roadways, a 1.5-inch thick HMAC overlay would be applied. At the discretion of the County RBD, a 4” overlay of Road Oil could be used in lieu of the HMAC overlay, if the material was readily available and if the County believed that the thick Road Oil application would give them a better roadway surface. In either case, new striping would be applied to the new road surface where applicable. This would bring all of these roads back up to a PCI between 85 and 100.

It was noted that all concrete roads in Smith County were relatively new, having been built for recent subdivisions, and that they all had a PCI value between 91 and 98 (all excellent). Therefore, in all cases, a minor cost was developed for simply repairing the identified distresses on the concrete roads on an as-needed basis. Similarly, a cost was developed for simply regrading and compacting dirt roads, regardless

of their current condition. The Smith County RBD plans to eliminate the County's remaining dirt roads within the next five to ten years, by upgrading them to an improved surface roadway.

Next, these unit repair costs were entered into the PAVER program, and the program output listed the cost of repair per year for the 5-Year Capital Improvement Program in terms of cost by road category, and for cost by road surface type. In each case, these were "unconstrained costs", or cost for repair assuming that the County had all of the money required for repair of all roadways. This provides the total maximum cost for repairing all of the roads in Smith County over a five year period, without any limitations on budget or funding. Once these repair costs are known, then the County is able to evaluate various financial scenarios to actually achieve the desired roadway repairs. The unconstrained repair costs for the roads by classification and by surface type are provided in Tables 8 and 9 below, respectively.

Road Category	2016 Expense	2017 Expense	2018 Expense	2019 Expense	2020 Expense	TOTAL
Arterial	\$ 9,297,006.89	\$ 263,008.85	\$ 689,477.27	\$ 1,386,777.98	\$ 1,727,114.17	\$ 13,363,385.16
Collector	\$ 37,391,070.37	\$ 1,680,101.03	\$ 2,674,100.17	\$ 4,348,942.97	\$ 5,924,748.50	\$ 52,018,963.04
Local	\$ 20,619,211.59	\$ 950,086.55	\$ 1,515,806.24	\$ 2,462,766.08	\$ 2,893,994.46	\$ 28,441,864.92
<b>Total</b>	<b>\$ 67,307,288.85</b>	<b>\$ 2,893,196.43</b>	<b>\$ 4,879,383.68</b>	<b>\$ 8,198,487.03</b>	<b>\$ 10,545,857.13</b>	<b>\$ 93,824,213.12</b>

Table 8. Smith County Road Repair Costs by Road Classification.

Row Labels	2016 Expense	2017 Expense	2018 Expense	2019 Expense	2020 Expense	TOTAL
Concrete	\$ -	\$ 115.75	\$ 601.73	\$ 1,117.29	\$ 1,676.38	\$ 3,511.15
Dirt	\$ 62,664.11	\$ 29,016.27	\$ 29,529.90	\$ 34,484.72	\$ 35,796.66	\$ 191,491.66
HMAC	\$ 11,117,949.05	\$ 362,409.87	\$ 560,833.16	\$ 710,156.67	\$ 869,200.79	\$ 13,620,549.54
Oil Dirt	\$ 36,377,072.17	\$ 1,427,443.51	\$ 2,152,956.20	\$ 3,322,916.81	\$ 4,591,750.21	\$ 47,872,138.90
Pug Mill	\$ 4,222,365.56	\$ 318,254.70	\$ 766,904.04	\$ 1,677,665.02	\$ 2,145,369.35	\$ 9,130,558.67
Seal Coat	\$ 3,291,437.05	\$ 104,969.76	\$ 183,136.02	\$ 276,822.24	\$ 202,736.56	\$ 4,059,101.63
Slurry Seal	\$ 12,235,800.91	\$ 650,986.57	\$ 1,185,422.63	\$ 2,175,324.28	\$ 2,699,327.18	\$ 18,946,861.57
<b>Grand Total</b>	<b>\$ 67,307,288.85</b>	<b>\$ 2,893,196.43</b>	<b>\$ 4,879,383.68</b>	<b>\$ 8,198,487.03</b>	<b>\$ 10,545,857.13</b>	<b>\$ 93,824,213.12</b>

Table 9. Smith County Road Repair Costs by Road Surface.

In addition to major roadway repair costs shown above, cost estimates were also prepared for widening several arterial roads for functional and safety reasons, as well as making several intersection improvements where needed or as desired by the Smith County R&B Department. These costs are presented in Appendix B. The Smith County RBD also noted that they are responsible for maintaining approximately 1,980.67 acres of ROW, which they handle through in-house spraying or mowing programs.

Discussions were held about including these costs in a 5-Year CIP program, but it was decided to leave them in the regular Smith County RBD annual budget, since those activities fall under a routine maintenance category and not a major rehabilitation and replacement category. However, at the end of the initial planning and development stages, it was decided to include costs for local match funds in anticipation of getting future TxDOT grants for adding bicycle lanes, sidewalks, trails or other roadway-related amenities to the Smith County Roadway Network. It was noted that setting aside the local match grant funds now would enable Smith County to be ready to apply for applicable TxDOT grants whenever a “call for projects” is issued.

Once these additional cost were considered and tabulated, the final costs for the proposed Smith County 5-Year Roadway CIP Program were determined to be as follows:

<b>Smith County Proposed Capital Improvement Program</b>	
<b>CIP BASE AMOUNT</b>	<b>\$ 93,800,000</b>
<b>ARTERIAL WIDENING (Avg. 5-ft)</b>	<b>\$ 27,700,000</b>
<b>GRANT MATCHING FUNDS</b>	<b>\$ 2,500,000</b>
<b>TOTAL</b>	<b>\$ 124,000,000</b>

*Table 10. Total estimated cost for Smith County 5-Year CIP Program.*

## 7.0 CITIZEN ADVISORY COMMITTEE ACTIVITIES

As part of the CIP planning and implementation process, Smith County formed a Citizen Advisory Committee (CAC) to review the CIP concepts and provide input into possible financing scenarios that could be evaluated by the County. The CAC members were appointed by the Smith County Judge and the Commissioners Court Members. The first meeting of the CAC was held on July 23, 2015, and the CAC voted to hold three more weekly meetings at that time. At their first meeting, the CAC was given a presentation regarding the purpose of the Committee, a description of the work accomplished to-date on the road inspections and planning for the CIP 5-Year Program, and potential options for financing the CIP Program. A full list of the committee members, their responsibilities, and the agenda for the four CAC meetings that were held are contained in Appendix C. The CAC members included:

NAME	REPRESENTING
Gene Shull	County Judge
James Gregory	Precinct 1
Francis Kay	Precinct 2
Jimmy Hawley	Precinct 3
Steve Patterson	Precinct 4
Honorable Jeff Warr	Commissioners Court
Heather Nick	City of Tyler/ Tyler Area MPO
Leonardo Brown	Smith County Administrator
Frank Davis	Smith County Engineer
Doug Nicholson	Smith County Road Administrator
Charlie Varnell	Project Manager, ATKINS North America

*Table 11. Members of the Smith County Citizens Advisory Committee.*

During the second and third CAC meetings, the members noted that the Smith County RBD normally spends about \$2.0 - \$3.0 million per year on road repairs. At that rate, it would take approximately 42 years for the road department to repair all of the roads listed in the \$127M CIP program. The committee noted that it might be wise for the County to use commercial road construction companies in the region to repair the County's arterial and collector roads, while letting the Smith County RBD internal crews to continue to repair local roads. They felt like this would enable more roads to be repaired in a quicker manner, depending on the amount of funding available. The committee was also very supportive of the concepts for widening several arterial roads and improving several high-traffic intersections for safety reasons. The general opinion expressed that some of these more difficult construction projects could also likely be completed faster and with more quality by using commercial road construction companies.

With respect to financing, at their last CAC meeting the members evaluated three separate financial scenarios for funding the proposed Smith County 5-Year CIP Program. The three funding concepts were:

- Selling Bonds to finance the entire CIP Program;
- Passing a Dedicated Tax Rate, similar to the City of Tyler one-half cents local tax; and,
- Establishing a Tax Reinvestment Zone (TRZ), where a portion of the future property taxes from the zone would be dedicated for only Smith County road improvement uses.

The committee members noted there were obvious advantages and disadvantages to each approach. With Bond Financing, the money needed for making all of the road repairs listed in the 5-Year CIP program could be obtained at one time. However, the committee noted that the County had some difficulty in passing an \$89M Bond for jail improvements, and felt that passing a bond for \$127M for road repairs might be difficult in the current economic climate. The committee felt like having a dedicated tax for road repairs was a very good idea, but noted that a citizen vote was required for this concept also. Creating a TRZ was of interest to the committee, and it was noted that the County had already established a boundary and base year for a TRZ centered along the new Toll 49 Toll Road in Smith County. However,

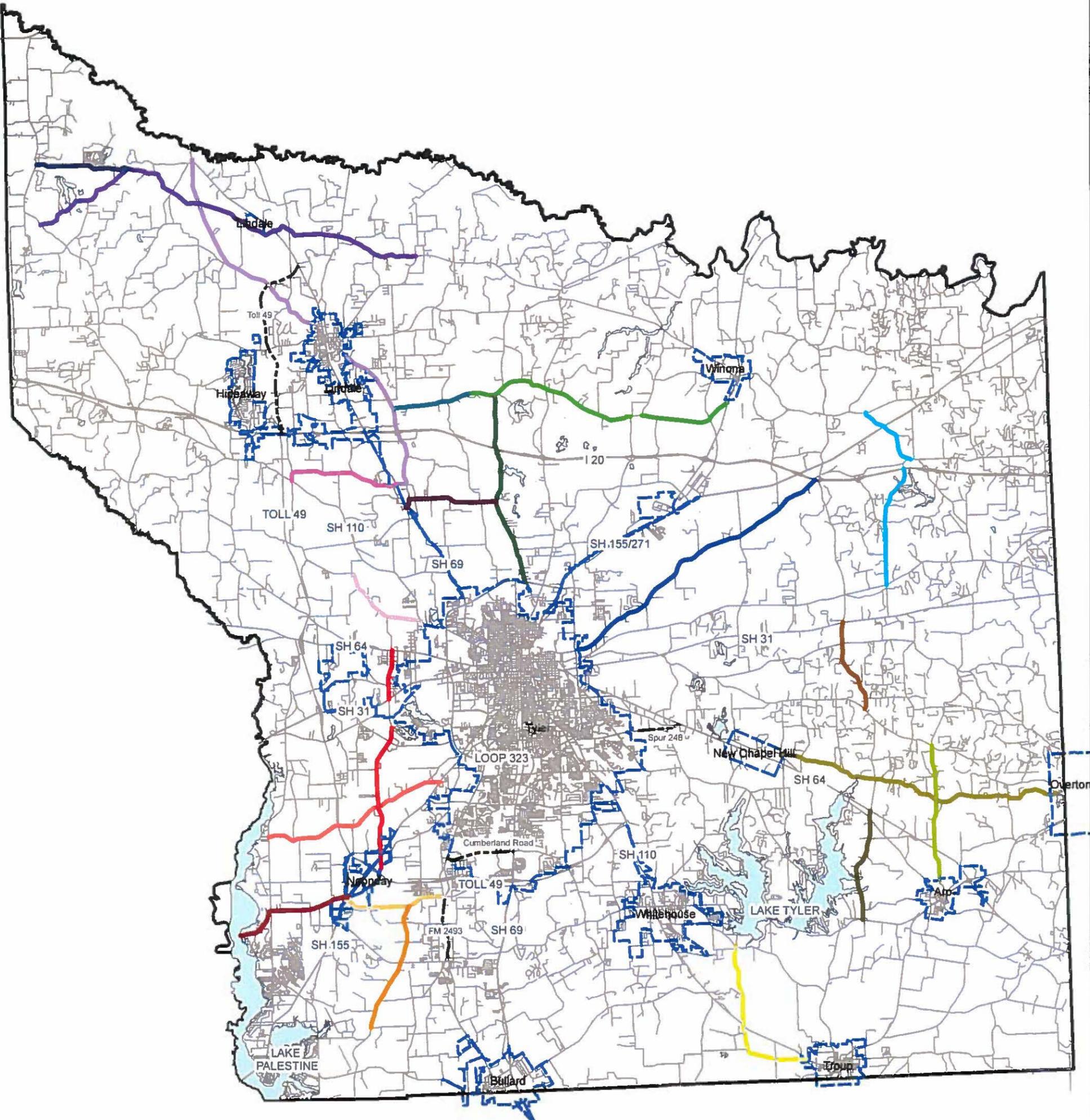


the committee noted that income from a tax zone builds slowly, often taking five or ten years to generate a meaningful amount of funding for the dedicated account. So at the end of their discussions, the Citizen Advisory Committee recommended that Smith County consider a combination of all of the above concepts for financing the Smith County CIP Program. At the time of writing this report, Smith County was still evaluating financial programs for conduct of the proposed Smith County 5-Year CIP Program.



APPENDIX A

MAP OF ARTERIAL ROADWAYS IN SMITH COUNTY



**\*\*Map Legend\*\***

- |                      |         |        |         |        |        |        |        |
|----------------------|---------|--------|---------|--------|--------|--------|--------|
| ----- Other Projects | CR 1113 | CR 168 | CR 2138 | CR 246 | CR 370 | CR 431 | CR 46  |
| [ ] City Limits      | CR 1125 | CR 178 | CR 223  | CR 313 | CR 384 | CR 452 | CR 471 |
|                      | CR 1261 | CR 21  | CR 230  | CR 35  | CR 41  | CR 455 | CR 492 |



**Smith County Arterial Projects**



1 inch = 4 miles

**APPENDIX B**

**COST OF WIDENING ROADS**

## ARTERIAL ROADWAYS - GROUP A

PCT	ROAD	LIMITS		MILES	WIDEN 4-FT	WIDEN 6-FT	WIDEN 8-FT
3	21	FROM SH 31 TO FM 850	3.223	3.223	\$ 596,255	\$ 854,095	\$ 1,111,935
3	35	FROM CR 313 TO I-20	6.502	1.742	\$ 322,270	\$ 461,630	\$ 600,990
3	35	FROM CR 492 TO LOOP 323		2.950	\$ 545,750	\$ 781,750	\$ 1,017,750
3	35	FROM I-20 TO CR 492		1.810	\$ 334,850	\$ 479,650	\$ 624,450
4	41	FROM CR 431 TO CR 496	2.711	1.715	\$ 317,275	\$ 454,475	\$ 591,675
4	41	FROM 1.715 TO BRIDGE		0.996	\$ 184,260	\$ 263,940	\$ 343,620
1 & 4	46	FROM HWY 110 TO CR 48	3.135	3.135	\$ 579,975	\$ 830,775	\$ 1,081,575
1	168	FROM SS TO CR 178	3.553	1.456	\$ 269,360	\$ 385,840	\$ 502,320
1	168	FROM HWY 155 TO HM		0.773	\$ 143,005	\$ 204,845	\$ 266,685
1	168	FROM CR 178 TO SC		0.606	\$ 112,110	\$ 160,590	\$ 209,070
1	168	FROM HM TO FM 2493		0.718	\$ 132,830	\$ 190,270	\$ 247,710
1	178	FROM FM 2868 TO CR 168	4.555	1.993	\$ 368,705	\$ 528,145	\$ 687,585
1	178	FROM FM 346 TO FM 2868		2.562	\$ 473,970	\$ 678,930	\$ 883,890
2	223	FROM FM 3220 TO CR 220	10.064	0.700	\$ 129,500	\$ 185,500	\$ 241,500
2	223	FROM FM 2607 TO FM 3220		2.700	\$ 499,500	\$ 715,500	\$ 931,500
2	223	FROM CR 246 TO FM 2607		2.290	\$ 423,650	\$ 606,850	\$ 790,050
2	223	FROM FM 850 TO CR 217		1.835	\$ 339,475	\$ 486,275	\$ 633,075
2	223	FROM CR 217 TO CR 246		2.539	\$ 469,715	\$ 672,835	\$ 875,955
2	230	FROM HWY 64 TO CR 294	3.890	0.240	\$ 44,400	\$ 63,600	\$ 82,800
2	230	FROM CR 294 TO FM 345		3.650	\$ 675,250	\$ 967,250	\$ 1,259,250
3	313	FROM FM 2015 TO FM14	9.244	3.195	\$ 591,075	\$ 846,675	\$ 1,102,275
3	313	FROM HWY 155 TO CR 343		0.830	\$ 153,550	\$ 219,950	\$ 286,350
3	313	FROM CR 343 TO FM 2015		2.369	\$ 438,265	\$ 627,785	\$ 817,305
3	313	FROM CR 41 TO FM 14		2.850	\$ 527,250	\$ 755,250	\$ 983,250
4	431	FROM SS N/W TO I-20	14.309	1.140	\$ 210,900	\$ 302,100	\$ 393,300
4	431	FROM I-20 N/WTO CR 41		0.770	\$ 142,450	\$ 204,050	\$ 265,650
4	431	FROM HWY 69 N/W TO HM		1.044	\$ 193,140	\$ 276,660	\$ 360,180
3	431	FROM CITY LIMITS TO HWY 69		0.335	\$ 61,975	\$ 88,775	\$ 115,575
3	431	FROM HWY 69 S To City LIMITS		7.606	\$ 1,407,110	\$ 2,015,590	\$ 2,624,070
3	431	FROM CR 41 N/WTO HWY 69		3.414	\$ 631,590	\$ 904,710	\$ 1,177,830
4	492	FROM CR 495 TO TP	3.329	0.625	\$ 115,625	\$ 165,625	\$ 215,625
4	492	FROM TP TO HWY 69		0.289	\$ 53,465	\$ 76,585	\$ 99,705
4	492	FROM CR 495 TO CR35		2.415	\$ 446,775	\$ 639,975	\$ 833,175
1	1113	FROM FM 2661 TO CR 1125	6.512	4.212	\$ 779,220	\$ 1,116,180	\$ 1,453,140
1	1113	FROM CR 1125 TO HWY 155		2.300	\$ 425,500	\$ 609,500	\$ 793,500
4	1125	FROM SPUR 164 TO SPUR 364	6.494	0.475	\$ 87,875	\$ 125,875	\$ 163,875
4	1125	FROM HWY 64 TO HWY 31		1.660	\$ 307,100	\$ 439,900	\$ 572,700
1	1125	FROM CR 1113 TO HWY 155		1.725	\$ 319,125	\$ 457,125	\$ 595,125
1	1125	FROM SPUR 364 TO CR 1113		2.334	\$ 431,790	\$ 618,510	\$ 805,230
1	1125	FROM HWY 155 TO CR 192		0.300	\$ 55,500	\$ 79,500	\$ 103,500
1	1261	FROM HWY 155 TO CR 1108	4.105	1.630	\$ 301,550	\$ 431,950	\$ 562,350
1	1261	FROM CR 1108 TO FM 2661		1.005	\$ 185,925	\$ 266,325	\$ 346,725
1	1261	FROM FM 2661 TO LAKE		1.470	\$ 271,950	\$ 389,550	\$ 507,150
2	2142	FROM FM 345 TO FM 346	2.975	2.975	\$ 550,375	\$ 788,375	\$ 1,026,375
<b>Total County Arterial Roads - Group A</b>			<b>84.601</b>	<b>84.601</b>	<b>\$ 15,651,185</b>	<b>\$ 22,419,265</b>	<b>\$ 29,187,345</b>

### ARTERIAL ROADWAYS - GROUP B

PCT	ROAD	LIMITS		MILES	WIDEN 4-FT	WIDEN 6-FT	WIDEN 8-FT
2	246	FROM CITY LIMITS TO HWY 64	4.760	1.180	\$ 218,300	\$ 312,700	\$ 407,100
2	246	FROM HWY 64 TO CR 223		1.790	\$ 331,150	\$ 474,350	\$ 617,550
3	246	FROM CR 223 TO FM 850		1.790	\$ 331,150	\$ 474,350	\$ 617,550
3	370	FROM FM 2767 TO I20	6.373	4.017	\$ 743,145	\$ 1,064,505	\$ 1,385,865
3	370	FROM FM 1252 TO HWY 271		1.570	\$ 290,450	\$ 416,050	\$ 541,650
3	370	FROM HWY 271 TO FM 16		0.786	\$ 145,410	\$ 208,290	\$ 271,170
4	384	FROM SC TO CITY LIMITS	10.142	2.829	\$ 523,365	\$ 749,685	\$ 976,005
3	384	FROM CR 391 TO HM		2.574	\$ 476,190	\$ 682,110	\$ 888,030
3	384	FROM FM 2908 TO CR 391		1.569	\$ 290,265	\$ 415,785	\$ 541,305
3	384	FROM I20 TO FM 2908		3.170	\$ 586,450	\$ 840,050	\$ 1,093,650
3	452	FROM CR 4125 TO FM 2710	14.774	1.434	\$ 265,290	\$ 380,010	\$ 494,730
3	452	FROM FM 1253 TO CR 448		2.050	\$ 379,250	\$ 543,250	\$ 707,250
3	452	FROM CR 445 TO CR 431		1.049	\$ 194,065	\$ 277,985	\$ 361,905
3	452	FROM CR 455 TO CR 445		1.896	\$ 350,760	\$ 502,440	\$ 654,120
3	452	FROM CR 448 TO CR 455		1.742	\$ 322,270	\$ 461,630	\$ 600,990
3	452	FROM CR 4118 TO FM 1804		1.752	\$ 324,120	\$ 464,280	\$ 604,440
3	452	FROM HWY 69 TO CR 4118		0.552	\$ 102,120	\$ 146,280	\$ 190,440
3	452	FROM CR 431 TO HWY 69		2.905	\$ 537,425	\$ 769,825	\$ 1,002,225
3	452	FROM FM 1804 TO CR 4125	3.209	1.394	\$ 257,890	\$ 369,410	\$ 480,930
3	455	FROM FM 1253 TO OD		2.816	\$ 520,960	\$ 746,240	\$ 971,520
3	455	FROM SS TO CR 452	3.956	0.393	\$ 72,705	\$ 104,145	\$ 135,585
4	471	FROM HWY 69 TO CR 4132		0.525	\$ 97,125	\$ 139,125	\$ 181,125
4	471	FROM CR 4132 TO HWY 110	5.697	3.431	\$ 634,735	\$ 909,215	\$ 1,183,695
2	2138	FROM HWY 110 TO HWY 110		2.920	\$ 540,200	\$ 773,800	\$ 1,007,400
2	2138	FROM FM 346 TO HWY 110		2.777	\$ 513,745	\$ 735,905	\$ 958,065
<b>Total County Arterial Roads - Group B</b>			<b>48.911</b>	<b>48.911</b>	<b>\$ 9,048,535</b>	<b>\$ 12,961,415</b>	<b>\$ 16,874,295</b>

Cost per mile of Arterial Widening				WIDEN 4-FT	WIDEN 6-FT	WIDEN 8-FT	
<b>TOTAL COUNTY ARTERIAL ROADS</b>			<b>133.512</b>	<b>133.512</b>	<b>\$ 24,699,720</b>	<b>\$ 35,380,680</b>	<b>\$ 46,061,640</b>

#### COST PER MILE

WIDEN 4-FT	WIDEN 6-FT	WIDEN 8-FT
\$ 185,000	\$ 265,000	\$ 345,000

APPENDIX C

CITIZEN ADVISORY COMMITTEE

## Smith County Capital Improvement Plan Citizen Review Committee

### COMMITTEE MEMBERS:

1. Commissioners Court Nominees:
  - a. County Judge  
Gene Shull  
903-561-5061  
[gshull@tyler.net](mailto:gshull@tyler.net)
  - b. Commissioner Precinct 1  
James Gregory  
903-258-7850  
[james.w.gregory@icloud.com](mailto:james.w.gregory@icloud.com)
  - c. Commissioner Precinct 2  
Francis Kay  
903-592-0835  
[lfk@sbcglobal.net](mailto:lfk@sbcglobal.net)
  - d. Commissioner Precinct 3  
Jimmy Hawley  
903-882-4839  
[jimmy@hawleydisposal.com](mailto:jimmy@hawleydisposal.com)
  - e. Commissioner Precinct 4  
Steve Patterson  
903-330-1205  
[jpatterson5261@gmail.com](mailto:jpatterson5261@gmail.com)
2. Commissioners Court Representative  
Jeff Warr  
903-590-9177  
[jwarr@smith-county.com](mailto:jwarr@smith-county.com)
3. City of Tyler Representative  
Heather Nick  
903-531-1175  
[hnick@tylertexas.com](mailto:hnick@tylertexas.com)
4. County Administrator  
Leonardo Brown  
903-590-4642  
[lbrown@smith-county.com](mailto:lbrown@smith-county.com)
5. County Engineer  
Frank Davis  
903-590-4800  
[fdavis@smith-county.com](mailto:fdavis@smith-county.com)

6. County Road Administrator

Doug Nicholson  
903-590-4806  
[dnicholson@smith-county.com](mailto:dnicholson@smith-county.com)

7. ATKINS North America

Charlie Varnell  
903-509-1552  
[charlie.varnell@atkinsglobal.com](mailto:charlie.varnell@atkinsglobal.com)

**COMMITTEE RESPONSIBILITIES:**

1. Review road evaluations and Capital Improvement Plan (CIP) as presented.
2. Consider roadways that may require additional enhancements and/or major renovations.
3. Consider additional costs for enhancements and renovations.
4. Consider funding/financing options for CIP program.
5. Compile initial list of roadways for repairs and improvement.
6. Present recommendations to Commissioners Court for implementation.

## **AGENDA**

**SMITH COUNTY ROAD and BRIDGE – 5 YEAR CAPITAL IMPROVEMENTS PROGRAM**

**CITIZEN ADVISORY COMMITTEE**

**MEETING # 1 – 07 / 23 / 2015**

**Smith County Annex, 1<sup>st</sup> Floor Conference Room**

- |  |                          |
|--|--------------------------|
| 1. Welcome and Introductions   | Frank Davis              |
| 2. Purpose of Committee  | Frank Davis              |
| 3. Discussion of Smith County 5-Year CIP Program – Overview                        | Frank Davis              |
| 4. Discussion of Program Planning and Work Done to Date<br>Using the PAVER Program | Charlie Varnell / Atkins |
| 5. Discussion of additional Work Items to be included in the Program               | Frank Davis              |
| a. Road Widening Projects  |                          |
| b. Bike and Trail Projects   |                          |
| 6. Discussion of Financial Options / Scenarios for the 5-Year CIP Program          | Frank Davis              |
| 7. Other Items / Committee Questions and Answers                                   | Frank Davis              |
| 8. Discussion of Committee Schedule / Next Meeting Date                            | Frank Davis              |
| 9. Adjournment   |                          |

## AGENDA

SMITH COUNTY ROAD and BRIDGE – 5 YEAR CAPITAL IMPROVEMENTS PROGRAM

CITIZEN ADVISORY COMMITTEE

MEETING # 2 – July 27, 2015

Smith County Annex, 1<sup>st</sup> Floor Conference Room

1. Welcome and Introductions Frank Davis
2. Discussion of additional Work Items to be included in the Program. Frank Davis
  - a. Arterial Road Widening
  - b. Bike and Trail Projects
  - c. Grant Matching Costs
3. Discussion of Financial Options / Scenarios for the 5-Year CIP Program Frank Davis
4. Other Items / Committee Questions and Answers Frank Davis
5. Adjournment

## **AGENDA**

### **SMITH COUNTY ROAD and BRIDGE – 5 YEAR CAPITAL IMPROVEMENTS PROGRAM**

#### **CITIZEN ADVISORY COMMITTEE**

**MEETING # 3 – August 3, 2015**

**Smith County Annex, 1<sup>st</sup> Floor Conference Room**

- |  |                    |
|--|--------------------|
| <b>1. Welcome and Introductions</b>  | <b>Frank Davis</b> |
| <b>2. Discussion of additional Work Items to be included in the Program</b>      | <b>Frank Davis</b> |
| <b>a. Arterial Road Widening</b>   |                    |
| <b>b. Grant Matching Costs</b>   |                    |
| <b>3. Discussion of Financial Options / Scenarios for the 5-Year CIP Program</b> | <b>Frank Davis</b> |
| <b>4. Other Items / Committee Questions and Answers</b>                          | <b>Frank Davis</b> |
| <b>5. Adjournment</b>  |                    |



**SMITH COUNTY, TEXAS  
ROAD & BRIDGE DEPARTMENT**



**CITIZEN ADVISORY COMMITTEE**

**COMMISSIONERS COURT PRESENTATION**

**AND**

**SUPPLEMENTAL INFORMATION**

**SMITH COUNTY ROAD & BRIDGE  
5 YEAR CAPITAL IMPROVEMENTS PROGRAM  
CITIZEN ADVISORY COMMITTEE**

**1. PURPOSE OF COMMITTEE**

- a. Committee Members
- b. Committee Responsibilities
  - i. Review Capital Improvement Plan (CIP) as presented.
  - ii. Consider roadways that may require additional enhancements and/or major renovations.
  - iii. Consider additional costs for enhancements and renovations.
  - iv. Consider funding/financing options for CIP program.
  - v. Present recommendations to Commissioners Court for implementation.

**2. DISCUSSION OF SMITH COUNTY 5-YEAR CAPITAL IMPROVEMENTS PROGRAM**

- a. Original Base CIP \$ 98,000,000
  
- b. Revised Base CIP \$ 86,000,000

**3. WORK ITEMS INCLUDED IN THE PROGRAM**

- a. CIP Base Road Improvement Projects \$ 86,000,000
  - i. This CIP amount provides only for improvements and maintenance in the existing roadway configuration and does not include enhancements to roadways.
  
- b. Arterial Widening and Safety Improvements \$ 35,500,000
  - i. Roadways that are utilized as a major collector or thoroughfare, that have significant traffic volumes, and accommodate heavy truck traffic.
  - ii. Approximately 133 Miles of county roads considered to be arterial.
  
- c. Specific Funding Costs \$ 2,500,000
  - i. Matching funds for grant programs (TxDOT grants, Bike Trials, etc.)
  - ii. Bridge and culvert improvements and/or replacements not covered through Road & Bridge Department or BRINSAP.
  - iii. Engineering and material testing
  
- d. Additional considerations
  - i. The committee discussed other options that included matching funds for projects within Smith County towns and communities. This will result in an additional increase in the amount of a CIP program.

**Total Proposed CIP \$124,000,000**

#### **4. FUNDING OF CAPITAL IMPROVEMENTS PROGRAM**

##### **a. Tax Rate Information**

- i. At the current Assessed County Valuation, a 1-cent tax will generate approximately \$1.45 Million in funds.
- ii. A 5-cent dedicated annual Road & Bridge tax will generate approximately \$7.45 Million. For a proposed \$124,000,000 CIP program, this amount of revenue will require 17 years to complete the proposed improvements.

##### **b. Bond Program**

- i. Pro - Allows for all road improvements to be completed in a short time schedule.
- ii. Con - Does not provide for sustained funding of road improvements and continued maintenance.

##### **c. Dedicated Tax**

- i. Pro - Provides funding that is dedicated solely for road and bridge improvements and will provide sustained funding of improvements and continued maintenance.
- ii. Con – Tax rate will provide limited amount of funds on a yearly basis. This will limit the amount of improvements that will be performed each year resulting in a lengthy completion schedule.

##### **d. Transportation Reinvestment Zone**

- i. Pro – Provides a dedicated and sustained funding source for road improvements and continued maintenance.
- ii. Con – Funding will be limited in initial years, resulting in a lengthy time schedule for the completion of the road improvements.

##### **e. Combination of Funding Resources**

- i. The Committee recommends that the Commissioners Court seek all avenues of funding to provide for the Capital Improvements Program. Such a combined program will provide immediate funding of a major portion of the road improvements and then provide a sustained funding source for completion of the CIP and continued maintenance.

## ARTERIAL ROADWAYS - GROUP A

PCT	ROAD	LIMITS		MILES	WIDEN 4-FT	WIDEN 6-FT	WIDEN 8-FT
3	21	FROM SH 31 TO FM 850	3.223	3.223	\$ 596,255	\$ 854,095	\$ 1,111,935
3	35	FROM CR 313 TO I-20	6.502	1.742	\$ 322,270	\$ 461,630	\$ 600,990
3	35	FROM CR 492 TO LOOP 323		2.950	\$ 545,750	\$ 781,750	\$ 1,017,750
3	35	FROM I-20 TO CR 492		1.810	\$ 334,850	\$ 479,650	\$ 624,450
4	41	FROM CR 431 TO CR 496	2.711	1.715	\$ 317,275	\$ 454,475	\$ 591,675
4	41	FROM 1.715 TO BRIDGE		0.996	\$ 184,260	\$ 263,940	\$ 343,620
1 & 4	46	FROM HWY 110 TO CR 48	3.135	3.135	\$ 579,975	\$ 830,775	\$ 1,081,575
1	168	FROM SS TO CR 178	3.553	1.456	\$ 269,360	\$ 385,840	\$ 502,320
1	168	FROM HWY 155 TO HM		0.773	\$ 143,005	\$ 204,845	\$ 266,685
1	168	FROM CR 178 TO SC		0.606	\$ 112,110	\$ 160,590	\$ 209,070
1	168	FROM HM TO FM 2493		0.718	\$ 132,830	\$ 190,270	\$ 247,710
1	178	FROM FM 2868 TO CR 168	4.555	1.993	\$ 368,705	\$ 528,145	\$ 687,585
1	178	FROM FM 346 TO FM 2868		2.562	\$ 473,970	\$ 678,930	\$ 883,890
2	223	FROM FM 3220 TO CR 220	10.064	0.700	\$ 129,500	\$ 185,500	\$ 241,500
2	223	FROM FM 2607 TO FM 3220		2.700	\$ 499,500	\$ 715,500	\$ 931,500
2	223	FROM CR 246 TO FM 2607		2.290	\$ 423,650	\$ 606,850	\$ 790,050
2	223	FROM FM 850 TO CR 217		1.835	\$ 339,475	\$ 486,275	\$ 633,075
2	223	FROM CR 217 TO CR 246		2.539	\$ 469,715	\$ 672,835	\$ 875,955
2	230	FROM HWY 64 TO CR 294	3.890	0.240	\$ 44,400	\$ 63,600	\$ 82,800
2	230	FROM CR 294 TO FM 345		3.650	\$ 675,250	\$ 967,250	\$ 1,259,250
3	313	FROM FM 2015 TO FM14	9.244	3.195	\$ 591,075	\$ 846,675	\$ 1,102,275
3	313	FROM HWY 155 TO CR 343		0.830	\$ 153,550	\$ 219,950	\$ 286,350
3	313	FROM CR 343 TO FM 2015		2.369	\$ 438,265	\$ 627,785	\$ 817,305
3	313	FROM CR 41 TO FM 14		2.850	\$ 527,250	\$ 755,250	\$ 983,250
4	431	FROM SS N/W TO I-20	14.309	1.140	\$ 210,900	\$ 302,100	\$ 393,300
4	431	FROM I-20 N/W TO CR 41		0.770	\$ 142,450	\$ 204,050	\$ 265,650
4	431	FROM HWY 69 N/W TO HM		1.044	\$ 193,140	\$ 276,660	\$ 360,180
3	431	FROM CITY LIMITS TO HWY 69		0.335	\$ 61,975	\$ 88,775	\$ 115,575
3	431	FROM HWY 69 S To City LIMITS		7.606	\$ 1,407,110	\$ 2,015,590	\$ 2,624,070
3	431	FROM CR 41 N/W TO HWY 69		3.414	\$ 631,590	\$ 904,710	\$ 1,177,830
4	492	FROM CR 495 TO TP	3.329	0.625	\$ 115,625	\$ 165,625	\$ 215,625
4	492	FROM TP TO HWY 69		0.289	\$ 53,465	\$ 76,585	\$ 99,705
4	492	FROM CR 495 TO CR35		2.415	\$ 446,775	\$ 639,975	\$ 833,175
1	1113	FROM FM 2661 TO CR 1125	6.512	4.212	\$ 779,220	\$ 1,116,180	\$ 1,453,140
1	1113	FROM CR 1125 TO HWY 155		2.300	\$ 425,500	\$ 609,500	\$ 793,500
4	1125	FROM SPUR 164 TO SPUR 364	6.494	0.475	\$ 87,875	\$ 125,875	\$ 163,875
4	1125	FROM HWY 64 TO HWY 31		1.660	\$ 307,100	\$ 439,900	\$ 572,700
1	1125	FROM CR 1113 TO HWY 155		1.725	\$ 319,125	\$ 457,125	\$ 595,125
1	1125	FROM SPUR 364 TO CR 1113		2.334	\$ 431,790	\$ 618,510	\$ 805,230
1	1125	FROM HWY 155 TO CR 192		0.300	\$ 55,500	\$ 79,500	\$ 103,500
1	1261	FROM HWY 155 TO CR 1108	4.105	1.630	\$ 301,550	\$ 431,950	\$ 562,350
1	1261	FROM CR 1108 TO FM 2661		1.005	\$ 185,925	\$ 266,325	\$ 346,725
1	1261	FROM FM 2661 TO LAKE		1.470	\$ 271,950	\$ 389,550	\$ 507,150
2	2142	FROM FM 345 TO FM 346	2.975	2.975	\$ 550,375	\$ 788,375	\$ 1,026,375
<b>Total County Arterial Roads - Group A</b>			<b>84.601</b>	<b>84.601</b>	<b>\$ 15,651,185</b>	<b>\$ 22,419,285</b>	<b>\$ 29,187,345</b>

### ARTERIAL ROADWAYS - GROUP B

PCT	ROAD	LIMITS		MILES	WIDEN 4-FT	WIDEN 6-FT	WIDEN 8-FT
2	246	FROM CITY LIMITS TO HWY 64	4.760	1.180	\$ 218,300	\$ 312,700	\$ 407,100
2	246	FROM HWY 64 TO CR 223		1.790	\$ 331,150	\$ 474,350	\$ 617,550
3	246	FROM CR 223 TO FM 850		1.790	\$ 331,150	\$ 474,350	\$ 617,550
3	370	FROM FM 2767 TO I20	6.373	4.017	\$ 743,145	\$ 1,064,505	\$ 1,385,865
3	370	FROM FM 1252 TO HWY 271		1.570	\$ 290,450	\$ 416,050	\$ 541,650
3	370	FROM HWY 271 TO FM 16		0.786	\$ 145,410	\$ 208,290	\$ 271,170
4	384	FROM SC TO CITY LIMITS	10.142	2.829	\$ 523,365	\$ 749,685	\$ 976,005
3	384	FROM CR 391 TO HM		2.574	\$ 476,190	\$ 682,110	\$ 888,030
3	384	FROM FM 2908 TO CR 391		1.569	\$ 290,265	\$ 415,785	\$ 541,305
3	384	FROM I20 TO FM 2908		3.170	\$ 586,450	\$ 840,050	\$ 1,093,650
3	452	FROM CR 4125 TO FM 2710	14.774	1.434	\$ 265,290	\$ 380,010	\$ 494,730
3	452	FROM FM 1253 TO CR 448		2.050	\$ 379,250	\$ 543,250	\$ 707,250
3	452	FROM CR 445 TO CR 431		1.049	\$ 194,065	\$ 277,985	\$ 361,905
3	452	FROM CR 455 TO CR 445		1.896	\$ 350,760	\$ 502,440	\$ 654,120
3	452	FROM CR 448 TO CR 455		1.742	\$ 322,270	\$ 461,630	\$ 600,990
3	452	FROM CR 4118 TO FM 1804		1.752	\$ 324,120	\$ 464,280	\$ 604,440
3	452	FROM HWY 69 TO CR 4118		0.552	\$ 102,120	\$ 146,280	\$ 190,440
3	452	FROM CR 431 TO HWY 69		2.905	\$ 537,425	\$ 769,825	\$ 1,002,225
3	452	FROM FM 1804 TO CR 4125		1.394	\$ 257,890	\$ 369,410	\$ 480,930
3	455	FROM FM 1253 TO OD		3.209	2.816	\$ 520,960	\$ 746,240
3	455	FROM SS TO CR 452	0.393		\$ 72,705	\$ 104,145	\$ 135,585
4	471	FROM HWY 69 TO CR 4132	3.956	0.525	\$ 97,125	\$ 139,125	\$ 181,125
4	471	FROM CR 4132 TO HWY 110		3.431	\$ 634,735	\$ 909,215	\$ 1,183,695
2	2138	FROM HWY 110 TO HWY 110	5.697	2.920	\$ 540,200	\$ 773,800	\$ 1,007,400
2	2138	FROM FM 346 TO HWY 110		2.777	\$ 513,745	\$ 735,905	\$ 958,065
<b>Total County Arterial Roads - Group B</b>			<b>48.911</b>	<b>48.911</b>	<b>\$ 9,048,535</b>	<b>\$ 12,981,415</b>	<b>\$ 16,874,295</b>

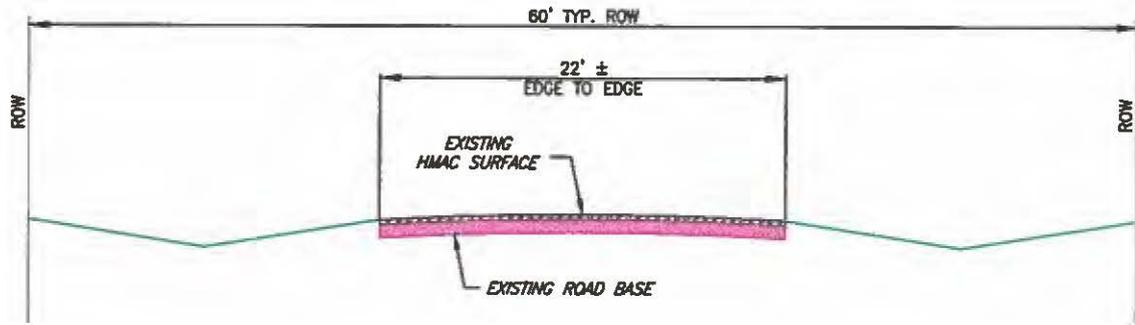
Cost per mile of Arterial Widening			WIDEN 4-FT	WIDEN 6-FT	WIDEN 8-FT
			\$ 185,000	\$ 265,000	\$ 345,000
<b>TOTAL COUNTY ARTERIAL ROADS</b>	<b>133.512</b>	<b>133.512</b>	<b>\$ 24,899,720</b>	<b>\$ 35,380,680</b>	<b>\$ 46,061,640</b>

## PROPOSED CAPITAL IMPROVEMENT PROGRAM

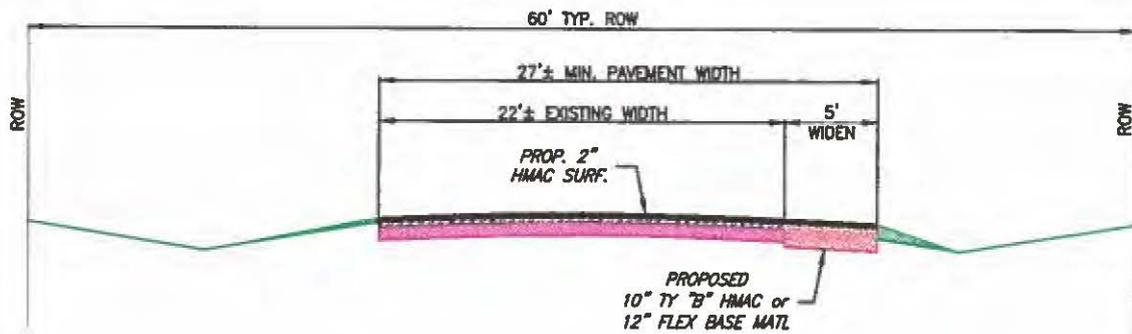
	4' ARTERIAL WIDENING	6' ARTERIAL WIDENING	8' ARTERIAL WIDENING
CIP BASE AMOUNT	\$ 86,000,000	\$ 86,000,000	\$ 86,000,000
ARTERIAL WIDENING	\$ 25,000,000	\$ 35,500,000	\$ 46,000,000
GRANT MATCHING	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
<b>TOTAL</b>	<b>\$ 113,500,000</b>	<b>\$ 124,000,000</b>	<b>\$ 134,500,000</b>

	4' ARTERIAL WIDENING	6' ARTERIAL WIDENING	8' ARTERIAL WIDENING
CIP BASE AMOUNT	\$ 86,000,000	\$ 86,000,000	\$ 86,000,000
ARTERIAL WIDENING (GROUP A)	\$ 16,000,000	\$ 22,500,000	\$ 29,200,000
GRANT MATCHING	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
<b>TOTAL</b>	<b>\$ 104,500,000</b>	<b>\$ 111,000,000</b>	<b>\$ 117,700,000</b>

### EXISTING ARTERIAL ROADWAY



### PROPOSED ARTERIAL ROADWAY WIDENING



**SMITH COUNTY  
ROAD & BRIDGE DEPARTMENT**  
1700 W. Claude Street  
Tyler, Texas 75702

**ARTERIAL ROADWAY WIDENING**

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
15	1	1	FM 346	CR 129	7,700	21	1/15/2015	Oil Dirt	76	71.73
15	1	2	FM 756	FM 346	15,200	20	1/15/2015	Oil Dirt	83	77.35
21	3	1	Hwy 31	FM 850	17,000	22	1/23/2015	Slurry Seal	87	76.39
23	3	1	CR 21	End	2,900	12	1/23/2015	Oil Dirt	55	52.89
24	3	1	Hwy 31	FM 2767	5,000	21	1/26/2015	Slurry Seal	64	62.96
25	3	1	Hwy 31	End	1,000	20	1/26/2015	Oil Dirt	50	49.42
26	3	1	CR 233	CR 246	10,300	21	1/16/2015	Oil Dirt	95	94.40
26	3	2	CR 21	CR 233	12,800	20	1/16/2015	Oil Dirt	69	66.99
26	3	3	CR 246	1.44 SS	7,600	20	1/16/2015	Oil Dirt	97	91.49
26	3	4	FM 850	CR 21	24,400	22	1/16/2015	Slurry Seal	86	75.64
26	3	5	OD	County Line	13,000	20	1/16/2015	Slurry Seal	83	73.97
26	3	6	1.44 miles	Hot Mix	7,600	20	1/16/2015	HMAC	94	89.10
27	3	1	CR 26	End	2,600	18	1/23/2015	Oil Dirt	76	71.83
28	3	1	CR 26	End	1,200	20	1/23/2015	Oil Dirt	88	81.98
29	3	1	CR 26	CR 3199	8,200	21	1/26/2015	Oil Dirt	44	43.64
31	3	1	FM 16	End	3,200	16	1/30/2015	Oil Dirt	51	49.92
32	3	1	FM 16	CR 313	14,000	21	1/30/2015	Oil Dirt	63	61.33
32	3	2	FM 2710	FM 16	6,300	21	1/30/2015	Oil Dirt	39	38.65
33	3	1	CR 32	End	2,400	14	1/30/2015	Oil Dirt	71	68.33
34	3	1	FM 14	End	800	16	1/30/2015	Oil Dirt	85	79.37
35	4	1	FM 14	Loop 323	4,200	21	1/29/2015	HMAC	70	67.59
35	3	2	I-20	CR 313	9,200	22	1/29/2015	Seal Coat	96	89.05
35	3	3	CR 492	I-20	9,600	22	1/29/2015	Slurry Seal	56	53.80
35	4	4	Loop 323	CR 492	15,600	22	1/29/2015	Slurry Seal	70	67.48
37	3	1	FM 14	CR 35	8,000	22	1/29/2015	Slurry Seal	96	81.91
38	3	1	CR 38 (T)	End	700	20	1/29/2015	Oil Dirt	91	85.03
38	3	2	FM 14	End	2,600	15	1/29/2015	Oil Dirt	90	84.03
39	3	1	FM 14	End	600	18	1/29/2015	Oil Dirt	90	84.03
41	4	1	CR 431	CR 496	9,100	22	1/30/2015	Seal Coat	82	77.98
41	4	2	1.715 MI	Center of Bridge	5,300	22	1/30/2015	Slurry Seal	66	65.56
42	4	1	FM 724	Hwy. 110	12,400	21	3/7/2015	Seal Coat	59	54.79
43	4	1	CR 414	Dead End	3,200	18	1/28/2015	Oil Dirt	32	31.65
45	4	1	Hwy 110	CR 46	9,200	18	1/28/2015	Oil Dirt	74	70.40
46	1	1	Hwy 110	CR 48	16,600	22	1/27/2015	Seal Coat	82	77.94
46	4	2	CR 48	FM 724	24,600	20	1/27/2015	Slurry Seal	81	73.09
47	1	1	CR 46	SH 64	6,300	20	1/14/2015	Oil Dirt	86	79.96
48	4	1	Hwy 110	CR 46	4,300	18	1/28/2015	Oil Dirt	73	69.69
49	4	1	FM 724	CR 419	12,400	18	1/28/2015	Oil Dirt	75	71.14
112	1	1	CR 129	CR 113	7,900	20	1/20/2015	Oil Dirt	66	65.54
113	1	1	CR 152	W. Mud Creed	7,900	21	1/20/2015	Oil Dirt	66	65.54
113	1	2	CR 129	Mud Creek	6,900	18	1/20/2015	Oil Dirt	67	65.94
115	1	1	FM 344	End	2,400	16	1/21/2015	Oil Dirt	47	46.64
116	1	1	FM 344	End	3,000	20	1/31/2015	Oil Dirt	64	62.68
117	1	1	CR 118	End	2,200	18	2/2/2015	Oil Dirt	73	69.73
118	1	1	CR 121	County Line	15,400	21	2/2/2015	Oil Dirt	53	51.31
119	1	1	FM 344	CR 113	6,600	21	1/21/2015	Pug Mill	78	69.18
121	1	1	FM 344	CR 3805	8,500	21	2/2/2015	Oil Dirt	46	45.65
122	1	1	City Limits	FM 346	10,900	22	1/20/2015	HMAC	81	75.83
127	1	1	FM 2813	FM 2813	3,400	18	2/6/2015	Oil Dirt	53	51.33
128	1	1	FM 2813	CR 164	6,600	21	2/10/2015	Slurry Seal	84	75.11
129	1	1	CR 113	FM 756	10,100	20	1/21/2015	Oil Dirt	77	72.56
129	1	2	CR 146	CR 113	9,700	20	1/21/2015	Oil Dirt	55	52.88
130	1	1	CR 129	End	2,100	18	1/20/2015	Pug Mill	61	57.56

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
131	1	1	CR 129	CR 112	1,300	16	1/15/2015	Oil Dirt	47	46.63
132	1	1	FM 2813	CR 137	7,700	20	2/6/2015	Oil Dirt	82	76.87
133	1	1	FM 2493	CR 178	7,100	20	2/6/2015	Oil Dirt	35	34.66
133	1	2	CR 178	End	3,200	15	2/6/2015	Oil Dirt	51	49.94
133	1	3	FM 2493	CR 132	2,200	20	2/6/2015	Pug Mill	41	40.90
134	1	1	FM 2813	CR 137	11,400	20	2/10/2015	HMAC	62	61.92
135	1	1	CR 134	CR 132	3,900	20	2/10/2015	Oil Dirt	85	79.57
136	1	1	CR 133	CR 168	6,100	21	2/6/2015	Oil Dirt	64	62.71
137	1	1	Hwy. 69	CR 138	6,700	21	2/6/2015	HMAC	61	60.94
137	1	2	FM 346	CR 138	7,200	20	2/10/2015	Oil Dirt	51	49.95
137	1	3	CR 1215	FM 346	1,800	20	2/10/2015	Oil Dirt	89	83.30
138	1	1	FM 346	CR 137	3,900	20	2/6/2015	Oil Dirt	77	72.78
139	1	1	FM 2868	CR 140	4,900	20	2/10/2015	Oil Dirt	97	92.00
140	1	1	FM 2493	CR 178	9,500	21	2/10/2015	HMAC	46	45.94
140	1	2	CR 178	Dead End	2,500	16	2/10/2015	Pug Mill	56	54.62
141	1	1	FM 2493	CR 137	700	16	2/10/2015	Oil Dirt	53	51.35
142	1	142	FM 346	End	3,200	15	2/10/2015	Oil Dirt	80	75.25
144	1	1	CR 140	CR 133	1,900	20	2/10/2015	Oil Dirt	43	42.66
145	1	1	Hwy 69	City Limits	7,600	21	2/10/2015	Oil Dirt	67	65.99
146	1	1	Hwy 69	Hwy 69	3,900	20	1/21/2015	Oil Dirt	51	49.90
147	1	1	CR 146	Dead End	1,700	18	1/21/2015	Oil Dirt	83	77.45
148	1	1	FM 2493	CR 137	800	20	2/10/2015	Oil Dirt	62	60.17
148	1	2	FM 346	FM 2493	2,300	16	2/10/2015	Oil Dirt	85	79.57
149	1	1	Hwy 69	FM 2493	8,100	22	2/2/2015	Oil Dirt	33	32.65
150	1	1	FM 2493	CR 149	8,900	20	2/2/2015	Pug Mill	58	55.78
152	1	1	Hwy 69	0.680 Mi	4,000	21	1/21/2015	Oil Dirt	51	49.90
152	1	2	0.680 Mi	Dead End	400	12	1/21/2015	Oil Dirt	47	46.64
152	1	3	FM 2493	CR 173	8,200	21	1/21/2015	Oil Dirt	62	60.03
152	1	4	Hwy 69	FM 2493	8,100	21	1/21/2015	Oil Dirt	70	67.62
152	1	5	CR 173	CR 181	5,700	20	1/21/2015	Pug Mill	64	59.52
153	1	1	CR 150	CR 173	3,000	20	2/2/2015	Pug Mill	51	50.90
154	1	1	CR 113	End	1,400	14	1/21/2015	Oil Dirt	77	72.56
155	1	1	CR 152	End	600	18	1/21/2015	Oil Dirt	85	79.20
156	1	1	CR 152	End	700	12	1/21/2015	Oil Dirt	55	52.88
157	1	1	CR 152	End	800	16	1/28/2015	Oil Dirt	39	38.65
159	1	1	Hwy. 155	CR 192	3,300	21	3/6/2015	Oil Dirt	72	69.31
164	1	1	Toll 49	CR 128	1,400	20	2/27/2015	Oil Dirt	50	49.46
164	1	3	FM 2493	Mahar Rd	6,500	18	2/27/2015	Oil Dirt	55	53.13
164	1	4	CR 127	Toll 49	2,100	20	2/27/2015	Oil Dirt	74	70.72
165	1	1	CR 167	CR 168	1,700	20	3/2/2015	HMAC	82	79.06
165	1	2	FM 2493	Toll 49	4,000	20	3/2/2015	Oil Dirt	72	69.28
166	1	1	Murphee Lane	End	2,200	18	2/27/2015	Oil Dirt	52	50.68
166	1	2	Baggett Rd.	End	3,400	20	2/27/2015	Oil Dirt	56	54.03
167	1	1	CR 178	End	3,200	21	3/2/2015	HMAC	78	77.16
167	1	2	CR 165	CR 178	3,800	20	3/2/2015	Oil Dirt	71	68.57
168	1	1	FM 2493	HM	3,800	21	3/11/2015	HMAC	51	46.32
168	1	2	HM	SC	3,800	21	3/11/2015	HMAC	46	45.75
168	1	3	SS	HM	4,100	21	3/11/2015	Seal Coat	60	56.11
168	1	4	HM	Hwy. 155	7,700	21	3/11/2015	Slurry Seal	61	59.85
169	1	1	FM 346	FM 2493	600	16	2/20/2015	Oil Dirt	28	27.68
169	1	2	FM 2493	CR 137	800	16	2/20/2015	Oil Dirt	70	67.82
171	1	1	CR 178	End	2,500	18	1/27/2015	Oil Dirt	70	67.66
172	1	1	FM 2493	FM 346	8,300	20	1/27/2015	Pug Mill	50	49.90

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
173	1	1	FM 346	CR 177	8,600	21	1/27/2015	Oil Dirt	57	54.74
173	1	2	CR 152	FM 344	4,700	18	1/27/2015	Oil Dirt	69	67.05
173	1	3	CR 177	CR 152	4,200	20	1/27/2015	Oil Dirt	53	51.28
174	1	1	CR 172	CR 173	3,600	20	1/21/2015	Pug Mill	74	66.36
175	1	1	FM 346	CR 173	1,900	18	1/26/2015	Oil Dirt	71	68.30
176	1	1	CR 174	End	900	14	1/26/2015	Oil Dirt	25	24.64
177	1	1	FM 346	CR 181	2,500	20	1/26/2015	Oil Dirt	66	65.55
177	1	2	CR 181	CR 173	2,400	20	1/26/2015	Oil Dirt	78	73.41
177	1	3	CR 173	FM 2493	6,900	20	1/26/2015	Pug Mill	61	57.62
178	1	1	Toll 49	CR 192	9,000	21	1/16/2015	HMAC	86	82.06
178	1	3	FM 346	FM 2868	13,500	22	1/16/2015	Slurry Seal	74	69.25
178	1	4	FM 2868	CR 168	10,500	22	1/16/2015	Slurry Seal	86	75.64
178	1	5	CR 168	Toll 49	2,500	21	1/16/2015	Slurry Seal	93	79.66
179	1	1	CR 1100	Dead End	900	14	2/27/2015	Oil Dirt	42	41.68
180	1	1	CR 192	CR 1168	2,700	20	3/3/2015	Oil Dirt	70	67.89
180	1	2	CR 1168	End	1,000	12	3/3/2015	HMAC	21	15.85
181	1	1	FM 344 South	Gate	5,400	20	1/21/2015	Oil Dirt	61	58.86
181	1	2	CR 185	CR 178	7,400	20	1/23/2015	Oil Dirt	75	71.08
181	1	3	FM 344	FM 346	9,700	20	1/23/2015	Slurry Seal	86	75.82
182	1	1	FM 344 West	FM 344 East	3,500	18	1/21/2015	Oil Dirt	58	55.67
183	1	1	CR 177	CR 1260	1,100	18	1/26/2015	Oil Dirt	20	19.64
184	1	1	FM 344	End	800	14	1/21/2015	Oil Dirt	65	64.20
185	1	1	FM 346	CR 178	6,400	21	1/21/2015	Oil Dirt	85	79.20
186	1	1	FM 346	CR 1259	1,800	16	1/21/2015	Oil Dirt	57	54.70
187	1	1	FM 344	End	5,500	22	3/11/2015	HMAC	71	69.21
188	1	1	FM 346	FM 344	8,500	22	1/29/2015	Oil Dirt	58	55.73
189	1	1	CR 189 W	0.086	500	20	3/11/2015	HMAC	77	76.13
189	1	2	FM 344	CR 189 W	3,800	21	3/11/2015	HMAC	68	66.87
189	1	3	0.086	Lake	600	16	3/11/2015	HMAC	92	89.52
189	1	4	Hwy. 155 E	Lake	3,600	20	3/11/2015	Oil Dirt	84	79.21
189	1	5	FM 344	CR 189 North	1,600	20	3/11/2015	Oil Dirt	78	74.04
190	1	1	Hwy. 155	End	2,600	20	3/11/2015	Oil Dirt	67	66.07
191	1	1	Hwy. 155	End	3,500	20	3/12/2015	Oil Dirt	60	58.14
192	1	1	Hwy. 155 N	Tyler C.L. (W. Grande)	5,500	20	3/11/2015	HMAC	74	71.01
192	1	2	Tyler C.L. (W. Grande)	Toll 49	18,200	21	3/11/2015	Oil Dirt	54	52.33
192	1	3	Toll 49	Hwy. 155 South	7,100	20	3/11/2015	Oil Dirt	46	45.70
193	1	1	Hwy. 155	CR 192	4,700	20	3/6/2015	Pug Mill	51	50.91
194	1	1	Hwy. 155	CR 193	1,700	21	3/6/2015	Oil Dirt	61	59.20
195	1	1	CR 1125	Hwy. 155	2,100	20	3/3/2015	Oil Dirt	63	61.54
195	1	2	Hwy. 155	CR 192	1,800	20	3/3/2015	Oil Dirt	66	65.58
196	1	1	Hwy 155	CR 1100	1,000	16	3/10/2015	Oil Dirt	75	71.62
196	1	2	CR 168	Hwy. 155	4,700	20	3/11/2015	Oil Dirt	60	58.14
196	1	3	CR 1261	Toll 49	7,900	20	3/11/2015	Oil Dirt	85	80.11
196	1	4	CR 1125	Hwy 155	300	22	3/10/2015	Oil Dirt	100	97.19
196	1	5	Hwy 155	CR 192	1,200	20	3/10/2015	Pug Mill	54	53.58
196	1	6	Toll 49	CR 1125	6,700	20	3/11/2015	HMAC	79	78.19
197	1	1	CR 196	Gate	300	16	3/11/2015	Oil Dirt	19	18.70
198	1	1	CR 196	CR 1100	2,700	20	2/27/2015	Oil Dirt	78	73.87
199	1	1	CR 1100	Timberline Dr.	2,900	20	2/27/2015	Oil Dirt	65	64.33
210	3	1	FM 850	Hwy. 64	11,700	20	3/3/2015	HMAC	54	49.55
210	2	2	Hwy. 64	CR 219	1,000	20	3/3/2015	Oil Dirt	0	0.00
211	3	1	Hwy. 31	Hwy. 2767	5,000	20	2/3/2015	Oil Dirt	80	75.14
211	3	2	FM 850	Hwy. 31	800	18	2/3/2015	Oil Dirt	83	77.68

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
212	3	1	Hwy. 64	CR 210	1,300	20	3/3/2015	Oil Dirt	37	36.69
212	3	2	CR 212 E	End	1,100	12	3/3/2015	Oil Dirt	33	32.69
213	3	1	Roberts Rd.	End	800	20	3/12/2015	HMAC	93	90.39
213	3	2	Lakeshore Dr. at FM 850	SS	4,700	21	3/13/2015	HMAC	83	81.80
213	3	3	Penninsula Dr.	End	1,500	18	3/12/2015	Oil Dirt	58	56.07
213	3	4	Pine Tree Rd.	End	700	21	3/12/2015	Oil Dirt	76	72.43
213	3	5	Shady Point Dr.	End	400	20	3/12/2015	Oil Dirt	93	87.99
213	3	6	FM 850 North	End	600	12	2/18/2015	Slurry Seal	79	72.39
213	3	7	Hot Mix	Dead End	3,700	21	3/12/2015	Slurry Seal	81	74.02
213	3	8	Creek Bend Dr.	End	3,500	21	3/12/2015	Slurry Seal	85	76.49
214	3	1	SS	OD	2,100	22	3/12/2015	HMAC	43	37.38
214	3	2	Hot Mix	End of Maint.	1,900	20	3/12/2015	Oil Dirt	90	84.90
214	3	3	Hwy. 64	HM	2,800	22	3/12/2015	Slurry Seal	72	68.78
215	2	1	Hwy. 64	End	3,300	20	3/11/2015	Oil Dirt	95	90.18
217	3	1	FM 850	CR 26	16,800	18	3/16/2015	Oil Dirt	54	52.36
218	3	1	FM 850	Gate	1,400	12	3/10/2015	Oil Dirt	22	21.70
219	2	1	Spur 248	Hwy. 64	800	22	3/18/2015	Slurry Seal	74	69.96
219	2	2	FM 848	Spur 248	1,600	22	3/18/2015	Slurry Seal	93	81.83
219	2	3	Hwy. 64	FM 848	13,300	22	3/18/2015	Slurry Seal	87	77.93
220	3	1	Hwy. 64	Hwy. 64	16,100	22	3/15/2015	Slurry Seal	79	72.86
221	2	1	CR 219	O.209	1,100	18	3/3/2015	Oil Dirt	71	68.58
221	2	2	O.209	End	600	14	3/3/2015	Oil Dirt	66	65.58
223	2	1	CR 246	CR 227	13,400	21	3/23/2015	Oil Dirt	52	50.79
223	2	2	CR 246	FM 2607	12,100	21	3/23/2015	Oil Dirt	62	60.47
223	2	3	CR 227	FM 850	9,700	21	3/23/2015	Oil Dirt	38	37.71
223	2	4	FM 2607	FM 3226	14,300	21	3/23/2015	Slurry Seal	34	31.79
223	2	5	CR 220	FM 3226	3,700	21	3/23/2015	Slurry Seal	50	47.40
224	3	1	CR 223	End	1,600	14	3/5/2015	Oil Dirt	36	35.69
225	3	1	CR 2205	End	2,500	20	3/11/2015	Oil Dirt	44	43.70
226	3	1	FM 850	O.386	2,000	18	3/17/2015	Oil Dirt	88	83.04
226	3	2	O.386	End	1,100	12	3/17/2015	Oil Dirt	86	81.15
227	2	1	FM 850	CR 251	10,000	21	3/19/2015	Oil Dirt	66	65.59
228	3	1	FM 850	End	2,600	20	2/18/2015	Oil Dirt	72	69.17
229	2	1	Big Oak Bay Dr.	End	19,300	21	3/17/2015	HMAC	80	79.13
229	2	2	Perry Street	End	800	20	3/17/2015	Oil Dirt	63	61.63
229	2	3	Wilson Rd.	End	2,800	20	3/17/2015	Oil Dirt	91	86.01
229	2	4	Rainbow Ridge Circle	End	2,000	20	3/17/2015	Oil Dirt	84	83.31
229	2	5	Wilkinsin Dr.	End	1,100	20	3/17/2015	Oil Dirt	82	77.54
229	2	6	Rainbow Point	End	600	20	3/17/2015	Oil Dirt	99	95.47
230	2	1	FM 294	FM 345	19,300	22	3/24/2015	Slurry Seal	52	49.65
230	2	2	Hwy. 64	CR 294	1,300	22	3/24/2015	Slurry Seal	61	59.91
232	2	1	CR 2607	Dead End	900	12	3/24/2015	HMAC	100	96.66
233	3	1	CR 26	FM 850	19,000	21	2/2/2015	Slurry Seal	70	67.51
233	3	2	Hwy 31	CR 26	5,700	21	2/2/2015	Slurry Seal	75	69.95
234	3	1	CR 21	CR 233	7,400	21	1/27/2015	Oil Dirt	86	80.21
235	3	1	CR 26	CR 234	12,700	20	2/2/2015	Oil Dirt	64	62.69
236	3	1	Hwy. 31	FM 2767	5,800	21	3/2/2015	Pug Mill	28	27.91
237	3	1	FM 2767	OD	5,200	16	2/27/2015	Dirt	66	64.43
237	3	2	CR 236	Dirt	2,700	16	2/27/2015	Pug Mill	4	3.91
238	3	1	Asphalt	End	1,200	20	2/17/2015	Dirt	84	82.37
238	3	2	Hwy. 31	Asphalt	900	20	2/17/2015	Oil Dirt	83	77.92
239	3	1	FM 2767	End	3,600	20	3/2/2015	Oil Dirt	9	8.69
240	3	1	CR 233	CR 246	8,400	18	2/3/2015	Oil Dirt	74	70.47

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
242	3	1	CR 223	CR 247	3,200	20	3/18/2015	Oil Dirt	37	34.11
243	3	1	CR 246	End	3,300	20	3/18/2015	Oil Dirt	48	47.71
244	3	1	CR 26	County Line	23,200	20	2/18/2015	Oil Dirt	61	59.08
245	3	1	Hwy. 31	End	7,600	20	2/13/2015	Oil Dirt	71	68.44
245	3	2	Hwy. 31	FM 2767	5,100	20	2/27/2015	Oil Dirt	30	29.68
246	3	1	FM 850	CR 26	16,500	20	3/18/2015	Oil Dirt	84	79.34
246	3	2	FM 2767	Hwy. 31	8,400	18	2/27/2015	Oil Dirt	24	23.68
246	3	3	CR 240	Hwy. 31	7,000	20	3/18/2015	Pug Mill	77	69.88
246	3	4	City Limits	Hwy. 64	6,200	22	3/7/2015	Slurry Seal	58	56.44
246	2	5	Hwy. 64	FM 850	18,900	22	3/24/2015	Slurry Seal	37	35.32
246	3	6	Hwy. 64	FM 850	100	22	3/24/2015	Slurry Seal	37	
246	3	7	CR 26	CR 240	6,800	21	3/18/2015	Slurry Seal	61	59.88
247	2	1	CR 246	CR 246	1,500	18	3/18/2015	Oil Dirt	84	79.34
247	2	2	CR 246	CR 223	2,500	18	3/18/2015	Oil Dirt	69	67.32
248	2	1	Hwy. 64	END	6,200	21	3/7/2015	Oil Dirt	49	48.69
249	2	1	CR 251	Gate	1,000	18	3/19/2015	Pug Mill	61	58.12
251	2	1	RR Track	Hwy. 135	400	22	3/19/2015	HMAC	90	86.44
251	2	2	RR Track	CR 248	10,100	21	3/19/2015	Oil Dirt	70	68.00
252	2	1	City Limits	OD	1,600	18	3/7/2015	Oil Dirt	30	29.69
252	2	2	Dirt	Hwy. 64	2,100	18	3/7/2015	Oil Dirt	24	23.69
253	2	1	City Limits	End	2,200	16	3/24/2015	Oil Dirt	64	62.95
254	2	1	FM 838	End	3,900	16	1/28/2015	Dirt	100	98.25
256	2	1	FM 838	End	1,200	12	1/28/2015	Oil Dirt	100	96.54
257	2	1	Hwy 64	FM 838	7,300	20	1/28/2015	Oil Dirt	75	71.14
257	2	2	CR 294	Hwy 64	600	16	1/31/2015	Oil Dirt	8	7.65
257	2	3	CR 258	CR 294	2,800	16	1/31/2015	Oil Dirt	64	62.68
258	2	1	CR 294	CR 2110	7,200	20	3/7/2015	Oil Dirt	60	58.10
259	2	1	CR 258	End	1,800	14	1/31/2015	Oil Dirt	54	52.09
260	2	1	Hwy 64	FM 15	1,600	20	1/28/2015	Oil Dirt	21	20.65
261	2	1	Hwy 64	County Line	2,700	18	1/28/2015	Oil Dirt	58	55.73
262	2	1	FM 848	End	6,900	22	3/19/2015	HMAC	45	39.78
263	2	1	Lamern Dr.	End	1,100	21	3/19/2015	Oil Dirt	55	53.26
263	2	2	McGowan Dr.	End	1,000	21	3/19/2015	Oil Dirt	54	52.38
263	2	3	Cheryl Dr.	End	900	21	3/19/2015	Oil Dirt	63	61.64
272	3	1	Hwy. 64	Dead End	3,300	20	2/20/2015	Oil Dirt	64	62.78
272	2	2	Spur 248	CR 219	3,700	22	2/20/2015	Oil Dirt	82	77.11
272	2	3	CR 219	Hwy. 64	2,700	20	2/20/2015	Oil Dirt	79	74.58
273	3	1	Spur 124	Hwy. 64	5,700	20	2/19/2015	Oil Dirt	58	55.90
274	3	1	Hwy. 64	End	1,700	20	2/20/2015	Oil Dirt	51	49.98
275	3	1	City Limits	End	2,700	20	2/19/2015	Oil Dirt	62	60.24
276	3	1	Linwood Dr.	End	1,700	21	2/19/2015	Oil Dirt	44	43.67
276	3	2	Byrd Lane	End	1,400	20	2/19/2015	Oil Dirt	47	46.67
278	3	1	Hwy. 64	CR 272	600	18	2/20/2015	Oil Dirt	87	81.60
279	3	1	Hwy. 31	CR 279	1,300	16	2/27/2015	Oil Dirt	32	28.84
280	3	1	CR 272	End	2,500	14	2/20/2015	Pug Mill	28	27.90
281	2	1	CR 281	FM 848	2,400	20	3/17/2015	Oil Dirt	18	17.71
282	2	1	FM 848	End	1,800	14	3/18/2015	Oil Dirt	74	70.94
283	2	1	FM 848	End	3,500	21	3/18/2015	Oil Dirt	79	74.98
283	2	2	CR 283 N	End	4,000	21	3/19/2015	Oil Dirt	64	62.93
284	2	1	FM 848	End	1,600	16	3/18/2015	Oil Dirt	17	16.71
285	2	1	CR 285	FM 345	300	18	2/26/2015	HMAC	44	43.95
285	2	2	CR 2216	Boat Ramp West	23,800	22	3/23/2015	HMAC	76	75.07
285	2	3	CR 230	Lake	6,600	20	2/26/2015	Oil Dirt	67	66.03

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
285	2	4	CR 230	FM 345	1,000	20	2/26/2015	Oil Dirt	65	64.33
285	2	5	CR 285	CR 2142	300	18	2/26/2015	Oil Dirt	21	20.68
285	2	6	FM 848	CR 2216	6,600	22	3/23/2015	Seal Coat	89	84.36
287	2	1	CR 285	FM 848	500	20	3/18/2015	HMAC	49	48.95
288	2	1	CR 285	End	3,300	14	3/20/2015	Oil Dirt	43	42.71
289	2	1	CR 220	Hwy. 64	800	20	3/24/2015	HMAC	71	69.53
289	2	2	Hwy. 64	CR 285	7,200	21	3/24/2015	Slurry Seal	69	67.30
290	3	1	CR 220	End	8,800	21	3/11/2015	Slurry Seal	88	78.36
291	3	1	CR 290	End	900	16	3/11/2015	Oil Dirt	72	69.36
291	3	2	CR 290	End	1,100	18	3/11/2015	Oil Dirt	56	54.12
292	2	1	Tucson Oaks	End	1,000	21	3/15/2015	Oil Dirt	47	46.70
292	2	2	Flagstaff Dr.	End	3,300	21	3/15/2015	Oil Dirt	50	49.48
292	2	3	Tucson Oaks at Yancy	Dead End	2,300	21	3/12/2015	Oil Dirt	47	46.70
292	2	4	Arizona	End	3,400	21	3/12/2015	Oil Dirt	31	30.70
292	2	5	Burro Dr.	End	3,300	21	3/11/2015	Oil Dirt	30	29.70
292	2	6	Phoenix Dr.	End	3,400	21	3/12/2015	Oil Dirt	64	62.89
292	2	7	Yancy Lane	End	4,300	21	3/12/2015	Oil Dirt	73	70.11
292	2	8	Neil Lynn Lane	End	1,000	21	3/11/2015	Slurry Seal	26	23.68
292	2	9	Martha Carol Lane	End	1,100	21	3/11/2015	Slurry Seal	49	46.15
292	2	10	Lake Pines Dr.	End	700	21	3/11/2015	Oil Dirt	8	7.70
293	2	1	Hwy. 64	Gate	1,200	18	3/19/2015	Oil Dirt	20	19.71
294	2	3	Hwy. 64	SS (City Limits)	18,300	22	3/24/2015	Slurry Seal	31	28.80
294	2	4	Hwy. 64	Hwy. 135	11,600	22	3/7/2015	Slurry Seal	90	79.50
295	2	1	CR 230	End	3,600	18	2/26/2015	Oil Dirt	55	53.12
297	2	1	CR 230	End	1,000	12	2/26/2015	Oil Dirt	8	7.68
298	2	1	Hwy. 64	CR 294	2,900	20	3/23/2015	Oil Dirt	69	67.89
299	2	1	CR 294	CR 230	3,100	20	3/19/2015	Oil Dirt	67	66.09
299	2	2	CR 246	Hwy. 64	2,600	20	3/19/2015	Oil Dirt	41	40.71
299	2	3	Hwy. 64	CR 294	5,900	20	3/19/2015	HMAC	45	44.95
310	3	1	FM 14 E	End	2,600	16	3/10/2015	Oil Dirt	31	30.70
310	3	2	FM 14 W	End	1,600	18	3/23/2015	Oil Dirt	58	56.15
311	3	1	FM 14	Private Road Sign	900	16	2/11/2015	Oil Dirt	95	89.59
312	3	1	CR 3140	End	1,500	16	3/18/2015	Oil Dirt	0	0.00
313	3	1	Hwy. 155	CR 343	4,400	20	3/12/2015	Slurry Seal	16	13.68
313	3	2	CR 343	FM 2015	12,500	21	3/12/2015	Slurry Seal	41	38.16
313	3	3	FM 2015	FM 14	16,800	21	3/11/2015	Slurry Seal	48	45.07
313	3	4	CR 41	FM 14	15,000	22	5/7/2015	Slurry Seal	41	37.58
314	3	1	CR 313	End	3,200	20	2/11/2015	Oil Dirt	94	88.47
315	3	1	CR 32	CR 316	8,500	22	3/17/2015	Oil Dirt	22	21.71
316	3	1	CR 313	CR 313	3,100	18	3/17/2015	Oil Dirt	59	57.13
317	3	1	FM 16	FM 14	9,000	21	2/11/2015	Oil Dirt	76	72.06
318	3	1	CR 317	End	3,900	14	2/11/2015	Oil Dirt	83	77.82
319	3	1	FM 14 North	FM 14	2,600	20	2/11/2015	Pug Mill	76	68.26
319	3	2	FM 14 West	End	2,200	20	2/11/2015	Pug Mill	93	80.85
320	3	1	FM 14	End	300	10	2/11/2015	Oil Dirt	82	76.95
322	3	1	FM 16	Oil Dirt	1,400	12	2/11/2015	Dirt	62	60.33
322	3	2	Oil Dirt	FM 14	1,400	12	2/11/2015	Oil Dirt	47	46.66
323	3	1	FM 2710	FM 14	19,300	20	3/17/2015	Oil Dirt	41	40.71
324	3	1	CR 323	End	1,500	16	3/17/2015	HMAC	75	73.91
325	3	1	FM 14	FM 14	6,300	14	2/2/2015	Oil Dirt	64	62.69
326	3	1	FM 14W	End	4,300	20	3/3/2015	Oil Dirt	53	51.46
326	3	2	FM 14	CR 334	4,400	20	3/11/2015	Slurry Seal	47	44.00
327	3	1	Milton St.	End	600	14	3/3/2015	Oil Dirt	16	15.69

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
327	3	2	Ann Ave.	End	1,400	20	3/3/2015	Oil Dirt	57	55.01
327	3	3	James	End	1,400	20	3/3/2015	Oil Dirt	77	73.11
328	3	1	FM 14	CR 327	2,500	20	3/3/2015	HMAC	87	85.17
328	3	2	CR 334	FM 2015	3,000	20	3/10/2015	HMAC	38	37.95
328	3	3	FM 14	CR 334	3,600	20	3/10/2015	Oil Dirt	61	59.23
328	3	4	CR 327	CR 35	4,100	20	3/3/2015	Oil Dirt	51	50.01
329	3	1	FM 14	CR 334	3,100	20	2/26/2015	Oil Dirt	5	4.68
330	3	1	FM 14	CR 334	4,900	20	3/10/2015	Oil Dirt	27	26.70
331	3	1	CR 330	End	2,400	16	3/10/2015	Oil Dirt	28	27.70
332	4	1	Hwy 271	FM 14	3,100	21	3/11/2015	HMAC	74	71.01
333	3	1	Hwy. 271	End	2,000	14	3/11/2015	HMAC	26	21.01
334	3	1	FM 2015	Hwy 271	23,000	22	3/11/2015	Seal Coat	45	38.38
334	3	2	Hwy. 155	Hwy. 271	2,200	20	3/10/2015	Slurry Seal	33	30.67
334	3	3	Hwy. 155	FM 2015	11,600	22	3/10/2015	Slurry Seal	25	22.67
335	3	1	FM 2015 East	End	1,500	18	2/6/2015	Pug Mill	56	54.60
335	3	2	FM 2015	CR 334	3,300	18	2/6/2015	Pug Mill	67	61.77
336	3	1	CR 337	CR 334	1,500	20	2/6/2015	Oil Dirt	63	61.37
336	3	2	I-20 ROW	CR 313	6,400	20	2/6/2015	Oil Dirt	64	62.71
336	3	3	I-20	CR 337	2,700	18	2/6/2015	Pug Mill	80	71.04
337	3	1	CR 334	CR 336	4,800	20	2/6/2015	Oil Dirt	83	77.73
338	3	1	FM 2015	FM 14	8,600	20	2/2/2015	Oil Dirt	86	80.32
339	3	1	FM 2015	End	2,800	18	2/2/2015	Oil Dirt	65	64.25
340	3	1	FM 2015	End	1,600	14	2/2/2015	Oil Dirt	100	96.62
341	3	1	FM 2015	End	3,400	14	2/2/2015	Oil Dirt	86	80.32
342	3	1	FM 2015	End	2,300	14	2/2/2015	Oil Dirt	57	54.79
342	3	2	CR 342	FM 2015	200	10	2/2/2015	Oil Dirt	95	89.41
343	3	1	CR 345	Hwy 155	10,900	21	2/6/2015	Seal Coat	67	64.87
344	3	1	FM 3270	8th St.	2,900	21	2/19/2015	Slurry Seal	9	6.49
344	3	2	CR 334	FM 3270	2,000	21	2/19/2015	Oil Dirt	13	12.67
345	3	1	FM 2015	City Limits	11,100	21	2/6/2015	Seal Coat	69	67.90
346	3	1	FM 2015	FM 16	5,200	22	2/2/2015	Oil Dirt	75	71.19
347	3	1	FM 2015	Gate	3,000	16	2/2/2015	Oil Dirt	81	75.96
347	3	2	Main Road	End	600	10	2/2/2015	Oil Dirt	66	65.55
348	3	1	FM 2015	End	1,900	18	2/2/2015	Oil Dirt	90	84.12
349	3	1	FM 16	End	700	14	2/2/2015	Oil Dirt	95	89.41
350	3	1	FM 2015	End	1,700	20	2/2/2015	Pug Mill	71	64.49
351	3	1	Oil Dirt	Gate	2,700	14	2/18/2015	Oil Dirt	63	61.45
351	3	2	Hwy. 155	Dirt	4,000	14	2/18/2015	HMAC	96	92.75
352	3	1	CR 3161 W	CR 356	3,000	20	2/18/2015	Oil Dirt	77	72.94
352	3	2	CR 356	CR 3161	8,700	20	2/18/2015	Oil Dirt	74	70.63
353	3	1	Hwy. 271	CR 384	4,500	18	3/3/2015	Oil Dirt	39	38.69
353	3	2	IH-20	FM 16	10,900	21	3/3/2015	Slurry Seal	25	22.60
353	3	3	Hwy. 271	IH20	3,300	20	3/3/2015	Slurry Seal	9	6.60
354	3	1	PMO	CR 355	5,100	20	3/3/2015	Pug Mill	37	36.91
354	3	2	CR 355	CR 353	800	18	3/3/2015	Pug Mill	20	19.91
354	3	3	FM 16	PMO	5,900	20	3/3/2015	Pug Mill	18	17.91
355	3	1	CR 353	CR 354	1,700	18	3/3/2015	Oil Dirt	28	27.69
356	3	1	OD	River Bridge	9,600	21	2/18/2015	Oil Dirt	52	50.64
356	3	2	FM 16	CR 363	11,300	22	2/18/2015	Slurry Seal	53	50.44
356	3	3	CR 363	Oil Dirt	5,900	22	2/18/2015	Slurry Seal	53	50.44
357	3	1	CR 363	End	400	16	2/19/2015	Oil Dirt	79	74.56
357	3	2	CR 366	CR 363	2,000	20	2/19/2015	Oil Dirt	84	78.84
358	3	1	FM 757	CR 353	9,100	20	3/3/2015	Oil Dirt	45	44.69

## SMITH COUNTY ROADWAY PCI RATINGS

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
359	3	1	CR 362	CR 357	8,600	20	2/18/2015	Oil Dirt	62	60.23
359	3	2	CR 362	End	1,300	16	2/18/2015	Oil Dirt	90	84.44
361	3	1	CR 359	End	3,700	18	2/18/2015	Oil Dirt	86	80.63
362	3	1	CR 352	CR 359	3,600	20	2/18/2015	Oil Dirt	89	83.46
363	3	1	FM 16	CR 356	15,100	21	2/19/2015	Slurry Seal	72	68.59
364	3	1	CR 363	End	1,200	14	2/19/2015	Oil Dirt	91	85.47
365	3	1	FM 16	Dirt	700	16	3/3/2015	Oil Dirt	36	35.69
366	3	1	CR 363	CR 369	10,800	21	3/10/2015	Oil Dirt	38	37.70
366	3	2	CR 369	SC	15,700	21	3/10/2015	Oil Dirt	35	34.70
366	3	3	OD	CR 374	4,400	21	3/6/2015	Seal Coat	24	18.84
367	3	1	CR 366	End	2,000	16	2/19/2015	Oil Dirt	95	89.76
368	3	1	CR 366	Oil Dirt	3,800	20	2/19/2015	Oil Dirt	93	87.55
368	3	2	OD	Gate	7,400	16	2/19/2015	Oil Dirt	86	80.65
369	3	1	CR 366	FM 16	12,200	21	2/19/2015	Oil Dirt	54	52.21
370	3	1	FM 1252	Hwy 271	8,300	21	5/7/2015	Seal Coat	27	23.12
370	3	2	Hwy 271	FM 16	4,200	21	2/18/2015	Seal Coat	7	1.51
370	3	3	FM 2767	FM 1252	21,200	22	3/13/2015	Seal Coat	50	44.01
371	3	1	Hwy 271	FM 1252	8,800	21	2/18/2015	Oil Dirt	58	55.89
372	3	1	FM 2767	End	2,600	20	3/13/2015	Oil Dirt	19	18.70
373	3	1	CR 3131	CR 3132	3,900	20	3/10/2015	Oil Dirt	15	14.70
373	3	2	CR 366	CR 3131	10,000	18	3/6/2015	Oil Dirt	31	30.69
373	3	3	CR 366	FM 16	9,600	18	3/10/2015	Oil Dirt	24	23.70
373	3	4	CR 3132	CR 366	7,900	20	3/10/2015	Oil Dirt	31	30.70
374	3	1	CR 3110	Co. Line	5,800	22	3/6/2015	Oil Dirt	20	19.69
374	3	2	Hwy. 271	CR 3110	7,600	18	3/6/2015	Oil Dirt	21	20.69
374	3	3	Hwy. 271	CR 3107	2,600	20	3/6/2015	Oil Dirt	21	20.69
375	4	1	Loop 323	City Limits	200	30	3/18/2015	HMAC	54	53.95
376	4	1	CR 384	Loop 323	9,700	21	3/11/2015	HMAC	81	76.62
376	4	2	City Limits	Loop 323	900	21	3/11/2015	HMAC	93	89.04
376	4	3	Hwy 271	RR Bridge	500	40	3/11/2015	HMAC	59	58.75
376	4	4	90 Deg Curve	Dead End	1,500	18	3/11/2015	Oil Dirt	34	33.70
377	4	1	Loop 323	City Limits	2,900	22	3/16/2015	HMAC	22	21.95
378	3	1	Loop 323	CR 381	3,675	22	1/16/2015	Oil Dirt	88	81.85
378	3	2	CR 381	Hobbs Rd	7,634	20	1/16/2015	Oil Dirt	80	74.86
378	3	3	FM 384	End	4,500	20	1/16/2015	Oil Dirt	69	66.99
378	3	4	CR 384	FM 2767	4,600	20	1/16/2015	Oil Dirt	74	70.28
379	3	1	CR 378 Hebron Rd.	End	200	12	1/16/2015	Oil Dirt	63	61.24
380	4	1	CR 384	End	3,500	20	3/12/2015	HMAC	45	39.62
381	3	1	CR 3203	CR 376	6,100	20	3/7/2015	HMAC	70	68.57
381	3	2	CR 382	CR 3203	3,200	20	3/7/2015	Oil Dirt	17	16.69
382	3	1	Hwy. 271	Hwy. 271	6,500	22	3/7/2015	Seal Coat	42	36.02
383	3	1	FM 271	Gate	4,100	21	3/12/2015	HMAC	56	51.98
384	4	1	SC	City Limits	14,900	22	3/20/2015	HMAC	59	58.95
384	3	2	FM 2908	CR 391	8,300	22	3/20/2015	Seal Coat	57	52.59
384	3	3	CR 391	HM	13,600	22	3/20/2015	Seal Coat	45	38.57
384	3	4	I-20	FM 2908	16,700	22	3/16/2015	Slurry Seal	41	38.20
385	3	1	S. Travis Dr.	End	2,600	21	3/12/2015	Oil Dirt	30	29.70
385	3	2	CR 384	End	6,800	20	3/12/2015	Oil Dirt	41	40.70
386	3	1	CR 384	FM 2767	1,300	21	3/3/2015	Oil Dirt	75	71.53
387	3	1	Lamond Dr.	End	1,900	21	3/3/2015	Oil Dirt	90	84.71
387	3	2	Nelray Ave.	End	600	20	3/3/2015	Oil Dirt	15	14.69
388	3	1	CR 384	End	2,500	16	3/20/2015	Oil Dirt	54	52.39
389	3	1	FM 2767	County Sign	2,100	18	3/3/2015	Oil Dirt	12	11.69

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
390	3	1	OD	Gate	900	18	3/13/2015	HMAC	53	48.61
390	3	2	FM 2767	Dirt	1,700	18	3/13/2015	Oil Dirt	0	0.00
391	3	1	CR 384	End	6,200	20	3/12/2015	HMAC	40	34.04
392	3	1	CR 391	End	3,500	20	3/12/2015	Oil Dirt	49	48.70
393	3	1	FM 2908	End	3,200	20	3/6/2015	Oil Dirt	14	13.69
395	3	1	CR 384	0.312	1,600	16	3/20/2015	Oil Dirt	22	21.71
395	3	2	0.312	End	600	16	3/20/2015	Oil Dirt	0	0.00
396	3	1	CR 395	End	1,600	18	3/20/2015	Oil Dirt	17	16.71
397	3	1	FM 2908	End	7,700	18	3/6/2015	Oil Dirt	17	16.69
398	3	1	FM 2767	End	9,500	20	3/3/2015	Oil Dirt	4	3.69
399	3	1	FM 757	End	1,700	14	3/16/2015	Oil Dirt	7	6.70
410	4	1	CR 49	Cemetery End	1,300	12	2/19/2015	Oil Dirt	83	77.96
411	4	1	FM 849	I-20	6,500	20	3/17/2015	Oil Dirt	36	35.71
411	4	2	CR 471	I-20	6,500	20	3/17/2015	Pug Mill	65	60.94
411	4	3	Hwy. 110	CR 46	11,900	18	3/7/2015	Pug Mill	66	61.51
412	4	1	Hwy. 110 W	End	3,700	14	3/17/2015	Oil Dirt	69	67.31
412	4	2	Hwy. 110 E	Dead End	4,900	16	3/17/2015	Oil Dirt	65	64.39
413	4	1	Hwy 64	FM 727	10,100	22	2/18/2015	Slurry Seal	57	55.15
414	4	1	FM 724	FM 724	6,500	20	1/28/2015	Oil Dirt	72	68.99
415	4	1	CR 416	Hot Mix-Millings	8,700	18	2/18/2015	Oil Dirt	58	55.89
415	4	2	CR 413	CR 416	10,900	20	2/18/2015	Pug Mill	64	59.87
415	4	3	CR 49	OD	6,700	20	2/18/2015	Pug Mill	72	65.52
416	4	1	FM 724	CR 415	1,700	18	2/18/2015	Oil Dirt	54	52.20
417	4	1	CR 415	FM 724	6,900	20	2/18/2015	Oil Dirt	54	52.20
418	4	1	CR 415	End	1,500	18	2/18/2015	Oil Dirt	100	96.87
419	4	1	CR 420	Dead End	5,400	22	3/18/2015	Oil Dirt	100	97.31
419	4	2	FM 724 N.	CR 419 W	300	12	3/18/2015	Oil Dirt	78	74.14
419	4	3	FM 724	CR 420	17,000	21	3/18/2015	Slurry Seal	44	41.02
420	4	1	FM 1995	CR 419	11,500	21	2/19/2015	Oil Dirt	65	64.30
420	4	2	CR 419	County Line	9,700	18	2/19/2015	Oil Dirt	46	45.67
421	4	1	CR 420	County Line	1,800	20	2/19/2015	Oil Dirt	100	96.89
422	4	1	CR 422	FM 1995	13,900	18	2/19/2015	Oil Dirt	60	57.98
423	4	1	Hwy 64	CR 46	6,300	21	1/29/2015	Seal Coat	40	33.82
424	3	1	Hwy. 110	I-20	10,700	16	2/19/2015	Oil Dirt	84	78.84
424	4	2	FM 1995	End	6,300	16	2/19/2015	Oil Dirt	74	70.64
426	3	1	I-20	OD	4,200	20	1/20/2015	HMAC	85	81.23
426	4	2	FM 1995	I-20	600	20	1/20/2015	HMAC	83	79.49
426	3	3	HM	Hwy 110	4,900	20	1/20/2015	Oil Dirt	64	62.62
426	4	4	County Line	FM 1995	14,700	18	1/20/2015	HMAC	71	69.16
427	4	1	Hwy. 69	FM 2016	5,300	20	2/19/2015	Pug Mill	51	43.49
427	4	2	FM 2016	Hwy 110	10,500	20	2/19/2015	Slurry Seal	52	44.64
428	4	1	Hwy. 110	CR 49	9,000	20	2/19/2015	Oil Dirt	62	56.18
429	4	1	FM 3271	Hwy. 69	1,500	20	2/19/2015	Oil Dirt	67	66.01
429	4	2	FM 2016	FM 3271	10,600	21	2/19/2015	Oil Dirt	46	45.67
431	3	1	Hwy. 69 N/W	I-20	11,500	22	3/20/2015	HMAC	49	48.76
431	4	2	I-20 N/W	CR 41	4,100	22	3/20/2015	HMAC	70	67.96
431	3	3	Hwy. 69 South	City Limits	40,200	21	3/24/2015	Slurry Seal	75	70.62
431	3	4	CR 41 N/W	City Limits	19,800	22	3/20/2015	Slurry Seal	39	36.60
432	3	1	City Limits	City Limits	1,600	14	3/19/2015	Oil Dirt	5	4.71
433	3	1	FM 849	CR 472	6,800	20	3/19/2015	Seal Coat	56	51.36
433	4	2	I-20	CR 471	8,800	20	3/18/2015	Seal Coat	63	59.99
433	3	3	CR 472	I-20	2,600	18	3/18/2015	Seal Coat	70	69.98
433	4	4	Hwy. 110	CR 471	6,400	21	3/18/2015	Slurry Seal	29	26.74

## SMITH COUNTY ROADWAY PCI RATINGS

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
434	4	1	Hwy. 110	I-20	5,100	20	3/25/2015	Oil Dirt	53	51.58
434	3	2	CR 436	I-20	10,700	18	3/25/2015	Pug Mill	62	58.89
434	3	3	CR 436	FM 16	9,900	18	3/25/2015	Pug Mill	70	64.76
435	4	1	CR 434	FM 849	2,700	18	3/25/2015	HMAC	69	67.79
436	3	1	OD	OD	1,600	20	3/26/2015	HMAC	51	50.95
436	3	2	FM 16	HM	5,900	21	3/26/2015	Oil Dirt	57	55.19
436	3	3	CR 434	HM	3,400	18	3/26/2015	Oil Dirt	73	70.25
437	4	1	Hwy. 110	State Maintenance	6,900	20	3/26/2015	Oil Dirt	29	28.72
437	3	2	CR 440	State Maintenance	9,300	18	3/26/2015	Pug Mill	68	63.28
438	4	1	I-20	Hwy. 110	4,300	18	3/26/2015	Oil Dirt	49	48.72
438	3	2	CR 434	I-20	5,300	18	3/26/2015	Pug Mill	60	57.49
440	4	1	Hwy. 110	End	800	12	3/25/2015	Oil Dirt	51	50.08
440	3	2	Service Rd.	CR 434	11,300	18	3/26/2015	Pug Mill	31	30.92
441	3	1	FM 16	CR 440	2,300	16	3/26/2015	Pug Mill	79	71.62
442	3	1	FM 16	CR 482	26,300	18	3/25/2015	Oil Dirt	29	28.72
443	3	1	CR 442	CR 444	3,800	18	3/25/2015	Oil Dirt	23	22.72
444	3	1	CR 445	CR 482	17,000	18	3/25/2015	Oil Dirt	41	40.72
445	3	1	CR 483	CR 442	18,200	18	3/25/2015	Oil Dirt	60	58.25
445	3	2	CR 452	CR 484	6,000	16	3/11/2015	Oil Dirt	43	42.70
445	3	3	CR 452	CR 483	6,300	20	3/25/2015	Slurry Seal	48	45.24
446	3	1	Hwy. 110	CR 448	14,800	20	3/24/2015	Oil Dirt	70	68.03
447	3	1	FM 1805	Hwy 110	14,800	20	2/11/2015	HMAC	55	54.72
448	3	1	FM 1805	OD	2,000	22	3/24/2015	HMAC	60	59.95
448	3	2	FM 1805	FM 1253	11,000	20	3/24/2015	Slurry Seal	68	66.83
448	3	3	FM 1253	CR 452	9,700	21	3/24/2015	Slurry Seal	15	12.80
450	3	1	FM 1253	CR 445	16,900	17	3/25/2015	Oil Dirt	67	66.11
451	3	1	CR 450	End	4,200	18	3/25/2015	Oil Dirt	30	29.72
452	3	1	CR 448	CR 455	9,200	18	3/25/2015	Oil Dirt	70	68.04
452	3	2	FM 1253	CR 448	10,800	18	3/24/2015	Oil Dirt	74	71.00
452	3	3	CR 445	CR 431	5,500	18	3/11/2015	Oil Dirt	41	40.70
452	3	4	CR 4118	FM 1804	9,300	20	3/24/2015	Oil Dirt	23	22.71
452	3	5	Hwy. 69	CR 4118	2,900	20	3/24/2015	Oil Dirt	11	10.71
452	3	6	CR 455	CR 445	10,000	20	3/11/2015	Oil Dirt	43	42.70
452	3	7	CR 431	Hwy. 69	15,300	18	3/25/2015	Pug Mill	51	50.92
452	3	8	CR 4125	FM 2710	7,600	20	3/26/2015	Pug Mill	58	56.11
452	3	9	FM 1804	CR 4125	7,400	20	3/26/2015	Pug Mill	63	59.62
453	3	1	FM 1253	Van Zandt Co. Line	3,400	18	2/11/2015	Pug Mill	42	41.90
454	3	1	FM 1253	Van Zandt Co. Line	4,900	18	2/11/2015	Oil Dirt	35	34.66
455	3	1	SS	CR 452	2,100	20	3/11/2015	Oil Dirt	60	58.14
455	3	2	FM 1253	OD	14,900	22	3/11/2015	Slurry Seal	72	68.77
456	3	1	CR 452	CR 455	2,100	18	3/11/2015	HMAC	76	73.83
457	3	1	FM 1253	End	11,800	20	1/21/2015	Oil Dirt	47	46.64
458	3	1	CR 460	FM 1253	5,900	16	2/11/2015	Oil Dirt	48	47.66
459	3	1	CR 460	CR 458	5,700	14	2/11/2015	Oil Dirt	40	39.66
460	3	1	FM 1253	End	8,800	20	2/11/2015	Oil Dirt	71	68.42
460	3	2	Van Zandt County Line	FM 1253	4,700	16	2/11/2015	Oil Dirt	74	70.55
461	4	1	Hwy. 69	CR 463	3,500	20	3/19/2015	HMAC	28	27.95
461	4	2	CR 431	City Limits	3,000	20	3/19/2015	HMAC	8	7.76
461	4	3	CR 431 E	End	3,900	16	3/6/2015	Oil Dirt	51	50.02
462	3	1	FM 1253	FM 1253	11,100	20	2/11/2015	Oil Dirt	56	53.92
463	3	1	I-20	City Limits	11,900	20	3/19/2015	HMAC	58	57.95
463	4	2	CR 461	I-20	3,200	18	3/18/2015	HMAC	72	69.51
463	4	3	CR 471	CR 461	4,800	18	3/18/2015	Oil Dirt	68	66.67

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
466	3	1	Hwy. 69	End	2,900	12	3/24/2015	Oil Dirt	27	26.71
467	3	1	FM 16	.130M	700	14	1/23/2015	Oil Dirt	89	82.94
467	3	2	FM 16	Gate	300	12	1/23/2015	Oil Dirt	5	4.64
468	3	1	Hwy 110	Hwy. 69	15,700	21	2/27/2015	Slurry Seal	66	65.61
469	4	1	CR 468	End	2,500	20	2/27/2015	Oil Dirt	36	35.68
470	4	1	CR 468	End	2,800	14	2/27/2015	Oil Dirt	57	54.98
471	4	1	Hwy. 110 East	3.618 Miles	19,100	21	3/18/2015	Slurry Seal	68	66.81
472	3	1	CR 433	CR 463	5,000	20	3/17/2015	HMAC	65	64.36
472	4	3	CR 463	Hwy. 69 (City Limits)	3,600	20	3/17/2015	HMAC	58	57.76
472	4	4	CR 411	CR 433	2,800	18	3/17/2015	HMAC	76	73.88
472	2	5	FM 849	CR 411	4,000	20	3/17/2015	HMAC	41	40.95
472	3	6	CR 431	City Limits	5,200	20	3/19/2015	Oil Dirt	87	86.30
473	3	1	FM 849	End	1,500	16	3/17/2015	Oil Dirt	24	23.71
474	3	1	City Limits	CR 431	4,000	21	3/19/2015	Slurry Seal	37	35.30
474	3	2	CR 463	Hwy. 69	2,800	20	3/19/2015	HMAC	69	67.76
475	3	1	CR 433	CR 463	4,500	20	3/19/2015	Oil Dirt	30	29.71
476	3	1	FM 16	End	2,400	18	2/15/2015	Oil Dirt	71	68.45
477	3	1	CR 479	CR 478	3,900	18	3/26/2015	Oil Dirt	24	23.72
477	3	2	CR 479	CR 431	6,500	20	3/25/2015	Slurry Seal	37	35.32
478	3	1	CR 442	CR 481	4,200	18	3/26/2015	Oil Dirt	13	12.72
479	3	1	CR 482	CR 477	4,100	18	3/25/2015	Oil Dirt	73	70.24
479	3	2	FM 16	CR 477	9,500	21	3/25/2015	Seal Coat	72	71.07
480	3	1	CR 479	End	2,800	20	3/25/2015	Oil Dirt	31	30.72
481	3	1	CR 442	CR 482	4,600	18	3/25/2015	Oil Dirt	15	14.72
481	3	2	FM 16	CR 442	12,600	20	3/25/2015	Pug Mill	18	17.92
481	3	3	FM 16	CR 481	1,100	18	3/25/2015	Pug Mill	0	0.00
482	3	1	CR 431	CR 445	14,000	18	3/25/2015	Oil Dirt	35	34.72
483	3	1	CR 445	CR 482	1,400	18	3/11/2015	Oil Dirt	11	10.70
484	3	1	CR 431	CR 452	8,900	20	3/11/2015	Oil Dirt	65	64.37
485	4	1	Loop 323	CR 492	16,000	22	3/6/2015	Seal Coat	60	56.02
486	4	1	CR 485	End	2,500	16	3/3/2015	Oil Dirt	47	46.69
487	4	1	CR 489	End	4,100	18	3/11/2015	Oil Dirt	84	79.21
488	4	1	Dirt	Dead End	900	14	3/3/2015	Oil Dirt	63	61.54
488	4	2	CR 485	Dirt	1,400	16	3/3/2015	HMAC	79	78.16
489	4	1	CR 492	CR 490	9,700	21	3/19/2015	Oil Dirt	80	75.84
489	4	2	CR 490	Hwy. 69	4,900	21	3/19/2015	Seal Coat	85	81.00
490	4	1	Hwy 69	CR 485	9,100	22	1/14/2015	HMAC	52	51.94
490	4	2	Hwy. 69 West	Hwy. 69	2,400	16	2/19/2015	Oil Dirt	13	12.67
492	4	1	Hwy. 69	TP	1,500	24	3/10/2015	HMAC	66	63.39
492	4	2	CR 495	TP	3,300	22	3/19/2015	HMAC	71	69.28
492	4	3	CR 495	CR 35	12,800	22	3/20/2015	Slurry Seal	87	77.99
493	4	1	Hwy. 69	CR 492	3,600	20	3/10/2015	Oil Dirt	59	57.07
494	4	1	CR 495	CR 496	6,800	20	3/6/2015	Oil Dirt	63	61.56
494	4	2	CR 431	CR 495	6,100	18	3/6/2015	Oil Dirt	48	47.69
495	4	1	CR 494	CR 492	6,500	20	3/19/2015	Oil Dirt	71	68.70
496	4	1	CR 492	I-20	13,100	21	3/6/2015	HMAC	41	40.75
496	3	2	CR 497	CR 4103	2,100	20	3/18/2015	Oil Dirt	86	81.17
496	3	3	CR 41	CR 497	4,900	20	3/18/2015	Oil Dirt	68	66.67
496	4	4	I-20	CR 41	6,200	20	3/6/2015	Oil Dirt	64	62.86
497	3	1	CR 496	CR 4102	4,300	18	3/19/2015	Oil Dirt	26	25.71
497	3	2	CR 4102	CR 498	5,400	20	3/19/2015	Oil Dirt	59	57.14
498	3	1	FM 2710	FM 16	8,800	21	3/20/2015	Pug Mill	54	53.59
498	3	2	FM 16	CR 431	13,400	20	3/20/2015	Slurry Seal	39	36.60

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
499	3	1	CR 4101	CR 498	1,700	16	3/19/2015	Oil Dirt	43	42.71
499	3	2	CR 498	CR 431	5,500	21	3/19/2015	Slurry Seal	52	49.59
1100	1	1	Hwy. 155	CR 1106	13,100	20	2/27/2015	Oil Dirt	63	61.51
1100	1	2	CR 198	CR 1261	6,700	20	2/27/2015	Oil Dirt	53	51.44
1100	1	3	Hwy. 155	CR 1261	5,700	20	2/27/2015	Pug Mill	58	55.93
1100	1	4	CR 198	CR 1131	7,900	20	3/2/2015	HMAC	61	60.95
1101	1	1	CR 196	CR 1113	5,000	20	2/27/2015	Oil Dirt	39	38.68
1102	1	1	Hwy. 155	FM 344	8,300	20	2/9/2015	Pug Mill	80	71.12
1103	1	1	CR 1100	Hwy. 155	800	20	2/27/2015	HMAC	69	67.67
1103	1	2	Hwy. 155	End	2,300	16	2/27/2015	Oil Dirt	46	45.68
1104	1	1	CR 1100	CR 1261	6,700	30	3/16/2015	Oil Dirt	66	65.59
1104	1	2	CR 1261	CR 1160	7,700	20	3/16/2015	Oil Dirt	54	52.36
1104	1	3	CR 1160	CR 1133	2,300	15	3/16/2015	Oil Dirt	44	43.70
1105	1	1	CR 1261	CR 1104	3,400	16	3/16/2015	Oil Dirt	63	61.62
1106	1	1	CR 1100	CR 1102	4,000	16	2/3/2015	Oil Dirt	71	68.36
1106	1	2	CR 178	CR 1100	8,400	20	2/3/2015	Oil Dirt	67	65.97
1107	1	1	Oil Dirt	Gate	700	18	2/9/2015	HMAC	100	96.08
1107	1	2	CR 1106	Dirt	2,500	18	2/9/2015	Oil Dirt	62	60.17
1108	1	1	FM 2661	CR 1261	16,000	20	3/13/2015	Oil Dirt	67	66.07
1108	1	2	CR 1104	Dead End	2,900	20	3/16/2015	Oil Dirt	54	52.36
1108	1	3	CR 1261	CR 1104	1,300	18	3/16/2015	Oil Dirt	41	40.70
1110	1	1	FM 2661	End	1,000	18	3/10/2015	Oil Dirt	66	65.59
1111	1	1	FM 2661	FM 2661	6,300	21	3/10/2015	Oil Dirt	36	35.70
1112	1	1	FM 2661	Private Rd.	1,700	20	3/10/2015	Oil Dirt	30	29.70
1113	1	1	FM 2661	CR 1125	22,200	21	3/13/2015	Slurry Seal	83	75.27
1113	1	2	CR 1125	Hwy. 155	12,100	21	3/16/2015	Slurry Seal	74	69.93
1114	4	1	Hwy. 155	CR 1113	8,200	21	3/13/2015	Oil Dirt	80	75.74
1115	4	1	CR 1114	CR 1113	1,000	18	3/13/2015	Oil Dirt	40	39.70
1118	4	1	CR 1113	End	1,400	15	3/16/2015	Oil Dirt	29	28.70
1119	1	1	CR 1113	Gate	600	14	3/16/2015	HMAC	100	96.55
1120	1	1	FM 2661	FM 2661	3,700	18	2/18/2015	Oil Dirt	74	70.63
1121	4	1	CR 1114	End	5,300	21	3/13/2015	Oil Dirt	62	60.39
1122	4	1	CR 1114	End	400	28	3/13/2015	HMAC	100	96.51
1124	4	1	CR 1113	End	1,600	14	3/16/2015	Oil Dirt	72	69.41
1125	1	1	CR 1113	Hwy. 155	9,100	22	3/16/2015	HMAC	73	71.23
1125	1	2	Hwy. 155	CR 192	1,600	22	3/16/2015	Oil Dirt	54	52.36
1125	4	3	Spur 364	Spur 364	2,500	22	3/12/2015	Seal Coat	57	52.42
1125	4	4	Hwy. 64	Hwy. 31	8,800	22	3/16/2015	Slurry Seal	66	65.64
1125	1	5	Spur 364	CR 1113	12,300	22	3/16/2015	Slurry Seal	62	60.96
1126	1	1	CR 1113	CR 1125 (Greenbriar)	2,600	16	3/13/2015	Oil Dirt	77	73.25
1128	1	1	Hwy. 2661	Toll 49 Fence	300	16	3/3/2015	Oil Dirt	14	13.69
1128	1	2	Hwy. 64	Toll 49 Cul-de-Sac	2,500	18	3/3/2015	HMAC	74	72.67
1130	1	1	FM 2661	CR 1141	9,400	21	3/13/2015	Oil Dirt	60	58.15
1131	1	1	CR 1133	CR 1113	7,900	20	3/2/2015	Oil Dirt	70	67.88
1131	1	2	FM 2661	CR 1130	7,800	20	3/2/2015	Oil Dirt	89	83.71
1131	1	3	CR 1113	CR 1130	7,700	21	3/2/2015	Pug Mill	70	64.31
1133	1	1	FM 2661	CR 1100	23,500	20	3/2/2015	Oil Dirt	100	97.91
1134	1	1	Spur 346	FM 2661	14,600	21	3/2/2015	Slurry Seal	42	38.94
1134	1	2	FM 2661	Hwy. 31	2,000	21	3/2/2015	Slurry Seal	27	24.59
1135	1	1	Hwy. 64	City Limits	1,500	21	3/3/2015	Seal Coat	49	42.54
1137	1	1	Nolan Dr. (Hwy. 31)	End	1,500	20	3/12/2015	Oil Dirt	29	28.70
1138	1	1	City Limits Tyler	City Limits to Tyler	500	20	3/12/2015	Oil Dirt	77	73.24
1139	1	1	CR 1140	Dead End	2,900	22	3/12/2015	Oil Dirt	29	28.70

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
1139	1	2	Spur 364	RR TR	4,100	21	3/16/2015	Slurry Seal	44	41.00
1139	1	3	RR TR	CR 1140	4,500	21	3/16/2015	Slurry Seal	65	64.30
1140	1	1	CR 1125	CR 1141	4,800	21	3/16/2015	Slurry Seal	10	7.72
1141	1	1	CR 1140	OD	3,200	20	3/16/2015	HMAC	26	21.11
1141	1	2	Hwy. 31	CR 1134	4,700	20	3/12/2015	Oil Dirt	65	64.37
1141	1	3	CR 1134	RR Bridge	2,900	20	3/16/2015	Oil Dirt	38	37.70
1141	1	4	HM	CR 1113	8,500	20	3/16/2015	Oil Dirt	46	45.70
1141	1	5	RR Bridge	CR 1140	3,700	20	3/16/2015	Pug Mill	45	44.91
1143	1	1	Hwy. 64	CR 1125	9,500	21	3/3/2015	HMAC	82	79.07
1143	1	2	Spur at CR 1143	CR 1145	2,100	18	3/10/2015	Oil Dirt	45	44.70
1144	1	1	Hwy. 64	City Limits	1,700	21	3/3/2015	Oil Dirt	52	50.70
1145	1	1	CR 1141	CR 1111	5,300	20	3/10/2015	Oil Dirt	58	56.05
1145	1	2	CR 1143	CR 1179 (Hill & Dale)	5,900	21	3/10/2015	Oil Dirt	39	38.70
1146	1	1	FM 2661	Gate	2,500	14	1/26/2015	Oil Dirt	61	58.90
1147	1	1	Hwy. 64	FM 724	3,600	22	5/5/2015	HMAC	83	80.68
1147	1	2	Hwy. 64 S	Dead End	3,000	20	3/13/2015	HMAC	37	31.44
1148	1	1	FM 724	CR 46	13,100	20	3/2/2015	Oil Dirt	67	66.04
1148	1	2	FM 724	Cemetery	2,500	16	3/2/2015	Pug Mill	37	36.91
1149	1	1	FM 724	CR 1148	2,500	20	1/14/2015	Oil Dirt	72	68.87
1150	4	1	CR 1151	Toll 49 at HMAC (CR 46)	2,400	18	3/2/2015	Pug Mill	56	54.69
1150	4	2	CR 46	Loop 49	3,500	18	3/2/2015	HMAC	44	43.95
1151	4	1	CR 1148	Toll 49	7,300	18	3/2/2015	Oil Dirt	70	67.88
1151	4	2	FM 724	End at Loop 49	3,600	18	3/2/2015	Seal Coat	73	71.65
1151	4	3	CR 1151	Dead End	1,400	10	3/2/2015	Oil Dirt	37	36.69
1154	1	1	Sycamore	End	1,000	18	3/6/2015	HMAC	74	72.69
1154	1	2	Airway Ave	End	700	20	3/6/2015	HMAC	79	78.17
1154	1	3	Sunset Dr	End	1,900	20	3/6/2015	HMAC	77	76.11
1154	1	4	Greenlan Blvd - CR 1125	CR 1264	2,000	20	3/6/2015	HMAC	78	77.17
1154	1	5	Morningside Dr	End	2,000	18	3/6/2015	HMAC	76	75.00
1154	1	6	Vickery Dr	End	1,000	24	3/6/2015	HMAC	51	46.22
1154	1	7	Greenland Blvd - CR 1125CR	CR 1155	1,000	20	3/6/2015	Oil Dirt	65	64.35
1154	1	8	Wm Spear Dr - Hwy 64	90 Deg Curve	2,600	20	3/6/2015	Oil Dirt	61	59.20
1154	1	9	Wm Spear Dr - CR 1125	90 Deg Curve	900	15	3/6/2015	Oil Dirt	76	72.36
1155	1	1	N. Cotten Rd.	End	700	21	3/3/2015	Oil Dirt	52	50.70
1155	1	2	Cotton Road	End	3,300	20	3/3/2015	Oil Dirt	66	65.58
1155	1	3	Myracle St.	End	600	21	3/3/2015	Oil Dirt	45	44.69
1155	1	4	Glenda Ave.	End	1,200	20	3/3/2015	Oil Dirt	51	50.01
1155	1	5	Gentry St.	End	700	21	3/3/2015	Oil Dirt	60	58.07
1155	1	6	Pollan St.	End	1,000	21	3/3/2015	Oil Dirt	60	58.07
1155	1	7	O'Neill St.	End	300	24	3/3/2015	Oil Dirt	66	65.58
1155	1	8	Cotton Rd. East	Gate	2,000	20	3/3/2015	Oil Dirt	58	55.99
1155	1	9	Cherrywood St.	End	500	21	3/3/2015	Pug Mill	77	69.49
1156	1	1	Oakvale Dr.	End	500	20	2/26/2015	Oil Dirt	69	67.20
1156	1	2	Vinson Circle	End	400	20	2/26/2015	Oil Dirt	58	55.95
1156	1	3	Pioneer Dr. (CR 1125)	Orchard Dr.	900	20	2/26/2015	Oil Dirt	1	0.68
1156	1	4	Tinsley St.	End	1,000	24	4/29/2015	HMAC	73	71.86
1156	1	5	Orchard Dr.	CR 1125	1,000	20	2/26/2015	Oil Dirt	55	53.12
1156	1	6	Alma St.	End	900	20	2/26/2015	Oil Dirt	42	41.68
1156	1	7	Airway Dr.	End	400	18	2/26/2015	Oil Dirt	67	66.03
1156	1	8	Coleman St.	Bridge	700	20	2/26/2015	Oil Dirt	56	54.03
1156	1	9	Orchard Dr.	End	2,500	20	2/26/2015	Oil Dirt	45	44.68
1156	1	10	Pioneer Dr.	Hwy. 31	1,800	21	2/26/2015	HMAC	59	58.95
1160	1	1	CR 1104	FM 2661	1,800	18	3/16/2015	Oil Dirt	65	64.39

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SEGT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
1161	1	1	FM 756	End	3,700	20	1/21/2015	Oil Dirt	33	32.64
1162	1	1	Lori Lane	End	1,000	20	3/12/2015	Oil Dirt	51	50.04
1162	1	2	Choctaw Dr.	End	2,700	20	3/12/2015	Oil Dirt	26	25.70
1162	1	3	Indian Dr.	End	4,000	20	3/12/2015	HMAC	21	16.03
1168	1	1	CR 178	CR 180	4,300	20	3/3/2015	Oil Dirt	39	38.69
1169	1	1	CR 178	CR 1168	2,800	21	3/3/2015	Oil Dirt	57	55.01
1170	1	1	Hwy. 155	Lake	2,100	20	3/12/2015	Slurry Seal	32	29.68
1171	1	1	Garnett Dr.	End	1,500	20	3/12/2015	HMAC	27	22.03
1171	1	2	Cedar Bay Dr.	End	7,900	20	3/12/2015	HMAC	80	79.14
1171	1	3	Scenic View West	End	200	20	3/12/2015	HMAC	95	92.13
1171	1	4	Scenic View Dr. (Cedar Bay)	End	800	20	3/12/2015	Oil Dirt	58	56.07
1171	1	5	Scenic View Dr W	End	1,500	18	3/12/2015	Oil Dirt	95	90.20
1171	1	6	Gem Ct.	End	800	80	3/12/2015	Oil Dirt	95	90.20
1171	1	7	Lakeview Circle	End	200	20	3/12/2015	Pug Mill	55	54.13
1171	1	8	Topaz Court	End	300	20	3/12/2015	Pug Mill	58	56.02
1171	1	9	Diamond Dr.	End	1,300	20	3/12/2015	Pug Mill	45	44.91
1171	1	10	Jade Ct.	End	400	20	3/12/2015	Pug Mill	40	39.91
1171	1	11	Cedar Mountain Cir.	End	200	18	3/12/2015	Pug Mill	60	57.36
1171	1	12	Shell Shore Dr.	End	5,900	21	3/12/2015	Slurry Seal	57	55.11
1173	1	1	Ridge Crest Dr.	End	600	20	3/16/2015	Oil Dirt	69	67.30
1173	1	2	Lake Side Dr.	End	700	18	3/16/2015	Oil Dirt	83	78.40
1173	1	3	Lake Ridge Dr.	End	1,600	18	3/16/2015	Oil Dirt	83	78.40
1174	1	1	Hwy. 344	End	3,400	20	3/11/2015	Slurry Seal	22	19.68
1177	1	1	Mandy Lane	End	2,100	20	3/16/2015	Oil Dirt	46	45.70
1177	1	2	Cherokee Lane	End	700	24	3/16/2015	Oil Dirt	74	70.91
1177	1	3	Sunset Strip	End	2,100	20	3/16/2015	Oil Dirt	90	84.98
1178	1	1	Pine Trail Dr. S.C.	End	4,400	21	3/12/2015	HMAC	36	30.59
1178	1	2	Lakeside Circle	End	100	20	3/12/2015	HMAC	100	96.50
1178	1	3	Deer Foot Trail	End	1,600	20	3/13/2015	HMAC	63	59.97
1178	1	4	Lakeview Dr.	End	4,800	20	3/12/2015	Oil Dirt	52	50.74
1178	1	5	Shadow Wood Dr.	End	1,800	20	3/13/2015	Oil Dirt	61	59.25
1178	1	6	Lakeview Circle	End	100	20	3/12/2015	Oil Dirt	34	33.70
1178	1	7	Clearwater Circle	End	200	20	3/12/2015	Oil Dirt	51	50.04
1178	1	8	Lakeshore Dr.	End	1,400	20	3/12/2015	Oil Dirt	55	53.21
1178	1	9	Lake Forest Dr.	End	1,500	20	3/13/2015	Oil Dirt	60	58.15
1178	1	10	Beautiful Hills	End	400	20	3/13/2015	Oil Dirt	55	53.22
1178	1	11	Deer Cove	End	500	20	3/13/2015	Oil Dirt	55	53.22
1178	1	12	Oak Trail Dr.	End	900	20	3/12/2015	Oil Dirt	80	75.73
1178	1	13	Pine Trail O.D.	End	1,100	21	3/12/2015	Oil Dirt	64	62.89
1178	1	14	Clearwater Dr.	End	700	20	3/12/2015	Oil Dirt	33	32.70
1178	1	15	Tanglewood Dr.	End	700	20	3/13/2015	Oil Dirt	33	32.70
1178	1	16	Lakeshore Circle	End	200	20	3/12/2015	Oil Dirt	63	61.59
1178	1	17	Deer Run Road	End	1,200	20	3/12/2015	Oil Dirt	55	53.21
1178	1	18	Shady Trail	End	2,000	20	3/13/2015	Oil Dirt	82	77.47
1178	1	19	High Point Dr.	End	900	20	3/12/2015	Oil Dirt	55	53.21
1178	1	20	Lakeside Dr.	End	3,600	18	3/12/2015	Oil Dirt	54	52.34
1178	1	21	Raven Wood Dr.	End	1,900	20	3/13/2015	Oil Dirt	54	52.35
1178	1	22	Hill Top Dr.	End	1,000	20	3/12/2015	Oil Dirt	47	46.70
1178	1	23	Kingswood Dr.	End	1,600	20	3/12/2015	Oil Dirt	41	40.70
1178	1	24	Hillside Dr.	End	2,600	18	3/12/2015	Oil Dirt	47	46.70
1178	1	25	Channel View Dr.	End	2,400	20	3/13/2015	Oil Dirt	49	48.70
1178	1	26	Easter Hills Dr.	End	5,500	20	3/12/2015	Oil Dirt	77	73.24
1178	1	27	Creek Side Dr.	End	1,400	20	3/13/2015	Oil Dirt	70	67.96

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
1178	1	28	Deer Foot Circle	End	100	20	3/13/2015	HMAC	26	21.05
1179	1	1	Quail Run Road	End	4,300	20	3/3/2015	Oil Dirt	64	62.84
1179	1	2	Pleasant Hollow	End	5,000	20	3/3/2015	Oil Dirt	30	29.69
1179	1	3	Hill 'N Dale Rd.	End	5,100	20	3/3/2015	Pug Mill	49	48.91
1180	1	1	CR 1130	End	1,500	21	3/13/2015	Oil Dirt	83	78.35
1182	1	1	Hwy. 155	Hwy. 155	4,600	20	3/12/2015	Oil Dirt	90	89.27
1183	1	1	Neches Parkway	End	3,000	20	1/26/2015	HMAC	90	87.43
1183	1	2	Yorktown Dr.	End	800	20	1/26/2015	Oil Dirt	100	96.50
1183	1	3	Holiday Parkway	End	1,200	20	1/26/2015	Oil Dirt	91	84.97
1183	1	4	Seville Ln	End	500	20	1/26/2015	Oil Dirt	97	91.69
1183	1	5	Toledo Ln	End	800	20	1/26/2015	Oil Dirt	94	88.13
1183	1	6	San Augustine	End	800	20	1/26/2015	Oil Dirt	89	83.00
1184	1	1	Hwy. 64	CR 1145	3,000	21	3/3/2015	Oil Dirt	64	62.84
1185	1	1	CR 1184	End	800	14	3/3/2015	Oil Dirt	57	55.01
1188	1	1	CR 1139	End	900	21	3/12/2015	Pug Mill	48	47.91
1192	4	1	CR 1114	End	1,100	15	3/13/2015	Oil Dirt	40	39.70
1194	1	1	FM 2661	End	2,000	16	3/16/2015	Oil Dirt	81	76.65
1194	1	2	0.372	Dead End	600	14	3/16/2015	Oil Dirt	70	67.98
1195	1	1	Bay View Circle	End	1,800	20	3/11/2015	HMAC	88	86.08
1195	1	2	Lake Shore Dr.	End	2,900	20	3/11/2015	HMAC	81	80.04
1196	1	1	FM 344	End	800	20	3/11/2015	HMAC	29	24.01
1197	1	1	FM 344	End	1,400	20	3/11/2015	Oil Dirt	61	59.23
1198	1	1	Hwy. 155	CR 1100	1,800	20	2/9/2015	Oil Dirt	85	79.55
1199	1	1	CR 152	End	1,200	22	1/28/2015	Pug Mill	70	63.70
1200	1	1	FM 2493	End	300	8	1/28/2015	Oil Dirt	0	0.00
1202	1	1	FM 346	End	900	8	3/10/2015	Oil Dirt	49	48.70
1203	1	1	Charelle Dr. (CR 137)	End	300	20	2/12/2015	Oil Dirt	55	53.02
1203	1	2	Linda Lane (CR 137)	End	400	20	2/12/2015	Oil Dirt	29	28.67
1203	1	3	Debbie Lane (CR 137)	End	1,200	20	2/12/2015	Pug Mill	60	57.12
1204	1	1	CR 168	End	1,500	18	3/3/2015	Oil Dirt	35	34.69
1205	1	1	CR 192	End	1,300	16	3/3/2015	Oil Dirt	37	36.69
1206	1	1	Hwy. 155	End	1,600	20	3/6/2015	Oil Dirt	57	55.03
1208	1	1	CR 159	T	400	20	3/10/2015	Oil Dirt	54	52.33
1208	1	2	Main St. North	End	400	14	3/10/2015	Oil Dirt	57	55.06
1208	1	3	Main St. South	End	1,000	16	3/10/2015	Oil Dirt	57	55.06
1209	1	1	CR 159	End	300	16	3/6/2015	Oil Dirt	85	80.02
1210	1	1	Mills Dr.	End	1,100	20	3/10/2015	Oil Dirt	70	67.94
1210	1	2	Kelli Dr.	End	600	20	3/10/2015	Oil Dirt	93	87.95
1210	1	3	George Dr.	End	500	20	3/10/2015	Oil Dirt	17	16.70
1210	1	4	Alice Lane	End	900	21	3/10/2015	Oil Dirt	77	73.21
1211	1	1	CR 159 Crow Rd.	End	800	14	3/6/2015	HMAC	81	80.03
1215	1	1	Hwy. 69 S	CR 137	7,900	21	2/17/2015	HMAC	75	72.78
1216	1	1	CR 15	End	1,800	20	2/20/2015	Oil Dirt	57	54.93
1218	1	1	CR 112	End	800	14	1/20/2015	Oil Dirt	70	67.62
1222	1	1	CR 1140	End	1,800	20	3/12/2015	Oil Dirt	37	36.70
1223	1	1	Hwy. 31	End	3,600	20	2/18/2015	Oil Dirt	52	50.64
1225	1	1	Hill View Road	End	2,900	20	2/27/2015	Oil Dirt	84	78.99
1225	1	2	Cripple Creek	End	1,800	20	2/27/2015	Oil Dirt	54	52.26
1225	1	3	Pine Haven	End	200	20	2/27/2015	Oil Dirt	55	53.13
1225	1	4	Timberline Dr.	End	1,800	20	2/27/2015	Oil Dirt	64	62.82
1226	1	1	Valley View Ridge	End	1,200	21	3/16/2015	HMAC	65	62.31
1226	1	2	Ridgeview	End	1,000	21	3/16/2015	HMAC	63	60.01
1226	1	3	Tracy Lane	End	1,300	21	3/16/2015	HMAC	72	70.42

## SMITH COUNTY ROADWAY PCI RATINGS

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
1226	1	4	Ridgewood	End	800	21	3/16/2015	HMAC	77	76.15
1226	1	5	Candle Ridge Dr.	End	1,800	22	3/16/2015	HMAC	79	78.21
1226	1	6	Stone Creek	End	900	24	3/16/2015	HMAC	81	80.06
1226	1	7	Amy Drive	End	700	21	3/16/2015	HMAC	65	62.31
1226	1	8	Dawn Lane	End	700	21	3/16/2015	Oil Dirt	55	53.24
1226	1	9	Charity Dr.	End	200	16	3/16/2015	Oil Dirt	60	58.18
1227	1	1	CR 1130	CR 1141	8,800	20	3/15/2015	Oil Dirt	49	48.70
1229	1	1	Valley View Ridge	End	1,700	24	3/12/2015	HMAC	30	25.03
1229	1	2	Gena Dr.	End	700	20	3/12/2015	Oil Dirt	84	79.23
1229	1	3	Joni Dr.	End	400	20	3/12/2015	Oil Dirt	7	6.70
1229	1	4	Cherokee Dr.	End	1,500	22	3/12/2015	Oil Dirt	65	64.37
1229	1	5	Cheryl Dr.	End	1,100	24	3/12/2015	Oil Dirt	57	55.08
1229	1	6	Ruth Dr.	End	400	24	3/12/2015	Oil Dirt	10	9.70
1229	1	7	Lemment Rd.	End	400	24	3/12/2015	Oil Dirt	83	78.33
1229	1	8	Mark Dr.	End	1,100	24	3/12/2015	Oil Dirt	96	91.37
1229	1	9	Maple Dr.	End	1,700	26	3/12/2015	Oil Dirt	78	74.05
1230	1	1	CR 132	CR 134	3,400	20	1/30/2015	Oil Dirt	64	62.67
1231	1	1	FM 2661	End	1,100	20	3/17/2015	Oil Dirt	80	75.81
1232	1	1	CR 139	End	1,000	20	1/28/2015	HMAC	22	16.16
1233	1	1	Tanya Dr. at Spur 364	O.085	400	20	3/12/2015	Oil Dirt	26	25.70
1233	1	2	Tanya Dr. at O.085	End	200	20	3/12/2015	HMAC	72	70.39
1233	1	3	Paula	End	600	20	3/12/2015	Oil Dirt	39	38.70
1234	1	1	Hwy. 155	City Limits	300	21	5/11/2015	Oil Dirt	48	47.77
1235	1	1	FM 2661	End	800	20	3/2/2015	Oil Dirt	85	84.31
1236	1	1	CR 150	Dead End	1,000	20	2/2/2015	Pug Mill	63	59.00
1237	1	1	Hwy. 155	End	1,500	21	3/16/2015	HMAC	34	29.06
1237	1	2	Main St.	North	400	21	3/16/2015	HMAC	26	25.95
1238	1	1	Hwy. 31	End	1,900	18	2/4/2015	Oil Dirt	63	61.36
1241	1	1	Larry Lane	End	600	20	3/12/2015	Oil Dirt	34	33.70
1241	1	2	Ronald Circle	End	1,700	20	3/12/2015	Oil Dirt	62	60.39
1242	1	1	Maxine Dr.	End	500	20	3/12/2015	HMAC	85	83.51
1242	1	2	Marcella Cir	End	2,100	20	3/12/2015	Oil Dirt	88	82.94
1242	1	3	Conway Ln	End	500	20	3/12/2015	Oil Dirt	77	73.24
1242	1	4	Tammi Trail	End	600	20	3/12/2015	Oil Dirt	86	81.05
1246	1	1	Meadowood Dr.	End	1,200	21	2/18/2015	HMAC	73	71.42
1246	1	2	Copper Oaks	End	3,400	21	2/18/2015	HMAC	74	72.60
1246	1	3	Big Timber Rd.	End	4,600	21	2/18/2015	HMAC	68	65.51
1246	1	4	Jo Bar Dr.	End	700	21	2/18/2015	HMAC	76	74.93
1246	1	5	Ridge Top Rd.	End	1,100	21	2/18/2015	HMAC	91	88.47
1246	1	6	Oak Meadow Circle	End	2,900	21	2/18/2015	HMAC	49	43.62
1246	1	7	Great Oaks Circle	End	2,500	21	2/18/2015	HMAC	70	67.86
1246	1	8	Hidden Lakes Dr.	End	1,000	22	2/18/2015	HMAC	87	85.08
1246	1	9	Three Lakes Rd.	End	2,100	22	2/18/2015	HMAC	75	73.77
1248	4	1	Hwy 31	Dead End	1,100	20	2/4/2015	HMAC	70	67.74
1250	1	1	CR 1139	End	1,400	20	3/12/2015	Oil Dirt	63	61.59
1251	1	1	CR 178	End	400	10	1/27/2015	Oil Dirt	0	0.00
1252	1	1	CR 1141	End	1,000	20	3/15/2015	Oil Dirt	21	20.70
1253	1	1	Penne Lane	End	1,200	20	3/16/2015	Oil Dirt	61	59.27
1253	1	2	Clint Dr.	End	1,100	20	3/16/2015	Oil Dirt	49	48.70
1254	1	1	CR 1227	End	2,500	20	3/15/2015	Oil Dirt	49	48.70
1255	1	1	Shane Circle	End	200	20	2/27/2015	Oil Dirt	76	72.27
1255	1	2	High Point Circle	End	200	20	2/27/2015	Oil Dirt	94	88.80
1255	1	3	Stony Glen Circle	End	200	20	2/27/2015	Oil Dirt	50	49.46

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
1255	1	4	Lazy Lane	End	600	20	2/27/2015	Oil Dirt	26	25.68
1256	1	1	CR 164	Toil 49	2,900	21	2/27/2015	HMAC	63	62.73
1256	1	2	Echo Glen at Toil 49	Dead End	1,600	20	2/27/2015	Oil Dirt	68	66.59
1256	1	3	Talhinnina-City of Tyler	End	800	20	2/27/2015	Oil Dirt	85	79.89
1256	1	4	Kiamichi Dr at CR 164	CR 1256 - Echo Glen	500	20	2/27/2015	Oil Dirt	63	61.51
1259	1	1	FM 346	CR 181	3,800	20	1/21/2015	Oil Dirt	40	39.64
1260	1	1	CR 183	End	1,900	18	1/26/2015	Oil Dirt	65	64.22
1261	1	1	Hwy. 155	CR 1108	8,600	22	3/17/2015	HMAC	67	66.04
1261	1	2	FM 2661	CR 1108	5,300	22	3/17/2015	Seal Coat	81	77.76
1261	1	3	FM 2661	Lake	7,800	22	3/17/2015	Slurry Seal	76	71.11
1262	1	1	Big Oak Dr.	End	2,600	18	3/12/2015	Oil Dirt	90	84.90
1262	1	2	Pine Lane	End	700	14	3/12/2015	Oil Dirt	97	92.60
1262	1	3	Elm Lane	End	700	16	3/12/2015	Oil Dirt	92	86.93
1262	1	4	Oak Lane	End	500	18	3/12/2015	Oil Dirt	100	97.22
1262	1	5	Mailbu	End	1,100	18	3/12/2015	Oil Dirt	88	82.94
1263	1	1	Cherokee Trail	End	2,000	21	3/12/2015	Oil Dirt	72	69.37
1263	1	2	Virginia Rd.	End	2,900	21	3/12/2015	Oil Dirt	59	57.09
1263	1	3	Bay Shore Dr.	End	3,000	21	3/12/2015	Oil Dirt	67	66.07
1264	1	1	Pine Cove Dr	End	600	20	3/6/2015	HMAC	61	57.58
1264	1	2	Pine View Dr	End	1,300	20	3/6/2015	HMAC	76	75.00
1264	1	3	Pine Ridge Dr	End	600	20	3/6/2015	HMAC	55	50.74
1264	1	4	Airways Dr	End	1,400	20	3/6/2015	HMAC	75	73.85
1265	1	1	CR 1215	CR 1215	1,100	22	2/13/2015	Oil Dirt	51	49.96
1266	1	1	Saline Dr.	John Cowan Dr.	500	20	1/15/2015	Pug Mill	43	42.89
1266	1	2	John Cowan Dr.	End	700	20	1/15/2015	Pug Mill	45	44.89
1266	1	3	Saline Dr.	End	1,800	20	1/15/2015	Pug Mill	58	55.67
1267	1	1	CR 1125	End	1,300	16	3/17/2015	Oil Dirt	26	25.71
1268	1	1	FM 2493	End	700	40	3/2/2015	Oil Dirt	90	84.69
1269	1	1	High Ridge	End	600	21	3/2/2015	HMAC	78	77.16
1269	1	2	Lake Ridge St.	End	600	21	3/2/2015	HMAC	75	73.83
1269	1	3	Fox Ridge	End	600	21	3/2/2015	HMAC	78	77.16
1269	1	4	Park Hill	End	400	21	3/2/2015	HMAC	80	79.11
1269	1	5	Sundown	End	1,600	21	3/2/2015	HMAC	87	85.16
1269	1	6	West Ridge	End	1,700	21	3/2/2015	HMAC	74	72.67
1270	1	1	Orleans Rd.	End	600	21	2/13/2015	Oil Dirt	57	54.87
1270	1	2	Hillside Ln	End	1,300	21	2/13/2015	Oil Dirt	97	96.85
1270	1	3	Linden Ln	End	1,300	21	2/18/2015	Oil Dirt	53	51.39
1270	1	4	Norfolk Dr.	End	1,900	22	2/13/2015	Oil Dirt	76	72.09
1271	1	1	Tessa Lane	End	400	18	2/10/2015	Oil Dirt	78	73.62
1271	1	2	Timberland Trail	End	1,200	20	2/10/2015	Oil Dirt	89	83.30
1271	1	3	Timberline	End	500	20	2/10/2015	Oil Dirt	79	74.43
1271	1	4	Tosha Lane	End	1,700	21	2/10/2015	Oil Dirt	80	75.25
1272	1	1	Deer Trail	End	1,400	20	2/10/2015	Oil Dirt	37	36.66
1272	1	2	Appomattox	End	1,800	20	2/10/2015	Oil Dirt	82	76.94
1273	1	1	Antebellum Dr.	End	400	20	2/12/2015	Oil Dirt	21	20.67
1273	1	2	Lone Tree Plaza	End	400	20	2/12/2015	Oil Dirt	60	57.92
1273	1	3	Ashley Dr.	End	700	20	2/5/2015	Oil Dirt	67	65.98
1274	1	1	Red Wood Dr.	End	200	28	2/10/2015	HMAC	98	94.37
1274	1	2	Knoll Wood Dr.	End	1,400	28	2/10/2015	HMAC	28	22.42
1274	1	3	Shady Wood Dr.	End	600	28	2/10/2015	HMAC	100	96.10
1274	1	4	Deep Wood Dr.	End	400	28	2/10/2015	HMAC	60	56.07
1274	1	5	Pine Wood Dr.	End	900	28	2/10/2015	HMAC	98	94.37
1274	1	6	Willow Wood Dr.	End	1,700	28	2/10/2015	HMAC	97	93.51

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
1274	1	7	Northwood Dr.	End	1,600	28	2/10/2015	HMAC	93	90.10
1274	1	8	Harvest Wood Dr.	End	1,400	28	2/10/2015	Oil Dirt	63	61.40
1274	1	9	Black Wood Dr.	End	700	28	2/10/2015	Oil Dirt	70	67.75
1274	1	10	Moss Wood Dr.	End	900	28	2/10/2015	Oil Dirt	55	53.01
1274	1	11	Southport Dr.	End	900	28	2/10/2015	Oil Dirt	83	77.80
1275	1	1	Arrow Wood Dr.	End	100	21	2/20/2015	HMAC	55	50.49
1275	1	2	Woodbend Dr.	End	1,900	21	2/20/2015	HMAC	70	68.57
1276	1	1	Stone Ridge Dr.	End	2,200	21	2/20/2015	Oil Dirt	90	84.49
1276	1	2	Oak Hill Dr.	End	800	21	2/20/2015	Oil Dirt	95	89.78
1276	1	3	Ridge Rock Dr.	End	1,000	21	2/20/2015	Oil Dirt	89	83.50
1276	1	4	Ridgley	End	1,200	21	2/20/2015	Oil Dirt	93	87.57
1277	1	1	Clear Lake Cove	End	800	20	2/27/2015	Oil Dirt	78	73.87
1277	1	2	Blue Bird Lane	End	800	20	2/27/2015	Oil Dirt	81	76.37
1277	1	3	Red Fern Rd.	End	900	20	2/27/2015	Oil Dirt	94	88.80
1280	1	1	Selkerk St	Seton St	600	21	3/11/2015	Oil Dirt	63	61.59
1280	1	2	Lockhart St	Patrick St	700	21	3/11/2015	HMAC	80	77.37
1280	1	3	Seton St	Selkerk St	700	21	3/11/2015	HMAC	56	55.95
1280	1	4	Patrick St	Lockhart St	1,100	21	3/11/2015	HMAC	60	59.95
1280	1	5	CR 168	End	1,500	20	3/11/2015	HMAC	73	71.55
1282	1	1	FM 2493	FM 2493	1,200	21	1/28/2015	Oil Dirt	54	52.08
1283	1	1	CR 1141	End	400	20	3/15/2015	Pug Mill	30	29.91
1284	1	1	Oak Trail Dr	End	1,400	24	2/17/2015	Oil Dirt	67	66.01
1284	1	2	Meadow Dale	End	1,300	24	2/17/2015	Oil Dirt	93	92.66
1284	1	3	Holly Ln	End	1,500	24	2/17/2015	Oil Dirt	73	69.88
1284	1	4	Leaning Oaks Dr.	End	1,500	24	2/17/2015	Oil Dirt	88	82.48
1284	1	5	Pinedale Circle	End	2,800	24	2/17/2015	Oil Dirt	74	70.62
1285	1	1	Plum Ridge Circle	End	200	28	3/2/2015	HMAC	78	77.16
1285	1	2	Shady Ridge Dr.	OD	500	28	3/2/2015	HMAC	72	70.32
1285	1	3	Timber Ridge Dr.	End	1,500	28	3/2/2015	HMAC	56	51.81
1285	1	4	Briar Ridge Dr.	End	900	28	3/2/2015	Oil Dirt	46	45.69
1285	1	5	Holly Ridge Dr.	End	700	28	3/2/2015	Oil Dirt	73	70.01
1285	1	6	Shady Ridge Dr. (HMAC)	End	1,200	28	3/2/2015	Oil Dirt	67	66.04
1285	1	7	Pecan Ridge Dr.	End	500	28	3/2/2015	Oil Dirt	55	53.15
1286	1	1	CR 1100	CR 1103	1,000	21	2/27/2015	HMAC	88	84.37
1287	1	1	Hwy. 155	End	1,100	16	3/12/2015	Oil Dirt	46	45.70
1289	1	1	Hwy. 31	Dead End	1,300	21	2/4/2015	HMAC	67	64.18
1290	1	1	Bay View Dr.	End	900	21	3/11/2015	HMAC	43	37.36
1290	1	2	High St.	End	600	21	3/11/2015	HMAC	10	5.01
1291	1	1	CR 189	End	900	16	3/11/2015	Oil Dirt	19	15.42
1292	1	1	CR 137	End	1,500	22	2/13/2015	Oil Dirt	51	49.96
1293	1	1	CR 129 North	End	1,500	21	1/20/2015	Oil Dirt	46	45.64
1293	1	2	First Road to Left	End	400	21	1/20/2015	Oil Dirt	56	53.76
1293	1	3	Second Road to Left	End	400	21	1/20/2015	Oil Dirt	100	96.40
1293	1	4	Third Road to Left	End	400	21	1/20/2015	Oil Dirt	60	57.74
1294	1	1	Chickasha Dr.	End	800	28	2/26/2015	Oil Dirt	79	74.67
1294	1	2	Kiamichi Dr.	End	1,000	28	2/26/2015	Oil Dirt	83	78.08
1294	1	3	Shoshone	End	600	28	2/26/2015	HMAC	77	76.08
1294	1	4	Washita Dr.	End	1,300	28	2/26/2015	HMAC	97	93.70
1294	1	5	Pawnee Dr.	End	500	28	2/26/2015	HMAC	97	93.70
1295	1	1	CR 46	End	2,900	18	3/2/2015	Oil Dirt	49	48.69
1296	2	1	Ash Circle	End	200	20	3/6/2015	Oil Dirt	50	49.47
1296	2	2	Pecan Dr.	End	500	20	3/6/2015	Oil Dirt	60	58.10
1296	2	3	Hickory Lane	End	2,400	20	3/6/2015	Oil Dirt	74	70.80

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
1296	2	4	Red Bud Place	End	1,300	20	3/6/2015	Oil Dirt	48	47.69
1297	1	1	CR 46	O.167	900	20	3/2/2015	Oil Dirt	47	46.69
1297	1	2	O.167	End	800	12	3/3/2015	Oil Dirt	53	50.85
1298	1	1	Valley View Lane	End	1,200	21	2/17/2015	Oil Dirt	70	67.80
1298	1	2	Ridgeline Rd.	End	2,100	21	2/17/2015	Oil Dirt	73	69.88
1298	1	3	Estates Rd.	End	800	21	2/17/2015	HMAC	57	52.73
1298	1	4	Oak Brook Rd.	End	5,900	21	2/17/2015	HMAC	75	73.79
1299	1	1	FM 2493	CR 137	800	21	2/10/2015	Oil Dirt	100	96.75
1300	1	1	CR 137	End	200	28	2/6/2015	Oil Dirt	56	53.88
1301	1	1	Hwy. 155	CR 192	1,100	30	3/6/2015	Oil Dirt	20	19.69
1302	2	1	Willingham Rd. (CR 2171)	End	2,000	21	2/27/2015	Oil Dirt	89	83.65
1303	1	1	CR 46	End	900	20	3/2/2015	Oil Dirt	76	72.30
1304	1	1	Stockman Circle	End	1,200	21	2/26/2015	HMAC	26	20.75
1304	1	2	Buck Board Circle	End	900	21	2/26/2015	HMAC	83	81.73
1304	1	3	Dixon Rd.	End	1,200	21	2/26/2015	HMAC	24	18.75
1304	1	4	Ranch Rd.	End	2,400	21	2/26/2015	HMAC	26	20.75
1305	1	1	Santa Fe Trail	End	400	28	3/2/2015	Oil Dirt	31	30.69
1305	1	2	Overland Trail	End	600	28	3/2/2015	Oil Dirt	26	22.61
1305	1	3	Wagon Trail	End	300	28	3/2/2015	Oil Dirt	55	53.15
1305	1	4	Chisum Trail	End	600	28	3/2/2015	Oil Dirt	44	43.69
1305	1	5	Overland Stage Road	End	1,700	28	3/2/2015	Oil Dirt	47	46.69
1306	1	1	CR 116	End	1,700	21	1/21/2015	Oil Dirt	64	62.62
1307	1	1	Briar Crest Dr. (CR 133 to 140)	End	1,900	28	2/10/2015	Oil Dirt	100	96.75
1307	1	2	Silver Leaf Rd (CR 140 to 133)	End	1,900	28	2/10/2015	Oil Dirt	100	96.75
1308	2	1	Calvert Dr.	End	4,300	20	3/12/2015	Oil Dirt	48	47.70
1308	2	2	Ashley Circle	End	1,400	20	3/12/2015	Oil Dirt	58	56.07
1308	2	3	Samuel Dr.	End	2,700	21	3/12/2015	Pug Mill	35	34.91
1309	1	1	Ash Lane	End	700	28	3/10/2015	Oil Dirt	19	18.70
1309	1	2	Chase Wood Dr.	End	1,500	28	3/10/2015	Oil Dirt	34	33.70
1309	1	3	Water Wood Dr.	End	200	28	3/10/2015	Oil Dirt	23	22.70
1309	1	4	Willow Oak Lane	End	500	28	3/10/2015	Oil Dirt	44	43.70
1309	1	5	Pine Brook Dr.	End	1,400	28	3/10/2015	Oil Dirt	58	56.05
1309	1	6	Cedar Wood Dr.	End	600	28	3/10/2015	Oil Dirt	34	33.70
1310	1	1	FM 2868	End	1,300	20	1/27/2015	Oil Dirt	93	87.07
1311	1	6	Scenic Dr. at Spur 364	0.300 Mile	1,600	40	3/12/2015	Oil Dirt	99	95.38
1313	1	1	Teal Wood Dr.	End	700	21	3/12/2015	Oil Dirt	80	75.73
1313	1	2	Pintail Rd.	End	5,000	21	3/12/2015	Oil Dirt	49	48.70
1314	1	1	Indigo Lane	End	400	28	2/26/2015	Oil Dirt	14	13.68
1314	1	2	Jonquil Dr.	End	400	28	2/26/2015	Oil Dirt	11	10.68
1314	1	3	Honeysuckle Dr.	End	900	28	2/26/2015	Oil Dirt	19	18.68
1315	1	1	Frost Wood St.	End	1,700	28	2/26/2015	Slurry Seal	93	81.09
1315	1	2	Spruce St.	End	700	28	2/26/2015	Slurry Seal	60	58.67
1315	1	3	Old Oak Dr.	End	2,300	28	2/26/2015	Slurry Seal	94	81.73
1315	1	4	Tall Timber Dr.	End	2,400	28	2/26/2015	Slurry Seal	90	89.62
1315	1	5	Cedar Spur St.	End	600	28	2/26/2015	Slurry Seal	75	70.26
1316	1	1	Rocky Lane	End	2,200	21	1/20/2015	HMAC	92	89.05
1317	1	1	FM 2661	End	1,000	18	3/2/2015	Oil Dirt	24	23.69
1318	2	1	Vicki Lynn Lane	End	1,800	20	3/12/2015	HMAC	96	93.00
1318	2	2	Tara Circle	End	400	20	3/12/2015	Oil Dirt	92	86.93
1318	2	3	Dustin Rd.	End	600	20	3/12/2015	HMAC	89	86.94
1319	1	1	CR 145	Dead End	2,000	14	2/10/2015	Oil Dirt	85	79.57
1320	1	1	Ramble Wood Lane	End	1,100	28	3/10/2015	Oil Dirt	85	84.33
1321	1	1	CR 1215	End	1,700	21	2/13/2015	Oil Dirt	29	28.67

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
1322	1	1	CR 189 W	CR 189 W	1,800	18	3/11/2015	Oil Dirt	89	83.89
1323	1	1	Fawn Creek	End	1,500	28	2/13/2015	HMAC	99	95.27
1323	1	2	Valley Dr.	End	1,500	28	2/13/2015	HMAC	86	85.31
1323	1	3	Green Leaf Dr.	End	1,200	28	2/13/2015	HMAC	86	84.21
1324	1	1	Elaine	End	700	24	1/20/2015	Oil Dirt	67	65.94
1324	1	2	Antler	End	1,000	24	1/20/2015	Oil Dirt	56	53.76
1324	1	3	Timbercrest Lane	End	700	24	1/20/2015	Oil Dirt	60	57.74
1325	1	1	Whitney Lane	End	800	18	1/30/2015	Oil Dirt	55	52.94
1325	1	2	Woodard Place	End	1,300	20	1/30/2015	Oil Dirt	91	85.05
1327	1	1	Woodhollow Dr at CR 140	Dead End	3,000	28	3/11/2015	HMAC	59	55.37
1327	1	3	Woodview Ct.	End	500	28	3/11/2015	HMAC	73	71.55
1327	1	4	Sandy Grove Ct.	End	200	28	3/11/2015	HMAC	80	79.14
1327	1	5	Woodwind Ct.	End	100	28	3/11/2015	HMAC	71	69.21
1327	1	6	Timberline Ct.	End	200	28	3/11/2015	HMAC	78	77.19
1327	1	8	Spring Mill East	End	300	28	3/11/2015	HMAC	78	77.19
1327	1	9	Sandstone Circle	End	600	28	3/11/2015	HMAC	52	47.45
1327	1	10	Still Wood Lane	End	900	28	3/11/2015	HMAC	80	79.14
1327	1	11	Spring Mill West	End	300	28	3/11/2015	HMAC	63	59.95
1328	1	1	Harbor Way South	End	600	20	3/10/2015	Oil Dirt	42	41.70
1328	1	2	Harbor Way North	End	100	20	3/10/2015	Oil Dirt	26	25.70
1328	1	3	Hickory Trail	End	900	20	3/10/2015	Oil Dirt	45	44.70
1329	1	1	Bird Point Trail	End	1,000	28	2/20/2015	Oil Dirt	91	85.49
1329	1	2	Bear Wood Lane	End	600	28	2/20/2015	Oil Dirt	72	69.19
1329	1	3	White Deer Trail	End	1,100	28	2/20/2015	Oil Dirt	92	86.52
1330	1	1	Tall Pines Dr.	End	600	24	1/20/2015	Oil Dirt	61	58.85
1332	1	1	CR 1215	End	1,300	22	2/13/2015	Oil Dirt	35	34.67
1333	1	1	Sugarcreek Dr.	End	1,500	21	2/12/2015	HMAC	97	93.54
1333	1	2	Carter Place	End	400	21	2/12/2015	HMAC	90	87.57
1333	1	3	Deer Trail	End	2,700	21	2/12/2015	HMAC	86	84.20
1334	1	1	Bunker Dr.	End	2,000	28	2/20/2015	HMAC	92	89.34
1334	1	2	Hurst Dr.	End	300	28	2/20/2015	HMAC	90	87.64
1334	1	3	Oak Hurst Dr.	End	1,000	28	2/20/2015	HMAC	92	89.34
1335	1	1	Vieux Carre	End	500	28	3/3/2015	HMAC	27	21.85
1335	1	2	Calcasieu Dr.	End	700	28	3/3/2015	HMAC	98	94.63
1335	1	3	Thibodaux Dr. North of CR 167	End	900	28	3/3/2015	HMAC	100	96.38
1335	1	4	Beau Regard Dr.	End	800	28	3/3/2015	HMAC	100	96.38
1335	1	5	Iberia Dr.	End	400	28	3/3/2015	HMAC	85	83.46
1335	1	6	Terre Borne Dr.	End	800	28	3/3/2015	HMAC	84	82.61
1335	1	7	Lafayette Dr.	End	800	28	3/3/2015	HMAC	85	83.46
1335	1	8	Thibodaux Dr. South	End	900	28	3/3/2015	HMAC	85	83.46
1335	1	9	Arcadia Dr.	End	1,500	28	3/3/2015	HMAC	75	73.84
1335	1	10	Circle Off of Acadia	End	100	72	3/3/2015	HMAC	84	82.61
1335	1	11	Circle Off of Thibodaux	End	100	72	3/3/2015	HMAC	76	74.98
1336	1	1	Hwy. 155	End	1,100	21	3/6/2015	HMAC	68	65.67
1336	1	2	Rhudy Dr.	End	1,100	21	3/6/2015	HMAC	68	66.56
1337	1	1	Sand Hill Ln	End	900	28	2/17/2015	HMAC	96	92.74
1338	1	1	FM 2868	Cul-de-sac	700	24	1/28/2015	HMAC	98	94.21
1339	1	1	Chattanooga Dr.	End	400	28	2/26/2015	HMAC	100	96.31
1339	1	2	Nashville Dr.	End	900	28	2/26/2015	HMAC	100	96.31
1339	1	3	Southern Trace Circle	End	2,000	28	2/26/2015	HMAC	93	90.25
1341	1	1	Colony Dr.	End	600	28	2/20/2015	HMAC	100	96.23
1341	1	2	Frederick Dr.	End	3,500	28	2/20/2015	HMAC	100	96.23
1342	1	1	CR 1230	End	1,100	28	1/30/2015	HMAC	79	78.06

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
1344	1	1	Sara Lane	End	1,200	28	3/31/2015	HMAC	97	94.10
1344	1	2	Rana Park	End	2,000	28	3/31/2015	HMAC	94	91.46
1344	1	3	Yasmeen Circle	Rana Park	2,800	28	3/31/2015	HMAC	98	94.98
1345	1	1	Tradewind St.	End	100	20	2/4/2015	HMAC	79	78.08
1345	1	2	Southwind St.	End	200	20	2/4/2015	HMAC	44	37.64
1345	1	3	W. Lakeshore Dr.	End	3,200	20	2/4/2015	HMAC	73	71.33
1346	1	1	Spur 364	CR 1134	1,400	20	3/12/2015	Oil Dirt	66	65.59
1347	1	1	Wood Ring Rd	End	1,100	22	1/15/2015	HMAC	84	82.38
1347	1	2	Gatlinburg Rd	Dead End	5,400	22	1/15/2015	HMAC	92	89.01
1348	1	1	CR 140	CR 140	800	28	1/28/2015	HMAC	96	92.51
1349	1	1	Meadow View Lane	End	1,300	28	2/20/2015	HMAC	100	96.23
1349	1	2	Valley Dale Lane (W)	End	400	28	2/20/2015	HMAC	100	96.23
1349	1	3	Valley Dale Lane (East)	End	100	28	2/20/2015	HMAC	100	96.23
1349	1	4	Meadow Ridge Dr.	End	300	28	5/5/2015	HMAC	100	97.23
1349	1	5	Meadow View Ct.	End	200	28	5/15/2015	HMAC	100	97.37
1349	1	6	Meadow Court	End	100	28	5/5/2015	HMAC	100	97.23
1350	1	1	Baca Blvd.	End	200	24	3/26/2015	HMAC	99	95.80
1350	1	2	Ranch Hill Dr.	End	700	24	3/26/2015	HMAC	100	96.68
1350	1	3	Big Valley Dr.	End	500	24	3/26/2015	HMAC	97	94.04
1350	1	4	Lahacienda Dr.	End	800	24	3/26/2015	HMAC	93	90.53
1350	1	5	King Ranch Dr.	End	500	24	3/26/2015	HMAC	100	96.68
1351	4	1	FM 724	End	1,600	22	5/5/2015	HMAC	62	59.56
1352	2	1	Maggie Circle	End	2,400	24	3/26/2015	HMAC	96	93.16
1352	2	2	Ken Circle	End	1,000	24	3/26/2015	HMAC	100	96.68
1352	2	3	Cass Circle	End	1,000	24	3/26/2015	HMAC	87	85.32
1353	2	1	Oak Leaf Lane	End	1,600	24	3/27/2015	HMAC	90	87.93
1354	2	1	Bluegrass Circle	End	4,200	24	3/27/2015	HMAC	60	56.76
1354	2	2	Grandslam Dr.	End	800	24	3/27/2015	HMAC	88	86.19
1354	2	3	Preakness Dr.	End	900	24	3/27/2015	HMAC	84	82.73
1354	2	4	Derby Dr.	End	1,000	24	3/27/2015	HMAC	93	90.54
1354	2	5	Old Barn Dr.	End	300	24	3/27/2015	HMAC	95	92.29
1355	2	1	Hunters Circle	End	800	24	3/26/2015	HMAC	100	96.68
1355	2	2	Fox Trail	End	1,100	24	3/26/2015	HMAC	99	95.80
1356	2	1	Brookstone Dr. (CR 1103)	End	1,300	22	2/27/2015	HMAC	91	88.55
1357	2	1	Willow Oak Circle	End	300	22	3/27/2015	HMAC	95	92.29
1357	2	2	Laurel Oaks Circle	End	400	22	3/27/2015	HMAC	79	78.24
1358	2	1	Meadows Dr.	End	1,800	24	3/27/2015	HMAC	94	91.42
1358	2	2	Running West Dr.	End	600	24	3/27/2015	HMAC	97	94.05
1358	2	3	Twin Spire Dr.	End	1,300	24	3/27/2015	HMAC	89	87.06
1358	2	4	Triple Crown Dr.	End	1,600	24	3/27/2015	HMAC	100	96.70
1358	2	5	Sprint Dr.	End	600	24	3/27/2015	HMAC	100	96.70
1360	2	1	South Haven Dr.	End	1,700	24	3/27/2015	HMAC	100	96.70
1360	2	2	Meadowview Dr.	End	900	24	3/27/2015	HMAC	70	68.18
1361	2	1	Gaines Way	End	700	24	3/27/2015	HMAC	96	93.17
1361	2	2	Winstar	End	800	24	3/27/2015	HMAC	100	96.70
1361	2	3	River Rock Dr.	End	800	24	3/27/2015	HMAC	100	96.70
1361	2	4	Three Chimneys Dr.	End	1,000	24	3/27/2015	HMAC	100	96.70
1361	2	5	Lanes End Dr.	End	1,200	2	3/27/2015	HMAC	100	96.70
1362	2	1	Creek Side Dr.	End	1,500	24	3/27/2015	HMAC	94	91.42
1362	2	2	Crosshill Ct.	End	300	24	3/27/2015	HMAC	100	96.70
1363	2	1	West Haven Circle	End	2,200	24	3/27/2015	HMAC	96	93.17
1364	2	1	Garden Lake Rd.- Hwy 155	End	1,500	30	5/11/2015	HMAC	40	35.57
1365	2	1	Millwood Place	End	600	24	3/27/2015	HMAC	100	96.70

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
1365	2	2	Kingston Ct.	End	1,200	24	3/27/2015	HMAC	100	96.70
1366	2	1	Ruggles Ct.	End	1,200	24	3/27/2015	HMAC	100	96.70
1366	2	2	Cactus Trail	End	500	24	3/27/2015	HMAC	89	87.06
1366	2	3	Antelope Dr.	End	200	24	3/27/2015	HMAC	100	96.70
2100	2	1	CR 299	End	3,100	12	5/20/2015	Dirt	77	76.23
2101	2	1	CR 294	CR 299	4,300	20	3/19/2015	Oil Dirt	54	52.38
2102	2	1	Hwy. 64	End	2,700	12	5/22/2015	Dirt	74	73.14
2103	2	1	CR 294	Dirt	7,000	12	5/20/2015	HMAC	82	81.22
2103	2	2	CR 294	Dirt	3,800	16	5/13/2015	Oil Dirt	69	67.65
2104	2	1	CR 294	End	800	10	5/30/2015	HMAC	77	76.42
2106	2	1	CR 230	City Limits	10,700	20	3/23/2015	Oil Dirt	40	39.71
2107	2	1	CR 2110	Hwy. 135	5,200	16	2/12/2015	Oil Dirt	48	47.67
2107	2	2	CR 2112	CR 2110	5,000	16	2/12/2015	Oil Dirt	48	47.67
2110	2	1	Hwy. 135	CR 258	12,600	20	2/12/2015	Oil Dirt	53	51.36
2110	2	2	CR 258	FM 15	11,700	20	1/31/2015	Slurry Seal	58	56.20
2111	2	1	CR 2110	End	1,600	14	1/31/2015	Oil Dirt	19	18.65
2112	2	1	Hwy 135	CR 2160	10,700	20	1/31/2015	Oil Dirt	62	60.10
2113	2	1	FM 15	CR 2115	6,800	20	1/27/2015	Oil Dirt	46	45.65
2115	2	1	CR 2116	County Line	6,100	20	1/27/2015	Oil Dirt	54	52.07
2115	2	2	CR 2116	County Line	10,700	20	1/28/2015	Oil Dirt	54	52.08
2116	2	1	FM 15	CR 2115	9,100	18	1/27/2015	Oil Dirt	45	44.65
2117	2	1	FM 15	CR 2115	12,000	20	1/27/2015	Oil Dirt	54	52.07
2121	2	1	Railroad Track	OD	600	21	3/20/2015	HMAC	89	87.00
2121	2	3	HM	Dead End	1,300	16	3/20/2015	Oil Dirt	83	78.48
2122	2	1	Alsup Rd.	End	2,100	20	3/19/2015	Oil Dirt	75	71.73
2122	2	2	Mackey Rd.	End	5,400	20	3/19/2015	Oil Dirt	73	70.18
2123	2	1	City Limit	CR 2125	7,200	22	1/26/2015	Oil Dirt	58	55.71
2123	2	2	CR 2125	Hwy 110	6,800	18	1/26/2015	Oil Dirt	57	54.74
2124	2	1	CR 2123	Dead End	1,300	20	1/27/2015	Oil Dirt	59	56.74
2125	2	1	Hwy 110	CR 2123	2,600	22	1/20/2015	HMAC	77	74.28
2125	2	2	CR 2123	Dead End	3,900	22	1/20/2015	Oil Dirt	81	75.75
2126	2	1	FM 848	End	1,600	18	3/17/2015	Oil Dirt	34	33.71
2127	2	1	FM 848	City Limits	4,000	21	3/7/2015	Oil Dirt	77	73.17
2128	2	1	Williams Rd. at FM 848	City Limits	4,300	21	3/18/2015	HMAC	63	62.75
2129	2	1	FM 848	End	3,900	20	3/17/2015	Oil Dirt	78	74.13
2130	2	1	CR 2123	Dead End	1,100	18	1/27/2015	Oil Dirt	78	73.43
2133	2	1	Whitehouse City Limit	End	5,700	22	2/20/2015	Oil Dirt	71	68.49
2134	2	1	CR 2138	90° Curve	4,200	20	2/20/2015	Oil Dirt	57	54.93
2134	2	2	90° Curve	FM 346	3,900	20	2/20/2015	Oil Dirt	51	49.98
2137	2	1	FM 346	End	1,600	20	3/17/2015	Oil Dirt	51	50.06
2138	2	1	Hwy. 110	Hwy. 110	15,400	22	3/16/2015	Slurry Seal	49	46.21
2138	2	2	FM 346	Hwy. 110	14,700	22	3/12/2015	Slurry Seal	80	73.41
2139	2	1	CR 2138	End	2,600	16	2/20/2015	Oil Dirt	67	66.02
2140	2	1	CR 2138	End	3,000	16	3/17/2015	HMAC	50	45.32
2141	2	1	CR 2138	Dead End	2,000	20	3/12/2015	Oil Dirt	48	47.70
2142	2	1	FM 345	FM 346	15,700	22	3/24/2015	HMAC	47	46.95
2143	2	1	CR 2142	CR 2143	300	20	3/20/2015	Oil Dirt	79	75.01
2143	2	2	CR 2142	End	6,900	20	3/20/2015	Oil Dirt	76	72.54
2144	2	1	Hwy. 110	CR 2138	700	18	3/17/2015	Oil Dirt	44	43.71
2144	2	2	Hwy. 110	Dead End	2,100	18	3/17/2015	Oil Dirt	72	69.41
2145	2	1	CR 2144	Dead End	500	18	3/17/2015	Oil Dirt	82	77.54
2146	2	1	Hwy. 110	Dead End	700	20	3/17/2015	Oil Dirt	57	55.12
2147	2	1	FM 346 North End	Rail Track	7,200	20	3/17/2015	Oil Dirt	68	66.67

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
2147	2	2	Rail Track	Troup City Limits	9,100	20	3/17/2015	Oil Dirt	77	73.31
2150	2	1	FM 346	CR 2147	800	18	3/24/2015	Oil Dirt	4	3.71
2151	2	1	City Limits	Dead End	2,200	16	3/25/2015	Oil Dirt	47	46.72
2152	2	1	FM 345	CR 2142	15,700	20	3/23/2015	Oil Dirt	52	50.79
2153	2	1	CR 2152	Hwy. 135	11,000	21	3/23/2015	HMAC	39	38.95
2154	2	1	FM 345	CR 2153	6,400	21	3/19/2015	Seal Coat	39	34.11
2155	2	1	CR 2155 (T)	End	500	14	3/7/2015	Oil Dirt	55	53.18
2155	2	2	Hwy 135	End	2,800	18	3/7/2015	Oil Dirt	42	41.69
2156	2	1	CR 2156	Hwy 135	2,200	20	1/21/2015	HMAC	74	71.72
2157	2	1	CR 2156	City Limits	1,100	18	1/21/2015	Oil Dirt	81	75.76
2157	2	2	Bailey St.	SH 135	1,300	18	1/21/2015	Oil Dirt	75	71.06
2159	2	1	FM 15	County Line	3,500	20	1/21/2015	Oil Dirt	61	58.86
2160	2	1	Hwy. 135	CR 2110	26,100	20	3/7/2015	Oil Dirt	61	59.20
2161	2	1	FM 15	CR 2160	5,700	18	1/21/2015	Oil Dirt	38	37.64
2161	2	2	FM 15	Cemetery	211	12	1/21/2015	HMAC	0	0.00
2162	2	1	CR 2160	Hwy 135	9,100	20	1/31/2015	Oil Dirt	58	55.75
2162	2	2	FM 15	CR 2160	8,300	20	3/7/2015	Oil Dirt	19	18.69
2163	2	1	Hwy 135	End	2,400	14	3/7/2015	Oil Dirt	60	58.10
2164	2	1	Hwy 135	CR 2112	11,200	16	1/31/2015	Oil Dirt	53	51.30
2166	2	1	FM 15	County Line	17,100	20	1/21/2015	Oil Dirt	60	57.75
2167	2	1	HWY 110	FM 2964	3,800	21	1/29/2015	Oil Dirt	75	71.15
2168	2	1	CR 2169	CR 2166	4,400	20	1/21/2015	Oil Dirt	50	49.41
2169	2	1	FM 15	County Line	2,300	18	1/21/2015	Oil Dirt	47	46.64
2170	2	1	Toll 49	FM 2964	4,900	21	1/27/2015	Slurry Seal	83	74.21
2171	2	1	City Limit	FM 344	12,100	21	2/26/2015	Slurry Seal	75	70.26
2172	2	1	CR 2171	City Limits	2,200	20	2/26/2015	Slurry Seal	75	70.26
2173	2	1	FM 756	CR 2171	9,900	22	2/27/2015	Slurry Seal	56	54.04
2174	2	1	Hwy. 110	CR 2171	4,500	21	2/27/2015	Slurry Seal	59	57.54
2175	2	1	Hwy 110	CR 2263	8,200	22	1/16/2015	Slurry Seal	29	26.16
2176	2	1	CR 2197	End	4,200	20	2/27/2015	Oil Dirt	79	74.69
2177	2	1	Hwy. 110	Cherokee Co. Line	16,300	22	3/10/2015	Slurry Seal	84	75.82
2178	2	1	CR 2179	CR 2180	2,700	21	3/16/2015	Oil Dirt	69	67.30
2179	2	1	CR 2138	Dead End	6,700	22	3/16/2015	Oil Dirt	40	39.70
2180	2	1	CR 2177	OD	11,000	21	3/6/2015	Oil Dirt	75	71.57
2180	2	2	FM 344	SS	13,800	21	3/6/2015	Oil Dirt	89	88.50
2180	2	3	CR 2177	CR 2138	8,300	21	3/10/2015	Oil Dirt	69	67.27
2181	2	1	CR 2180	County Line Rd	4,000	21	2/2/2015	Oil Dirt	36	35.65
2182	2	1	FM 344	Dead End	6,700	20	3/6/2015	Oil Dirt	70	67.91
2183	2	1	FM 344	FM 344	2,500	18	2/27/2015	Oil Dirt	76	72.27
2184	2	1	CR 2180	End	2,000	18	3/16/2015	HMAC	65	62.31
2185	2	1	County Line	County Line	4,100	20	3/17/2015	Slurry Seal	60	58.77
2186	2	1	CR 2138	County Line	4,100	20	3/17/2015	Oil Dirt	67	66.08
2186	2	2	Hwy. 110	CR 2138	3,200	16	3/17/2015	Oil Dirt	72	69.41
2187	2	1	FM 2964	Dead End	800	20	2/11/2015	Oil Dirt	72	69.11
2188	1	1	City Limits	FM 2493	5,600	21	1/29/2015	Slurry Seal	92	79.51
2191	1	1	FM 756	FM 2964	14,100	20	2/11/2015	Oil Dirt	55	53.02
2192	2	1	FM 2964	CR 2191	5,900	20	2/11/2015	Oil Dirt	67	65.99
2193	1	1	FM 2964	0.93	4,900	20	2/11/2015	Oil Dirt	71	68.42
2193	1	2	0.93	FM 756	2,100	20	2/11/2015	Oil Dirt	79	74.44
2194	2	1	FM 346	CR 2195	3,000	21	3/3/2015	Slurry Seal	95	82.56
2195	2	1	FM 756	City Limits	6,700	22	3/3/2015	Slurry Seal	89	78.74
2195	2	2	City Limits	FM 346	1,900	22	3/3/2015	HMAC	100	95.23
2197	2	1	Hwy 110 South End	Hwy 110 North End	2,100	20	2/27/2015	Oil Dirt	71	68.55

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
2198	2	1	CR 2198 South End	CR 2198 North End	1,200	20	2/27/2015	HMAC	79	78.15
2199	2	1	Hwy. 110 South End	Hwy. 110 North End	3,400	22	3/12/2015	Slurry Seal	57	55.31
2200	3	1	CR 273	City Limits	700	20	2/19/2015	Oil Dirt	71	68.48
2202	3	1	FM 3226	CR 2298	4,300	20	3/6/2015	Pug Mill	69	63.66
2203	3	1	FM 3226	End	4,000	20	3/6/2015	Oil Dirt	51	50.02
2204	1	1	FM 2964	Dead End	1,500	28	2/4/2015	Oil Dirt	91	85.16
2205	3	1	FM 850	CR 290	7,000	21	3/10/2015	Oil Dirt	45	44.70
2206	3	1	Hwy. 64	CR 214	3,700	21	3/3/2015	HMAC	50	49.95
2207	2	1	CR 246	End	3,700	21	3/7/2015	Oil Dirt	82	77.36
2208	3	1	CR 24	T Intersection	400	20	1/26/2015	Oil Dirt	56	53.80
2208	3	2	Off T Intersection	North to South	1,200	20	1/26/2015	Oil Dirt	53	51.27
2209	2	1	CR 219	Dead End	1,800	20	3/18/2015	HMAC	84	83.40
2210	2	1	FM 848	End	1,900	21	3/18/2015	Oil Dirt	58	56.20
2212	3	1	Surrey Lane	End	1,700	21	2/19/2015	Oil Dirt	52	50.65
2212	3	2	Surrey Trail	End	2,000	21	2/19/2015	Oil Dirt	53	51.40
2213	2	1	CR 2118 at Railroad Track	CR 2214 (Monarch Rd.)	3,700	21	3/20/2015	HMAC	56	52.12
2214	2	1	Monarch Rd	End	2,700	21	3/19/2015	HMAC	74	72.76
2214	2	2	Hancock Dr.	End	400	21	3/19/2015	HMAC	47	42.01
2214	2	3	Shelby Lane	End	400	20	3/19/2015	HMAC	95	92.20
2215	2	1	CR 285	End	3,800	20	3/23/2015	Oil Dirt	81	76.77
2216	2	1	CR 285	Dead End	2,100	20	3/20/2015	Oil Dirt	72	69.44
2217	2	1	Fonda St.	End	1,800	20	2/27/2015	Oil Dirt	89	83.65
2217	2	2	Ardis St.	End	2,700	20	2/27/2015	Oil Dirt	81	76.37
2219	3	1	CR 2205	End	1,900	20	3/10/2015	Oil Dirt	35	34.70
2220	2	1	FM 848	End	2,500	20	3/19/2015	Oil Dirt	91	90.62
2221	2	1	N. Ramp Rd.	End	600	20	3/20/2015	HMAC	11	6.19
2221	2	2	Cardinal Lane at NE Cul-de-Sac	0.366	1,900	21	3/20/2015	HMAC	51	46.50
2221	2	3	Fisherman Dr.	End	5,400	21	3/20/2015	HMAC	72	70.45
2221	2	4	0.366	SW Cul-de-Sac	900	21	3/20/2015	HMAC	67	64.65
2221	2	5	Sunshine Lane	End	4,100	21	3/20/2015	HMAC	39	33.27
2221	2	6	Bluebird Circle	End	2,100	20	3/20/2015	Oil Dirt	80	75.86
2221	2	7	Lakeview Circle	End	300	21	3/20/2015	HMAC	67	64.65
2221	2	8	W. Lakeview Dr.	End	3,100	21	3/20/2015	Oil Dirt	57	55.14
2221	2	9	S. Lakeview Dr.	End	2,300	21	3/20/2015	Oil Dirt	65	64.40
2221	2	10	N. Lakeview Dr.	End	3,700	21	3/20/2015	Oil Dirt	45	44.71
2221	2	11	Hilltop Dr.	End	1,100	21	3/20/2015	Oil Dirt	83	78.48
2221	2	12	Jarvis Rd.	End	1,100	21	3/20/2015	Oil Dirt	84	79.37
2221	2	13	Merigale Rd.	End	1,600	22	3/20/2015	Oil Dirt	80	75.86
2221	2	14	Susie's Point	End	500	20	3/20/2015	Oil Dirt	81	76.72
2221	2	15	Craft Point	End	400	20	3/20/2015	Oil Dirt	78	74.17
2222	3	1	FM 850	End of Maint.	5,400	21	3/5/2015	Slurry Seal	12	9.62
2223	2	1	CR 285	Eastside Rd.	3,700	20	3/20/2015	Oil Dirt	57	55.14
2225	2	1	Hwy. 64	CR 219	1,400	20	2/20/2015	Oil Dirt	49	48.68
2228	2	1	HWY 110	Dead End	1,300	20	1/29/2015	Oil Dirt	85	79.35
2234	2	1	CR 2138	End	1,000	20	3/12/2015	Oil Dirt	72	69.37
2235	2	1	Hwy. 110	CR 1308	700	16	3/12/2015	Oil Dirt	63	61.59
2236	2	1	CR 2199	End	800	20	3/12/2015	Oil Dirt	57	55.08
2241	2	1	Vickie Lane	End	3,400	21	3/20/2015	Oil Dirt	66	65.60
2243	2	1	Hwy. 64	End	700	10	3/11/2015	Oil Dirt	76	72.42
2244	2	1	Hwy. 64	End	600	14	3/11/2015	Oil Dirt	77	73.22
2245	2	1	Hwy. 64	End	800	20	3/11/2015	Oil Dirt	39	38.70
2246	2	1	FM 848	Dead End	1,200	18	3/18/2015	Oil Dirt	38	37.71
2247	2	1	FM 848	Dead End	500	12	3/18/2015	Oil Dirt	42	41.71

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
2248	3	1	CR 220	End	900	18	3/11/2015	Oil Dirt	42	41.70
2249	3	1	Hwy 64	Gate	3,700	22	3/11/2015	HMAC	76	73.83
2249	3	2	CR 2249	End	1,000	14	3/11/2015	HMAC	6	1.01
2250	3	1	CR 214	End	1,700	21	3/3/2015	Oil Dirt	89	83.73
2251	3	1	Crestview Dr.	End	1,100	21	3/12/2015	Oil Dirt	69	67.28
2251	3	2	Rolling Pines Dr.	End	500	21	3/12/2015	Oil Dirt	57	55.08
2251	3	3	Brook Wood Dr.	End	800	21	3/12/2015	Oil Dirt	54	52.34
2253	2	1	CR 219	End	1,700	22	2/20/2015	Oil Dirt	96	90.96
2254	2	1	CR 219	End	1,300	20	2/20/2015	HMAC	61	57.38
2255	3	1	CR 2255 North	Gate	600	18	2/3/2015	Oil Dirt	80	75.14
2255	3	2	CR 211	End	2,400	18	2/3/2015	HMAC	83	81.63
2256	3	1	FM 2767	Gate	700	18	2/27/2015	Oil Dirt	15	14.68
2258	3	1	FM 850	FM 850	2,400	20	3/6/2015	Oil Dirt	62	60.35
2259	3	1	CR 272	End	3,000	20	2/20/2015	Oil Dirt	54	52.22
2260	3	1	CR 223	End	4,800	20	3/5/2015	Oil Dirt	69	67.24
2262	2	1	FM 848	End	500	20	3/18/2015	Oil Dirt	81	76.68
2263	2	1	CR 2175	End	1,500	20	3/12/2015	Oil Dirt	52	50.74
2264	3	1	FM 850	End	2,300	20	1/15/2015	Oil Dirt	46	45.63
2265	3	1	CR 21	End	3,600	21	1/23/2015	Oil Dirt	82	76.63
2267	3	1	Timber Creek Dr.	End	2,600	21	3/11/2015	Oil Dirt	52	50.73
2267	3	2	Timber Creek Circle	End	1,900	21	3/11/2015	Oil Dirt	61	59.23
2268	2	1	Summer Place (FM 346)	End	1,700	21	3/3/2015	HMAC	87	85.17
2268	2	2	Autumn Trail (CR 2268)	End	200	21	3/3/2015	HMAC	98	94.63
2268	2	3	Summer Place (CR 2268)	End	1,400	21	3/3/2015	HMAC	99	95.50
2269	2	1	FM 346	Dead End	1,300	21	2/12/2015	HMAC	65	61.92
2272	3	1	Wildwood Dr.	End	1,600	20	3/12/2015	Oil Dirt	57	55.08
2272	3	2	Rolling Pine Dr.	End	800	20	3/12/2015	Oil Dirt	8	7.70
2272	3	3	Park Wood Dr.	End	400	20	3/12/2015	Oil Dirt	89	83.91
2273	3	1	CR 214	End	1,700	20	3/3/2015	Oil Dirt	47	46.69
2274	2	1	Quiet Bay Dr.	End	500	20	3/24/2015	Oil Dirt	79	75.07
2274	2	2	Janan Dr.	End	2,600	20	3/24/2015	Oil Dirt	42	41.71
2274	2	3	Jessie Hale Rd.	End	2,600	20	3/24/2015	Oil Dirt	62	60.47
2275	2	1	Shady Lane	End	700	20	3/24/2015	Oil Dirt	26	25.71
2275	2	2	Driftwood Dr.	End	300	20	3/24/2015	Oil Dirt	6	5.71
2275	2	3	Pilot Rd.	End	5,200	21	3/24/2015	Oil Dirt	44	43.71
2276	2	1	HWY 110	Dead End	2,600	22	1/29/2015	Oil Dirt	76	71.90
2277	2	1	FM 346	City Limits	1,900	22	3/3/2015	Slurry Seal	64	63.09
2278	2	1	Mosley Lane	End	3,300	21	3/20/2015	Oil Dirt	57	55.14
2279	3	1	Hwy 31	End	900	18	2/17/2015	Oil Dirt	28	27.67
2280	2	1	FM 345	End	1,500	20	3/19/2015	Oil Dirt	76	72.52
2281	2	1	Hwy. 135	End	500	12	3/23/2015	Oil Dirt	84	79.43
2282	2	1	CR 2142	End	700	20	2/26/2015	Oil Dirt	53	51.44
2283	2	1	Mountain View Place	End	1,300	21	2/27/2015	Oil Dirt	92	86.66
2283	2	2	Mountain View Place	0.57	3,000	21	2/27/2015	HMAC	76	74.97
2283	2	3	Mountain View .0570	End	1,300	21	2/27/2015	Oil Dirt	76	72.27
2283	2	4	Highland Place North	End	1,300	21	2/27/2015	HMAC	93	90.26
2283	2	5	Highland Place South	End	1,400	21	2/27/2015	HMAC	76	74.97
2284	3	1	CR 29	Gate	1,100	14	1/26/2015	HMAC	100	95.90
2285	3	1	Spur 124	CR 273	600	20	2/19/2015	Oil Dirt	54	52.21
2286	2	1	Hwy 64	End	600	20	2/18/2015	Oil Dirt	85	79.72
2288	2	1	Shadow Wood Circle	End	8,800	21	2/26/2015	HMAC	76	74.96
2288	2	2	Cedar Crest Lane	End	400	20	2/26/2015	Oil Dirt	54	52.25
2288	2	3	Wooded Way	End	1,300	20	2/26/2015	Oil Dirt	70	67.86

## SMITH COUNTY ROADWAY PCI RATINGS

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
2288	2	4	Crepe Myrtle Rd	End	2,400	21	2/26/2015	Oil Dirt	90	84.61
2290	3	1	FM 850	CR 223	4,600	20	3/16/2015	Oil Dirt	55	53.24
2291	3	1	FM 850	End	1,600	20	3/16/2015	Oil Dirt	55	53.24
2292	3	1	CR 2298	End	2,000	20	3/9/2015	Oil Dirt	88	82.88
2293	2	1	CR 262	Dead End	600	20	3/19/2015	Oil Dirt	37	36.71
2294	2	1	Michael St.	End	1,900	21	3/3/2015	Oil Dirt	84	82.02
2294	2	2	Patrick Path	End	400	22	3/3/2015	Oil Dirt	73	70.02
2297	1	1	CR 2191	Dead End	1,300	20	2/11/2015	Oil Dirt	71	68.42
2298	3	1	OD	FM 850	4,700	20	3/5/2015	HMAC	81	78.20
2298	3	2	CR 220	HM	5,200	20	3/5/2015	Oil Dirt	78	73.95
2299	3	1	West Section	End	1,600	20	3/16/2015	Oil Dirt	93	88.07
2299	3	2	FM 850	CR 223	7,400	21	3/16/2015	Oil Dirt	50	49.48
2300	2	1	Hwy 135	Hwy 135	1,200	21	3/7/2015	Slurry Seal	55	52.93
2301	3	1	FM 2301	CR 26	7,900	20	2/13/2015	Oil Dirt	80	75.30
2302	2	1	S. Hillcreek Rd.	End	1,200	21	2/20/2015	Oil Dirt	45	44.68
2303	2	1	CR 2179	End	1,400	21	3/16/2015	Oil Dirt	72	69.41
2305	3	1	CR 26	Posted Sign	2,000	20	1/27/2015	Oil Dirt	6	5.65
2306	3	1	CR 26	End	2,100	20	1/20/2015	Oil Dirt	40	39.64
2307	1	1	FM 2964	End	600	18	2/4/2015	Oil Dirt	33	32.66
2309	3	1	FM 850	FM 2607	1,000	18	2/27/2015	Oil Dirt	24	23.68
2311	3	1	Sean Circle	End	300	20	3/20/2015	Oil Dirt	1	0.71
2311	3	2	Ryan Dr.	End	1,300	20	3/20/2015	Oil Dirt	45	44.71
2312	2	1	Oakleigh Dr.	End	1,500	21	3/19/2015	Oil Dirt	50	49.48
2312	2	2	Oak Hill Dr.	End	1,900	21	3/18/2015	Oil Dirt	83	78.44
2312	2	3	Oakdale Dr.	End	2,000	21	3/19/2015	Oil Dirt	86	81.19
2314	2	1	Sharon Lane	End	100	22	3/3/2015	HMAC	95	92.03
2314	2	2	New Lyn Lane	End	100	22	3/3/2015	HMAC	97	93.76
2314	2	3	Adele Lane	End	2,300	22	3/3/2015	HMAC	83	81.76
2315	2	1	CR 2122	End	500	20	3/19/2015	Oil Dirt	73	70.18
2317	2	1	Princess St.	End	900	22	2/26/2015	HMAC	79	78.15
2317	2	2	Royal Circle	End	5,000	22	2/26/2015	HMAC	84	82.59
2319	2	1	Lost Creek	End	3,000	22	2/26/2015	Oil Dirt	92	86.64
2320	2	1	Hwy. 64	End	900	20	3/12/2015	Oil Dirt	8	7.70
2321	2	1	Hwy 64	End	1,900	20	1/31/2015	Oil Dirt	38	37.65
2323	2	1	Cr 2195	End	1,700	22	3/3/2015	Oil Dirt	49	48.69
2324	2	1	Wind Ridge Rd.	End	1,800	22	2/12/2015	Oil Dirt	73	69.83
2324	2	2	Wendy Dr.	End	1,700	22	2/12/2015	Oil Dirt	92	86.35
2324	2	3	Rusty Dr.	End	600	22	2/12/2015	Oil Dirt	69	67.13
2324	2	4	Haby Dr.	End	700	22	2/12/2015	Oil Dirt	69	67.13
2324	2	5	Jamie Dr.	End	1,600	22	2/12/2015	Oil Dirt	80	75.28
2325	2	1	Carole Dr.	End	1,100	20	3/19/2015	Oil Dirt	65	64.40
2325	2	2	Lakeview Cir	End	3,600	20	3/19/2015	Oil Dirt	76	72.52
2326	2	1	Colby Circle	End	1,000	22	3/11/2015	HMAC	61	57.66
2326	2	2	Caleb Trail	End	2,500	20	3/11/2015	Slurry Seal	37	35.26
2327	2	1	FM 756	End	1,300	28	2/12/2015	HMAC	72	69.20
2327	2	2	Chris Ln	CuldeSac	300	28	2/12/2015	HMAC	77	74.48
2327	2	3	Jason Court	End	300	28	2/12/2015	HMAC	83	79.74
2328	2	1	Ridgeview Circle	End	100	22	3/3/2015	Oil Dirt	96	91.18
2328	2	2	Deerwood Dr.	End	500	22	3/3/2015	Oil Dirt	84	79.06
2328	2	3	Caroline Dr.	End	800	22	3/3/2015	Oil Dirt	57	55.01
2328	2	4	Autum Dr.	End	1,000	22	3/3/2015	Oil Dirt	77	73.11
2328	2	5	Stone Creek Dr.	End	1,200	22	3/3/2015	Oil Dirt	68	66.61
2328	2	6	Hillside Dr.	End	1,200	22	3/3/2015	Oil Dirt	80	75.58

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
2328	2	7	Jennifer Dr.	End	900	22	3/3/2015	Oil Dirt	75	71.53
2330	2	1	Trenton Dr.	End	1,200	20	2/26/2015	Slurry Seal	54	51.68
2330	2	2	Scott Drive	End	900	20	2/26/2015	Slurry Seal	41	38.01
2331	2	1	Hwy. 110	End	600	28	3/25/2015	Oil Dirt	0	0.00
2332	2	1	FM 346	CR 2133	5,400	22	2/20/2015	Oil Dirt	43	42.68
2333	2	1	FM 2964	Dead End	600	28	2/11/2015	Oil Dirt	52	50.61
2335	2	1	Hwy. 64	CR 219	1,200	30	2/20/2015	HMAC	78	75.42
2337	2	4	Eastside Rd.	End	4,000	21	3/24/2015	Oil Dirt	19	18.71
2338	2	1	FM 346	End of County Maint	400	20	3/17/2015	Oil Dirt	16	15.71
2339	2	1	CR 219	City Limit	1,000	20	3/18/2015	Oil Dirt	100	97.31
2340	2	1	Hwy 64	Cul-de-sac	800	22	3/11/2015	HMAC	44	38.48
2341	3	1	FM 2607	End	4,000	22	3/17/2015	Oil Dirt	88	83.04
2342	2	1	CR 2115	County Line	2,900	20	1/21/2015	Oil Dirt	45	44.64
2343	2	1	CR 2153	End	2,400	21	3/23/2015	Pug Mill	49	48.92
2344	2	1	CR 289	End	1,800	12	3/24/2015	Oil Dirt	21	20.71
2345	2	1	Hwy. 110	End	1,200	22	3/24/2015	HMAC	20	15.28
2346	2	1	CR 2213	DE - Cul-de-Sac	1,000	30	3/20/2015	HMAC	100	96.60
2347	2	1	FM 850	City Limits	1,600	64	3/27/2015	HMAC	84	81.13
3100	3	1	FM 1252	CR 370	9,300	20	3/17/2015	Oil Dirt	33	32.71
3101	3	1	FM 1252	I-20	1,300	21	3/18/2015	HMAC	54	53.76
3101	3	2	SC	CR 3116	3,700	22	3/18/2015	HMAC	36	35.95
3101	3	3	I-20	HM	8,400	22	3/18/2015	Seal Coat	55	50.13
3101	3	4	CR 3116	FM 2767	6,600	21	3/18/2015	Slurry Seal	12	9.74
3102	3	1	CR 3116	End	3,800	18	3/19/2015	Oil Dirt	37	36.71
3103	3	1	CR 3104	End	3,000	18	3/16/2015	Oil Dirt	12	11.70
3104	3	1	Hwy. 271 N	Dirt	1,200	20	3/16/2015	Oil Dirt	37	36.70
3104	3	2	Spur	West	1,900	20	3/16/2015	Oil Dirt	29	28.70
3104	3	3	Hwy. 271	CR 3107	500	18	3/16/2015	Oil Dirt	31	30.70
3104	3	4	CR 3103	CR 3107	6,400	18	3/17/2015	Oil Dirt	33	32.71
3104	3	5	SC	CR 3103	6,400	20	3/17/2015	Oil Dirt	36	35.71
3104	3	6	FM 1252	OD	4,800	20	3/17/2015	Seal Coat	20	15.06
3105	3	1	FM 1252	0.483	2,600	18	3/17/2015	Oil Dirt	35	34.71
3105	3	2	0.483	End	500	18	3/17/2015	Oil Dirt	42	41.71
3106	3	1	CR 3104	End	2,600	18	3/17/2015	Oil Dirt	26	25.71
3107	3	1	Hwy. 271	Co. Line	19,200	21	3/17/2015	Slurry Seal	58	56.50
3108	3	1	CR 3107	CR 3111	8,700	20	3/17/2015	Oil Dirt	23	22.71
3109	3	1	CR 3108	End	800	12	3/17/2015	Dirt	93	91.54
3110	3	1	CR 374	Hwy. 271	1,300	20	3/6/2015	Oil Dirt	3	2.69
3110	3	2	Hwy. 271	CR 3107	3,000	20	3/17/2015	Oil Dirt	19	18.71
3110	3	3	CR 3107	CR 3108	4,400	20	3/17/2015	Oil Dirt	13	12.71
3111	3	1	CR 3119	CR 3207	7,300	21	3/19/2015	Oil Dirt	55	53.26
3111	3	2	CR 3107	FM 1252	22,200	21	3/19/2015	Oil Dirt	29	28.71
3111	3	3	CR 3207 (Gregg Co. Rd.)	FM 2767	9,700	21	3/2/2015	Slurry Seal	62	60.90
3111	3	4	I-20	CR 3119	2,400	21	3/19/2015	Slurry Seal	82	74.79
3111	3	5	FM 1252	I-20	3,000	21	3/19/2015	Slurry Seal	38	35.88
3112	3	1	CR 3111	End	3,900	18	3/2/2015	Oil Dirt	12	11.69
3113	3	1	CR 3111	County Line	900	20	3/19/2015	Slurry Seal	23	20.75
3114	3	1	CR 3111	End	2,300	16	3/19/2015	Oil Dirt	18	17.71
3115	3	1	CR 3111	County Line	900	20	3/19/2015	Oil Dirt	21	20.71
3116	3	1	FM 1252	Dead End	5,400	18	3/17/2015	Oil Dirt	12	11.71
3116	3	2	I-20	FM 1252	2,600	20	3/17/2015	Oil Dirt	55	53.25
3116	3	3	CR 3101	I-20	14,900	20	3/17/2015	Oil Dirt	25	24.71
3117	3	1	CR 3116	End	2,500	16	3/19/2015	Oil Dirt	40	39.71

## SMITH COUNTY ROADWAY PCI RATINGS

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
3118	3	1	CR 3119	CR 3116	5,000	20	3/19/2015	Slurry Seal	28	25.75
3119	3	1	CR 1118	Dirt	1,300	16	2/12/2015	Oil Dirt	51	49.96
3119	3	2	FM 1252	I-20	3,300	18	2/15/2015	Oil Dirt	37	36.67
3119	3	3	CR 3111	CR 3118	3,200	20	2/12/2015	Oil Dirt	61	59.03
3120	3	1	FM 2767	End	4,500	20	3/18/2015	Oil Dirt	32	31.71
3121	3	1	Burns Dr.	End	400	14	3/11/2015	Oil Dirt	0	0.00
3121	3	2	Lakeland	End	1,000	20	3/11/2015	Oil Dirt	37	36.70
3121	3	3	Echo Lane	End	500	20	3/11/2015	Oil Dirt	0	0.00
3121	3	4	Mary Ann	End	900	20	3/11/2015	Oil Dirt	7	6.70
3121	3	5	Karren Ave.	End	200	20	3/11/2015	Oil Dirt	51	50.04
3121	3	6	Pine Springs Dr.	End	1,300	20	3/11/2015	Oil Dirt	72	69.19
3121	3	7	Red Oak Dr.	End	500	20	3/11/2015	Oil Dirt	55	53.21
3121	3	8	Hampton Rd.	End	1,000	20	3/11/2015	Oil Dirt	32	31.70
3122	4	1	Julia Dr.	End	1,100	21	3/11/2015	HMAC	75	73.88
3122	4	2	Wayne Dr.	End	1,000	22	3/11/2015	HMAC	50	45.20
3122	4	3	Jefferson Avenue	End	800	20	3/11/2015	HMAC	66	63.40
3122	4	4	CR 322	End	800	20	1/16/2015	HMAC	87	84.86
3122	4	5	Linda Ave.	End	500	20	3/11/2015	HMAC	66	63.40
3122	4	6	Diane St.	End	400	21	3/11/2015	HMAC	49	44.07
3122	4	7	Earline St.	End	800	21	3/11/2015	HMAC	67	64.56
3122	4	8	CR 35	FM 14	1,000	22	1/15/2015	HMAC	87	82.92
3122	4	9	FM 14	Linwood	1,300	22	1/16/2015	HMAC	91	86.45
3122	4	10	West of CR 35	End	400	14	1/16/2015	Oil Dirt	85	79.11
3123	4	1	CR 376	Epps	400	20	3/11/2015	HMAC	59	58.95
3123	4	2	Tandem St	CR 376	200	20	3/11/2015	HMAC	63	62.74
3123	4	3	Epps St	Lucky St	400	20	3/11/2015	HMAC	56	55.95
3123	4	4	Pearl St. at Gallion E.	Lucky	400	20	3/12/2015	HMAC	53	48.59
3123	4	5	Eleanor St.	End	1,600	20	3/12/2015	HMAC	32	27.03
3123	4	7	Gallion Ave	End	300	20	3/11/2015	HMAC	63	59.95
3123	4	8	Jimmie St. at Lucky	End	400	20	3/11/2015	HMAC	63	59.95
3123	4	10	Edger Lane at CR 376	Dirt	600	16	3/12/2015	Oil Dirt	11	10.70
3123	4	11	Vernon Ave.	End	400	16	3/12/2015	Oil Dirt	45	44.70
3123	4	12	Tandem Dr	End	800	20	3/11/2015	Oil Dirt	31	30.70
3123	4	13	Epps	End	1,100	20	3/11/2015	Oil Dirt	25	24.70
3123	4	14	Gallion Ave	End	2,700	20	3/11/2015	Oil Dirt	62	60.38
3123	4	15	CR 376	End	2,200	20	3/11/2015	Oil Dirt	20	19.70
3123	4	16	Gallion Circle	End	1,100	20	3/12/2015	Oil Dirt	47	46.70
3123	4	17	Plainview Rd.	End	300	20	3/12/2015	Oil Dirt	61	59.24
3123	4	18	Gallion Ave	End	500	20	3/11/2015	Oil Dirt	63	61.59
3123	4	19	Blanche at CR 376	Dead End	1,000	20	3/12/2015	Oil Dirt	17	16.70
3123	4	20	City View Dr.	End	1,100	22	3/12/2015	Oil Dirt	62	60.39
3123	4	21	Cedar Vale Dr.	End	1,100	24	3/12/2015	Oil Dirt	42	41.70
3124	3	1	Hwy. 271	End	2,700	22	2/19/2015	HMAC	5	0.00
3125	3	1	FM 3311 (4th St.)	CR 3124	300	20	2/19/2015	HMAC	11	10.95
3125	3	2	CR 3125	Low Ave.	1,100	20	2/19/2015	HMAC	60	59.95
3125	3	3	Low Ave.	End	1,100	20	2/19/2015	HMAC	39	32.68
3125	3	4	7th St. (CR 3124)	FM 3311	400	20	2/19/2015	Oil Dirt	7	6.67
3127	3	1	FM 3111	Gate	600	24	2/19/2015	HMAC	23	17.60
3127	3	2	FM 3311	CR 3128	1,200	21	2/19/2015	Slurry Seal	90	78.98
3128	3	1	CR 3270	Dirt	3,400	21	2/19/2015	Slurry Seal	15	12.49
3129	3	1	0.213M	End	300	12	2/19/2015	Oil Dirt	39	38.67
3129	3	2	CR 334	OD	1,100	18	2/19/2015	Slurry Seal	14	11.49
3131	3	1	CR 373	Gate	5,900	20	3/10/2015	Oil Dirt	14	13.70

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
3132	3	1	CR 373	End	5,600	20	3/10/2015	Oil Dirt	18	17.70
3133	3	1	T Section	End	800	14	3/10/2015	Oil Dirt	33	32.70
3133	3	2	CR 334	T	2,400	18	3/10/2015	HMAC	79	78.19
3134	3	1	CR 334	End	900	14	2/19/2015	Oil Dirt	95	89.76
3135	3	1	CR 384	CR 378	4,400	21	3/20/2015	Oil Dirt	36	35.71
3136	3	1	FM 1252	Co. Line	1,100	18	5/12/2015	Slurry Seal	37	35.58
3137	3	1	CR 3207	Gate	1,600	16	5/7/2015	Dirt	83	81.85
3138	3	1	CR 316	End	1,400	16	3/17/2015	Dirt	57	55.54
3139	1	1	FM 757	End	1,800	16	3/23/2015	Dirt	80	78.58
3140	3	1	FM 14	FM 14	5,800	21	3/18/2015	Slurry Seal	23	20.74
3143	3	1	Canyon Circle	End	2,200	20	3/3/2015	Pug Mill	33	32.91
3143	3	2	Everett Dr.	End	1,700	20	3/3/2015	Pug Mill	49	48.91
3144	3	1	CR 3135	End	2,400	20	3/18/2015	Oil Dirt	12	11.71
3145	4	1	Hwy. 271	Loop 323	1,800	21	3/18/2015	HMAC	47	46.95
3146	3	1	CR 313	End	1,000	18	2/11/2015	Oil Dirt	46	45.66
3147	3	1	Oil Dirt	Dead End	5,000	22	2/11/2015	HMAC	87	85.03
3147	3	2	SS	HM	9,900	22	2/11/2015	Oil Dirt	73	69.82
3147	3	3	CR 313	OD	6,400	22	2/11/2015	Slurry Seal	20	17.41
3148	4	1	CR 3135	End	3,500	20	3/18/2015	HMAC	39	33.23
3149	3	1	CR 378	CR 378	1,700	20	3/18/2015	Oil Dirt	60	58.19
3150	4	1	CR 381	CR 376	800	18	3/7/2015	Oil Dirt	45	44.69
3151	4	1	CR 381	End	600	14	3/7/2015	Oil Dirt	26	25.69
3152	4	1	John Arthur Dr.	End	3,400	20	3/7/2015	Oil Dirt	50	49.47
3152	4	2	John Arthur Dr. Cut Thru	End	300	20	3/7/2015	Oil Dirt	51	50.03
3153	3	1	Matise St.	End	800	20	3/11/2015	Oil Dirt	19	18.70
3153	3	2	CR 326	CR 3154	800	20	3/11/2015	Oil Dirt	36	35.70
3154	3	1	FM 14	End	1,700	20	3/11/2015	Oil Dirt	28	27.70
3157	3	1	FM 2767	End	1,200	14	3/3/2015	Oil Dirt	17	16.69
3158	3	1	FM 2908	End	900	20	3/6/2015	Pug Mill	19	18.91
3159	3	1	FM 2908	End	700	20	3/6/2015	Pug Mill	14	13.91
3160	3	1	Jackson Ave.	End	4,500	20	3/3/2015	HMAC	7	1.85
3160	3	2	Eldorado Dr.	End	1,600	20	3/3/2015	Oil Dirt	0	0.00
3160	3	3	Roosevelt Dr.	End	1,100	20	3/3/2015	Oil Dirt	5	4.69
3161	3	1	CR 352	End	3,500	20	2/18/2015	HMAC	86	84.24
3162	3	1	CR 338	End	1,600	16	2/2/2015	Dirt	54	52.28
3163	3	1	CR 338	End	1,000	20	2/2/2015	Oil Dirt	95	89.41
3167	3	1	FM 1252	End	1,800	20	3/17/2015	Oil Dirt	24	23.71
3168	3	1	CR 3168	T	4,400	20	3/19/2015	Oil Dirt	36	35.71
3168	3	2	Cul	Cul	7,200	20	3/19/2015	Oil Dirt	20	19.71
3168	3	3	Main	Back to Cul	700	21	3/19/2015	Oil Dirt	29	28.71
3168	3	4	Main	Back to Dead End	300	14	3/19/2015	Oil Dirt	31	30.71
3170	3	1	Hwy 271	South	1,600	22	2/18/2015	Oil Dirt	74	70.63
3170	3	2	Main	East	1,200	22	2/18/2015	Oil Dirt	92	86.47
3171	4	1	CR 35	End	1,200	16	1/16/2015	Oil Dirt	58	55.63
3171	4	2	FM 14	CR 35	1,300	22	1/16/2015	Oil Dirt	97	91.49
3172	3	1	CR 3110	End	500	20	3/6/2015	Oil Dirt	20	19.69
3173	3	1	Whispering Oaks Lane	End	3,800	20	3/3/2015	Oil Dirt	68	66.61
3174	3	1	CR 384	End	1,500	18	3/20/2015	Oil Dirt	0	0.00
3175	4	1	Delaware St.	End	500	21	3/12/2015	HMAC	30	25.03
3175	4	2	Mt. Vernon St.	End	1,200	21	3/12/2015	HMAC	20	15.03
3176	3	1	Hinston St.	End	600	20	2/19/2015	Slurry Seal	25	22.49
3176	3	2	19th Avenue	End	1,700	20	2/19/2015	Slurry Seal	76	74.77
3177	3	1	CR 344	End	1,200	18	2/18/2015	Oil Dirt	9	8.67

## SMITH COUNTY ROADWAY PCI RATINGS

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
3178	3	1	Timber Circle	End	600	20	3/7/2015	Oil Dirt	59	57.05
3178	3	2	Cedar Ridge Dr.	End	3,000	20	3/7/2015	Oil Dirt	82	77.36
3178	3	3	Brown St.	End	400	20	3/7/2015	Oil Dirt	78	73.98
3178	3	4	Maple St.	End	400	20	3/7/2015	Oil Dirt	39	38.69
3178	3	5	Raine Rd.	End	400	21	3/7/2015	HMAC	62	58.74
3179	4	1	Hwy. 271	End	700	30	3/11/2015	HMAC	46	40.71
3180	3	1	Northgate MHP	End	1,800	18	3/3/2015	Pug Mill	24	23.91
3180	3	2	Pecan Est. MHP	End	600	20	3/3/2015	Pug Mill	0	0.00
3181	3	1	FM 14	End	1,800	18	2/2/2015	Oil Dirt	80	75.13
3182	4	1	Cantina Dr.	End	900	22	3/7/2015	HMAC	69	66.84
3182	4	2	Shelly Dr.	End	1,800	22	3/7/2015	HMAC	63	59.89
3183	4	1	CR 384	End	1,300	12	3/12/2015	Oil Dirt	13	12.70
3184	3	1	Kelly Wood Lane	End	1,700	20	2/26/2015	Oil Dirt	17	16.68
3184	3	2	Melwood Place	FM 14	700	20	2/26/2015	Oil Dirt	12	11.68
3185	3	1	CR 3112	T	2,100	20	3/2/2015	Oil Dirt	23	22.69
3185	3	2	North	South	1,700	20	3/2/2015	Oil Dirt	58	55.99
3186	3	1	CR 3100	End	1,700	16	5/7/2015	Pug Mill	28	27.93
3187	3	1	Cross Timber	End	1,300	20	3/6/2015	Oil Dirt	34	33.69
3187	3	2	Dry Creek	End	1,700	20	3/6/2015	Oil Dirt	11	10.69
3187	3	3	Shady Creek	End	4,300	20	3/6/2015	Oil Dirt	11	10.69
3188	3	1	Loop 323	End	800	30	3/18/2015	HMAC	0	0.00
3189	3	1	Hwy. 271 (North Point Dr.)	CR 358	3,600	20	3/6/2015	HMAC	7	6.95
3190	3	1	CR 35	End	1,900	22	3/3/2015	Oil Dirt	50	49.46
3191	3	1	CR 223	End	2,600	20	3/19/2015	Pug Mill	63	59.53
3192	3	1	Shofner Dr.	End	400	21	3/10/2015	Pug Mill	32	31.91
3192	3	2	Ken Shire Dr.	End	600	21	3/10/2015	Pug Mill	14	13.91
3192	3	3	Kyle Dr.	End	700	21	3/10/2015	HMAC	8	2.99
3193	3	1	CR 37	End	1,300	20	1/29/2015	Oil Dirt	93	87.11
3194	3	1	Park Lane	End	400	21	3/7/2015	Oil Dirt	22	21.69
3194	3	2	Bent Oak Lane	End	1,700	21	3/7/2015	HMAC	15	9.93
3195	3	1	Trails End	End	200	21	3/10/2015	Oil Dirt	100	97.19
3195	3	2	Creek View Circle	End	200	21	3/10/2015	Oil Dirt	86	81.02
3195	3	3	Bent Trall	End	800	21	3/10/2015	Oil Dirt	10	9.70
3195	3	4	Creek View Trall	End	600	21	3/10/2015	Oil Dirt	90	84.86
3196	3	1	Lila Lane	End	300	20	3/2/2015	Oil Dirt	68	66.61
3196	3	2	Green Berry Dr.	End	400	20	3/2/2015	Oil Dirt	25	24.69
3196	3	3	Matney Lane	End	600	20	3/2/2015	Oil Dirt	43	42.69
3196	3	4	Berry Lane	End	700	20	3/2/2015	HMAC	23	17.83
3197	3	1	FM 850	End	2,600	20	3/4/2015	Oil Dirt	19	18.69
3199	3	1	CR 29	Dirt	700	20	1/26/2015	HMAC	95	91.64
3199	3	2	CR 29	CR 29	7,900	20	1/26/2015	HMAC	68	66.68
3200	3	1	CR 3111	End	1,700	20	3/2/2015	Oil Dirt	16	15.69
3201	3	1	CR 319	End	2,800	20	2/11/2015	Oil Dirt	84	78.70
3202	4	1	CR 276	Concrete	400	20	3/11/2015	HMAC	61	60.95
3202	3	2	Concrete	City Limits	700	16	3/11/2015	HMAC	26	25.95
3202	4	3	Hwy 271	End	700	16	3/11/2015	HMAC	0	0.00
3203	3	1	Cedar Hollow	End	400	20	3/7/2015	Oil Dirt	74	70.81
3203	3	2	Knowles Trace	End	600	20	3/7/2015	Oil Dirt	78	73.98
3203	3	3	Indian Trace	End	4,000	21	3/7/2015	Oil Dirt	79	74.81
3204	3	1	CR 338	End	1,600	16	2/2/2015	Oil Dirt	80	75.13
3205	3	1	Hwy. 271	CR 382	500	20	3/7/2015	Oil Dirt	72	69.32
3206	3	1	CR 353	FM 16	700	16	3/3/2015	Oil Dirt	34	33.69
3207	3	1	CR 3111	Gregg Co. Line	700	20	3/19/2015	Oil Dirt	42	41.71

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
3208	3	1	CR 3116	End	1,000	20	3/19/2015	Oil Dirt	70	68.00
3209	3	1	FM 850	Gate	300	14	2/18/2015	Oil Dirt	57	54.91
3211	3	1	CR 244	End	3,500	20	2/26/2015	Oil Dirt	80	75.50
3212	3	1	CR 3124	CR 3270	700	20	2/19/2015	Oil Dirt	52	50.65
3213	3	1	Entrance Rd.	End	800	24	3/31/2015	Concrete	100	98.15
3213	3	2	Exit Rd.	End	1,100	24	3/31/2015	Concrete	100	98.15
3213	3	3	Main Rd. (North End)	End (.570 South End)	4,900	40	3/31/2015	Concrete	98	97.92
3214	3	1	FM 2767	Dirt	3,200	16	2/27/2015	Oil Dirt	18	17.68
3215	3	1	CR 366	End	2,200	14	2/19/2015	Oil Dirt	54	52.21
3216	3	1	Hwy 31	End	1,600	21	1/26/2015	Oil Dirt	97	91.69
3217	3	1	Peaceful Acres S.	End	1,600	20	3/18/2015	HMAC	59	55.48
3217	3	2	Peaceful Acres W.	End	1,300	20	3/18/2015	HMAC	13	8.15
3218	3	1	CR 35	End	1,400	24	3/3/2015	Pug Mill	0	0.00
3219	3	1	Story Place Dr.	End	400	22	3/12/2015	HMAC	34	28.98
3219	3	2	Stone King	End	500	22	3/12/2015	HMAC	17	12.03
3219	3	3	Littlefield Dr.	End	2,600	22	3/12/2015	HMAC	21	16.03
3219	3	4	Bourn Dr.	End	2,300	22	3/12/2015	HMAC	25	20.03
3220	3	1	Handley Dr.	End	300	22	3/12/2015	HMAC	4	0.00
3220	3	2	Wesson Way	End	300	22	3/12/2015	HMAC	13	8.03
3220	3	3	Normandy Dr.	End	200	22	3/12/2015	HMAC	40	34.04
3220	3	4	Peterson Road	End	2,100	22	3/12/2015	HMAC	17	12.03
3220	3	5	Country Hills Blvd.	End	2,500	22	3/12/2015	HMAC	16	11.03
3221	3	1	Latosha Lane (CR 35)	End	1,100	24	3/3/2015	HMAC	100	96.38
3222	3	1	Landry	End	700	12	3/19/2015	Oil Dirt	36	35.71
3222	3	2	Dwayne Dr.	End	1,000	12	3/19/2015	Oil Dirt	50	49.48
3222	3	3	Landry Lane	End	2,300	14	3/19/2015	Oil Dirt	36	35.71
3222	3	4	Teeber Trail	End	1,600	14	3/19/2015	Oil Dirt	23	22.71
3222	3	5	Devowne Dr. at Teeber Dr.	Landry Lane	700	14	3/19/2015	Oil Dirt	15	14.71
3223	3	1	CR 3108	End	3,000	22	3/17/2015	Oil Dirt	37	36.71
3224	3	1	FM 16	End	1,700	14	2/2/2015	HMAC	73	71.31
4100	3	1	FM 16	CR 499	5,800	20	3/19/2015	Oil Dirt	71	68.70
4101	3	1	CR 497	CR 4102	4,200	18	3/19/2015	Oil Dirt	58	56.12
4102	3	1	CR 4105	CR 498	3,500	20	3/19/2015	Oil Dirt	53	51.55
4102	3	2	CR 497	CR 4105	5,800	20	3/19/2015	Pug Mill	39	38.91
4103	3	1	CR 496	CR 4102	4,300	20	3/18/2015	Oil Dirt	66	65.59
4104	3	1	FM 2710	End	6,400	20	3/20/2015	Oil Dirt	39	38.71
4104	3	2	FM 2710	FM 16	10,100	21	3/20/2015	Oil Dirt	60	58.21
4104	3	3	CR 498	FM 16	1,300	14	3/19/2015	Oil Dirt	79	74.99
4104	3	4	FM 16	FM 16	9,600	21	3/19/2015	Pug Mill	58	56.06
4105	3	1	CR 4102	CR 4104	4,600	20	3/19/2015	Pug Mill	50	49.91
4106	3	1	Mill	CR 4127	4,400	16	3/23/2015	HMAC	65	62.39
4106	3	2	CR 4128	Millings	5,400	16	3/23/2015	Oil Dirt	45	44.71
4106	3	3	Oil Dirt	Dirt	1,600	16	3/23/2015	Pug Mill	74	67.72
4106	3	4	FM 2710	CR 4128	2,200	20	3/23/2015	Pug Mill	60	57.46
4107	3	1	FM 2710	FM 2710	1,300	18	3/23/2015	Pug Mill	47	46.92
4107	3	2	90° Turn	Dead End	2,600	16	3/23/2015	Oil Dirt	46	45.71
4108	3	1	FM 2710	CR 4109	13,700	20	3/24/2015	Pug Mill	71	65.49
4109	3	1	FM 2710	FM 2710 North	2,700	20	1/21/2015	Oil Dirt	24	23.64
4110	3	1	CR 4108	CR 4125	7,200	20	3/24/2015	Oil Dirt	47	46.71
4111	3	1	City Limits	FM 2710	500	20	3/23/2015	HMAC	91	87.41
4112	3	1	FM 1804	City Limits	5,400	20	3/23/2015	Oil Dirt	29	28.71
4113	3	1	FM 1804	End	2,400	20	3/26/2015	Oil Dirt	47	46.72
4114	3	1	FM 1804	CR 452	4,900	18	3/23/2015	Oil Dirt	75	71.78

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
4115	3	1	FM 1804	CR 452	1,000	18	3/23/2015	Oil Dirt	45	44.71
4116	3	1	Hwy. 69	CR 4118	7,600	20	3/25/2015	Oil Dirt	42	41.72
4117	3	1	Hwy. 69	CR 4116	1,100	16	3/24/2015	Oil Dirt	27	26.71
4118	3	1	FM 1804	End	8,200	12	3/24/2015	Oil Dirt	46	45.71
4118	3	2	Hwy. 69	End	4,700	20	3/24/2015	Oil Dirt	44	43.71
4118	3	3	CR 431	Hwy. 69	9,100	20	3/25/2015	Oil Dirt	34	33.72
4119	3	1	CR 452	CR 431	9,000	18	3/24/2015	Oil Dirt	58	56.25
4119	3	2	Hwy. 69	CR 452	2,400	16	3/24/2015	Pug Mill	66	61.77
4122	3	1	FM 1804	CR 452	3,200	20	3/24/2015	Oil Dirt	61	59.33
4122	3	2	CR 452	CR 4129	9,400	20	3/24/2015	Pug Mill	48	47.92
4123	3	1	CR 4122	CR 4124	2,700	12	3/24/2015	HMAC	79	76.61
4124	3	1	CR 4124	End	2,300	12	3/24/2015	HMAC	55	51.07
4125	3	1	FM 2710	CR 452	6,200	20	3/24/2015	Oil Dirt	62	60.47
4126	3	1	PMO	FM 2710	2,400	20	3/24/2015	Oil Dirt	74	71.00
4126	3	2	FM 2710	OD	3,500	18	3/24/2015	Pug Mill	70	64.74
4126	3	3	CR 4127	FM 2710	4,500	20	3/24/2015	Seal Coat	75	73.19
4127	3	1	CR 4106	Gate	6,200	18	3/27/2015	Pug Mill	64	60.36
4128	3	1	CR 4106	CR 4126	1,000	18	3/24/2015	Pug Mill	26	25.92
4129	3	1	CR 452	CR 4106	9,100	20	3/23/2015	Oil Dirt	67	66.10
4130	3	1	FM 2710	End	5,200	18	3/23/2015	Oil Dirt	65	64.41
4131	1	1	Chestnut	Dead End	300	18	1/27/2015	Oil Dirt	83	77.56
4131	1	2	Chestnut	Dead End	400	18	1/27/2015	Oil Dirt	76	71.88
4131	1	3	CR 423	Chestnut	600	18	1/27/2015	Oil Dirt	41	40.65
4131	1	4	Chestnut	Dead End	400	20	1/27/2015	Oil Dirt	78	73.43
4131	1	5	CR 423	Chestnut	600	20	1/27/2015	Oil Dirt	78	73.43
4131	1	6	Chestnut	Dead End	400	20	1/27/2015	Oil Dirt	22	21.65
4131	1	7	CR 423	Chestnut	800	20	1/27/2015	Oil Dirt	11	10.65
4131	1	8	CR 423	Dead End	500	20	1/27/2015	Oil Dirt	74	70.39
4131	1	9	CR 423	End	1,100	20	1/27/2015	Oil Dirt	85	79.31
4131	1	10	Sycamore St.	Chestnut	600	20	1/27/2015	Oil Dirt	9	8.65
4131	1	11	CR 423	Chestnut	800	20	1/27/2015	Oil Dirt	16	15.65
4131	1	12	Hwy 64	End	3,500	20	1/27/2015	Oil Dirt	62	60.07
4131	1	13	Chestnut	Dead End	100	16	1/27/2015	HMAC	0	50.05
4131	1	14	CR 423	CR 423	1,200	16	1/27/2015	Oil Dirt	27	26.65
4132	4	1	W. South St.	End	2,000	18	2/27/2015	Oil Dirt	30	29.68
4132	4	2	Jay Sid	End	600	20	2/27/2015	Oil Dirt	51	50.00
4132	4	3	Michael St.	End	600	20	2/27/2015	Oil Dirt	34	33.68
4132	4	4	Sherra St.	End	700	20	2/27/2015	Oil Dirt	55	53.13
4132	4	5	W. 1st Ave.	End	900	16	2/27/2015	Oil Dirt	100	97.02
4132	4	6	Elmwood St.	End	500	18	2/27/2015	Oil Dirt	76	72.27
4132	4	7	Millpond Lane	End	2,400	18	2/25/2015	Oil Dirt	40	39.68
4132	4	8	Wood Springs Rd.	End	2,500	18	2/27/2015	Oil Dirt	87	81.73
4132	4	9	Swan St.	End	600	20	2/27/2015	Oil Dirt	40	39.68
4133	3	1	FM 1253	End of Pavement	2,800	14	1/21/2015	Oil Dirt	61	58.86
4134	4	1	Hwy 64 W	Hwy 64 E	3,000	16	3/2/2015	HMAC	76	73.76
4135	4	1	FM 1995	End	3,900	14	2/19/2015	Oil Dirt	34	33.67
4136	4	1	CR 490	End	4,700	20	1/14/2015	Oil Dirt	78	73.24
4137	3	1	CR 431	End	2,000	21	3/20/2015	Pug Mill	51	50.91
4138	4	1	OD	Dead End	1,700	20	3/10/2015	Oil Dirt	87	81.95
4138	4	2	Hwy. 69	Dirt	800	18	3/10/2015	HMAC	69	66.87
4140	3	1	FM 849	Gate	1,200	18	3/26/2015	Oil Dirt	30	29.72
4141	3	1	FM 1253	End	2,600	18	3/24/2015	Oil Dirt	69	67.35
4142	3	1	CR 448	End	4,900	20	3/24/2015	Oil Dirt	56	54.22

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
4143	4	1	Twin Lakes West	End	5,800	21	1/28/2015	HMAC	73	70.91
4143	4	2	Twin Lakes East	End	3,500	21	1/28/2015	HMAC	84	80.45
4144	3	1	CR 446	Dead End	3,400	20	3/24/2015	Oil Dirt	59	57.18
4145	3	1	FM 1253	Gate	2,000	14	3/24/2015	Oil Dirt	8	7.71
4147	3	1	CR 451	End	4,300	18	3/25/2015	Oil Dirt	38	37.72
4148	3	1	Hwy. 69	End	2,100	14	3/24/2015	Oil Dirt	21	20.71
4149	4	1	CR 468	End	2,800	18	2/27/2015	Oil Dirt	6	5.68
4150	4	1	Oak Creek Dr.	End	3,200	20	2/27/2015	Oil Dirt	39	38.68
4151	3	1	FM 1804	End	1,000	16	3/23/2015	Oil Dirt	19	18.71
4153	1	1	Hollifield Rd.	End	2,400	20	2/12/2015	HMAC	89	86.73
4153	1	2	Gilmore Rd.	End	300	20	2/12/2015	HMAC	100	96.12
4153	1	3	Moses Court	End	200	20	2/12/2015	HMAC	80	79.05
4153	1	4	Nichols Court	End	200	20	2/12/2015	HMAC	100	96.12
4153	1	5	Bullock Dr.	End	200	20	2/12/2015	HMAC	100	96.12
4153	1	6	Lakeway Dr.	End	600	20	2/12/2015	HMAC	83	81.67
4154	3	1	FM 1804	Gate	1,000	16	3/26/2015	Dirt	40	38.60
4155	4	1	Hwy. 110	End	1,200	18	3/7/2015	HMAC	62	58.74
4156	4	1	CR 496	End	1,400	18	3/6/2015	Oil Dirt	78	73.97
4157	3	1	Stace St.	End	1,300	20	2/18/2015	Pug Mill	54	53.55
4157	3	2	Shannon St.	End	700	22	2/18/2015	Pug Mill	64	59.87
4157	3	3	Jennifer St.	End	1,000	22	2/18/2015	Pug Mill	74	66.97
4159	4	1	CR 485	End	1,200	14	3/3/2015	Oil Dirt	27	26.69
4160	4	1	CR 485	End	800	14	3/3/2015	HMAC	0	0.00
4161	3	2	Reglan Dr.	End	3,300	20	3/19/2015	HMAC	62	58.91
4161	3	3	Childress Dr.	End	900	20	3/19/2015	HMAC	53	48.73
4161	3	4	Doris Dr.	End	900	20	3/19/2015	Oil Dirt	28	27.71
4161	3	5	McMillian Dr.	End	1,100	20	3/19/2015	Oil Dirt	68	66.68
4162	4	1	CR 46	End	2,500	18	1/27/2015	Oil Dirt	44	43.65
4163	1	1	Hwy. 110	End	3,000	20	2/12/2015	HMAC	77	76.03
4164	4	1	Holtz Claw	Dead End	300	16	1/16/2015	HMAC	46	39.46
4164	4	2	Hwy 14	CR 35	1,900	20	1/16/2015	HMAC	74	71.68
4165	4	1	CR 419	Gate	2,300	22	2/18/2015	Oil Dirt	63	61.45
4166	4	1	Red Rock	End	800	24	3/3/2015	HMAC	52	47.29
4166	4	2	Sunset Trl.	End	800	24	3/3/2015	Oil Dirt	78	73.92
4166	4	3	Cottonwood Dr.	End	800	20	3/3/2015	Oil Dirt	82	77.30
4166	4	4	Blackjack Rd.	End	500	24	3/3/2015	Oil Dirt	84	83.22
4167	4	1	Hwy 110	End	2,500	14	2/12/2015	Oil Dirt	72	69.12
4168	4	1	CR 471	End	900	14	3/17/2015	Oil Dirt	56	54.17
4169	3	1	CR 452	End	800	12	3/25/2015	Dirt	66	64.59
4170	4	1	Hwy. 110	End	500	10	2/17/2015	Oil Dirt	42	41.67
4171	3	1	CR 452	End	2,400	12	3/11/2015	Oil Dirt	37	36.70
4172	4	1	CR 45	End	200	12	2/17/2015	Oil Dirt	63	61.45
4173	4	1	Hwy. 110	FM 849	4,600	20	3/26/2015	Oil Dirt	27	26.72
4174	3	1	W. From Hwy. 110	End	1,000	20	3/24/2015	Oil Dirt	70	68.03
4174	3	2	E. From Hwy. 110	End	700	20	3/24/2015	Oil Dirt	55	53.30
4175	4	1	CR 489	End	1,200	20	3/6/2015	Oil Dirt	75	71.57
4176	4	1	FM 3271	End	300	14	2/17/2015	Oil Dirt	13	12.67
4177	4	1	Lariat Circle	End	200	18	2/17/2015	Oil Dirt	60	57.96
4177	4	2	Walling Dr.	End	1,300	16	2/17/2015	Pug Mill	25	24.90
4178	3	1	FM 2710	End	2,600	20	3/23/2015	Oil Dirt	66	65.60
4179	4	1	Mattie St.	End	500	20	3/11/2015	Oil Dirt	93	87.97
4179	4	2	Grubbs St.	End	500	20	3/11/2015	Oil Dirt	93	87.97
4179	4	3	Jimmy Frank St.	End	500	20	3/11/2015	Oil Dirt	91	85.88

## SMITH COUNTY ROADWAY PCI RATINGS

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
4179	4	4	Bill Allen Dr.	End	1,500	21	3/11/2015	Oil Dirt	94	89.05
4180	4	1	Spur	End	300	16	2/18/2015	Oil Dirt	74	70.63
4180	4	2	Seven Pines	End	1,300	16	2/18/2015	Oil Dirt	30	29.67
4180	4	3	Hwy 110	End	300	18	2/18/2015	Oil Dirt	16	15.67
4181	3	1	Circle Dr.	End	700	20	2/13/2015	Oil Dirt	63	61.42
4181	3	2	Oak Dr.	End	2,700	20	2/13/2015	Oil Dirt	65	64.28
4181	3	3	Hickory Dr.	End	1,300	20	2/13/2015	Oil Dirt	56	53.93
4181	3	4	Creekside Dr.	End	4,500	20	2/13/2015	Oil Dirt	44	43.67
4181	3	5	Pine Dr.	End	3,200	20	2/13/2015	Oil Dirt	59	56.87
4182	4	1	Yucca Lane	End	300	18	2/17/2015	Oil Dirt	98	93.47
4182	4	2	Sparks Dr.	End	1,000	18	2/17/2015	Oil Dirt	87	81.54
4182	4	3	Mesa Dr.	End	400	18	2/17/2015	Oil Dirt	53	51.39
4182	4	4	Las Vegas	End	900	18	2/17/2015	Oil Dirt	92	86.45
4182	4	5	Keystone Dr.	End	900	20	2/17/2015	Oil Dirt	95	89.72
4182	4	6	Mohave Dr.	End	900	20	2/17/2015	Oil Dirt	78	73.72
4182	4	7	Nellis Dr.	End	900	20	2/17/2015	Oil Dirt	100	96.86
4182	4	8	Reno Rd.	End	2,000	20	2/17/2015	Oil Dirt	90	84.42
4182	4	9	Carson Rd.	End	800	20	2/17/2015	Oil Dirt	38	37.67
4182	4	10	Walling Dr.	End	800	18	2/17/2015	Pug Mill	34	33.90
4183	3	1	FM 16	End	1,100	20	2/17/2015	Oil Dirt	32	31.67
4184	3	1	Michelle Cr	End	2,100	20	2/18/2015	HMAC	89	86.77
4185	3	1	FM 16	End	1,100	21	2/18/2015	Oil Dirt	47	46.67
4187	3	1	Rita Lane	End	1,800	20	2/18/2015	Oil Dirt	82	77.07
4187	3	2	Margaret St.	End	800	20	2/18/2015	Oil Dirt	45	44.67
4188	3	1	Aspenwood	End	1,400	21	2/13/2015	HMAC	49	43.52
4188	3	2	Timberwood	End	800	21	2/13/2015	HMAC	48	42.38
4188	3	3	Stonewood	End	700	21	2/13/2015	HMAC	38	31.71
4188	3	4	Countrywood	End	3,800	21	2/13/2015	HMAC	55	50.36
4189	3	1	Loring Ln	Dead End	1,000	20	1/23/2015	Oil Dirt	24	23.64
4189	3	2	Sentinel Ln	Dead End	1,200	20	1/23/2015	Oil Dirt	25	24.64
4189	3	3	Springcrest Ln	End	700	20	1/23/2015	Oil Dirt	44	43.64
4191	3	1	Beechwood Cir.	End	300	21	2/17/2015	Oil Dirt	0	0.00
4191	3	2	Redwood Cir.	End	400	21	2/17/2015	Oil Dirt	11	10.67
4191	3	3	Birchwood Circ.	End	600	21	2/17/2015	Oil Dirt	73	69.88
4191	3	4	Woodlands	End	4,700	21	2/20/2015	Seal Coat	39	33.55
4193	3	1	Blueberry Dr.	End	1,000	20	2/18/2015	Oil Dirt	87	81.56
4193	3	2	Blackberry Dr.	End	1,000	20	2/18/2015	Oil Dirt	89	83.46
4193	3	3	Plum Dr.	End	800	20	2/18/2015	Oil Dirt	5	4.67
4193	3	4	Hilltop Dr.	End	1,600	21	2/18/2015	Oil Dirt	72	69.17
4194	3	1	CR 4101	End	1,200	20	2/20/2015	Oil Dirt	3	2.68
4194	3	2	CR 4101	End	1,600	20	2/20/2015	Oil Dirt	14	13.68
4196	4	1	CR 431	CR 492	3,700	22	3/19/2015	HMAC	42	41.95
4197	3	1	CR 431	End	2,900	21	3/20/2015	Pug Mill	58	56.07
4199	3	1	FM 16	End	2,300	16	2/17/2015	Pug Mill	27	26.90
4200	3	1	CR 4200	End	800	21	2/19/2015	Oil Dirt	78	73.75
4200	3	2	Lindale City Limits	End	3,200	21	2/19/2015	Oil Dirt	87	81.58
4201	4	1	FM 724	Hwy 110	200	16	1/28/2015	Oil Dirt	19	18.65
4201	4	2	Hwy 110	CR 4202	400	12	1/28/2015	Oil Dirt	19	18.65
4202	4	1	Hwy. 110	End	600	15	1/28/2015	Oil Dirt	42	41.65
4203	4	1	CR 485	End	800	14	3/3/2015	Oil Dirt	54	52.28
4207	3	1	City Limit	End	1,200	14	1/23/2015	Oil Dirt	65	64.21
4208	3	1	Blackfoot	End	800	22	3/26/2015	HMAC	68	65.87
4208	3	2	Eagle Peak	End	900	22	3/26/2015	HMAC	35	30.06

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
4208	3	3	Red Cloud Dr.	End	700	22	3/26/2015	HMAC	46	41.05
4208	3	4	Crazy Horse	End	2,600	3	3/26/2015	HMAC	67	64.72
4210	3	1	FM 2710	End	500	20	3/28/2015	Oil Dirt	73	70.27
4211	3	1	Peach Tree Lane	End	1,300	21	3/25/2015	HMAC	38	32.52
4211	3	2	Angle Bird Ct.	End	1,200	21	3/25/2015	HMAC	27	22.30
4212	3	1	Choice Cir. From Cory	City Limits	200	22	3/23/2015	HMAC	72	70.40
4212	3	2	Choice Cir. From Lauren	Cory	1,400	22	3/23/2015	HMAC	45	44.95
4212	3	3	Cory Ray Ln. from 0.282 M	End	600	22	3/23/2015	HMAC	42	36.54
4212	3	4	Lauren Lane	End	2,800	22	3/23/2015	HMAC	34	29.21
4212	3	5	Cory Ray Lane from FM 16	0.282 M	1,500	28	3/23/2015	HMAC	91	87.41
4213	3	1	Bushy Hollow	End	800	22	3/23/2015	HMAC	54	49.93
4213	3	2	Shadow Ridge	End	2,100	22	3/23/2015	HMAC	85	83.58
4213	3	3	Huckle Berry Circle	End	1,200	22	3/23/2015	HMAC	75	73.93
4213	3	4	Winding Oak	End	3,200	22	3/23/2015	HMAC	53	48.80
4213	3	5	Briar Patch	End	1,300	22	3/23/2015	HMAC	58	54.43
4213	3	6	Thicket Trail	End	2,900	22	3/23/2015	HMAC	72	70.47
4214	3	1	FM 840	0.23	1,200	18	2/18/2015	Oil Dirt	55	53.06
4214	3	2	0.23	End	400	18	2/18/2015	Oil Dirt	24	23.67
4215	4	1	CR 431	End	2,300	16	3/19/2015	Pug Mill	2	1.91
4216	3	1	CR 443	End	1,800	12	3/25/2015	Pug Mill	0	0.00
4217	3	1	CR 443	End	500	16	3/25/2015	Pug Mill	0	0.00
4218	4	1	CR 46	End	600	16	5/5/2015	Oil Dirt	81	77.50
4219	3	1	North Gregory	End	1,200	16	3/23/2015	Pug Mill	62	58.87
4219	3	2	CR 4104 (Pierce Rd.)	End	2,300	16	3/23/2015	Pug Mill	66	61.76
4219	3	3	North Vivian	End	2,000	16	3/23/2015	Pug Mill	42	41.92
4220	4	1	CR 433	End	1,000	18	3/18/2015	Pug Mill	73	66.86
4221	3	1	CR 475	End	1,400	22	3/17/2015	HMAC	93	90.44
4222	1	1	Dyess St.	End	200	18	2/12/2015	Oil Dirt	81	76.12
4222	1	2	Second St.	Dyess St.	2,400	18	2/12/2015	Oil Dirt	66	65.56
4222	1	3	First St.	Hwy. 110	2,400	18	2/12/2015	Oil Dirt	66	65.56
4223	3	1	Meadow Crest	End	2,400	21	2/17/2015	HMAC	45	39.08
4224	3	1	CR 499	End	1,700	20	3/26/2015	Dirt	49	47.60
4225	4	1	Old Ranch Rd.	End	1,200	22	3/26/2015	HMAC	83	81.86
4225	4	2	Old Ranch Rd at Hwy. 69	Wild Horse	1,400	22	3/26/2015	HMAC	100	96.68
4225	4	3	Wind Mill Crossing	End	700	22	3/26/2015	HMAC	80	79.19
4225	4	4	Long Tree Circle	End	600	22	3/26/2015	HMAC	76	75.08
4225	4	5	Cross Fence Trail	End	2,100	22	3/26/2015	HMAC	88	87.50
4225	4	6	Wild Horse	End	600	22	3/26/2015	HMAC	80	79.19
4226	3	1	Champion Dr.	End	4,800	22	3/26/2015	HMAC	85	83.59
4226	3	2	Stallion Shores Ct.	End	4,100	22	3/26/2015	HMAC	87	85.32
4226	3	3	Bridleview	End	4,100	22	3/26/2015	HMAC	84	82.73
4226	3	4	Stallion Lake Blvd.	End	2,600	22	3/26/2015	HMAC	84	82.73
4226	3	5	Cattle Baron Dr.	End	1,300	22	3/26/2015	HMAC	83	81.86
4226	3	6	Filberto Court	End	900	22	3/26/2015	HMAC	79	78.24
4226	3	7	Saddle Ridge Court	End	400	22	3/26/2015	HMAC	100	96.68
4227	3	1	Stallion Park Place	Dead End	4,900	22	1/20/2015	HMAC	85	83.23
4227	3	2	Beacons Jet Court	Dead End	1,400	22	1/20/2015	HMAC	96	92.42
4227	3	3	Mystery Down Dr.	Dead End	1,500	22	1/20/2015	HMAC	77	75.94
4228	3	1	Country Oaks Dr.	End	500	22	3/25/2015	HMAC	91	88.78
4228	3	2	Country View	End	1,100	22	3/25/2015	HMAC	91	88.78
4228	3	3	Country Glen	End	1,500	22	3/25/2015	HMAC	89	87.04
4229	3	1	Kinley Court	End	300	22	3/26/2015	HMAC	69	67.02
4229	3	2	Karah Lane	End	1,400	22	3/26/2015	HMAC	68	65.87

**SMITH COUNTY  
ROADWAY PCI RATINGS**

ROAD NO.	PCT NO.	SECT ID	From	To	Length	Width	Inspection Date	PVMT Type	SEP 2015 PCI	DEC 2015 PCI
4230	3	1	Rolling Meadows Dr.	End	800	22	3/26/2015	HMAC	85	83.59
4231	3	1	CR 4108	End	1,300	22	3/26/2015	HMAC	92	89.66
4232	4	1	Marley Court	End	500	22	3/25/2015	HMAC	81	80.10
5200	2	1	CR 288	T-Intersection (End)	1,200	20	3/20/2015	Dirt	51	49.56
5400	4	1	CR 492	Dead End	3,400	20	3/26/2015	Dirt	48	46.60
ROADS - LINEAR FEET					6,171,620					
ROADS - MILES					1,168.87					

APPENDIX D

PAVER COMPUTER OUTPUT

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID		Section ID		Rank		Length		Width		H Condition		BDI Condition		Surface2		2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$	TOTAL
County Road #	Road Segment	Limits From	Limits To	Roadway Class.	County Precinct	Road Length (ft)	Road Width (ft)	PCI Before	PCI After	Road Surface	Unconstrained Repair Costs										
											2016	2017	2018	2019	2020						
134	1 FM 2813	CR 137	S	1	11400	20	61.92	100	HMAC	\$141,359.49	\$0.00	\$613.48	\$1,867.88	\$4,310.35	\$148,151.20						
135	1 CR 134	CR 132	S	1	3900	20	79.57	94.33	Oil Dirt	\$8,713.84	\$250.78	\$976.34	\$3,054.91	\$5,285.04	\$18,280.91						
136	1 CR 133	CR 168	S	1	6100	21	62.71	100	Oil Dirt	\$66,611.60	\$0.00	\$289.13	\$1,335.55	\$4,769.80	\$73,006.08						
137	1 Hwy. 69	CR 138	S	1	6700	21	60.94	61.1	HMAC	\$40,226.10	\$26,766.99	\$27,726.70	\$28,742.76	\$29,771.29	\$153,233.84						
137	2 FM 346	CR 138	S	1	7200	20	49.95	100	Oil Dirt	\$75,246.11	\$0.00	\$325.01	\$1,501.32	\$5,361.83	\$82,434.27						
137	3 CR 1215	FM 346	S	1	1800	20	83.3	97.56	Oil Dirt	\$3,841.17	\$0.00	\$256.53	\$947.28	\$1,815.13	\$6,860.11						
138	1 FM 346	CR 137	S	1	3900	20	72.78	85.7	Oil Dirt	\$10,832.70	\$1,285.27	\$3,223.47	\$5,757.45	\$8,867.13	\$29,966.02						
139	1 FM 2868	CR 140	S	1	4900	20	92	92	Oil Dirt	\$0.00	\$566.41	\$2,121.11	\$4,514.73	\$8,261.29	\$15,463.54						
140	1 FM 2493	CR 178	S	1	9500	21	45.94	100	HMAC	\$226,555.96	\$0.00	\$536.80	\$1,634.40	\$3,771.55	\$232,498.71						
140	2 CR 178	Dead End	T	1	2500	16	54.62	100	Pug Mill	\$20,799.88	\$319.61	\$2,077.66	\$7,089.59	\$9,981.18	\$40,267.92						
141	1 FM 2493	CR 137	S	1	700	16	51.35	100	Oil Dirt	\$5,823.97	\$0.00	\$25.28	\$116.77	\$417.03	\$6,383.05						
142	142 FM 346	End	T	1	3200	15	75.25	89.29	Oil Dirt	\$6,191.80	\$408.33	\$1,478.89	\$2,529.98	\$4,767.58	\$15,376.58						
144	1 CR 140	CR 133	S	1	1900	20	42.66	100	Oil Dirt	\$33,984.94	\$0.00	\$85.77	\$396.18	\$1,414.93	\$35,881.82						
145	1 Hwy 69	City Limits	S	1	7600	21	65.99	100	Oil Dirt	\$82,991.50	\$0.00	\$360.22	\$1,663.97	\$5,942.70	\$90,958.39						
146	1 Hwy 69	Hwy 69	S	1	3900	20	49.9	100	Oil Dirt	\$40,957.59	\$0.00	\$176.05	\$813.22	\$2,904.33	\$44,851.19						
147	1 CR 146	Dead End	S	1	1700	18	77.45	92.03	Oil Dirt	\$3,678.06	\$175.69	\$658.38	\$1,407.22	\$2,574.43	\$8,493.78						
148	1 FM 2493	CR 137	S	1	800	20	60.17	64.21	Oil Dirt	\$4,759.16	\$2,670.60	\$3,351.54	\$3,954.80	\$9,364.18	\$24,100.28						
148	2 FM 346	FM 2493	S	1	2300	16	79.57	79.57	Oil Dirt	\$431.11	\$1,358.55	\$6,254.47	\$1,437.93	\$2,481.14	\$11,963.20						
149	1 Hwy 69	FM 2493	S	1	8100	22	32.65	100	Oil Dirt	\$183,545.53	\$0.00	\$402.21	\$1,857.89	\$6,635.27	\$192,440.90						
150	1 FM 2493	CR 149	S	1	8900	20	55.78	100	Pug Mill	\$92,559.45	\$1,422.24	\$9,245.60	\$31,548.66	\$44,416.27	\$179,192.22						
152	1 Hwy 69	0.680 Mi	S	1	4000	21	49.9	100	Oil Dirt	\$44,108.17	\$0.00	\$189.59	\$875.77	\$3,127.74	\$48,301.27						
152	2 0.680 Mi	Dead End	S	1	400	12	46.64	100	Oil Dirt	\$3,318.51	\$0.00	\$10.83	\$50.04	\$178.73	\$3,558.11						
152	3 FM 2493	CR 173	S	1	8200	21	60.03	100	Oil Dirt	\$89,543.46	\$0.00	\$388.66	\$1,795.33	\$6,411.86	\$98,139.31						
152	4 Hwy 69	FM 2493	S	1	8100	21	67.62	75.68	Oil Dirt	\$31,588.23	\$8,240.99	\$15,465.90	\$20,333.25	\$22,465.75	\$98,094.12						
152	5 CR 173	CR 181	S	1	5700	20	59.52	100	Pug Mill	\$59,279.65	\$910.87	\$5,921.34	\$20,205.32	\$28,446.37	\$114,763.55						
153	1 CR 150	CR 173	S	1	3000	20	50.9	100	Pug Mill	\$31,199.81	\$479.41	\$3,116.49	\$10,634.38	\$14,971.78	\$60,401.87						
154	1 CR 113	End	T	1	1400	14	72.56	72.56	Oil Dirt	\$779.35	\$1,403.08	\$2,122.07	\$2,471.46	\$2,608.53	\$9,384.49						
155	1 CR 152	End	T	1	600	18	79.2	79.2	Oil Dirt	\$142.58	\$411.11	\$719.04	\$1,163.60	\$1,389.92	\$3,826.25						
156	1 CR 152	End	T	1	700	12	52.88	100	Oil Dirt	\$4,367.97	\$0.00	\$18.96	\$87.58	\$312.77	\$4,787.28						
157	1 CR 152	End	T	1	800	16	38.65	100	Oil Dirt	\$13,183.97	\$0.00	\$28.89	\$133.45	\$476.61	\$13,822.92						
159	1 Hwy. 155	CR 192	S	1	3300	21	69.31	79.53	Oil Dirt	\$11,112.30	\$2,563.67	\$4,436.94	\$7,375.68	\$8,883.88	\$34,372.47						
164	1 Toll 49	CR 128	S	1	1400	20	49.46	100	Oil Dirt	\$15,331.19	\$0.00	\$63.20	\$291.92	\$1,042.58	\$16,728.89						
164	3 FM 2493	Mahar Rd	T	1	6500	18	53.13	100	Oil Dirt	\$60,839.64	\$0.00	\$264.07	\$1,219.83	\$4,356.49	\$66,680.03						
164	4 CR 127	Toll 49	S	1	2100	20	70.72	82.26	Oil Dirt	\$6,179.09	\$1,188.41	\$2,099.58	\$3,940.12	\$5,171.17	\$18,578.37						
165	1 CR 167	CR 168	S	1	1700	20	79.06	88.51	HMAC	\$3,867.83	\$231.65	\$499.31	\$1,055.15	\$1,550.76	\$7,204.70						
165	2 FM 2493	Toll 49	S	1	4000	20	69.28	79.45	Oil Dirt	\$12,864.47	\$2,979.41	\$5,173.26	\$8,541.29	\$10,268.94	\$39,827.37						
166	1 Murphee Lane	End	T	1	2200	18	50.68	100	Oil Dirt	\$20,591.88	\$0.00	\$89.38	\$412.86	\$1,474.50	\$22,568.62						
166	2 Baggett Rd.	End	T	1	3400	20	54.03	100	Oil Dirt	\$35,359.79	\$0.00	\$153.48	\$708.96	\$2,531.98	\$38,754.21						
167	1 CR 178	End	T	1	3200	21	77.16	100	HMAC	\$34,943.79	\$0.00	\$0.00	\$186.92	\$393.49	\$35,524.20						
167	2 CR 165	CR 178	S	1	3800	20	68.57	100	Oil Dirt	\$39,519.76	\$0.00	\$171.54	\$792.37	\$2,829.86	\$43,313.53						
168	1 FM 2493	HM	P	1	3800	21	46.32	100	HMAC	\$62,345.94	\$0.00	\$0.00	\$221.97	\$467.27	\$63,035.18						
168	2 HM	SC	P	1	3800	21	45.75	100	HMAC	\$107,770.19	\$84.76	\$789.66	\$2,773.01	\$4,429.91	\$115,847.53						
168	3 SS	HM	P	1	4100	21	56.11	100	Seal Coat	\$13,773.80	\$0.00	\$624.58	\$1,745.31	\$3,213.13	\$19,359.02						
168	4 HM	Hwy. 155	P	1	7700	21	59.85	64.29	Slurry Seal	\$89,177.60	\$25,815.31	\$30,398.78	\$35,621.43	\$40,257.63	\$221,270.75						
169	1 FM 346	FM 2493	T	1	600	16	27.68	100	Oil Dirt	\$9,887.97	\$0.00	\$21.67	\$100.09	\$357.46	\$10,367.19						
169	2 FM 2493	CR 137	S	1	800	16	67.82	76.16	Oil Dirt	\$2,338.60	\$602.74	\$1,125.08	\$1,513.31	\$1,686.26	\$7,265.99						
171	1 CR 178	End	T	1	2500	18	67.66	75.77	Oil Dirt	\$8,329.50	\$2,168.96	\$4,062.68	\$5,364.55	\$25,869.01	\$25,869.01						
172	1 FM 2493	FM 346	S	1	8300	20	49.9	100	Pug Mill	\$87,166.15	\$1,326.36	\$8,622.30	\$29,421.79	\$41,421.91	\$167,958.51						
173	1 FM 346	CR 177	S	1	8600	21	54.74	100	Oil Dirt	\$93,911.44	\$0.00	\$407.62	\$1,882.91	\$6,724.63	\$102,926.60						
173	2 CR 152	FM 344	S	1	4700	18	67.05	100	Oil Dirt	\$43,991.74	\$0.00	\$190.95	\$882.03	\$3,150.08	\$48,214.80						
173	3 CR 177	CR 152	S	1	4200	20	51.28	100	Oil Dirt	\$43,679.74	\$0.00	\$189.59	\$875.77	\$3,127.74	\$47,872.84						
174	1 CR 172	CR 173	S	1	3600	20	66.36	91.22	Pug Mill	\$14,731.23	\$1,856.77	\$8,023.88	\$15,617.72	\$19,084.12	\$59,313.72						
175	1 FM 346	CR 173	S	1	1900	18	68.3	77.32	Oil Dirt	\$6,002.21	\$1,494.92	\$2,744.83	\$3,920.13	\$4,476.51	\$18,638.60						
176	1 CR 174	End	T	1	900	14	24.64	100	Oil Dirt	\$12,977.97	\$0.00	\$28.44	\$131.37	\$469.16	\$13,606.94						
177	1 FM 346	CR 181	S	1	2500	20	65.55	100	Oil Dirt	\$25,999.84	\$0.00	\$112.85	\$521.29	\$1,861.75	\$28,495.73						
177	2 CR 181	CR 173	S	1	2400	20	73.41	100	Oil Dirt	\$24,959.85	\$0.00	\$108.34	\$500.44	\$1,787.28	\$27,355.91						
177	3 CR 173	FM 2493	S	1	6900	20	57.62	100	Pug Mill	\$71,759.57	\$1,102.64	\$7,167.94	\$24,459.08	\$34,435.08	\$138,924.31						
178	1 Toll 49	CR 192	P	1	9000	21	82.06	100	HMAC	\$93,041.66	\$0.00	\$508.54	\$1,548.38	\$3,573.05	\$98,671.63						

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	BD Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$			
County Road #	Road Segment	Limits From To	Roadway Class.	County Precinct	Road Length (ft)	Road Width (ft)	PCI Before	PCI After	Road Surface	Unconstrained Repair Costs					TOTAL
										2016	2017	2018	2019	2020	
15	1 FM 346	CR 129	S	1	7700	21	71.73	100	Oil Dirt	\$84,083.50	\$0.00	\$364.96	\$1,685.86	\$6,020.89	\$92,155.21
15	2 FM 756	FM 346	S	1	15200	20	77.35	100	Oil Dirt	\$158,079.05	\$0.00	\$686.14	\$3,169.46	\$11,319.43	\$173,254.08
21	1 Hwy 31	FM 850	P	3	17000	22	76.39	100	Slurry Seal	\$140,039.22	\$3,385.56	\$17,015.39	\$34,349.29	\$43,525.68	\$238,315.14
23	1 CR 21	End	T	3	2900	12	52.89	100	Oil Dirt	\$18,095.89	\$0.00	\$78.55	\$362.82	\$1,295.78	\$19,833.04
24	1 Hwy 31	FM 2767	S	3	5000	21	62.96	65.27	Slurry Seal	\$26,838.43	\$14,751.69	\$17,349.91	\$20,435.05	\$23,907.07	\$103,282.15
25	1 Hwy 31	End	S	3	1000	20	49.42	100	Oil Dirt	\$10,991.54	\$0.00	\$45.14	\$208.52	\$744.70	\$11,989.90
26	1 CR 233	CR 246	S	3	10300	21	94.4	94.4	Oil Dirt	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
26	2 CR 21	CR 233	S	3	12800	20	66.99	100	Oil Dirt	\$133,119.20	\$0.00	\$577.80	\$2,669.02	\$9,532.15	\$145,898.17
26	3 CR 246	1.44 SS	S	3	7600	20	91.49	100	Oil Dirt	\$15,200.13	\$0.00	\$343.07	\$1,584.73	\$5,659.71	\$22,787.64
26	4 FM 850	CR 21	S	3	24400	22	75.64	75.64	Slurry Seal	\$14,726.72	\$33,701.53	\$55,298.87	\$62,145.74	\$124,792.76	\$290,665.62
26	5 OD	County Line	S	3	13000	20	73.97	100	Slurry Seal	\$135,199.19	\$2,353.59	\$11,828.88	\$23,879.19	\$30,258.50	\$203,519.35
26	6 1.44 miles	Hot Mix	S	3	7600	20	89.1	89.1	HMAC	\$136.98	\$957.05	\$1,953.55	\$4,484.16	\$6,734.12	\$14,265.86
27	1 CR 26	End	T	3	2600	18	71.83	71.83	Oil Dirt	\$1,997.41	\$3,675.79	\$5,223.36	\$5,947.33	\$6,228.52	\$23,072.41
28	1 CR 26	End	T	3	1200	20	81.98	81.98	Oil Dirt	\$192.42	\$699.99	\$1,214.90	\$2,286.83	\$2,971.27	\$7,365.41
29	1 CR 26	CR 3199	S	3	8200	21	43.64	100	Oil Dirt	\$145,398.55	\$0.00	\$388.66	\$1,795.33	\$6,411.86	\$153,994.40
31	1 FM 16	End	T	3	3200	16	49.92	100	Oil Dirt	\$26,832.66	\$0.00	\$115.56	\$533.80	\$1,906.43	\$29,388.45
32	1 FM 16	CR 313	S	3	14000	21	61.33	64.71	Oil Dirt	\$82,333.79	\$45,167.37	\$56,206.47	\$68,494.02	\$80,078.73	\$332,280.38
32	2 FM 2710	FM 16	S	3	6300	21	38.65	100	Oil Dirt	\$136,268.65	\$0.00	\$298.61	\$1,379.34	\$4,926.18	\$142,872.78
33	1 CR 32	End	T	3	2400	14	68.33	100	Oil Dirt	\$17,471.90	\$0.00	\$75.84	\$350.31	\$1,251.09	\$19,149.14
34	1 FM 14	End	T	3	800	16	79.37	79.37	Oil Dirt	\$160.30	\$480.38	\$835.92	\$1,370.76	\$1,645.17	\$4,492.53
35	1 FM 14	Loop 323	P	4	4200	21	67.59	81.9	HMAC	\$38,468.60	\$2,569.10	\$4,383.04	\$8,302.91	\$11,708.85	\$65,432.50
35	2 I-20	CR 313	P	3	9200	22	89.05	89.05	Seal Coat	\$193.68	\$1,642.38	\$4,620.12	\$7,758.61	\$9,904.56	\$24,119.35
35	3 CR 492	I-20	P	3	9600	22	53.8	100	Slurry Seal	\$109,823.34	\$1,911.84	\$9,608.69	\$19,397.25	\$24,579.21	\$165,320.33
35	4 Loop 323	CR 492	P	4	15600	22	67.48	100	Slurry Seal	\$178,462.93	\$3,106.74	\$15,614.12	\$31,520.53	\$39,941.22	\$268,645.54
37	1 FM 14	CR 35	S	3	8000	22	81.91	81.91	Slurry Seal	\$1,424.17	\$7,548.34	\$15,357.04	\$19,828.92	\$21,077.10	\$65,235.57
38	1 CR 38 (T)	End	T	3	700	20	85.03	85.03	Oil Dirt	\$69.58	\$263.51	\$603.55	\$1,093.08	\$1,622.13	\$3,651.85
38	2 FM 14	End	S	3	2600	15	84.03	84.03	Oil Dirt	\$232.97	\$869.16	\$1,782.40	\$3,281.38	\$4,630.94	\$10,796.85
39	1 FM 14	End	T	3	600	18	84.03	84.03	Oil Dirt	\$64.52	\$240.69	\$493.59	\$908.69	\$1,282.41	\$2,989.90
41	1 CR 431	CR 496	P	4	9100	22	77.98	100	Seal Coat	\$73,689.99	\$0.00	\$1,452.27	\$4,058.67	\$7,471.18	\$86,672.11
41	2 1.715 Mi	Center of Bridge	P	4	5300	22	65.56	100	Slurry Seal	\$60,631.64	\$1,055.50	\$5,304.80	\$10,708.90	\$13,569.77	\$91,270.61
42	1 FM 724	Hwy. 110	S	4	12400	21	54.79	100	Seal Coat	\$41,663.38	\$0.00	\$1,888.96	\$5,279.11	\$9,717.76	\$58,549.21
43	1 CR 414	Dead End	T	4	3200	18	31.65	100	Oil Dirt	\$59,327.85	\$0.00	\$130.01	\$600.53	\$2,144.73	\$62,203.12
45	1 Hwy 110	CR 46	S	4	9200	18	70.4	100	Oil Dirt	\$86,111.48	\$0.00	\$373.77	\$1,726.52	\$6,166.11	\$94,377.88
46	1 Hwy 110	CR 48	P	1	16600	22	77.94	100	Seal Coat	\$58,431.13	\$0.00	\$2,649.19	\$7,403.73	\$13,628.75	\$82,112.80
46	2 CR 48	FM 724	P	4	24600	20	73.09	100	Slurry Seal	\$255,838.47	\$4,453.72	\$22,383.88	\$45,186.77	\$57,258.39	\$385,121.23
47	1 CR 46	SH 64	S	1	6300	20	79.96	94.72	Oil Dirt	\$13,879.55	\$346.03	\$1,363.57	\$4,764.73	\$8,111.82	\$28,465.70
48	1 Hwy 110	CR 46	S	4	4300	18	69.69	100	Oil Dirt	\$40,247.76	\$0.00	\$174.70	\$806.96	\$2,881.99	\$44,111.41
49	1 FM 724	CR 419	S	4	12400	18	71.14	100	Oil Dirt	\$116,063.31	\$0.00	\$503.77	\$2,327.05	\$8,310.84	\$127,204.97
112	1 CR 129	CR 113	S	1	7900	20	65.54	100	Oil Dirt	\$82,159.51	\$0.00	\$356.61	\$1,647.29	\$5,883.12	\$90,046.53
113	1 CR 152	W. Mud Creed	S	1	7900	21	65.54	100	Oil Dirt	\$86,267.48	\$0.00	\$374.44	\$1,729.65	\$6,177.28	\$94,548.85
113	2 CR 129	Mud Creek	S	1	6900	18	65.94	100	Oil Dirt	\$64,583.61	\$0.00	\$280.32	\$1,294.89	\$4,624.58	\$70,783.40
115	1 FM 344	End	T	1	2400	16	46.64	100	Oil Dirt	\$26,548.09	\$0.00	\$86.67	\$400.35	\$1,429.82	\$28,464.93
116	1 FM 344	End	T	1	3000	20	62.68	65.16	Oil Dirt	\$15,588.20	\$8,392.79	\$10,200.46	\$12,788.18	\$15,153.72	\$62,123.35
117	1 CR 118	End	S	1	2200	18	69.73	80.38	Oil Dirt	\$6,100.45	\$1,360.75	\$2,270.77	\$4,071.96	\$5,023.09	\$18,827.02
118	1 CR 121	County Line	S	1	15400	21	51.31	100	Oil Dirt	\$168,166.99	\$0.00	\$729.93	\$3,371.72	\$12,041.78	\$184,310.42
119	1 FM 344	CR 113	S	1	6600	21	69.18	69.18	Pug Mill	\$8,634.89	\$24,632.72	\$33,186.90	\$37,832.35	\$81,117.19	\$185,404.05
121	1 FM 344	CR 3805	S	1	8500	21	45.65	100	Oil Dirt	\$132,418.45	\$0.00	\$402.88	\$1,851.02	\$6,646.44	\$141,328.79
122	1 City Limits	FM 346	S	1	10900	22	75.83	75.83	HMAC	\$6,396.06	\$11,291.97	\$46,669.45	\$11,969.91	\$22,481.58	\$98,808.97
127	1 FM 2813	FM 2813	S	1	3400	18	51.33	100	Oil Dirt	\$31,823.81	\$0.00	\$138.13	\$638.06	\$2,278.78	\$34,878.78
128	1 FM 2813	CR 164	S	1	6600	21	75.11	100	Slurry Seal	\$17,957.37	\$1,254.65	\$6,305.70	\$12,729.44	\$16,130.11	\$54,377.27
129	1 CR 113	FM 756	S	1	10100	20	72.56	85.38	Oil Dirt	\$28,232.19	\$3,560.48	\$8,529.14	\$15,340.96	\$23,166.35	\$78,829.12
129	2 CR 146	CR 113	S	1	9700	20	52.88	100	Oil Dirt	\$100,879.40	\$0.00	\$437.87	\$2,022.62	\$7,223.58	\$110,563.47
130	1 CR 129	End	T	1	2100	18	57.56	69.52	Pug Mill	\$12,262.28	\$6,589.61	\$9,002.91	\$10,293.35	\$22,122.87	\$60,271.02
131	1 CR 129	CR 112	S	1	1300	16	46.63	100	Oil Dirt	\$14,390.84	\$0.00	\$46.95	\$216.86	\$774.49	\$15,429.14
132	1 FM 2813	CR 137	S	1	7700	20	76.87	100	Oil Dirt	\$80,079.52	\$0.00	\$347.58	\$1,605.58	\$5,734.18	\$87,766.86
133	1 FM 2493	CR 178	S	1	7100	20	34.66	100	Oil Dirt	\$146,259.63	\$0.00	\$320.50	\$1,480.47	\$5,287.36	\$153,347.96
133	2 CR 178	End	T	1	3200	15	49.94	100	Oil Dirt	\$25,106.56	\$0.00	\$108.34	\$500.44	\$1,787.28	\$27,502.62
133	3 FM 2493	CR 132	S	1	2200	20	40.9	100	Pug Mill	\$43,300.14	\$351.57	\$2,285.43	\$7,798.55	\$10,979.30	\$64,714.99

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	PCI Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$				
County Road #	Road Segment	Limits From To	Roadway Class.	County Precinct	Road Length (ft)	Road Width (ft)	PCI Before	PCI After	Road Surface	Unconstrained Repair Costs					TOTAL	
										2016	2017	2018	2019	2020		
178	3 FM 346	FM 2868	P	1	13500	22	69.25	100	Slurry Seal	\$154,439.08	\$2,688.53	\$13,512.22	\$27,277.38	\$34,564.51	\$232,481.72	
178	4 FM 2868	CR 168	P	1	10500	22	75.64	100	Slurry Seal	\$120,119.28	\$2,091.08	\$10,509.50	\$21,215.74	\$26,883.51	\$180,819.11	
178	5 CR 168	Toll 49	P	1	2500	21	79.66	100	Slurry Seal	\$5,846.55	\$475.25	\$2,388.52	\$4,821.76	\$6,109.89	\$19,641.97	
179	1 CR 1100	Dead End	T	1	900	14	41.68	100	Oil Dirt	\$11,898.34	\$0.00	\$28.44	\$131.37	\$469.16	\$12,527.31	
180	1 CR 192	CR 1168	S	1	2700	20	67.89	100	Oil Dirt	\$28,079.83	\$0.00	\$121.88	\$563.00	\$2,010.69	\$30,775.40	
180	2 CR 1168	End	T	1	1000	12	15.85	100	HMAC	\$14,759.99	\$0.00	\$0.00	\$33.38	\$70.27	\$14,863.64	
181	1 FM 344 South	Gate	T	1	5400	20	58.86	100	Oil Dirt	\$56,159.66	\$0.00	\$243.76	\$1,125.99	\$4,021.37	\$61,550.78	
181	2 CR 185	CR 178	S	1	7400	20	71.08	100	Oil Dirt	\$76,959.54	\$0.00	\$334.04	\$1,543.03	\$5,510.77	\$84,347.38	
181	3 FM 344	FM 346	S	1	9700	20	75.82	100	Slurry Seal	\$24,583.63	\$1,756.14	\$8,826.16	\$17,817.55	\$22,577.49	\$75,560.97	
182	1 FM 344 West	FM 344 East	T	1	3500	18	55.67	100	Oil Dirt	\$32,759.80	\$0.00	\$142.19	\$656.83	\$2,345.80	\$35,904.62	
183	1 CR 177	CR 1260	S	1	1100	18	19.64	100	Oil Dirt	\$20,393.95	\$0.00	\$44.69	\$206.43	\$737.25	\$21,382.32	
184	1 FM 344	End	T	1	800	14	64.2	65.43	Oil Dirt	\$2,654.46	\$1,417.79	\$1,618.95	\$1,968.60	\$2,470.10	\$10,129.90	
185	1 FM 346	CR 178	S	1	6400	21	79.2	93.95	Oil Dirt	\$15,214.40	\$489.99	\$1,892.94	\$5,427.57	\$9,493.00	\$32,517.90	
186	1 FM 346	CR 1259	S	1	1800	16	54.7	100	Oil Dirt	\$14,975.91	\$0.00	\$65.00	\$300.26	\$1,072.37	\$16,413.54	
187	1 FM 344	End	T	1	5500	22	69.21	69.21	HMAC	\$7,484.44	\$13,746.00	\$34,737.65	\$14,563.48	\$23,212.89	\$93,744.46	
188	1 FM 346	FM 344	S	1	8500	22	55.73	61.27	Oil Dirt	\$64,086.77	\$41,179.59	\$48,150.66	\$106,256.14	\$0.00	\$259,673.16	
189	1 CR 189 W		0.086	T	1	500	20	76.13	78.6	HMAC	\$1,254.75	\$210.14	\$270.65	\$343.94	\$436.66	\$2,516.14
189	2 FM 344	CR 189 W	S	1	3800	21	66.87	100	HMAC	\$49,475.82	\$0.00	\$214.72	\$653.76	\$1,508.62	\$51,852.92	
189	3	0.086 Lake	T	1	600	16	89.52	98.08	HMAC	\$964.65	\$0.00	\$5.01	\$37.33	\$64.85	\$1,071.84	
189	4 Hwy. 155 E	Lake	T	1	3600	20	79.21	100	Oil Dirt	\$37,439.78	\$0.00	\$162.51	\$750.66	\$2,680.92	\$41,033.87	
189	5 FM 344	CR 189 North	S	1	1600	20	74.04	87.6	Oil Dirt	\$4,283.05	\$323.66	\$1,151.51	\$1,937.12	\$3,416.29	\$11,111.63	
190	1 Hwy. 155	End	T	1	2600	20	66.07	100	Oil Dirt	\$27,039.84	\$0.00	\$117.37	\$542.14	\$1,936.22	\$29,635.57	
191	1 Hwy. 155	End	T	1	3500	20	58.14	63.05	Oil Dirt	\$22,302.12	\$13,489.73	\$16,233.95	\$18,923.91	\$40,968.28	\$111,917.99	
192	1 Hwy. 155 N	Tyler C.L. (W. Gran-	S	1	5500	20	71.01	91.15	HMAC	\$43,555.83	\$874.70	\$3,164.69	\$5,528.75	\$10,405.81	\$63,529.78	
192	2 Tyler C.L. (W. Gran-	Toll 49	S	1	18200	21	52.33	100	Oil Dirt	\$198,742.81	\$0.00	\$862.64	\$3,984.77	\$14,231.20	\$217,821.42	
192	3 Toll 49	Hwy. 155 South	S	1	7100	20	45.7	100	Oil Dirt	\$104,979.82	\$0.00	\$320.50	\$1,480.47	\$5,287.36	\$112,068.15	
193	1 Hwy. 155	CR 192	S	1	4700	20	50.91	100	Pug Mill	\$48,879.71	\$751.07	\$4,882.51	\$16,660.53	\$23,455.78	\$94,629.60	
194	1 Hwy. 155	CR 193	S	1	1700	21	59.2	100	Oil Dirt	\$18,563.89	\$0.00	\$80.58	\$372.20	\$1,329.29	\$20,345.96	
195	1 CR 1125	Hwy. 155	S	1	2100	20	61.54	64.79	Oil Dirt	\$11,629.70	\$6,361.65	\$7,895.79	\$9,674.43	\$11,321.68	\$46,883.25	
195	2 Hwy. 155	CR 192	S	1	1800	20	65.58	71.86	Oil Dirt	\$16,786.76	\$2,816.16	\$4,011.94	\$4,574.87	\$4,791.17	\$32,980.90	
196	1 Hwy 155	CR 1100	T	1	1000	16	71.62	83.82	Oil Dirt	\$2,296.27	\$368.52	\$739.44	\$1,367.16	\$1,910.58	\$6,681.97	
196	2 CR 168	Hwy. 155	S	1	4700	20	58.14	100	Oil Dirt	\$48,879.71	\$0.00	\$212.16	\$980.03	\$3,500.09	\$53,571.99	
196	3 CR 1261	Toll 49	T	1	7900	20	80.11	94.87	Oil Dirt	\$17,361.94	\$408.21	\$1,658.48	\$5,897.83	\$9,958.85	\$35,285.31	
196	4 CR 1125	Hwy 155	T	1	300	22	97.19	97.19	Oil Dirt	\$0.00	\$0.00	\$50.54	\$185.46	\$341.06	\$577.06	
196	5 Hwy 155	CR 192	S	1	1200	20	53.58	100	Pug Mill	\$12,479.93	\$191.76	\$1,246.60	\$4,253.75	\$5,988.71	\$24,160.75	
196	6 Toll 49	CR 1125	T	1	6700	20	78.19	78.19	HMAC	\$2,309.29	\$3,053.03	\$3,900.07	\$4,948.90	\$6,292.55	\$20,503.84	
197	1 CR 196	Gate	T	1	300	16	18.7	100	Oil Dirt	\$4,943.99	\$0.00	\$10.83	\$50.04	\$178.73	\$5,183.59	
198	1 CR 196	CR 1100	S	1	2700	20	73.87	73.87	Oil Dirt	\$1,864.23	\$3,181.49	\$5,485.68	\$6,685.24	\$7,168.69	\$24,385.33	
199	1 CR 1100	Timberline Dr.	S	1	2900	20	64.33	100	Oil Dirt	\$30,159.82	\$0.00	\$130.91	\$604.70	\$2,159.63	\$33,055.06	
210	1 FM 850	Hwy. 64	T	1	11700	20	49.55	100	HMAC	\$129,155.43	\$0.00	\$0.00	\$650.89	\$1,370.20	\$131,176.52	
210	2 Hwy. 64	CR 219	T	1	1000	20	0	100	Oil Dirt	\$20,599.95	\$0.00	\$45.14	\$208.52	\$744.70	\$21,598.31	
211	1 Hwy. 31	Hwy. 2767	S	1	5000	20	75.14	89.14	Oil Dirt	\$12,944.18	\$865.04	\$3,127.34	\$5,302.27	\$10,000.42	\$32,239.25	
211	2 FM 850	Hwy. 31	S	1	800	18	77.68	92.29	Oil Dirt	\$1,717.61	\$78.68	\$295.78	\$652.13	\$1,187.25	\$3,931.45	
212	1 Hwy. 64	CR 210	T	1	1300	20	36.69	100	Oil Dirt	\$26,779.93	\$0.00	\$58.68	\$271.07	\$968.11	\$28,077.79	
212	2 CR 212 E	End	T	3	1100	12	32.69	100	Oil Dirt	\$13,595.97	\$0.00	\$29.79	\$137.62	\$491.50	\$14,254.88	
213	1 Roberts Rd.	End	T	2	800	20	90.39	99.41	HMAC	\$1,600.01	\$0.00	\$0.00	\$50.19	\$98.21	\$1,748.41	
213	2 Lakeshore Dr. at FASS		T	3	4700	21	81.8	86.03	HMAC	\$10,678.83	\$643.18	\$858.01	\$1,048.07	\$1,559.41	\$14,787.50	
213	3 Peninsula Dr.	End	T	3	1500	18	56.07	61.53	Oil Dirt	\$9,161.36	\$5,859.42	\$6,860.43	\$15,341.80	\$0.00	\$37,223.01	
213	4 Pine Tree Rd.	End	T	3	700	21	72.43	100	Oil Dirt	\$7,643.95	\$0.00	\$33.18	\$153.26	\$547.35	\$8,377.74	
213	5 Shady Point Dr.	End	T	3	400	20	87.99	87.99	Oil Dirt	\$16.05	\$78.01	\$278.73	\$462.03	\$840.52	\$1,675.34	
213	6 FM 850 North	End	T	3	600	12	72.39	72.39	Slurry Seal	\$291.17	\$597.75	\$784.08	\$837.13	\$865.86	\$3,375.99	
213	7 Hot Mix	Dead End	T	3	3700	21	74.02	100	Slurry Seal	\$10,405.56	\$703.36	\$3,535.01	\$7,136.20	\$9,042.64	\$30,822.77	
213	8 Creek Bend Dr.	End	T	3	3500	21	76.49	76.49	Slurry Seal	\$1,766.50	\$4,193.91	\$7,431.12	\$8,485.27	\$8,814.38	\$30,691.18	
214	1 SS	OD	T	3	2100	22	37.38	100	HMAC	\$56,825.96	\$0.00	\$0.00	\$128.51	\$270.53	\$57,225.00	
214	2 Hot Mix	End of Maint.	T	3	1900	20	84.9	98.61	Oil Dirt	\$3,993.85	\$0.00	\$206.74	\$778.86	\$1,753.46	\$6,732.91	
214	3 Hwy. 64	HM	T	3	2800	22	68.78	100	Slurry Seal	\$32,031.81	\$557.62	\$2,802.53	\$5,657.53	\$7,168.94	\$48,218.43	
215	1 Hwy. 64	End	T	3	3300	20	90.18	100	Oil Dirt	\$6,600.05	\$0.00	\$148.96	\$688.11	\$2,457.51	\$9,894.63	
217	1 FM 850	CR 26	S	3	16800	18	52.36	100	Oil Dirt	\$157,247.06	\$0.00	\$682.53	\$3,152.78	\$11,259.85	\$172,342.22	

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	EDF Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$			
County Road #	Road Segment	Limits From To	Roadway Road Length (ft)	Road Road Width (ft)	PCI Before	PCI After	Road Surface	Unconstrained Repair Costs					TOTAL		
								2016	2017	2018	2019	2020			
218	1 FM 850	Gate	S	3	1400	12	21.7	100	Oil Dirt	\$17,303.96	\$0.00	\$37.92	\$175.15	\$625.55	\$18,142.58
219	1 Spur 248	Hwy. 64	S	3	800	22	69.96	69.96	Slurry Seal	\$890.64	\$1,700.48	\$1,969.89	\$2,046.32	\$4,121.20	\$10,728.53
219	2 FM 848	Spur 248	S	3	1600	22	81.83	81.83	Slurry Seal	\$287.45	\$1,515.39	\$3,082.86	\$3,965.78	\$8,177.24	\$17,028.72
219	3 Hwy. 64	FM 848	S	2	13300	22	77.93	77.93	Slurry Seal	\$5,346.98	\$14,744.24	\$28,605.31	\$33,636.89	\$67,973.34	\$150,306.76
220	1 Hwy. 64	Hwy. 64	S	3	16100	22	72.86	100	Slurry Seal	\$137,627.13	\$3,206.32	\$16,114.57	\$32,530.80	\$41,221.38	\$230,700.20
221	1 CR 219		T	3	1100	18	68.58	77.94	Oil Dirt	\$3,391.82	\$828.73	\$1,500.90	\$2,227.34	\$2,578.42	\$10,527.21
221	2	0.209 End	T	2	600	14	65.58	68.28	Oil Dirt	\$1,816.89	\$908.85	\$1,036.38	\$1,085.38	\$1,125.05	\$5,972.55
223	1 CR 246	CR 227	P	2	13400	21	50.79	100	Oil Dirt	\$146,327.12	\$0.00	\$635.13	\$2,933.84	\$10,477.92	\$160,374.01
223	2 CR 246	FM 2607	P	2	12100	21	60.47	64.34	Oil Dirt	\$74,438.89	\$41,588.14	\$52,094.67	\$61,974.02	\$148,714.84	\$378,810.56
223	3 CR 227	FM 850	P	3	9700	21	37.71	100	Oil Dirt	\$209,810.47	\$0.00	\$459.76	\$2,123.75	\$7,584.76	\$219,978.74
223	4 FM 2607	FM 3226	P	2	14300	21	31.79	100	Slurry Seal	\$309,308.22	\$2,718.40	\$13,662.35	\$27,580.46	\$34,948.56	\$388,217.99
223	5 CR 220	FM 3226	P	2	3700	21	47.4	100	Slurry Seal	\$50,706.82	\$703.36	\$3,535.01	\$7,136.20	\$9,042.64	\$71,124.03
224	1 CR 223	End	T	2	1600	14	35.69	100	Oil Dirt	\$23,071.94	\$0.00	\$50.56	\$233.54	\$834.66	\$24,190.10
225	1 CR 2205	End	S	2	2500	20	43.7	100	Oil Dirt	\$42,065.10	\$0.00	\$112.85	\$521.29	\$1,861.75	\$44,560.99
226	1 FM 850		S	2	2000	18	83.04	97.37	Oil Dirt	\$3,850.53	\$0.00	\$266.11	\$978.71	\$1,837.72	\$6,933.07
226	2	0.386 End	T	2	1100	12	81.15	95.82	Oil Dirt	\$1,436.76	\$18.82	\$124.12	\$446.50	\$735.66	\$2,761.86
227	1 FM 850	CR 251	S	2	10000	21	65.59	100	Oil Dirt	\$109,199.35	\$0.00	\$473.98	\$2,189.43	\$7,819.34	\$119,682.10
228	1 FM 850	End	T	3	2600	20	69.17	100	Oil Dirt	\$27,039.84	\$0.00	\$117.37	\$542.14	\$1,936.22	\$29,635.57
229	1 Big Oak Bay Dr.	End	T	3	19300	21	79.13	81.78	HMAC	\$45,993.87	\$3,979.16	\$5,796.27	\$8,307.20	\$10,984.76	\$75,061.26
229	2 Perry Street	End	T	3	800	20	61.63	100	Oil Dirt	\$8,319.95	\$0.00	\$36.11	\$166.81	\$595.76	\$9,118.63
229	3 Wilson Rd.	End	T	3	2800	20	86.01	99.22	Oil Dirt	\$5,823.24	\$0.00	\$237.89	\$913.01	\$2,404.87	\$9,379.01
229	4 Rainbow Ridge Cir	End	T	2	2000	20	83.31	100	Oil Dirt	\$13,915.02	\$0.00	\$0.00	\$89.92	\$14,004.94	\$14,004.94
229	5 Wilkinsin Dr.	End	T	3	1100	20	77.54	92.13	Oil Dirt	\$2,636.38	\$124.00	\$464.89	\$1,005.92	\$1,836.17	\$6,067.36
229	6 Rainbow Point	End	T	2	600	20	95.47	100	Oil Dirt	\$1,200.01	\$0.00	\$27.08	\$125.11	\$446.82	\$1,799.02
230	1 FM 294	FM 345	P	2	19300	22	49.65	100	Slurry Seal	\$228,368.38	\$3,843.60	\$19,317.47	\$38,996.55	\$49,414.45	\$339,940.45
230	2 Hwy. 64	CR 294	P	2	1300	22	59.91	63.06	Slurry Seal	\$8,605.84	\$5,193.51	\$6,095.74	\$6,888.04	\$7,864.14	\$34,647.27
232	1 CR 2607	Dead End	T	2	900	12	96.66	96.66	HMAC	\$0.00	\$0.00	\$16.29	\$50.76	\$80.07	\$147.12
233	1 CR 26	FM 850	S	2	19000	21	67.51	67.51	Slurry Seal	\$34,851.63	\$42,865.09	\$45,039.81	\$46,779.85	\$95,519.57	\$265,055.95
233	2 Hwy 31	CR 26	S	2	5700	21	69.95	69.95	Slurry Seal	\$6,075.13	\$11,565.21	\$13,397.50	\$13,917.30	\$14,556.36	\$59,511.50
234	1 CR 21	CR 233	S	2	7400	21	80.21	94.95	Oil Dirt	\$17,060.36	\$385.14	\$1,615.88	\$5,753.45	\$9,689.35	\$34,504.18
235	1 CR 26	CR 234	S	2	12700	20	62.69	100	Oil Dirt	\$132,079.21	\$0.00	\$573.29	\$2,648.17	\$9,457.68	\$144,758.35
236	1 Hwy. 31	FM 2767	S	2	5800	21	27.91	100	Pug Mill	\$125,453.68	\$973.20	\$6,326.48	\$21,587.79	\$30,392.70	\$184,733.85
237	1 FM 2767	OD	S	3	5200	16	64.43	64.43	Dirt	\$11,111.98	\$17,679.76	\$17,679.76	\$20,238.11	\$22,923.60	\$86,264.90
237	2 CR 236	Dirt	T	3	2700	16	3.91	100	Pug Mill	\$44,495.89	\$345.17	\$2,243.88	\$7,656.75	\$10,779.68	\$65,521.37
238	1 Asphalt	End	T	3	1200	20	82.37	82.37	Dirt	\$183.06	\$243.67	\$467.41	\$715.33	\$976.70	\$2,586.17
238	2 Hwy. 31	Asphalt	T	3	900	20	77.92	92.57	Oil Dirt	\$2,129.62	\$92.84	\$350.56	\$800.91	\$1,450.56	\$4,824.49
239	1 FM 2767	End	T	3	3600	20	8.69	100	Oil Dirt	\$74,159.81	\$0.00	\$162.51	\$750.66	\$2,680.92	\$77,753.90
240	1 CR 233	CR 246	S	3	8400	18	70.47	100	Oil Dirt	\$78,623.53	\$0.00	\$341.26	\$1,576.39	\$5,629.92	\$86,171.10
242	1 CR 223	CR 247	S	3	3200	20	34.11	100	Oil Dirt	\$65,919.83	\$0.00	\$0.00	\$0.00	\$143.88	\$66,063.71
243	1 CR 246	End	T	3	3300	20	47.71	100	Oil Dirt	\$42,027.83	\$0.00	\$148.96	\$688.11	\$2,457.51	\$45,322.41
244	1 CR 26	County Line	S	3	23200	20	59.08	100	Oil Dirt	\$241,278.56	\$0.00	\$1,047.27	\$4,837.60	\$17,277.02	\$264,440.45
245	1 Hwy. 31	End	T	3	7600	20	68.44	100	Oil Dirt	\$79,039.53	\$0.00	\$343.07	\$1,584.73	\$5,659.71	\$86,627.04
245	2 Hwy. 31	FM 2767	S	3	5100	20	29.68	100	Oil Dirt	\$105,059.73	\$0.00	\$230.22	\$1,063.44	\$3,797.97	\$110,151.36
246	1 FM 850	CR 26	P	3	16500	20	79.34	94.09	Oil Dirt	\$37,169.76	\$1,152.59	\$4,452.68	\$13,182.58	\$22,974.00	\$78,931.61
246	2 FM 2767	Hwy. 31	P	3	8400	18	23.68	100	Oil Dirt	\$155,735.61	\$0.00	\$341.26	\$1,576.39	\$5,629.92	\$163,283.18
246	3 CR 240	Hwy. 31	P	3	7000	20	69.88	99.09	Pug Mill	\$21,252.50	\$1,208.38	\$7,760.29	\$25,410.48	\$35,169.83	\$90,801.48
246	4 City Limits	Hwy. 64	P	3	6200	22	56.44	100	Slurry Seal	\$70,927.58	\$1,234.73	\$6,205.61	\$12,527.39	\$15,874.07	\$106,769.38
246	5 Hwy. 64	FM 850	P	3	18900	22	35.32	100	Slurry Seal	\$428,272.91	\$3,763.94	\$18,917.10	\$38,188.33	\$48,390.32	\$537,532.60
246	6 CR 26	CR 240	P	3	6800	21	59.88	100	Slurry Seal	\$74,255.56	\$1,292.67	\$6,496.78	\$13,115.18	\$16,618.90	\$111,779.09
247	1 CR 246	CR 246	S	3	1500	18	79.34	79.34	Oil Dirt	\$341.14	\$1,015.63	\$1,771.79	\$2,895.84	\$3,470.29	\$9,494.69
247	2 CR 246	CR 223	S	3	2500	18	67.32	81.27	Oil Dirt	\$19,809.11	\$1,418.41	\$2,352.45	\$4,442.67	\$5,639.35	\$33,661.99
248	1 Hwy. 64	END	T	3	6200	21	48.69	100	Oil Dirt	\$76,403.02	\$0.00	\$293.87	\$1,357.45	\$4,847.99	\$82,902.33
249	1 CR 251	Gate	T	3	1000	18	58.12	58.12	Pug Mill	\$3,938.49	\$4,566.49	\$9,929.96	\$151.85	\$989.44	\$19,576.23
251	1 RR Track	Hwy. 135	S	2	400	22	86.44	98.62	HMAC	\$911.32	\$0.00	\$33.31	\$80.49	\$195.72	\$1,220.84
251	2 RR Track	CR 248	T	2	10100	21	68	100	Oil Dirt	\$110,291.34	\$0.00	\$478.72	\$2,211.33	\$7,897.53	\$120,878.92
252	1 City Limits	OD	T	3	1600	18	29.69	100	Oil Dirt	\$29,663.92	\$0.00	\$65.00	\$300.26	\$1,072.37	\$31,101.55
252	2 Dirt	Hwy. 64	T	2	2100	18	23.69	100	Oil Dirt	\$38,933.90	\$0.00	\$85.32	\$394.10	\$1,407.48	\$40,820.80
253	1 City Limits	End	T	2	2200	16	62.95	65.23	Oil Dirt	\$9,002.50	\$4,825.75	\$5,810.80	\$7,271.56	\$8,716.09	\$35,626.70

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	# Condition	PCI Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$			
County Road #	Road Segment	Limits From To	Roadway Class.	County Precinct	Road Length (ft)	Road Width (ft)	PCI Before	PCI After	Road Surface	Unconstrained Repair Costs					TOTAL
										2016	2017	2018	2019	2020	
254	1 FM 838	End	T	2	3900	16	98.25	98.25	Dirt	\$0.00	\$0.00	\$0.00	\$0.00	\$46.98	\$46.98
256	1 FM 838	End	T	2	1200	12	96.54	96.54	Oil Dirt	\$0.00	\$7.30	\$122.77	\$445.57	\$773.33	\$1,348.97
257	1 Hwy 64	FM 838	S	2	7300	20	71.14	82.99	Oil Dirt	\$21,234.20	\$3,776.30	\$7,049.60	\$13,145.26	\$17,730.19	\$62,935.55
257	2 CR 294	Hwy 64	S	2	600	16	7.65	100	Oil Dirt	\$9,887.97	\$0.00	\$21.67	\$100.09	\$357.46	\$10,367.19
257	3 CR 258	CR 294	S	2	2800	16	62.68	65.16	Oil Dirt	\$11,639.19	\$6,266.62	\$7,616.34	\$9,548.51	\$11,314.77	\$46,385.43
258	1 CR 294	CR 2110	S	2	7200	20	58.1	100	Oil Dirt	\$74,879.55	\$0.00	\$325.01	\$1,501.32	\$5,361.83	\$82,067.71
259	1 CR 258	End	T	2	1800	14	52.09	100	Oil Dirt	\$13,103.92	\$0.00	\$56.88	\$262.73	\$938.32	\$14,361.85
260	1 Hwy 64	FM 15	S	2	1600	20	20.65	100	Oil Dirt	\$32,959.92	\$0.00	\$72.23	\$333.63	\$1,191.52	\$34,557.30
261	1 Hwy 64	County Line	S	2	2700	18	55.73	61.26	Oil Dirt	\$16,655.71	\$10,712.52	\$12,518.81	\$27,615.23	\$0.00	\$67,502.27
262	1 FM 848	End	T	2	6900	22	39.78	100	HMAC	\$186,713.86	\$0.00	\$0.00	\$422.24	\$888.87	\$188,024.97
263	1 Lamern Dr	End	T	2	1100	21	53.26	100	Oil Dirt	\$12,011.93	\$0.00	\$52.14	\$240.84	\$860.13	\$13,165.04
263	2 McGowan Dr	End	T	2	1000	21	52.38	100	Oil Dirt	\$10,919.93	\$0.00	\$47.40	\$218.94	\$781.93	\$11,968.20
263	3 Cheryl Dr	End	T	2	900	21	61.64	64.83	Oil Dirt	\$5,205.09	\$2,842.31	\$3,519.95	\$4,326.63	\$5,067.09	\$20,961.07
272	1 Hwy. 64	Dead End	T	2	3300	20	62.78	65.2	Oil Dirt	\$17,047.69	\$9,139.86	\$11,073.49	\$13,861.30	\$16,520.71	\$67,643.05
272	2 Spur 248	CR 219	S	2	3700	22	77.11	77.11	Oil Dirt	\$1,755.21	\$3,611.84	\$6,649.34	\$9,384.07	\$10,668.24	\$32,068.70
272	3 CR 219	Hwy. 64	T	2	2700	20	74.58	88.37	Oil Dirt	\$7,110.76	\$506.91	\$1,819.69	\$2,959.16	\$5,591.64	\$17,988.16
273	1 Spur 124	Hwy. 64	S	2	5700	20	55.9	100	Oil Dirt	\$59,279.65	\$0.00	\$257.30	\$1,188.55	\$4,244.78	\$64,970.28
274	1 Hwy. 64	End	T	2	1700	20	49.98	100	Oil Dirt	\$17,714.64	\$0.00	\$76.74	\$354.48	\$1,265.99	\$19,411.85
275	1 City Limits	End	T	2	2700	20	60.24	64.23	Oil Dirt	\$16,005.48	\$8,979.68	\$11,260.36	\$13,312.38	\$31,604.10	\$81,162.00
276	1 Unwood Dr.	End	T	2	1700	21	43.67	100	Oil Dirt	\$30,088.88	\$0.00	\$80.58	\$372.20	\$1,329.29	\$31,870.95
276	2 Byrd Lane	End	T	3	1400	20	46.67	100	Oil Dirt	\$19,315.06	\$0.00	\$63.20	\$291.92	\$1,042.58	\$20,712.76
278	1 Hwy. 64	CR 272	S	2	600	18	81.6	96.21	Oil Dirt	\$1,170.71	\$10.13	\$96.55	\$348.87	\$590.28	\$2,216.54
279	1 Hwy. 31	CR 279	S	2	1300	16	28.84	100	Oil Dirt	\$21,423.95	\$0.00	\$0.00	\$0.00	\$46.76	\$21,470.71
280	1 CR 272	End	T	3	2500	14	27.9	100	Pug Mill	\$36,049.91	\$279.65	\$1,817.95	\$6,203.39	\$8,733.54	\$53,084.44
281	1 CR 281	FM 848	S	3	2400	20	17.71	100	Oil Dirt	\$49,439.87	\$0.00	\$108.34	\$500.44	\$1,787.28	\$51,835.93
282	1 FM 848	End	T	3	1800	14	70.94	82.63	Oil Dirt	\$3,685.21	\$681.94	\$1,238.14	\$2,318.54	\$3,081.62	\$11,005.45
283	1 FM 848	End	T	3	3500	21	74.98	88.91	Oil Dirt	\$9,561.09	\$651.98	\$2,351.47	\$3,932.24	\$7,424.86	\$23,921.64
283	2 CR 283 N	End	T	3	4000	21	62.93	65.22	Oil Dirt	\$21,508.21	\$11,555.39	\$13,932.91	\$17,448.94	\$20,865.63	\$85,311.08
284	1 FM 848	End	T	3	1600	16	16.71	100	Oil Dirt	\$26,367.93	\$0.00	\$57.78	\$266.90	\$953.21	\$27,645.82
285	1 CR 285	FM 345	S	3	300	18	43.95	100	HMAC	\$7,497.05	\$0.00	\$14.53	\$44.24	\$102.09	\$7,657.91
285	2 CR 2216	Boat Ramp West	T	2	23800	22	75.07	100	HMAC	\$272,270.37	\$0.00	\$0.00	\$1,456.44	\$3,065.96	\$276,792.77
285	3 CR 230	Lake	T	2	6600	20	66.03	100	Oil Dirt	\$68,639.59	\$0.00	\$297.93	\$1,376.21	\$4,915.01	\$75,228.74
285	4 CR 230	FM 345	S	3	1000	20	64.33	100	Oil Dirt	\$10,399.94	\$0.00	\$45.14	\$208.52	\$744.70	\$11,359.30
285	5 CR 285	CR 2142	T	2	300	18	20.68	100	Oil Dirt	\$5,561.99	\$0.00	\$12.19	\$56.30	\$201.07	\$5,831.55
285	6 FM 848	CR 2216	S	2	6600	22	84.36	100	Seal Coat	\$15,338.94	\$0.00	\$1,053.29	\$2,943.65	\$5,418.86	\$24,754.54
287	1 CR 285	FM 848	S	2	500	20	48.95	100	HMAC	\$7,533.41	\$0.00	\$26.91	\$81.92	\$189.05	\$7,831.29
288	1 CR 285	End	T	2	3300	14	42.71	100	Oil Dirt	\$41,200.49	\$0.00	\$104.28	\$481.67	\$1,720.25	\$43,506.69
289	1 CR 220	Hwy. 64	S	2	800	20	69.53	74.87	HMAC	\$2,512.84	\$696.78	\$970.94	\$1,506.20	\$1,967.29	\$7,654.05
289	2 Hwy. 64	CR 285	S	2	7200	21	67.3	100	Slurry Seal	\$78,623.53	\$1,368.71	\$6,878.95	\$13,886.67	\$17,596.48	\$118,354.34
290	1 CR 220	End	S	2	8800	21	78.36	78.36	Slurry Seal	\$3,059.42	\$9,167.15	\$17,889.83	\$21,212.46	\$22,130.95	\$73,459.81
291	1 CR 290	End	T	2	900	16	69.36	100	Oil Dirt	\$7,487.96	\$0.00	\$32.50	\$150.13	\$536.18	\$8,206.77
291	2 CR 290	End	T	2	1100	18	54.12	100	Oil Dirt	\$10,295.94	\$0.00	\$44.69	\$206.43	\$737.25	\$11,284.31
292	1 Tucson Oaks	End	T	2	1000	21	46.7	100	Oil Dirt	\$14,454.30	\$0.00	\$47.40	\$218.94	\$781.93	\$15,502.57
292	2 Flagstaff Dr.	End	T	2	3300	21	49.48	100	Oil Dirt	\$37,873.89	\$0.00	\$156.41	\$722.51	\$2,580.38	\$41,333.19
292	3 Tucson Oaks at Yar Dead End	End	T	2	2300	21	46.7	100	Oil Dirt	\$33,244.89	\$0.00	\$109.02	\$503.57	\$1,798.45	\$35,655.93
292	4 Arizona	End	T	2	3400	21	30.7	100	Oil Dirt	\$73,541.81	\$0.00	\$161.15	\$744.41	\$2,658.58	\$77,105.95
292	5 Burro Dr.	End	T	3	3300	21	29.7	100	Oil Dirt	\$71,378.82	\$0.00	\$156.41	\$722.51	\$2,580.38	\$74,838.12
292	6 Phoenix Dr.	End	T	3	3400	21	62.89	100	Oil Dirt	\$37,127.78	\$0.00	\$161.15	\$744.41	\$2,658.58	\$40,691.92
292	7 Yancy Lane	End	T	3	4300	21	70.11	100	Oil Dirt	\$46,955.72	\$0.00	\$203.81	\$941.46	\$3,362.32	\$51,463.31
292	8 Nell Lynn Lane	End	T	2	1000	21	23.68	100	Slurry Seal	\$21,629.95	\$190.10	\$955.41	\$1,928.70	\$2,443.96	\$27,148.12
292	9 Martha Carol Lane	End	T	2	1100	21	46.15	100	Slurry Seal	\$16,547.63	\$209.11	\$1,050.95	\$2,121.57	\$2,688.35	\$22,617.61
292	10 Lake Pines Dr.	End	T	2	700	21	7.7	100	Oil Dirt	\$15,140.96	\$0.00	\$33.18	\$153.26	\$547.35	\$15,874.75
293	1 Hwy. 64	Gate	T	2	1200	18	19.71	100	Oil Dirt	\$22,247.94	\$0.00	\$48.75	\$225.20	\$804.27	\$23,326.16
294	3 Hwy. 64	SS (City Limits)	S	2	18300	22	28.8	100	Slurry Seal	\$414,676.95	\$3,644.45	\$18,316.56	\$36,976.00	\$46,854.12	\$520,468.08
294	4 Hwy. 64	Hwy. 135	S	2	11600	22	79.5	100	Slurry Seal	\$28,583.40	\$2,310.14	\$11,610.50	\$23,438.34	\$29,699.88	\$95,642.26
295	1 CR 230	End	S	2	3600	18	53.12	100	Oil Dirt	\$33,695.80	\$0.00	\$146.26	\$675.60	\$2,412.82	\$36,930.48
297	1 CR 230	End	T	2	1000	12	7.68	100	Oil Dirt	\$12,359.97	\$0.00	\$27.08	\$125.11	\$446.82	\$12,958.98
298	1 Hwy. 64	CR 294	S	2	2900	20	67.89	100	Oil Dirt	\$30,159.82	\$0.00	\$0.00	\$0.00	\$130.39	\$30,290.21

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	Of Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$				
County	Road	Limits	Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs						
Road #	Segment	From	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020	TOTAL	
299	1	CR 294	CR 230	S	2	3100	20	66.09	70.93	Oil Dirt	\$12,936.36	\$5,367.39	\$7,146.55	\$7,940.00	\$8,251.46	\$41,641.76
299	2	CR 246	Hwy. 64	S	2	2600	20	40.71	100	Oil Dirt	\$51,676.76	\$0.00	\$117.37	\$542.14	\$1,936.22	\$54,272.49
299	3	Hwy. 64	CR 294	S	2	5900	20	44.95	100	HMAC	\$148,838.66	\$0.00	\$317.50	\$966.71	\$2,230.79	\$152,353.66
310	1	FM 14 E	End	T	2	2600	16	30.7	100	Oil Dirt	\$42,847.89	\$0.00	\$93.89	\$433.72	\$1,548.97	\$44,924.47
310	2	FM 14 W	End	T	2	1600	18	56.15	63.59	Oil Dirt	\$16,948.90	\$5,216.32	\$6,410.02	\$7,505.74	\$16,855.52	\$52,936.50
311	1	FM 14	Private Road Sign	T	2	900	16	89.59	89.59	Oil Dirt	\$5.89	\$118.23	\$429.47	\$748.91	\$1,408.44	\$2,710.94
312	1	CR 3140	End	T	2	1500	16	0	100	Oil Dirt	\$24,719.94	\$0.00	\$54.17	\$250.22	\$893.64	\$25,917.97
313	1	Hwy. 155	CR 343	P	2	4400	20	13.68	100	Slurry Seal	\$90,639.77	\$796.60	\$4,003.62	\$8,082.19	\$10,241.34	\$113,763.52
313	2	CR 343	FM 2015	P	2	12500	21	38.16	100	Slurry Seal	\$270,374.31	\$2,376.23	\$11,942.62	\$24,108.79	\$30,549.44	\$339,351.39
313	3	FM 2015	FM 14	P	2	16800	21	45.07	100	Slurry Seal	\$272,160.40	\$3,193.65	\$16,050.88	\$32,402.22	\$41,058.45	\$364,865.60
313	4	CR 41	FM 14	P	2	15000	22	37.58	100	Slurry Seal	\$339,899.14	\$0.00	\$0.00	\$0.00	\$741.88	\$340,641.02
314	1	CR 313	End	T	2	3200	20	88.47	88.47	Oil Dirt	\$98.11	\$594.66	\$2,137.11	\$3,485.71	\$6,595.01	\$12,910.60
315	1	CR 32	CR 316	S	3	8500	22	21.71	100	Oil Dirt	\$192,609.51	\$0.00	\$422.07	\$1,949.64	\$6,962.94	\$201,944.16
316	1	CR 313	CR 313	S	3	3100	18	57.13	62.35	Oil Dirt	\$18,341.47	\$11,534.94	\$13,550.70	\$31,706.38	\$0.00	\$75,133.49
317	1	FM 16	FM 14	S	3	9000	21	72.06	100	Oil Dirt	\$98,279.41	\$0.00	\$426.58	\$1,970.49	\$7,037.41	\$107,713.89
318	1	CR 317	End	T	3	3900	14	77.82	77.82	Oil Dirt	\$1,022.11	\$2,308.26	\$4,191.05	\$6,169.21	\$7,119.31	\$20,809.94
319	1	FM 14 North	FM 14	S	3	2600	20	68.26	100	Pug Mill	\$27,039.84	\$415.49	\$2,700.96	\$9,216.46	\$12,975.54	\$52,348.29
319	2	FM 14 West	End	T	3	2200	20	80.85	80.85	Pug Mill	\$402.23	\$2,735.05	\$7,984.69	\$10,823.00	\$12,360.92	\$34,305.89
320	1	FM 14	End	T	3	300	10	76.95	76.95	Oil Dirt	\$66.61	\$134.35	\$247.93	\$347.31	\$393.71	\$1,189.91
322	1	FM 16	Oil Dirt	S	3	1400	12	60.33	60.33	Dirt	\$3,276.84	\$3,789.58	\$4,300.83	\$4,222.30	\$0.00	\$15,589.55
322	2	Oil Dirt	FM 14	T	3	1400	12	46.66	100	Oil Dirt	\$11,597.62	\$0.00	\$37.92	\$175.15	\$625.55	\$12,436.24
323	1	FM 2710	FM 14	S	3	19300	20	40.71	100	Oil Dirt	\$383,600.54	\$0.00	\$871.22	\$4,024.38	\$14,372.69	\$402,868.83
324	1	CR 323	End	T	3	1500	16	73.91	73.91	HMAC	\$824.76	\$1,049.07	\$1,521.46	\$2,821.87	\$4,515.12	\$10,732.28
325	1	FM 14	FM 14	S	3	6300	14	62.69	100	Oil Dirt	\$45,863.73	\$0.00	\$199.07	\$919.56	\$3,284.12	\$50,266.48
326	1	FM 14W	End	T	3	4300	20	51.46	100	Oil Dirt	\$44,719.73	\$0.00	\$194.11	\$896.62	\$3,202.21	\$49,012.67
326	2	FM 14	CR 334	S	3	4400	20	44	100	Slurry Seal	\$72,688.08	\$796.60	\$4,003.62	\$8,082.19	\$10,241.34	\$95,811.83
327	1	Milton St.	End	T	3	600	14	15.69	100	Oil Dirt	\$8,651.98	\$0.00	\$18.96	\$87.58	\$312.77	\$9,071.29
327	2	Ann Ave.	End	T	3	1400	20	55.01	100	Oil Dirt	\$14,559.91	\$0.00	\$63.20	\$291.92	\$1,042.58	\$15,957.61
327	3	James	End	T	3	1400	20	73.11	86.23	Oil Dirt	\$3,851.72	\$408.33	\$1,116.85	\$1,970.42	\$3,130.96	\$10,478.28
328	1	FM 14	CR 327	T	3	2500	20	85.17	91.35	HMAC	\$5,241.59	\$108.13	\$256.75	\$383.23	\$491.97	\$6,481.67
328	2	CR 334	FM 2015	S	3	3000	20	37.95	100	HMAC	\$113,400.05	\$0.00	\$161.44	\$491.55	\$1,134.30	\$115,187.34
328	3	FM 14	CR 334	S	3	3600	20	59.23	100	Oil Dirt	\$37,439.78	\$0.00	\$162.51	\$750.66	\$2,680.92	\$41,033.87
328	4	CR 327	CR 35	S	3	4100	20	50.01	100	Oil Dirt	\$42,639.74	\$0.00	\$185.08	\$854.92	\$3,053.27	\$46,733.01
329	1	FM 14	CR 334	S	3	3100	20	4.68	100	Oil Dirt	\$63,859.84	\$0.00	\$139.94	\$646.40	\$2,308.57	\$66,954.75
330	1	FM 14	CR 334	S	3	4900	20	26.7	100	Oil Dirt	\$100,939.74	\$0.00	\$221.19	\$1,021.73	\$3,649.03	\$105,831.69
331	1	CR 330	End	T	3	2400	16	27.7	100	Oil Dirt	\$39,551.90	\$0.00	\$86.67	\$400.35	\$1,429.82	\$41,468.74
332	1	Hwy 271	FM 14	S	3	3100	21	71.01	82.3	HMAC	\$9,501.99	\$1,818.37	\$3,176.72	\$5,978.98	\$8,543.55	\$29,019.61
333	1	Hwy 271	End	T	3	2000	14	21.01	100	HMAC	\$34,439.97	\$0.00	\$0.00	\$77.88	\$163.96	\$34,681.81
334	1	FM 2015	Hwy 271	S	3	23000	22	38.38	100	Seal Coat	\$622,379.55	\$0.00	\$3,670.56	\$10,258.18	\$18,883.21	\$655,191.50
334	2	Hwy. 155	Hwy. 271	S	3	2200	20	30.67	100	Slurry Seal	\$45,319.89	\$398.30	\$2,001.81	\$4,041.09	\$5,120.67	\$56,881.76
334	3	Hwy. 155	FM 2015	S	3	11600	22	22.67	100	Slurry Seal	\$262,855.33	\$2,310.14	\$11,610.50	\$23,438.34	\$29,699.88	\$329,914.19
335	1	FM 2015 East	End	T	3	1500	18	54.6	100	Pug Mill	\$14,039.92	\$215.73	\$1,402.42	\$4,785.47	\$6,737.30	\$27,180.84
335	2	FM 2015	CR 334	S	3	3300	18	61.77	97.3	Pug Mill	\$31,093.10	\$587.73	\$4,058.35	\$11,267.94	\$15,115.84	\$62,122.96
336	1	CR 337	CR 334	S	3	1500	20	61.37	64.74	Oil Dirt	\$8,383.57	\$4,590.26	\$5,706.67	\$6,966.04	\$8,147.77	\$33,794.31
336	2	I-20 ROW	CR 313	S	3	6400	20	62.71	100	Oil Dirt	\$66,559.60	\$0.00	\$288.90	\$1,334.51	\$4,766.07	\$72,949.08
336	3	I-20	CR 337	S	4	2700	18	71.04	100	Pug Mill	\$7,087.78	\$388.32	\$2,524.36	\$8,613.85	\$12,127.14	\$30,741.45
337	1	CR 334	CR 336	S	3	4800	20	77.73	92.35	Oil Dirt	\$11,431.09	\$518.10	\$1,951.03	\$4,330.01	\$7,881.89	\$26,112.12
338	1	FM 2015	FM 14	S	3	8600	20	80.32	80.32	Oil Dirt	\$1,663.45	\$5,938.30	\$9,946.01	\$17,714.22	\$21,846.22	\$57,108.20
339	1	FM 2015	End	T	3	2800	18	64.25	65.43	Oil Dirt	\$11,907.12	\$6,403.21	\$7,341.42	\$8,949.76	\$11,234.55	\$45,836.06
340	1	FM 2015	End	T	3	1600	14	96.62	96.62	Oil Dirt	\$0.00	\$9.00	\$188.76	\$685.15	\$1,198.04	\$2,080.95
341	1	FM 2015	End	T	3	3400	14	80.32	95.07	Oil Dirt	\$5,220.39	\$111.59	\$489.32	\$1,743.47	\$2,920.13	\$10,484.90
342	1	FM 2015	End	T	3	2300	14	54.79	100	Oil Dirt	\$16,743.90	\$0.00	\$72.68	\$335.71	\$1,198.97	\$18,351.26
342	2	CR 342	FM 2015	S	3	200	10	89.41	89.41	Oil Dirt	\$1.19	\$16.78	\$60.93	\$104.91	\$197.31	\$381.12
343	1	CR 345	Hwy 155	S	3	10900	21	64.87	100	Seal Coat	\$36,623.46	\$0.00	\$1,660.46	\$4,640.51	\$8,542.23	\$51,466.66
344	1	FM 3270	Rth St.	S	3	2900	21	6.49	100	Slurry Seal	\$62,726.84	\$551.28	\$2,770.69	\$5,593.24	\$7,087.47	\$78,729.52
344	2	CR 334	FM 3270	S	3	2000	21	12.67	100	Oil Dirt	\$43,259.89	\$0.00	\$94.80	\$437.89	\$1,563.87	\$45,356.45
345	1	FM 2015	City Limits	S	3	11100	21	67.9	100	Seal Coat	\$37,295.45	\$0.00	\$1,690.93	\$4,725.65	\$8,698.97	\$52,411.00
346	1	FM 2015	FM 16	S	3	5200	22	71.19	83.09	Oil Dirt	\$16,614.92	\$2,917.36	\$5,489.97	\$10,225.79	\$13,873.56	\$49,121.60

SMITH COUNTY PAVER OUTPUT 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	PCI Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$				
County	Road	Limits	Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs						
Road #	Segment	From	To	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020	TOTAL
347	1	FM 2015	Gate	T	3	3000	16	75.96	100	Oil Dirt	\$24,959.85	\$0.00	\$108.34	\$500.44	\$1,787.28	\$27,355.91
347	2	Main Road	End	T	3	600	10	65.55	65.55	Oil Dirt	\$730.51	\$730.77	\$761.32	\$835.27	\$983.92	\$4,011.79
348	1	FM 2015	End	T	3	1900	18	84.12	84.12	Oil Dirt	\$201.12	\$753.68	\$1,555.95	\$2,860.85	\$4,055.25	\$9,426.85
349	1	FM 16	End	T	3	700	14	89.41	89.41	Oil Dirt	\$5.83	\$82.24	\$298.56	\$514.05	\$966.82	\$1,867.50
350	1	FM 2015	End	T	3	1700	20	64.49	64.49	Pug Mill	\$4,510.31	\$7,361.29	\$8,718.47	\$19,319.30	\$295.43	\$40,204.80
351	1	Oil Dirt	Gate	T	3	2700	14	61.45	61.45	Oil Dirt	\$6,737.97	\$8,242.26	\$9,644.83	\$21,478.51	\$0.00	\$46,103.57
351	2	Hwy. 155	Dirt	T	3	4000	14	92.75	92.75	HMAC	\$0.00	\$56.80	\$234.57	\$386.01	\$515.29	\$1,192.67
352	1	CR 3161 W	CR 356	S	3	3000	20	72.94	85.95	Oil Dirt	\$8,294.38	\$934.13	\$2,438.79	\$4,330.74	\$6,770.05	\$22,768.09
352	2	CR 356	CR 3161	S	3	8700	20	70.63	82.07	Oil Dirt	\$25,660.53	\$5,025.00	\$8,778.87	\$16,494.71	\$21,512.58	\$77,471.69
353	1	Hwy. 271	CR 384	S	3	4500	18	38.69	100	Oil Dirt	\$83,429.79	\$0.00	\$182.82	\$844.50	\$3,016.03	\$87,473.14
353	2	IH-20	FM 16	S	3	10900	21	22.6	100	Slurry Seal	\$235,766.40	\$2,072.07	\$10,413.96	\$21,022.87	\$26,639.12	\$295,914.42
353	3	Hwy. 271	IH20	S	3	3300	20	6.6	100	Slurry Seal	\$67,979.83	\$597.45	\$3,002.72	\$6,061.64	\$7,681.00	\$85,322.64
354	1	PMO	CR 355	T	3	5100	20	36.91	100	Pug Mill	\$105,059.73	\$814.99	\$5,298.04	\$18,078.45	\$25,452.02	\$154,703.23
354	2	CR 355	CR 353	S	3	800	18	19.91	100	Pug Mill	\$14,831.96	\$115.06	\$747.96	\$2,552.25	\$3,593.23	\$21,840.46
354	3	FM 16	PMO	T	3	5900	20	17.91	100	Pug Mill	\$121,539.69	\$942.83	\$6,129.10	\$20,914.28	\$29,444.49	\$178,970.39
355	1	CR 353	CR 354	S	3	1700	18	27.69	100	Oil Dirt	\$31,517.92	\$0.00	\$69.07	\$319.03	\$1,139.39	\$33,045.41
356	1	OD	River Bridge	T	3	9600	21	50.64	100	Oil Dirt	\$104,831.37	\$0.00	\$455.02	\$2,101.85	\$7,506.57	\$114,894.81
356	2	FM 16	CR 363	T	3	11300	22	50.44	100	Slurry Seal	\$129,271.23	\$2,250.40	\$11,310.23	\$22,832.18	\$28,931.78	\$194,595.82
356	3	CR 363	Oil Dirt	T	3	5900	22	50.44	100	Slurry Seal	\$67,495.60	\$1,174.99	\$5,905.34	\$11,921.22	\$15,105.97	\$101,603.12
357	1	CR 363	End	T	3	400	16	74.56	88.36	Oil Dirt	\$843.29	\$60.14	\$215.92	\$350.72	\$662.71	\$2,132.78
357	2	CR 366	CR 363	S	3	2000	20	78.84	93.58	Oil Dirt	\$4,585.69	\$162.67	\$624.48	\$1,660.83	\$2,939.90	\$9,973.57
358	1	FM 757	CR 353	S	3	9100	20	44.69	100	Oil Dirt	\$143,927.29	\$0.00	\$410.78	\$1,897.51	\$6,776.76	\$153,012.34
359	1	CR 362	CR 357	S	3	8600	20	60.23	64.23	Oil Dirt	\$51,007.60	\$28,601.93	\$35,866.33	\$42,419.84	\$100,664.91	\$258,560.61
359	2	CR 362	End	T	3	1300	16	84.44	84.44	Oil Dirt	\$115.56	\$434.49	\$928.68	\$1,698.97	\$2,445.26	\$5,622.96
361	1	CR 359	End	T	3	3700	18	80.63	95.35	Oil Dirt	\$7,283.74	\$133.19	\$662.98	\$2,372.46	\$3,916.50	\$14,368.87
362	1	CR 352	CR 359	S	3	3600	20	83.46	97.68	Oil Dirt	\$7,670.97	\$0.00	\$500.29	\$1,849.98	\$3,597.89	\$13,619.13
363	1	FM 16	CR 356	S	3	15100	21	68.59	85.78	Slurry Seal	\$54,273.34	\$11,184.56	\$23,987.17	\$34,737.58	\$37,921.65	\$162,104.30
364	1	CR 363	End	T	3	1200	14	85.47	98.94	Oil Dirt	\$1,756.02	\$0.00	\$81.14	\$308.35	\$747.99	\$2,893.50
365	1	FM 16	Dirt	T	3	700	16	35.69	100	Oil Dirt	\$11,535.97	\$0.00	\$25.28	\$116.77	\$417.03	\$12,095.05
366	1	CR 363	CR 369	S	3	10800	21	37.7	100	Oil Dirt	\$233,603.41	\$0.00	\$511.90	\$2,364.59	\$8,444.89	\$244,924.79
366	2	CR 369	SC	S	3	15700	21	34.7	100	Oil Dirt	\$339,590.14	\$0.00	\$744.15	\$3,437.41	\$12,276.36	\$356,048.06
366	3	OD	CR 374	S	3	4400	21	18.84	100	Seal Coat	\$113,651.92	\$0.00	\$670.28	\$1,873.23	\$3,448.24	\$119,643.67
367	1	CR 366	End	T	3	2000	16	89.76	89.76	Oil Dirt	\$7.73	\$257.22	\$938.30	\$1,651.90	\$3,102.77	\$5,957.92
368	1	CR 366	Oil Dirt	T	3	3800	20	87.55	87.55	Oil Dirt	\$186.40	\$772.33	\$2,744.56	\$4,638.46	\$8,126.40	\$16,468.15
368	2	OD	Gate	T	3	7400	16	80.65	80.65	Oil Dirt	\$1,106.57	\$3,966.53	\$6,544.31	\$12,038.92	\$14,957.86	\$38,614.19
369	1	CR 366	FM 16	S	3	12200	21	52.21	100	Oil Dirt	\$133,223.20	\$0.00	\$578.25	\$2,671.11	\$9,539.59	\$146,012.15
370	1	FM 1252	Hwy 271	P	3	8300	21	23.12	100	Seal Coat	\$214,388.84	\$0.00	\$1,264.39	\$3,533.60	\$6,504.63	\$225,691.46
370	2	Hwy 271	FM 16	P	3	4200	21	1.51	100	Seal Coat	\$108,485.92	\$0.00	\$639.81	\$1,788.09	\$3,291.50	\$114,205.32
370	3	FM 2767	FM 1252	P	3	21200	22	44.01	100	Seal Coat	\$373,552.09	\$0.00	\$3,383.30	\$9,455.36	\$17,405.40	\$403,796.15
371	1	Hwy 271	FM 1252	T	3	8800	21	55.89	100	Oil Dirt	\$96,095.42	\$0.00	\$417.10	\$1,926.70	\$6,881.02	\$105,320.24
372	1	FM 2767	End	T	3	2600	20	18.7	100	Oil Dirt	\$53,559.86	\$0.00	\$117.37	\$542.14	\$1,936.22	\$56,155.59
373	1	CR 3131	CR 3132	S	3	3900	20	14.7	100	Oil Dirt	\$80,339.80	\$0.00	\$176.05	\$813.22	\$2,904.33	\$84,233.40
373	2	CR 366	CR 3131	S	3	10000	18	30.69	100	Oil Dirt	\$185,399.53	\$0.00	\$406.27	\$1,876.66	\$6,702.29	\$194,384.75
373	3	CR 366	FM 16	S	3	9600	18	23.7	100	Oil Dirt	\$177,983.55	\$0.00	\$390.02	\$1,801.59	\$6,434.20	\$186,609.36
373	4	CR 3132	CR 366	S	3	7900	20	30.7	100	Oil Dirt	\$162,739.59	\$0.00	\$356.61	\$1,647.29	\$5,883.12	\$170,626.61
374	1	CR 3110	Co. Line	S	3	5800	22	19.69	100	Oil Dirt	\$131,427.67	\$0.00	\$288.00	\$1,330.34	\$4,751.18	\$137,797.19
374	2	Hwy. 271	CR 3110	S	3	7600	18	20.69	100	Oil Dirt	\$140,903.64	\$0.00	\$308.76	\$1,426.26	\$5,093.74	\$147,732.40
374	3	Hwy. 271	CR 3107	S	3	2600	20	20.69	100	Oil Dirt	\$53,559.86	\$0.00	\$117.37	\$542.14	\$1,936.22	\$56,155.59
375	1	Loop 323	City Limits	S	3	200	30	53.95	100	HMAC	\$3,719.99	\$0.00	\$16.14	\$49.15	\$113.43	\$3,898.71
376	1	CR 384	Loop 323	S	3	9700	21	76.62	100	HMAC	\$76,085.35	\$216.36	\$2,015.72	\$7,078.47	\$11,307.92	\$96,703.82
376	2	City Limits	Loop 323	S	3	900	21	89.04	89.04	HMAC	\$18.26	\$120.09	\$247.01	\$560.06	\$839.71	\$1,785.13
376	3	Hwy 271	RR Bridge	S	3	500	40	58.75	59.77	HMAC	\$6,249.96	\$4,301.27	\$4,508.76	\$4,725.04	\$4,950.02	\$24,735.05
376	4	90 Deg Curve	Dead End	S	3	1500	18	33.7	100	Oil Dirt	\$27,809.93	\$0.00	\$60.94	\$281.50	\$1,005.34	\$29,157.71
377	1	Loop 323	City Limits	S	3	2900	22	21.95	100	HMAC	\$120,582.05	\$0.00	\$171.67	\$522.68	\$1,206.14	\$122,482.54
378	1	Loop 323	CR 381	S	3	3675	22	81.85	81.85	Oil Dirt	\$658.73	\$2,394.46	\$4,120.59	\$7,757.10	\$10,036.51	\$24,967.39
378	2	CR 381	Hobbs Rd	S	3	7634	20	74.86	88.77	Oil Dirt	\$19,933.39	\$1,374.80	\$4,956.90	\$8,214.85	\$15,525.68	\$50,005.62
378	3	FM 384	End	T	4	4500	20	66.99	100	Oil Dirt	\$46,799.72	\$0.00	\$203.13	\$938.33	\$3,351.15	\$51,292.33
378	4	CR 384	FM 2767	S	3	4600	20	70.28	81.42	Oil Dirt	\$13,696.69	\$2,854.09	\$4,778.62	\$9,023.01	\$11,498.56	\$41,850.97

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID		Section ID		Rank	Length	Width	If Condition	Of Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$	TOTAL	
County Road #	Road Segment	Limits From	Limits To	Roadway Class.	County Precinct	Road Length (ft)	Road Width (ft)	PCI Before	PCI After	Road Surface	Unconstrained Repair Costs					
											2016	2017	2018	2019		2020
379	1 CR 378	Hebron Rd.	End	S	4	200	12	61.24	61.24	Oil Dirt	\$435.37	\$529.50	\$618.99	\$1,363.72	\$0.00	\$2,947.58
380	1 CR 384		End	T	4	3500	20	39.62	100	HMAC	\$86,099.94	\$0.00	\$0.00	\$194.71	\$409.89	\$86,704.54
381	1 CR 3203		CR 376	S	4	6100	20	68.57	68.57	HMAC	\$8,717.11	\$12,277.75	\$15,304.68	\$17,844.53	\$33,717.26	\$87,861.33
381	2 CR 382		CR 3203	S	4	3200	20	16.69	100	Oil Dirt	\$65,919.83	\$0.00	\$144.45	\$667.26	\$2,383.04	\$69,114.58
382	1 Hwy. 271		Hwy. 271	S	4	6500	22	36.02	100	Seal Coat	\$175,889.87	\$0.00	\$1,037.33	\$2,899.05	\$5,336.56	\$185,162.81
383	1 FM 271		Gate	T	4	4100	21	51.98	100	HMAC	\$44,771.73	\$0.00	\$0.00	\$239.49	\$504.16	\$45,515.38
384	1 SC		City Limits	P	3	14900	22	58.95	100	HMAC	\$203,235.26	\$0.00	\$882.02	\$2,685.49	\$6,197.07	\$212,999.84
384	2 FM 2908		CR 391	P	3	8300	22	52.59	100	Seal Coat	\$29,215.57	\$0.00	\$1,324.59	\$3,701.86	\$6,814.38	\$41,056.40
384	3 CR 391		HM	P	3	13600	22	38.57	100	Seal Coat	\$368,015.73	\$0.00	\$2,170.42	\$6,065.70	\$11,165.73	\$387,417.58
384	4 I-20		FM 2908	P	3	16700	22	38.2	100	Slurry Seal	\$378,421.04	\$3,325.81	\$16,715.11	\$33,743.13	\$42,757.58	\$474,962.67
385	1 S. Travis Dr.		End	T	3	2600	21	29.7	100	Oil Dirt	\$56,237.86	\$0.00	\$123.23	\$569.25	\$2,033.03	\$58,963.37
385	2 CR 384		End	T	4	6800	20	40.7	100	Oil Dirt	\$135,224.10	\$0.00	\$306.96	\$1,417.92	\$5,063.95	\$142,012.93
386	1 CR 384		FM 2767	S	3	1300	21	71.53	83.68	Oil Dirt	\$3,927.90	\$641.07	\$1,270.82	\$2,350.73	\$3,269.34	\$11,459.86
387	1 Lamond Dr.		End	T	3	1900	21	84.71	98.5	Oil Dirt	\$4,200.95	\$0.00	\$224.55	\$844.14	\$1,861.16	\$7,130.80
387	2 Nelray Ave.		End	T	3	600	20	14.69	100	Oil Dirt	\$12,359.97	\$0.00	\$27.08	\$125.11	\$446.82	\$12,958.98
388	1 CR 384		End	T	3	2500	16	52.39	100	Oil Dirt	\$20,799.88	\$0.00	\$90.28	\$417.03	\$1,489.40	\$22,796.59
389	1 FM 2767		County Sign	T	4	2100	18	11.69	100	Oil Dirt	\$38,933.90	\$0.00	\$85.32	\$394.10	\$1,407.48	\$40,820.80
390	1 OD		Gate	T	3	900	18	48.61	100	HMAC	\$10,022.74	\$0.00	\$0.00	\$45.06	\$94.86	\$10,162.66
390	2 FM 2767		Dirt	T	3	1700	18	0	100	Oil Dirt	\$31,517.92	\$0.00	\$69.07	\$319.03	\$1,139.39	\$33,045.41
391	1 CR 384		End	T	3	6200	20	34.04	100	HMAC	\$152,519.89	\$0.00	\$0.00	\$344.92	\$726.09	\$153,590.90
392	1 CR 391		End	T	3	3500	20	48.7	100	Oil Dirt	\$41,041.13	\$0.00	\$157.99	\$729.81	\$2,606.45	\$44,535.38
393	1 FM 2908		End	S	3	3200	20	13.69	100	Oil Dirt	\$65,919.83	\$0.00	\$144.45	\$667.26	\$2,383.04	\$69,114.58
395	1 CR 384			S	3	1600	16	21.71	100	Oil Dirt	\$26,367.93	\$0.00	\$57.78	\$266.90	\$953.21	\$27,645.82
395	2	0.312	End	T	3	600	16	0	100	Oil Dirt	\$9,887.97	\$0.00	\$21.67	\$100.09	\$357.46	\$10,367.19
396	1 CR 395		End	T	3	1600	18	16.71	100	Oil Dirt	\$29,663.92	\$0.00	\$65.00	\$300.26	\$1,072.37	\$31,101.55
397	1 FM 2908		End	S	3	7700	18	16.69	100	Oil Dirt	\$142,757.64	\$0.00	\$312.83	\$1,445.02	\$5,160.76	\$149,676.25
398	1 FM 2767		End	T	3	9500	20	3.69	100	Oil Dirt	\$195,699.50	\$0.00	\$428.84	\$1,980.91	\$7,074.64	\$205,183.89
399	1 FM 757		End	T	3	1700	14	6.7	100	Oil Dirt	\$24,513.94	\$0.00	\$53.72	\$248.14	\$886.19	\$25,701.99
410	1 CR 49		Cemetery End	T	3	1300	12	77.96	92.61	Oil Dirt	\$1,843.20	\$80.01	\$301.82	\$692.07	\$1,254.55	\$4,171.65
411	1 FM 849		I-20	S	3	6500	20	35.71	100	Oil Dirt	\$133,899.66	\$0.00	\$293.42	\$1,355.36	\$4,840.54	\$140,388.98
411	2 CR 471		I-20	S	3	6500	20	60.94	78.37	Pug Mill	\$37,166.98	\$11,335.07	\$25,659.13	\$32,786.04	\$76,083.94	\$183,031.16
411	3 Hwy. 110		CR 46	S	3	11900	18	61.51	79.79	Pug Mill	\$59,408.96	\$15,598.08	\$40,336.07	\$53,273.28	\$125,362.92	\$293,979.31
412	1 Hwy. 110 W		End	T	3	3700	14	67.31	100	Oil Dirt	\$26,935.84	\$0.00	\$116.91	\$540.06	\$1,928.77	\$29,521.58
412	2 Hwy. 110 E		Dead End	S	3	4900	16	64.39	65.46	Oil Dirt	\$37,957.74	\$9,560.68	\$10,147.32	\$11,518.24	\$13,941.92	\$83,125.90
413	1 Hwy 64		FM 727	S	3	10100	22	55.15	100	Slurry Seal	\$115,543.31	\$2,011.42	\$10,109.14	\$20,407.52	\$25,859.38	\$173,930.77
414	1 FM 724		FM 724	S	3	6500	20	68.99	100	Oil Dirt	\$67,599.60	\$0.00	\$293.42	\$1,355.36	\$4,840.54	\$74,088.92
415	1 CR 416		Hot Mix-Millings	T	3	8700	18	55.89	61.4	Oil Dirt	\$53,416.70	\$34,243.89	\$40,055.94	\$88,982.41	\$0.00	\$216,698.94
415	2 CR 413		CR 416	S	3	10900	20	59.87	75.67	Pug Mill	\$65,684.09	\$24,901.12	\$46,580.07	\$56,409.32	\$127,586.92	\$321,161.52
415	3 CR 49		OD	T	3	6700	20	65.52	89.32	Pug Mill	\$29,104.53	\$4,162.18	\$16,681.95	\$29,870.27	\$35,940.81	\$115,759.74
416	1 FM 724		CR 415	S	4	1700	18	52.2	100	Oil Dirt	\$15,911.90	\$0.00	\$69.07	\$319.03	\$1,139.39	\$17,439.39
417	1 CR 415		FM 724	S	3	6900	20	52.2	100	Oil Dirt	\$71,759.57	\$0.00	\$311.47	\$1,438.77	\$5,138.42	\$78,648.23
418	1 CR 415		End	T	4	1500	18	96.87	96.87	Oil Dirt	\$0.00	\$1.29	\$218.21	\$796.53	\$1,422.05	\$2,438.08
419	1 CR 420		Dead End	S	4	5400	22	97.31	97.31	Oil Dirt	\$0.00	\$0.00	\$888.72	\$3,265.93	\$6,091.80	\$10,246.45
419	2 FM 724 N.		CR 419 W	S	4	300	12	74.14	74.14	Oil Dirt	\$120.40	\$202.11	\$359.96	\$443.93	\$477.91	\$1,604.31
419	3 FM 724		CR 420	S	4	17000	21	41.02	100	Slurry Seal	\$349,135.91	\$3,231.67	\$16,241.96	\$32,787.96	\$41,547.24	\$442,944.74
420	1 FM 1995		CR 419	S	4	11500	21	64.3	65.46	Oil Dirt	\$117,248.73	\$29,450.32	\$31,257.37	\$35,480.30	\$42,946.10	\$256,382.82
420	2 CR 419		County Line	S	4	9700	18	45.67	100	Oil Dirt	\$129,348.46	\$0.00	\$394.08	\$1,820.36	\$6,501.22	\$138,064.12
421	1 CR 420		County Line	S	4	1800	20	96.89	96.89	Oil Dirt	\$0.00	\$1.03	\$290.24	\$1,058.75	\$1,894.56	\$3,244.58
422	1 CR 422		FM 1995	S	4	13900	18	57.98	62.94	Oil Dirt	\$80,116.27	\$48,833.83	\$58,476.07	\$68,104.26	\$146,432.32	\$401,962.75
423	1 Hwy 64		CR 46	S	4	6300	21	33.82	100	Seal Coat	\$162,728.88	\$0.00	\$959.71	\$2,682.13	\$4,937.25	\$171,307.97
424	1 Hwy. 110		I-20	S	4	10700	16	78.84	93.58	Oil Dirt	\$19,626.77	\$696.24	\$2,672.78	\$7,108.35	\$12,582.77	\$42,686.91
424	2 FM 1995		End	T	4	6300	16	70.64	82.09	Oil Dirt	\$14,861.66	\$2,906.21	\$5,076.75	\$9,539.18	\$12,462.46	\$44,846.26
426	1 I-20		OD	S	4	4200	20	81.23	91.52	HMAC	\$9,135.97	\$348.85	\$780.72	\$1,934.89	\$3,260.36	\$15,460.79
426	2 FM 1995		I-20	S	4	600	20	79.49	89.1	HMAC	\$1,344.49	\$75.56	\$154.23	\$353.40	\$531.64	\$2,459.32
426	3 HM		Hwy 110	S	4	4900	20	62.62	100	Oil Dirt	\$50,959.70	\$0.00	\$221.19	\$1,021.73	\$3,649.03	\$55,851.65
426	4 County Line		FM 1995	S	4	14700	18	69.16	100	HMAC	\$164,051.40	\$0.00	\$711.96	\$2,167.73	\$5,002.27	\$171,933.36
427	1 Hwy. 69		FM 2016	S	4	5300	20	43.49	100	Pug Mill	\$90,312.48	\$0.00	\$0.00	\$0.00	\$238.30	\$90,550.78
427	2 FM 2016		Hwy 110	S	4	10500	20	44.64	100	Slurry Seal	\$166,604.52	\$0.00	\$0.00	\$0.00	\$472.10	\$167,076.62

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	Edf Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$			
County Road #	Road Segment	Limits From To	Roadway Class.	County Precinct	Road Length (ft)	Road Width (ft)	PCI Before	PCI After	Road Surface	Unconstrained Repair Costs					TOTAL
										2016	2017	2018	2019	2020	
428	1 Hwy. 110	CR 49	S	4	9000	20	56.18	100	Oil Dirt	\$93,599.44	\$0.00	\$0.00	\$0.00	\$404.66	\$94,004.10
429	1 FM 3271	Hwy. 69	S	4	1500	20	66.01	70.63	Oil Dirt	\$6,295.48	\$2,680.66	\$3,496.15	\$3,992.64	\$3,992.64	\$20,316.92
429	2 FM 2016	FM 3271	S	4	10600	21	45.67	100	Oil Dirt	\$164,908.18	\$0.00	\$502.42	\$2,320.80	\$8,288.50	\$176,019.90
431	1 Hwy. 69 N/W	I-20	P	3	11500	22	48.76	100	HMAC	\$230,494.23	\$268.73	\$2,503.56	\$8,791.62	\$14,044.69	\$256,102.83
431	2 I-20 N/W	CR 41	P	4	4100	22	67.96	76.21	HMAC	\$16,290.44	\$4,147.32	\$7,727.35	\$11,270.30	\$13,755.99	\$53,191.40
431	3 Hwy. 69 South	City Limits	P	3	40200	21	70.62	95.13	Slurry Seal	\$124,537.01	\$13,353.20	\$42,592.67	\$83,344.43	\$99,668.19	\$363,495.50
431	4 CR 41 N/W	City Limits	P	3	19800	22	36.6	100	Slurry Seal	\$448,666.86	\$3,943.18	\$19,817.92	\$40,006.82	\$50,694.62	\$563,129.40
432	1 City Limits	City Limits	T	4	1600	14	4.71	100	Oil Dirt	\$23,071.94	\$0.00	\$50.56	\$233.54	\$834.06	\$24,190.10
433	1 FM 849	CR 472	S	3	6800	20	51.36	100	Seal Coat	\$21,759.68	\$0.00	\$986.55	\$2,757.14	\$5,075.33	\$30,578.70
433	2 I-20	CR 471	S	4	8500	20	59.99	67.18	Seal Coat	\$52,818.42	\$24,536.33	\$37,399.50	\$30,770.73	\$0.00	\$145,524.98
433	3 CR 472	I-20	S	4	2600	18	69.98	70.46	Seal Coat	\$7,033.97	\$2,400.37	\$2,497.29	\$2,603.09	\$2,926.35	\$17,461.07
433	4 Hwy. 110	CR 471	S	4	6400	21	26.74	100	Slurry Seal	\$138,431.65	\$1,216.63	\$6,114.62	\$12,343.70	\$15,641.32	\$173,747.92
434	1 Hwy. 110	I-20	S	4	5100	20	51.58	100	Oil Dirt	\$53,039.68	\$0.00	\$230.22	\$1,063.44	\$3,797.97	\$58,131.31
434	2 CR 436	I-20	S	4	10700	18	58.89	100	Pug Mill	\$100,151.40	\$1,538.90	\$10,003.94	\$34,136.36	\$48,059.40	\$193,890.00
434	3 CR 436	FM 16	S	4	9900	18	64.76	87.54	Pug Mill	\$40,737.68	\$6,416.66	\$24,369.41	\$40,618.48	\$48,297.15	\$160,439.38
435	1 CR 434	FM 849	S	4	2700	18	67.79	72.25	HMAC	\$8,901.04	\$2,668.02	\$4,287.10	\$5,674.32	\$6,853.78	\$28,384.26
436	1 OD	OD	S	3	1600	20	50.95	100	HMAC	\$19,839.93	\$0.00	\$86.10	\$262.16	\$604.96	\$20,793.15
436	2 FM 16	HM	S	3	5900	21	55.19	100	Oil Dirt	\$64,427.61	\$0.00	\$279.65	\$1,291.76	\$4,613.41	\$70,612.43
436	3 CR 434	HM	S	4	3400	18	70.25	81.38	Oil Dirt	\$9,118.67	\$1,906.20	\$3,184.25	\$6,012.20	\$7,649.04	\$27,870.36
437	1 Hwy. 110	State Maintenance	S	3	6900	20	28.72	100	Oil Dirt	\$142,139.64	\$0.00	\$311.47	\$1,438.77	\$5,138.42	\$149,028.30
437	2 CR 440	State Maintenance	S	3	9300	18	63.28	100	Pug Mill	\$87,047.48	\$1,337.55	\$8,695.02	\$29,669.92	\$41,771.25	\$168,521.22
438	1 I-20	Hwy. 110	S	4	4300	18	48.72	100	Oil Dirt	\$45,300.66	\$0.00	\$174.70	\$806.96	\$2,881.99	\$49,164.31
438	2 CR 434	I-20	S	3	5300	18	57.49	100	Pug Mill	\$49,607.70	\$762.26	\$4,955.22	\$16,908.67	\$23,805.12	\$96,038.97
440	1 Hwy. 110	End	T	4	800	12	50.08	100	Oil Dirt	\$4,991.97	\$0.00	\$21.67	\$100.09	\$357.46	\$5,471.19
440	2 Service Rd.	CR 434	S	4	11300	18	30.92	100	Pug Mill	\$209,501.47	\$1,625.19	\$10,564.91	\$36,050.55	\$50,754.32	\$308,496.44
441	1 FM 16	CR 440	S	3	2300	16	71.62	71.62	Pug Mill	\$1,601.38	\$5,670.51	\$8,464.06	\$9,860.40	\$21,537.61	\$47,133.96
442	1 FM 16	CR 482	S	3	26300	18	28.72	100	Oil Dirt	\$487,600.76	\$0.00	\$1,068.48	\$4,935.60	\$17,627.03	\$511,231.87
443	1 CR 442	CR 444	S	4	3800	18	22.72	100	Oil Dirt	\$70,451.82	\$0.00	\$154.38	\$713.13	\$2,546.87	\$73,866.20
444	1 CR 445	CR 482	S	3	17000	18	40.72	100	Oil Dirt	\$303,941.48	\$0.00	\$690.66	\$3,190.31	\$11,393.90	\$319,216.35
445	1 CR 483	CR 442	S	3	18200	18	58.25	100	Oil Dirt	\$170,350.98	\$0.00	\$739.41	\$3,415.51	\$12,198.17	\$186,704.07
445	2 CR 452	CR 484	S	3	6000	16	42.7	100	Oil Dirt	\$85,660.47	\$0.00	\$216.68	\$1,000.88	\$3,574.56	\$90,452.59
445	3 CR 452	CR 483	S	4	6300	20	45.24	100	Slurry Seal	\$96,106.82	\$1,140.59	\$5,732.46	\$11,572.22	\$14,663.73	\$129,215.82
446	1 Hwy. 110	CR 448	S	3	14800	20	68.03	100	Oil Dirt	\$153,919.08	\$0.00	\$668.08	\$3,086.06	\$11,021.55	\$168,694.77
447	1 FM 1805	Hwy 110	S	4	14800	20	54.72	100	HMAC	\$216,081.24	\$314.40	\$2,929.07	\$10,285.85	\$16,431.73	\$246,042.29
448	1 FM 1805	OD	S	3	2000	22	59.95	60.1	HMAC	\$13,222.18	\$9,043.87	\$9,354.65	\$9,673.70	\$9,998.42	\$51,292.82
448	2 FM 1805	FM 1253	S	4	11000	20	66.83	75.37	Slurry Seal	\$43,460.78	\$14,186.83	\$22,767.55	\$25,469.56	\$26,383.18	\$132,267.80
448	3 FM 1253	CR 452	S	3	9700	21	12.8	100	Slurry Seal	\$209,810.47	\$1,843.95	\$9,267.47	\$18,708.42	\$23,706.37	\$263,336.68
450	1 FM 1253	CR 445	S	3	16900	17	66.11	71	Oil Dirt	\$59,857.33	\$24,739.85	\$33,070.87	\$36,792.94	\$38,236.19	\$192,697.18
451	1 CR 450	End	T	3	4200	18	29.72	100	Oil Dirt	\$77,867.80	\$0.00	\$170.63	\$788.20	\$2,814.96	\$81,641.59
452	1 CR 448	CR 455	P	3	9200	18	68.04	76.71	Oil Dirt	\$29,707.94	\$7,539.66	\$13,976.25	\$19,307.81	\$21,760.00	\$92,292.26
452	2 FM 1253	CR 448	P	3	10800	18	71	82.76	Oil Dirt	\$28,381.84	\$5,173.26	\$9,493.89	\$17,726.01	\$23,740.00	\$84,515.00
452	3 CR 445	CR 431	P	3	5500	18	40.7	100	Oil Dirt	\$98,435.19	\$0.00	\$223.45	\$1,032.16	\$3,686.26	\$103,377.06
452	4 CR 4118	FM 1804	P	3	9300	20	22.71	100	Oil Dirt	\$191,579.51	\$0.00	\$419.81	\$1,939.21	\$6,925.70	\$200,864.23
452	5 Hwy. 69	CR 4118	P	3	2900	20	10.71	100	Oil Dirt	\$59,739.85	\$0.00	\$130.91	\$604.70	\$2,159.63	\$62,635.09
452	6 CR 455	CR 445	P	3	10000	20	42.7	100	Oil Dirt	\$178,459.31	\$0.00	\$451.41	\$2,085.17	\$7,446.99	\$188,442.88
452	7 CR 431	Hwy. 69	P	3	15300	18	50.92	100	Pug Mill	\$143,207.14	\$2,200.48	\$14,304.71	\$48,811.81	\$68,720.45	\$277,244.59
452	8 CR 4125	FM 2710	P	3	7600	20	56.11	65.32	Pug Mill	\$51,514.36	\$32,141.32	\$38,540.75	\$86,368.63	\$1,320.76	\$209,885.82
452	9 FM 1804	CR 4125	P	3	7400	20	59.62	75.02	Pug Mill	\$44,962.73	\$17,865.54	\$32,015.55	\$38,523.11	\$86,618.64	\$219,985.57
453	1 FM 1253	Van Zandt County I	S	3	3400	18	41.9	100	Pug Mill	\$57,105.69	\$489.00	\$3,178.82	\$10,847.07	\$15,271.21	\$86,891.79
454	1 FM 1253	Van Zandt County I	S	3	4900	18	34.66	100	Oil Dirt	\$90,845.77	\$0.00	\$199.07	\$919.56	\$3,284.12	\$95,248.52
455	1 SS	CR 452	P	3	2100	20	58.14	100	Oil Dirt	\$21,839.87	\$0.00	\$94.80	\$437.89	\$1,563.87	\$23,936.43
455	2 FM 1253	OD	P	3	14900	22	68.77	100	Slurry Seal	\$170,454.98	\$2,967.34	\$14,913.48	\$30,106.14	\$38,148.98	\$256,590.92
456	1 CR 452	CR 455	S	3	2100	18	73.83	81.15	HMAC	\$5,090.96	\$831.57	\$1,392.26	\$1,888.37	\$2,873.85	\$12,077.01
457	1 FM 1253	End	T	3	13800	20	46.64	100	Oil Dirt	\$163,160.15	\$0.00	\$532.66	\$2,460.50	\$8,787.45	\$174,940.76
458	1 CR 460	FM 1253	S	3	5900	16	47.66	100	Oil Dirt	\$60,353.71	\$0.00	\$213.06	\$984.20	\$3,514.98	\$65,065.95
459	1 CR 460	CR 458	S	3	5700	14	39.66	100	Oil Dirt	\$82,193.79	\$0.00	\$180.11	\$831.98	\$2,971.35	\$86,177.23
460	1 FM 1253	End	S	3	8800	20	68.42	77.6	Oil Dirt	\$30,571.34	\$7,548.34	\$13,788.90	\$20,000.44	\$22,978.14	\$94,887.16
460	2 Van Zandt County I	FM 1253	S	3	4700	16	70.55	81.94	Oil Dirt	\$11,114.52	\$2,205.54	\$3,816.32	\$7,177.61	\$9,322.55	\$33,636.54

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID		Section ID		Rank	Length	Width	IF Condition	BD Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$	
County	Road	Limits	Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs					TOTAL
Road #	Segment	From	To	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020	
461	1 Hwy. 69	CR 463	S	3	3500	20	27.95	100	HMAC	\$132,300.06	\$0.00	\$188.35	\$573.47	\$1,323.35	\$134,385.23
461	2 CR 431	City Limits	S	3	3000	20	7.76	100	HMAC	\$131,400.20	\$63.73	\$593.73	\$2,084.97	\$3,330.76	\$137,473.39
461	3 CR 431 E	End	S	3	3900	16	50.02	100	Oil Dirt	\$32,447.81	\$0.00	\$140.84	\$650.57	\$2,323.46	\$35,562.68
462	1 FM 1253	FM 1253	S	3	11100	20	53.92	100	Oil Dirt	\$115,439.31	\$0.00	\$501.06	\$2,314.54	\$8,266.16	\$126,521.07
463	1 I-20	City Limits	S	3	11900	20	57.95	100	HMAC	\$147,559.46	\$0.00	\$640.39	\$1,949.81	\$4,499.40	\$154,649.06
463	2 CR 461	I-20	S	3	3200	18	69.51	79.34	HMAC	\$9,063.35	\$2,119.27	\$3,514.13	\$6,243.87	\$8,181.43	\$29,122.05
463	3 CR 471	CR 461	S	3	4800	18	66.67	73.01	Oil Dirt	\$17,276.13	\$5,811.32	\$9,161.99	\$10,838.48	\$11,484.35	\$54,572.27
466	1 Hwy. 69	End	T	3	2900	12	26.71	100	Oil Dirt	\$35,843.91	\$0.00	\$78.55	\$362.82	\$1,295.78	\$37,581.06
467	1 FM 16	.130M	T	3	700	14	82.94	97.28	Oil Dirt	\$1,049.11	\$0.00	\$73.70	\$270.71	\$503.34	\$1,896.86
467	2 FM 16	Gate	T	3	300	12	4.64	100	Oil Dirt	\$3,707.99	\$0.00	\$8.13	\$37.53	\$134.05	\$3,887.70
468	1 Hwy 110	Hwy. 69	S	3	15700	21	65.61	100	Slurry Seal	\$171,442.97	\$2,984.54	\$14,999.93	\$30,280.65	\$38,370.10	\$258,078.19
469	1 CR 468	End	T	3	2500	20	35.68	100	Oil Dirt	\$51,499.87	\$0.00	\$112.85	\$521.29	\$1,861.75	\$53,995.76
470	1 CR 468	End	T	3	2800	14	54.98	100	Oil Dirt	\$20,383.88	\$0.00	\$88.48	\$408.69	\$1,459.61	\$22,340.66
471	1 Hwy. 110 East	3.618 Miles	P	3	19100	21	66.81	100	Slurry Seal	\$208,570.75	\$3,630.87	\$18,248.32	\$36,838.24	\$46,679.55	\$313,967.73
472	1 CR 433	CR 463	S	4	5000	20	64.36	66.73	HMAC	\$23,460.80	\$12,287.57	\$14,280.48	\$15,970.76	\$17,377.36	\$83,376.97
472	3 CR 463	Hwy. 69 (City Limit:	S	4	3600	20	57.76	100	HMAC	\$52,560.30	\$76.48	\$712.48	\$2,501.96	\$3,996.91	\$59,848.13
472	4 CR 411	CR 433	S	4	2800	18	73.88	81.22	HMAC	\$6,778.12	\$1,096.22	\$1,845.91	\$2,509.13	\$3,806.51	\$16,035.89
472	5 FM 849	CR 411	S	3	4000	20	40.95	100	HMAC	\$141,547.81	\$0.00	\$215.26	\$655.40	\$1,512.40	\$143,930.87
472	6 CR 431	City Limits	S	3	5200	20	86.3	88.46	Oil Dirt	\$10,784.63	\$281.64	\$408.99	\$544.78	\$688.36	\$12,708.40
473	1 FM 849	End	T	4	1500	16	23.71	100	Oil Dirt	\$24,719.94	\$0.00	\$54.17	\$250.22	\$893.64	\$25,917.97
474	1 City Limits	CR 431	S	4	4000	21	35.3	100	Slurry Seal	\$86,519.78	\$760.39	\$3,821.64	\$7,714.81	\$9,775.82	\$108,592.44
474	2 CR 463	Hwy. 69	S	3	2800	20	67.76	100	HMAC	\$34,719.87	\$0.00	\$150.68	\$458.78	\$1,058.68	\$36,388.01
475	1 CR 433	CR 463	S	3	4500	20	29.71	100	Oil Dirt	\$92,699.77	\$0.00	\$203.13	\$938.33	\$3,351.15	\$97,192.38
476	1 FM 16	End	T	3	2400	18	68.45	100	Oil Dirt	\$22,463.87	\$0.00	\$97.50	\$450.40	\$1,608.55	\$24,620.32
477	1 CR 479	CR 478	S	3	3900	18	23.72	100	Oil Dirt	\$72,305.82	\$0.00	\$158.44	\$731.90	\$2,613.89	\$75,810.05
477	2 CR 479	CR 431	S	3	6500	20	35.32	100	Slurry Seal	\$133,899.66	\$1,176.80	\$5,914.44	\$11,939.59	\$15,129.25	\$168,059.74
478	1 CR 442	CR 481	S	4	4200	18	12.72	100	Oil Dirt	\$77,867.80	\$0.00	\$170.63	\$788.20	\$2,814.96	\$81,641.59
479	1 CR 482	CR 477	S	4	4100	18	70.24	81.36	Oil Dirt	\$10,999.47	\$2,301.48	\$3,842.74	\$7,250.01	\$9,236.19	\$33,629.89
479	2 FM 16	CR 477	S	4	9500	21	71.07	79.85	Seal Coat	\$78,946.24	\$5,719.42	\$8,280.04	\$9,974.49	\$10,993.41	\$113,913.60
480	1 CR 479	End	T	4	2800	20	30.72	100	Oil Dirt	\$57,679.85	\$0.00	\$126.39	\$583.85	\$2,085.16	\$60,475.25
481	1 CR 442	CR 482	S	3	4600	18	14.72	100	Oil Dirt	\$85,283.78	\$0.00	\$186.88	\$863.26	\$3,083.05	\$89,416.97
481	2 FM 16	CR 442	S	4	12600	20	17.92	100	Pug Mill	\$259,559.34	\$2,013.51	\$13,089.27	\$44,664.40	\$62,881.46	\$382,207.98
481	3 FM 16	CR 481	S	4	1100	18	0	100	Pug Mill	\$20,393.95	\$158.20	\$1,028.44	\$3,509.35	\$4,940.69	\$30,030.63
482	1 CR 431	CR 445	S	3	14000	18	34.72	100	Oil Dirt	\$259,559.34	\$0.00	\$568.77	\$2,627.32	\$9,383.21	\$272,138.64
483	1 CR 445	CR 482	S	3	1400	18	10.7	100	Oil Dirt	\$25,955.93	\$0.00	\$56.88	\$262.73	\$938.32	\$27,213.86
484	1 CR 431	CR 452	S	3	8900	20	64.37	100	Oil Dirt	\$92,559.45	\$0.00	\$401.75	\$1,855.80	\$6,627.82	\$101,444.82
485	1 Loop 323	CR 492	S	3	16000	22	56.02	65.37	Seal Coat	\$119,610.36	\$64,192.92	\$89,626.97	\$124,923.24	\$0.00	\$398,353.49
486	1 CR 485	End	T	3	2500	16	46.69	100	Oil Dirt	\$27,552.44	\$0.00	\$90.28	\$417.03	\$1,489.40	\$29,549.15
487	1 CR 489	End	T	3	4100	18	79.21	79.21	Oil Dirt	\$970.84	\$2,806.41	\$4,913.44	\$7,951.26	\$9,497.79	\$26,139.74
488	1 Dirt	Dead End	T	3	900	14	61.54	61.54	Oil Dirt	\$2,228.90	\$2,734.40	\$3,200.17	\$7,159.50	\$0.00	\$15,322.97
488	2 CR 485	Dirt	T	3	1400	16	78.16	80.74	HMAC	\$2,628.75	\$287.87	\$412.41	\$543.48	\$694.70	\$4,567.21
489	1 CR 492	CR 490	S	3	9700	21	75.84	90.06	Oil Dirt	\$25,795.78	\$1,578.86	\$5,774.10	\$10,372.66	\$19,442.20	\$62,963.60
489	2 CR 490	Hwy. 69	S	3	4900	21	81	100	Seal Coat	\$36,940.68	\$0.00	\$746.44	\$2,086.10	\$3,840.08	\$43,613.30
490	1 Hwy 69	CR 485	S	3	9100	22	51.94	100	HMAC	\$124,123.55	\$0.00	\$538.68	\$1,640.13	\$3,784.79	\$130,087.15
490	2 Hwy. 69 West	Hwy. 69	S	3	2400	16	12.67	100	Oil Dirt	\$39,551.90	\$0.00	\$86.67	\$400.35	\$1,429.82	\$41,468.74
492	1 Hwy. 69	TP	P	3	1500	24	63.39	70.12	HMAC	\$8,969.64	\$3,455.87	\$5,702.30	\$8,355.23	\$21,069.40	\$47,552.44
492	2 CR 495	TP	P	3	3300	22	69.28	100	HMAC	\$37,751.77	\$0.00	\$0.00	\$201.94	\$425.11	\$38,378.82
492	3 CR 495	CR 35	P	3	12800	22	77.99	100	Slurry Seal	\$33,238.18	\$2,549.12	\$12,811.58	\$25,863.00	\$32,772.28	\$107,234.16
493	1 Hwy. 69	CR 492	S	3	3600	20	57.07	100	Oil Dirt	\$37,439.78	\$0.00	\$162.51	\$750.66	\$2,680.92	\$41,033.87
494	1 CR 495	CR 496	S	3	6800	20	61.56	100	Oil Dirt	\$70,719.58	\$0.00	\$306.96	\$1,417.92	\$5,063.95	\$77,508.41
494	2 CR 431	CR 495	S	3	6100	18	47.69	100	Oil Dirt	\$70,031.24	\$0.00	\$247.82	\$1,144.76	\$4,088.40	\$75,512.22
495	1 CR 494	CR 492	S	3	6500	20	68.7	100	Oil Dirt	\$67,599.60	\$0.00	\$293.42	\$1,355.36	\$4,840.54	\$74,088.92
496	1 CR 492	I-20	S	4	13100	21	40.75	100	HMAC	\$572,347.70	\$292.20	\$2,722.25	\$9,559.59	\$15,271.52	\$600,193.26
496	2 CR 497	CR 4103	S	4	2100	20	81.17	95.84	Oil Dirt	\$4,570.72	\$59.08	\$394.09	\$1,417.27	\$2,338.99	\$8,780.15
496	3 CR 41	CR 497	S	4	4900	20	66.67	100	Oil Dirt	\$50,959.70	\$0.00	\$221.19	\$1,021.73	\$3,649.03	\$55,851.65
496	4 I-20	CR 41	S	4	6200	20	62.86	65.21	Oil Dirt	\$31,880.38	\$17,114.91	\$20,686.18	\$25,920.34	\$30,927.41	\$126,529.22
497	1 CR 496	CR 4102	S	4	4300	18	25.71	100	Oil Dirt	\$79,721.80	\$0.00	\$174.70	\$806.96	\$2,881.99	\$83,585.45
497	2 CR 4102	CR 498	S	4	5400	20	57.14	62.37	Oil Dirt	\$35,488.59	\$22,303.99	\$26,192.03	\$61,367.18	\$0.00	\$145,351.79

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID		Section ID		Rank		Length	Width	If Condition		Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$	TOTAL
County Road #	Road Segment	Limits		Roadway	County	Road	Road	PCI	PCI	Road	2016	2017	Unconstrained Repair Costs			2020	
		From	To	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface			2018	2019	2020		
498	1 FM 2710	FM 16	FM 16	S	4	8800	21	53.59	100	Pug Mill	\$96,095.42	\$1,476.58	\$9,598.80	\$32,753.89	\$46,113.07	\$185,037.76	
498	2 FM 16	CR 431	CR 431	S	4	13400	20	36.6	100	Slurry Seal	\$276,039.30	\$2,426.01	\$12,192.84	\$24,613.93	\$31,189.53	\$346,461.61	
499	1 CR 4101	CR 498	CR 498	S	4	1700	16	42.71	100	Oil Dirt	\$24,256.57	\$0.00	\$61.39	\$283.58	\$1,012.79	\$25,614.33	
499	2 CR 498	CR 431	CR 431	S	4	5500	21	49.59	100	Slurry Seal	\$62,475.03	\$1,045.54	\$5,254.75	\$10,607.87	\$13,441.76	\$92,824.95	
1100	1 Hwy. 155	CR 1106	CR 1106	S	4	13100	20	61.51	64.79	Oil Dirt	\$72,666.42	\$39,724.70	\$49,295.99	\$60,408.53	\$70,686.01	\$292,781.65	
1100	2 CR 198	CR 1261	CR 1261	S	4	6700	20	51.44	100	Oil Dirt	\$69,679.58	\$0.00	\$302.44	\$1,397.07	\$4,989.48	\$76,368.57	
1100	3 Hwy. 155	CR 1261	CR 1261	S	4	5700	20	55.93	64.78	Pug Mill	\$38,840.18	\$24,482.34	\$29,111.18	\$64,776.47	\$990.57	\$158,200.74	
1100	4 CR 198	CR 1131	CR 1131	S	4	7900	20	60.95	100	HMAC	\$97,959.64	\$0.00	\$425.13	\$1,294.41	\$2,986.99	\$102,666.17	
1101	1 CR 196	CR 1113	CR 1113	S	4	5000	20	38.68	100	Oil Dirt	\$102,999.74	\$0.00	\$225.70	\$1,042.59	\$3,723.50	\$107,991.53	
1102	1 Hwy. 155	FM 344	FM 344	S	4	8300	20	71.12	100	Pug Mill	\$86,319.48	\$1,326.36	\$8,622.30	\$29,421.79	\$41,421.91	\$167,111.84	
1103	1 CR 1100	Hwy. 155	Hwy. 155	S	4	800	20	67.67	75.01	HMAC	\$6,959.26	\$689.58	\$945.55	\$1,487.84	\$1,951.07	\$12,033.30	
1103	2 Hwy. 155	End	End	T	3	2300	16	45.68	100	Oil Dirt	\$27,243.65	\$0.00	\$83.06	\$383.67	\$1,370.25	\$29,080.63	
1104	1 CR 1100	CR 1261	CR 1261	S	3	6700	30	65.59	100	Oil Dirt	\$104,519.37	\$0.00	\$453.67	\$2,095.60	\$7,484.23	\$114,552.87	
1104	2 CR 1261	CR 1160	CR 1160	S	4	7700	20	52.36	100	Oil Dirt	\$80,079.52	\$0.00	\$347.58	\$1,605.58	\$5,734.18	\$87,766.86	
1104	3 CR 1160	CR 1133	CR 1133	S	3	2300	15	43.7	100	Oil Dirt	\$29,024.92	\$0.00	\$77.87	\$359.69	\$1,284.61	\$30,747.09	
1105	1 CR 1261	CR 1104	CR 1104	S	3	3400	16	61.62	64.83	Oil Dirt	\$14,998.03	\$8,189.36	\$10,148.64	\$12,465.52	\$14,597.16	\$60,398.71	
1106	1 CR 1100	CR 1102	CR 1102	S	3	4000	16	68.36	77.46	Oil Dirt	\$11,174.53	\$2,771.19	\$5,075.33	\$7,304.72	\$8,366.39	\$34,692.16	
1106	2 CR 178	CR 1100	CR 1100	S	3	8400	20	65.97	70.46	Oil Dirt	\$35,354.59	\$15,244.82	\$19,684.41	\$21,571.12	\$22,358.79	\$114,213.73	
1107	1 Oil Dirt	Gate	Gate	T	3	700	18	96.08	96.08	HMAC	\$0.00	\$0.00	\$24.09	\$63.32	\$96.84	\$184.25	
1107	2 CR 1106	Dirt	Dirt	T	3	2500	18	60.17	64.19	Oil Dirt	\$13,385.14	\$7,524.83	\$9,440.85	\$11,137.50	\$26,336.75	\$67,825.07	
1108	1 FM 2661	CR 1261	CR 1261	S	1	16000	20	66.07	100	Oil Dirt	\$166,399.00	\$0.00	\$722.25	\$3,336.28	\$11,915.18	\$182,372.71	
1108	2 CR 1104	Dead End	Dead End	T	1	2900	20	52.36	100	Oil Dirt	\$30,159.82	\$0.00	\$130.91	\$604.70	\$2,159.63	\$33,055.06	
1108	3 CR 1261	CR 1104	CR 1104	S	1	1300	18	40.7	100	Oil Dirt	\$23,266.50	\$0.00	\$52.81	\$243.97	\$871.30	\$24,434.58	
1110	1 FM 2661	End	End	T	1	1000	18	65.59	68.32	Oil Dirt	\$3,890.67	\$1,942.03	\$2,220.81	\$2,325.81	\$2,410.83	\$12,790.15	
1111	1 FM 2661	FM 2661	FM 2661	S	1	6300	21	35.7	100	Oil Dirt	\$136,268.65	\$0.00	\$298.61	\$1,379.34	\$4,926.18	\$142,872.78	
1112	1 FM 2661	Private Rd.	Private Rd.	T	1	1700	20	29.7	100	Oil Dirt	\$35,019.91	\$0.00	\$76.74	\$354.48	\$1,265.99	\$36,717.12	
1113	1 FM 2661	CR 1125	CR 1125	P	1	22200	21	75.27	100	Slurry Seal	\$60,103.23	\$4,220.18	\$21,210.09	\$42,817.22	\$54,255.81	\$182,606.53	
1113	2 CR 1125	Hwy. 155	Hwy. 155	P	1	12100	21	69.93	100	Slurry Seal	\$132,131.21	\$2,300.19	\$11,560.45	\$23,337.31	\$29,571.86	\$198,901.02	
1114	1 Hwy. 155	CR 1113	CR 1113	S	1	8200	21	75.74	100	Oil Dirt	\$89,543.46	\$0.00	\$388.66	\$1,795.33	\$6,411.86	\$98,139.31	
1115	1 CR 1114	CR 1113	CR 1113	S	1	1000	18	39.7	100	Oil Dirt	\$18,539.95	\$0.00	\$40.63	\$187.67	\$670.23	\$19,438.48	
1118	1 CR 1113	End	End	T	1	1400	15	28.7	100	Oil Dirt	\$21,629.95	\$0.00	\$47.40	\$218.94	\$781.93	\$22,678.22	
1119	1 CR 1113	Gate	Gate	T	1	600	14	96.55	96.55	HMAC	\$0.00	\$0.00	\$13.41	\$39.99	\$62.63	\$116.03	
1120	1 FM 2661	FM 2661	FM 2661	T	1	3700	18	70.63	82.07	Oil Dirt	\$9,821.79	\$1,923.36	\$3,360.19	\$6,313.49	\$8,234.13	\$29,652.96	
1121	1 CR 1114	End	End	T	1	5300	21	60.39	100	Oil Dirt	\$57,875.65	\$0.00	\$251.21	\$1,160.40	\$4,144.25	\$63,431.51	
1122	1 CR 1114	End	End	T	1	400	28	96.51	96.51	HMAC	\$0.00	\$0.00	\$18.10	\$53.55	\$83.85	\$155.50	
1124	1 CR 1113	End	End	T	1	1600	14	69.41	79.71	Oil Dirt	\$3,558.35	\$816.66	\$1,405.68	\$2,365.87	\$2,867.81	\$11,014.37	
1125	1 CR 1113	Hwy. 155	Hwy. 155	P	1	9100	22	71.23	100	HMAC	\$124,123.55	\$0.00	\$538.68	\$1,640.13	\$3,784.79	\$130,087.15	
1125	2 Hwy. 155	CR 192	CR 192	P	1	1600	22	52.36	100	Oil Dirt	\$18,303.89	\$0.00	\$79.45	\$366.99	\$1,310.67	\$20,061.00	
1125	3 Spur 164	Spur 364	Spur 364	P	1	2500	22	52.42	100	Seal Coat	\$8,799.87	\$0.00	\$398.97	\$1,115.02	\$2,052.52	\$12,366.38	
1125	4 Hwy. 64	Hwy. 31	Hwy. 31	P	1	8800	22	65.64	65.64	Slurry Seal	\$22,340.45	\$25,583.87	\$29,988.29	\$109,373.50	\$27,923.79	\$215,209.90	
1125	5 Spur 364	CR 1113	CR 1113	P	1	12300	22	60.96	100	Slurry Seal	\$140,711.16	\$2,449.55	\$12,311.13	\$24,852.72	\$31,492.11	\$211,816.67	
1126	1 CR 1113	CR 1125 (Greenbri)	CR 1125 (Greenbri)	S	1	2600	16	73.25	86.44	Oil Dirt	\$5,699.37	\$576.01	\$1,634.72	\$2,866.24	\$4,623.87	\$15,400.21	
1128	1 Hwy. 2661	Toll 49 Fence	Toll 49 Fence	S	1	300	16	13.69	100	Oil Dirt	\$4,943.99	\$0.00	\$10.83	\$50.04	\$178.73	\$5,183.59	
1128	2 Hwy. 64	Toll 49 Cul-de-Sac	Toll 49 Cul-de-Sac	T	1	2500	18	72.67	76.03	HMAC	\$6,269.28	\$1,479.56	\$1,876.99	\$2,391.50	\$4,507.72	\$16,525.05	
1130	1 FM 2661	CR 1141	CR 1141	S	4	9400	21	58.15	58.15	Oil Dirt	\$43,131.64	\$50,302.03	\$108,898.61	\$0.00	\$466.48	\$202,798.76	
1131	1 CR 1133	CR 1113	CR 1113	S	4	7900	20	67.88	76.33	Oil Dirt	\$28,724.71	\$7,361.46	\$13,711.69	\$18,602.95	\$20,814.79	\$89,215.60	
1131	2 FM 2661	CR 1130	CR 1130	S	4	7800	20	83.71	97.84	Oil Dirt	\$16,581.30	\$0.00	\$1,045.53	\$3,880.01	\$7,697.57	\$29,204.41	
1131	3 CR 1113	CR 1130	CR 1130	S	4	7700	21	64.31	86.51	Pug Mill	\$38,056.30	\$6,282.08	\$23,244.53	\$37,317.14	\$44,080.50	\$148,980.55	
1133	1 FM 2661	CR 1100	CR 1100	S	1	23500	20	97.91	97.91	Oil Dirt	\$0.00	\$0.00	\$0.00	\$563.02	\$2,162.37	\$2,725.39	
1134	1 Spur 346	FM 2661	FM 2661	S	1	14600	21	38.94	100	Slurry Seal	\$315,797.20	\$2,775.43	\$13,948.98	\$28,159.07	\$35,681.75	\$396,362.43	
1134	2 FM 2661	Hwy. 31	Hwy. 31	S	4	2000	21	24.59	100	Slurry Seal	\$43,259.89	\$380.20	\$1,910.82	\$3,857.41	\$4,887.91	\$54,296.23	
1135	1 Hwy. 64	City Limits	City Limits	T	4	1500	21	42.54	100	Seal Coat	\$30,183.95	\$0.00	\$228.50	\$638.60	\$1,175.54	\$32,226.59	
1137	1 Nolan Dr. (Hwy. 31 End	End	End	T	4	1500	20	28.7	100	Oil Dirt	\$30,899.92	\$0.00	\$67.71	\$312.78	\$1,117.05	\$32,397.46	
1138	1 City Limits Tyler	City Limits to Tyler	City Limits to Tyler	T	1	500	20	73.24	73.24	Oil Dirt	\$370.40	\$650.98	\$1,049.28	\$1,249.48	\$1,329.21	\$4,649.35	
1139	1 CR 1140	Dead End	Dead End	T	1	2900	22	28.7	100	Oil Dirt	\$65,713.83	\$0.00	\$144.00	\$665.17	\$2,375.59	\$68,898.59	
1139	2 Spur 364	RR TR	RR TR	T	4	4100	21	41	100	Slurry Seal	\$84,291.35	\$779.40	\$3,917.18	\$7,907.68	\$10,020.22	\$106,915.83	
1139	3 RR TR	CR 1140	CR 1140	T	4	4500	21	64.3	100	Slurry Seal	\$49,139.71	\$855.44	\$4,299.34	\$8,679.17	\$10,997.80	\$73,971.46	
1140	1 CR 1125	CR 1141	CR 1141	S	1	4800	21	7.72	100	Slurry Seal	\$103,823.74	\$912.47	\$4,585.96	\$9,257.78	\$11,730.99	\$130,310.94	

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank		Length	Width	If Condition	ED Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$			
County Road #	Road Segment	Limits From	Limits To	Roadway Class.	County Precinct	Road Length (ft)	Road Width (ft)	PCI Before	PCI After	Road Surface	Unconstrained Repair Costs					TOTAL
Road #	Segment	From	To	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020	TOTAL
1141	1	CR 1140	OD	T	1	3200	20	21.11	100	HMAC	\$78,719.94	\$0.00	\$0.00	\$178.02	\$374.75	\$79,272.71
1141	2	Hwy. 31	CR 1134	S	1	4700	20	64.37	100	Oil Dirt	\$48,879.71	\$0.00	\$212.16	\$980.03	\$3,500.09	\$53,571.99
1141	3	CR 1134	RR Bridge	T	1	2900	20	37.7	100	Oil Dirt	\$59,739.85	\$0.00	\$130.91	\$604.70	\$2,159.63	\$62,635.09
1141	4	HM	CR 1113	S	1	8500	20	45.7	100	Oil Dirt	\$125,680.07	\$0.00	\$383.70	\$1,772.40	\$6,329.94	\$134,166.11
1141	5	RR Bridge	CR 1140	S	1	3700	20	44.91	100	Pug Mill	\$57,689.41	\$591.27	\$3,843.68	\$13,115.74	\$18,465.19	\$93,705.29
1143	1	Hwy. 64	CR 1125	S	1	9500	21	79.07	100	HMAC	\$123,689.55	\$0.00	\$536.80	\$1,634.40	\$3,771.55	\$129,632.30
1143	2	Spur at CR 1143	CR 1145	S	1	2100	18	44.7	100	Oil Dirt	\$29,873.27	\$0.00	\$85.32	\$394.10	\$1,407.48	\$31,760.17
1144	1	Hwy. 64	City Limits	S	1	1700	21	50.7	100	Oil Dirt	\$18,563.89	\$0.00	\$80.58	\$372.20	\$1,329.29	\$20,345.96
1145	1	CR 1141	CR 1111	S	1	5300	20	56.05	61.52	Oil Dirt	\$35,987.52	\$23,014.82	\$26,945.01	\$60,230.75	\$0.00	\$146,178.10
1145	2	CR 1143	CR 1179 (Hill and D	S	1	5900	21	38.7	100	Oil Dirt	\$127,616.68	\$0.00	\$279.65	\$1,291.76	\$4,613.41	\$133,801.50
1146	1	FM 2661	Gate	T	1	2500	14	58.9	63.51	Oil Dirt	\$10,885.08	\$6,404.25	\$7,838.25	\$9,175.22	\$20,484.14	\$54,786.94
1147	1	Hwy. 64	FM 724	S	1	3600	22	80.68	90.76	HMAC	\$8,658.07	\$382.72	\$783.72	\$1,986.73	\$3,209.04	\$15,020.28
1147	2	Hwy. 64 S	Dead End	T	1	3000	20	31.44	100	HMAC	\$73,799.95	\$0.00	\$0.00	\$166.90	\$351.33	\$74,318.18
1148	1	FM 724	CR 46	S	1	13100	20	66.04	100	Oil Dirt	\$136,239.18	\$0.00	\$591.35	\$2,731.58	\$9,755.56	\$149,317.67
1148	2	FM 724	Cemetery	T	1	2500	16	36.91	100	Pug Mill	\$41,199.90	\$319.61	\$2,077.66	\$7,089.59	\$9,981.18	\$60,667.94
1149	1	FM 724	CR 1148	S	1	2500	20	68.87	100	Oil Dirt	\$25,999.84	\$0.00	\$112.85	\$521.29	\$1,861.75	\$28,495.73
1150	1	CR 1151	Toll 49 at Hot Mix (	S	1	2400	18	54.69	100	Pug Mill	\$22,463.87	\$345.17	\$2,243.88	\$7,656.75	\$10,779.68	\$43,489.35
1150	2	CR 46	Loop 49	S	1	3500	18	43.95	100	HMAC	\$87,465.61	\$0.00	\$169.51	\$516.13	\$1,191.02	\$89,342.27
1151	1	CR 1148	Toll 49	S	1	7300	18	67.88	100	Oil Dirt	\$68,327.59	\$0.00	\$296.58	\$1,369.96	\$4,892.67	\$74,886.80
1151	2	FM 724	End at Loop 49	T	1	3600	18	71.65	77.18	Seal Coat	\$9,292.05	\$2,333.33	\$2,986.44	\$3,393.11	\$3,629.06	\$21,633.99
1151	3	CR 1151	Dead End	T	1	1400	10	36.69	100	Oil Dirt	\$14,419.96	\$0.00	\$31.60	\$145.96	\$521.29	\$15,118.81
1154	1	Sycamore	End	T	1	1000	18	72.69	77.33	HMAC	\$7,006.41	\$479.01	\$608.87	\$772.59	\$984.55	\$9,851.43
1154	2	Airway Ave	End	T	1	700	20	78.17	82.37	HMAC	\$5,142.48	\$133.43	\$184.76	\$264.92	\$349.14	\$6,074.73
1154	3	Sunset Dr	End	T	1	1900	20	76.11	79.84	HMAC	\$14,271.30	\$613.79	\$825.47	\$1,062.79	\$1,349.76	\$18,123.11
1154	4	Greenlan Blvd - CR 1264	End	T	1	2000	20	77.17	81	HMAC	\$14,852.97	\$476.15	\$700.96	\$931.93	\$1,195.37	\$18,157.38
1154	5	Morningside Dr	End	T	1	2000	18	75	78.87	HMAC	\$13,680.05	\$716.18	\$928.56	\$1,183.37	\$1,500.82	\$18,008.98
1154	6	Vickery Dr	End	T	1	1000	24	46.22	100	HMAC	\$18,921.23	\$0.00	\$0.00	\$66.76	\$140.53	\$19,128.52
1154	7	Greenland Blvd - C1CR 1155	End	T	1	1000	20	64.35	65.44	Oil Dirt	\$4,695.13	\$2,507.08	\$2,836.98	\$3,426.83	\$4,285.84	\$17,751.86
1154	8	Wm Spear Dr - Hwy90 Deg Curve	End	S	1	2600	20	59.2	63.68	Oil Dirt	\$16,016.08	\$9,314.36	\$11,485.49	\$13,455.43	\$30,433.58	\$80,704.94
1154	9	Wm Spear Dr - CR 190 Deg Curve	End	T	1	900	15	72.36	92.6	Oil Dirt	\$5,272.62	\$69.37	\$261.72	\$599.45	\$1,085.66	\$7,288.82
1155	1	N. Cotten Rd.	End	T	1	700	21	50.7	100	Oil Dirt	\$7,643.95	\$0.00	\$33.18	\$153.26	\$547.35	\$8,377.74
1155	2	Cotton Road	End	T	1	3300	20	65.58	100	Oil Dirt	\$34,319.79	\$0.00	\$148.96	\$688.11	\$2,457.51	\$37,614.37
1155	3	Myracle St.	End	T	1	600	21	44.69	100	Oil Dirt	\$9,964.20	\$0.00	\$28.44	\$131.37	\$469.16	\$10,593.17
1155	4	Glenda Ave.	End	T	1	1200	20	50.01	100	Oil Dirt	\$12,479.93	\$0.00	\$54.17	\$250.22	\$893.64	\$13,677.96
1155	5	Gentry St.	End	T	1	700	21	58.07	58.07	Oil Dirt	\$3,223.81	\$3,757.99	\$8,109.47	\$0.00	\$34.74	\$15,126.01
1155	6	Pollan St.	End	T	4	1000	21	58.07	58.07	Oil Dirt	\$4,605.45	\$5,368.56	\$11,584.96	\$0.00	\$49.63	\$21,608.60
1155	7	O'Neall St.	End	T	4	300	24	65.58	68.28	Oil Dirt	\$1,557.34	\$779.02	\$888.32	\$930.32	\$964.33	\$5,119.33
1155	8	Cotton Rd. East	Gate	T	4	2000	20	55.99	61.48	Oil Dirt	\$13,604.35	\$8,705.51	\$10,189.22	\$22,728.59	\$0.00	\$55,227.67
1155	9	Cherrywood St.	End	T	4	500	21	69.49	98.25	Pug Mill	\$1,655.39	\$96.86	\$647.22	\$1,945.44	\$2,654.32	\$6,999.23
1156	1	Oakvale Dr.	End	T	1	500	20	67.2	74.57	Oil Dirt	\$1,920.03	\$516.54	\$976.05	\$1,223.29	\$1,325.86	\$5,961.77
1156	2	Vinson Circle	End	T	1	400	20	55.95	61.45	Oil Dirt	\$2,724.07	\$1,744.39	\$2,041.23	\$4,545.72	\$0.00	\$11,055.41
1156	3	Pioneer Dr. (CR 1117 Orchard Dr.	End	S	1	900	20	68	100	Oil Dirt	\$18,539.95	\$0.00	\$40.63	\$187.67	\$670.23	\$19,438.48
1156	4	Tinsley St.	End	T	4	1000	24	71.86	76.85	HMAC	\$9,421.48	\$693.10	\$879.01	\$1,117.34	\$1,630.18	\$13,741.11
1156	5	Orchard Dr.	CR 1125	S	1	1000	20	53.12	100	Oil Dirt	\$10,399.94	\$0.00	\$45.14	\$208.52	\$744.70	\$11,398.30
1156	6	Alma St.	End	T	1	900	20	41.68	100	Oil Dirt	\$16,997.63	\$0.00	\$40.63	\$187.67	\$670.23	\$17,896.16
1156	7	Airway Dr.	End	T	1	400	18	66.03	70.71	Oil Dirt	\$1,508.78	\$638.88	\$836.81	\$923.23	\$958.23	\$4,865.93
1156	8	Coleman St.	Bridge	T	1	700	20	54.03	100	Oil Dirt	\$7,279.96	\$0.00	\$31.60	\$145.96	\$521.29	\$7,978.81
1156	9	Orchard Dr.	End	T	1	2500	20	44.68	100	Oil Dirt	\$39,566.01	\$0.00	\$112.85	\$521.29	\$1,861.75	\$42,061.90
1156	10	Pioneer Dr.	Hwy. 31	S	1	1800	21	58.95	100	HMAC	\$23,435.91	\$0.00	\$101.71	\$309.68	\$714.61	\$24,561.91
1160	1	CR 1104	FM 2661	S	1	1800	18	64.39	65.44	Oil Dirt	\$7,586.55	\$4,086.27	\$4,652.42	\$5,646.85	\$7,079.92	\$29,052.01
1161	1	FM 756	End	T	1	3700	20	32.64	100	Oil Dirt	\$76,219.81	\$0.00	\$167.02	\$771.51	\$2,755.39	\$79,913.73
1162	1	Lori Lane	End	T	1	1000	20	50.04	100	Oil Dirt	\$10,399.94	\$0.00	\$45.14	\$208.52	\$744.70	\$11,398.30
1162	2	Choctaw Dr.	End	T	1	2700	20	25.7	100	Oil Dirt	\$55,619.86	\$0.00	\$121.88	\$563.00	\$2,010.69	\$58,315.43
1162	3	Indian Dr.	End	T	1	4000	20	16.03	100	HMAC	\$98,399.93	\$0.00	\$0.00	\$222.53	\$468.44	\$99,090.90
1168	1	CR 178	CR 180	S	1	4300	20	38.69	100	Oil Dirt	\$88,579.78	\$0.00	\$194.11	\$896.62	\$3,202.21	\$92,872.72
1169	1	CR 178	CR 1168	T	1	2800	21	55.01	60.63	Oil Dirt	\$20,574.16	\$13,396.89	\$32,437.88	\$0.00	\$138.95	\$66,547.88
1170	1	Hwy. 155	Lake	T	1	2100	20	29.68	100	Slurry Seal	\$43,259.89	\$380.20	\$1,910.82	\$3,857.41	\$4,887.91	\$54,296.23
1171	1	Garnett Dr.	End	T	1	1500	20	22.03	100	HMAC	\$36,899.97	\$0.00	\$0.00	\$83.45	\$175.67	\$37,159.09

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	Ed Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$			
County	Road	Limits	Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs					
Road #	Segment	From	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020	TOTAL
1171	2 Cedar Bay Dr.	End	T	1	7900	20	79.14	82.01	HMAC	\$17,924.14	\$1,552.73	\$2,253.36	\$3,155.03	\$4,125.29	\$29,010.55
1171	3 Scenic View West	End	T	1	200	20	92.13	100	HMAC	\$400.00	\$0.00	\$0.00	\$11.13	\$23.42	\$434.55
1171	4 Scenic View Dr. (Ce	End	T	1	800	20	56.07	61.53	Oil Dirt	\$5,428.96	\$3,472.25	\$4,065.44	\$9,091.43	\$0.00	\$22,058.08
1171	5 Scenic View Dr W	End	T	1	1500	18	90.2	90.2	Oil Dirt	\$0.00	\$205.66	\$752.57	\$1,366.38	\$2,558.67	\$4,883.28
1171	6 Gem Ct.	End	T	1	800	80	90.2	90.2	Oil Dirt	\$0.00	\$487.48	\$1,783.87	\$3,238.82	\$6,065.00	\$11,575.17
1171	7 Lakeview Circle	End	T	1	200	20	54.13	100	Pug Mill	\$2,079.99	\$31.96	\$207.77	\$708.96	\$998.12	\$4,026.80
1171	8 Topaz Court	End	T	1	300	20	56.02	100	Pug Mill	\$3,119.98	\$47.94	\$311.65	\$1,063.44	\$1,497.18	\$6,040.19
1171	9 Diamond Dr.	End	T	1	1300	20	44.91	100	Pug Mill	\$20,269.25	\$207.74	\$1,350.48	\$4,608.23	\$6,487.77	\$32,923.47
1171	10 Jade Ct.	End	T	1	400	20	39.91	100	Pug Mill	\$8,239.98	\$63.92	\$415.53	\$1,417.92	\$1,996.24	\$12,133.59
1171	11 Cedar Mountain Ci	End	T	1	200	18	57.36	68.96	Pug Mill	\$1,175.06	\$647.05	\$864.69	\$2,045.57	\$31.28	\$4,763.65
1171	12 Shell Shore Dr.	End	T	1	5900	21	55.11	100	Slurry Seal	\$64,427.61	\$0.00	\$0.00	\$0.00	\$278.54	\$64,706.15
1173	1 Ridge Crest Dr.	End	T	1	600	20	67.3	74.84	Oil Dirt	\$2,285.97	\$609.62	\$1,152.10	\$1,460.03	\$1,591.03	\$7,098.75
1173	2 Lake Side Dr.	End	T	1	700	18	78.4	93.11	Oil Dirt	\$1,466.62	\$57.75	\$219.69	\$540.81	\$968.62	\$3,253.49
1173	3 Lake Ridge Dr.	End	T	1	1600	18	78.4	93.11	Oil Dirt	\$3,352.27	\$132.01	\$502.14	\$1,236.14	\$2,214.00	\$7,436.56
1174	1 Hwy. 344	End	T	1	3400	20	19.68	100	Slurry Seal	\$70,039.82	\$615.56	\$3,093.71	\$6,245.33	\$7,913.76	\$87,908.18
1177	1 Mandy Lane	End	T	1	2100	20	45.7	100	Oil Dirt	\$31,050.37	\$0.00	\$94.80	\$437.89	\$1,563.87	\$33,146.93
1177	2 Cherokee Lane	End	T	1	700	24	70.91	90.17	Oil Dirt	\$6,658.87	\$128.45	\$469.76	\$851.73	\$1,594.87	\$9,703.68
1177	3 Sunset Strip	End	T	1	2100	20	84.98	98.66	Oil Dirt	\$4,410.74	\$0.00	\$224.36	\$845.93	\$1,926.62	\$7,407.65
1178	1 Pine Trail Dr. S.C.	End	T	1	4400	21	30.59	100	HMAC	\$113,651.92	\$0.00	\$0.00	\$257.02	\$541.05	\$114,449.99
1178	2 Lakeside Circle	End	T	1	100	20	96.5	96.5	HMAC	\$0.00	\$0.00	\$3.25	\$9.58	\$14.99	\$27.82
1178	3 Deer Foot Trail	End	T	1	1600	20	59.97	59.97	HMAC	\$6,409.57	\$17,139.10	\$0.00	\$0.00	\$91.35	\$23,640.02
1178	4 Lakeview Dr.	End	T	1	4800	20	50.74	100	Oil Dirt	\$49,919.70	\$0.00	\$216.68	\$1,000.88	\$3,574.56	\$54,711.82
1178	5 Shadow Wood Dr	End	T	1	1800	20	59.25	63.72	Oil Dirt	\$11,069.99	\$6,420.50	\$7,928.79	\$9,291.91	\$21,069.40	\$55,780.59
1178	6 Lakeview Circle	End	T	1	100	20	33.7	100	Oil Dirt	\$2,059.99	\$0.00	\$4.51	\$20.85	\$74.47	\$2,159.82
1178	7 Clearwater Circle	End	T	1	200	20	50.04	100	Oil Dirt	\$2,079.99	\$0.00	\$9.03	\$41.70	\$148.94	\$2,279.66
1178	8 Lakeshore Dr.	End	T	1	1400	20	53.21	100	Oil Dirt	\$14,559.91	\$0.00	\$63.20	\$291.92	\$1,042.58	\$15,957.61
1178	9 Lake Forest Dr.	End	T	1	1500	20	58.15	63.06	Oil Dirt	\$9,554.99	\$5,781.31	\$6,954.16	\$8,110.25	\$17,557.83	\$47,958.54
1178	10 Beautiful Hills	End	T	1	400	20	53.22	100	Oil Dirt	\$4,159.98	\$0.00	\$18.06	\$83.41	\$297.88	\$4,559.33
1178	11 Deer Cove	End	T	1	500	20	53.22	100	Oil Dirt	\$5,199.97	\$0.00	\$22.57	\$104.26	\$372.35	\$5,699.15
1178	12 Oak Trail Dr.	End	T	1	900	20	75.73	89.91	Oil Dirt	\$2,287.31	\$142.10	\$518.57	\$922.80	\$1,730.06	\$5,600.84
1178	13 Pine Trail O.D.	End	T	1	1100	21	62.89	65.22	Oil Dirt	\$5,928.71	\$3,181.27	\$3,842.71	\$4,809.95	\$5,748.43	\$23,511.07
1178	14 Clearwater Dr.	End	T	1	700	20	32.7	100	Oil Dirt	\$14,419.96	\$0.00	\$31.60	\$145.96	\$521.29	\$15,118.81
1178	15 Tanglewood Dr.	End	T	1	700	20	32.7	100	Oil Dirt	\$14,419.96	\$0.00	\$31.60	\$145.96	\$521.29	\$15,118.81
1178	16 Lakeshore Circle	End	T	1	200	20	61.59	64.82	Oil Dirt	\$1,104.62	\$602.77	\$746.89	\$917.44	\$1,074.20	\$4,445.92
1178	17 Deer Run Road	End	T	1	1200	20	53.21	100	Oil Dirt	\$12,479.93	\$0.00	\$54.17	\$250.22	\$893.64	\$13,677.96
1178	18 Shady Trail	End	T	1	2000	20	77.47	92.05	Oil Dirt	\$4,804.57	\$228.51	\$857.09	\$1,837.47	\$3,358.57	\$11,086.21
1178	19 High Point Dr.	End	T	1	900	20	53.21	100	Oil Dirt	\$9,359.94	\$0.00	\$40.63	\$187.67	\$670.23	\$10,258.47
1178	20 Lakeside Dr.	End	T	1	3600	18	52.34	100	Oil Dirt	\$33,695.80	\$0.00	\$146.26	\$675.60	\$2,412.82	\$36,930.48
1178	21 Raven Wood Dr.	End	T	1	1900	20	52.35	100	Oil Dirt	\$19,759.88	\$0.00	\$85.77	\$396.18	\$1,414.93	\$21,656.76
1178	22 Hill Top Dr.	End	T	1	1000	20	46.7	100	Oil Dirt	\$13,766.00	\$0.00	\$45.14	\$208.52	\$744.70	\$14,764.36
1178	23 Kingswood Dr.	End	T	1	1600	20	40.7	100	Oil Dirt	\$31,817.43	\$0.00	\$72.23	\$333.63	\$1,191.52	\$33,414.81
1178	24 Hillside Dr.	End	T	1	2600	18	46.7	100	Oil Dirt	\$32,212.44	\$0.00	\$105.63	\$487.93	\$1,742.60	\$34,548.60
1178	25 Channel View Dr.	End	T	1	2400	20	48.7	100	Oil Dirt	\$28,142.49	\$0.00	\$108.34	\$500.44	\$1,787.28	\$30,538.55
1178	26 Easter Hills Dr.	End	T	1	5500	20	73.24	100	Oil Dirt	\$57,199.66	\$0.00	\$248.27	\$1,146.85	\$4,095.84	\$62,690.62
1178	27 Creek Side Dr.	End	T	1	1400	20	67.96	76.51	Oil Dirt	\$5,056.90	\$1,290.90	\$2,398.73	\$3,282.80	\$3,684.01	\$15,713.34
1178	28 Deer Foot Circle	End	T	1	100	20	21.05	100	HMAC	\$2,460.00	\$0.00	\$0.00	\$5.56	\$11.71	\$2,477.27
1179	1 Quail Run Road	End	T	1	4300	20	62.84	65.21	Oil Dirt	\$22,136.16	\$11,870.02	\$14,346.87	\$17,963.04	\$21,449.65	\$87,765.74
1179	2 Pleasant Hollow	End	T	1	5000	20	29.69	100	Oil Dirt	\$102,999.74	\$0.00	\$225.70	\$1,042.59	\$3,723.50	\$107,991.53
1179	3 Hill 'N Dale Rd.	End	T	1	5100	20	48.91	100	Pug Mill	\$58,710.19	\$814.99	\$5,298.04	\$18,078.45	\$25,452.02	\$108,353.69
1180	1 CR 1130	End	T	1	1500	21	78.35	93.05	Oil Dirt	\$3,672.98	\$146.49	\$557.29	\$1,358.75	\$2,437.70	\$8,173.21
1182	1 Hwy. 155	Hwy. 155	S	1	4600	20	89.27	91.46	Oil Dirt	\$9,267.60	\$0.00	\$72.54	\$184.92	\$304.95	\$9,830.01
1183	1 Neches Parkway	End	T	1	3000	20	87.43	94.89	HMAC	\$6,154.45	\$0.00	\$164.40	\$342.32	\$493.12	\$7,154.29
1183	2 Yorktown Dr.	End	T	1	800	20	96.5	96.5	Oil Dirt	\$0.00	\$8.73	\$137.20	\$497.19	\$860.76	\$1,503.88
1183	3 Holiday Parkway	End	T	1	1200	20	84.97	98.65	Oil Dirt	\$2,520.65	\$0.00	\$128.44	\$485.58	\$1,102.18	\$4,236.85
1183	4 Seville Ln	End	T	1	500	20	91.69	100	Oil Dirt	\$1,000.01	\$0.00	\$22.57	\$104.26	\$372.35	\$1,499.19
1183	5 Toledo Ln	End	T	1	800	20	88.13	100	Oil Dirt	\$1,629.89	\$0.00	\$36.11	\$166.81	\$595.76	\$2,428.57
1183	6 San Augustine	End	T	1	800	20	83	97.33	Oil Dirt	\$1,711.94	\$0.00	\$119.22	\$438.39	\$818.94	\$3,088.49
1184	1 Hwy. 64	CR 1145	S	1	3000	21	62.84	65.21	Oil Dirt	\$16,216.02	\$8,695.48	\$10,509.92	\$13,158.97	\$15,713.12	\$64,293.51

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	Edf Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$			
County Road #	Road Segment	Limits From To	Roadway Class.	County Precinct	Road Length (ft)	Road Width (ft)	PCI Before	PCI After	Road Surface	Unconstrained Repair Costs					TOTAL
										2016	2017	2018	2019	2020	
1185	1 CR 1184	End	T	1	800	14	55.01	100	Oil Dirt	\$5,823.97	\$0.00	\$25.28	\$116.77	\$417.03	\$6,383.05
1188	1 CR 1139	End	T	1	900	21	47.91	100	Pug Mill	\$11,842.45	\$151.01	\$981.70	\$3,349.83	\$4,716.11	\$21,041.10
1192	1 CR 1114	End	T	1	1100	15	39.7	100	Oil Dirt	\$16,994.96	\$0.00	\$37.24	\$172.03	\$614.38	\$17,818.61
1194	1 FM 2661	End	T	1	2000	16	76.65	76.65	Oil Dirt	\$748.58	\$1,462.15	\$2,710.82	\$3,736.17	\$4,204.95	\$12,862.67
1194	2	0.372 Dead End	T	1	600	14	67.98	76.56	Oil Dirt	\$1,514.49	\$385.90	\$716.89	\$983.47	\$1,105.20	\$4,705.95
1195	1 Bay View Circle	End	T	1	1800	20	86.08	86.08	HMAC	\$140.80	\$233.22	\$311.89	\$381.18	\$565.77	\$1,632.86
1195	2 Lake Shore Dr.	End	T	1	2900	20	80.04	83.32	HMAC	\$6,377.68	\$506.72	\$612.81	\$945.62	\$1,286.92	\$9,729.75
1196	1 FM 344	End	T	1	800	20	24.01	100	HMAC	\$19,679.99	\$0.00	\$0.00	\$44.51	\$93.69	\$19,818.19
1197	1 FM 344	End	T	1	1400	20	59.23	63.71	Oil Dirt	\$8,615.72	\$4,998.01	\$6,166.83	\$7,230.17	\$16,387.31	\$43,398.04
1198	1 Hwy. 155	CR 1100	S	1	1800	20	79.55	79.55	Oil Dirt	\$424.75	\$1,330.40	\$2,299.23	\$3,831.52	\$4,615.00	\$12,500.90
1199	1 CR 152	End	T	1	1200	22	63.7	85.07	Pug Mill	\$6,454.86	\$1,130.23	\$4,051.32	\$6,199.53	\$7,256.17	\$25,092.11
1200	1 FM 2493	End	T	1	300	8	0	100	Oil Dirt	\$2,471.99	\$0.00	\$5.42	\$25.02	\$89.36	\$2,591.79
1202	1 FM 346	End	T	1	900	8	48.7	100	Oil Dirt	\$4,221.37	\$0.00	\$16.25	\$75.07	\$268.09	\$4,580.78
1203	1 Charelle Dr. (CR 13	End	T	1	300	20	53.02	100	Oil Dirt	\$3,119.98	\$0.00	\$13.54	\$62.56	\$223.41	\$3,419.49
1203	2 Linda Lane (CR 137	End	T	1	400	20	28.67	100	Oil Dirt	\$8,239.98	\$0.00	\$18.06	\$83.41	\$297.88	\$8,639.33
1203	3 Debbie Lane (CR 1	End	T	1	1200	20	57.12	68.28	Pug Mill	\$7,891.26	\$4,469.34	\$5,828.26	\$13,637.15	\$208.54	\$32,034.55
1204	1 CR 168	End	T	1	1500	18	34.69	100	Oil Dirt	\$27,809.93	\$0.00	\$60.94	\$281.50	\$1,005.34	\$29,157.71
1205	1 CR 192	End	T	1	1300	16	36.69	100	Oil Dirt	\$21,423.95	\$0.00	\$46.95	\$216.86	\$774.49	\$22,462.25
1206	1 Hwy. 155	End	T	1	1600	20	55.03	60.66	Oil Dirt	\$11,190.58	\$7,281.02	\$8,477.18	\$18,182.87	\$0.00	\$45,131.65
1208	1 CR 159	T	T	1	400	20	52.33	100	Oil Dirt	\$4,159.98	\$0.00	\$18.06	\$83.41	\$297.88	\$4,559.33
1208	2 Maint St. North	End	T	1	400	14	55.06	60.69	Oil Dirt	\$1,956.63	\$1,272.46	\$1,481.68	\$3,182.00	\$0.00	\$7,892.77
1208	3 Main St. South	End	T	1	1000	16	55.06	60.69	Oil Dirt	\$5,590.38	\$3,635.61	\$4,233.39	\$9,091.43	\$0.00	\$22,550.81
1209	1 CR 159	End	T	4	300	16	80.02	80.02	Oil Dirt	\$47.89	\$170.50	\$289.01	\$500.64	\$612.07	\$1,620.11
1210	1 Mills Dr	End	T	1	1100	20	67.94	76.46	Oil Dirt	\$3,979.82	\$1,017.86	\$1,891.66	\$2,583.14	\$2,894.58	\$12,367.06
1210	2 Kelli Dr.	End	T	1	600	20	87.95	87.95	Oil Dirt	\$24.53	\$117.47	\$419.63	\$696.94	\$1,262.91	\$2,521.48
1210	3 George Dr.	End	T	1	500	20	16.7	100	Oil Dirt	\$10,299.97	\$0.00	\$22.57	\$104.26	\$372.35	\$10,799.15
1210	4 Alice Lane	End	T	1	900	21	73.21	73.21	Oil Dirt	\$702.35	\$1,236.32	\$1,983.14	\$2,364.78	\$2,512.20	\$8,798.79
1211	1 CR 159 Crow Rd.	End	T	1	800	14	80.03	83.28	HMAC	\$1,231.66	\$98.28	\$118.56	\$183.63	\$249.56	\$1,881.69
1215	1 Hwy. 69 S	CR 137	S	1	7900	21	72.78	100	HMAC	\$102,857.63	\$0.00	\$446.39	\$1,359.13	\$3,136.34	\$107,799.49
1216	1 CR 15	End	T	1	1800	20	54.93	100	Oil Dirt	\$18,719.89	\$0.00	\$81.25	\$375.33	\$1,340.46	\$20,516.93
1218	1 CR 112	End	T	1	800	14	67.62	100	Oil Dirt	\$5,823.97	\$0.00	\$25.28	\$116.77	\$417.03	\$6,383.05
1222	1 CR 1140	End	T	1	1800	20	36.7	100	Oil Dirt	\$37,079.91	\$0.00	\$81.25	\$375.33	\$1,340.46	\$38,876.95
1223	1 Hwy. 31	End	T	1	3600	20	50.64	100	Oil Dirt	\$37,439.78	\$0.00	\$162.51	\$750.66	\$2,680.92	\$41,033.87
1225	1 Hill View Road	End	T	1	2900	20	78.99	93.72	Oil Dirt	\$6,614.23	\$226.44	\$868.91	\$2,382.88	\$4,204.03	\$14,296.49
1225	2 Cripple Creek	End	T	1	1800	20	52.26	100	Oil Dirt	\$18,719.89	\$0.00	\$81.25	\$375.33	\$1,340.46	\$20,516.93
1225	3 Pine Haven	End	T	1	200	20	53.13	100	Oil Dirt	\$2,079.99	\$0.00	\$9.03	\$41.70	\$148.94	\$2,279.66
1225	4 Timberline Dr.	End	T	1	1800	20	62.82	65.2	Oil Dirt	\$9,277.33	\$4,979.87	\$6,023.05	\$7,543.17	\$8,995.11	\$36,818.53
1226	1 Valley View Ridge	End	T	1	1200	21	62.31	62.31	HMAC	\$4,166.79	\$5,858.23	\$13,901.95	\$0.00	\$0.00	\$23,926.97
1226	2 Ridgeview	End	T	1	1000	21	60.01	67.95	HMAC	\$6,296.93	\$2,901.71	\$4,455.82	\$11,932.51	\$0.00	\$25,586.97
1226	3 Tracy Lane	End	T	1	1300	21	70.42	100	HMAC	\$14,195.92	\$0.00	\$0.00	\$75.94	\$159.86	\$14,431.72
1226	4 Ridgewood	End	T	1	800	21	76.15	76.15	HMAC	\$426.56	\$542.72	\$688.66	\$877.48	\$1,609.10	\$4,144.52
1226	5 Candle Ridge Dr.	End	T	1	1800	22	78.21	78.21	HMAC	\$679.50	\$898.83	\$1,149.44	\$1,459.30	\$1,854.21	\$6,041.28
1226	6 Stone Creek	End	T	1	900	24	80.06	83.34	HMAC	\$2,374.74	\$188.30	\$227.79	\$350.19	\$477.46	\$3,618.48
1226	7 Amy Drive	End	T	1	700	21	62.31	62.31	HMAC	\$2,430.63	\$3,417.30	\$8,109.47	\$0.00	\$0.00	\$13,957.40
1226	8 Dawn Lane	End	T	1	700	21	53.24	100	Oil Dirt	\$7,643.95	\$0.00	\$33.18	\$153.26	\$547.35	\$8,377.74
1226	9 Charity Dr.	End	T	1	200	16	58.18	63.06	Oil Dirt	\$1,018.25	\$616.18	\$741.46	\$864.41	\$1,872.84	\$5,113.14
1227	1 CR 1130	CR 1141	S	1	8800	20	48.7	100	Oil Dirt	\$103,189.12	\$0.00	\$397.24	\$1,834.95	\$6,553.35	\$111,974.66
1229	1 Valley View Ridge	End	T	1	1700	24	25.03	100	HMAC	\$50,183.96	\$0.00	\$0.00	\$113.49	\$238.91	\$50,536.36
1229	2 Genæ Dr.	End	T	1	700	20	79.23	93.97	Oil Dirt	\$1,583.14	\$50.77	\$196.08	\$564.24	\$986.51	\$3,380.74
1229	3 Ioni Dr.	End	T	1	400	20	6.7	100	Oil Dirt	\$8,239.98	\$0.00	\$18.06	\$83.41	\$297.88	\$8,639.33
1229	4 Cherokee Dr.	End	T	1	1500	22	64.37	100	Oil Dirt	\$17,159.90	\$0.00	\$74.48	\$344.05	\$1,228.75	\$18,807.18
1229	5 Cheryl Dr.	End	T	1	1100	24	55.08	60.69	Oil Dirt	\$9,218.98	\$5,995.98	\$6,982.48	\$15,000.87	\$0.00	\$37,198.31
1229	6 Ruth Dr.	End	T	1	400	24	9.7	100	Oil Dirt	\$9,887.97	\$0.00	\$21.67	\$100.09	\$357.46	\$10,367.19
1229	7 Lemmitt Rd.	End	T	1	400	24	78.33	93.03	Oil Dirt	\$1,120.10	\$44.83	\$170.22	\$414.58	\$744.52	\$2,494.25
1229	8 Mark Dr.	End	T	1	1100	24	91.37	100	Oil Dirt	\$2,640.02	\$0.00	\$59.59	\$275.24	\$983.00	\$3,957.85
1229	9 Maple Dr.	End	T	1	1700	26	74.05	87.63	Oil Dirt	\$5,913.91	\$445.37	\$1,587.03	\$2,668.47	\$4,711.35	\$15,326.13
1230	1 CR 132	CR 134	S	1	3400	20	62.67	100	Oil Dirt	\$35,359.79	\$0.00	\$153.48	\$708.96	\$2,531.98	\$38,754.21
1231	1 FM 2661	End	T	1	1100	20	75.81	90.01	Oil Dirt	\$2,788.65	\$171.57	\$626.43	\$1,123.17	\$2,103.48	\$6,813.30

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	Edf Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$				
County Road #	Road Segment	From	To	Roadway Class.	County Precinct	Road Length (ft)	Road Width (ft)	PCI Before	PCI After	Road Surface	Unconstrained Repair Costs					TOTAL
											2016	2017	2018	2019	2020	
1232	1 CR 139		End	T	1	1000	20	16.16	100	HMAC	\$24,599.98	\$0.00	\$0.00	\$55.63	\$117.11	\$24,772.72
1233	1 Tanya Dr. at Spur 3			T	1	400	20	25.7	100	Oil Dirt	\$8,239.98	\$0.00	\$18.06	\$297.88	\$83.41	\$8,639.33
1233	2 Tanya Dr. at 0.085	End		T	1	200	20	70.39	70.39	HMAC	\$193.76	\$363.58	\$607.49	\$906.51	\$2,341.04	\$4,412.38
1233	3 Paula		End	T	1	600	20	38.7	100	Oil Dirt	\$12,359.97	\$0.00	\$27.08	\$125.11	\$446.82	\$12,958.98
1234	1 Hwy. 155		City Limits	S	1	300	21	47.77	100	Oil Dirt	\$3,992.49	\$0.00	\$14.22	\$65.68	\$234.58	\$4,306.97
1235	1 FM 2661		End	T	1	800	20	84.31	84.31	Oil Dirt	\$91.12	\$110.08	\$130.10	\$151.38	\$173.49	\$656.17
1236	1 CR 150		Dead End	T	1	1000	20	59	59	Pug Mill	\$4,199.96	\$4,977.04	\$11,033.29	\$168.72	\$1,099.38	\$21,478.39
1237	1 Hwy. 155		End	T	1	1500	21	29.06	100	HMAC	\$38,744.97	\$0.00	\$0.00	\$87.62	\$184.45	\$39,017.04
1237	2 Main St.		North	S	1	400	21	25.95	100	HMAC	\$15,876.01	\$0.00	\$22.60	\$68.82	\$158.80	\$16,126.23
1238	1 Hwy. 31		End	T	1	1900	18	61.36	100	Oil Dirt	\$17,783.89	\$0.00	\$77.19	\$356.56	\$1,273.44	\$19,491.08
1241	1 Larry Lane		End	T	1	600	20	33.7	100	Oil Dirt	\$12,359.97	\$0.00	\$27.08	\$125.11	\$446.82	\$12,958.98
1241	2 Ronald Circle		End	T	1	1700	20	60.39	64.3	Oil Dirt	\$10,001.09	\$5,591.08	\$7,008.42	\$8,322.15	\$19,898.88	\$50,821.62
1242	1 Maxine Dr.		End	T	1	500	20	83.51	83.51	HMAC	\$64.85	\$85.74	\$104.18	\$157.76	\$216.55	\$629.08
1242	2 Marcella Cir		End	T	1	2100	20	82.94	97.3	Oil Dirt	\$4,496.19	\$0.00	\$315.02	\$1,158.03	\$2,155.42	\$8,124.66
1242	3 Conway Ln		End	T	1	500	20	73.24	73.24	Oil Dirt	\$370.40	\$650.98	\$1,049.28	\$1,249.48	\$1,329.21	\$4,649.35
1242	4 Tammi Trail		End	T	1	600	20	81.05	81.05	Oil Dirt	\$107.36	\$386.63	\$633.00	\$1,196.53	\$1,507.97	\$3,831.49
1246	1 Meadowood Dr.		End	T	1	1200	21	71.42	75.21	HMAC	\$3,636.75	\$932.24	\$1,186.98	\$1,897.45	\$3,375.16	\$11,028.58
1246	2 Copper Oaks		End	T	1	3400	21	72.6	75.98	HMAC	\$9,967.16	\$2,365.33	\$3,002.79	\$3,826.41	\$7,309.03	\$26,470.72
1246	3 Big Timber Rd.		End	T	1	4600	21	65.51	71.47	HMAC	\$20,995.69	\$6,736.78	\$12,057.36	\$18,958.13	\$25,789.37	\$84,537.33
1246	4 Jo Bar Dr.		End	T	1	700	21	74.93	77.62	HMAC	\$1,915.09	\$371.78	\$472.76	\$600.06	\$763.62	\$4,123.31
1246	5 Ridge Top Rd.		End	T	1	1100	21	88.47	88.47	HMAC	\$35.41	\$104.55	\$163.24	\$213.63	\$258.45	\$775.28
1246	6 Oak Meadow Circle		End	T	1	2900	21	43.62	100	HMAC	\$59,254.09	\$0.00	\$0.00	\$169.40	\$356.60	\$59,780.09
1246	7 Great Oaks Circle		End	T	1	2500	21	67.86	72.97	HMAC	\$9,560.21	\$2,550.05	\$4,572.66	\$7,773.33	\$11,882.72	\$36,338.97
1246	8 Hidden Lakes Dr.		End	T	1	1000	22	85.08	91.22	HMAC	\$2,308.14	\$50.10	\$114.92	\$170.18	\$217.85	\$2,861.19
1246	9 Three Lakes Rd.		End	T	1	2100	22	73.77	76.78	HMAC	\$6,233.45	\$1,349.25	\$1,711.66	\$2,176.68	\$3,270.95	\$14,741.99
1248	1 Hwy 31		Dead End	T	1	1100	20	67.74	72.89	HMAC	\$4,045.83	\$1,077.64	\$1,958.23	\$3,315.24	\$5,029.11	\$15,426.05
1250	1 CR 1139		End	T	1	1400	20	61.59	100	Oil Dirt	\$14,559.91	\$0.00	\$63.20	\$291.92	\$1,042.58	\$15,957.61
1251	1 CR 178		End	T	1	400	10	0	100	Oil Dirt	\$4,119.99	\$0.00	\$9.03	\$41.70	\$148.94	\$4,319.66
1252	1 CR 1141		End	T	1	1000	20	20.7	100	Oil Dirt	\$20,599.95	\$0.00	\$45.14	\$208.52	\$744.70	\$21,598.31
1253	1 Penne Lane		End	T	1	1200	20	59.27	63.73	Oil Dirt	\$7,375.09	\$4,272.99	\$5,278.05	\$6,186.57	\$14,046.27	\$37,158.97
1253	2 Clint Dr.		End	T	1	1100	20	48.7	100	Oil Dirt	\$12,898.64	\$0.00	\$49.65	\$229.37	\$819.17	\$13,996.83
1254	1 CR 1227		End	T	1	2500	20	48.7	100	Oil Dirt	\$29,315.09	\$0.00	\$112.85	\$521.29	\$1,861.75	\$31,810.98
1255	1 Shane Circle		End	T	1	200	20	72.27	84.89	Oil Dirt	\$563.70	\$77.28	\$173.98	\$465.52	\$316.25	\$1,596.73
1255	2 High Point Circle		End	T	1	200	20	88.8	100	Oil Dirt	\$404.80	\$0.00	\$9.03	\$41.70	\$148.94	\$604.47
1255	3 Stony Glen Circle		End	T	1	200	20	49.46	100	Oil Dirt	\$2,190.17	\$0.00	\$9.03	\$41.70	\$148.94	\$2,389.84
1255	4 Lazy Lane		End	T	1	600	20	25.68	100	Oil Dirt	\$12,359.97	\$0.00	\$27.08	\$125.11	\$446.82	\$12,958.98
1256	1 CR 164		Toll 49	S	1	2900	21	62.73	100	HMAC	\$37,757.86	\$0.00	\$163.86	\$498.92	\$1,151.32	\$39,571.96
1256	2 Echo Glen at Toll 4'	Dead End		T	1	1600	20	66.59	66.59	Oil Dirt	\$3,236.89	\$3,793.62	\$4,014.34	\$4,145.49	\$4,453.56	\$19,643.90
1256	3 Talihna-City of Ty	End		T	1	800	20	79.89	79.89	Oil Dirt	\$166.93	\$574.91	\$981.19	\$1,679.35	\$2,042.91	\$5,445.29
1256	4 Kiamichi Dr at CR 1	CR 1256 - Echo Gle		S	1	500	20	61.51	64.79	Oil Dirt	\$2,773.53	\$1,516.21	\$1,881.53	\$2,305.67	\$2,697.94	\$11,174.88
1259	1 FM 346		CR 181	S	1	3800	20	39.64	100	Oil Dirt	\$78,279.80	\$0.00	\$171.54	\$792.37	\$2,829.86	\$82,073.57
1260	1 CR 183		End	T	1	1900	18	64.22	65.43	Oil Dirt	\$8,095.40	\$4,329.33	\$4,954.71	\$6,027.92	\$7,559.79	\$30,967.15
1261	1 Hwy. 155		CR 1108	P	1	8600	22	66.04	100	HMAC	\$117,303.57	\$0.00	\$509.08	\$1,550.02	\$3,576.83	\$122,939.50
1261	2 FM 2661		CR 1108	P	1	5300	22	77.76	99.73	Seal Coat	\$43,020.17	\$0.00	\$864.21	\$2,420.66	\$4,389.14	\$50,694.18
1261	3 FM 2661		Lake	P	1	7800	22	71.11	100	Slurry Seal	\$67,878.54	\$1,553.37	\$7,807.06	\$19,760.26	\$19,970.61	\$112,969.84
1262	1 Big Oak Dr.		End	T	4	2600	18	84.9	98.61	Oil Dirt	\$4,918.74	\$0.00	\$254.62	\$959.23	\$2,159.53	\$8,292.12
1262	2 Pine Lane		End	T	1	700	14	92.6	92.6	Oil Dirt	\$0.00	\$50.36	\$189.99	\$435.16	\$788.11	\$1,463.62
1262	3 Elm Lane		End	T	1	700	16	86.93	99.65	Oil Dirt	\$1,154.35	\$0.00	\$36.65	\$142.47	\$450.29	\$1,783.76
1262	4 Oak Lane		End	T	1	500	18	97.22	97.22	Oil Dirt	\$0.00	\$0.00	\$68.48	\$251.35	\$464.32	\$784.15
1262	5 Mailbu		End	T	1	1100	18	82.94	82.94	Oil Dirt	\$139.62	\$514.59	\$957.80	\$1,786.13	\$2,407.82	\$5,805.96
1263	1 Cherokee Trail		End	T	1	2000	21	69.37	79.64	Oil Dirt	\$6,696.88	\$1,540.08	\$2,655.94	\$4,449.64	\$5,377.14	\$20,719.68
1263	2 Virginia Rd.		End	T	1	2900	21	57.09	62.32	Oil Dirt	\$20,042.17	\$12,608.44	\$14,815.01	\$34,604.27	\$0.00	\$82,069.89
1263	3 Bay Shore Dr.		End	T	1	3000	21	66.07	100	Oil Dirt	\$32,759.80	\$0.00	\$142.19	\$656.83	\$2,345.80	\$35,904.62
1264	1 Pine Cove Dr		End	T	1	600	20	57.58	100	HMAC	\$6,239.96	\$0.00	\$0.00	\$33.38	\$70.27	\$6,343.61
1264	2 Pine View Dr		End	T	1	1300	20	75	78.87	HMAC	\$9,880.03	\$517.24	\$670.63	\$854.66	\$1,083.92	\$13,006.48
1264	3 Pine Ridge Dr		End	T	1	600	20	50.74	100	HMAC	\$6,239.96	\$0.00	\$0.00	\$33.38	\$70.27	\$6,343.61
1264	4 Airways Dr		End	T	1	1400	20	73.85	78.06	HMAC	\$10,769.06	\$654.02	\$835.09	\$1,058.83	\$1,346.19	\$14,663.19
1265	1 CR 1215		CR 1215	T	1	1100	22	49.96	100	Oil Dirt	\$12,633.39	\$0.00	\$54.62	\$252.31	\$901.09	\$13,841.41

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	% Condition	Ed Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$				
County	Road	Limits	Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs						
Road #	Segment	From	To	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020	TOTAL
1266	1	Saline Dr.	John Cowan Dr.	S	1	500	20	42.89	100	Pug Mill	\$8,826.07	\$79.90	\$519.42	\$1,772.40	\$2,495.30	\$13,693.09
1266	2	John Cowan Dr.	End	T	1	700	20	44.89	100	Pug Mill	\$10,928.52	\$111.86	\$727.18	\$2,481.36	\$3,493.41	\$17,742.33
1266	3	Saline Dr.	End	T	1	1800	20	55.67	63.96	Pug Mill	\$12,358.97	\$7,909.02	\$9,296.26	\$20,455.73	\$312.81	\$50,332.79
1267	1	CR 1125	End	T	1	1300	16	25.71	100	Oil Dirt	\$21,423.95	\$0.00	\$46.95	\$216.86	\$774.49	\$22,462.25
1268	1	FM 2493	End	T	1	700	40	84.69	98.49	Oil Dirt	\$2,948.56	\$0.00	\$158.41	\$594.65	\$1,307.25	\$5,008.87
1269	1	High Ridge	End	T	1	600	21	77.16	80.98	HMAC	\$4,679.15	\$151.07	\$221.30	\$294.58	\$377.73	\$5,723.83
1269	2	Lake Ridge St.	End	T	1	600	21	73.83	78.04	HMAC	\$4,847.01	\$294.79	\$376.41	\$477.50	\$606.97	\$6,602.68
1269	3	Fox Ridge	End	T	1	600	21	77.16	80.98	HMAC	\$4,679.15	\$151.07	\$221.30	\$294.58	\$377.73	\$5,723.83
1269	4	Park Hill	End	T	1	400	21	79.11	83.87	HMAC	\$3,053.96	\$69.53	\$85.44	\$124.84	\$174.26	\$3,508.03
1269	5	Sundown	End	T	1	1600	21	85.16	95.61	HMAC	\$11,922.73	\$0.00	\$75.17	\$178.05	\$265.26	\$12,441.21
1269	6	West Ridge	End	T	1	1700	21	72.67	77.31	HMAC	\$13,898.71	\$952.76	\$1,210.41	\$1,537.02	\$1,957.54	\$19,556.44
1270	1	Orleans Rd.	End	T	1	600	21	54.87	100	Oil Dirt	\$6,551.96	\$0.00	\$28.44	\$131.37	\$469.16	\$7,180.93
1270	2	Hillside Ln	End	T	1	1300	21	96.85	97.25	Oil Dirt	\$2,730.02	\$0.00	\$0.00	\$0.00	\$0.00	\$2,730.02
1270	3	Linden Ln	End	T	1	1300	21	51.39	100	Oil Dirt	\$14,195.92	\$0.00	\$61.62	\$284.63	\$1,016.51	\$15,558.68
1270	4	Norfolk Dr.	End	T	1	1900	22	72.09	84.6	Oil Dirt	\$5,920.55	\$850.77	\$1,850.22	\$3,373.11	\$4,900.04	\$16,894.69
1271	1	Tessa Lane	End	T	1	400	18	73.62	73.62	Oil Dirt	\$255.72	\$440.87	\$740.58	\$894.95	\$957.03	\$3,289.15
1271	2	Timberland Trail	End	T	1	1200	20	83.3	100	Oil Dirt	\$8,361.50	\$0.00	\$54.17	\$250.22	\$893.64	\$9,559.53
1271	3	Timberline	End	T	1	500	20	74.43	88.16	Oil Dirt	\$1,322.85	\$95.79	\$343.29	\$564.44	\$1,043.96	\$3,370.33
1271	4	Tosha Lane	End	T	1	1700	21	75.25	89.29	Oil Dirt	\$4,605.15	\$303.69	\$1,099.92	\$1,881.67	\$3,545.89	\$11,436.32
1272	1	Deer Trail	End	T	1	1400	20	36.66	100	Oil Dirt	\$28,839.93	\$0.00	\$63.20	\$291.92	\$1,042.58	\$30,237.63
1272	2	Appomattox	End	T	1	1800	20	76.94	91.42	Oil Dirt	\$4,400.71	\$229.43	\$852.28	\$1,713.66	\$3,162.37	\$10,358.45
1273	1	Antebellum Dr.	End	T	1	400	20	20.67	100	Oil Dirt	\$8,239.98	\$0.00	\$18.06	\$297.88	\$83.41	\$8,639.33
1273	2	Lone Tree Plaza	End	T	1	400	20	57.92	64.44	Oil Dirt	\$4,566.44	\$1,288.30	\$1,612.14	\$1,929.32	\$2,246.52	\$11,642.72
1273	3	Ashley Dr.	End	T	1	700	20	65.98	100	Oil Dirt	\$7,279.96	\$0.00	\$31.60	\$145.96	\$521.29	\$7,978.81
1274	1	Red Wood Dr.	End	T	1	200	28	94.37	100	HMAC	\$560.00	\$0.00	\$0.00	\$15.58	\$32.79	\$608.37
1274	2	Knoll Wood Dr.	End	T	1	1400	28	22.42	100	HMAC	\$48,215.96	\$0.00	\$0.00	\$109.04	\$229.54	\$48,554.54
1274	3	Shady Wood Dr.	End	T	1	600	28	96.1	96.1	HMAC	\$0.00	\$0.00	\$31.96	\$84.42	\$128.94	\$245.32
1274	4	Deep Wood Dr.	End	T	1	400	28	56.07	100	HMAC	\$5,823.97	\$0.00	\$0.00	\$31.15	\$65.58	\$5,920.70
1274	5	Pine Wood Dr.	End	T	1	900	28	94.37	94.37	HMAC	\$0.00	\$0.00	\$77.74	\$150.94	\$213.17	\$441.85
1274	6	Willow Wood Dr.	End	T	1	1700	28	93.51	93.51	HMAC	\$0.00	\$17.76	\$174.52	\$307.81	\$421.57	\$921.66
1274	7	Northwood Dr.	End	T	1	1600	28	90.1	90.1	HMAC	\$0.00	\$7,438.66	\$0.00	\$0.00	\$127.89	\$7,566.55
1274	8	Harvest Wood Dr.	End	T	1	1400	28	61.4	64.74	Oil Dirt	\$10,936.69	\$5,991.93	\$7,443.97	\$9,093.94	\$10,637.41	\$44,103.94
1274	9	Black Wood Dr.	End	T	1	700	28	67.75	76	Oil Dirt	\$3,601.56	\$931.76	\$1,744.60	\$2,327.01	\$2,585.37	\$11,190.30
1274	10	Moss Wood Dr.	End	T	1	900	28	53.01	100	Oil Dirt	\$13,103.92	\$0.00	\$56.88	\$262.73	\$938.32	\$14,361.85
1274	11	Southport Dr.	End	T	1	900	28	77.8	92.43	Oil Dirt	\$2,993.64	\$133.83	\$504.69	\$1,131.26	\$2,056.35	\$6,819.77
1275	1	Arrow Wood Dr.	End	T	1	100	21	50.49	100	HMAC	\$1,091.99	\$0.00	\$0.00	\$5.84	\$12.30	\$1,110.13
1275	2	Woodbend Dr.	End	T	1	1900	21	68.57	72.53	HMAC	\$6,840.96	\$1,965.91	\$3,030.84	\$4,416.72	\$5,883.04	\$22,137.47
1276	1	Stone Ridge Dr.	End	T	1	2200	21	84.49	98.36	Oil Dirt	\$4,874.56	\$0.00	\$271.39	\$1,017.76	\$2,184.01	\$8,347.72
1276	2	Oak Hill Dr.	End	T	1	800	21	89.78	89.78	Oil Dirt	\$3.75	\$134.88	\$491.12	\$866.39	\$1,626.14	\$3,122.28
1276	3	Ridge Rock Dr.	End	T	1	1000	21	83.5	83.5	Oil Dirt	\$136.37	\$505.99	\$987.28	\$1,832.34	\$2,525.42	\$5,987.40
1276	4	Ridgley	End	T	1	1200	21	87.57	87.57	Oil Dirt	\$61.10	\$255.61	\$909.05	\$1,533.92	\$2,694.54	\$5,454.22
1277	1	Clear Lake Cove	End	T	1	800	20	73.87	73.87	Oil Dirt	\$552.36	\$942.66	\$1,625.39	\$1,980.81	\$2,124.05	\$7,225.27
1277	2	Blue Bird Lane	End	T	1	800	20	76.37	76.37	Oil Dirt	\$392.27	\$744.24	\$1,386.00	\$1,881.24	\$2,107.83	\$6,511.58
1277	3	Red Fern Rd.	End	T	1	900	20	88.8	100	Oil Dirt	\$1,821.59	\$0.00	\$40.63	\$187.67	\$670.23	\$2,720.12
1280	1	Selkerk St	Seton St	S	1	600	21	61.59	64.81	Oil Dirt	\$3,479.54	\$1,900.66	\$2,356.89	\$2,892.74	\$3,388.07	\$14,017.70
1280	2	Lockhart St	Patrick St	S	1	700	21	77.37	86.17	HMAC	\$1,771.69	\$130.26	\$320.05	\$546.19	\$746.41	\$3,514.60
1280	3	Seton St	Selkerk St	S	1	700	21	55.95	55.95	HMAC	\$3,535.46	\$3,652.07	\$3,774.09	\$3,898.66	\$4,027.15	\$18,887.43
1280	4	Patrick St	Lockhart St	S	1	1100	21	59.95	100	HMAC	\$14,321.95	\$0.00	\$62.16	\$189.25	\$436.71	\$15,010.07
1280	5	CR 168	End	T	1	1500	20	71.55	100	HMAC	\$15,599.91	\$0.00	\$0.00	\$83.45	\$175.67	\$15,859.03
1282	1	FM 2493	FM 2493	S	1	1200	21	52.08	100	Oil Dirt	\$13,103.92	\$0.00	\$56.88	\$262.73	\$938.32	\$14,361.85
1283	1	CR 1141	End	T	1	400	20	29.91	100	Pug Mill	\$8,239.98	\$63.92	\$415.53	\$1,417.92	\$1,996.24	\$12,133.59
1284	1	Oak Trail Dr	End	T	1	1400	24	66.01	100	Oil Dirt	\$17,471.90	\$0.00	\$75.84	\$350.31	\$1,251.09	\$19,149.14
1284	2	Meadow Dale	End	T	1	1300	24	92.66	93.59	Oil Dirt	\$3,120.03	\$0.00	\$0.00	\$0.00	\$0.00	\$3,120.03
1284	3	Holly Ln	End	T	1	1500	24	69.88	80.66	Oil Dirt	\$5,464.93	\$1,204.32	\$1,984.15	\$3,654.64	\$4,548.00	\$16,856.04
1284	4	Leaning Oaks Dr.	End	T	1	1500	24	82.48	96.94	Oil Dirt	\$3,870.60	\$0.00	\$287.76	\$1,051.07	\$1,889.67	\$7,099.10
1284	5	Pinedale Circle	End	T	1	2800	24	70.62	82.05	Oil Dirt	\$9,913.39	\$1,945.83	\$3,393.11	\$6,381.29	\$8,308.31	\$29,941.93
1285	1	Plum Ridge Circle	End	T	1	200	28	77.16	79.59	HMAC	\$679.61	\$95.49	\$127.11	\$162.99	\$206.99	\$1,272.19
1285	2	Shady Ridge Dr.	OD	T	1	500	28	70.32	74.51	HMAC	\$2,082.07	\$568.15	\$724.15	\$1,370.79	\$2,281.61	\$7,026.77

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID		Section ID		Rank	Length	Width	If Condition	Of Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$		
County	Road	Limits	Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs					TOTAL	
Road #	Segment	From	To	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020	
1285	3	Timber Ridge Dr.	End	T	1	1500	28	51.81	100	HMAC	\$21,839.87	\$0.00	\$0.00	\$116.83	\$245.93	\$22,202.63
1285	4	Briar Ridge Dr.	End	T	1	900	28	45.69	100	Oil Dirt	\$18,643.10	\$0.00	\$56.88	\$262.73	\$938.32	\$19,901.03
1285	5	Holly Ridge Dr.	End	T	1	700	28	70.01	100	Oil Dirt	\$10,191.94	\$0.00	\$44.24	\$204.35	\$729.81	\$11,170.34
1285	6	Shady Ridge Dr. (Hr	End	T	1	1200	28	66.04	70.75	Oil Dirt	\$7,035.64	\$2,966.01	\$3,899.46	\$4,308.43	\$4,471.76	\$22,681.30
1285	7	Pecan Ridge Dr.	End	T	1	500	28	53.15	100	Oil Dirt	\$7,279.96	\$0.00	\$31.60	\$145.96	\$521.29	\$7,978.81
1286	1	CR 1100	CR 1103	S	1	1000	21	84.37	84.37	HMAC	\$118.23	\$227.47	\$571.05	\$877.48	\$1,148.64	\$2,942.87
1287	1	Hwy. 155	End	T	1	1100	16	45.7	100	Oil Dirt	\$13,011.58	\$0.00	\$39.72	\$183.50	\$655.34	\$13,890.14
1289	1	Hwy. 31	Dead End	T	1	1300	21	64.18	70.63	HMAC	\$6,478.35	\$2,350.85	\$3,980.91	\$6,046.99	\$15,977.63	\$34,834.73
1290	1	Bay View Dr.	End	T	1	900	21	37.36	100	HMAC	\$23,246.98	\$0.00	\$0.00	\$52.57	\$110.67	\$23,410.22
1290	2	High St.	End	T	1	600	21	5.01	100	HMAC	\$15,497.99	\$0.00	\$0.00	\$35.05	\$73.78	\$15,606.82
1291	1	CR 189	End	T	1	900	16	15.42	100	Oil Dirt	\$14,831.96	\$0.00	\$0.00	\$0.00	\$32.37	\$14,864.33
1292	1	CR 137	End	T	1	1500	22	49.96	100	Oil Dirt	\$17,227.35	\$0.00	\$74.48	\$344.05	\$1,228.75	\$18,874.63
1293	1	CR 129 North	End	S	1	1500	21	45.64	100	Oil Dirt	\$23,384.06	\$0.00	\$71.10	\$328.41	\$1,172.90	\$24,956.47
1293	2	First Road to Left	End	T	1	400	21	53.76	100	Oil Dirt	\$4,367.97	\$0.00	\$18.96	\$87.58	\$312.77	\$4,787.28
1293	3	Second Road to Left	End	T	1	400	21	96.4	96.4	Oil Dirt	\$0.00	\$5.71	\$72.94	\$264.69	\$454.54	\$797.88
1293	4	Third Road to Left	End	T	1	400	21	57.74	100	Oil Dirt	\$4,367.97	\$0.00	\$18.96	\$87.58	\$312.77	\$4,787.28
1294	1	Chickasha Dr.	End	T	1	800	28	74.67	88.5	Oil Dirt	\$2,941.53	\$207.49	\$745.34	\$1,218.86	\$2,304.27	\$7,417.49
1294	2	Kiamichi Dr.	End	T	1	1000	28	78.08	78.08	Oil Dirt	\$495.02	\$1,160.42	\$2,095.72	\$3,136.12	\$3,641.56	\$10,528.84
1294	3	Shoshone	End	T	1	600	28	76.08	78.56	HMAC	\$2,111.41	\$355.76	\$458.33	\$582.26	\$738.85	\$4,246.61
1294	4	Washita Dr.	End	T	1	1300	28	93.7	100	HMAC	\$3,640.03	\$0.00	\$0.00	\$101.25	\$213.14	\$3,954.42
1294	5	Pawnee Dr.	End	T	1	500	28	93.7	100	HMAC	\$1,400.01	\$0.00	\$0.00	\$38.94	\$81.98	\$1,520.93
1295	1	CR 46	End	T	1	2900	18	48.69	100	Oil Dirt	\$30,631.63	\$0.00	\$117.82	\$544.23	\$1,943.66	\$33,237.34
1296	1	Ash Circle	End	T	1	200	20	49.47	100	Oil Dirt	\$2,188.13	\$0.00	\$9.03	\$41.70	\$148.94	\$2,387.80
1296	2	Pecan Dr.	End	T	1	500	20	58.1	100	Oil Dirt	\$2,190.00	\$2,553.40	\$5,516.65	\$0.00	\$23.63	\$10,283.68
1296	3	Hickory Lane	End	T	1	2400	20	70.8	82.39	Oil Dirt	\$7,046.21	\$1,336.60	\$2,385.33	\$4,471.32	\$5,901.88	\$21,141.34
1296	4	Red Bud Place	End	T	1	1300	20	47.69	100	Oil Dirt	\$16,582.99	\$0.00	\$58.68	\$271.07	\$968.11	\$17,880.85
1297	1	CR 46	End	S	1	900	20	46.69	100	Oil Dirt	\$12,398.60	\$0.00	\$40.63	\$187.67	\$670.23	\$13,297.13
1297	2	0.167	End	T	1	800	12	50.85	100	Oil Dirt	\$4,991.97	\$0.00	\$0.00	\$0.00	\$21.58	\$5,013.55
1298	1	Valley View Lane	End	T	1	1200	21	67.8	76.11	Oil Dirt	\$4,611.61	\$1,190.75	\$2,222.94	\$2,983.43	\$3,324.04	\$14,332.77
1298	2	Ridgeline Rd.	End	T	1	2100	21	69.88	80.66	Oil Dirt	\$6,694.54	\$1,475.29	\$2,430.58	\$4,476.93	\$5,571.30	\$20,648.64
1298	3	Estates Rd.	End	T	1	800	21	52.73	100	HMAC	\$8,735.95	\$0.00	\$0.00	\$46.73	\$98.37	\$8,881.05
1298	4	Oak Brook Rd.	End	T	1	5900	21	73.79	77.1	HMAC	\$16,706.61	\$3,603.04	\$4,579.38	\$5,611.06	\$6,699.23	\$37,199.32
1299	1	FM 2493	CR 137	S	1	800	21	96.75	96.75	Oil Dirt	\$0.00	\$3.86	\$138.59	\$505.17	\$891.68	\$1,539.30
1300	1	CR 137	End	T	1	200	28	53.88	100	Oil Dirt	\$2,911.98	\$0.00	\$12.64	\$58.38	\$208.52	\$3,191.52
1301	1	Hwy. 155	CR 192	S	1	1100	30	19.69	100	Oil Dirt	\$33,989.91	\$0.00	\$74.48	\$344.05	\$1,228.75	\$35,637.19
1302	1	Willingham Rd. (CR	End	T	1	2000	21	83.65	97.8	Oil Dirt	\$4,466.54	\$0.00	\$284.39	\$1,053.57	\$2,079.89	\$7,884.39
1303	1	CR 46	End	T	1	900	20	72.3	84.96	Oil Dirt	\$2,534.47	\$343.28	\$779.89	\$1,414.16	\$2,088.80	\$7,160.60
1304	1	Stockman Circle	End	T	1	1200	21	20.75	100	HMAC	\$30,995.98	\$0.00	\$0.00	\$70.10	\$147.56	\$31,213.64
1304	2	Buck Board Circle	End	T	1	900	21	81.73	85.92	HMAC	\$2,046.29	\$124.97	\$165.79	\$201.65	\$302.96	\$2,841.66
1304	3	Dixon Rd.	End	T	1	1200	21	18.75	100	HMAC	\$30,995.98	\$0.00	\$0.00	\$70.10	\$147.56	\$31,213.64
1304	4	Ranch Rd.	End	T	1	2400	21	20.75	100	HMAC	\$61,991.95	\$0.00	\$0.00	\$140.19	\$295.12	\$62,427.26
1305	1	Santa Fe Trail	End	T	1	400	28	30.69	100	Oil Dirt	\$11,535.97	\$0.00	\$25.28	\$116.77	\$417.03	\$12,095.05
1305	2	Overland Trail	End	T	1	600	28	22.61	100	Oil Dirt	\$17,303.96	\$0.00	\$0.00	\$0.00	\$37.77	\$17,341.73
1305	3	Wagon Trail	End	T	2	300	28	53.15	100	Oil Dirt	\$4,367.97	\$0.00	\$18.96	\$87.58	\$312.77	\$4,787.28
1305	4	Chisum Trail	End	T	2	600	28	43.69	100	Oil Dirt	\$14,142.46	\$0.00	\$37.92	\$175.15	\$625.55	\$14,981.08
1305	5	Overland Stage Road	End	T	2	1700	28	46.69	100	Oil Dirt	\$32,787.40	\$0.00	\$107.44	\$496.27	\$1,772.38	\$35,163.49
1306	1	CR 116	End	T	2	1700	21	62.62	100	Oil Dirt	\$18,563.89	\$0.00	\$80.58	\$372.20	\$1,329.29	\$20,345.96
1307	1	Briar Crest Dr. (CR	End	T	1	1900	28	96.75	96.75	Oil Dirt	\$0.00	\$12.22	\$438.88	\$1,599.70	\$2,823.66	\$4,874.46
1307	2	Silver Leaf Rd (CR 1	End	T	1	1900	28	96.75	96.75	Oil Dirt	\$0.00	\$12.22	\$438.88	\$1,599.70	\$2,823.66	\$4,874.46
1308	1	Calvert Dr.	End	T	1	4300	20	47.7	100	Oil Dirt	\$54,807.48	\$0.00	\$194.11	\$896.62	\$3,202.21	\$59,100.42
1308	2	Ashley Circle	End	T	1	1400	20	56.07	61.53	Oil Dirt	\$9,500.67	\$6,076.44	\$7,114.52	\$15,910.01	\$0.00	\$38,601.64
1308	3	Samuel Dr.	End	T	1	2700	21	34.91	100	Pug Mill	\$58,400.85	\$453.04	\$2,945.09	\$10,049.49	\$14,148.33	\$85,996.80
1309	1	Ash Lane	End	T	1	700	28	18.7	100	Oil Dirt	\$20,187.95	\$0.00	\$44.24	\$204.35	\$729.81	\$21,166.35
1309	2	Chase Wood Dr.	End	T	1	1500	28	33.7	100	Oil Dirt	\$43,259.89	\$0.00	\$94.80	\$437.89	\$1,563.87	\$45,356.45
1309	3	Water Wood Dr.	End	T	1	200	28	22.7	100	Oil Dirt	\$5,767.99	\$0.00	\$12.64	\$58.38	\$208.52	\$6,047.53
1309	4	Willow Oak Lane	End	T	1	500	28	43.7	100	Oil Dirt	\$11,778.23	\$0.00	\$31.60	\$145.96	\$521.29	\$12,477.08
1309	5	Pine Brook Dr.	End	T	2	1400	28	56.05	100	Oil Dirt	\$20,383.88	\$0.00	\$88.48	\$408.69	\$1,459.61	\$22,340.66
1309	6	Cedar Wood Dr.	End	T	1	600	28	33.7	100	Oil Dirt	\$17,303.96	\$0.00	\$37.92	\$175.15	\$625.55	\$18,142.58

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	IF Condition	EDF Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$				
County	Road	Limits	Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs					TOTAL	
Road #	Segment	From	To	Class.	Preinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020	
1310	1	FM 2868	End	T	1	1300	20	87.07	87.07	Oil Dirt	\$76.09	\$299.80	\$975.32	\$1,676.32	\$2,828.48	\$5,856.01
1311	6	Scenic Dr. at Spur	0.300 Mile	T	1	1600	40	95.38	100	Oil Dirt	\$6,400.05	\$0.00	\$144.45	\$667.26	\$2,383.04	\$9,594.80
1313	1	Teal Wood Dr.	End	T	1	700	21	75.73	89.91	Oil Dirt	\$1,867.97	\$116.05	\$423.50	\$753.62	\$1,412.88	\$4,574.02
1313	2	Pintail Rd.	End	T	1	5000	21	48.7	100	Oil Dirt	\$61,561.69	\$0.00	\$236.99	\$1,094.72	\$3,909.67	\$66,803.07
1314	1	Indigo Lane	End	T	1	400	28	13.68	100	Oil Dirt	\$11,535.97	\$0.00	\$25.28	\$116.77	\$417.03	\$12,095.05
1314	2	Jonquill Dr.	End	T	1	400	28	10.68	100	Oil Dirt	\$11,535.97	\$0.00	\$25.28	\$116.77	\$417.03	\$12,095.05
1314	3	Honeysuckle Dr.	End	T	1	900	28	18.68	100	Oil Dirt	\$25,955.93	\$0.00	\$56.88	\$262.73	\$938.32	\$27,213.86
1315	1	Frost Wood St.	End	T	1	1700	28	81.09	100	Slurry Seal	\$5,183.68	\$430.89	\$2,165.59	\$4,371.73	\$5,539.63	\$17,691.52
1315	2	Spruce St.	End	T	1	700	28	58.67	100	Slurry Seal	\$10,191.94	\$177.42	\$891.72	\$1,800.12	\$2,281.03	\$15,342.23
1315	3	Old Oak Dr.	End	T	1	2300	28	81.73	100	Slurry Seal	\$6,972.54	\$582.97	\$2,929.92	\$5,914.69	\$7,494.80	\$23,894.92
1315	4	Tall Timber Dr.	End	T	1	2400	28	89.62	100	Slurry Seal	\$1,327.90	\$0.00	\$0.00	\$0.00	\$151.07	\$1,478.97
1315	5	Cedar Spur St.	End	T	1	600	28	70.26	100	Slurry Seal	\$8,735.95	\$152.08	\$764.33	\$1,542.96	\$1,955.16	\$13,150.48
1316	1	Rocky Lane	End	T	2	2200	21	89.05	97.38	HMAC	\$4,664.25	\$0.00	\$46.90	\$198.39	\$327.05	\$5,236.59
1317	1	FM 2661	End	T	2	1000	18	23.69	100	Oil Dirt	\$18,539.95	\$0.00	\$40.63	\$187.67	\$670.23	\$19,438.48
1318	1	Vicki Lynn Lane	End	T	2	1800	20	93	93	HMAC	\$0.00	\$28.94	\$144.77	\$243.03	\$327.49	\$744.23
1318	2	Tara Circle	End	T	1	400	20	86.93	86.93	Oil Dirt	\$24.53	\$96.23	\$303.17	\$523.67	\$874.32	\$1,821.92
1318	3	Dustin Rd.	End	T	1	600	20	86.94	94.13	HMAC	\$1,236.69	\$0.00	\$38.91	\$73.58	\$102.89	\$1,452.07
1319	1	CR 145	Dead End	T	1	2000	14	79.57	79.57	Oil Dirt	\$328.02	\$1,033.68	\$1,788.29	\$2,975.52	\$3,589.45	\$9,714.96
1320	1	Ramble Wood Lane	End	T	1	1100	28	84.33	86.31	Oil Dirt	\$3,254.57	\$148.25	\$184.87	\$223.87	\$264.73	\$4,076.29
1321	1	CR 1215	End	T	1	1700	21	28.67	100	Oil Dirt	\$36,770.91	\$0.00	\$80.58	\$372.20	\$1,329.29	\$38,552.98
1322	1	CR 189 W	CR 189 W	T	1	1800	18	83.89	97.97	Oil Dirt	\$3,438.09	\$0.00	\$210.76	\$783.15	\$1,582.46	\$6,014.46
1323	1	Fawn Creek	End	T	1	1500	28	95.27	100	HMAC	\$4,200.04	\$0.00	\$0.00	\$116.83	\$245.93	\$4,562.80
1323	2	Valley Dr.	End	T	1	1500	28	85.31	87.17	HMAC	\$4,397.08	\$162.37	\$209.05	\$257.53	\$309.17	\$5,335.20
1323	3	Green Leaf Dr.	End	T	1	1200	28	84.21	89.83	HMAC	\$3,554.50	\$114.46	\$206.65	\$285.50	\$354.14	\$4,515.25
1324	1	Elaine	End	S	1	700	24	65.94	70.31	Oil Dirt	\$3,543.11	\$1,547.79	\$1,976.55	\$2,159.84	\$2,235.88	\$11,463.17
1324	2	Antler	End	T	1	1000	24	53.76	100	Oil Dirt	\$12,479.93	\$0.00	\$54.17	\$250.22	\$893.64	\$13,677.96
1324	3	Timbercrest Lane	End	T	1	700	24	57.74	57.74	Oil Dirt	\$3,739.76	\$9,998.03	\$0.00	\$38.54	\$180.06	\$12,956.39
1325	1	Whitney Lane	End	T	1	800	18	52.94	100	Oil Dirt	\$7,487.96	\$0.00	\$32.50	\$150.13	\$536.18	\$8,206.77
1325	2	Woodard Place	End	T	1	1300	20	85.05	98.71	Oil Dirt	\$2,728.77	\$0.00	\$137.10	\$517.07	\$1,188.05	\$4,570.99
1327	1	Woodhollow Dr at	Dead End	T	1	3000	28	55.37	68.34	HMAC	\$50,089.83	\$10,971.03	\$17,021.02	\$22,608.06	\$55,605.37	\$156,295.31
1327	3	Woodview Ct.	End	T	1	500	28	71.55	100	HMAC	\$7,279.96	\$0.00	\$0.00	\$38.94	\$81.98	\$7,400.88
1327	4	Sandy Grove Ct.	End	T	1	200	28	79.14	83.92	HMAC	\$2,035.30	\$46.14	\$56.68	\$82.49	\$115.41	\$2,336.02
1327	5	Woodwind Ct.	End	T	1	100	28	69.21	75.45	HMAC	\$1,153.20	\$100.26	\$127.39	\$189.25	\$347.12	\$1,917.22
1327	6	Timberline Ct.	End	T	1	200	28	77.19	81.02	HMAC	\$2,078.95	\$66.45	\$97.64	\$130.19	\$166.88	\$2,540.11
1327	8	Spring Mill East	End	T	1	300	28	77.19	81.02	HMAC	\$3,118.42	\$99.67	\$146.46	\$195.28	\$250.32	\$3,810.15
1327	9	Sandstone Circle	End	T	1	600	28	47.45	100	HMAC	\$11,777.58	\$0.00	\$0.00	\$46.73	\$98.37	\$11,922.68
1327	10	Still Wood Lane	End	T	1	900	28	79.14	83.92	HMAC	\$9,158.84	\$207.62	\$255.08	\$371.20	\$519.36	\$10,512.10
1327	11	Spring Mill West	End	T	1	300	28	59.95	70.73	HMAC	\$4,624.25	\$706.46	\$1,203.53	\$1,842.19	\$4,916.19	\$13,292.62
1328	1	Harbor Way South	End	T	1	600	20	41.7	100	Oil Dirt	\$11,319.60	\$0.00	\$27.08	\$125.11	\$446.82	\$11,918.61
1328	2	Harbor Way North	End	T	1	100	20	25.7	100	Oil Dirt	\$2,059.99	\$0.00	\$4.51	\$20.85	\$74.47	\$2,159.82
1328	3	Hickory Trail	End	T	2	900	20	44.7	100	Oil Dirt	\$14,225.37	\$0.00	\$40.63	\$187.67	\$670.23	\$15,123.90
1329	1	Bird Point Trail	End	T	2	1000	28	85.49	98.95	Oil Dirt	\$2,926.19	\$0.00	\$134.67	\$512.79	\$1,245.47	\$4,819.12
1329	2	Bear Wood Lane	End	T	2	600	28	69.19	79.27	Oil Dirt	\$2,724.17	\$635.32	\$1,110.39	\$1,804.59	\$2,159.29	\$8,433.76
1329	3	White Deer Trail	End	T	1	1100	28	86.52	99.46	Oil Dirt	\$3,187.04	\$0.00	\$115.05	\$444.31	\$1,278.56	\$5,024.96
1330	1	Tall Pines Dr.	End	S	1	600	24	58.85	58.85	Oil Dirt	\$3,045.64	\$3,564.17	\$7,943.97	\$0.00	\$34.03	\$14,587.81
1332	1	CR 1215	End	T	1	1300	22	34.67	100	Oil Dirt	\$29,457.93	\$0.00	\$64.55	\$298.18	\$1,064.92	\$30,885.58
1333	1	Sugarcreek Dr.	End	T	1	1500	21	93.54	93.54	HMAC	\$0.00	\$11.15	\$114.87	\$203.38	\$278.65	\$608.05
1333	2	Carter Place	End	T	1	400	21	87.57	87.57	HMAC	\$20.37	\$44.21	\$64.41	\$81.78	\$106.63	\$317.40
1333	3	Deer Trail	End	T	1	2700	21	84.2	89.83	HMAC	\$5,998.75	\$193.70	\$349.28	\$481.78	\$597.62	\$7,621.13
1334	1	Bunker Dr.	End	T	1	2000	28	89.34	97.81	HMAC	\$5,636.98	\$0.00	\$39.74	\$226.26	\$385.29	\$6,288.27
1334	2	Hurst Dr.	End	T	1	300	28	87.64	95.2	HMAC	\$859.83	\$0.00	\$21.11	\$46.39	\$67.98	\$995.31
1334	3	Oak Hurst Dr.	End	T	1	1000	28	89.34	97.81	HMAC	\$2,818.49	\$0.00	\$19.87	\$113.13	\$192.65	\$3,144.14
1335	1	Vieux Carre	End	T	1	500	28	21.85	100	HMAC	\$17,219.99	\$0.00	\$0.00	\$38.94	\$81.98	\$17,340.91
1335	2	Calcasieu Dr.	End	T	1	700	28	94.63	100	HMAC	\$1,960.02	\$0.00	\$0.00	\$54.52	\$114.77	\$2,129.31
1335	3	Thibodaux Dr. North	End	T	1	900	28	96.38	100	HMAC	\$2,520.02	\$0.00	\$0.00	\$70.10	\$147.56	\$2,737.68
1335	4	Beau Regard Dr.	End	T	1	800	28	96.38	100	HMAC	\$2,240.02	\$0.00	\$0.00	\$62.31	\$131.16	\$2,433.49
1335	5	Iberia Dr.	End	T	1	400	28	83.46	83.46	HMAC	\$73.25	\$96.56	\$117.12	\$178.17	\$244.06	\$709.16
1335	6	Terre Borne Dr.	End	T	1	800	28	82.61	87.31	HMAC	\$2,405.46	\$122.82	\$175.52	\$221.49	\$296.52	\$3,221.81

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	IF Condition	DF Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$			
County	Road	Limits	Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs					TOTAL
Road #	Segment	From	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020	
1335	7 Lafayette Dr.	End	T	1	800	28	83.46	83.46	HMAC	\$146.50	\$193.13	\$234.24	\$356.34	\$488.12	\$1,418.33
1335	8 Thibodaux Dr.	Sout End	T	1	900	28	83.46	83.46	HMAC	\$164.82	\$217.27	\$263.52	\$400.88	\$549.13	\$1,595.62
1335	9 Arcadia Dr.	End	T	1	1500	28	73.84	76.82	HMAC	\$5,655.06	\$1,218.15	\$1,545.30	\$1,966.01	\$2,909.91	\$13,294.43
1335	10 Circle Off of Acadia	End	T	1	100	72	82.61	82.61	HMAC	\$53.18	\$67.11	\$89.84	\$131.20	\$174.06	\$515.39
1335	11 Circle Off of Thiboc	End	T	1	100	72	74.98	77.67	HMAC	\$936.60	\$180.65	\$229.78	\$291.42	\$370.78	\$2,009.23
1336	1 Hwy. 155	End	T	1	1100	21	65.67	71.57	HMAC	\$4,965.34	\$1,564.55	\$2,824.31	\$4,457.72	\$6,102.05	\$19,913.97
1336	2 Rhudy Dr.	End	T	1	1100	21	66.56	70.77	HMAC	\$4,656.95	\$1,671.54	\$2,493.50	\$3,367.27	\$4,291.22	\$16,480.48
1337	1 Sand Hill Ln	End	T	1	900	28	92.74	100	HMAC	\$2,520.02	\$0.00	\$0.00	\$70.10	\$147.56	\$2,737.68
1338	1 FM 2868	Cul-de-sac	T	1	700	24	94.21	100	HMAC	\$1,680.01	\$0.00	\$0.00	\$46.73	\$98.37	\$1,825.11
1339	1 Chattanooga Dr.	End	T	1	400	28	96.31	96.31	HMAC	\$0.00	\$0.00	\$19.65	\$54.92	\$84.79	\$159.36
1339	2 Nashville Dr.	End	T	1	900	28	96.31	96.31	HMAC	\$0.00	\$0.00	\$44.21	\$123.56	\$190.77	\$358.54
1339	3 Southern Trace Cir	End	T	1	2000	28	90.25	90.25	HMAC	\$0.00	\$172.01	\$328.96	\$463.33	\$579.70	\$1,544.00
1341	1 Colony Dr.	End	T	1	600	28	96.23	96.23	HMAC	\$0.00	\$0.00	\$30.30	\$83.06	\$127.89	\$241.25
1341	2 Frederick Dr.	End	T	1	3500	28	96.23	96.23	HMAC	\$0.00	\$0.00	\$176.76	\$484.50	\$746.00	\$1,407.26
1342	1 CR 1230	End	T	1	1100	28	78.06	100	HMAC	\$16,015.90	\$0.00	\$0.00	\$85.67	\$180.35	\$16,281.92
1344	1 Sara Lane	End	T	1	1200	28	94.1	94.1	Concrete	\$0.00	\$0.00	\$109.95	\$206.37	\$288.44	\$604.76
1344	2 Rana Park	End	T	1	2000	28	91.46	91.46	Concrete	\$0.00	\$115.75	\$283.15	\$425.81	\$548.66	\$1,373.37
1344	3 Yasmeen Circle	Rana Park	T	1	2800	28	94.98	94.98	Concrete	\$0.00	\$0.00	\$208.63	\$442.52	\$641.88	\$1,293.03
1345	1 Tradewind St.	End	T	1	100	20	78.08	80.62	HMAC	\$235.36	\$26.53	\$37.59	\$49.40	\$63.11	\$411.99
1345	2 Southwind St.	End	T	1	200	20	37.64	100	HMAC	\$4,920.00	\$0.00	\$0.00	\$11.13	\$23.42	\$4,954.55
1345	3 W. Lakeshore Dr.	End	T	1	3200	20	71.33	75.15	HMAC	\$9,259.39	\$2,389.04	\$3,039.14	\$4,944.32	\$8,733.79	\$28,365.68
1346	1 Spur 364	CR 1134	S	1	1400	20	65.59	65.59	Oil Dirt	\$3,252.13	\$3,410.24	\$3,534.90	\$3,829.12	\$4,454.60	\$18,480.99
1347	1 Wood Ring Rd	End	T	1	1300	22	82.38	86.93	HMAC	\$2,604.38	\$139.87	\$195.82	\$244.44	\$337.81	\$3,522.32
1347	2 Gatlinburg Rd	Dead End	T	1	5400	22	89.01	97.31	HMAC	\$11,998.19	\$0.00	\$126.46	\$514.97	\$844.70	\$13,484.32
1348	1 CR 140	CR 140	T	1	800	28	92.51	100	HMAC	\$2,240.02	\$0.00	\$0.00	\$62.31	\$131.16	\$2,433.49
1349	1 Meadow View Lane	End	T	1	1300	28	96.23	96.23	HMAC	\$0.00	\$0.00	\$65.65	\$179.96	\$277.08	\$522.69
1349	2 Valley Dale Lane [V	End	T	1	400	28	96.23	96.23	HMAC	\$0.00	\$0.00	\$20.20	\$55.37	\$85.26	\$160.83
1349	3 Valley Dale Lane [E	End	T	1	100	28	96.23	96.23	HMAC	\$0.00	\$0.00	\$5.05	\$13.84	\$21.31	\$40.20
1349	4 Meadow Ridge Dr.	End	T	1	300	28	97.23	97.23	HMAC	\$0.00	\$0.00	\$9.36	\$36.75	\$59.99	\$106.10
1349	5 Meadow View Ct.	End	T	1	200	28	97.37	97.37	HMAC	\$0.00	\$0.00	\$5.74	\$24.05	\$39.70	\$69.49
1349	6 Meadow Court	End	T	1	100	28	97.23	97.23	HMAC	\$0.00	\$0.00	\$3.12	\$12.25	\$20.00	\$35.37
1350	1 Baca Blvd.	End	T	1	200	24	95.8	95.8	HMAC	\$0.00	\$0.00	\$10.08	\$24.90	\$37.49	\$72.47
1350	2 Ranch Hill Dr.	End	T	1	700	24	96.68	96.68	HMAC	\$0.00	\$0.00	\$25.17	\$78.62	\$124.37	\$228.16
1350	3 Big Valley Dr.	End	T	1	500	24	94.04	100	HMAC	\$1,200.01	\$0.00	\$0.00	\$33.38	\$70.27	\$1,303.66
1350	4 Lahacienda Dr.	End	T	1	800	24	90.53	99.62	HMAC	\$1,920.02	\$0.00	\$0.00	\$57.69	\$115.84	\$2,093.55
1350	5 King Ranch Dr.	End	T	1	500	24	96.68	96.68	HMAC	\$0.00	\$0.00	\$17.98	\$56.16	\$88.84	\$162.98
1351	1 FM 724	End	T	1	1600	22	59.56	100	HMAC	\$18,303.89	\$0.00	\$0.00	\$97.91	\$206.12	\$18,607.92
1352	1 Maggie Circle	End	T	1	2400	24	93.16	93.16	HMAC	\$0.00	\$38.58	\$225.38	\$384.18	\$519.77	\$1,167.91
1352	2 Ken Circle	End	T	1	1000	24	96.68	96.68	HMAC	\$0.00	\$0.00	\$35.96	\$112.32	\$177.67	\$325.95
1352	3 Cass Circle	End	T	1	1000	24	85.32	85.32	HMAC	\$112.15	\$170.18	\$220.22	\$271.66	\$415.83	\$1,190.04
1353	1 Oak Leaf Lane	End	T	1	1600	24	87.93	95.65	HMAC	\$3,919.59	\$0.00	\$84.78	\$202.71	\$302.35	\$4,509.43
1354	1 Bluegrass Circle	End	T	1	4200	24	56.76	65.8	HMAC	\$33,505.70	\$18,070.97	\$24,885.02	\$57,276.04	\$0.00	\$133,737.73
1354	2 Grandslam Dr.	End	T	1	800	24	86.19	100	HMAC	\$3,804.00	\$0.00	\$0.00	\$53.41	\$112.43	\$3,969.84
1354	3 Preakness Dr.	End	T	1	900	24	82.73	87.51	HMAC	\$2,316.94	\$114.71	\$166.48	\$211.16	\$277.13	\$3,086.42
1354	4 Derby Dr.	End	T	1	1000	24	90.54	99.63	HMAC	\$2,400.02	\$0.00	\$0.00	\$72.12	\$144.55	\$2,616.69
1354	5 Old Barn Dr.	End	T	1	300	24	92.29	100	HMAC	\$720.01	\$0.00	\$0.00	\$20.03	\$42.16	\$782.20
1355	1 Hunters Circle	End	T	1	800	24	96.68	96.68	HMAC	\$0.00	\$0.00	\$28.76	\$89.86	\$142.14	\$260.76
1355	2 Fox Trail	End	T	1	1100	24	95.8	95.8	HMAC	\$0.00	\$0.00	\$55.42	\$136.95	\$206.21	\$398.58
1356	1 Brookstone Dr. [CR	End	T	1	1300	22	88.55	88.55	HMAC	\$41.45	\$127.53	\$200.42	\$263.34	\$318.79	\$951.53
1357	1 Willow Oak Circle	End	T	1	300	22	92.29	92.29	HMAC	\$0.00	\$9.09	\$29.66	\$47.17	\$62.18	\$148.10
1357	2 Laurel Oaks Circle	End	T	1	400	22	78.24	78.24	HMAC	\$149.94	\$198.31	\$253.87	\$322.32	\$409.29	\$1,333.73
1358	1 Meadows Dr.	End	T	1	1800	24	91.42	100	HMAC	\$4,320.04	\$0.00	\$0.00	\$120.16	\$252.96	\$4,693.16
1358	2 Running West Dr.	End	T	1	600	24	94.05	94.05	HMAC	\$0.00	\$0.00	\$47.55	\$88.88	\$123.92	\$260.35
1358	3 Twin Spire Dr.	End	T	1	1300	24	87.06	94.31	HMAC	\$3,211.91	\$0.00	\$97.79	\$187.82	\$264.90	\$3,762.42
1358	4 Triple Crown Dr.	End	T	1	1600	24	96.7	100	HMAC	\$3,840.03	\$0.00	\$0.00	\$106.81	\$224.85	\$4,171.69
1358	5 Sprint Dr.	End	T	1	600	24	96.7	96.7	HMAC	\$0.00	\$0.00	\$21.43	\$67.25	\$106.45	\$195.13
1360	1 South Haven Dr.	End	T	1	1700	24	96.7	96.7	HMAC	\$0.00	\$0.00	\$60.72	\$190.53	\$301.62	\$552.87
1360	2 Meadowview Dr.	End	T	1	900	24	68.18	100	HMAC	\$11,231.93	\$0.00	\$0.00	\$60.08	\$126.48	\$11,418.49

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID			Rank	Length	Width	If Condition			Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$	
County Road #	Road Segment	Limits From	Limits To	Roadway Class.	County Precinct	Road Length (ft)	Road Width (ft)	PCI Before	PCI After	Road Surface	Unconstrained Repair Costs					TOTAL
											2016	2017	2018	2019	2020	
1361	1	Gaines Way	End	T	1	700	24	93.17	93.17	HMAC	\$0.00	\$11.09	\$65.57	\$111.88	\$151.42	\$339.96
1361	2	Winstar	End	T	1	800	24	96.7	96.7	HMAC	\$0.00	\$0.00	\$28.57	\$89.66	\$141.94	\$260.17
1361	3	River Rock Dr.	End	T	1	800	24	96.7	96.7	HMAC	\$0.00	\$0.00	\$28.57	\$89.66	\$141.94	\$260.17
1361	4	Three Chimneys Dr	End	T	1	1000	24	96.7	96.7	HMAC	\$0.00	\$0.00	\$35.72	\$112.08	\$177.42	\$325.22
1361	5	Lanes End Dr.	End	T	1	1200	2	96.7	96.7	HMAC	\$0.00	\$0.00	\$3.57	\$11.21	\$17.74	\$32.52
1362	1	Creek Side Dr.	End	T	1	1500	24	91.42	100	HMAC	\$3,600.03	\$0.00	\$0.00	\$100.14	\$210.80	\$3,910.97
1362	2	Crosshill Ct.	End	T	1	300	24	96.7	96.7	HMAC	\$0.00	\$0.00	\$10.72	\$33.62	\$53.23	\$97.57
1363	1	West Haven Circle	End	T	4	2200	24	93.17	93.17	HMAC	\$0.00	\$34.86	\$206.08	\$351.62	\$475.90	\$1,068.46
1364	1	Garden Lake Rd. - H	End	T	1	1500	30	35.57	100	HMAC	\$55,349.96	\$0.00	\$0.00	\$125.17	\$263.50	\$55,738.63
1365	1	Millwood Place	End	T	1	600	24	96.7	96.7	HMAC	\$0.00	\$0.00	\$21.43	\$67.25	\$106.45	\$195.13
1365	2	Kingston Ct.	End	T	1	1200	24	96.7	96.7	HMAC	\$0.00	\$0.00	\$42.86	\$134.49	\$212.91	\$390.26
1366	1	Ruggles Ct.	End	T	1	1200	24	96.7	96.7	HMAC	\$0.00	\$0.00	\$42.86	\$134.49	\$212.91	\$390.26
1366	2	Cactus Trail	End	T	1	500	24	87.06	87.06	HMAC	\$35.34	\$68.09	\$96.04	\$120.24	\$164.75	\$484.46
1366	3	Antelope Dr.	End	T	1	200	24	96.7	96.7	HMAC	\$0.00	\$0.00	\$7.14	\$22.42	\$35.48	\$65.04
2100	1	CR 299	End	T	2	3100	12	76.23	76.23	Dirt	\$932.77	\$1,206.02	\$1,494.82	\$1,799.86	\$2,193.82	\$7,627.29
2101	1	CR 294	CR 299	S	2	4300	20	52.38	100	Oil Dirt	\$44,719.73	\$0.00	\$194.11	\$896.62	\$3,202.21	\$49,012.67
2102	1	Hwy. 64	End	T	2	2700	12	73.14	73.14	Dirt	\$1,213.05	\$1,490.96	\$1,961.05	\$2,980.98	\$4,060.34	\$11,706.38
2103	1	CR 294	Dirt	T	2	7000	12	81.22	81.22	HMAC	\$736.68	\$938.03	\$1,407.45	\$1,893.95	\$2,434.73	\$7,410.84
2103	2	CR 294	Dirt	T	2	3800	16	67.65	75.75	Oil Dirt	\$11,263.12	\$2,935.74	\$5,508.30	\$7,257.98	\$8,030.09	\$34,995.23
2104	1	CR 294	End	T	2	800	10	76.42	76.42	HMAC	\$194.50	\$247.49	\$314.37	\$399.98	\$678.49	\$1,834.83
2106	1	CR 230	City Limits	S	2	10700	20	39.71	100	Oil Dirt	\$220,419.44	\$0.00	\$483.01	\$2,231.13	\$7,968.28	\$231,101.86
2107	1	CR 2110	Hwy. 135	S	2	5200	16	47.67	100	Oil Dirt	\$53,150.59	\$0.00	\$187.79	\$867.43	\$3,097.95	\$57,303.76
2107	2	CR 2112	CR 2110	S	2	5000	16	47.67	100	Oil Dirt	\$51,106.33	\$0.00	\$180.56	\$834.07	\$2,978.80	\$55,099.76
2110	1	Hwy. 135	CR 258	S	2	12600	20	51.36	100	Oil Dirt	\$131,039.22	\$0.00	\$568.77	\$2,627.32	\$9,383.21	\$143,618.52
2110	2	CR 258	FM 15	S	2	11700	20	56.2	100	Slurry Seal	\$121,679.27	\$2,118.24	\$10,645.99	\$21,491.27	\$27,232.65	\$183,167.42
2111	1	CR 2110	End	T	2	1600	14	18.65	100	Oil Dirt	\$23,071.94	\$0.00	\$50.56	\$233.54	\$834.06	\$24,190.10
2112	1	Hwy 135	CR 2160	S	2	10700	20	60.1	100	Oil Dirt	\$111,279.33	\$0.00	\$483.01	\$2,231.13	\$7,968.28	\$121,961.75
2113	1	FM 15	CR 2115	S	2	6800	20	45.65	100	Oil Dirt	\$100,890.25	\$0.00	\$306.96	\$1,417.92	\$5,063.95	\$107,679.08
2115	1	CR 2116	County Line	S	2	6100	20	52.07	100	Oil Dirt	\$63,439.62	\$0.00	\$275.36	\$1,271.96	\$4,542.66	\$69,529.60
2115	2	CR 2116	County Line	S	2	10700	20	52.08	100	Oil Dirt	\$111,279.33	\$0.00	\$483.01	\$2,231.13	\$7,968.28	\$121,961.75
2116	1	FM 15	CR 2115	S	2	9100	18	44.65	100	Oil Dirt	\$129,867.81	\$0.00	\$369.70	\$1,707.76	\$6,099.09	\$138,044.36
2117	1	FM 15	CR 2115	S	2	12000	20	52.07	100	Oil Dirt	\$124,799.25	\$0.00	\$541.69	\$2,502.21	\$8,936.39	\$136,779.54
2121	1	Railroad Track	OD	T	2	600	21	87	94.23	HMAC	\$1,297.82	\$0.00	\$40.11	\$76.49	\$107.51	\$1,521.93
2121	3	HM	Dead End	T	2	1300	16	78.48	93.18	Oil Dirt	\$2,414.51	\$93.75	\$357.53	\$889.18	\$1,588.56	\$5,343.53
2122	1	Alsop Rd.	End	T	2	2100	20	71.73	84	Oil Dirt	\$6,009.36	\$941.25	\$1,923.24	\$3,540.61	\$4,994.19	\$17,408.65
2122	2	Mackey Rd.	End	T	2	5400	20	70.18	81.24	Oil Dirt	\$16,121.87	\$3,412.46	\$5,651.20	\$10,679.94	\$13,534.45	\$49,399.92
2123	1	City Limit	CR 2125	S	2	7200	22	55.71	100	Oil Dirt	\$82,367.51	\$0.00	\$357.52	\$1,651.46	\$5,898.02	\$90,274.51
2123	2	CR 2125	Hwy 110	S	2	6600	18	54.74	100	Oil Dirt	\$63,647.62	\$0.00	\$276.26	\$1,276.13	\$4,557.56	\$69,757.57
2124	1	CR 2123	Dead End	T	2	1300	20	56.74	62.06	Oil Dirt	\$8,647.66	\$5,471.24	\$6,418.75	\$14,773.58	\$0.00	\$35,311.23
2125	1	Hwy 110	CR 2123	S	2	2600	22	74.28	100	HMAC	\$35,463.87	\$0.00	\$153.91	\$468.61	\$1,081.37	\$37,167.76
2125	2	CR 2123	Dead End	T	2	3900	22	75.75	89.94	Oil Dirt	\$10,896.47	\$675.70	\$2,464.23	\$4,395.17	\$8,246.62	\$26,678.19
2126	1	FM 848	End	T	2	1600	18	33.71	100	Oil Dirt	\$29,663.92	\$0.00	\$65.00	\$300.26	\$1,072.37	\$31,101.55
2127	1	FM 848	City Limits	S	2	4000	21	73.17	73.17	Oil Dirt	\$3,134.81	\$5,520.48	\$8,840.43	\$10,510.12	\$11,165.34	\$39,171.18
2128	1	Williams Rd. at FM	City Limits	S	2	4300	21	62.75	100	HMAC	\$55,985.80	\$0.00	\$242.97	\$739.78	\$1,707.12	\$58,675.67
2129	1	FM 848	End	T	2	3900	20	74.13	100	Oil Dirt	\$40,559.76	\$0.00	\$176.05	\$813.22	\$2,904.33	\$44,453.36
2130	1	CR 2123	Dead End	T	2	1100	18	73.43	86.7	Oil Dirt	\$2,998.33	\$255.40	\$763.82	\$1,328.44	\$2,180.70	\$7,226.69
2133	1	Whitehouse City Li	End	T	2	5700	22	68.49	84.81	Oil Dirt	\$53,000.70	\$2,458.71	\$5,481.45	\$9,975.47	\$14,614.88	\$85,531.21
2134	1	CR 2138	90° Curve	S	2	4200	20	54.93	100	Oil Dirt	\$43,679.74	\$0.00	\$189.59	\$875.77	\$3,127.74	\$47,872.84
2134	2	90° Curve	FM 346	S	2	3900	20	49.98	100	Oil Dirt	\$40,639.47	\$0.00	\$176.05	\$813.22	\$2,904.33	\$44,533.07
2137	1	FM 346	End	T	2	1600	20	50.06	100	Oil Dirt	\$16,639.90	\$0.00	\$72.23	\$333.63	\$1,191.52	\$18,237.28
2138	1	Hwy. 110	Hwy. 110	P	2	15400	22	46.21	100	Slurry Seal	\$241,659.83	\$3,066.91	\$15,413.94	\$31,116.42	\$39,429.15	\$330,686.25
2138	2	FM 346	Hwy. 110	P	2	14700	22	73.41	100	Slurry Seal	\$168,166.99	\$2,927.51	\$14,713.30	\$29,702.03	\$37,636.92	\$263,146.75
2139	1	CR 2138	End	T	2	2600	16	66.02	70.63	Oil Dirt	\$8,723.55	\$3,717.19	\$4,847.99	\$5,341.42	\$5,536.46	\$28,166.61
2140	1	CR 2138	End	T	2	3000	16	45.32	100	HMAC	\$40,909.59	\$0.00	\$0.00	\$133.52	\$281.07	\$41,324.18
2141	1	CR 2138	Dead End	T	2	2000	20	47.7	100	Oil Dirt	\$25,491.85	\$0.00	\$90.28	\$417.03	\$1,489.40	\$27,488.56
2142	1	FM 345	FM 346	S	2	15700	22	46.95	100	HMAC	\$347,937.90	\$0.00	\$929.37	\$2,829.68	\$6,529.80	\$358,226.75
2143	1	CR 2142	CR 2143	S	2	300	20	75.01	88.96	Oil Dirt	\$779.77	\$52.99	\$191.19	\$320.45	\$605.11	\$1,949.51
2143	2	CR 2142	End	T	2	6900	20	72.54	100	Oil Dirt	\$71,759.57	\$0.00	\$311.47	\$1,438.77	\$5,138.42	\$78,648.23

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID		Section ID		Rank	Length	Width	IF Condition	ED Condition	Surface2	2016 SS	2017 SS	2018 SS		2019 SS	2020 SS	TOTAL
County	Road	Limits	Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs						
Road #	Segment	From	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020		
2144	1 Hwy. 110	CR 2138	S	2	700	18	43.71	100	Oil Dirt	\$10,593.97	\$0.00	\$28.44	\$131.37	\$469.16	\$11,222.94	
2144	2 Hwy. 110	Dead End	T	2	2100	18	69.41	79.74	Oil Dirt	\$6,004.72	\$1,375.22	\$2,360.17	\$3,992.40	\$4,833.10	\$18,565.61	
2145	1 CR 2144	Dead End	T	2	500	18	77.54	92.13	Oil Dirt	\$1,078.52	\$50.73	\$190.18	\$411.51	\$751.16	\$2,482.10	
2146	1 Hwy. 110	Dead End	T	2	700	20	55.12	60.73	Oil Dirt	\$4,883.26	\$3,173.93	\$3,696.90	\$7,955.00	\$0.00	\$19,709.09	
2147	1 FM 346 North End	Rail Track	T	2	7200	20	66.67	72.99	Oil Dirt	\$28,793.55	\$9,731.00	\$15,269.99	\$18,064.13	\$19,140.58	\$90,999.25	
2147	2 Rail Track	Troup City Limits	T	2	9100	20	73.31	86.52	Oil Dirt	\$24,890.79	\$2,466.05	\$7,112.45	\$12,451.12	\$20,166.62	\$67,087.03	
2150	1 FM 346	CR 2147	S	2	800	18	3.71	100	Oil Dirt	\$14,831.96	\$0.00	\$32.50	\$150.13	\$536.18	\$15,550.77	
2151	1 City Limits	Dead End	T	2	2200	16	46.72	100	Oil Dirt	\$24,192.19	\$0.00	\$79.45	\$366.99	\$1,310.67	\$25,949.30	
2152	1 FM 345	CR 2142	S	2	15700	20	50.79	100	Oil Dirt	\$163,279.02	\$0.00	\$708.71	\$3,273.72	\$11,691.77	\$178,953.22	
2153	1 CR 2152	Hwy. 135	S	2	11000	21	38.95	100	HMAC	\$436,590.19	\$0.00	\$621.55	\$1,892.46	\$4,367.06	\$443,471.26	
2154	1 FM 345	CR 2153	S	2	6400	21	34.11	100	Seal Coat	\$165,311.88	\$0.00	\$974.95	\$2,724.70	\$5,015.62	\$174,027.15	
2155	1 CR 2155 (T)	End	T	2	500	14	53.18	100	Oil Dirt	\$3,639.98	\$0.00	\$15.80	\$72.98	\$260.64	\$3,989.40	
2155	2 Hwy 135	End	S	2	2800	18	41.69	100	Oil Dirt	\$47,568.09	\$0.00	\$113.76	\$525.46	\$1,876.64	\$50,083.95	
2156	1 CR 2156	Hwy 135	S	2	2200	20	71.72	78.09	HMAC	\$6,297.15	\$1,434.05	\$2,014.82	\$2,880.18	\$4,377.64	\$17,003.84	
2157	1 CR 2156	City Limits	S	2	1100	18	75.76	89.96	Oil Dirt	\$2,513.65	\$155.36	\$567.11	\$1,012.46	\$1,899.75	\$6,148.33	
2157	2 Bailey St.	SH 135	S	2	1300	18	71.06	100	Oil Dirt	\$12,167.93	\$0.00	\$52.81	\$243.97	\$871.30	\$13,336.01	
2159	1 FM 15	County Line	S	2	3500	20	58.86	100	Oil Dirt	\$36,399.78	\$0.00	\$157.99	\$729.81	\$2,606.45	\$39,894.03	
2160	1 Hwy. 135	CR 2110	S	2	26100	20	59.2	100	Oil Dirt	\$271,438.38	\$0.00	\$1,178.18	\$5,442.30	\$19,436.64	\$297,495.50	
2161	1 FM 15	CR 2160	S	2	5700	18	37.64	100	Oil Dirt	\$105,677.73	\$0.00	\$231.57	\$1,069.69	\$3,820.31	\$110,799.30	
2161	2 FM 15	Cemetery	T	2	211	12	0	100	HMAC	\$3,114.36	\$0.00	\$0.00	\$7.04	\$14.83	\$3,136.23	
2162	1 CR 2160	Hwy 135	S	2	9100	20	55.75	100	Oil Dirt	\$94,639.43	\$0.00	\$410.78	\$1,897.51	\$6,776.76	\$103,724.48	
2162	2 FM 15	CR 2160	S	2	8300	20	18.69	100	Oil Dirt	\$170,979.57	\$0.00	\$374.67	\$1,730.69	\$6,181.00	\$179,265.93	
2163	1 Hwy 135	End	S	2	2400	14	58.1	63.03	Oil Dirt	\$10,718.44	\$6,495.97	\$7,803.23	\$9,098.14	\$19,664.77	\$53,780.55	
2164	1 Hwy 135	CR 2112	S	2	11200	16	51.3	100	Oil Dirt	\$93,183.44	\$0.00	\$404.46	\$1,868.31	\$6,672.50	\$102,128.71	
2166	1 FM 15	County Line	S	2	17100	20	57.75	100	Oil Dirt	\$177,838.94	\$0.00	\$771.91	\$3,565.65	\$12,734.35	\$194,910.85	
2167	1 HWY 110	FM 2964	S	2	3800	21	71.15	83.01	Oil Dirt	\$11,602.38	\$2,057.92	\$3,846.85	\$7,171.91	\$9,690.89	\$34,369.95	
2168	1 CR 2169	CR 2166	S	2	4400	20	49.41	100	Oil Dirt	\$48,407.76	\$0.00	\$198.62	\$917.48	\$3,276.68	\$52,800.54	
2169	1 FM 15	County Line	S	2	2300	18	46.64	100	Oil Dirt	\$28,622.16	\$0.00	\$93.44	\$431.63	\$1,541.53	\$30,688.76	
2170	1 Toll 49	FM 2964	S	2	4900	21	74.21	100	Slurry Seal	\$13,701.95	\$931.48	\$4,681.51	\$9,450.65	\$11,975.38	\$40,740.97	
2171	1 City Limit	FM 344	S	2	12100	21	70.26	100	Slurry Seal	\$132,131.21	\$2,300.19	\$11,560.45	\$23,337.31	\$29,571.86	\$198,901.02	
2172	1 CR 2171	City Limits	S	2	2200	20	70.26	93.59	Slurry Seal	\$6,554.27	\$840.81	\$2,287.16	\$4,437.74	\$5,209.92	\$19,329.90	
2173	1 FM 756	CR 2171	S	2	9900	22	54.04	100	Slurry Seal	\$113,255.32	\$1,971.59	\$9,908.96	\$20,003.41	\$25,347.31	\$170,486.59	
2174	1 Hwy. 110	CR 2171	S	2	4500	21	57.54	100	Slurry Seal	\$49,139.71	\$855.44	\$4,299.34	\$8,679.17	\$10,997.80	\$73,971.46	
2175	1 Hwy 110	CR 2263	S	2	8200	22	26.16	100	Slurry Seal	\$185,911.53	\$1,633.03	\$8,207.42	\$16,568.48	\$20,994.74	\$233,215.20	
2176	1 CR 2197	End	T	2	4200	20	74.69	100	Oil Dirt	\$43,679.74	\$0.00	\$189.59	\$875.77	\$3,127.74	\$47,872.84	
2177	1 Hwy. 110	Cherokee County L	S	2	16300	22	75.82	100	Slurry Seal	\$186,470.88	\$3,246.15	\$16,314.75	\$32,934.91	\$41,733.45	\$280,700.14	
2178	1 CR 2179	CR 2180	S	2	2700	21	67.3	74.84	Oil Dirt	\$10,801.22	\$2,880.47	\$5,443.66	\$6,898.63	\$7,517.63	\$33,541.61	
2179	1 CR 2138	Dead End	T	2	6700	22	39.7	100	Oil Dirt	\$151,821.62	\$0.00	\$332.69	\$1,536.77	\$5,488.43	\$159,179.51	
2180	1 CR 2177	OD	T	2	11000	21	71.57	83.74	Oil Dirt	\$33,199.55	\$5,386.85	\$10,723.52	\$19,815.74	\$27,625.04	\$96,750.70	
2180	2 FM 344	SS	T	2	13800	21	88.5	89.96	Oil Dirt	\$29,416.40	\$230.17	\$457.01	\$703.13	\$960.59	\$31,767.30	
2180	3 CR 2177	CR 2138	S	2	8300	21	67.27	74.75	Oil Dirt	\$33,283.09	\$8,904.81	\$16,845.88	\$21,235.20	\$23,109.76	\$103,378.74	
2181	1 CR 2180	County Line Rd	S	2	4000	21	35.65	100	Oil Dirt	\$86,519.78	\$0.00	\$189.59	\$875.77	\$3,127.74	\$90,712.88	
2182	1 FM 344	Dead End	T	2	6700	20	67.91	100	Oil Dirt	\$69,679.58	\$0.00	\$302.44	\$1,397.07	\$4,989.48	\$76,368.57	
2183	1 FM 344	FM 344	S	2	2500	18	72.27	84.89	Oil Dirt	\$6,341.61	\$869.39	\$1,957.27	\$3,557.79	\$5,237.05	\$17,963.11	
2184	1 CR 2180	End	T	2	2000	18	62.31	62.31	HMAC	\$5,952.56	\$8,368.91	\$19,859.93	\$0.00	\$0.00	\$34,181.40	
2185	1 County Line	County Line	S	2	4100	20	58.77	62.19	Slurry Seal	\$25,608.84	\$16,131.81	\$18,468.96	\$20,985.10	\$47,991.41	\$129,186.12	
2186	1 CR 2138	County Line	S	2	4100	20	66.08	70.92	Oil Dirt	\$17,121.57	\$7,123.92	\$9,464.82	\$10,501.29	\$10,913.22	\$55,124.82	
2186	2 Hwy. 110	CR 2138	S	2	3200	16	69.41	100	Oil Dirt	\$26,623.84	\$0.00	\$115.56	\$533.80	\$1,906.43	\$29,179.63	
2187	1 FM 2964	Dead End	T	2	800	20	69.11	79.1	Oil Dirt	\$2,613.64	\$613.64	\$1,078.02	\$1,729.21	\$2,061.99	\$8,096.48	
2188	1 City Limits	FM 2493	S	2	5600	21	79.51	100	Slurry Seal	\$13,166.20	\$1,064.55	\$5,350.29	\$10,800.74	\$13,686.15	\$44,067.93	
2191	1 FM 756	FM 2964	S	2	14100	20	53.02	100	Oil Dirt	\$146,639.12	\$0.00	\$636.49	\$2,940.09	\$10,500.26	\$160,715.96	
2192	1 FM 2964	CR 2191	S	2	5900	20	65.99	70.54	Oil Dirt	\$24,797.31	\$10,635.40	\$13,788.74	\$15,151.14	\$15,704.39	\$80,076.98	
2193	1 FM 2964		S	2	4900	20	68.42	77.6	Oil Dirt	\$17,022.68	\$4,203.05	\$7,677.91	\$11,136.61	\$12,794.64	\$52,834.89	
2193	2	0.93 FM 756	S	2	2100	20	74.44	88.19	Oil Dirt	\$5,554.00	\$401.50	\$1,438.50	\$2,356.57	\$4,377.60	\$14,128.17	
2194	1 FM 346	CR 2195	S	2	3000	21	82.56	100	Slurry Seal	\$5,768.87	\$570.29	\$2,866.23	\$5,786.11	\$7,331.87	\$23,323.37	
2195	1 FM 756	City Limits	T	2	6700	22	78.74	100	Slurry Seal	\$76,647.54	\$1,334.31	\$6,706.06	\$13,537.66	\$17,154.24	\$115,379.81	
2195	2 City Limits	FM 346	S	2	1900	22	95.23	100	HMAC	\$4,180.03	\$0.00	\$112.47	\$342.45	\$790.23	\$5,425.18	
2197	1 Hwy 110 South Enc	Hwy 110 North Enc	S	2	2100	20	68.55	77.87	Oil Dirt	\$7,213.49	\$1,766.75	\$3,203.60	\$4,731.90	\$5,476.39	\$22,392.13	

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	EDF Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$				
County	Road	Limits	Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs					TOTAL	
Road #	Segment	From	To	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020	
2198	1	CR 2198 South End	CR 2198 North End	T	2	1200	20	78.15	80.72	HMAC	\$2,817.41	\$309.58	\$442.81	\$584.25	\$746.58	\$4,900.63
2199	1	Hwy. 110 South En	Hwy. 110 North En	S	2	3400	22	55.31	59.74	Slurry Seal	\$25,948.12	\$17,150.38	\$19,600.87	\$42,502.46	\$735.99	\$105,937.82
2200	1	CR 273	City Limits	S	2	700	20	68.48	77.74	Oil Dirt	\$2,419.20	\$594.68	\$1,081.25	\$1,584.12	\$1,825.46	\$7,504.71
2202	1	FM 3226	CR 2298	S	2	4300	20	63.66	63.66	Pug Mill	\$12,479.05	\$19,053.42	\$22,289.95	\$48,866.46	\$747.27	\$103,436.15
2203	1	FM 3226	End	T	2	4000	20	50.02	100	Oil Dirt	\$41,599.75	\$0.00	\$180.56	\$834.07	\$2,978.80	\$45,593.18
2204	1	FM 2964	Dead End	T	2	1500	28	85.16	98.76	Oil Dirt	\$4,403.33	\$0.00	\$216.91	\$820.34	\$1,907.73	\$7,348.31
2205	1	FM 850	CR 290	S	2	7000	21	44.7	100	Oil Dirt	\$116,173.84	\$0.00	\$331.79	\$1,532.60	\$5,473.54	\$123,511.77
2206	1	Hwy. 64	CR 214	S	2	3700	21	49.95	100	HMAC	\$48,666.85	\$0.00	\$209.07	\$636.56	\$0.00	\$50,981.40
2207	1	CR 246	End	T	2	3700	21	77.36	91.94	Oil Dirt	\$9,367.53	\$453.54	\$1,697.82	\$3,592.95	\$6,589.83	\$21,701.67
2208	1	CR 24	T Intersection	T	2	400	20	53.8	100	Oil Dirt	\$4,159.98	\$0.00	\$18.06	\$83.41	\$297.88	\$4,559.33
2208	2	Off T Intersection	North to South	T	2	1200	20	51.27	100	Oil Dirt	\$12,479.93	\$0.00	\$54.17	\$250.22	\$893.64	\$13,677.96
2209	1	CR 219	Dead End	T	2	1800	20	83.4	85.25	HMAC	\$3,837.49	\$210.48	\$252.28	\$296.39	\$342.93	\$4,939.57
2210	1	FM 848	End	T	2	1900	21	56.2	100	Oil Dirt	\$20,747.88	\$0.00	\$0.00	\$0.00	\$89.70	\$20,837.58
2212	1	Surrey Lane	End	T	2	1700	21	50.65	100	Oil Dirt	\$18,563.89	\$0.00	\$80.58	\$372.20	\$1,329.29	\$20,345.96
2212	2	Surrey Trail	End	T	2	2000	21	51.4	100	Oil Dirt	\$21,839.87	\$0.00	\$94.80	\$437.89	\$1,563.87	\$23,936.43
2213	1	CR 2118 at Railroad	CR 2214 (Monarch	T	2	3700	21	52.12	100	HMAC	\$40,403.76	\$0.00	\$0.00	\$216.13	\$454.98	\$41,074.87
2214	1	Monarch Rd	End	T	2	2700	21	72.76	100	HMAC	\$29,483.82	\$0.00	\$0.00	\$157.72	\$332.01	\$29,973.55
2214	2	Hancock Dr.	End	T	2	400	21	42.01	100	HMAC	\$9,133.24	\$0.00	\$0.00	\$23.37	\$49.19	\$9,205.80
2214	3	Shelby Lane	End	T	2	400	20	92.2	92.2	HMAC	\$0.00	\$11.64	\$36.43	\$57.50	\$75.62	\$181.19
2215	1	CR 285	End	T	1	3800	20	76.77	91.22	Oil Dirt	\$9,341.92	\$501.07	\$1,853.93	\$3,657.07	\$6,765.91	\$22,119.90
2216	1	CR 285	Dead End	T	1	2100	20	69.44	79.79	Oil Dirt	\$6,652.79	\$1,521.19	\$2,609.16	\$4,421.93	\$5,370.11	\$20,575.18
2217	1	Fonda St.	End	T	2	1800	20	83.65	97.8	Oil Dirt	\$3,828.46	\$0.00	\$243.76	\$903.06	\$1,782.76	\$6,758.04
2217	2	Ardis St.	End	T	1	2700	20	76.37	90.72	Oil Dirt	\$6,723.97	\$382.38	\$1,409.34	\$2,664.78	\$4,962.63	\$16,143.10
2219	1	CR 2205	End	T	1	1900	20	34.7	100	Oil Dirt	\$39,139.90	\$0.00	\$85.77	\$396.18	\$1,414.93	\$41,036.78
2220	1	FM 848	End	T	2	2500	20	90.62	91.8	Oil Dirt	\$5,000.04	\$0.00	\$0.00	\$0.00	\$32.41	\$5,032.45
2221	1	N. Ramp Rd.	End	T	2	600	20	6.19	100	HMAC	\$14,759.99	\$0.00	\$0.00	\$33.38	\$70.27	\$14,863.64
2221	2	Cardinal Lane at Nl	0.366	T	2	1900	21	46.5	100	HMAC	\$30,662.91	\$0.00	\$0.00	\$110.99	\$233.64	\$31,007.54
2221	3	Fisherman Dr.	End	T	2	5400	21	70.45	100	HMAC	\$58,967.65	\$0.00	\$0.00	\$315.43	\$664.02	\$59,947.10
2221	4	0.366 SW Cul-de-Sac		T	2	900	21	64.65	70.94	HMAC	\$4,351.74	\$1,516.46	\$2,611.65	\$4,031.35	\$5,313.73	\$17,824.93
2221	5	Sunshine Lane	End	T	2	4100	21	33.27	100	HMAC	\$105,902.92	\$0.00	\$0.00	\$239.49	\$504.16	\$106,646.57
2221	6	Bluebird Circle	End	T	3	2100	20	75.86	90.08	Oil Dirt	\$5,315.21	\$324.73	\$1,186.81	\$2,138.69	\$4,001.68	\$12,967.12
2221	7	Lakeview Circle	End	T	3	300	21	64.65	70.94	HMAC	\$1,450.58	\$505.49	\$870.55	\$1,343.78	\$1,771.24	\$5,941.64
2221	8	W. Lakeview Dr.	End	T	3	3100	21	55.14	60.75	Oil Dirt	\$22,693.86	\$14,738.20	\$17,169.40	\$36,990.77	\$0.00	\$91,592.23
2221	9	S. Lakeview Dr.	End	T	3	2300	21	64.4	100	Oil Dirt	\$25,115.85	\$0.00	\$109.02	\$503.57	\$1,798.45	\$27,526.89
2221	10	N. Lakeview Dr.	End	T	3	3700	21	44.71	100	Oil Dirt	\$61,366.47	\$0.00	\$175.37	\$810.09	\$2,893.16	\$65,245.09
2221	11	Hilltop Dr	End	T	1	1100	21	78.48	100	Oil Dirt	\$12,011.93	\$0.00	\$52.14	\$240.84	\$860.13	\$13,165.04
2221	12	Jarvis Rd.	End	T	3	1100	21	79.37	94.13	Oil Dirt	\$2,599.31	\$79.35	\$307.82	\$918.79	\$1,600.45	\$5,505.72
2221	13	Merigale Rd.	End	T	3	1600	22	75.86	90.08	Oil Dirt	\$4,454.65	\$272.16	\$994.66	\$1,792.43	\$3,353.78	\$10,867.68
2221	14	Susie Point	End	T	2	500	20	76.72	91.15	Oil Dirt	\$1,231.15	\$66.50	\$246.11	\$482.51	\$893.60	\$2,919.87
2221	15	Craft Point	End	T	3	400	20	74.17	74.17	Oil Dirt	\$266.59	\$446.61	\$798.66	\$985.21	\$1,062.03	\$3,559.10
2222	1	FM 850	End of Maint	T	3	5400	21	9.62	100	Slurry Seal	\$116,801.70	\$1,026.53	\$5,159.21	\$10,415.00	\$13,197.36	\$146,599.80
2223	1	CR 285	Eastside Rd	S	2	3700	20	55.14	60.75	Oil Dirt	\$25,796.41	\$16,753.10	\$19,516.68	\$42,047.88	\$0.00	\$104,114.07
2225	1	Hwy. 64	CR 219	S	2	1400	20	48.68	100	Oil Dirt	\$16,444.80	\$0.00	\$63.20	\$291.92	\$1,042.58	\$17,842.50
2228	1	NWY 110	Dead End	T	3	1300	20	79.35	94.1	Oil Dirt	\$2,927.56	\$90.56	\$350.82	\$1,037.57	\$1,805.72	\$6,212.23
2234	1	CR 2138	End	T	3	1000	20	69.37	79.64	Oil Dirt	\$3,188.99	\$733.37	\$1,264.73	\$2,118.88	\$2,560.54	\$9,866.51
2235	1	Hwy 110	CR 1308	S	2	700	16	61.59	64.82	Oil Dirt	\$3,092.93	\$1,687.76	\$2,091.30	\$2,568.82	\$3,007.76	\$12,448.57
2236	1	CR 2199	End	T	2	800	20	55.08	60.69	Oil Dirt	\$5,587.26	\$3,633.93	\$4,231.81	\$9,091.43	\$0.00	\$22,544.43
2241	1	Vickie Lane	End	T	2	3400	21	65.6	68.4	Oil Dirt	\$15,422.37	\$7,659.66	\$8,797.96	\$9,225.71	\$9,551.01	\$50,656.71
2243	1	Hwy. 64	End	T	2	700	10	72.42	72.42	Oil Dirt	\$282.24	\$510.81	\$762.30	\$885.01	\$931.62	\$3,371.98
2244	1	Hwy. 64	End	T	2	600	14	73.22	73.22	Oil Dirt	\$311.76	\$548.11	\$881.39	\$1,051.01	\$1,116.53	\$3,908.80
2245	1	Hwy. 64	End	T	2	800	20	38.7	100	Oil Dirt	\$16,479.96	\$0.00	\$36.11	\$166.81	\$595.76	\$17,278.64
2246	1	FM 848	Dead End	T	2	1200	18	37.71	100	Oil Dirt	\$22,247.94	\$0.00	\$48.75	\$225.20	\$804.27	\$23,326.16
2247	1	FM 848	Dead End	T	2	500	12	41.71	100	Oil Dirt	\$5,656.74	\$0.00	\$13.54	\$62.56	\$223.41	\$5,956.25
2248	1	CR 220	End	T	3	900	18	41.7	100	Oil Dirt	\$15,281.46	\$0.00	\$36.56	\$168.90	\$603.21	\$16,090.13
2249	1	Hwy 64	Gate	S	2	3700	22	73.83	100	HMAC	\$50,467.82	\$0.00	\$219.02	\$666.87	\$1,538.87	\$52,892.58
2249	2	CR 2249	End	T	2	1000	14	1.01	100	HMAC	\$17,219.99	\$0.00	\$0.00	\$38.94	\$81.98	\$17,340.91
2250	1	CR 214	End	T	2	1700	21	83.73	97.86	Oil Dirt	\$3,793.90	\$0.00	\$238.56	\$884.66	\$1,759.69	\$6,676.81
2251	1	Crestview Dr	End	T	2	1100	21	67.28	100	Oil Dirt	\$12,011.93	\$0.00	\$52.14	\$240.84	\$860.13	\$13,165.04

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	IF Condition	BOF Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$				
County	Road	Limits	Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs						
Road #	Segment	From	To	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020	TOTAL
2251	2	Rolling Pines Dr.	End	T	2	500	21	55.08	60.69	Oil Dirt	\$3,666.64	\$2,384.77	\$2,777.12	\$5,966.25	\$0.00	\$14,794.78
2251	3	Brook Wood Dr.	End	T	2	800	21	52.34	100	Oil Dirt	\$8,735.95	\$0.00	\$37.92	\$175.15	\$625.55	\$9,574.57
2253	1	CR 219	End	T	2	1700	22	90.96	90.96	Oil Dirt	\$0.00	\$256.24	\$945.87	\$1,824.34	\$3,386.24	\$6,412.69
2254	1	CR 219	End	T	2	1300	20	57.38	100	HMAC	\$13,519.92	\$0.00	\$0.00	\$72.32	\$152.24	\$13,744.48
2255	1	CR 2255 North	Gate	T	2	600	18	75.14	89.14	Oil Dirt	\$1,397.97	\$93.42	\$337.75	\$572.64	\$1,080.05	\$3,481.83
2255	2	CR 211	End	T	2	2400	18	81.63	85.75	HMAC	\$4,681.64	\$291.43	\$384.06	\$465.31	\$707.83	\$6,530.27
2256	1	FM 2767	Gate	T	2	700	18	14.68	100	Oil Dirt	\$12,977.97	\$0.00	\$28.44	\$131.37	\$469.16	\$13,606.94
2258	1	FM 850	FM 850	S	2	2400	20	60.35	100	Oil Dirt	\$24,959.85	\$0.00	\$108.34	\$500.44	\$1,787.28	\$27,355.91
2259	1	CR 272	End	T	2	3000	20	52.22	100	Oil Dirt	\$31,199.81	\$0.00	\$135.42	\$625.55	\$2,234.10	\$34,194.88
2260	1	CR 223	End	T	2	4800	20	67.24	74.67	Oil Dirt	\$18,374.29	\$4,923.83	\$9,308.56	\$11,712.38	\$12,728.27	\$57,047.33
2262	1	FM 848	End	T	2	500	20	76.68	76.68	Oil Dirt	\$232.82	\$456.06	\$845.55	\$1,165.93	\$1,314.05	\$4,014.41
2263	1	CR 2175	End	T	2	1500	20	50.74	100	Oil Dirt	\$15,599.91	\$0.00	\$67.71	\$312.78	\$1,117.05	\$17,097.45
2264	1	FM 850	End	T	3	2300	20	45.63	100	Oil Dirt	\$34,171.65	\$0.00	\$103.82	\$479.59	\$1,712.81	\$36,467.87
2265	1	CR 21	End	T	2	3600	21	76.63	76.63	Oil Dirt	\$1,774.83	\$3,457.21	\$6,416.23	\$8,826.71	\$9,934.19	\$30,409.17
2267	1	Timber Creek Dr.	End	T	2	2600	21	50.73	100	Oil Dirt	\$28,391.83	\$0.00	\$123.23	\$569.25	\$2,033.03	\$31,117.34
2267	2	Timber Creek Circl	End	T	2	1900	21	59.23	100	Oil Dirt	\$20,747.88	\$0.00	\$90.06	\$415.99	\$1,485.67	\$22,739.60
2268	1	Summer Place (FM	End	T	2	1700	21	85.17	85.17	HMAC	\$172.47	\$257.58	\$331.10	\$418.23	\$631.61	\$1,810.99
2268	2	Autumn Trail (CR 2	End	T	2	200	21	94.63	94.63	HMAC	\$0.00	\$0.00	\$12.21	\$24.56	\$35.05	\$71.82
2268	3	Summer Place (CR	End	T	2	1400	21	95.5	95.5	HMAC	\$0.00	\$0.00	\$67.81	\$157.29	\$233.33	\$458.43
2269	1	FM 346	Dead End	T	2	1300	21	61.92	100	HMAC	\$14,195.92	\$0.00	\$0.00	\$75.94	\$159.86	\$14,431.72
2272	1	Wildwood Dr.	End	T	2	1600	20	55.08	60.69	Oil Dirt	\$11,174.53	\$7,267.86	\$8,463.62	\$18,182.87	\$0.00	\$45,088.88
2272	2	Rolling Pine Dr.	End	T	2	800	20	7.7	100	Oil Dirt	\$16,479.96	\$0.00	\$36.11	\$166.81	\$595.76	\$17,278.64
2272	3	Park Wood Dr.	End	T	2	400	20	83.91	97.99	Oil Dirt	\$848.76	\$0.00	\$51.88	\$192.64	\$390.40	\$1,483.68
2273	1	CR 214	End	T	2	1700	20	46.69	100	Oil Dirt	\$23,419.57	\$0.00	\$76.74	\$354.48	\$1,265.99	\$25,116.78
2274	1	Quiet Bay Dr.	End	T	2	500	20	75.07	89.04	Oil Dirt	\$1,297.21	\$87.46	\$316.08	\$532.36	\$1,005.06	\$3,238.17
2274	2	Janan Dr.	End	T	3	2600	20	41.71	100	Oil Dirt	\$49,025.05	\$0.00	\$117.37	\$542.14	\$1,936.22	\$51,620.78
2274	3	Jessie Hale Rd.	End	T	3	2600	20	60.47	100	Oil Dirt	\$27,039.84	\$0.00	\$117.37	\$542.14	\$1,936.22	\$29,635.57
2275	1	Shady Lane	End	T	3	700	20	25.71	100	Oil Dirt	\$14,419.96	\$0.00	\$31.60	\$145.96	\$521.29	\$15,118.81
2275	2	Driftwood Dr.	End	T	3	300	20	5.71	100	Oil Dirt	\$6,179.98	\$0.00	\$13.54	\$62.56	\$23.41	\$6,479.49
2275	3	Pilot Rd.	End	T	3	5200	21	43.71	100	Oil Dirt	\$91,814.39	\$0.00	\$246.47	\$1,138.50	\$4,066.06	\$97,265.42
2276	1	HWY 110	Dead End	T	3	2600	22	71.9	100	Oil Dirt	\$29,743.82	\$0.00	\$129.10	\$596.36	\$2,129.84	\$32,599.12
2277	1	FM 346	City Limits	T	3	1900	22	63.09	65.36	Slurry Seal	\$10,602.70	\$5,788.58	\$6,807.22	\$8,018.40	\$9,428.13	\$40,645.03
2278	1	Mosley Lane	End	T	2	3300	21	55.14	60.75	Oil Dirt	\$24,157.99	\$15,689.05	\$18,277.11	\$39,377.27	\$0.00	\$97,501.42
2279	1	Hwy 31	End	T	2	900	18	27.67	100	Oil Dirt	\$16,685.96	\$0.00	\$36.56	\$168.90	\$603.21	\$17,494.63
2280	1	FM 345	End	T	3	1500	20	72.52	100	Oil Dirt	\$15,599.91	\$0.00	\$67.71	\$312.78	\$1,117.05	\$17,097.45
2281	1	Hwy. 135	End	T	3	500	12	79.43	79.43	Oil Dirt	\$73.69	\$223.97	\$388.94	\$641.57	\$770.17	\$2,098.34
2282	1	CR 2142	End	T	3	700	20	51.44	100	Oil Dirt	\$7,279.96	\$0.00	\$31.60	\$145.96	\$521.29	\$7,978.81
2283	1	Mountain View Pla	End	T	3	1300	21	86.66	99.53	Oil Dirt	\$2,821.07	\$0.00	\$97.40	\$376.91	\$1,119.56	\$4,414.94
2283	2	Mountain View Pla	0.57	T	3	3000	21	74.97	100	HMAC	\$32,759.80	\$0.00	\$0.00	\$175.24	\$368.90	\$33,303.94
2283	3	Mountain View .05	End	T	3	1300	21	72.27	84.89	Oil Dirt	\$3,847.24	\$527.43	\$1,187.41	\$2,158.39	\$3,177.14	\$10,897.61
2283	4	Highland Place Nortl	End	T	3	1300	21	90.26	90.26	HMAC	\$0.00	\$89.59	\$160.10	\$225.32	\$282.32	\$751.33
2283	5	Highland Place Sou	End	T	2	1400	21	74.97	77.65	HMAC	\$3,825.53	\$739.90	\$942.04	\$1,193.85	\$1,520.79	\$8,222.11
2284	1	CR 29	Gate	T	2	1100	14	95.9	95.9	HMAC	\$0.00	\$0.00	\$31.27	\$79.11	\$119.48	\$229.86
2285	1	Spur 124	CR 273	S	3	600	20	52.21	100	Oil Dirt	\$6,239.96	\$0.00	\$27.08	\$125.11	\$446.82	\$6,838.97
2286	1	Hwy 64	End	T	3	600	20	79.72	79.72	Oil Dirt	\$133.45	\$437.04	\$751.15	\$1,267.43	\$1,536.33	\$4,125.40
2288	1	Shadow Wood Circ	End	T	3	8800	21	74.96	100	HMAC	\$96,095.42	\$0.00	\$0.00	\$514.04	\$1,082.10	\$97,691.56
2288	2	Cedar Crest Lane	End	T	3	400	20	52.25	100	Oil Dirt	\$4,159.98	\$0.00	\$18.06	\$83.41	\$297.88	\$4,559.33
2288	3	Wooded Way	End	T	2	1300	20	67.86	67.86	Oil Dirt	\$2,134.56	\$2,889.50	\$3,228.60	\$3,359.50	\$3,499.98	\$15,112.14
2288	4	Crape Myrtle Rd	End	T	2	2400	21	84.61	98.44	Oil Dirt	\$5,311.62	\$0.00	\$289.11	\$1,085.72	\$2,364.64	\$9,051.09
2290	1	FM 850	CR 223	S	2	4600	20	53.24	100	Oil Dirt	\$47,839.71	\$0.00	\$207.65	\$959.18	\$3,425.62	\$52,432.16
2291	1	FM 850	End	T	2	1600	20	53.24	100	Oil Dirt	\$16,639.90	\$0.00	\$72.23	\$333.63	\$1,191.52	\$18,237.28
2292	1	CR 2298	End	T	3	2000	20	82.88	82.88	Oil Dirt	\$284.65	\$1,048.00	\$1,941.65	\$3,621.34	\$4,870.97	\$11,766.61
2293	1	CR 262	Dead End	T	3	600	20	36.71	100	Oil Dirt	\$12,359.97	\$0.00	\$27.08	\$125.11	\$446.82	\$12,958.98
2294	1	Michael St.	End	T	3	1900	21	82.02	87.73	Oil Dirt	\$4,308.45	\$210.76	\$337.81	\$580.85	\$1,109.77	\$6,547.64
2294	2	Patrick Path	End	T	3	400	22	70.02	80.93	Oil Dirt	\$1,319.28	\$286.81	\$466.45	\$883.26	\$1,107.32	\$4,063.12
2297	1	CR 2191	Dead End	T	2	1300	20	68.42	77.6	Oil Dirt	\$4,516.22	\$1,115.10	\$2,037.00	\$2,954.61	\$3,394.50	\$14,017.43
2298	1	OD	FM 850	S	2	4700	20	78.2	87.32	HMAC	\$11,016.54	\$738.48	\$1,718.61	\$3,209.20	\$4,537.04	\$21,219.87
2298	2	CR 220	HM	S	2	5200	20	73.95	87.48	Oil Dirt	\$13,957.60	\$1,062.85	\$3,778.27	\$6,398.05	\$11,155.14	\$36,351.91

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	Edf Condition	Surface2	2016 \$S	2017 \$S	2018 \$S	2019 \$S	2020 \$S			
County	Road	Limits	Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs					TOTAL
Road #	Segment	From	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020	
2299	1 West Section	End	T	2	1600	20	88.07	88.07	Oil Dirt	\$61.84	\$309.27	\$1,106.72	\$1,826.99	\$3,351.38	\$6,656.20
2299	2 FM 850	CR 223	S	2	7400	21	49.48	100	Oil Dirt	\$84,929.32	\$0.00	\$350.74	\$1,620.18	\$5,786.31	\$92,686.55
2300	1 Hwy 135	Hwy 135	S	2	1200	21	52.93	100	Slurry Seal	\$13,103.92	\$228.12	\$1,146.49	\$2,314.44	\$2,932.75	\$19,725.72
2301	1 FM 2301	CR 26	S	2	7900	20	75.3	96.39	Oil Dirt	\$59,850.85	\$108.86	\$1,375.06	\$4,985.17	\$8,556.22	\$74,876.16
2302	1 S. Hillcreek Rd.	End	T	2	1200	21	44.68	100	Oil Dirt	\$19,941.27	\$0.00	\$56.88	\$262.73	\$938.32	\$21,199.20
2303	1 CR 2179	End	T	2	1400	21	69.41	79.71	Oil Dirt	\$4,670.33	\$1,071.85	\$1,844.96	\$3,105.20	\$3,764.00	\$14,456.35
2305	1 CR 26	Posted Sign	T	3	2000	20	5.65	100	Oil Dirt	\$41,199.90	\$0.00	\$90.28	\$417.03	\$1,489.40	\$43,196.61
2306	1 CR 26	End	T	2	2100	20	39.64	100	Oil Dirt	\$43,259.89	\$0.00	\$94.80	\$437.89	\$1,563.87	\$45,356.45
2307	1 FM 2964	End	T	2	600	18	32.66	100	Oil Dirt	\$11,123.97	\$0.00	\$24.38	\$112.60	\$402.14	\$11,663.09
2309	1 FM 850	FM 2607	S	2	1000	18	23.68	100	Oil Dirt	\$18,539.95	\$0.00	\$40.63	\$187.67	\$670.23	\$19,438.48
2311	1 Sean Circle	End	T	2	300	20	0.71	100	Oil Dirt	\$6,179.98	\$0.00	\$13.54	\$62.56	\$223.41	\$6,479.49
2311	2 Ryan Dr.	End	T	2	1300	20	44.71	100	Oil Dirt	\$20,534.47	\$0.00	\$58.68	\$271.07	\$968.11	\$21,832.33
2312	1 Oakleigh Dr.	End	T	2	1500	21	49.48	100	Oil Dirt	\$17,215.40	\$0.00	\$71.10	\$328.41	\$1,172.90	\$18,787.81
2312	2 Oak Hill Dr.	End	T	2	1900	21	78.44	93.14	Oil Dirt	\$4,637.99	\$180.97	\$690.56	\$1,708.93	\$3,060.63	\$10,279.08
2312	3 Oakdale Dr.	End	T	2	2000	21	81.19	95.86	Oil Dirt	\$4,569.94	\$57.87	\$393.26	\$1,415.56	\$2,337.24	\$8,773.87
2314	1 Sharon Lane	End	T	3	100	22	92.03	92.03	HMAC	\$0.00	\$3.54	\$10.28	\$16.04	\$20.96	\$50.82
2314	2 New Lyn Lane	End	T	3	100	22	93.76	100	HMAC	\$220.00	\$0.00	\$0.00	\$6.12	\$12.88	\$239.00
2314	3 Adele Lane	End	T	2	2300	22	81.76	85.95	HMAC	\$5,477.01	\$333.12	\$442.86	\$539.36	\$808.98	\$7,601.33
2315	1 CR 2122	End	T	2	500	20	70.18	70.18	Oil Dirt	\$492.76	\$932.12	\$1,181.25	\$1,287.24	\$1,330.88	\$5,224.25
2317	1 Princess St.	End	T	2	900	22	78.15	100	HMAC	\$10,295.94	\$0.00	\$0.00	\$55.08	\$115.94	\$10,466.96
2317	2 Royal Circle	End	T	2	5000	22	82.59	100	HMAC	\$42,384.69	\$0.00	\$0.00	\$305.97	\$644.11	\$43,334.77
2319	1 Lost Creek	End	T	2	3000	22	86.64	99.52	Oil Dirt	\$6,822.02	\$0.00	\$236.78	\$917.25	\$2,712.85	\$10,688.90
2320	1 Hwy. 64	End	T	3	900	20	7.7	100	Oil Dirt	\$18,539.95	\$0.00	\$40.63	\$187.67	\$670.23	\$19,438.48
2321	1 Hwy 64	End	S	3	1900	20	37.65	100	Oil Dirt	\$39,139.90	\$0.00	\$85.77	\$396.18	\$1,414.93	\$41,036.78
2323	1 Cr 2195	End	T	3	1700	22	48.69	100	Oil Dirt	\$21,946.80	\$0.00	\$84.41	\$389.93	\$1,392.59	\$23,813.73
2324	1 Wind Ridge Rd.	End	T	2	1800	22	69.83	100	Oil Dirt	\$20,591.88	\$0.00	\$89.38	\$412.86	\$1,474.50	\$22,568.62
2324	2 Wendy Dr.	End	T	2	1700	22	86.35	99.38	Oil Dirt	\$3,876.58	\$0.00	\$145.97	\$562.30	\$1,570.91	\$6,155.76
2324	3 Rusty Dr.	End	T	2	600	22	67.13	100	Oil Dirt	\$6,863.96	\$0.00	\$29.79	\$137.62	\$491.50	\$7,522.87
2324	4 Haby Dr.	End	T	1	700	22	67.13	100	Oil Dirt	\$8,007.95	\$0.00	\$34.76	\$160.56	\$573.42	\$8,776.69
2324	5 Jamie Dr.	End	T	3	1600	22	75.28	100	Oil Dirt	\$18,303.89	\$0.00	\$79.45	\$366.99	\$1,310.67	\$20,061.00
2325	1 Carole Dr.	End	T	3	1100	20	64.4	65.44	Oil Dirt	\$5,148.09	\$2,774.63	\$3,159.05	\$3,834.28	\$4,803.68	\$19,719.73
2325	2 Lakeview Cir	End	T	3	3600	20	72.52	85.31	Oil Dirt	\$10,074.33	\$1,284.24	\$3,052.15	\$5,491.46	\$8,282.16	\$28,184.34
2326	1 Colby Circle	End	T	3	1000	22	57.66	100	HMAC	\$11,439.93	\$0.00	\$0.00	\$61.19	\$128.82	\$11,629.94
2326	2 Caleb Trail	End	T	2	2500	20	35.26	100	Slurry Seal	\$51,499.87	\$452.61	\$2,274.78	\$4,592.15	\$5,818.94	\$64,638.35
2327	1 FM 756	End	S	3	1300	28	69.2	100	HMAC	\$26,572.15	\$38.66	\$360.20	\$1,264.88	\$2,020.66	\$30,256.55
2327	2 Chris Ln	CuldeSac	S	2	300	28	74.48	82.08	HMAC	\$1,109.47	\$158.11	\$286.21	\$400.19	\$577.68	\$2,531.66
2327	3 Jason Court	End	S	2	300	28	79.74	89.47	HMAC	\$932.72	\$50.16	\$98.69	\$239.71	\$365.30	\$1,686.58
2328	1 Ridgeview Circle	End	T	3	100	22	91.18	91.18	Oil Dirt	\$0.00	\$14.57	\$53.95	\$106.06	\$196.59	\$371.17
2328	2 Deerwood Dr.	End	T	3	500	22	79.06	79.06	Oil Dirt	\$151.35	\$423.25	\$744.61	\$1,192.41	\$1,417.62	\$3,929.24
2328	3 Caroline Dr.	End	T	1	800	22	55.01	55.01	Oil Dirt	\$4,398.24	\$9,426.50	\$0.00	\$40.38	\$188.63	\$14,053.75
2328	4 Autumn Dr.	End	T	3	1000	22	73.11	73.11	Oil Dirt	\$826.34	\$1,459.31	\$2,322.29	\$2,756.22	\$2,924.26	\$10,288.42
2328	5 Stone Creek Dr.	End	T	3	1200	22	66.61	66.61	Oil Dirt	\$2,662.34	\$3,129.73	\$3,311.83	\$3,420.03	\$3,669.77	\$16,193.70
2328	6 Hillside Dr.	End	T	3	1200	22	75.58	75.58	Oil Dirt	\$730.64	\$1,286.60	\$2,437.00	\$3,164.62	\$3,486.75	\$11,085.61
2328	7 Jennifer Dr.	End	T	2	900	22	71.53	71.53	Oil Dirt	\$868.79	\$1,607.05	\$2,235.06	\$2,526.03	\$2,635.14	\$9,872.07
2330	1 Trenton Dr.	End	T	2	1200	20	51.68	100	Slurry Seal	\$12,479.93	\$217.25	\$1,091.90	\$2,204.23	\$2,793.09	\$18,786.40
2330	2 Scott Drive	End	T	2	900	20	38.01	100	Slurry Seal	\$18,539.95	\$162.94	\$818.92	\$1,653.17	\$2,094.82	\$23,269.80
2331	1 Hwy. 110	End	T	2	600	28	0	100	Oil Dirt	\$17,303.96	\$0.00	\$37.92	\$175.15	\$625.55	\$18,142.58
2332	1 FM 346	CR 2133	S	2	5400	22	42.68	100	Oil Dirt	\$106,126.23	\$0.00	\$268.14	\$1,238.59	\$4,423.51	\$112,056.47
2333	1 FM 2964	Dead End	T	2	600	28	50.61	100	Oil Dirt	\$8,735.95	\$0.00	\$37.92	\$175.15	\$625.55	\$9,574.57
2335	1 Hwy. 64	CR 219	S	2	1200	30	75.42	83.43	HMAC	\$4,619.44	\$508.80	\$1,081.49	\$1,592.32	\$2,086.54	\$9,888.59
2337	4 Eastside Rd.	End	T	2	4000	21	18.71	100	Oil Dirt	\$86,519.78	\$0.00	\$189.59	\$875.77	\$3,127.74	\$90,712.88
2338	1 FM 346	End of County Mair	T	2	400	20	15.71	100	Oil Dirt	\$8,239.98	\$0.00	\$18.06	\$83.41	\$297.88	\$8,639.33
2339	1 CR 219	City Limit	S	2	1000	20	97.31	97.31	Oil Dirt	\$0.00	\$0.00	\$149.62	\$549.82	\$1,025.56	\$1,725.00
2340	1 Hwy 64	Cul-de-sac	T	2	800	22	38.48	100	HMAC	\$21,647.98	\$0.00	\$0.00	\$48.96	\$103.06	\$21,800.00
2341	1 FM 2607	End	T	2	4000	22	83.04	97.37	Oil Dirt	\$9,412.42	\$0.00	\$650.50	\$2,392.41	\$4,492.20	\$16,947.53
2342	1 CR 2115	County Line	S	2	2900	20	44.64	100	Oil Dirt	\$46,014.58	\$0.00	\$130.91	\$604.70	\$2,159.63	\$48,909.82
2343	1 CR 2153	End	T	2	2400	21	48.92	100	Pug Mill	\$28,983.99	\$402.70	\$2,617.85	\$8,932.88	\$12,576.29	\$53,513.71
2344	1 CR 289	End	T	2	1800	12	20.71	100	Oil Dirt	\$22,247.94	\$0.00	\$48.75	\$225.20	\$804.27	\$23,326.16

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	Edf Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$			
County Road #	Road Segment	Limits From To	Roadway Class.	County Precinct	Road Length (ft)	Road Width (ft)	PCI Before	PCI After	Road Surface	Unconstrained Repair Costs					TOTAL
										2016	2017	2018	2019	2020	
2345	1 Hwy. 110	End	T	2	1200	22	15.28	100	HMAC	\$32,471.98	\$0.00	\$0.00	\$73.43	\$154.59	\$32,700.00
2346	1 CR 2213	DE - Cul-de-Sac	T	2	1000	30	96.6	100	HMAC	\$3,000.02	\$0.00	\$0.00	\$83.45	\$175.67	\$3,259.14
2347	1 FM 850	City Limits	S	2	1600	64	81.13	91.38	HMAC	\$11,147.65	\$438.00	\$963.85	\$2,399.26	\$4,006.66	\$18,955.42
3100	1 FM 1252	CR 370	S	2	9300	20	32.71	100	Oil Dirt	\$191,579.51	\$0.00	\$419.81	\$1,939.21	\$6,925.70	\$200,864.23
3101	1 FM 1252	I-20	S	2	1300	21	53.76	100	HMAC	\$19,929.11	\$29.00	\$270.15	\$948.66	\$1,515.49	\$22,692.41
3101	2 SC	CR 3116	S	2	3700	22	35.95	100	HMAC	\$153,846.07	\$0.00	\$219.02	\$666.87	\$1,538.87	\$156,270.83
3101	3 I-20	HM	S	2	8400	22	50.13	100	Seal Coat	\$29,567.56	\$0.00	\$1,340.55	\$3,746.46	\$6,896.48	\$41,551.05
3101	4 CR 3116	FM 2767	S	2	6600	21	9.74	100	Slurry Seal	\$142,757.64	\$1,254.65	\$6,305.70	\$12,729.44	\$16,130.11	\$179,177.54
3102	1 CR 3116	End	T	2	3800	18	36.71	100	Oil Dirt	\$70,451.82	\$0.00	\$154.38	\$713.13	\$2,546.87	\$73,866.20
3103	1 CR 3104	End	T	2	3000	18	11.7	100	Oil Dirt	\$55,619.86	\$0.00	\$121.88	\$563.00	\$2,010.69	\$58,315.43
3104	1 Hwy. 271 N	Dirt	T	2	1200	20	36.7	100	Oil Dirt	\$24,719.94	\$0.00	\$54.17	\$250.22	\$893.64	\$25,917.97
3104	2 Spur	West	T	2	1900	20	28.7	100	Oil Dirt	\$39,139.90	\$0.00	\$85.77	\$396.18	\$1,414.93	\$41,036.78
3104	3 Hwy. 271	CR 3107	S	2	500	18	30.7	100	Oil Dirt	\$9,269.98	\$0.00	\$20.31	\$93.83	\$335.11	\$9,719.23
3104	4 CR 3103	CR 3107	S	2	6400	18	32.71	100	Oil Dirt	\$118,655.70	\$0.00	\$260.01	\$1,201.06	\$4,289.47	\$124,406.24
3104	5 SC	CR 3103	S	2	6400	20	35.71	100	Oil Dirt	\$131,839.67	\$0.00	\$288.90	\$1,334.51	\$4,766.07	\$138,229.15
3104	6 FM 1252	OD	T	2	4800	20	15.06	100	Seal Coat	\$118,079.91	\$0.00	\$696.39	\$1,946.22	\$3,582.59	\$124,305.11
3105	1 FM 1252	0.483	S	2	2600	18	34.71	100	Oil Dirt	\$48,203.88	\$0.00	\$105.63	\$487.93	\$1,742.60	\$50,540.04
3105	2	0.483 End	T	2	500	18	41.71	100	Oil Dirt	\$8,485.10	\$0.00	\$20.31	\$93.83	\$335.11	\$8,934.35
3106	1 CR 3104	End	T	2	2600	18	25.71	100	Oil Dirt	\$48,203.88	\$0.00	\$105.63	\$487.93	\$1,742.60	\$50,540.04
3107	1 Hwy. 271	Co. Line	S	2	19200	21	56.5	56.5	Slurry Seal	\$94,751.29	\$215,952.63	\$3,739.51	\$18,857.34	\$38,074.59	\$371,375.36
3108	1 CR 3107	CR 3111	S	2	8700	20	22.71	100	Oil Dirt	\$179,219.55	\$0.00	\$392.73	\$1,814.10	\$6,478.88	\$187,905.26
3109	1 CR 3108	End	T	2	800	12	91.54	91.54	Dirt	\$0.00	\$6.89	\$29.71	\$53.99	\$79.60	\$170.19
3110	1 CR 374	Hwy. 271	S	2	1300	20	2.69	100	Oil Dirt	\$26,779.93	\$0.00	\$58.68	\$271.07	\$968.11	\$28,077.79
3110	2 Hwy. 271	CR 3107	S	2	3000	20	18.71	100	Oil Dirt	\$61,799.84	\$0.00	\$135.42	\$625.55	\$2,234.10	\$64,794.91
3110	3 CR 3107	CR 3108	S	2	4400	20	12.71	100	Oil Dirt	\$90,639.77	\$0.00	\$198.62	\$917.48	\$3,276.68	\$95,032.55
3111	1 CR 3119	CR 3207	S	2	7300	21	53.26	100	Oil Dirt	\$79,715.52	\$0.00	\$346.00	\$1,598.28	\$5,708.12	\$87,367.92
3111	2 CR 3107	FM 1252	S	2	22200	21	28.71	100	Oil Dirt	\$480,184.78	\$0.00	\$1,052.23	\$4,860.54	\$17,358.93	\$503,456.48
3111	3 CR 3207 (Gregg Co)	FM 2767	S	3	9700	21	60.9	100	Slurry Seal	\$105,923.37	\$1,843.95	\$9,267.47	\$18,708.42	\$23,706.37	\$159,449.58
3111	4 I-20	CR 3119	S	2	2400	21	74.79	74.79	Slurry Seal	\$1,554.53	\$3,436.71	\$5,280.42	\$5,843.03	\$6,044.15	\$22,158.84
3111	5 FM 1252	I-20	S	2	3000	21	35.88	100	Slurry Seal	\$64,889.84	\$570.29	\$2,866.23	\$5,786.11	\$7,331.87	\$81,444.34
3112	1 CR 3111	County	T	2	3900	18	11.69	100	Oil Dirt	\$72,305.82	\$0.00	\$158.44	\$731.90	\$2,613.89	\$75,810.05
3113	1 CR 3111	County Line	S	2	900	20	20.75	100	Slurry Seal	\$18,539.95	\$162.94	\$818.92	\$1,653.17	\$2,094.82	\$23,269.80
3114	1 CR 3111	End	T	2	2300	16	17.71	100	Oil Dirt	\$37,903.90	\$0.00	\$83.06	\$383.67	\$1,370.25	\$39,740.88
3115	1 CR 3111	County Line	S	3	900	20	20.71	100	Oil Dirt	\$18,539.95	\$0.00	\$40.63	\$187.67	\$670.23	\$19,438.48
3116	1 FM 1252	Dead End	T	3	5400	18	11.71	100	Oil Dirt	\$100,115.75	\$0.00	\$219.38	\$1,013.39	\$3,619.24	\$104,967.76
3116	2 I-20	FM 1252	S	3	2600	20	53.25	100	Oil Dirt	\$27,039.84	\$0.00	\$117.37	\$542.14	\$1,936.22	\$29,635.57
3116	3 CR 3101	I-20	S	3	14900	20	24.71	100	Oil Dirt	\$306,939.22	\$0.00	\$672.60	\$3,106.91	\$11,096.02	\$321,814.75
3117	1 CR 3116	End	T	3	2500	16	39.71	100	Oil Dirt	\$41,199.90	\$0.00	\$90.28	\$417.03	\$1,489.40	\$43,196.61
3118	1 CR 3119	CR 3116	S	3	5000	20	25.75	100	Slurry Seal	\$102,999.74	\$905.23	\$4,549.57	\$9,184.30	\$11,637.88	\$129,276.72
3119	1 CR 1118	Dirt	T	3	1300	16	49.96	100	Oil Dirt	\$10,858.45	\$0.00	\$46.95	\$216.86	\$774.49	\$11,896.75
3119	2 FM 1252	I-20	S	3	3300	18	36.67	100	Oil Dirt	\$61,181.84	\$0.00	\$134.07	\$619.30	\$2,211.76	\$64,146.97
3119	3 CR 3111	CR 3118	S	3	3200	20	59.03	63.59	Oil Dirt	\$19,820.90	\$11,602.24	\$14,244.48	\$16,679.43	\$37,456.71	\$99,803.76
3120	1 FM 2767	End	T	3	4500	20	31.71	100	Oil Dirt	\$92,699.77	\$0.00	\$203.13	\$938.33	\$3,351.15	\$97,192.38
3121	1 Burns Dr.	End	T	3	400	14	0	100	Oil Dirt	\$5,767.99	\$0.00	\$12.64	\$58.38	\$208.52	\$6,047.53
3121	2 Lakeland	End	T	3	1000	20	36.7	100	Oil Dirt	\$20,599.95	\$0.00	\$45.14	\$208.52	\$744.70	\$21,598.31
3121	3 Echo Lane	End	T	3	500	20	0	100	Oil Dirt	\$10,299.97	\$0.00	\$22.57	\$104.26	\$372.35	\$10,799.15
3121	4 Mary Ann	End	T	3	900	20	6.7	100	Oil Dirt	\$18,539.95	\$0.00	\$40.63	\$187.67	\$670.23	\$19,438.48
3121	5 Karren Ave.	End	T	3	200	20	50.04	100	Oil Dirt	\$2,079.99	\$0.00	\$9.03	\$41.70	\$148.94	\$2,279.66
3121	6 Pine Springs Dr.	End	T	3	1300	20	69.19	77.56	Oil Dirt	\$4,215.98	\$978.01	\$1,718.47	\$3,551.39	\$5,497.10	\$15,960.95
3121	7 Red Oak Dr.	End	T	3	500	20	53.21	100	Oil Dirt	\$5,199.97	\$0.00	\$22.57	\$104.26	\$372.35	\$5,699.15
3121	8 Hampton Rd.	End	T	3	1000	20	31.7	100	Oil Dirt	\$20,599.95	\$0.00	\$45.14	\$208.52	\$744.70	\$21,598.31
3122	1 Julia Dr.	End	T	3	1100	21	73.88	76.85	HMAC	\$3,106.64	\$667.11	\$846.95	\$1,076.38	\$1,572.91	\$7,269.99
3122	2 Wayne Dr.	End	T	3	1000	22	45.2	100	HMAC	\$18,937.65	\$0.00	\$0.00	\$61.19	\$128.82	\$19,127.66
3122	3 Jefferson Avenue	End	T	3	800	20	63.4	70.13	HMAC	\$3,983.98	\$1,533.49	\$2,531.83	\$3,711.81	\$9,364.18	\$21,125.29
3122	4 CR 322	End	T	3	800	20	84.86	90.88	HMAC	\$1,682.21	\$40.88	\$87.21	\$126.69	\$160.94	\$2,097.93
3122	5 Linda Ave.	End	T	3	500	20	63.4	70.13	HMAC	\$2,489.99	\$958.43	\$1,582.39	\$2,319.88	\$5,852.61	\$13,203.30
3122	6 Diane St.	End	T	3	400	21	44.07	100	HMAC	\$7,904.60	\$0.00	\$0.00	\$23.37	\$49.19	\$7,977.16
3122	7 Earline St.	End	T	3	800	21	64.56	70.87	HMAC	\$3,891.00	\$1,368.71	\$2,350.94	\$3,619.23	\$9,832.39	\$21,062.27

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	EOI Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$	TOTAL		
														County	Road
County Road #	Road Segment	Limits From To	Roadway Class.	County Precinct	Road Length (ft)	Road Width (ft)	PCI Before	PCI After	Road Surface	2016	2017	2018	2019	2020	TOTAL
3122	8 CR 35	FM 14	S	3	1000	22	82.92	93.84	HMAC	\$2,355.76	\$46.52	\$165.44	\$370.07	\$735.89	\$3,673.68
3122	9 FM 14	Linwood	S	3	1300	22	86.45	98.63	HMAC	\$2,961.52	\$0.00	\$107.96	\$261.60	\$634.59	\$3,965.67
3122	10 West of CR 35	End	T	3	400	14	79.11	79.11	Oil Dirt	\$75.96	\$214.77	\$377.31	\$605.22	\$721.70	\$1,994.96
3123	1 CR 376	Epps	S	3	400	20	58.95	59.1	HMAC	\$2,484.00	\$1,728.70	\$1,786.55	\$1,846.24	\$1,908.82	\$9,754.31
3123	2 Tandem St	CR 376	S	3	200	20	62.74	62.74	HMAC	\$635.61	\$670.75	\$701.04	\$727.31	\$751.85	\$3,486.56
3123	3 Epps St	Lucky St	S	3	400	20	55.95	55.95	HMAC	\$1,924.06	\$1,987.52	\$2,053.93	\$2,121.72	\$2,191.64	\$10,278.87
3123	4 Pearl St. at Gallion	Lucky	T	3	400	20	48.59	100	HMAC	\$4,960.87	\$0.00	\$0.00	\$22.25	\$46.84	\$5,029.96
3123	5 Eleanor St.	End	T	3	1600	20	27.03	100	HMAC	\$39,359.97	\$0.00	\$0.00	\$89.01	\$187.38	\$39,636.36
3123	7 Gallion Ave	End	T	3	300	20	59.95	59.95	HMAC	\$1,203.02	\$3,213.58	\$0.00	\$0.00	\$17.13	\$4,433.73
3123	8 Jimmie St. at Lucky	End	T	3	400	20	59.95	59.95	HMAC	\$1,604.03	\$4,284.77	\$0.00	\$0.00	\$22.84	\$5,911.64
3123	10 Edger Lane at CR 3	Dirt	T	3	600	16	10.7	100	Oil Dirt	\$9,887.97	\$0.00	\$21.67	\$100.09	\$357.46	\$10,367.19
3123	11 Vernon Ave.	End	T	3	400	16	44.7	100	Oil Dirt	\$5,057.91	\$0.00	\$14.45	\$66.73	\$238.30	\$5,377.39
3123	12 Tandem Dr	End	T	3	800	20	30.7	100	Oil Dirt	\$16,479.96	\$0.00	\$36.11	\$166.81	\$595.76	\$17,278.64
3123	13 Epps	End	T	3	1100	20	24.7	100	Oil Dirt	\$22,659.94	\$0.00	\$49.65	\$229.37	\$819.17	\$23,758.13
3123	14 Gallion Ave	End	S	3	2700	20	60.38	60.38	Oil Dirt	\$10,492.06	\$12,458.80	\$29,789.89	\$0.00	\$127.61	\$52,868.36
3123	15 CR 376	End	T	3	2200	20	19.7	100	Oil Dirt	\$45,319.89	\$0.00	\$99.31	\$458.74	\$1,638.34	\$47,516.28
3123	16 Gallion Circle	End	T	3	1100	20	46.7	100	Oil Dirt	\$15,142.60	\$0.00	\$49.65	\$229.37	\$819.17	\$16,240.79
3123	17 Plainview Rd.	End	T	3	300	20	59.24	63.71	Oil Dirt	\$1,845.61	\$1,071.00	\$1,321.46	\$1,549.32	\$3,511.57	\$9,298.96
3123	18 Gallion Ave	End	T	3	500	20	61.59	61.59	Oil Dirt	\$1,761.53	\$2,164.03	\$2,533.51	\$5,682.15	\$0.00	\$12,141.22
3123	19 Blanche at CR 376	Dead End	T	3	1000	20	16.7	100	Oil Dirt	\$20,599.95	\$0.00	\$45.14	\$208.52	\$744.70	\$21,598.31
3123	20 City View Dr.	End	T	3	1100	22	60.39	64.3	Oil Dirt	\$7,118.42	\$3,979.53	\$4,988.35	\$5,923.42	\$14,163.32	\$36,173.04
3123	21 Cedar Vale Dr.	End	T	3	1100	24	41.7	100	Oil Dirt	\$24,903.13	\$0.00	\$59.59	\$275.24	\$983.03	\$26,220.96
3124	1 Hwy. 271	End	T	3	2700	22	0	100	HMAC	\$73,061.95	\$0.00	\$0.00	\$165.23	\$347.82	\$73,575.00
3125	1 FM 3311 (4th St.)	CR 3124	S	4	300	20	10.95	100	HMAC	\$11,340.01	\$0.00	\$16.14	\$49.15	\$113.43	\$11,518.73
3125	2 CR 3125	Low Ave.	S	4	1100	20	59.95	60.16	HMAC	\$12,111.14	\$4,501.51	\$4,822.56	\$4,822.56	\$4,984.49	\$31,080.76
3125	3 Low Ave.	End	T	4	1100	20	32.68	100	HMAC	\$27,059.98	\$0.00	\$0.00	\$61.19	\$128.82	\$27,249.99
3125	4 7th St. (CR 3124)	FM 3311	S	4	400	20	6.67	100	Oil Dirt	\$8,239.98	\$0.00	\$18.06	\$83.41	\$297.88	\$8,639.33
3127	1 FM 3111	Gate	T	4	600	24	17.6	100	HMAC	\$17,711.99	\$0.00	\$0.00	\$40.05	\$84.32	\$17,836.36
3127	2 FM 3311	CR 3128	S	4	1200	21	78.98	78.98	Slurry Seal	\$354.92	\$1,220.89	\$2,399.53	\$2,884.42	\$3,017.86	\$9,877.62
3128	1 CR 3270	Dirt	T	4	3400	21	12.49	100	Slurry Seal	\$73,541.81	\$646.33	\$3,248.39	\$6,557.59	\$8,309.45	\$92,303.57
3129	1 O.213M	End	T	4	300	12	38.67	100	Oil Dirt	\$3,707.99	\$0.00	\$8.13	\$37.53	\$134.05	\$3,887.70
3129	2 CR 334	OD	T	4	1100	18	11.49	100	Slurry Seal	\$20,393.95	\$179.24	\$900.81	\$1,818.49	\$2,304.30	\$25,596.79
3131	1 CR 373	Gate	T	4	5900	20	13.7	100	Oil Dirt	\$121,539.69	\$0.00	\$266.33	\$1,230.25	\$4,393.72	\$127,429.99
3132	1 CR 373	End	T	4	5600	20	17.7	100	Oil Dirt	\$115,359.71	\$0.00	\$252.79	\$1,167.70	\$4,170.31	\$120,950.51
3133	1 T Section	End	T	4	800	14	32.7	100	Oil Dirt	\$11,535.97	\$0.00	\$25.28	\$116.77	\$417.03	\$12,095.05
3133	2 CR 334	T	T	4	2400	18	78.19	80.76	HMAC	\$5,064.52	\$551.86	\$791.96	\$1,044.20	\$1,335.72	\$8,788.26
3134	1 CR 334	End	T	4	900	14	89.76	89.76	Oil Dirt	\$3.04	\$101.28	\$369.46	\$650.43	\$1,221.71	\$2,345.92
3135	1 CR 384	CR 378	S	4	4400	21	35.71	100	Oil Dirt	\$95,171.76	\$0.00	\$208.55	\$963.35	\$3,440.51	\$99,784.17
3136	1 FM 1252	Co. Line	S	4	1100	18	35.58	100	Slurry Seal	\$20,393.95	\$179.24	\$900.81	\$1,818.49	\$2,304.30	\$25,596.79
3137	1 CR 3207	Gate	T	4	1600	16	81.85	81.85	Dirt	\$208.58	\$303.76	\$555.09	\$820.20	\$1,101.78	\$2,989.41
3138	1 CR 316	End	T	4	1400	16	55.54	55.54	Dirt	\$5,479.14	\$5,306.56	\$0.00	\$0.00	\$0.00	\$10,785.70
3139	1 FM 757	End	T	4	1800	16	78.58	78.58	Dirt	\$451.64	\$729.76	\$1,024.15	\$1,335.55	\$1,786.07	\$5,327.17
3140	1 FM 14	FM 14	S	4	5800	21	20.74	100	Slurry Seal	\$125,453.68	\$1,102.57	\$5,541.37	\$11,186.48	\$14,174.94	\$157,459.04
3143	1 Canyon Circle	End	T	4	2200	20	32.91	100	Pug Mill	\$45,319.89	\$351.57	\$2,285.43	\$7,798.55	\$10,979.30	\$66,734.74
3143	2 Everett Dr.	End	T	4	1700	20	48.91	100	Pug Mill	\$19,570.06	\$271.66	\$1,766.01	\$6,026.15	\$8,484.01	\$36,117.89
3144	1 CR 3135	End	T	4	2400	20	11.71	100	Oil Dirt	\$49,439.87	\$0.00	\$108.34	\$500.44	\$1,787.28	\$51,835.93
3145	1 Hwy. 271	Loop 323	S	4	1800	21	46.95	100	HMAC	\$38,077.74	\$0.00	\$101.71	\$309.68	\$714.61	\$39,203.74
3146	1 CR 313	End	T	4	1000	18	45.66	100	Oil Dirt	\$13,344.09	\$0.00	\$40.63	\$187.67	\$670.23	\$14,242.62
3147	1 OB Dirt	Dead End	T	4	5000	22	85.03	91.15	HMAC	\$11,546.83	\$255.78	\$580.03	\$855.39	\$1,092.69	\$14,330.72
3147	2 SS	HM	S	4	9900	22	69.82	80.55	Oil Dirt	\$33,259.09	\$7,367.40	\$12,212.32	\$22,216.68	\$27,590.54	\$102,646.03
3147	3 CR 313	OD	T	4	6400	22	17.41	100	Slurry Seal	\$145,023.63	\$1,274.56	\$6,405.79	\$12,931.50	\$16,386.14	\$182,021.62
3148	1 CR 3135	End	T	4	3500	20	33.23	100	HMAC	\$86,099.94	\$0.00	\$0.00	\$194.71	\$409.89	\$86,704.54
3149	1 CR 378	CR 378	S	4	1700	20	58.19	58.19	Oil Dirt	\$7,415.37	\$8,649.99	\$18,756.60	\$0.00	\$80.35	\$34,902.31
3150	1 CR 381	CR 376	S	4	800	18	44.69	100	Oil Dirt	\$11,387.65	\$0.00	\$32.50	\$150.13	\$536.18	\$12,106.46
3151	1 CR 381	End	T	3	600	14	25.69	100	Oil Dirt	\$8,651.98	\$0.00	\$18.96	\$87.58	\$312.77	\$9,071.29
3152	1 John Arthur Dr.	End	T	3	3400	20	49.47	100	Oil Dirt	\$37,198.15	\$0.00	\$153.48	\$708.96	\$2,531.98	\$40,592.57
3152	2 John Arthur Dr. Cul	End	T	3	300	20	50.03	100	Oil Dirt	\$3,119.98	\$0.00	\$13.54	\$62.56	\$223.41	\$3,419.49
3153	1 Matise St.	End	T	3	800	20	18.7	100	Oil Dirt	\$16,479.96	\$0.00	\$36.11	\$166.81	\$595.76	\$17,278.64

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID County Road #	Section ID Road Segment	Limits From To	Rank Roadway Class.	County Precinct	Length Road Length (ft)	Width Road Width (ft)	If Condition PCI Before	Edf Condition PCI After	Surface2 Road Surface	2016 \$\$	2017 \$\$	Unconstrained Repair Costs				TOTAL
										2016	2017	2018	2019	2020		
										2016	2017	2018	2019	2020		
3153	2 CR 326	CR 3154	S	3	800	20	35.7	100	Oil Dirt	\$16,479.96	\$0.00	\$36.11	\$166.81	\$595.76	\$17,278.64	
3154	1 FM 14	End	T	3	1700	20	27.7	100	Oil Dirt	\$35,019.91	\$0.00	\$76.74	\$354.48	\$1,265.99	\$36,717.12	
3157	1 FM 2767	End	T	3	1200	14	16.69	100	Oil Dirt	\$17,303.96	\$0.00	\$37.92	\$175.15	\$625.55	\$18,142.58	
3158	1 FM 2908	End	T	3	900	20	18.91	100	Pug Mill	\$18,539.95	\$143.82	\$934.95	\$3,190.31	\$4,491.53	\$27,300.56	
3159	1 FM 2908	End	T	3	700	20	13.91	100	Pug Mill	\$14,419.96	\$111.86	\$727.18	\$2,481.36	\$3,493.41	\$21,233.77	
3160	1 Jackson Ave.	End	T	3	4500	20	1.85	100	HMAC	\$110,699.92	\$0.00	\$0.00	\$250.34	\$527.00	\$111,477.26	
3160	2 Eldorado Dr.	End	T	3	1600	20	0	100	Oil Dirt	\$32,959.92	\$0.00	\$72.23	\$333.63	\$1,191.52	\$34,557.30	
3160	3 Rossevelt Dr.	End	T	3	1100	20	4.69	100	Oil Dirt	\$22,659.94	\$0.00	\$49.65	\$229.37	\$819.17	\$23,758.13	
3161	1 CR 352	End	T	3	3500	20	84.24	84.24	HMAC	\$403.20	\$558.64	\$694.07	\$975.69	\$1,386.30	\$4,017.90	
3162	1 CR 338	End	T	3	1600	16	52.28	100	Dirt	\$5,888.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,888.00	
3163	1 CR 338	End	T	3	1000	20	89.41	89.41	Oil Dirt	\$11.89	\$167.84	\$609.30	\$1,049.08	\$1,973.11	\$3,811.22	
3167	1 FM 1252	End	T	3	1800	20	23.71	100	Oil Dirt	\$37,079.91	\$0.00	\$81.25	\$375.33	\$1,340.46	\$38,876.95	
3168	1 CR 3168	T	T	3	4400	20	35.71	100	Oil Dirt	\$90,639.77	\$0.00	\$198.62	\$917.48	\$3,276.68	\$95,032.55	
3168	2 Cul	Cul	T	3	7200	20	19.71	100	Oil Dirt	\$148,319.62	\$0.00	\$325.01	\$1,501.32	\$5,361.83	\$155,507.78	
3168	3 Main	Back to Cul	T	3	700	21	28.71	100	Oil Dirt	\$15,140.96	\$0.00	\$33.18	\$153.26	\$547.35	\$15,874.75	
3168	4 Main	Back to Dead End	T	3	300	14	30.71	100	Oil Dirt	\$4,325.99	\$0.00	\$9.48	\$43.79	\$156.39	\$4,535.65	
3170	1 Hwy 271	South	S	3	1600	22	70.63	82.07	Oil Dirt	\$5,191.09	\$1,016.55	\$1,775.96	\$3,336.86	\$4,351.97	\$15,672.43	
3170	2 Main	East	S	1	1200	22	86.47	99.45	Oil Dirt	\$2,733.22	\$0.00	\$99.14	\$382.98	\$1,098.11	\$4,313.45	
3171	1 CR 35	End	T	3	1200	16	55.63	61.18	Oil Dirt	\$6,599.12	\$4,249.93	\$4,964.06	\$10,909.72	\$0.00	\$26,722.83	
3171	2 FM 14	CR 35	S	3	1300	22	91.49	100	Oil Dirt	\$2,860.02	\$0.00	\$64.55	\$298.18	\$1,064.92	\$4,287.67	
3172	1 CR 3110	End	T	3	500	20	19.69	100	Oil Dirt	\$10,299.97	\$0.00	\$22.57	\$104.26	\$372.35	\$10,799.15	
3173	1 Whispering Oaks Ln	End	T	3	3800	20	66.61	72.8	Oil Dirt	\$15,264.38	\$5,264.53	\$8,131.07	\$9,558.54	\$10,114.69	\$48,333.21	
3174	1 CR 384	End	T	3	1500	18	0	100	Oil Dirt	\$27,809.93	\$0.00	\$60.94	\$281.50	\$1,005.34	\$29,157.71	
3175	1 Delaware St.	End	T	3	500	21	25.03	100	HMAC	\$12,914.99	\$0.00	\$0.00	\$29.21	\$61.48	\$13,005.68	
3175	2 Mt. Vernon St.	End	T	3	1200	21	15.03	100	HMAC	\$30,995.98	\$0.00	\$0.00	\$70.10	\$147.56	\$31,213.64	
3176	1 Hinston St.	End	T	3	600	20	22.49	100	Slurry Seal	\$12,359.97	\$108.63	\$545.95	\$1,102.12	\$1,396.55	\$15,513.22	
3176	2 19th Avenue	End	T	3	1700	20	74.77	78.16	Slurry Seal	\$4,451.24	\$845.90	\$1,116.58	\$1,402.73	\$1,703.63	\$9,520.08	
3177	1 CR 344	End	T	3	1200	18	8.67	100	Oil Dirt	\$22,247.94	\$0.00	\$48.75	\$225.20	\$804.27	\$23,326.16	
3178	1 Timber Circle	End	T	3	600	20	57.05	62.29	Oil Dirt	\$3,953.99	\$2,489.36	\$2,924.30	\$6,818.58	\$0.00	\$16,186.23	
3178	2 Cedar Ridge Dr.	End	T	4	3000	20	77.36	91.94	Oil Dirt	\$7,233.62	\$350.23	\$1,311.06	\$2,774.48	\$5,088.67	\$16,758.06	
3178	3 Brown St.	End	T	4	400	20	73.98	87.52	Oil Dirt	\$1,072.70	\$81.45	\$289.61	\$489.56	\$856.75	\$2,790.07	
3178	4 Maple St.	End	T	4	400	20	38.69	100	Oil Dirt	\$8,239.98	\$0.00	\$18.06	\$83.41	\$297.88	\$8,639.33	
3178	5 Raine Rd.	End	T	4	400	21	58.74	58.74	HMAC	\$1,785.83	\$4,499.01	\$0.00	\$0.00	\$23.98	\$6,308.82	
3179	1 Hwy. 271	End	T	3	700	30	40.71	100	HMAC	\$24,771.39	\$0.00	\$0.00	\$58.41	\$122.97	\$24,952.77	
3180	1 Northgate MHP	End	T	3	1800	18	23.91	100	Pug Mill	\$33,371.92	\$258.88	\$1,682.91	\$5,742.57	\$8,084.76	\$49,141.04	
3180	2 Pecan Est. MHP	End	T	3	600	20	0	100	Pug Mill	\$12,359.97	\$95.88	\$623.30	\$2,126.88	\$2,994.36	\$18,200.39	
3181	1 FM 14	End	T	3	1800	18	75.13	75.13	Oil Dirt	\$955.09	\$1,620.56	\$3,054.14	\$3,921.02	\$4,290.37	\$13,841.18	
3182	1 Cantina Dr.	End	T	3	900	22	66.84	72.32	HMAC	\$3,908.53	\$1,053.43	\$2,045.96	\$3,343.92	\$4,829.30	\$15,181.14	
3182	2 Shelly Dr.	End	T	3	1800	22	59.89	67.87	HMAC	\$11,923.51	\$5,526.74	\$8,452.75	\$22,501.30	\$0.00	\$48,404.30	
3183	1 CR 384	End	T	3	1300	12	12.7	100	Oil Dirt	\$16,067.96	\$0.00	\$35.21	\$162.64	\$580.87	\$16,846.68	
3184	1 Kelly Wood Lane	End	T	3	1700	20	16.68	100	Oil Dirt	\$35,019.91	\$0.00	\$76.74	\$354.48	\$1,265.99	\$36,717.12	
3184	2 Melwood Place	FM 14	S	3	700	20	11.68	100	Oil Dirt	\$14,419.96	\$0.00	\$31.60	\$145.96	\$521.29	\$15,118.81	
3185	1 CR 3112	T	T	3	2100	20	22.69	100	Oil Dirt	\$43,259.89	\$0.00	\$94.80	\$437.89	\$1,563.87	\$45,356.45	
3185	2 North	South	S	3	1700	20	55.99	61.47	Oil Dirt	\$11,563.70	\$7,406.84	\$8,664.52	\$19,319.30	\$0.00	\$46,954.36	
3186	1 CR 3100	End	T	3	1700	16	27.93	100	Pug Mill	\$28,015.93	\$217.33	\$1,412.81	\$4,820.92	\$6,787.21	\$41,254.20	
3187	1 Cross Timber	End	T	3	1300	20	33.69	100	Oil Dirt	\$26,779.93	\$0.00	\$58.68	\$271.07	\$968.11	\$28,077.79	
3187	2 Dry Creek	End	T	3	1700	20	10.69	100	Oil Dirt	\$35,019.91	\$0.00	\$76.74	\$354.48	\$1,265.99	\$36,717.12	
3187	3 Shady Creek	End	S	3	4300	20	10.69	100	Oil Dirt	\$88,579.78	\$0.00	\$194.11	\$896.62	\$3,202.21	\$92,872.72	
3188	1 Loop 323	End	T	3	800	30	0	100	HMAC	\$29,519.98	\$0.00	\$0.00	\$66.76	\$140.53	\$29,727.27	
3189	1 Hwy. 271 (North Pt)	CR 358	S	3	3600	20	6.95	100	HMAC	\$136,080.06	\$0.00	\$193.73	\$589.86	\$1,361.16	\$138,224.81	
3190	1 CR 35	End	T	3	1900	22	49.46	100	Oil Dirt	\$22,887.28	\$0.00	\$94.34	\$435.80	\$1,556.42	\$24,973.84	
3191	1 CR 223	End	T	3	2600	20	59.53	100	Pug Mill	\$27,039.84	\$415.49	\$2,700.96	\$9,216.46	\$12,975.54	\$52,348.29	
3192	1 Shofner Dr.	End	T	4	400	21	31.91	100	Pug Mill	\$8,651.98	\$67.12	\$436.31	\$1,488.81	\$2,096.05	\$12,740.27	
3192	2 Ken Shire Dr.	End	T	4	600	21	13.91	100	Pug Mill	\$12,977.97	\$100.68	\$654.46	\$2,233.22	\$3,144.07	\$19,110.40	
3192	3 Kyle Dr.	End	T	3	700	21	2.99	100	HMAC	\$18,080.99	\$0.00	\$0.00	\$40.89	\$86.08	\$18,207.96	
3193	1 CR 37	End	T	3	1300	20	87.11	87.11	Oil Dirt	\$75.12	\$295.57	\$973.27	\$1,667.87	\$2,823.85	\$5,835.68	
3194	1 Park Lane	End	T	3	400	21	21.69	100	Oil Dirt	\$8,651.98	\$0.00	\$18.96	\$87.58	\$312.77	\$9,071.29	
3194	2 Bent Oak Lane	End	T	4	1700	21	9.93	100	HMAC	\$43,910.97	\$0.00	\$0.00	\$99.30	\$209.04	\$44,219.31	

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	EDF Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$			
County	Road	Limits	Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs					TOTAL
Road #	Segment	From	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020	
3195	1 Trails End	End	T	4	200	21	97.19	97.19	Oil Dirt	\$0.00	\$0.00	\$32.16	\$118.02	\$217.04	\$367.22
3195	2 Creek View Circle	End	T	3	200	21	81.02	81.02	Oil Dirt	\$37.69	\$135.84	\$221.88	\$419.47	\$528.49	\$1,343.37
3195	3 Bent Trail	End	T	3	800	21	9.7	100	Oil Dirt	\$17,303.96	\$0.00	\$37.92	\$175.15	\$625.55	\$18,142.58
3195	4 Creek View Trail	End	T	3	600	21	84.86	84.86	Oil Dirt	\$64.73	\$245.00	\$549.15	\$998.23	\$1,466.37	\$3,323.48
3196	1 Lila Lane	End	T	3	300	20	66.61	72.79	Oil Dirt	\$1,205.08	\$416.54	\$642.93	\$754.62	\$798.53	\$3,817.70
3196	2 Green Berry Dr.	End	T	3	400	20	24.69	100	Oil Dirt	\$8,239.98	\$0.00	\$18.06	\$83.41	\$297.88	\$8,639.33
3196	3 Matney Lane	End	T	3	600	20	42.69	100	Oil Dirt	\$10,713.69	\$0.00	\$27.08	\$125.11	\$446.82	\$11,312.70
3196	4 Berry Lane	End	T	3	700	20	17.83	100	HMAC	\$17,219.99	\$0.00	\$0.00	\$38.94	\$81.98	\$17,340.91
3197	1 FM 850	End	T	3	2600	20	18.69	100	Oil Dirt	\$53,559.86	\$0.00	\$117.37	\$542.14	\$1,936.22	\$56,155.59
3199	1 CR 29	Dirt	T	3	700	20	91.64	91.64	HMAC	\$0.00	\$26.93	\$69.13	\$105.03	\$135.85	\$336.94
3199	2 CR 29	CR 29	S	4	7900	20	66.68	70.53	HMAC	\$31,567.97	\$12,068.02	\$16,728.10	\$20,675.29	\$24,016.55	\$105,055.93
3200	1 CR 3111	End	T	3	1700	20	15.69	100	Oil Dirt	\$35,019.91	\$0.00	\$76.74	\$354.48	\$1,265.99	\$36,717.12
3201	1 CR 319	End	T	3	2800	20	78.7	78.7	Oil Dirt	\$851.14	\$2,216.87	\$3,941.96	\$6,143.77	\$7,245.06	\$20,398.80
3202	1 CR 276	Concrete	S	4	400	20	60.95	60.95	HMAC	\$1,486.00	\$1,539.23	\$1,595.58	\$1,652.63	\$1,711.66	\$7,985.10
3202	2 Concrete	City Limits	S	4	700	16	25.95	100	HMAC	\$21,168.01	\$0.00	\$30.14	\$91.76	\$211.74	\$21,501.65
3202	3 Hwy 271	End	T	4	700	16	0	100	HMAC	\$13,775.99	\$0.00	\$0.00	\$31.15	\$65.58	\$13,872.72
3203	1 Cedar Hollow	End	T	3	400	20	70.81	82.41	Oil Dirt	\$1,174.07	\$222.08	\$397.16	\$743.92	\$982.31	\$3,519.54
3203	2 Knowles Trace	End	T	3	600	20	73.98	87.52	Oil Dirt	\$1,609.04	\$122.18	\$434.42	\$734.34	\$1,285.12	\$4,185.10
3203	3 Indian Trace	End	T	3	4000	21	74.81	88.68	Oil Dirt	\$10,983.93	\$763.61	\$2,748.66	\$4,538.33	\$8,570.75	\$27,605.28
3204	1 CR 338	End	T	3	1600	16	75.13	75.13	Oil Dirt	\$754.64	\$1,280.44	\$2,413.15	\$3,098.09	\$3,389.92	\$10,936.24
3205	1 Hwy. 271	CR 382	S	3	500	20	69.32	69.32	Oil Dirt	\$602.01	\$1,003.22	\$1,208.36	\$1,290.49	\$1,332.55	\$5,436.63
3206	1 CR 353	FM 16	S	3	700	16	33.69	100	Oil Dirt	\$11,535.97	\$0.00	\$25.28	\$116.77	\$417.03	\$12,095.05
3207	1 CR 3111	Gregg County Line	S	3	700	20	41.71	100	Oil Dirt	\$13,199.05	\$0.00	\$31.60	\$145.96	\$521.29	\$13,897.90
3208	1 CR 3116	End	T	3	1000	20	68	68	Oil Dirt	\$1,599.98	\$2,204.13	\$2,477.23	\$2,584.23	\$2,692.29	\$11,557.86
3209	1 FM 850	Gate	T	3	300	14	54.91	100	Oil Dirt	\$2,183.99	\$0.00	\$9.48	\$43.79	\$156.39	\$2,393.65
3211	1 CR 244	End	T	3	3500	20	75.5	100	Oil Dirt	\$36,399.78	\$0.00	\$157.99	\$729.81	\$2,606.45	\$39,894.03
3212	1 CR 3124	CR 3270	S	3	700	20	50.65	100	Oil Dirt	\$7,279.96	\$0.00	\$31.60	\$145.96	\$521.29	\$7,978.81
3213	1 Entrance Rd.	End	T	3	800	24	98.15	98.15	Concrete	\$0.00	\$0.00	\$0.00	\$17.93	\$83.12	\$101.05
3213	2 Exit Rd.	End	T	3	1100	24	98.15	98.15	Concrete	\$0.00	\$0.00	\$0.00	\$24.66	\$114.28	\$138.94
3213	3 Main Rd. (North En	End (.570 South En	T	3	4900	40	97.92	97.92	Concrete	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3214	1 FM 2767	Dirt	T	3	3200	16	17.68	100	Oil Dirt	\$52,735.87	\$0.00	\$115.56	\$533.80	\$1,906.43	\$55,291.66
3215	1 CR 366	End	T	3	2200	14	52.21	100	Oil Dirt	\$16,015.90	\$0.00	\$69.52	\$321.12	\$1,146.84	\$17,553.38
3216	1 Hwy 31	End	T	3	1600	21	91.69	100	Oil Dirt	\$3,360.03	\$0.00	\$75.84	\$350.31	\$1,251.09	\$5,037.27
3217	1 Peaceful Acres S.	End	T	3	1600	20	55.48	64.96	HMAC	\$11,046.69	\$6,250.94	\$8,327.68	\$20,243.43	\$0.00	\$45,868.74
3217	2 Peaceful Acres W.	End	T	3	1300	20	8.15	100	HMAC	\$31,979.98	\$0.00	\$0.00	\$72.32	\$152.24	\$32,204.54
3218	1 CR 35	End	T	3	1400	24	0	100	Pug Mill	\$34,607.91	\$268.47	\$1,745.24	\$5,955.25	\$8,384.19	\$50,961.06
3219	1 Story Place Dr.	End	T	3	400	22	28.98	100	HMAC	\$10,823.99	\$0.00	\$0.00	\$24.48	\$51.53	\$10,900.00
3219	2 Stone King	End	T	3	500	22	12.03	100	HMAC	\$13,529.99	\$0.00	\$0.00	\$30.60	\$64.41	\$13,625.00
3219	3 Littlefield Dr.	End	T	3	2600	22	16.03	100	HMAC	\$70,355.95	\$0.00	\$0.00	\$159.11	\$334.94	\$70,850.00
3219	4 Bourn Dr.	End	T	3	2300	22	20.03	100	HMAC	\$62,237.95	\$0.00	\$0.00	\$140.75	\$296.29	\$62,674.99
3220	1 Handley Dr.	End	T	3	300	22	0	100	HMAC	\$8,117.99	\$0.00	\$0.00	\$18.36	\$38.65	\$8,175.00
3220	2 Wesson Way	End	T	3	300	22	8.03	100	HMAC	\$8,117.99	\$0.00	\$0.00	\$18.36	\$38.65	\$8,175.00
3220	3 Normandy Dr.	End	T	3	200	22	34.04	100	HMAC	\$5,412.00	\$0.00	\$0.00	\$12.24	\$25.76	\$5,450.00
3220	4 Peterson Road	End	T	3	2100	22	12.03	100	HMAC	\$56,825.96	\$0.00	\$0.00	\$128.51	\$270.53	\$57,225.00
3220	5 Country Hills Blvd.	End	T	3	2500	22	11.03	100	HMAC	\$67,649.95	\$0.00	\$0.00	\$152.99	\$322.05	\$68,124.99
3221	1 Latosha Lane (CR 3	End	T	3	1100	24	96.38	96.38	HMAC	\$0.00	\$0.00	\$45.01	\$128.38	\$199.31	\$372.70
3222	1 Landry	End	T	4	700	12	35.71	100	Oil Dirt	\$8,651.98	\$0.00	\$18.96	\$87.58	\$312.77	\$9,071.29
3222	2 Dwayne Dr.	End	T	3	1000	12	49.48	100	Oil Dirt	\$6,558.25	\$0.00	\$27.08	\$125.11	\$446.82	\$7,157.26
3222	3 Landry Lane	End	T	4	2300	14	35.71	100	Oil Dirt	\$33,165.92	\$0.00	\$72.68	\$335.71	\$1,198.97	\$34,773.28
3222	4 Teeber Trail	End	T	3	1600	14	22.71	100	Oil Dirt	\$23,071.94	\$0.00	\$50.56	\$233.54	\$834.06	\$24,190.10
3222	5 Devowne Dr. at Te	Landry Lane	S	4	700	14	14.71	100	Oil Dirt	\$10,093.97	\$0.00	\$22.12	\$102.17	\$364.90	\$10,583.16
3223	1 CR 3108	End	T	3	3000	22	36.71	100	Oil Dirt	\$67,979.83	\$0.00	\$148.96	\$688.11	\$2,457.51	\$71,274.41
3224	1 FM 16	End	T	3	1700	14	71.31	71.31	HMAC	\$1,065.30	\$1,733.12	\$3,065.19	\$4,791.65	\$6,453.20	\$17,108.46
4100	1 FM 16	CR 499	S	3	5800	20	68.7	78.24	Oil Dirt	\$19,662.19	\$4,755.26	\$8,553.07	\$12,935.99	\$15,065.84	\$60,972.35
4101	1 CR 497	CR 4102	S	3	4200	18	56.12	61.58	Oil Dirt	\$25,613.89	\$16,360.08	\$19,161.50	\$42,957.03	\$0.00	\$104,092.50
4102	1 CR 4105	CR 498	S	3	3500	20	51.55	100	Oil Dirt	\$36,399.78	\$0.00	\$157.99	\$729.81	\$2,606.45	\$39,894.03
4102	2 CR 497	CR 4105	S	3	5800	20	38.91	100	Pug Mill	\$119,479.70	\$926.85	\$6,025.22	\$20,559.80	\$28,945.43	\$175,937.00
4103	1 CR 496	CR 4102	S	3	4300	20	65.59	68.39	Oil Dirt	\$18,588.75	\$9,239.09	\$10,596.99	\$11,112.20	\$11,504.02	\$61,041.05

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	Edf Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$	Unconstrained Repair Costs					TOTAL											
													County Road #	Road Segment	Limits From	Limits To	Roadway Class.		County Precinct	Road Length (ft)	Road Width (ft)	PCI Before	PCI After	Road Surface	2016	2017	2018	2019	2020
																									2016	2017	2018	2019	2020
4104	1 FM 2710	End	T	3	6400	20	38.71	100	Oil Dirt	\$131,839.67	\$0.00	\$288.90	\$1,334.51	\$4,766.07	\$138,229.15														
4104	2 FM 2710	FM 16	S	3	10100	21	58.21	100	Oil Dirt	\$110,291.34	\$0.00	\$478.72	\$2,211.33	\$7,897.53	\$120,878.92														
4104	3 CR 498	FM 16	S	3	1300	14	74.99	88.94	Oil Dirt	\$2,366.66	\$160.92	\$580.83	\$972.96	\$1,835.49	\$5,916.86														
4104	4 FM 16	FM 16	S	3	9600	21	56.06	100	Pug Mill	\$104,831.37	\$1,610.81	\$10,471.42	\$35,731.52	\$50,305.17	\$202,950.29														
4105	1 CR 4102	CR 4104	S	3	4600	20	49.91	100	Pug Mill	\$48,261.94	\$735.09	\$4,778.62	\$16,306.05	\$22,956.72	\$93,038.42														
4106	1 Mill	CR 4127	T	3	4400	16	62.39	62.39	HMAC	\$11,556.19	\$16,293.78	\$38,837.19	\$0.00	\$0.00	\$66,687.16														
4106	2 CR 4128	Millings	T	3	5400	16	44.71	100	Oil Dirt	\$68,237.62	\$0.00	\$195.01	\$900.79	\$3,217.10	\$72,550.52														
4106	3 Oil Dirt	Dirt	T	3	1600	16	67.72	67.72	Pug Mill	\$2,155.47	\$4,901.78	\$6,268.28	\$14,546.29	\$22.44	\$28,094.26														
4106	4 FM 2710	CR 4128	S	3	2200	20	57.46	100	Pug Mill	\$22,879.86	\$351.57	\$2,285.43	\$7,798.55	\$10,979.30	\$44,294.71														
4107	1 FM 2710	FM 2710	S	3	1300	18	46.92	100	Pug Mill	\$15,843.61	\$186.97	\$1,215.43	\$4,147.41	\$5,838.99	\$27,232.41														
4107	2 90° Turn	Dead End	T	3	2600	16	45.71	100	Oil Dirt	\$30,733.40	\$0.00	\$93.89	\$433.72	\$1,548.97	\$32,809.98														
4108	1 FM 2710	CR 4109	S	3	13700	20	65.49	100	Pug Mill	\$142,479.15	\$2,189.29	\$14,231.99	\$48,563.67	\$68,371.11	\$275,835.21														
4109	1 FM 2710	FM 2710 North	S	3	2700	20	23.64	100	Oil Dirt	\$55,619.86	\$0.00	\$121.88	\$563.00	\$2,010.69	\$58,315.43														
4110	1 CR 4108	CR 4125	S	3	7200	20	46.71	100	Oil Dirt	\$99,041.62	\$0.00	\$325.01	\$1,501.32	\$5,361.83	\$106,229.78														
4111	1 City Limits	FM 2710	S	3	500	20	87.41	87.41	HMAC	\$25.92	\$77.80	\$180.37	\$339.17	\$480.78	\$1,104.04														
4112	1 FM 1804	City Limits	S	3	5400	20	28.71	100	Oil Dirt	\$111,239.72	\$0.00	\$243.76	\$1,125.99	\$4,021.37	\$116,630.84														
4113	1 FM 1804	End	T	3	2400	20	46.72	100	Oil Dirt	\$32,989.35	\$0.00	\$108.34	\$500.44	\$1,787.28	\$35,385.41														
4114	1 FM 1804	CR 452	S	3	4900	18	71.78	91.67	Oil Dirt	\$34,652.63	\$540.15	\$2,009.84	\$4,140.26	\$7,614.07	\$48,956.95														
4115	1 FM 1804	CR 452	S	3	1000	18	44.71	100	Oil Dirt	\$14,216.17	\$0.00	\$40.63	\$187.67	\$670.23	\$15,114.70														
4116	1 Hwy. 69	CR 4118	S	3	7600	20	41.72	100	Oil Dirt	\$143,226.31	\$0.00	\$343.07	\$1,584.73	\$5,659.71	\$150,813.82														
4117	1 Hwy. 69	CR 4116	S	3	1100	16	26.71	100	Oil Dirt	\$18,127.95	\$0.00	\$39.72	\$183.50	\$655.34	\$19,006.51														
4118	1 FM 1804	End	T	3	8200	12	45.71	100	Oil Dirt	\$72,696.30	\$0.00	\$222.09	\$1,025.91	\$3,663.92	\$77,608.22														
4118	2 Hwy. 69	End	T	3	4700	20	43.71	100	Oil Dirt	\$79,034.37	\$0.00	\$212.16	\$980.03	\$3,500.09	\$83,726.65														
4118	3 CR 431	Hwy. 69	S	3	9100	20	33.72	100	Oil Dirt	\$187,459.52	\$0.00	\$410.78	\$1,897.51	\$6,776.76	\$196,544.57														
4119	1 CR 452	CR 431	S	3	9000	18	56.25	100	Oil Dirt	\$84,239.50	\$0.00	\$0.00	\$364.19	\$0.00	\$84,603.69														
4119	2 Hwy. 69	CR 452	S	3	2400	16	61.77	80.43	Pug Mill	\$10,500.51	\$2,547.16	\$7,072.16	\$9,487.24	\$22,474.03	\$52,081.10														
4122	1 FM 1804	CR 452	S	3	3200	20	59.33	63.77	Oil Dirt	\$19,628.85	\$11,345.02	\$14,034.43	\$16,455.93	\$37,456.71	\$98,920.94														
4122	2 CR 452	CR 4129	S	3	9400	20	47.92	100	Pug Mill	\$117,701.83	\$1,502.14	\$9,765.01	\$33,321.06	\$46,911.56	\$209,201.60														
4123	1 CR 4122	CR 4124	S	3	2700	12	76.61	76.61	HMAC	\$763.35	\$1,219.99	\$1,622.23	\$2,551.08	\$3,579.26	\$9,735.91														
4124	1 CR 4124	End	T	3	2300	12	51.07	100	HMAC	\$14,351.91	\$0.00	\$0.00	\$76.77	\$161.61	\$14,590.29														
4125	1 FM 2710	CR 452	S	3	6200	20	60.47	100	Oil Dirt	\$64,479.61	\$0.00	\$279.87	\$1,292.81	\$4,617.13	\$70,669.42														
4126	1 PMO	FM 2710	S	3	2400	20	71	82.76	Oil Dirt	\$7,007.86	\$1,277.35	\$2,344.17	\$4,376.79	\$5,861.73	\$20,867.90														
4126	2 FM 2710	OD	S	3	3500	18	64.74	87.49	Pug Mill	\$14,420.94	\$2,276.35	\$8,635.32	\$14,367.10	\$17,082.00	\$56,781.71														
4126	3 CR 4127	FM 2710	S	3	4500	20	73.19	73.19	Seal Coat	\$3,351.20	\$4,145.01	\$4,633.05	\$4,909.09	\$5,094.95	\$22,133.30														
4127	1 CR 4106	Gate	T	3	6200	18	60.36	76.9	Pug Mill	\$32,877.90	\$11,385.97	\$23,075.62	\$28,548.88	\$65,315.14	\$161,203.51														
4128	1 CR 4106	CR 4126	S	3	1000	18	25.92	100	Pug Mill	\$18,539.95	\$143.82	\$934.95	\$3,190.31	\$4,491.53	\$27,300.56														
4129	1 CR 452	CR 4106	S	3	9100	20	66.1	70.98	Oil Dirt	\$37,947.42	\$15,700.17	\$20,949.87	\$23,307.74	\$24,222.02	\$122,127.22														
4130	1 FM 2710	End	T	3	5200	18	64.41	65.44	Oil Dirt	\$21,888.88	\$11,761.80	\$13,350.85	\$16,160.14	\$20,231.92	\$83,393.59														
4131	1 Chestnut	Dead End	T	3	300	18	77.56	92.15	Oil Dirt	\$646.71	\$30.33	\$113.90	\$246.63	\$450.70	\$1,488.27														
4131	2 Chestnut	Dead End	T	3	400	18	71.88	84.25	Oil Dirt	\$1,025.89	\$155.16	\$325.09	\$596.36	\$851.25	\$2,953.75														
4131	3 CR 423	Chestnut	S	3	600	18	40.65	100	Oil Dirt	\$10,765.88	\$0.00	\$24.38	\$112.60	\$402.14	\$11,305.00														
4131	4 Chestnut	Dead End	T	3	400	20	73.43	73.43	Oil Dirt	\$290.23	\$505.93	\$830.51	\$996.98	\$1,063.37	\$3,687.02														
4131	5 CR 423	Chestnut	S	3	600	20	73.43	86.7	Oil Dirt	\$1,635.35	\$154.79	\$462.92	\$805.12	\$1,321.64	\$4,379.82														
4131	6 Chestnut	Dead End	T	3	400	20	21.65	100	Oil Dirt	\$8,239.98	\$0.00	\$18.06	\$83.41	\$297.88	\$8,639.33														
4131	7 CR 423	Chestnut	S	3	800	20	10.65	100	Oil Dirt	\$16,479.96	\$0.00	\$36.11	\$166.81	\$595.76	\$17,278.64														
4131	8 CR 423	Dead End	S	3	500	20	70.39	100	Oil Dirt	\$5,199.97	\$0.00	\$22.57	\$104.26	\$372.35	\$5,699.15														
4131	9 CR 423	End	S	3	1100	20	79.31	94.06	Oil Dirt	\$2,480.64	\$77.47	\$299.66	\$879.96	\$1,535.28	\$5,273.01														
4131	10 Sycamore St.	Chestnut	S	3	600	20	8.65	100	Oil Dirt	\$12,359.97	\$0.00	\$27.08	\$125.11	\$446.82	\$12,958.98														
4131	11 CR 423	Chestnut	S	3	800	20	15.65	100	Oil Dirt	\$16,479.96	\$0.00	\$36.11	\$166.81	\$595.76	\$17,278.64														
4131	12 Hwy 64	End	S	3	3500	20	60.07	100	Oil Dirt	\$36,399.78	\$0.00	\$157.99	\$729.81	\$2,606.45	\$39,894.03														
4131	13 Chestnut	Dead End	T	3	100	16	50.05	100	HMAC	\$832.00	\$0.00	\$0.00	\$4.45	\$9.37	\$845.82														
4131	14 CR 423	CR 423	S	3	1200	16	26.65	100	Oil Dirt	\$19,775.95	\$0.00	\$43.34	\$200.18	\$714.91	\$20,734.38														
4132	1 W. South St.	End	T	4	2000	18	29.68	100	Oil Dirt	\$37,079.91	\$0.00	\$81.25	\$375.33	\$1,340.46	\$38,876.95														
4132	2 Jay Sid	End	T	4	600	20	50	100	Oil Dirt	\$6,239.96	\$0.00	\$27.08	\$125.11	\$446.82	\$6,839.97														
4132	3 Michael St.	End	T	4	600	20	33.68	100	Oil Dirt	\$12,359.97	\$0.00	\$27.08	\$125.11	\$446.82	\$12,958.98														
4132	4 Sherra St.	End	T	4	700	20	53.13	100	Oil Dirt	\$7,279.96	\$0.00	\$31.60	\$145.96	\$521.29	\$7,978.81														
4132	5 W. 1st Ave.	End	T	4	900	16	97.02	97.02	Oil Dirt	\$0.00	\$0.00	\$113.68	\$415.31	\$751.95	\$1,280.94														
4132	6 Elmwood St.	End	T	4	500	18	72.27	84.89	Oil Dirt	\$1,268.32	\$173.88	\$391.45	\$711.56	\$1,047.41	\$3,592.62														

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	# Condition	# Condition	Surface	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$				
County	Road	Limits	Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs					TOTAL	
Road #	Segment	From	To	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020	
4132	7 Millpond Lane	End	T	4	2400	18	39.68	100	Oil Dirt	\$44,495.89	\$0.00	\$97.50	\$450.40	\$1,608.55	\$46,652.34	
4132	8 Wood Springs Rd.	End	T	4	2500	18	81.73	96.33	Oil Dirt	\$4,872.11	\$34.88	\$395.18	\$1,431.70	\$2,445.37	\$9,179.24	
4132	9 Swan St.	End	T	4	600	20	39.68	100	Oil Dirt	\$12,359.97	\$0.00	\$27.08	\$125.11	\$446.82	\$12,958.98	
4133	1 FM 1253	End of Pavement	T	3	2800	14	58.85	100	Oil Dirt	\$20,383.88	\$0.00	\$88.48	\$408.69	\$1,459.61	\$22,340.66	
4134	1 Hwy 64 W	Hwy 64 E	S	3	3000	16	73.76	81.04	HMAC	\$6,478.09	\$1,075.71	\$1,782.14	\$2,410.60	\$3,689.99	\$15,436.53	
4135	1 FM 1995	End	T	4	3900	14	33.67	100	Oil Dirt	\$56,237.86	\$0.00	\$123.23	\$569.25	\$2,033.03	\$58,963.37	
4136	1 CR 490	End	T	4	4700	20	73.24	73.24	Oil Dirt	\$3,481.80	\$6,104.82	\$9,848.40	\$11,745.11	\$12,494.55	\$43,674.68	
4137	1 CR 431	End	T	3	2000	21	50.91	100	Pug Mill	\$21,839.87	\$335.59	\$2,181.55	\$7,444.07	\$10,480.24	\$42,281.32	
4138	1 OD	Dead End	T	4	1700	20	81.95	81.95	Oil Dirt	\$273.54	\$995.89	\$1,724.12	\$3,245.19	\$4,209.30	\$10,448.04	
4138	2 Hwy. 69	Dirt	T	4	800	18	66.87	72.34	HMAC	\$2,836.14	\$761.59	\$1,483.43	\$2,424.78	\$3,507.25	\$11,013.19	
4140	1 FM 849	Gate	T	3	1200	18	29.72	100	Oil Dirt	\$22,247.94	\$0.00	\$48.75	\$225.20	\$804.27	\$23,326.16	
4141	1 FM 1253	End	T	3	2600	18	67.35	100	Oil Dirt	\$24,335.85	\$0.00	\$105.63	\$487.93	\$1,742.60	\$26,672.01	
4142	1 CR 448	End	T	3	4900	20	54.22	100	Oil Dirt	\$50,959.70	\$0.00	\$221.19	\$1,021.73	\$3,649.03	\$55,851.65	
4143	1 Twin Lakes West	End	S	3	5800	21	70.91	76.92	HMAC	\$17,826.58	\$4,455.73	\$5,995.15	\$9,269.93	\$13,167.54	\$50,714.93	
4143	2 Twin Lakes East	End	S	3	3500	21	80.45	90.44	HMAC	\$8,051.34	\$376.28	\$744.71	\$1,904.93	\$3,031.12	\$14,108.38	
4144	1 CR 446	Dead End	T	1	3400	20	57.18	62.39	Oil Dirt	\$22,317.50	\$14,015.27	\$16,462.46	\$38,638.60	\$0.00	\$91,433.83	
4145	1 FM 1253	Gate	T	1	2000	14	7.71	100	Oil Dirt	\$28,839.93	\$0.00	\$63.20	\$291.92	\$1,042.58	\$30,237.63	
4147	1 CR 451	End	T	1	4300	18	37.72	100	Oil Dirt	\$79,721.80	\$0.00	\$174.70	\$806.96	\$2,881.99	\$83,585.45	
4148	1 Hwy. 69	End	T	1	2100	14	20.71	100	Oil Dirt	\$30,281.92	\$0.00	\$66.36	\$306.52	\$1,094.71	\$31,749.51	
4149	1 CR 468	End	T	1	2800	18	5.68	100	Oil Dirt	\$51,911.87	\$0.00	\$113.76	\$525.46	\$1,876.64	\$54,427.73	
4150	1 Oak Creek Dr.	End	T	1	3200	20	38.68	100	Oil Dirt	\$65,919.83	\$0.00	\$144.45	\$667.26	\$2,383.04	\$69,114.58	
4151	1 FM 1804	End	T	1	1000	16	18.71	100	Oil Dirt	\$16,479.96	\$0.00	\$36.11	\$166.81	\$595.76	\$17,278.64	
4153	1 Hollifield Rd.	End	T	1	2400	20	86.73	98.61	HMAC	\$16,957.11	\$0.00	\$7.10	\$172.01	\$312.18	\$17,448.40	
4153	2 Gilmore Rd.	End	T	1	300	20	96.12	96.12	HMAC	\$0.00	\$0.00	\$11.24	\$30.03	\$45.99	\$87.26	
4153	3 Moses Court	End	T	1	200	20	79.05	83.77	HMAC	\$1,455.20	\$33.49	\$40.96	\$60.50	\$83.90	\$1,674.05	
4153	4 Nichols Court	End	T	1	200	20	96.12	96.12	HMAC	\$0.00	\$0.00	\$7.49	\$20.02	\$30.66	\$58.17	
4153	5 Bullock Dr.	End	T	1	200	20	96.12	96.12	HMAC	\$0.00	\$0.00	\$7.49	\$20.02	\$30.66	\$58.17	
4153	6 Lakeway Dr.	End	T	1	600	20	81.67	81.67	HMAC	\$99.89	\$121.49	\$183.80	\$252.29	\$327.37	\$984.84	
4154	1 FM 1804	Gate	T	1	1000	16	38.6	100	Dirt	\$3,680.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,680.00	
4155	1 Hwy. 110	End	T	4	1200	18	58.74	67.12	HMAC	\$6,752.16	\$3,328.34	\$4,871.81	\$12,273.44	\$0.00	\$27,225.75	
4156	1 CR 496	End	T	4	1400	18	73.97	73.97	Oil Dirt	\$859.91	\$1,457.44	\$2,543.84	\$3,115.69	\$3,345.39	\$11,322.27	
4157	1 Stace St.	End	T	4	1300	20	53.55	100	Pug Mill	\$13,519.92	\$207.74	\$1,350.48	\$4,608.23	\$6,487.77	\$26,174.14	
4157	2 Shannon St.	End	T	4	700	22	59.87	75.67	Pug Mill	\$4,640.07	\$1,759.07	\$3,290.52	\$3,984.88	\$9,013.02	\$22,687.56	
4157	3 Jennifer St.	End	T	4	1000	22	66.97	92.62	Pug Mill	\$4,299.89	\$481.24	\$2,234.91	\$4,638.52	\$5,779.27	\$17,433.83	
4159	1 CR 485	End	T	4	1200	14	26.69	100	Oil Dirt	\$17,303.96	\$0.00	\$37.92	\$175.15	\$625.55	\$18,142.58	
4160	1 CR 485	End	T	4	800	14	0	100	HMAC	\$13,775.99	\$0.00	\$0.00	\$31.15	\$65.58	\$13,872.72	
4161	2 Reglan Dr.	End	T	4	3300	20	58.91	67.22	HMAC	\$20,519.40	\$10,037.30	\$14,774.19	\$37,502.17	\$0.00	\$82,833.06	
4161	3 Childress Dr.	End	T	4	900	20	48.73	100	HMAC	\$10,983.03	\$0.00	\$0.00	\$50.07	\$105.40	\$11,138.50	
4161	4 Doris Dr.	End	T	3	900	20	27.71	100	Oil Dirt	\$18,539.95	\$0.00	\$40.63	\$187.67	\$670.23	\$19,438.48	
4161	5 McMillian Dr.	End	T	4	1100	20	66.68	73.02	Oil Dirt	\$4,395.54	\$1,479.73	\$2,332.92	\$2,759.80	\$2,924.26	\$13,892.25	
4162	1 CR 46	End	T	4	2500	18	43.65	100	Oil Dirt	\$37,973.14	\$0.00	\$101.57	\$469.16	\$1,675.57	\$40,219.44	
4163	1 Hwy. 110	End	T	4	3000	20	76.03	78.51	HMAC	\$7,552.46	\$1,282.63	\$1,649.32	\$2,095.32	\$2,660.72	\$15,240.45	
4164	1 Holtz Claw	Dead End	T	4	300	16	39.46	100	HMAC	\$5,904.00	\$0.00	\$0.00	\$13.35	\$28.11	\$5,945.46	
4164	2 Hwy 14	CR 35	S	3	1900	20	71.68	78.04	HMAC	\$5,444.81	\$1,244.68	\$1,746.44	\$2,499.77	\$3,793.80	\$14,729.50	
4165	1 CR 419	Gate	T	4	2300	22	61.45	64.77	Oil Dirt	\$14,079.65	\$7,703.01	\$9,568.90	\$11,699.56	\$13,691.25	\$56,742.37	
4166	1 Red Rock	End	T	3	800	24	47.29	100	HMAC	\$13,678.24	\$0.00	\$0.00	\$53.41	\$112.43	\$13,844.08	
4166	2 Sunset Trl.	End	T	3	800	24	73.92	87.44	Oil Dirt	\$2,578.93	\$197.14	\$699.99	\$1,187.61	\$2,062.62	\$6,726.29	
4166	3 Cottonwood Dr.	End	T	3	800	20	77.3	100	Oil Dirt	\$8,319.95	\$0.00	\$36.11	\$166.81	\$595.76	\$9,118.63	
4166	4 BlackJack Rd.	End	T	4	500	24	83.22	85.47	Oil Dirt	\$1,281.28	\$69.93	\$86.46	\$103.79	\$122.09	\$1,663.55	
4167	1 Hwy 110	End	T	4	2500	14	69.12	79.12	Oil Dirt	\$5,712.10	\$1,339.66	\$2,352.30	\$3,782.65	\$4,510.59	\$17,697.30	
4168	1 CR 471	End	T	3	900	14	54.17	100	Oil Dirt	\$6,551.96	\$0.00	\$28.44	\$131.37	\$469.16	\$7,180.93	
4169	1 CR 452	End	T	3	800	12	64.59	64.59	Dirt	\$1,259.05	\$1,627.62	\$2,017.08	\$2,318.40	\$2,627.77	\$9,849.92	
4170	1 Hwy. 110	End	T	3	500	10	41.67	100	Oil Dirt	\$4,724.12	\$0.00	\$11.29	\$52.13	\$186.17	\$4,973.71	
4171	1 CR 452	End	T	3	2400	12	36.7	100	Oil Dirt	\$29,663.92	\$0.00	\$65.00	\$300.26	\$1,072.37	\$31,101.55	
4172	1 CR 45	End	T	4	200	12	61.45	64.76	Oil Dirt	\$667.81	\$366.12	\$454.62	\$555.72	\$650.19	\$2,694.46	
4173	1 Hwy. 110	FM 849	S	4	4600	20	26.72	100	Oil Dirt	\$94,759.76	\$0.00	\$207.65	\$959.18	\$3,425.62	\$99,352.21	
4174	1 W. From Hwy. 110	End	T	3	1000	20	68.03	76.7	Oil Dirt	\$3,591.07	\$911.35	\$1,687.95	\$2,331.86	\$2,628.09	\$11,150.32	
4174	2 E. From Hwy. 110	End	T	1	700	20	53.3	100	Oil Dirt	\$7,279.96	\$0.00	\$31.60	\$145.96	\$521.29	\$7,978.81	

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID	Section ID	Rank	Length	Width	If Condition	PCI Condition	Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$			
County	Road	Limits	Roadway	Road	PCI	PCI	Road	Unconstrained Repair Costs					TOTAL		
Road #	Segment	From	Class.	Length (ft)	Before	After	Surface	2016	2017	2018	2019	2020			
4175	1 CR 489	End	T	1200	20	71.57	83.74	Oil Dirt	\$3,449.30	\$559.67	\$1,114.13	\$2,058.78	\$2,870.13	\$10,052.01	
4176	1 FM 3271	End	T	300	14	12.67	100	Oil Dirt	\$4,325.99	\$0.00	\$9.48	\$43.79	\$156.39	\$4,535.65	
4177	1 Lariat Circle	End	T	200	18	57.96	57.96	Oil Dirt	\$793.45	\$924.05	\$1,985.99	\$0.00	\$8.51	\$3,712.00	
4177	2 Walling Dr.	End	T	1	1300	16	24.9	100	Pug Mill	\$21,423.95	\$166.19	\$1,080.38	\$3,686.59	\$5,190.22	\$31,547.33
4178	1 FM 2710	End	T	1	2600	20	65.6	100	Oil Dirt	\$27,039.84	\$0.00	\$117.37	\$542.14	\$1,936.22	\$29,635.57
4179	1 Mattie St.	End	T	3	500	20	87.97	87.97	Oil Dirt	\$20.25	\$97.70	\$348.81	\$579.16	\$1,052.43	\$2,098.35
4179	2 Grubbs St.	End	T	4	500	20	87.97	100	Oil Dirt	\$1,020.26	\$0.00	\$22.57	\$104.26	\$372.35	\$1,519.44
4179	3 Jimmy Frank St.	End	T	4	500	20	85.88	85.88	Oil Dirt	\$41.16	\$158.18	\$408.24	\$726.66	\$1,131.69	\$2,465.93
4179	4 Bill Allen Dr.	End	T	3	1500	21	89.05	100	Oil Dirt	\$3,180.17	\$0.00	\$71.10	\$328.41	\$1,172.90	\$4,752.58
4180	1 Spur	End	T	3	300	16	70.63	82.07	Oil Dirt	\$707.88	\$138.62	\$242.18	\$455.03	\$593.45	\$2,137.16
4180	2 Seven Pines	End	T	3	1300	16	29.67	100	Oil Dirt	\$21,423.95	\$0.00	\$46.95	\$216.86	\$774.49	\$22,462.25
4180	3 Hwy 110	End	T	4	300	18	15.67	100	Oil Dirt	\$5,561.99	\$0.00	\$12.19	\$56.30	\$201.07	\$5,831.55
4181	1 Circle Dr.	End	T	4	700	20	61.42	100	Oil Dirt	\$7,279.96	\$0.00	\$31.60	\$145.96	\$521.29	\$7,978.81
4181	2 Oak Dr.	End	T	3	2700	20	64.28	65.44	Oil Dirt	\$12,733.55	\$6,802.19	\$7,728.49	\$9,376.33	\$11,745.10	\$48,385.66
4181	3 Hickory Dr.	End	T	3	1300	20	53.93	100	Oil Dirt	\$13,519.92	\$0.00	\$58.68	\$271.07	\$968.11	\$14,817.78
4181	4 Creekside Dr.	End	T	3	4500	20	43.67	100	Oil Dirt	\$75,854.31	\$0.00	\$203.13	\$938.33	\$3,351.15	\$80,346.92
4181	5 Pine Dr.	End	T	3	3200	20	56.87	100	Oil Dirt	\$33,279.80	\$0.00	\$144.45	\$667.26	\$2,383.04	\$36,474.55
4182	1 Yucca Lane	End	T	3	300	18	93.47	93.47	Oil Dirt	\$0.00	\$22.53	\$86.38	\$225.86	\$401.46	\$736.23
4182	2 Sparks Dr.	End	T	4	1000	18	81.54	81.54	Oil Dirt	\$152.18	\$551.69	\$929.63	\$1,753.49	\$2,246.71	\$5,633.70
4182	3 Mesa Dr.	End	T	1	400	18	51.39	100	Oil Dirt	\$3,743.98	\$0.00	\$16.25	\$75.07	\$268.09	\$4,103.39
4182	4 Las Vegas	End	T	4	900	18	86.45	99.44	Oil Dirt	\$1,677.51	\$0.00	\$61.15	\$236.49	\$674.69	\$2,649.84
4182	5 Keystone Dr.	End	T	4	900	20	89.72	100	Oil Dirt	\$1,805.03	\$0.00	\$40.63	\$187.67	\$670.23	\$2,703.56
4182	6 Mohave Dr.	End	T	4	900	20	73.72	87.14	Oil Dirt	\$2,432.13	\$202.38	\$671.50	\$1,151.76	\$1,951.96	\$6,409.73
4182	7 Nellis Dr.	End	T	4	900	20	96.86	96.86	Oil Dirt	\$0.00	\$1.55	\$145.83	\$532.48	\$949.73	\$1,629.59
4182	8 Reno Rd.	End	T	4	2000	20	84.42	98.32	Oil Dirt	\$4,223.37	\$0.00	\$237.33	\$888.08	\$1,896.36	\$7,245.14
4182	9 Carson Rd.	End	T	4	800	20	37.67	100	Oil Dirt	\$16,479.96	\$0.00	\$36.11	\$166.81	\$595.76	\$17,278.64
4182	10 Walling Dr.	End	T	4	800	18	33.9	100	Pug Mill	\$14,831.96	\$115.06	\$747.96	\$2,552.25	\$3,593.23	\$21,840.46
4183	1 FM 16	End	T	4	1100	20	31.67	100	Oil Dirt	\$22,659.94	\$0.00	\$49.65	\$229.37	\$819.17	\$23,758.13
4184	1 Michelle Cr	End	T	4	2100	20	86.77	93.86	HMAC	\$4,335.82	\$3.62	\$144.47	\$263.50	\$365.39	\$5,112.80
4185	1 FM 16	End	T	3	1100	21	46.67	100	Oil Dirt	\$15,934.93	\$0.00	\$52.14	\$240.84	\$860.13	\$17,088.04
4187	1 Rita Lane	End	T	4	1800	20	77.07	91.59	Oil Dirt	\$4,381.98	\$223.23	\$830.99	\$1,697.94	\$3,125.85	\$10,259.99
4187	2 Margaret St.	End	T	3	800	20	44.67	100	Oil Dirt	\$12,669.30	\$0.00	\$36.11	\$166.81	\$595.76	\$13,467.98
4188	1 Aspenwood	End	T	4	1400	21	43.52	100	HMAC	\$28,814.37	\$0.00	\$0.00	\$81.78	\$172.15	\$29,068.30
4188	2 Timberwood	End	T	4	800	21	42.38	100	HMAC	\$17,825.10	\$0.00	\$0.00	\$46.73	\$98.37	\$17,970.20
4188	3 Stonewood	End	T	3	700	21	31.71	100	HMAC	\$18,080.99	\$0.00	\$0.00	\$40.89	\$86.08	\$18,207.96
4188	4 Countrywood	End	T	3	3800	21	50.36	100	HMAC	\$41,495.75	\$0.00	\$0.00	\$221.97	\$467.27	\$42,184.99
4189	1 Loring Ln	Dead End	T	4	1000	20	23.64	100	Oil Dirt	\$20,599.95	\$0.00	\$45.14	\$208.52	\$744.70	\$21,598.31
4189	2 Sentinel Ln	Dead End	T	4	1200	20	24.64	100	Oil Dirt	\$24,719.94	\$0.00	\$54.17	\$250.22	\$893.64	\$25,917.97
4189	3 Springcrest Ln	End	T	4	700	20	43.64	100	Oil Dirt	\$11,821.02	\$0.00	\$31.60	\$145.96	\$521.29	\$12,519.87
4191	1 Beechwood Cir.	End	T	4	300	21	0	100	Oil Dirt	\$6,488.98	\$0.00	\$14.22	\$65.68	\$234.58	\$6,803.46
4191	2 Redwood Cir.	End	T	3	400	21	10.67	100	Oil Dirt	\$8,651.98	\$0.00	\$18.96	\$87.58	\$312.77	\$9,071.29
4191	3 Birchwood Circ.	End	T	4	600	21	69.88	100	Oil Dirt	\$6,551.96	\$0.00	\$28.44	\$469.16	\$131.37	\$7,180.93
4191	4 Woodlands	End	T	4	4700	21	33.55	100	Seal Coat	\$121,400.91	\$0.00	\$715.98	\$2,000.95	\$3,683.35	\$127,801.19
4193	1 Blueberry Dr.	End	T	4	1000	20	81.56	81.56	Oil Dirt	\$168.71	\$611.46	\$1,031.93	\$1,948.33	\$2,493.00	\$6,253.43
4193	2 Blackberry Dr.	End	T	4	1000	20	83.46	83.46	Oil Dirt	\$130.81	\$485.34	\$942.04	\$1,748.34	\$2,405.16	\$5,711.69
4193	3 Plum Dr.	End	T	4	800	20	4.67	100	Oil Dirt	\$16,479.96	\$0.00	\$36.11	\$166.81	\$595.76	\$17,278.64
4193	4 Hilltop Dr.	End	T	4	1600	21	69.17	100	Oil Dirt	\$17,471.90	\$0.00	\$75.84	\$350.31	\$1,251.09	\$19,149.14
4194	1 CR 4101	End	T	4	1200	20	2.68	100	Oil Dirt	\$24,719.94	\$0.00	\$54.17	\$250.22	\$893.64	\$25,917.97
4194	2 CR 4101	End	T	3	1600	20	13.68	100	Oil Dirt	\$32,959.92	\$0.00	\$72.23	\$333.63	\$1,191.52	\$34,557.30
4196	1 CR 431	CR 492	S	3	3700	22	41.95	100	HMAC	\$133,687.23	\$0.00	\$219.02	\$666.87	\$1,538.87	\$136,111.99
4197	1 CR 431	End	T	3	2900	21	56.07	65.2	Pug Mill	\$20,663.97	\$12,921.96	\$15,467.47	\$34,604.27	\$529.17	\$84,186.84
4199	1 FM 16	End	T	3	2300	16	26.9	100	Pug Mill	\$37,903.90	\$294.04	\$1,911.45	\$6,522.42	\$9,182.69	\$55,814.50
4200	1 CR 4200	End	T	3	800	21	73.75	100	Oil Dirt	\$8,735.95	\$0.00	\$37.92	\$175.15	\$625.55	\$9,574.57
4200	2 Lindale City Limits	End	T	4	3200	21	81.58	96.19	Oil Dirt	\$7,285.68	\$64.30	\$602.06	\$2,176.21	\$3,675.64	\$13,803.89
4201	1 FM 724	Hwy 110	S	4	200	16	18.65	100	Oil Dirt	\$3,295.99	\$0.00	\$7.22	\$33.36	\$119.15	\$3,455.72
4201	2 Hwy 110	CR 4202	S	4	400	12	18.65	100	Oil Dirt	\$4,943.99	\$0.00	\$10.83	\$50.04	\$178.73	\$5,183.59
4202	1 Hwy. 110	End	T	4	600	15	41.65	100	Oil Dirt	\$8,512.61	\$0.00	\$20.31	\$93.83	\$335.11	\$8,961.86
4203	1 CR 485	End	T	4	800	14	52.28	100	Oil Dirt	\$5,823.97	\$0.00	\$25.28	\$116.77	\$417.03	\$6,383.05

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID		Section ID		Rank	Length	Width	If Condition		Surface2	2016 \$\$	2017 \$\$	2018 \$\$	2019 \$\$	2020 \$\$	TOTAL	
County Road #	Road Segment	Limits From	Limits To	Roadway Class.	County Precinct	Road Length (ft)	Road Width (ft)	PCI Before	PCI After	Road Surface	Unconstrained Repair Costs					
											2016	2017	2018	2019		2020
4207	1	City Limit	End	T	4	1200	14	64.21	65.43	Oil Dirt	\$3,979.19	\$2,129.26	\$2,436.54	\$2,969.44	\$3,725.00	\$15,239.43
4208	1	Blackfoot	End	T	4	800	22	65.87	71.7	HMAC	\$3,730.30	\$1,148.42	\$2,095.83	\$3,324.35	\$4,589.74	\$14,888.64
4208	2	Eagle Peak	End	T	4	900	22	30.06	100	HMAC	\$24,353.98	\$0.00	\$0.00	\$55.08	\$115.94	\$24,525.00
4208	3	Red Cloud Dr.	End	T	4	700	22	41.05	100	HMAC	\$17,793.99	\$0.00	\$0.00	\$42.84	\$90.18	\$17,927.01
4208	4	Crazy Horse	End	T	4	2600	3	64.72	100	HMAC	\$4,055.98	\$0.00	\$0.00	\$21.70	\$45.67	\$4,123.35
4210	1	FM 2710	End	T	3	500	20	70.27	70.27	Oil Dirt	\$489.23	\$924.46	\$1,178.10	\$1,285.62	\$1,330.88	\$5,208.29
4211	1	Peach Tree Lane	End	T	3	1300	21	32.52	100	HMAC	\$33,578.98	\$0.00	\$0.00	\$75.94	\$159.86	\$33,814.78
4211	2	Angle Bird Ct.	End	T	3	1200	21	22.3	100	HMAC	\$30,995.98	\$0.00	\$0.00	\$70.10	\$147.56	\$31,213.64
4212	1	Choice Cir. From Cr City Limits		S	3	200	22	70.4	70.4	HMAC	\$212.97	\$343.52	\$471.48	\$580.82	\$672.54	\$2,281.33
4212	2	Choice Cir. From LaCory		S	3	1400	22	44.95	100	HMAC	\$38,849.41	\$0.00	\$82.87	\$252.33	\$582.27	\$39,766.88
4212	3	Cory Ray Ln. from Cr End		T	3	600	22	36.54	100	HMAC	\$16,235.99	\$0.00	\$0.00	\$36.72	\$77.29	\$16,350.00
4212	4	Lauren Lane	End	T	3	2800	22	29.21	100	HMAC	\$75,767.94	\$0.00	\$0.00	\$171.35	\$360.70	\$76,299.99
4212	5	Cory Ray Lane from 0.282 M		S	3	1500	28	87.41	87.41	HMAC	\$108.86	\$326.74	\$757.54	\$1,424.52	\$2,019.28	\$4,636.94
4213	1	Bushy Hollow	End	T	3	800	22	49.93	100	HMAC	\$9,239.42	\$0.00	\$0.00	\$48.96	\$103.06	\$9,391.44
4213	2	Shadow Ridge	End	T	3	2100	22	83.58	88.84	HMAC	\$4,916.62	\$194.96	\$315.10	\$417.89	\$508.20	\$6,352.77
4213	3	Huckle Berry Circle	End	T	3	1200	22	73.93	100	HMAC	\$13,727.92	\$0.00	\$0.00	\$73.43	\$154.59	\$13,955.94
4213	4	Winding Oak	End	T	3	3200	22	48.8	100	HMAC	\$42,605.96	\$0.00	\$0.00	\$195.82	\$412.23	\$43,214.01
4213	5	Briar Patch	End	T	3	1300	22	54.43	100	HMAC	\$14,871.91	\$0.00	\$0.00	\$79.55	\$167.47	\$15,118.93
4213	6	Thicket Trail	End	T	3	2900	22	70.47	100	HMAC	\$33,175.80	\$0.00	\$0.00	\$177.47	\$373.58	\$33,726.85
4214	1	FM 840		T	3	1200	18	53.06	100	Oil Dirt	\$11,231.93	\$0.00	\$48.75	\$225.20	\$804.27	\$12,310.15
4214	2		0.23 End	T	3	400	18	23.67	100	Oil Dirt	\$7,415.98	\$0.00	\$16.25	\$75.07	\$268.09	\$7,775.39
4215	1	CR 431	End	T	3	2300	16	1.91	100	Pug Mill	\$37,903.90	\$294.04	\$1,911.45	\$6,522.42	\$9,182.69	\$55,814.50
4216	1	CR 443	End	T	3	1800	12	0	100	Pug Mill	\$22,247.94	\$172.59	\$1,121.94	\$3,828.38	\$5,389.84	\$32,760.69
4217	1	CR 443	End	T	3	500	16	0	100	Pug Mill	\$8,239.98	\$63.92	\$415.53	\$1,417.92	\$1,996.24	\$12,133.59
4218	1	CR 46	End	T	3	600	16	77.5	77.5	Oil Dirt	\$192.02	\$414.48	\$758.27	\$1,094.15	\$1,254.96	\$3,713.88
4219	1	North Gregory	End	T	3	1200	16	58.87	58.87	Pug Mill	\$4,056.93	\$4,791.73	\$10,591.96	\$161.97	\$1,055.40	\$20,657.99
4219	2	CR 4104 (Pierce Rd End		T	3	2300	16	61.76	100	Pug Mill	\$19,135.89	\$294.04	\$1,911.45	\$6,522.42	\$9,182.69	\$37,046.49
4219	3	North Vivian	End	T	3	2000	16	41.92	100	Pug Mill	\$29,826.48	\$255.68	\$1,662.13	\$5,671.67	\$7,984.95	\$45,400.91
4220	1	CR 433	End	T	3	1000	18	66.86	92.36	Pug Mill	\$3,547.86	\$406.32	\$1,862.80	\$3,815.81	\$4,736.59	\$14,369.38
4221	1	CR 475	End	T	3	1400	22	90.44	90.44	HMAC	\$0.00	\$89.89	\$176.98	\$251.39	\$315.94	\$834.20
4222	1	Dyess St.	End	T	3	200	18	76.12	90.42	Oil Dirt	\$451.84	\$26.59	\$97.75	\$180.32	\$336.90	\$1,093.40
4222	2	Second St.	Dyess St.	T	4	2400	18	65.56	68.14	Oil Dirt	\$9,357.27	\$4,714.20	\$5,344.00	\$5,581.94	\$5,815.35	\$30,812.76
4222	3	First St.	Hwy. 110	S	3	2400	18	65.56	68.14	Oil Dirt	\$9,357.27	\$4,714.20	\$5,344.00	\$5,581.94	\$5,815.35	\$30,812.76
4223	1	Meadow Crest	End	T	3	2400	21	39.08	100	HMAC	\$61,991.95	\$0.00	\$0.00	\$140.19	\$295.12	\$62,427.26
4224	1	CR 499	End	T	3	1700	20	47.6	100	Dirt	\$7,820.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,820.00
4225	1	Old Ranch Rd.	End	T	3	1200	22	81.86	89.11	HMAC	\$9,454.93	\$105.60	\$175.38	\$234.77	\$287.09	\$10,257.77
4225	2	Old Ranch Rd at Hv Wild Horse		T	4	1400	22	96.68	96.68	HMAC	\$0.00	\$0.00	\$46.14	\$144.14	\$228.01	\$418.29
4225	3	Wind Mill Crossing	End	T	4	700	22	79.19	84.01	HMAC	\$5,593.92	\$125.70	\$154.97	\$223.41	\$314.00	\$6,412.00
4225	4	Long Tree Circle	End	T	4	600	22	75.08	78.94	HMAC	\$5,011.85	\$258.81	\$336.57	\$428.14	\$543.12	\$6,578.49
4225	5	Cross Fence Trail	End	T	4	2100	22	87.5	89.87	HMAC	\$16,285.59	\$43.77	\$83.78	\$125.70	\$170.53	\$16,709.37
4225	6	Wild Horse	End	T	4	600	22	79.19	84.01	HMAC	\$4,794.79	\$107.74	\$132.83	\$191.49	\$269.15	\$5,496.00
4226	1	Champion Dr.	End	T	3	4800	22	83.59	88.87	HMAC	\$11,237.02	\$443.60	\$718.15	\$953.03	\$1,160.50	\$14,512.30
4226	2	Stallion Shores Ct.	End	T	3	4100	22	85.32	91.6	HMAC	\$9,441.58	\$176.08	\$447.18	\$678.53	\$878.08	\$11,621.45
4226	3	Bridleview	End	T	3	4100	22	82.73	87.49	HMAC	\$9,675.38	\$479.90	\$696.10	\$882.72	\$1,161.03	\$12,895.13
4226	4	Stallion Lake Blvd.	End	T	3	2600	22	82.73	87.49	HMAC	\$6,135.61	\$304.33	\$441.43	\$559.78	\$736.26	\$8,177.41
4226	5	Cattle Baron Dr.	End	T	3	1300	22	81.86	86.12	HMAC	\$3,092.78	\$184.46	\$246.93	\$301.95	\$446.78	\$4,272.90
4226	6	Filberto Court	End	T	3	900	22	78.24	78.24	HMAC	\$337.36	\$446.95	\$571.21	\$725.23	\$921.72	\$3,002.47
4226	7	Saddle Ridge Court	End	T	3	400	22	96.68	96.68	HMAC	\$0.00	\$0.00	\$13.18	\$41.18	\$65.15	\$119.51
4227	1	Stallion Park Place	Dead End	T	3	4900	22	83.23	88.3	HMAC	\$11,509.18	\$502.36	\$773.49	\$1,006.81	\$1,217.37	\$15,009.21
4227	2	Beacons Jet Court	Dead End	T	3	1400	22	92.42	92.42	HMAC	\$0.00	\$39.49	\$135.69	\$217.62	\$288.24	\$681.04
4227	3	Mystery Down Dr.	Dead End	T	3	1500	22	75.94	75.94	HMAC	\$865.78	\$1,099.85	\$1,397.60	\$1,781.24	\$3,433.68	\$8,578.15
4228	1	Country Oaks Dr.	End	T	3	500	22	88.78	88.78	HMAC	\$13.49	\$46.95	\$75.46	\$99.83	\$121.35	\$357.08
4228	2	Country View	End	T	3	1100	22	88.78	88.78	HMAC	\$29.68	\$103.28	\$166.01	\$219.63	\$266.96	\$785.56
4228	3	Country Glen	End	T	3	1500	22	87.04	87.04	HMAC	\$97.80	\$187.89	\$264.43	\$331.32	\$453.06	\$1,334.50
4229	1	Kinley Court	End	T	3	300	22	67.02	72.43	HMAC	\$1,285.06	\$339.08	\$664.16	\$1,091.93	\$1,590.44	\$4,970.67
4229	2	Karah Lane	End	T	3	1400	22	65.87	71.7	HMAC	\$6,528.03	\$2,009.73	\$3,667.70	\$5,817.62	\$8,032.04	\$26,055.12
4230	1	Rolling Meadows D	End	T	3	800	22	83.59	83.59	HMAC	\$112.82	\$149.89	\$182.31	\$273.90	\$377.08	\$1,096.00
4231	1	CR 4108	End	T	3	1300	22	89.66	100	HMAC	\$505.63	\$0.00	\$0.00	\$79.55	\$167.47	\$752.65

SMITH COUNTY PAVER OUTPUT - 2015

Branch ID		Section ID		Rank		Length		Width		If Condition		Of Condition		Surface2		2016 SS	2017 SS	2018 SS	2019 SS	2020 SS		
County	Road	Limits		Roadway	County	Road	Road	PCI	PCI	Road	Unconstrained Repair Costs										TOTAL	
Road #	Segment	From	To	Class.	Precinct	Length (ft)	Width (ft)	Before	After	Surface	2016	2017	2018	2019	2020							
4232	1 Marley Court		End	T	3	500	22	80.1	80.1	HMAC	\$108.84	\$166.73	\$227.78	\$295.14	\$375.31						\$1,173.80	
5200	1 CR 288		T-Intersection (End	T	4	1200	20	49.56	100	Dirt	\$5,520.00	\$0.00	\$0.00	\$0.00	\$0.00						\$5,520.00	
5400	1 CR 492		Dead End	T	2	3400	20	46.6	100	Dirt	\$15,640.00	\$0.00	\$0.00	\$0.00	\$0.00						\$15,640.00	
<b>TOTAL OR AVERAGE:</b>								<b>57.22</b>	<b>91.87</b>		<b>\$67,307,288.85</b>	<b>\$2,893,196.43</b>	<b>\$4,879,383.68</b>	<b>\$8,198,487.03</b>	<b>\$10,545,857.13</b>	<b>\$93,824,213.12</b>						

**SMITH COUNTY, TEXAS  
ROAD & BRIDGE DEPARTMENT**



**QUARTERLY DEPARTMENTAL UPDATES  
AND  
ANNUAL WORK REPORTS**

---

# ROAD & BRIDGE

---

*County Engineer: Frank Davis*

## **Major Accomplishments - 1<sup>st</sup> Quarter FY2016:**

- Final review and editing on the Road & Bridge Capital Improvement Program. The bound report will be available in January, 2016.

## **Major Issues/Challenges - 1<sup>st</sup> Quarter FY2016:**

- Significant rainfall events during these three months have caused damage to our roads and drainage systems. The County experienced flooding over roadways, which caused cross culverts to be washed out and the development of a significant number of potholes and pavement failures.
- The total rainfall for these three months totaled 30.47 inches, as reported at the Tyler Pounds Weather Station. Specific rainfall events were:
  - 6.33 in – Friday, Oct. 23
  - 3.83 in – Saturday & Sunday, Oct. 31 & Nov. 1
  - 1.35 in – Wednesday, Nov. 11
  - 2.66 in – Saturday & Sunday, Nov. 28 & 29
  - 2.37 in – Saturday, Dec. 12
  - 3.71 in – Sunday, Dec. 27

## **Current Initiatives in Progress - 1<sup>st</sup> Quarter FY2016:**

- Work began in December on the two road improvement projects under contract with Reynolds & Kay, Ltd. Work completed to date in the contracts include site preparation, spot repairs and base stabilization on CR 4227; spot repairs on CR 46; and headwall construction on CR 21.
- Road & Bridge Department performed the following work items:
  - 1536 total Work Orders completed
  - 211 WO's for downed trees and limbs
  - 12 WO's for replacement of cross culverts
  - 4 WO's for bridge repairs
  - 59 After Hour Calls

## **Scheduled Initiatives for 2<sup>nd</sup> Quarter FY2016:**

- Completion of the two road improvements projects – CR 46/CR 4227 and CR 21.
- Advertise and award construction contracts for at least three additional road improvements projects. These projects are to be funded through the Road & Bridge Department, Capital Expenditures - Special Road Projects.
- Road & Bridge Department will be developing the list of roadways to be included in our budgeted 2016 surface treatment, asphalt overlay, and road reconstruction programs. This list will be presented to the Commissioners Court for their review.

---

---

# ROAD & BRIDGE

---

---

*County Engineer: Frank Davis*

## **Major Accomplishments – 2<sup>nd</sup> Quarter FY2016:**

- Purchase of new Boom-Axe Machine as provided for in the FY16 Annual Budget.
- Obtained annual allocation of RAP (Recycled Asphalt Pavement) material from TxDOT through the Local Government Assistance Program.

## **Major Issues/Challenges – 2<sup>nd</sup> Quarter FY2016:**

- Significant rainfall events during these three months have continued to cause damage to our roads and drainage systems. The County experienced flooding over roadways and had \_\_\_ cross culverts to be washed out requiring closure of the roadways until. Several pipes had to be order which contributed to the time some roadways were closed.
- The total rainfall for these three months totaled 12.24 inches compared to the average of 10.99 inches, as reported at the Tyler Pounds Weather Station. The specific rainfall event which resulted in the most damage to Smith County Roadways occurred over the following three-day span:
  - 1.73 in – Tuesday, March 8
  - 3.69 in – Wednesday, March 9
  - 1.29 in – Thursday, March 10

## **Current Initiatives in Progress – 2<sup>nd</sup> Quarter FY2016:**

- Work is continuing on the two road improvement projects under contract with Reynolds & Kay, Ltd. CR 21 is significantly complete with guard rail and striping remaining. Weather permitting, widening and overlay of is scheduled by the contractor for the next 2 to 3 weeks. CR 46 is anticipated to be complete by May 13, weather permitting.
- Three road improvement projects were bid, with Longview Bridge and Road, Ltd. being awarded the contract for all three. The three projects are (1.) CR 133 & CR 140 Area, (2.) CR 3160 (Jackson Oaks Subdivision), and (3.) CR 4213 (The Thicket). Work to be performed will consist of site preparation, spot repairs, base stabilization and overlay, and is anticipated to begin the first of May.
- Road & Bridge Department performed the following work items:
  - 1545 total Work Orders completed
  - 50 WO's for downed trees and limbs
  - 34 WO's for replacement of cross culverts
  - 6 WO's for bridge repairs
  - 29 After Hour Calls

**Scheduled Initiatives for 2<sup>nd</sup> Quarter FY2016:**

- Completion of the two road improvement projects – CR 46/CR 4227 and CR 21.
- Obtain the substantial completion of the three awarded road improvement projects – CR 133/CR 140, CR 3160, and CR 4213.
- Advertise and award construction contracts for at least two additional road improvements projects. These projects are be funded through the Road & Bridge Department, Capital Expenditures - Special Road Projects.
- Road & Bridge Department will begin work on our 2016 road reconstruction program, to include the budgeted surface treatments and asphalt overlays.

---

---

# ROAD & BRIDGE

---

---

*County Engineer: Frank Davis*

## **Major Accomplishments – 3<sup>rd</sup> Quarter FY2016:**

- Performed significant tree and debris cleanup from storm and tornado activities that occurred across the county.
- Obtained additional allocation of RAP (Recycled Asphalt Pavement) material from TxDOT through the Local Government Assistance Program.

## **Major Issues/Challenges – 3<sup>rd</sup> Quarter FY2016:**

- Tornado and Flooding events occurred on April 28-29 which affected all areas of the County. The area east of Lindale was especially hard hit where a tornado touched down and caused significant damage with trees down and roads blocked. Cleanup and removal of trees and debris in county right-of-ways is still underway.
- Several culvert crossings were also washed out during these weather events, temporarily closing roadways. CR 294 east of Arp had approximately 120 feet of roadway washed out at a culvert crossing. This roadway is still closed to through traffic and R&B crews are installing backfill material in the washed area and will replace the cross culvert.
- Rainfall for these three months was about average with a total of 12.82 inches, as reported at the Tyler Pounds Weather Station. However, specific rainfall events listed below very much affected Smith County, resulting in the damages mentioned above:
  - 2.76 in – Sunday-Monday, April 17-18
  - 0.97 in – Wednesday, April 27
  - 2.40 in – Friday, April 29
  - 0.90 in – Friday, May 27

## **Current Initiatives in Progress – 3<sup>rd</sup> Quarter FY2016:**

- Road Improvements to CR 21 was completed by Reynolds & Kay, Ltd. and accepted by the Commissioners Court.
- Work continued on CR 46/CR 4227, under contract with Reynolds & Kay, Ltd. Also, three road improvement projects contracted out to Longview Bridge and Road, Ltd. were started during this quarter. These three projects are (1.) CR 133 & CR 140 Area, (2.) CR 3160 (Jackson Oaks Subdivision), and (3.) CR 4213 (The Thicket).
- Road & Bridge is addressing the items listed in the TAC Property Report performed in December 2015. Some items will require Facility Services assistance.
- Road & Bridge Department performed the following work items:
  - 1408 total Work Orders completed
  - 85 WO's for downed trees and limbs
  - 17 WO's for replacement of cross culverts
  - 7 WO's for bridge repairs
  - 30 After Hour Calls

**Scheduled Initiatives for 4<sup>nd</sup> Quarter FY2016:**

- Completion and acceptance of the four road improvement projects – CR 46/CR 4227, CR 133/CR 140, CR 3160, and CR 4213.
- Advertise and award construction contracts for three additional road improvements projects. These projects are be funded through the Road & Bridge Department, Capital Expenditures - Special Road Projects.
- Road & Bridge Department will continue work on our 2016 road reconstruction program, to include the budgeted surface treatments and asphalt overlays.



**Road & Bridge Department Update  
May 17, 2016**

1. CR 46 (SH110 to CR 48) & CR 4227 (Stallion Park Place)
  - a. Reynolds & Kay, Ltd.
  - b. Contract Amount:           \$1,491,474.30
  - c. 3.14 Miles (CR 46)           0.9 Miles (CR 4227)
  - d. CR 4227: Cement stabilization of a portion of the roadway and asphalt overlay.
  - e. CR 46: Full-depth asphalt base repairs, widened road 4' (22' to 26'), 2" asphalt overlay entire roadway, stripe.
  - f. Project almost complete with overlay of CR 46 and striping remaining.
  
2. CR 21 (SH 31 to FM 850)
  - a. Reynolds & Kay, Ltd.
  - b. Contract Amount:           \$1,338,498.00
  - c. 3.23 Miles
  - d. Full-depth asphalt base repairs, widened road 4' (22' to 26'), 2" asphalt overlay entire roadway, stripe.
  - e. Project complete – final acceptance today.
  
3. CR 4213 (The Thicket Subdivision)
  - a. Longview Bridge & Road, Ltd.
  - b. Contract Amount:           \$406,675.00
  - c. Work started May 9
  - d. 1.23 Miles - Cement stabilization of subgrade and base, 2" asphalt overlay roadway.
  - e. 0.55 miles (Thicket Trail) patching.
  - f. Thicket Trail, Shadow Ridge, Huckleberry, Briar Patch, Winding Oak, Bushy Hollow.
  
4. CR 3160 (Jackson Oaks Subdivision)
  - a. Longview Bridge & Road, Ltd.
  - b. Contract Amount:           \$379,825.00
  - c. Work to start this month.
  - d. 1.38 Miles - Cement stabilization of subgrade and base, 2" asphalt overlay roadway.
  - e. Jackson Avenue, Eldorado Drive, & Roosevelt Drive.

5. CR 133 (Campbell Road) & CR 140 (Spruce Hill Road) – FM 2493 to CR 178 CR 1232, CR 1307 (Silver Leaf Rd & Briar Crest Dr.)
  - a. Longview Bridge & Road, Ltd.
  - b. Contract Amount:           \$1,018,475.00
  - c. 3.83 Miles
  - d. Work to start in June.
  - e. CR 133, CR 140, CR 1232 - Cement stabilization of subgrade and base, 2" asphalt overlay roadway.
  - f. CR 1307 – 1.5" asphalt overlay. .
  
6. TxDOT BRINSAP Program – Bridge Replacement
  - a. Pierce Construction, Inc.
  - b. Contract Amount:           \$947,499.80
  - c. Three bridges to be replaced:
    - i. CR 4129 at Mill Creek
    - ii. CR 3104 at Prairie Creek (just north of FM 1252)
    - iii. CR 2138 at Blackhawk Creek (between SH 110 and FM 346)
  - d. Work to start next week on CR 4129
  - e. Work to start on CR 3104 to start in a few weeks after school is out.
  - f. Work on CR 2138 will start in the fall
  - g. Roads will be closed to through traffic during construction
  - h.
  
7. Storm Clean-up
  - a. Roads Closed:
    - i. CR 450
    - ii. CR 369 (east of Winona)
    - iii. CR 294 (east of Arp)
  - b. Pipes ordered for CR 450 and CR 369
  - c. CR 294 waiting to clear trees out of washout. Pipe is a 6', washout is about 75'.
  - d. Brush & Tree Removal. Disposal Site open since Wednesday, May 4. Loads of debris from May 4 through Friday, May 13:
    - i. County Crews:           153 Large       60 Small
    - ii. Public:                   91 Large        32 Small

## Smith County 2014-15 Road Reconstruction

Oil Dirt Rebuilds									
Pct	Road #	Location from and to	Mileage	Surface	Width	Surf Area (SY)	Cost / SY	Cost	Traffic
1	152	Entire Road	4.970	OD	21	61,230.40	\$ 2,7294	\$ 167,122	178
3	447	Entire Road	2.804	OD	20	32,900.27	\$ 2,7294	\$ 89,798	168
3	446	From HWY 110 to CR 448	2.802	OD	20	32,876.80	\$ 2,7294	\$ 89,734	
3	448	From Bridge to FM 1253	1.170	OD	20	13,728.00	\$ 2,7294	\$ 37,469	
3	448	From FM 1253 to CR452	1.845	OD	21	22,730.40	\$ 2,7294	\$ 62,040	
3	3116	From I-20 to Cr 3101	2.827	OD	20	33,170.13	\$ 2,7294	\$ 90,535	
4	43	Entire Road	0.615	OD	18	6,494.40	\$ 2,7294	\$ 17,726	
2	2162	From Cr 2160 to FM 15	1.570	OD	20	18,421.33	\$ 2,7294	\$ 50,279	
3	4136	Entire Road	0.890	OD	20	10,442.67	\$ 2,7294	\$ 28,502	
3	414	Entire Road	1.227	OD	20	14,396.80	\$ 2,7294	\$ 39,295	
<b>Totals</b>			<b>3.687</b>					<b>\$ 672,501</b>	

Surface Treatment									
Pct	Road #	Location from and to	Mileage	Surface	Width	Surf Area (SY)	Cost / SY	Cost	Traffic
1	192	From Hwy 155 to Crow Road	1.059	SC	21	13,046.88	\$ 2,2530	\$ 29,395	623
2	262	Entire Road	1.300	SC	22	16,778.67	\$ 2,2530	\$ 37,802	913
3	313	Entire Road	6.389	SC	21	78,712.48	\$ 2,2530	\$ 177,339	
3	3101	From Fm 2716 to Cr 3116	1.247	SC	21	15,363.04	\$ 2,2530	\$ 34,613	180
4	471	Entire Road	3.940	SC	21	48,540.80	\$ 2,2530	\$ 109,362	198
<b>Totals</b>			<b>13.935</b>					<b>\$ 388,512</b>	

Hot Mix Overlay									
Pct	Road #	Location from and to	Mileage	Surface	Width	Surf Area (SY)	Cost / TON	Cost	Traffic
2	2142	From Fm 345 South to Fm 346	2.975	HM	22	38,397.33		\$ -	1200
4	413	Entire Road	1.912	HM	22	24,677.55		\$ -	329
<b>Totals</b>			<b>36.444</b>					<b>\$ -</b>	

Oil Dirt Rebuilds	3.687	\$	672,500.88
Surface Treatment	13.935	\$	388,511.53
Hot Mix Overlay	36.444	\$	-
<b>Total Miles</b>	<b>54.066</b>	<b>\$</b>	<b>1,061,012.41</b>

\* Road file updated

## Smith County 2013-14 Road Reconstruction

<b>Surface Treatment</b>									
Pct	Road #	Location from and to	Mileage	Surface	W/O #	Code	Completed	Cost	Traffic
3	431	From 482 North 3.834 Mil to 69N	3.834	SC	92942-14	S-7	8/6/2014	\$ 109,265	626
2	219	Entire Road	2.969	SC	94058-14	S-7	7/22/2014	\$ 84,614	618
2	2188	Entire Road	1.149	SC	93244-14	S-7	8/25/2014	\$ 32,745	577
3	26	From Fm 850 to Cr 21	4.640	SC	93137-14	S-7	7/29/2014	\$ 132,235	533
4	381	From Cr 376 to Cr 3203	1.141	SC	93136-14	S-7	7/30/2014	\$ 32,517	468
1	129	From Cr 15 to Fm 756	0.905	SC	93245-14	S-7	8/25/2014	\$ 25,792	320
3	3107	Entire Road	3.645	SC	92987-14	S-7	9/3/2014	\$ 103,879	213
1	1130	Entire Road	1.790	SC	93246-14	S-7	9/2/2014	\$ 30,750	184
<b>Totals</b>			<b>20.073</b>					<b>\$ 551,798</b>	

<b>Oil Dirt Rebuilds</b>									
Pct	Road #	Location from and to	Mileage	Surface	W/O #	Code	Completed	Cost	Traffic
1	119	Entire Road	1.245	OD	94777-14	S-14	7/30/2014	\$ 39,871	133
1	196	From Hwy 155 to Cr 1261	1.026	OD	95690-14	S-14	9/26/2014	\$ 32,858	80
1	1131	From Cr 1113 to Cr 1133	1.488	OD	94715-14	S-13	7/11/2014	\$ 47,653	211
1	1133	From Fm 2661 to Cr 1100	2.091	OD	94574-14	S-14	7/11/2014	\$ 66,964	176
3	233	From Hwy 31 to Cr 26 & Bridg to 850	3.320	OD	94997-14	S-14	9/11/2014	\$ 106,323	251
3	227	From Fm 850 to Cr 223	1.900	OD	94925-14	S-14	7/30/2014	\$ 60,848	142
3	3111	From I-20 to Fm 2767	3.653	OD	95334-14	S-14	9/5/2014	\$ 116,987	377
4	419	From Cr 420 West to dead end	1.000	OD	94174-14	S-14	7/2/2014	\$ 34,779	1671
4	421	From Cr 420 to Vanzant County Line	0.343	OD	94147-14	S-14	6/6/2014	\$ 10,985	23
4	461	From Cr 431 East to Dead End	0.743	OD	94490-14	S-13	7/1/2014	\$ 23,795	311
<b>Totals</b>			<b>16.809</b>					<b>\$ 541,062</b>	

<b>Surface Treatment</b>	<b>20.073</b>	<b>\$</b>	<b>551,798</b>
<b>Oil Dirt Rebuilds</b>	<b>16.809</b>	<b>\$</b>	<b>541,062</b>
<b>Total Miles</b>	<b>36.882</b>	<b>\$</b>	<b>1,092,860</b>

## Smith County 2012-13 Road Reconstruction

Surface Treatment									
Pct	Road #	Location from and to	Mileage	Surface	W/O #	Code	Completed	Cost	Traffic
1	1307		0.709	SC	88907-13	S-7	10/10/2013	\$ 20,205.79	
1	1125	From Hwy 31 to Hwy 64	1.660	SC	88909-13	S-7	9/30/2013	\$ 47,308.34	
1	1143	Entire Road	1.821	SC	88909-13	S-7	9/30/2013	\$ 51,896.68	
2	229	Big Oak Bay Drive	3.640	SC	89103-13	S-7	9/30/2013	\$ 103,736.36	
2	285	From Cr 230 to City Limits	1.249	SC	89090-13	S-7	9/30/2013	\$ 35,595.25	
3	431	From City Limits to 3.834 miles	3.834	SC	89237-13	S-7	9/23/2013	\$ 109,265.17	
4	384	From Hwy 69 to Cr 485	2.780	SC		S-7		\$ 79,227.22	
<b>Totals</b>			<b>15.693</b>					<b>\$ 447,234.81</b>	

## Smith County 2011-12 Road Reconstruction

Surface Treatment									
PCT#	CR#	LIMITS	MILES	SURFACE	COMPLETED	W/O NUMBER	CODE	\$ / MILE	Estimated Cost
1	122	From Skidmore Ln to FM 346	2.080	SC	7/22/2012	83622-12	S-7	\$ 25,000	\$ 52,000
1	187	From FM 344 to County Line	1.081	SC	7/24/2012	83623-12	S-7		\$ 27,025
1	188	From FM 344 to FM 346	1.677	SC	7/24/2012	83617-12	S-7		\$ 41,925
2	2173	From Cr 2171 to FM 756	1.845	SC	7/23/2012	83625-12	S-7		\$ 46,125
2	2174	From HWY 110 to Cr 2171	0.863	SC	N/A	N/A	S-7		
2	2171	From Whitehouse City Limits to FM 344	2.306	SC	7/24/2012	83627-12	S-7		\$ 65,075
3	3101	From FM 2767 to Cr 3116	1.268	SC	N/A	N/A	S-7		
3	313	From 343 to FM 2015	2.383	SC	6/15/2012	83628-12	S-7		\$ 59,575
3	474	From Lindale City Limits to Cr 431	0.816	SC	6/14/2012	83629-12	S-7		\$ 20,400
4	384	From Tyler City Limits to 2.88 miles	2.880	SC	7/21/2012	83631-12	S-7		\$ 72,000
4	42	From HWY 110 to FM 724	2.356	SC	6/13/2012	83633-12	S-7		\$ 58,900
		<b>Total Miles</b>	<b>19.555</b>					<b>Total Costs</b>	<b>\$ 443,025</b>

## Smith County 2010-11 Road Reconstruction

### Surface Treatment

PCT#	CR#	LIMITS	MILES	SURF	COMPLETED	WO NUMBER	CODE	SEGMENT	\$ / MILE	Estimated Cost
1	1139	Fron Spur 364 to Cr 1140	1.827	SC	5/24/2011	WO-78940-11	S-7	00-1139-00&10	\$ 25,813	\$ 41,998
1	1140	From Cr 1125 to Cr 1141	0.980	SC	5/25/2011	WO-78939-11	S-7	00-1140-00		\$ 25,297
2	285	Starting at FM 848 East 3.584 Miles	3.584	SC	5/27/2011	WO-79048-11	S-7	00-0285-20		\$ 92,515
2	294	From Hwy 64 to Apr City Limits	3.474	SC	5/26/2011	WO-78970-11	S-7	00-0284-03		\$ 89,676
3	313	From HWY 14 to Cr 32	1.810	SC	5/23/2011	WO-79382-11	S-7	00-0313-30		\$ 41,559
3	345	From FM 2015 to Winona City Limits	2.091	SC	5/19/2011	WO-79381-11	S-7	00-0345-00,10,20		\$ 53,978
4	413	From HWY 64 to FM 724	1.912	SC	5/23/2011	WO-79383-11	S-7	00-0413-00		\$ 49,355
<b>Total Miles</b>			<b>15.278</b>					<b>Total Cost</b>		<b>\$ 394,376</b>

## Smith County 2009-10 Road Reconstruction

Oil Dirt Rebuild										
PCT #	CR #	LIMITS	MILES	SURFACE	COMPLETED	W/O NUMBER	CODE	SEGMENT	\$ / MILE	Estimated Cost
1	1293*	Entire Subdivision	0.523	OD	8/13/2010	76162-10	S-14	1293-00	\$ 26,203	\$ 13,704
1	189*	From 0.088 to lake	0.122	OD	8/3/2010	78098-10	S-4	0189-40		\$ 3,187
1	189*	From fm344 to cr 189n	0.309	OD	8/3/2010	78098-10	S-4	0189-20		\$ 8,097
2	248*	Entire Road	1.196	OD	8/18/2010	76083-10	S-14	0248-00		\$ 31,338
2	2122*	From 262 to end	1.430	OD	11/8/2009	71283-09	S-13	2122-10		\$ 37,470
2	2179*		1.261	OD	8/18/2010	75607-10	S-4	2179-00		\$ 33,041
2	2315*	From CR 2122 to end	0.104	HOSA	2/3/2010	71323-09	S-5	2315-00		\$ 2,725
2	2326*	All Roads in Subdivision	1.097	OD	8/12/2010	82535-08	S-14	2326-00		\$ 28,744
3	273*	Entire Road	1.080	OD	7/30/2010	75923-10	S-14	0273-00		\$ 26,299
3	274*	Entire Road	0.320	OD	7/20/2010	75965-10	S-4	0274-00		\$ 8,385
3	371*	Entire Road	1.675	OD	7/13/2010	75685-10	S-14	0371-00		\$ 43,889
3	392*	Entire Road	0.670	OD	7/15/2010	74737-10	S-14	0392-00		\$ 17,556
3	450*		3.205	OD	9/17/2010	76383-10	S-4	0450-00		\$ 83,979
3	478*	Entire Road	0.455	OD	8/9/2010	85470-08	S-14	0478-00		\$ 11,922
3	2260*		0.910	OD	8/4/2010	78020-10	S-14	2260-00		\$ 23,844
3	2285*		0.885	OD	7/23/2010	75964-10	S-14	2285-00		\$ 17,949
3	4106*	From 4128 North	1.027	OD	8/25/2010	78283-10	S-4	4106-10		\$ 26,910
3	4114*	Entire Road	0.992	OD	8/23/2010	65722-08	S-14	4114-00		\$ 25,993
4	49*	From FM 724 to CR 415	0.920	OD	5/21/2010	62715-08	S-14	0049-00		\$ 24,108
4	49*	From CR 415 to CR 419	1.421	OD	5/21/2010	62715-08	S-14	0049-10		\$ 37,234
4	496*	From Cr 41 to CR 497	0.920	OD	6/24/2010	65477-08	S-14	0496-00		\$ 24,108
4	3183*	Entire Road	0.250	OD	7/16/2010	73095-10	S-14	3183-00		\$ 6,551
<b>Total Miles</b>			<b>20.572</b>					<b>Total Cost</b>		<b>\$ 539,038</b>

Overlays										
PCT #	CR #	LIMITS	MILES	SURFACE	COMPLETED	W/O NUMBER	CODE	SEGMENT	\$ / MILE	Estimated Cost
1	139*	Entire Road	0.930	HM	7/28/2010	73077-10	S-3	0139-00	\$ 90,000	\$ 83,700
1	167*	From Cr-178 to Cr-165	0.720	HM	7/23/2010	73078-10	S-4	0167-00		\$ 64,800
1	1183*	All Roads in sub div	1.377	HM	5/3/2010	73050-10	S-3	1183-00		\$ 123,930
1	1282*	All Roads in sub div	1.057	HOSA	8/20/2010	73080-10	S-5	1282-00		\$ 95,130
1	1171*	From Cr 189 to Diamond drive	0.556	HM	3/2/2010	73079-10	S-3	1171-10		\$ 50,040
2	1316*	All Roads in sub div	0.530	HM	7/30/2010	78064-10	S-3	1316-00		\$ 47,700
2	2312*	Oak Dale	0.373	HOSA	2/3/2010	71325-09	S-5	2312-10		\$ 33,570
2	2312*	Oak Hill	0.385	HOSA	2/3/2010	71324-09	S-5	2312-20		\$ 32,850
3	213*	Creek bend drive	0.663	HM	8/30/2010	75710-10	S-3	0213-80		\$ 59,670
3	426*	From I-20 to oil dirt	0.802	HM	4/22/2010	73015-09	S-3	0426-00		\$ 72,180
3	290*	Entire Road	1.299	HM	7/14/2010	71220-09	S-3	0290-00		\$ 116,910
3	378*	American Legion RD	0.696	HM	7/23/2010	75922-10	S-3	0378-00		\$ 62,640
3	4193*	Entire Subdivision	0.813	HM	9/15/2010	73468-10	S-3	4193-00		\$ 73,170
	4182*	All Roads in sub div	2.346	HM	8/10/2010	70865-09	S-3	4182-00		\$ 211,140
4	4132*	Jaysid,Sherra,Michael,Elmwool,1rst	0.963	OD	8/25/2010	78221-10	S-4	4132-00		\$ 86,670
<b>Total Miles</b>			<b>13.490</b>					<b>Total Cost</b>		<b>\$ 1,130,400</b>

Surface Treatment										
PCT#	CR#	LIMITS	MILES	SURFACE	COMPLETED	W/O NUMBER	CODE	SEGMENT	\$ / MILE	Estimated Cost
1	1261*	Entire Road	4.167	SC	5/11/2010	70964-09	S-7	1261-00,01,02	\$ 45,000	\$ 187,515
1	1178*	Pine trail dr / from 155 to eastern hill	0.851	SC	5/12/2010	73116-10	S-7	1178-80		\$ 38,295
2	285*	From Boat Remp	2.000	SC	8/24/2010	75243-10	S-7	0285-20		\$ 90,000
4	433*	Hwy 110 to Cr 471	1.755	SC	8/23/2010	74735-10	S-7	0433-30		\$ 157,950
2	2138*	From FM346 to HWY 110	2.780	SC	8/25/2010	74711-10	S-7	2138-00&10		\$ 125,100
3	220*	Entire Road	3.042	SC	8/24/2010	75344-10	S-7	0220-00		\$ 136,890
3	431*	From CRr 41 to City Limits	2.480	SC	5/14/2010	74381-10	S-7	0431-10		\$ 110,700
4	427*	Entire Road	2.995	SC	5/27/2010	74026-10	S-7	0427-00,10		\$ 134,775
4	429*	Entire Road	2.297	SC	5/28/2010	73874-10	S-7	0429-00,10		\$ 103,385
4	468*	Entire Road	2.946	SC	5/25/2010	73744-10	S-7	0468-00		\$ 132,570
4	428*	Entire Road	1.710	SC	5/28/2010	68824-09	S-7	0428-00		\$ 76,950
4	431*	From HWY 69 to Cr 494	1.250	SC	5/14/2010	74381-10	S-7	0431-20		\$ 56,250
4	496*	From Cr 492 to I 20	2.480	SC	8/20/2010	75207-10	S-7	0496-20		\$ 111,900
4	485*	Entire Road	3.033	SC	8/20/2010	74636-10	S-7	0485-00		\$ 136,485
<b>Total Miles</b>			<b>33.766</b>					<b>Total Cost</b>		<b>\$ 1,598,445</b>

Oil Dirt	20.572	\$	539,038
Overlay's	13.490	\$	1,130,400
Seal Coat	33.766	\$	1,598,445
<b>Total Miles</b>	<b>67.828</b>	<b>\$</b>	<b>3,267,883</b>

\* Road file updated

# Smith County 2008-09 Road Reconstruction

## Oil Dirt Rebuilds

PCT #	CR #	LIMITS	MILES	SURFACE	COMPLETED	W/O NUMBER	CODE	SEGMENT	
1	47	From Hwy 64 to Cr 46	1.190	Oil Dirt	4/30/2009		S-14	047-00	\$ 113,190
1	144	Entire Road	0.354	Oil Dirt	5/15/2009		S-14	0144-00	\$ 6,111
1	154	Entire Road	0.280	Oil Dirt	6/26/2009		S-14	0154-00	\$ 4,488
1	173	FROM CR 152 TO FM 344	0.890	Oil Dirt	5/21/2009		S-13	0173-20	\$ 15,363
1	182	Entire Road	0.655	Oil Dirt	5/22/2009	55802-07	S-14	0182-00	\$ 11,307
1	186	Entire Road	0.346	Oil Dirt	10/10/2008	66625-08	S-14	0186-00	\$ 5,973
1	1100	FROM HWY 155 TO CR 1106	2.490	Oil Dirt	6/25/2009	62668-08	S-14	1100-30	\$ 42,982
1	1108	FROM FM 2661 TO CR 1261	3.033	Oil Dirt	6/4/2009	58537-07	S-14	1108-00	\$ 52,356
1	1126	Entire Road	0.496	Oil Dirt	5/19/2009		S-14	1126-00	\$ 8,582
1	1178	CREEK SIDE DR	0.263	Oil Dirt	5/29/2009		S-14	1178-34	\$ 4,540
1	1196	Entire Road	0.145	Oil Dirt	5/28/2009		S-14	1196-00	\$ 2,503
1	1197	Entire Road	0.289	Oil Dirt	5/22/2009		S-14	1197-00	\$ 4,643
1	1198	Entire Road	0.346	Oil Dirt	6/3/2009		S-14	1198-00	\$ 5,973
1	1202	Entire Road	0.166	Oil Dirt	10/2/2008	66626-08	S-14	1202-00	\$ 2,865
1	1203	CHARELLE DR	0.065	Oil Dirt	10/9/2008	66668-08	S-14	1203-20	\$ 1,122
1	1206	Entire Road	0.321	Oil Dirt	3/6/2009	68522-09	S-14	1206-00	\$ 5,541
1	1211	Entire Road	0.150	Oil Dirt	3/3/2009	68501-09	S-14	1211-00	\$ 2,589
1	1282	Entire Road	0.235	Oil Dirt	10/23/2008	66803-08	S-14	1282-00	\$ 4,057
1	1292	Entire Road	0.286	Oil Dirt	10/8/2008	66667-08	S-14	1292-00	\$ 4,937
2	295	Entire Road	0.680	Oil Dirt	6/17/2009	64200-08	S-14	0295-00	\$ 11,738
2	2129	Entire Road	0.740	Oil Dirt	8/12/2009		S-14	2129-00	\$ 12,774
2	2146	Entire Road	0.150	Oil Dirt	2/5/2009	68087-09	S-14	2146-00	\$ 2,589
2	2151	From CITY LIMITS to Dead End	0.410	Oil Dirt	10/2/2008	55838-07	S-14	2151-00	\$ 7,077
2	2155	Entire Road	0.525	Oil Dirt	5/21/2009		S-14	?	\$ 9,063
2	2156	Entire Road	0.413	Oil Dirt	5/18/2009		S-14	2156-00	\$ 7,129
2	2157	FROM CR 2156 TO CITY LIMITS	0.200	Oil Dirt	5/18/2009		S-14	2157-00	\$ 3,452
2	2159	FROM FM 15 TO COUNTY LINE	0.665	Oil Dirt	6/3/2009		S-14	2159-00	\$ 11,479
2	2172	FROM CR 2171 TO CITY LIMITS	0.415	Oil Dirt	7/23/2009		S-14	2172-00	\$ 7,164
2	2193	From Fm756 to Fm2964	1.330	Oil Dirt	7/13/2009	62529-08	S-14	2193-00	\$ 22,958
2	2235	FROM HWY 110 TO CR 1308	0.155	Oil Dirt	2/26/2009	68404-09	S-14	2235-00	\$ 2,676
2	2236	Entire Road	0.147	Oil Dirt	2/6/2009	68088-09	S-14	2236-00	\$ 2,538
2	2294	Patrick's Path	0.150	Oil Dirt	7/24/2009		S-14	2294-10	\$ 2,589
2	2294	MICHAEL ST	0.363	Oil Dirt	7/24/2009		S-14	2294-00	\$ 6,266
2	2311	RYAN DRIVE	0.239	Oil Dirt	3/5/2009	68506-09	S-14	2311-00	\$ 4,126
2	2323	Entire Road	0.330	Oil Dirt	7/29/2009		S-14	2323-00	\$ 5,696
2	2342	Entire Road	0.546	Oil Dirt	6/8/2009		S-14	2342-00	\$ 9,425
3	26	From SS to HM	1.275	Oil Dirt	7/24/2009	61742-07	S-14	0026-	\$ 22,009
3	26	FROM CR 246 TO SS	1.440	Oil Dirt	7/24/2009	61742-07	S-14	0026-30	\$ 24,857
3	233	FROM CR 26 TO Half moon culv	1.380	Oil Dirt	7/10/2009	61727-07	S-14	0223-10	\$ 23,822
3	234	Entire Road	1.410	Oil Dirt	7/7/2009	61741-07	S-14	0234-00	\$ 24,339
3	424	NORTH FROM I-20 TO HWY 110	2.023	Oil Dirt	9/11/2009		S-14	0424-00	\$ 34,921
3	444	Entire Road	3.215	Oil Dirt	8/28/2009	62528-08	S-14	0444-00	\$ 55,497
3	2272	PARK WOOD DR	0.067	Oil Dirt	10/1/2008	66415-08	S-14	2272-00	\$ 1,157
3	2272	ROLLING PINES DR	0.150	Oil Dirt	10/1/2008	66415-08	S-14	2272-10	\$ 2,589
3	2272	WILDWOOD DR	0.300	Oil Dirt	10/1/2008	66415-08	S-14	2272-20	\$ 5,179
3	2279	Entire Road	0.138	Oil Dirt	3/6/2009	68554-09	S-14	2279-00	\$ 2,382
4	422	Entire Road	2.639	Oil Dirt	10/10/2008	61836-07	S-14	0422-00	\$ 45,554
<b>Total Miles</b>			<b>33.455</b>					<b>Total Cost</b>	<b>\$ 670,148</b>

## Smith County 2008-09 Road Reconstruction

### Hot Mix Overlay

PCT #	CR #	LIMITS	MILES	SURFACE	COMPLETED	W/O NUMBER	CODE	SEGMENT	
1	1183	NECHES PARKWAY	0.570	HM	9/2/2009	62306-08	S-3	1183-10	\$ 9,839
2	2125	FROM HWY 110- TO CR 2123	0.500	HM	8/24/2009		S-3	2125-00	\$ 8,631
2	2214	SHELBY LN	0.070	HM	8/24/2009		S-3	2214-20	\$1,208.34
2	2253	Entire Road	0.315	HM	8/28/2009		S-3	2253-00	\$ 5,438
2	2288	CREPE MYRTLE RD	0.454	HM	8/24/2009		S-3	2288-30	\$ 7,837
2	2177	ENTIRE ROAD	3.058	HM	11/26/2008	66805-08	S-3	02177-00	\$ 254,513
3	387	LAMONT DR	0.355	HM	8/26/2009		S-3	0387-00	\$ 6,128
3	210	FROM FM850 TO CR 212	1.800	HM	4/15/2009		S-3	0210-00	\$ 149,755
4	435	From Fm 849 to Cr 434	0.513	HM	4/1/2009		S-3	0435-00	\$ 41,761
<b>Total Miles</b>			<b>7.635</b>					<b>Total Cost</b>	<b>\$ 483,902</b>

### Surface Treatment

PCT#	CR#	LIMITS	MILES	SURFACE	COMPLETED	W/O NUMBER	CODE	SEGMENT	
1	168	178 N to 2493	0.719	SC	7/14/2009				\$ 27,837
1	168	178 S to 155	2.291	SC	7/14/2009				\$ 88,711
1	1113	Entire road	6.512	SC	9/4/2009				\$ 252,142
1	1125	From spur to 1113	2.334	SC	9/2/2009				\$ 90,376
2	246	From 64 S to Arp	1.800	SC	7/18/2009				\$ 69,696
2	2142	From Fm 346 to Fm 345	2.957	SC	7/15/2009				\$ 114,495
(2)/(3)	246	From 64 N to FM 850	3.580	SC	7/16/2009				\$ 138,615
3	21	From Fm 850 to Hwy 31	3.223	SC	9/2/2009				\$ 124,791
3	334	From Fm 2015 to Hwy 155	2.200	SC	7/30/2009				\$ 85,184
3	334	From Hwy 155 to Hwy 271	0.415	SC	7/30/2009				
3	334	From Hwy 271 to Fm 2015	4.383	SC	7/30/2009				\$ 168,923
3	363	From Fm 16 to 356	2.865	SC	8/4/2009				\$ 110,931
(3)/(4)	35	From 492 to 313	3.535	SC	8/3/2009				\$ 136,877
(3)/(4)	35	FROM LOOP TO CR492	3.000	SC	8/3/2009				\$ 116,160
4-Jan	35	From FM 314 to Loop 323	0.791	SC	8/3/2009				
4-Jan	46	From Hwy 110 to CR- 48	3.176	SC	8/31/2009				
4	419	From Fm 724 to 420	3.221	SC	8/5/2009				\$ 124,718
4	420	From FM 1995 to Cr 419	2.160	SC	8/27/2009				\$ 83,635
<b>Total Miles</b>			<b>49.142</b>					<b>Total Cost</b>	<b>\$ 1,733,093</b>

Oil Dirt	33.455	\$	670,148
Hot Mix	7.635	\$	483,902
Seal Coat	49.142	\$	1,733,093
<b>Total Miles</b>	<b>90.232</b>	<b>\$</b>	<b>2,887,143</b>

## Smith County 2007-08 Road Reconstruction

### Oil Dirt Rebuilds

CR #	LIMITS	MILES	SURFACE	COMPLETED	W/O NUMBER	CODE	SEGMENT	COST
140	FROM CR 137 TO FM 2493	0.200	Oil Dirt	7/30/2008	62482-08	S-14	0140-00	
217	Entire Road	3.177	Oil Dirt	7/15/2008	61743-07	S-14	0217-00	
246	FROM FM 850 TO CR 26	3.120	Oil Dirt	10/26/2007	55822-07	S-14	0246-20	
260	Entire Road	0.297	Oil Dirt	9/30/2008		S-14	0260-00	
310	From Hwy-14 East	0.499	Oil Dirt	6/23/2008	64887-08	S-14	0310-00	
314	Entire Road	0.600	Oil Dirt	6/24/2008	64484-08	S-14	0314-00	
315	Entire Road	1.616	Oil Dirt	6/3/2008	62986-08	S-14	0315-00	
328	FROM FM 14 TO CR 334	0.680	Oil Dirt	5/22/2008	64509-08	S-14	0328-30	
341	Entire Road	0.645	Oil Dirt	6/23/2008	64128-08	S-14	0341-00	
351	FROM HWY 155 TO DIRT	0.763	Oil Dirt	6/11/2008	64485-08	S-14	0351-00	
361	Entire Road	0.695	Oil Dirt	6/5/2008	64239-08	S-14	0361-00	
379	Entire Road	0.045	Oil Dirt	NA		S-14	0379-00	
381	FROM CR 382 TO CR 3203	0.613	Oil Dirt	7/1/2008	63795-08	S-14	0381-00	
387	NELRAY AVE	0.110	Oil Dirt	5/27/2008	64573-08	S-14	0387-10	
424	SOUTH FROM FM 1995 TO END	1.200	Oil Dirt	11/9/2007	61376-07	S-14	0424-10	
432	FROM HWY 69 TO CITY LIMITS	0.309	Oil Dirt	8/14/2008	65475-08	S-14	0432-00	
1107	FROM CR 1106 TO DIRT	0.466	Oil Dirt	9/23/2008	55819-07	S-14	1107-00	
1141	FROM CR 1113 TO CR 1130	0.484	Oil Dirt	4/22/2008		S-14		
1272	DEER TRAIL	0.260	Oil Dirt	8/11/2008	65574-08	S-14	1272-00	
1272	APPOMATTOX	0.336	Oil Dirt	8/11/2008	65574-08	S-14	1272-10	
1273	LON TREE PLAZA	0.031	Oil Dirt	8/13/2008	65750-08	S-14		
2112	Entire Road	2.018	Oil Dirt	7/25/2008	58932-07	S-14	2112-00	
2116	FROM CR 2115 TO FM 15	1.725	Oil Dirt	9/18/2008	55821-07	S-14	2116-10	
2152	Entire Road	2.980	Oil Dirt	7/24/2008	52205-06	S-14	2152-00	
2162	FROM CR 2160 TO HWY 135	1.730	Oil Dirt	8/7/2008	55804-07	S-14	2162-10	
2164	Entire Road	2.112	Oil Dirt	11/15/2007	61542-07	S-14	2164-00	
2194	Entire Road	0.569	Oil Dirt	10/4/2007	55798-07	S-14	2194-00	
3121	KARREN AVE.	0.042	Oil Dirt	7/3/2008	62536-08	S-14	3121-10	
3121	RED OAK DR.	0.097	Oil Dirt	7/3/2008	62536-08	S-14	3121-40	
3121	MARY ANN	0.176	Oil Dirt	7/3/2008	62536-08	S-14	3121-00	
3121	HAMPTON RD.	0.180	Oil Dirt	7/3/2008	62536-08	S-14	3121-30	
3121	PINE SPRINGS DR.	0.255	Oil Dirt	7/3/2008	62536-08	S-14	3121-20	
3122	W. DIXIE LN. WEST OF CR 35	0.076	Oil Dirt	6/2/2008	63510-08	S-14	3122-00	
4104	FROM CR 498 TO FM 16	0.245	Oil Dirt	8/4/2008	65473-08	S-14	4104-00	
4138	FROM HWY 69 TO DIRT	0.146	Oil Dirt	7/22/2008	65422-08	S-14	4138-10	
4177	LARIAT CIRCLE	0.045	Oil Dirt	7/23/2008	65467-08	S-14	4177-00	
4180	Spurs 1 & 2, Main Road	0.347	Oil Dirt	7/28/2008	65468-08	S-14		
4189	SPRING CREST LN.	0.125	Oil Dirt	8/5/2008	65469-08	S-14	4189-00	
4191	BEECH WOOD CIR.	0.065	Oil Dirt	7/30/2008	65470-08	S-14	4191-30	
4191	REDWOOD CIR.	0.070	Oil Dirt	7/29/2008	65471-08	S-14	4191-20	
4207	MALLORY ST	0.225	Oil Dirt	8/14/2008	65472-08	S-14	4207-00	
	<b>Total Miles</b>	<b>29.374</b>					<b>Total Cost</b>	<b>\$ -</b>

## Smith County 2007-08 Road Reconstruction

Hot Mix Overlay								
PCT #	LIMITS	MILES	SURFACE	COMPLETED	W/O NUMBER	CODE	SEGMENT	
37	Entire Road	1.520	HMAC	3/14/2008	60994-07	S-3	0037-00	
135	Entire Road	0.735	HMAC	9/25/2008	58293-07	S-3	0135-00	
178	From FM 2868 to FM 346	2.562	HMAC	9/8/2008	63742-08	S-3	0178-10	
1271	TIMBERLAND TR	0.220	HMAC	4/9/2008	63671-08	S-3	1271-10	
1271	TOSHA LANE	0.032	HMAC	4/9/2008	63671-08	S-3	1271-00	
1271	TESSA LANE	0.070	HMAC	4/9/2008	63671-08	S-3	1271-20	
2195	Entire Road	1.275	HMAC	10/2/2007	55798-07	S-3	2195-20	
2335	Entire Road	0.226	HMAC	9/24/2008		S-3	2335-00	
3171	From Dobbs terrace to CR 35	0.246	HMAC	5/28/2008	63554-08	S-3	3171-00	
	<b>Total Miles</b>	<b>6.886</b>					<b>Total Cost</b>	<b>\$ -</b>

Oil Dirt	29.374	\$	-
Hot Mix	6.886	\$	-
<b>Total Miles</b>	<b>36.260</b>	<b>\$</b>	<b>-</b>

**SMITH COUNTY, TEXAS  
ROAD & BRIDGE DEPARTMENT**



**MONTHLY DEPARTMENTAL REPORTS  
AND  
WORK ORDER UPDATES**



**Smith County Road & Bridge Department  
2016 UPDATE THRU JUNE**

<b>WORK ITEMS</b>	<b>MONTH TOTAL</b>	<b>YEAR TO DATE</b>
Installed New Driveway Culverts	10	59
Cross Culverts	5	51
Cleaned Drainage Ditches	53	387
Repaired Bridges	2	13
Hand Patching	209	1351
Blade Patching	22	85
Base Repairs	0	6
Trees	23	135
Signs Repaced	81	374
How many Vandalized	6	55
And at what Cost	\$ 453.19	\$ 3,986.85
After hour calls YTD	2	56
Total Work Orders completed this monthYTD	495	2953
<b>ROAD REBUILD / CONTRACTS:</b>		
Surface Treatments (Miles):		0.000
Asphalt Overlays (Miles):		0.000
Oil Dirt Road Rebuilds (Miles):		0.000
<b>NOTES:</b>		



## Completed Work Orders by Month: 2016

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year Total
Animal Removal	0	3	5	3	3	1	0						15
Base Failures	3	1	1	1	0	0	1						7
Blade Patch	18	12	12	5	16	22	17						102
Boom axe	22	19	12	10	9	10	8						90
Bridge Repair	1	2	3	2	3	2	1						14
Chipping	3	0	2	0	0	0	0						5
Cross culverts	10	11	13	7	5	5	3						54
D/W Culverts	0	30	8	10	1	10	12						71
Dirt Roads	2	3	2	0	0	2	1						10
Ditch Work	69	48	84	72	61	53	33						420
After Hour calls	2	8	19	7	18	5	7						66
Herbicide	0	0	0	0	0	0	0						0
Mowing	3	2	4	0	34	35	34						112
new signs	2	3	1	5	2	3	3						19
Patching	313	150	274	206	199	209	118						1469
sign replacement	71	52	57	51	62	81	47						421
Size Culvert	9	13	11	7	11	9	8						68
Trash Pickup	36	33	33	23	18	25	21						189
Trees	17	14	19	25	37	23	27						162
<b>Total</b>	<b>581</b>	<b>404</b>	<b>560</b>	<b>434</b>	<b>479</b>	<b>495</b>	<b>341</b>						<b>3294</b>



## Completed Work Orders by Month: 2015

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year Total
Animal Removal	3	2	3	0	4	0	0	2	6	8	5	5	38
Base Failures	1	2	2	5	1	2	7	6	8	5	1	1	41
Blade Patch	10	8	1	4	6	1	6	17	22	27	3	5	110
Boom axe	25	14	19	10	8	7	6	20	25	18	8	6	166
Bridge Repair	2	1	2	1	3	2	1	6	1	0	2	2	23
Chipping	12	17	3	10	5	9	0	2	4	1	0	0	63
Cross culverts	0	1	2	2	9	6	3	6	2	7	4	1	43
D/W Culverts	3	9	7	6	4	13	14	16	14	4	4	5	99
Dirt Roads	1	0	3	2	2	3	0	1	1	5	0	0	18
Ditch Work	28	15	42	51	61	57	20	41	31	79	60	28	513
After Hour calls	3	9	21	71	57	14	7	3	9	7	20	32	253
Herbicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Mowing	5	0	0	0	10	38	31	49	54	44	10	8	249
new signs	20	14	8	9	3	6	5	1	4	1	3	2	76
Patching	201	139	369	266	252	235	135	65	131	120	238	216	2367
sign replacement	56	51	78	39	80	102	71	79	55	84	66	76	837
Size Culvert	11	5	15	14	9	9	4	20	7	9	7	8	118
Trash Pickup	42	40	19	30	10	28	23	19	36	35	29	16	327
Trees	23	44	47	59	37	26	7	49	38	69	92	50	541
<b>Total</b>	<b>446</b>	<b>371</b>	<b>641</b>	<b>579</b>	<b>561</b>	<b>558</b>	<b>340</b>	<b>402</b>	<b>448</b>	<b>523</b>	<b>552</b>	<b>461</b>	<b>5882</b>



## Completed Work Orders by Month: 2014

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year Total
Animal Removal	4	3	3	0	0	2	4	3	5	5	3	0	32
Base Failures	0	0	3	4	3	0	0	1	4	5	0	5	25
Blade Patch	1	7	9	8	10	6	12	10	25	15	7	9	119
Boom axe	35	28	20	24	26	13	31	23	15	14	24	25	278
Bridge Repair	2	1	0	3	1	2	2	2	7	0	1	2	23
Chipping	4	11	3	4	23	0	1	22	11	12	3	8	102
Cross culverts	1	0	1	3	5	2	4	3	0	3	2	0	24
D/W Culverts	19	8	17	12	5	6	12	6	10	6	6	5	112
Dirt Roads	3	0	1	3	1	0	1	4	1	0	8	0	22
Ditch Work	25	25	30	66	32	32	30	21	28	43	25	16	373
After Hour calls	8	7	34	21	31	21	23	11	20	13	6	1	196
Herbicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Mowing	0	0	0	0	28	41	66	58	71	61	19	9	353
new signs	3	12	0	9	4	2	27	38	29	41	34	8	207
Patching	221	189	218	186	156	163	131	156	142	202	142	194	2100
sign replacement	41	54	53	42	47	57	57	49	48	40	37	46	571
Size Culvert	8	11	18	8	11	16	5	9	12	12	9	8	127
Trash Pickup	24	27	28	12	9	24	23	15	12	29	15	26	244
Trees	37	44	49	48	83	75	66	38	51	91	76	73	731
<b>Total</b>	<b>436</b>	<b>427</b>	<b>487</b>	<b>453</b>	<b>475</b>	<b>462</b>	<b>495</b>	<b>469</b>	<b>491</b>	<b>592</b>	<b>417</b>	<b>435</b>	<b>5639</b>



## Completed Work Orders by Month: 2013

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year Total
Animal Removal	8	5	2	0	1	1	1	2	3	6	4	2	35
Base Failures	0	1	1	5	4	2	2	1	0	1	3	3	23
Blade Patch	4	4	12	10	14	4	15	21	21	9	6	0	120
Boom axe	34	42	27	41	29	20	28	36	39	35	29	18	378
Bridge Repair	0	3	5	1	3	1	1	5	0	3	2	2	26
Chipping	2	7	3	11	9	10	10	2	0	0	0	4	58
Cross culverts	2	3	5	2	6	2	2	2	1	1	1	3	30
D/W Culverts	5	2	9	8	6	6	6	6	4	8	8	7	75
Dirt Roads	0	1	2	3	0	0	1	3	1	1	4	2	18
Ditch Work	24	32	41	49	36	32	24	28	19	42	40	24	391
After Hour calls	11	11	4	1	35	14	12	25	16	25	9	5	186
Herbicide	0	0	0	0	0	0	0	0	0	0	0	0	0
Mowing	0	0	0	1	4	20	21	47	51	48	2	1	195
new signs	0	1	9	7	7	11	3	4	1	5	1	1	50
Patching	210	161	214	208	120	103	108	73	85	176	158	166	1782
sign replacement	47	29	34	28	50	30	44	36	38	47	32	28	443
Size Culvert	7	8	7	13	2	4	6	6	4	17	10	10	94
Trash Pickup	22	26	18	18	10	14	17	15	15	21	16	28	220
Trees	108	79	31	77	76	40	59	64	46	108	111	53	852
<b>Total</b>	<b>484</b>	<b>415</b>	<b>424</b>	<b>483</b>	<b>412</b>	<b>314</b>	<b>360</b>	<b>376</b>	<b>344</b>	<b>553</b>	<b>436</b>	<b>357</b>	<b>4958</b>



## Completed Work Orders by Month: 2012

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year Total
Blade Patch	2	10	2	2	7	4	8	35	24	17	9	16	136
Boom axe	42	52	31	13	19	18	11	20	14	46	15	19	300
Mowing	0	0	0	24	54	53	53	61	59	55	22	0	381
Dirt Roads	4	2	2	0	6	2	1	0	3	2	0	0	22
Trash Pickup	37	25	31	17	19	12	9	16	25	25	21	17	254
Chipping	9	9	14	3	12	16	10	13	14	9	10	18	137
Trees	33	47	80	52	71	39	70	48	40	77	35	48	640
D/W Culverts	6	7	9	7	6	5	4	10	8	5	6	7	80
D/W Repair	10	10	11	5	0	0	0	0	0	0	0	0	36
Size Culvert	6	6	1	10	3	5	3	9	3	7	2	5	60
Ditch Work	39	21	30	45	25	19	27	24	40	27	26	12	335
Patching	202	200	215	121	105	130	94	86	59	126	122	80	1540
Animal Removal	3	0	7	4	3	3	5	3	2	3	1	7	41
Base Failures	1	4	2	0	2	0	0	5	0	2	5	1	22
Bridge Repair	4	1	2	1	4	7	2	1	1	2	0	0	25
Herbicide	0	0	0	0	0	0	0	0	0	0	0	0	0
sign replacement	42	25	31	41	22	33	28	38	24	36	33	20	373
new signs	13	11	9	10	10	4	9	9	8	6	3	4	96
<b>Total</b>	<b>368</b>	<b>341</b>	<b>411</b>	<b>299</b>	<b>368</b>	<b>350</b>	<b>334</b>	<b>378</b>	<b>324</b>	<b>445</b>	<b>310</b>	<b>254</b>	<b>4182</b>



## Completed Work Orders by Month: 2011

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year Total
Blade Patch	10	7	18	11	11	13	21	26	26	18	10	2	173
Boom axe	41	22	51	26	38	45	21	22	25	21	24	28	304
Mowing	0	0	0	0	37	53	44	43	51	21	0	1	260
Dirt Roads	1	1	0	0	2	0	1	0	0	2	0	1	8
Trash Pickup	31	31	37	23	13	23	7	27	14	22	26	21	275
Chipping	3	4	7	4	8	8	8	2	10	10	5	6	75
Trees	26	59	29	57	62	42	83	54	76	59	60	47	654
D/W Culverts	10	6	11	8	5	2	6	8	3	5	5	3	72
D/W Repair	6	8	9	17	9	9	2	1	13	11	4	4	93
Size Culvert	15	6	8	6	4	4	4	2	8	7	3	2	69
Ditch Work	33	38	40	31	21	24	17	15	16	22	28	14	299
Patching	124	139	149	114	87	82	58	73	71	130	87	59	1173
Animal Removal	10	4	4	6	2	2	4	3	5	7	1	1	49
Base Failures	1	0	4	1	0	4	2	6	2	0	0	0	20
Bridge Repair	7	1	3	1	3	7	3	7	5	9	5	1	52
Herbicide	0	0	0	0	0	0	0	0	0	0	0	0	0
sign replacement	44	32	48	36	27	40	30	38	38	38	43	28	442
new signs	4	1	2	1	2	3	8	7	12	6	11	1	58
<b>Total</b>	<b>366</b>	<b>359</b>	<b>420</b>	<b>342</b>	<b>331</b>	<b>361</b>	<b>319</b>	<b>334</b>	<b>375</b>	<b>388</b>	<b>312</b>	<b>219</b>	<b>4126</b>



## Completed Work Orders by Month: 2010

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year Total
Blade Patch	12	2	3	6	4	4	4	9	18	32	18	11	123
Boom axe	41	70	83	32	23	34	20	10	21	1	7	18	360
Mowing	3	0	0	19	30	39	35	67	79	67	33	0	372
Dirt Roads	0	2	1	8	2	1	0	1	0	2	1	1	19
Trash Pickup	27	9	11	14	14	17	4	0	2	38	24	14	174
Chipping	15	11	12	2	11	5	9	7	5	10	9	3	99
Trees	25	57	24	17	45	32	15	27	87	34	43	15	421
D/W Culverts	12	3	14	20	5	5	10	7	8	10	6	3	103
D/W Repair	19	14	15	23	11	13	13	17	10	19	10	2	166
Size Culvert	6	7	17	10	4	9	10	11	7	10	3	3	97
Ditch Work	47	27	53	51	33	45	47	62	24	34	31	17	471
Patching	161	181	216	137	105	103	112	151	108	85	97	83	1539
Animal Removal	6	4	4	7	6	6	2	2	1	4	7	5	54
Base Failures	0	5	5	8	10	4	0	8	2	10	2	2	56
Bridge Repair	8	0	0	0	1	5	1	1	6	9	9	0	40
Herbicide	0	0	0	0	0	0	0	0	0	0	0	0	0
sign replacement	33	40	33	24	8	31	21	38	40	49	35	27	379
new signs	8	3	8	9	1	4	5	8	8	5	1	1	61
<b>Total</b>	<b>423</b>	<b>435</b>	<b>499</b>	<b>387</b>	<b>313</b>	<b>357</b>	<b>308</b>	<b>426</b>	<b>426</b>	<b>419</b>	<b>336</b>	<b>205</b>	<b>4534</b>



## Completed Work Orders by Month: 2009

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year Total
Blade Patch	2	3	5	6	6	18	17	16	3	7	4	8	95
Boom axe	41	54	42	52	31	42	19	33	25	15	4	7	365
Mowing	17	18	30	34	36	64	42	36	68	40	35	26	446
Dirt Roads	1	3	1	4	1	0	0	2	0	0	3	6	21
Trash Pickup	19	6	9	9	5	1	2	12	11	1	16	16	107
Chipping	4	3	6	6	0	1	0	3	0	2	1	2	28
Trees	10	66	32	39	25	36	107	43	61	92	38	24	573
D/W Culverts	6	12	8	18	23	6	9	6	8	2	12	4	114
D/W Repair	16	17	12	12	8	17	9	19	21	13	16	20	180
Size Culvert	7	11	14	9	14	7	9	5	5	6	13	11	111
Ditch Work	54	39	50	67	45	34	24	22	44	41	54	24	498
Patching	134	142	167	204	195	199	104	124	137	165	132	128	1831
Animal Removal	4	2	6	6	1	4	4	7	2	5	7	3	51
Base Failures	3	3	2	2	6	6	4	4	3	0	0	2	35
Bridge Repair	3	5	5	5	1	5	7	2	7	3	0	8	51
Herbicide	0	0	0	0	0	0	0	0	0	0	0	0	0
sign replacement	39	43	31	29	26	29	39	23	31	26	42	30	388
new signs	11	10	9	13	12	15	10	12	20	17	11	3	143
<b>Total</b>	<b>371</b>	<b>437</b>	<b>429</b>	<b>515</b>	<b>435</b>	<b>484</b>	<b>406</b>	<b>369</b>	<b>446</b>	<b>435</b>	<b>388</b>	<b>322</b>	<b>5037</b>



## Completed Work Orders by Month: 2008

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year Total
Blade Patch	9	11	4	8	9	6	5	4	4	17	11	9	97
Boom axe	29	27	66	73	60	33	39	26	30	13	13	23	432
Mowing	135	79	1	95	203	21	30	21	22	25	23	14	669
Dirt Roads	6	2	1	2	5	0	0	0	0	5	9	1	31
Trash Pickup	51	17	17	17	4	3	7	4	3	3	4	19	149
Chipping	15	18	20	18	29	30	4	4	7	6	5	0	156
Trees	41	31	39	23	35	27	48	82	84	72	54	44	580
D/W Culverts	16	18	15	19	15	32	30	5	5	8	5	5	173
D/W Repair	10	9	11	19	25	22	23	18	16	10	9	8	180
Size Culvert	16	16	20	10	13	19	17	15	8	6	4	11	155
Ditch Work	14	10	22	55	35	39	76	58	39	23	32	41	444
Patching	74	133	185	186	172	146	139	133	126	138	180	109	1721
Animal Removal	6	1	7	1	4	4	5	5	7	11	3	2	56
Base Failures	0	2	3	2	4	0	2	8	3	5	2	1	32
Bridge Repair	3	6	5	2	9	0	7	8	2	3	1	1	47
Herbicide	0	0	0	0	1	0	2	0	0	0	0	0	3
sign replacement	88	81	59	42	16	24	24	25	23	40	33	47	502
new signs	21	53	10	7	16	10	12	5	4	18	5	5	166
<b>Total</b>	<b>534</b>	<b>514</b>	<b>485</b>	<b>579</b>	<b>655</b>	<b>416</b>	<b>470</b>	<b>421</b>	<b>383</b>	<b>403</b>	<b>393</b>	<b>340</b>	<b>5593</b>



## Completed Work Orders by Month: 2007

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year Total
Blade Patch	24	4	9	0	9	0	0	0	0	2	0	16	64
Boom axe	35	2	0	8	10	2	15	2	18	11	1	2	106
Mowing	0	0	0	0	0	0	2	2	2	0	3	0	9
Dirt Roads	3	3	0	0	4	0	2	0	10	0	1	10	33
Trash Pickup	6	10	15	0	2	2	3	13	0	0	6	4	61
Chipping	0	0	6	0	3	8	0	0	10	12	6	1	46
Trees	0	0	4	3	5	4	6	0	18	0	8	6	54
D/W Cuiverts	30	25	36	21	26	25	23	33	9	27	20	18	293
D/W Repair	1	12	22	15	5	9	8	0	5	4	10	4	83
Ditch Work	7	12	12	10	7	6	7	7	5	4	5	13	95
Patching	80	103	79	75	88	64	72	74	37	64	49	37	822
Animal Removal							6	0	0	0	0	0	6
Base Failures	0	7	0	0	0	0	2	0	1	6	5	4	25
<b>Total</b>	<b>188</b>	<b>167</b>	<b>187</b>	<b>133</b>	<b>160</b>	<b>123</b>	<b>146</b>	<b>131</b>	<b>115</b>	<b>130</b>	<b>114</b>	<b>115</b>	<b>1709</b>



## Completed Work Orders by Month: 2006

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year Total
Blade Patch	56	42	23	8	2	0	1	2	4	4	5	7	154
Boom axe	44	40	52	30	44	59	33	42	16	38	26	23	447
Mowing	0	0	0	0	0	1	11	15	1	2	0	0	30
Dirt Roads	4	3	0	0	0	0	4	0	0	0	1	0	12
Trash Pickup	23	3	28	17	7	9	4	4	1	11	15	11	133
Chipping	14	13	18	24	8	17	33	14	6	24	32	17	220
Trees	9	14	40	10	11	11	18	37	15	36	36	27	264
D/W Culverts	26	15	29	32	23	25	16	16	9	24	18	8	241
D/W Repair	10	13	17	12	15	6	12	14	5	18	10	8	140
Size Culvert	18	25	29	21	12	13	13	17	3	15	16	6	188
Ditch Work	20	38	55	16	31	15	15	14	9	20	11	25	269
Patching	92	128	165	119	93	86	85	117	79	125	97	100	1286
Animal Removal	0	0	1	0	0	0	1	0	1	2	2	0	7
Base Failures	4	4	9	0	2	2	2	1	3	5	1	3	36
Bridge Repair	5	3	10	6	3	8	7	7	0	7	2	0	58
Herbicide	0	0	0	0	23	3	2	12	11	38	0	0	89
<b>Total</b>	<b>325</b>	<b>341</b>	<b>476</b>	<b>295</b>	<b>274</b>	<b>255</b>	<b>257</b>	<b>312</b>	<b>163</b>	<b>369</b>	<b>272</b>	<b>235</b>	<b>3574</b>

