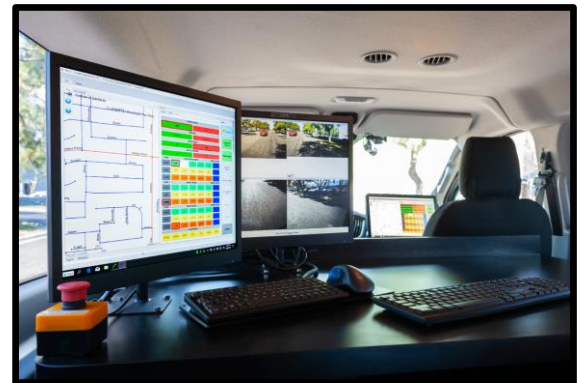


Willow Park, TX

Pavement Management Report

May 2025



Willow Park
TEXAS



IMS
POWERED BY ICC

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Appendix A Street Inventory and Condition Summary by Segment

Appendix B 5-Year Rehab Plan

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APPENDED MAPS

Functional Classification

Current Pavement condition index (PCI)

5 Year Rehabilitation Plan: \$155K Annual Budget

5 Year Post Rehabilitation PCI: \$155K Annual Budget

1.0 EXECUTIVE SUMMARY

1.1 Project and Methods Overview

In January of 2025, IMS Infrastructure Management Services, LP (IMS) utilized a cutting-edge Integrated Road Information System (IRISpro Pave) (**Figure 1**) to capture continuous, high-resolution pavement images that were used to assess pavement cracking, rutting, and roughness on 66 miles of asphalt and concrete roadways in Willow Park, TX (City). IMS followed the American Society for Testing and Materials (ASTM) D6433 standard to analyze the images and distress data collected by the IRISpro to determine the Pavement Condition Index (PCI) for each segment of the road. PCI values were recorded to provide an indication of the surface conditions and structural integrity of a pavement.

Using the Easy Street Analysis (ESA) pavement management system, IMS developed multi-year pavement maintenance and rehabilitation (M&R) recommendations for the roadways surveyed. The recommendations consider the severity, quantity, and type of pavement distresses, surface type, pavement strength and functional class. By utilizing these recommendations, the City can make informed decisions on how best to allocate their resources to ensure the longevity and safety of their roadways.



Figure 1 - IMS Integrated Road Information System platform (IRISpro Pave)

The PCI method was used in accordance with the ASTM D6433 standards to assess the condition of the City's pavements. This method is considered an objective and repeatable approach to assess pavement condition, which is preferable to alternative methods that rely upon potentially biased human ratings. Based on the PCI results, ESA prioritizes funding using a cost-of-deferral approach, recommending M&R activities that optimize funding by selecting rehabilitation candidates only when they approach the critical point where a heavier maintenance activity will soon be needed to restore the roadway to full service.

The analysis and data presented in this report are based on the inspections performed by IMS in January of 2025 on the City's pavement network, using available work history and other assumptions that are elaborated on later in this report.

1.2 Results Overview and Recommendations

PCI values provide an indication of the surface conditions and structural integrity of a pavement. The 0–100 PCI range is commonly divided into categories using descriptive terms: *Very Poor*, *Poor*, *Marginal*, *Fair*, *Good*, *Very Good*, and *Excellent*. Divisions between the terms are not fixed but are meant to reflect common perceptions of pavement conditions. These divisions are discussed in more detail in Section 3.0.

The City's roadways were generally found to be in *Good* condition **with an average PCI of 68**. **Figure 2** provides a visual breakdown of the distribution of pavement area across different PCI categories at the time of analysis. Approximately 51% of the City's roadways were found to be in *Excellent* or *Very Good* condition. If structurally sound, these pavements are often suitable candidates for cost-effective preventive maintenance treatments. On the other hand, pavements with a PCI below 40 (i.e., pavements in *Poor* or *Very Poor* condition) comprise the City's "backlog" of M&R. The **City's backlog was found to be 8%**. These pavements typically require full or partial reconstruction. Pavements falling within the middle categories, such as *Fair* or *Marginal* condition, often benefit from mill and overlay projects. It's important to note that these are general recommendations, and the specific M&R strategy may vary based on factors such as distress types, soil conditions, structural adequacy, and other project-specific details.

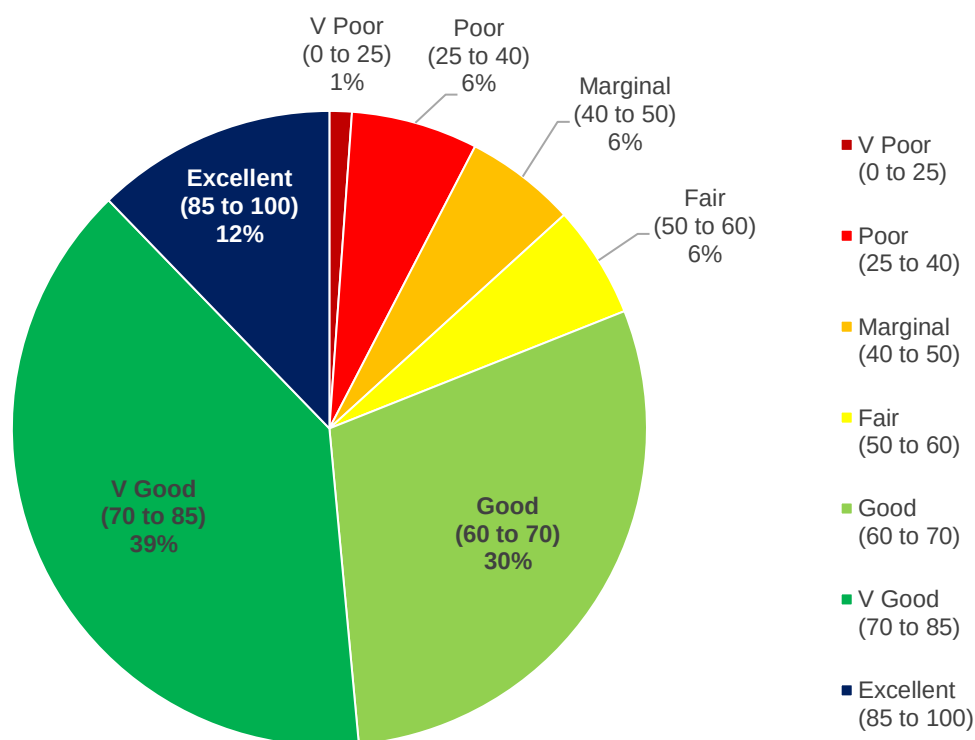


Figure 2 - Distribution of the City's Pavement System on a Condition Scale

Metrics of Health

The following three metrics are frequently used as indicators of overall pavement network health. The pavement analysis uses these metrics as benchmarks when determining budget goals, such as the backlog control, PCI control, and recommended funding levels.

Pavement Condition Index (PCI) – The PCI score is a ranking assessment on the overall health of a pavement segment on a scale of 0 to 100. The network average PCI is a good global indicator of a network's overall health.

Percent of Excellent Roads – Roads with a condition category of Excellent are those that score between a PCI of 85 to 100.

Backlog – Backlog is the Very Poor and Poor roads (between a PCI of 0 and 40) that represent a portion of the network in need of extensive rehabilitation such as full and partial reconstruction. Using sound pavement management and finance principles, a very healthy network will have a backlog of 10% or less.

The City met two out of three of the metrics for evaluating the quality of its roadway network.

- ✓ The network average pavement condition score exceeds the national average currently seen by IMS of 60 to 65, with the City's average scoring a 68
- The number of streets rated Excellent is below the minimum recommended target of 15% at 12%
- ✓ The backlog amount is below the average value of 12% at 8%

The analysis conducted by IMS using the ESA pavement management system has provided the City with valuable insights into the condition of its roadways. To assess the effect of annual budget on PCI over a five-year period, **Figure 3** has been generated to depict the anticipated PCI in five years relative to different annual budget allocations. The blue line allows the user to assess the effect of a given annual budget on the PCI in five years, serving as a valuable tool for understanding the potential effects of budget decisions on future pavement conditions.

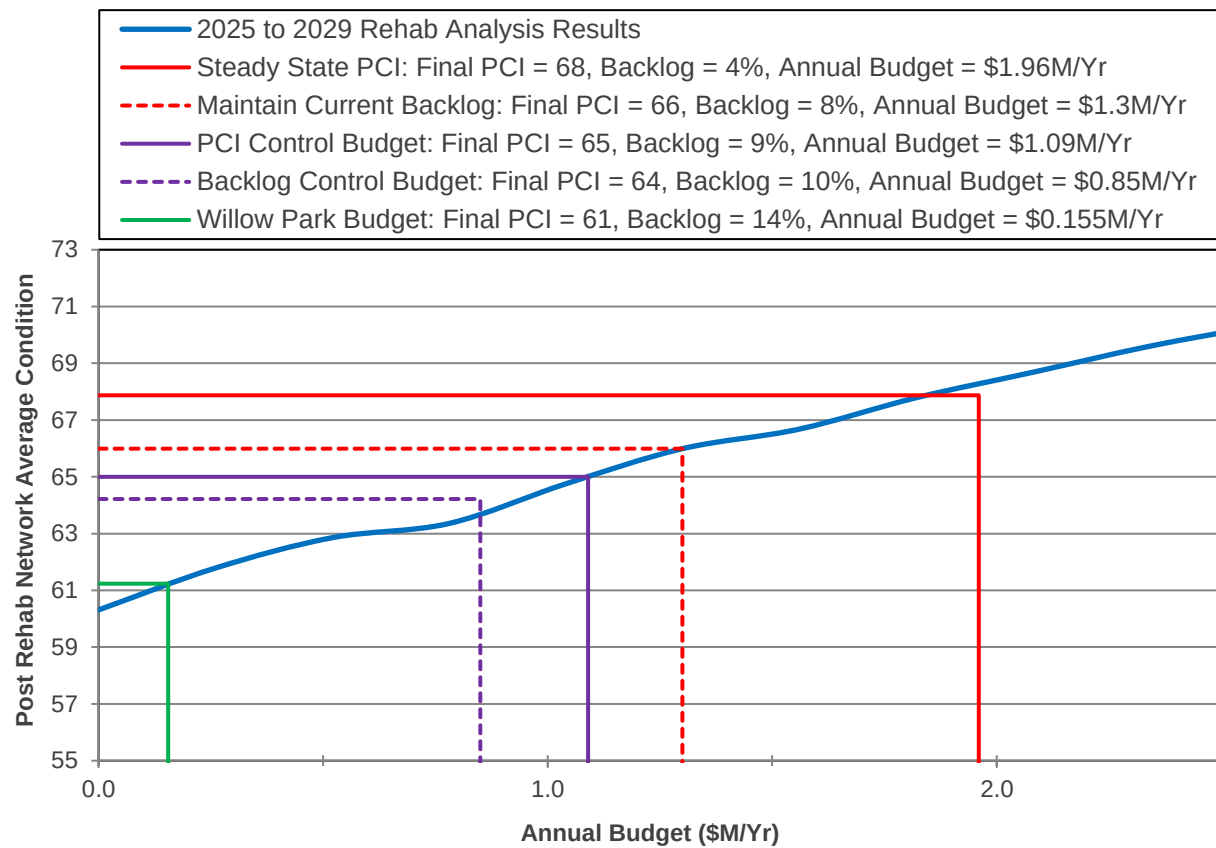


Figure 3 - PCI Based on Five-Year Annual Budget Funding Models

It is important to note that the information presented in the Executive Summary is condensed from various sections of this report.

2.0 PRINCIPLES OF PAVEMENT MANAGEMENT

This section provides an overview of pavement management, including its objectives and the best practices for M&R planning throughout the lifecycle of a pavement. It also highlights the integration of these concepts in the ESA pavement management system, which was used in this report to develop recommendations and analyze the City's pavement network. This context is important for understanding the content and findings of the report.

2.1 Pavement Management Principles

Pavement management is the process of assessing, prioritizing, and preserving or rehabilitating pavements through a logical system that attempts to use available funds in the most cost-effective manner possible. The process is iterative, and as more data becomes available, prediction models are refined to improve accuracy. **Figure 4** illustrates that pavements typically start deteriorating rapidly once they hit a specific threshold. Therefore, it is more cost-effective to invest in cheaper surface treatments during the first 40% of a pavement's lifespan than to defer maintenance until heavier overlays or reconstruction is required just a few years later. Streets that are repaired while in good condition will have an extended lifespan and will cost less to maintain over their lifetime than those left to deteriorate to a poor condition. Without an adequate routine pavement maintenance program, streets will require more frequent reconstruction, thereby requiring significantly greater funding.

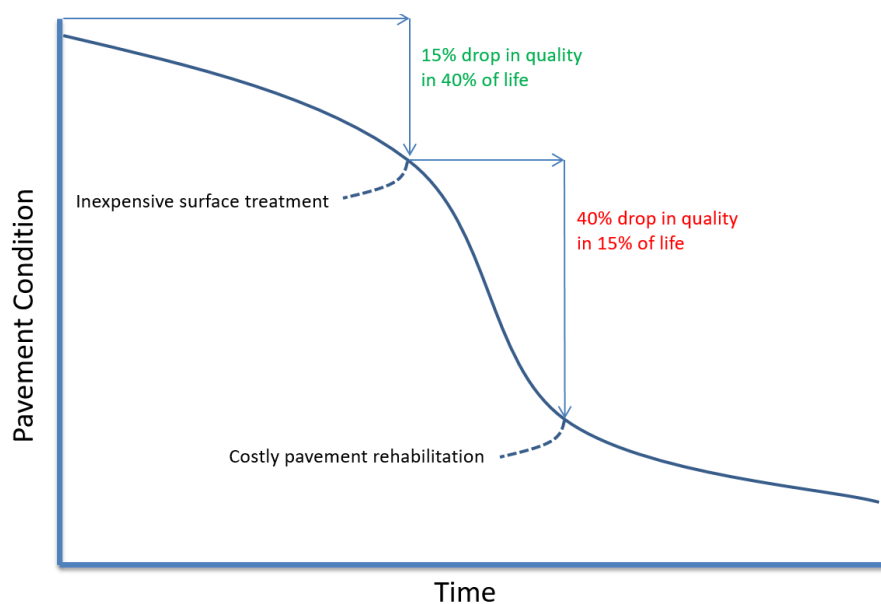


Figure 4 - Pavement Deterioration and Life Cycle Costs

The types of rehabilitation activities that the City chooses to deploy can have a significant effect on the longevity of a pavement. Depending on the PCI zone in which a pavement falls, a detailed rehabilitation strategy needs to be formed. Common rehabilitation types include localized preventive or stop gap activities (e.g. crack sealing, joint sealing, and patching), global preventive maintenance (e.g. fog seals, rejuvenators, slurry seals, microsurfacing, chip seals, cape seals, and thin overlays), major Rehabilitation (e.g. thin or thick mill and overlays), and major Reconstruction

(e.g. surface reconstruction or full reconstruction). Popular examples of cost-effective preventative activities include:

- Crack and Joint Sealing
- Microsurfacing
- Fog Seal and Rejuvenators
- Patching
- Slurry and Chip Seals
- Thin Overlays

A proactive pavement management program focuses on the preventative maintenance category and advocates proper incorporation and application of cost-effective preventative activities. These activities help maintain and repair the surface integrity which can slow deterioration and, depending on the treatment, also extend the life of a pavement. The outcome of this exercise is to increase long-term cost savings and network-level pavement quality over time.

When completed within the target zone for preventative maintenance, a pavement's lifespan can be conveniently extended. The dashed curves in **Figure 5** show the typical lifespan of a pavement that does not undergo any preventative maintenance. Major reconstruction becomes necessary after approximately 20 years. The blue curves show the benefits of preventive maintenance during the first 40% of a pavement's lifespan. Eventually, all pavements will need to undergo reconstruction; however, proactive maintenance and rehabilitation can delay this process for up to an additional 40 years.

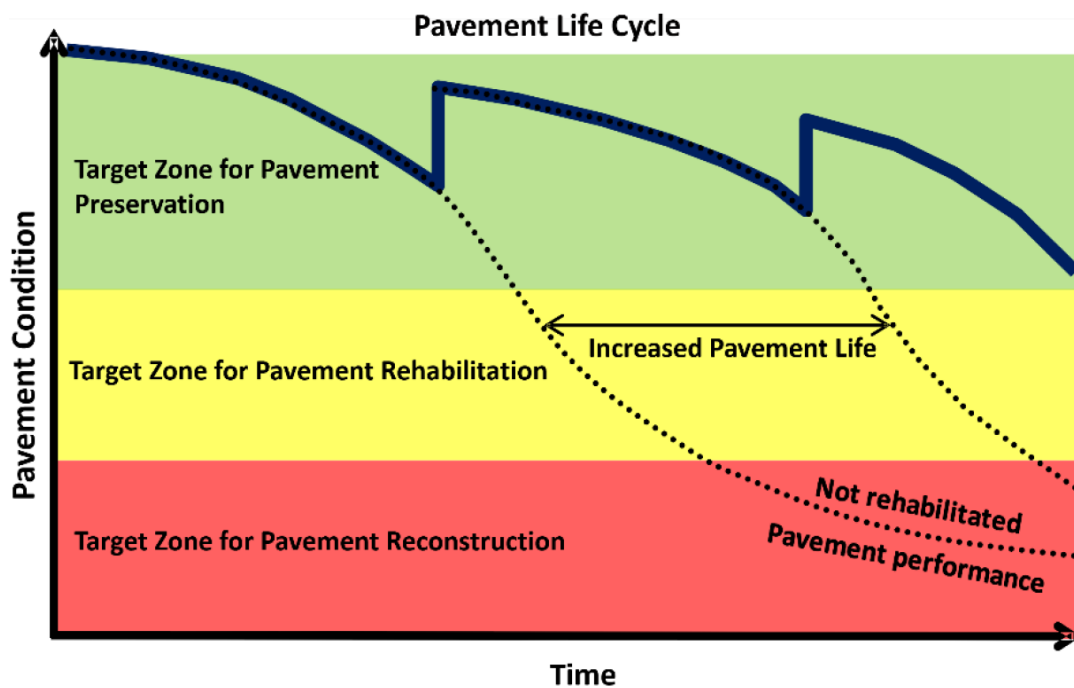


Figure 5 - Pavement Life Cycle Curve

The most effective approach to ensure optimal usage of available funds or to determine the necessary funding to achieve a predetermined level of service is by using a pavement management system. An effective pavement management system can assist agencies in developing an organized catalog of pavement assets, storing periodic condition assessments, and tracking spending and costs. This enables the City to compare trends in data to assess the effectiveness of maintenance activities and new technologies.

3.0 DATA COLLECTION AND ANALYSIS

3.1 Field Survey Methodology

IMS deployed one of its IrisPro Pave Integrated Road Information Systems for data collection. IrisPro Pave integrates industry-leading subsystems, including 3D pavement imaging systems, lasers, accelerometers, right-of-way cameras, GPS antenna, distance measurement instruments, computers and more (**Figure 6**). All collected data is captured with Drive™ data collection software, which is designed to simplify the collection of quality road data with built-in calibration schedules, real-time quality control, GIS maps, section tracking, audible alerts and voice memos, fly-by events, and exception reporting. The custom-designed hardware and software on IrisPro Pave provides sub-millisecond synchronization between all subsystems.

- ✓ **Teledyne FLIR Ladybug 5+**
Captures 360° Imagery at Defined Intervals
- ✓ **ASTM Class 1 IrisPRO Pavement Profiler**
Continuous Right and Left Wheel Path Roughness Measurements
- ✓ **Pavement Distress Imaging**
LCMS-2 Continuous 3D Imaging, 1mm Resolution
- ✓ **Drive™**
Automated Data Collection Paired with Field Observations
- ✓ **GPS Positioning**
GPS with Integrated IMU, Sub Meter Positional Accuracy
- ✓ **Samsara Monitoring**
Real-Time Tracking and Reporting
- ✓ **Texture**
Continuous Surface Texture Measurements
- ✓ **Linear Distance Positioning**
DMI for Precise Linear Distance Measurements
- ✓ **Safety Lighting**
Front and Back Facing Flashing Lights Ensure High Visibility



IrisPRO Pave

Figure 6 – LCMS-2 data collection vehicle

3D Pavement Imaging

The Laser Crack Measurement System (LCMS-2) captures continuous 2D and 3D images at 1 mm resolution in the lane of travel up to 4 m (13 ft) wide at highway speeds, allowing for the visualization and characterization of all features on the road surface. The system allows for collection rates up to 28,000 profiles per second, five times faster than the first edition of LCMS. This allows smaller cracks, especially transverse cracks, to be detected more consistently than in the past. The vertical accuracy has also improved from 0.50 mm to 0.25 mm.

High-Definition Imaging

The Ladybug 5+ captures high quality 30MP spherical images using six cameras for a 360-degree view of the roadway and surroundings. The images can be viewed in panoramic mode, 360 mode, or individual directional images can be extracted at any desired camera angle. Both the Pavement imaging and right of way cameras are triggered on a fixed-distance basis, image capture is precisely synchronized to GPSTime and DMI, and cameras are calibrated for asset inventory and geo-referenced image measurements.

3.2 Data Quality Assurance

The collected data is processed in the office using the Connect™ software. Connect provides a perfectly synchronized multi window platform to view and alter all collected data including profile, distress, slope, International Roughness Index (IRI), events, images, and GPS map. **Figure 7** shows some examples of how data can be viewed in Connect. Using Connect, the LCMS-2 3D pavement images are analyzed to identify and classify distresses, and the longitudinal profile of the road is analyzed to determine the IRI and ride quality under the wheel paths according to industry standards. All processed data is matched to the segment ID of the roadway.

To ensure the accurate determination of PCI scores, the field data undergoes a rigorous series of processing phases and quality checks. These checks encompass synchronized assessment of both processed and raw data streams. The automatic distress identification and classification process involves various steps: First, different rules and processing parameters are applied on different pavement types; next, the auto detected lane markings are manually adjusted to exclude non-pavement areas and limit the assessment area for cracking and rutting to between the lane markings and invalidation rules are applied to exclude additional anomalies (e.g. near railroad crossing or bridge decks) from the assessment area. Finally, a team of pavement raters who are well-versed in both the distress standards and the data in its digital format review images and make the necessary corrections on areas with gross under/over detection.

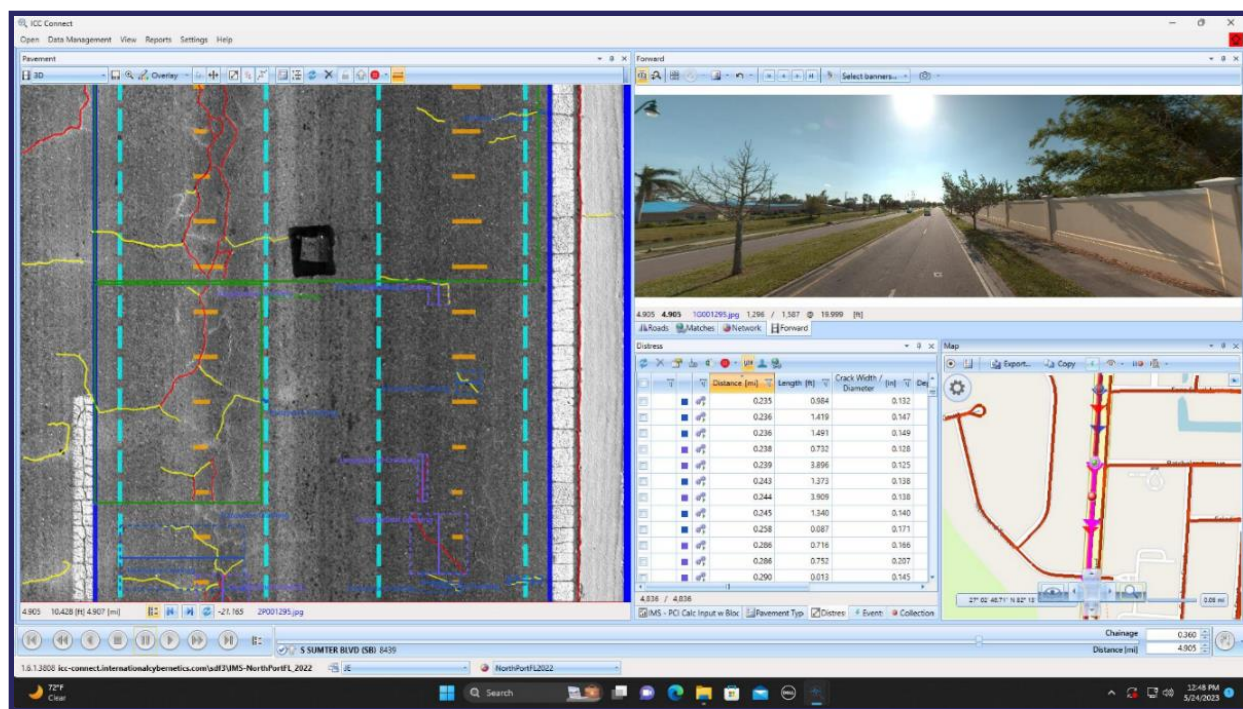


Figure 7 - QC Image from Connect™ Software

To further confirm the accuracy of our condition data, spot checks are conducted on a network-wide basis by both the QC team and engineering staff. These spot checks are carried out on a random selection of road sections across the entire network to verify that the condition data is consistent and accurate. They also help to identify any potential issues that may have been missed during the initial data collection and review process.

Once the QC team and engineering staff have established the integrity of the data, an initial condition spreadsheet with detailed data and summary tables and charts is prepared and submitted for review by the Client. This review process involves a careful examination of the condition data and includes a comprehensive analysis of the data's completeness, accuracy, and consistency before preparing data for import to City's pavement management system.

3.3 Pavement Condition Survey

The goal of the pavement condition survey is to determine an accurate rating for each pavement section. The process of collecting and assessing data involves both automated and manual observations that originate from the data collected with the IrisPro Pave equipped with LCMS-2 downward imaging lasers, an array of 4k cameras, and trained rating personnel.

Within the "Network Analysis" tab in ESA, IMS has populated values for Surface Distresses, Roughness score, and Strength Rating. These three indices form the foundation on which ESA operates. They allow weighing factors to be uniquely specified for PCI calculation.

Surface Distress Index (SDI)

ASTM D6433 provides a method of categorizing surface distress observations for both asphalt and concrete pavements, based on the extent and severity of distresses along the roadway. The Surface Distress Index (SDI) is used to represent the observed pavement defects on a scale from 0 to 100. However, not all surface distresses are given equal weight. Load-associated distresses (LAD), such as rutting or alligator cracking on asphalt streets, and divided slabs on concrete streets, have a greater impact on the SDI than non-load associated distresses (NLAD), such as raveling or longitudinal and transverse cracking. Even when present in low extents and moderate severity, LAD can significantly decrease the SDI. The SDI inputs are shown in **Figure 8**.

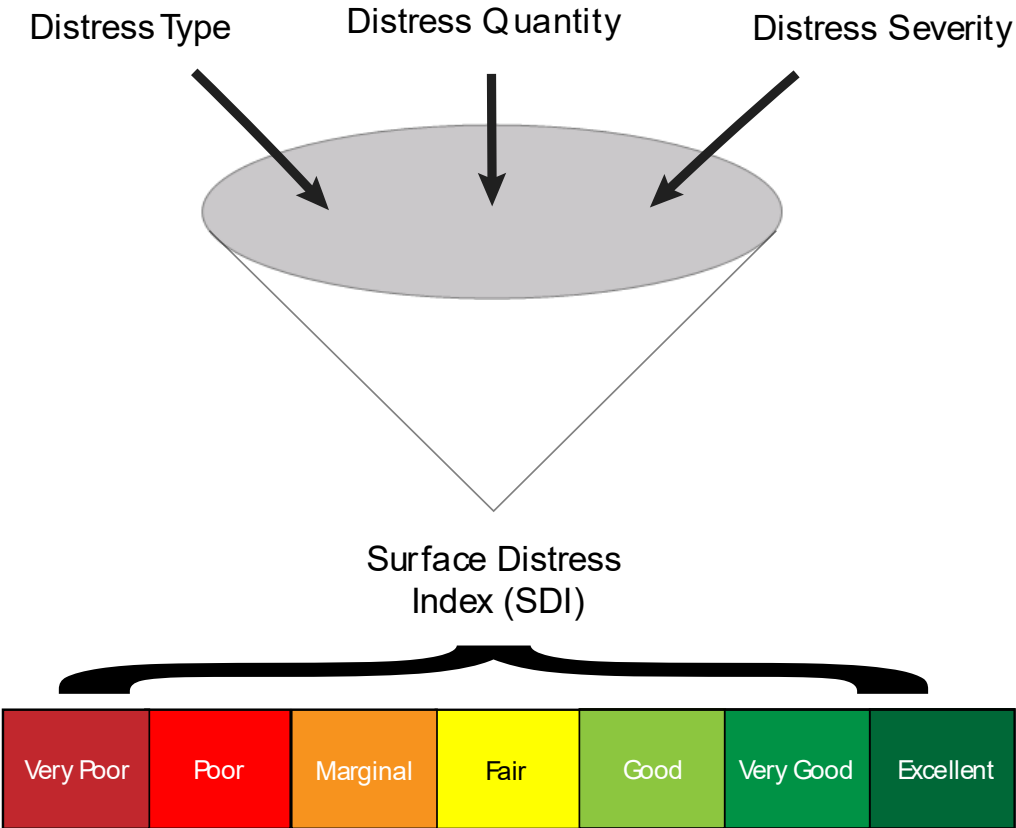


Figure 8 - SDI Inputs and Detailed Scale

ASTM D6433 covers nearly forty unique distress types that may or may not be present in an agency's road network. For that reason, IMS uses a modified approach that collects the most common and relevant distresses. The descriptions in **Table 1** outline some of the distresses collected for the City:

Table 1 - Distress Descriptions

Distress Type	Pavement Type	Description	Example
Alligator Cracking	Asphalt	• Quantified by severity and square footage • Caused by the repeated bending from vehicle loads • Propagate from the bottom, meaning that structural failure has occurred • An LAD with significant impact on the condition score, even at low extents	
Rutting	Asphalt	• Caused by the permanent deformation of the pavement and/or subgrade layers • Low densities can have a large impact on the final condition score due to their implication of possible structural failure	
Longitudinal & Transverse Cracking	Asphalt	• Quantified by their length and width • Results from pavement shrinkage due to natural daily and seasonal temperature cycles, construction issues, or other factors	

Block Cracking	Asphalt	• Quantified by their width and square footage • Form interconnected longitudinal and transverse cracks • Divides the pavement into rectangular pieces • Results from aging and environmental factors	
Patching	Asphalt	• Quantified by the square footage and severity • Always considered a surface defect • Affects ride quality and condition of a pavement	
Raveling	Asphalt	• Measured by severity and square footage affected • Loss of coarse aggregate on pavement surface	
Bleeding	Asphalt	• Measured by severity and square footage • Presence of free asphalt binder on the roadway surface • Results in a pavement surface with reduced skid resistance • Caused by either an excess of asphalt in the pavement or insufficient voids in the matrix	

Edge Cracking	Asphalt	• Measured in linear feet • Caused by traffic loading and weakened base conditions resulting from poor drainage • Run parallel to the road, usually within 1 to 2 feet of the outer edge of the pavement	
Distortion	Asphalt	• Bumps and sags, depressions, swell, corrugation, and shoving • Caused by several factors, such as construction issues, subgrade mixture failure, environmental influence, etc.	
Weathering	Asphalt	• Wearing away of asphalt binder and fine aggregate matrix • Quantified by severity and square footage	
Divided Slab	Concrete	• Slab divided by cracks into four or more pieces • Caused by overloading, inadequate support, or both • Categorized as a severe corner break if all pieces or cracks are contained within a corner break	
Corner Breaks	Concrete	• Crack that intersects with a joint at less than $\frac{1}{2}$ the slab length • Caused by repeated load on a surface with a failing base	

Joint Spalling	Concrete	• A breakdown of the edges of a slab within 2ft of a joint • The depth of the cracking and area affected determine the severity	
Faulting	Concrete	• Identified by a difference in elevation across a joint • Severe faults have a >3/4 inch elevation difference between two adjacent concrete slabs	
Durability Cracking	Concrete	• Caused by the freeze-thaw expansion of the large aggregate • Breaks down concrete over-time • Typically runs parallel to a joint or linear crack • A high severity "D" crack covers more than 15% of the overall slab	
Scaling	Concrete	• A result of the surface layer of concrete being worn away over time by weathering • Measured by severity and total area affected	
Punchouts	Concrete	• Caused by heavy and repeat loads, inadequate slab thickness, and a deterioration of the base foundation • Measured by severity and number of individual cracks within the distress	

Roughness Index (RI)

The Roughness Index (RI) provides a quantifiable measure of ride quality, which is determined using the industry-standard ASTM E1926 for calculating the IRI. This value is derived from the longitudinal profile captured by the LCMS as it records the change in elevation over a distance. Once calculated, it is expressed as a slope and reported in millimeters per meter (mm/m). Typical IRI levels for new, older, and damaged pavements are displayed in **Figure 9**. The IRI is lower on average for roads or pavements that are normally used for higher speed travel.

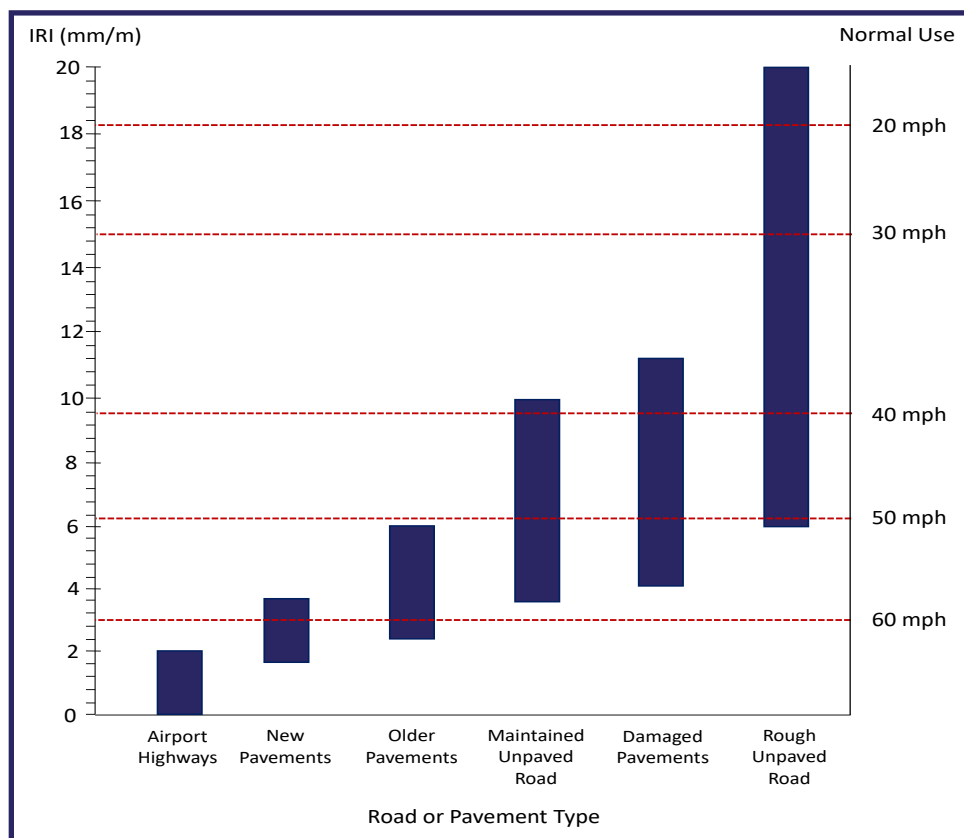


Figure 9 - IRI Scale Definitions

To enable the use of a blended condition score that incorporates both PCI and IRI scores, the IRI value is converted to an equivalent scale for analysis purposes. This is achieved by converting the IRI value into a score on a scale from 0 to 100 and reporting it as the RI using the following formula:

$$RI = (11 - 3.5 \times \ln(IRI)) \times 10$$

$\ln(IRI)$ is the natural logarithm of IRI.

Structural Index (SI)

Structural adequacy testing was not requested by the City. Instead, IMS investigated the relationship between the PCI and the number of LAD observed in each pavement section to generate structural indices. Based on this analysis, each section was assigned a rating of *Weak*, *Moderate*, or *Strong* in terms of its strength. These ratings were represented by an SI of 30, 60, or 80, respectively. The established SI was not used in calculating the overall pavement condition score but rather to help determine appropriate rehabilitation strategies based on the pavement strength rating.

Pavement condition index (PCI) – Following the field surveys, the condition data was imported to ESA for calculating the overall PCI. The PCI for each segment was calculated using the following percentages of weighing factors:

$$\text{PCI} = 67\% \text{ SDI} + 33\% \text{ RI}$$

Table 2 presents each PCI category along with a brief description of the typical distresses and recommended treatments for each.

Table 2 – Pavement Condition Categories

Category	Typical Distresses and M&R Recommendations	PCI Range
Excellent	Like new condition – little to no maintenance required. Monitor condition or preventive maintenance.	85<PCI≤100
Very Good	Minor cracking, raveling, and other NLAD Routine or preventive maintenance. <i>E.g., Crack sealing, surface treatment</i>	70<PCI≤85
Good	Minor to moderate cracking and low severity LAD such as alligator cracking and rutting. Surface treatments with localized repairs and overlays <i>E.g., Surface treatments, localized surface patching, thin overlay</i>	60<PCI≤70
Fair	More extensive and severe longitudinal and transverse cracking, as well as moderate severity LAD Localized repairs or major rehabilitation. <i>E.g., Localized surface and/or full-depth patching, moderate overlays</i>	50<PCI≤60
Marginal	Localized high-severity alligator cracking, and rutting Major rehabilitation. <i>E.g., Localized full-depth patching, mill and overlay, traditional overlay</i>	40<PCI≤50
Poor	A greater extent of severe alligator cracking, rutting Major rehabilitation. <i>E.g., More extensive full-depth patching, mill and overlay, traditional overlay</i>	25<PCI≤40
Very Poor	Extensive and severe alligator cracking, more extensive and deeper rutting, and potholes. Major rehabilitation. <i>E.g., Full-depth reclamation, reconstruction</i>	0<PCI≤25

3.4 ESA Pavement Management System

The ESA software provides all the functionalities of a standalone software package while being user-friendly. It provides the City with a tool that can effectively catalog, classify, assess, track, and analyze condition data to aid in the processes of budget planning and pavement rehabilitation.



More specifically the program helps the City streamline its pavement management by giving structure to the basic information required for a management system:

- Pavement Section Inventory
- Pavement Deterioration Modeling
- Prioritization
- Funding Analysis
- Inspection Data
- Rehabilitation Selections & History
- Work Planning
- Reporting

Pavement Section Inventory

An accurate inventory of all City-owned streets is necessary to make any determinations, assumptions, or projections within a management system. Individual attributes such as length, width, location, traffic use, surface type, condition, and other factors may be tracked and tied back to a single management segment within ESA. Thereafter, they are given a unique ID within the program. These attributes are critical in determining appropriate rehabilitation activities, prioritizing the management segments within the system, and facilitating placement and sorting during reporting.

Inspection Data

ESA provides the City with the flexibility to use a blended condition index that can be tailored to meet specific goals and requirements. The inputs for this index rely on inspection data from the field survey. This custom reporting value is built based on various aspects considered while ranking the condition of a pavement. The inputs for this index are derived from inspection data collected during the field survey, including PCI and IRI data. Details on the individual components of the inspection are available earlier in Section 3.0.

Pavement Deterioration Modeling

Inspection data by itself is only capable of representing conditions at the time of collection. Nevertheless, within ESA there are customizable curves that can predict the rate of pavement deterioration based on a streets functional class, pavement type, and strength rating. These deterioration curves are critical in predicting future pavement conditions and determining appropriate rehabilitation strategies. The model assumes that pavements with similar attributes and usage will deteriorate at similar rates. For instance, high volume asphalt arterials that are already in poor condition are expected to deteriorate faster and are represented in **Figure 10** by a purple line. In contrast, low volume concrete local streets are expected to deteriorate slowly and are represented by a blue dashed line.

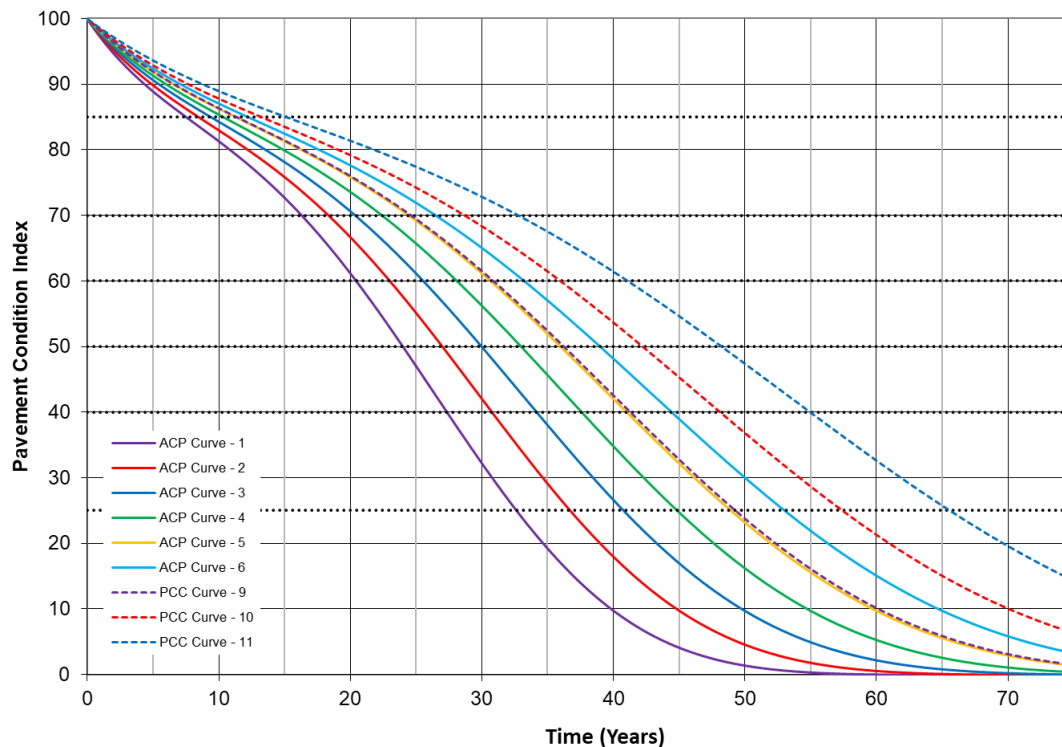


Figure 10 - Asphalt Concrete Pavement (ACP) and Portland Cement Concrete (PCC) Deterioration Curves

Rehabilitation Work Selections & History

ESA uses a set of protocols that allow for activities to be assigned to PCI ranges based on filter criteria that give the City the ability to create detailed rehabilitation strategy sets for each functional class and pavement type according to the best practices determined for that pavement.

As planned rehabilitation work is completed, a record of the work should be added to the pavement management system. This ensures that conditions are up to date for future selections and creates a repository of information to aid in planning.

Prioritization

Within ESA, the option is available to prioritize pavement projects for rehabilitation based on six main criteria: PCI, Cost of Deferral, Pavement Strength, Pavement Type, Functional Class, and the Area of a segment. Depending on the goals set forth at the beginning of the project, these criteria can be weighted differently based on their definition to create an overall priority factor for a project. Additional details on these factors are available in Section 5.

Project planning

The ability to plan work as needed allows the management program to better reflect the realities of a paving program. Certain constraints may be applied to funds that require their use within a certain year and activities relating to other assets may dictate the time and type of work to be performed. ESA allows for predefined projects to be entered into the management plan to account for work that is known. This ensures that the outcome is consistent with overall City planning and accurately reflects current funding allocations.

In terms of pavement management efficiency, a program based on worst-first, that is starting at the lowest-rated street and working up towards the highest, does not achieve an optimal expenditure of funds. Generally, under this scenario, agencies cannot sufficiently fund pavement rehabilitation and lose ground despite injecting large amounts of capital into the network.

The preferred basis of rehabilitation candidate selection is to examine the cost of deferral of a street against increased life expectancy.

Funding analysis

The actual process of determining where and when to spend funds is a function of the inputs mentioned in this section. Information from the street section inventory, condition survey, deterioration modeling, rehabilitation activity protocols, prioritization, and project planner are all assessed to predict the potential outcomes of funding scenarios. These can either be goal-based or budget-based. A more detailed description is available in Section 5.0.

Reporting

ESA has the ability to generate basic reports for common data requests through a set of predefined layouts. This allows for quick access to section condition summaries, inspection data, budget scenario summaries, and data charts. The GIS data used to generate this report is also linked to the section summary information to allow for quick and easy visualizations of the data if imported into a GIS utility. An example of data, as presented in ESA, can be seen in **Figure 11**.

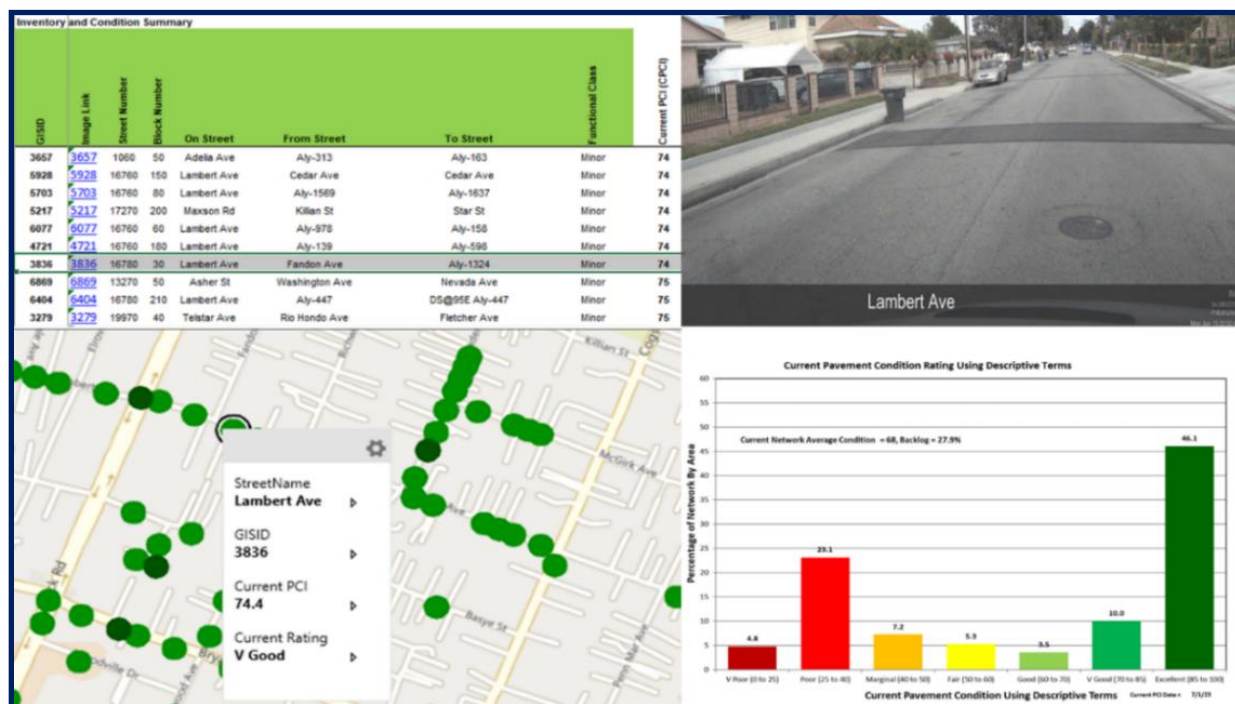


Figure 11 - Example of ESA City Data

3.5 ICC Inform Pavement Network Condition Viewer

Included with every IMS pavement management project is an out-of-the-box, user friendly, browser-based image and condition viewer tool called ICC Inform. Inform provides a convenient medium through which the City may view the imagery collected during the pavement survey. This includes a forward view of the pavement, the downward LCMS view, and a panoramic 360-degree view allowing the City to view each pavement observation from several perspectives. Lastly, a complete map of the City will track the location of every pavement image, providing additional context to the individual pavement segments. An example of Inform can be seen in **Figure 12** below.

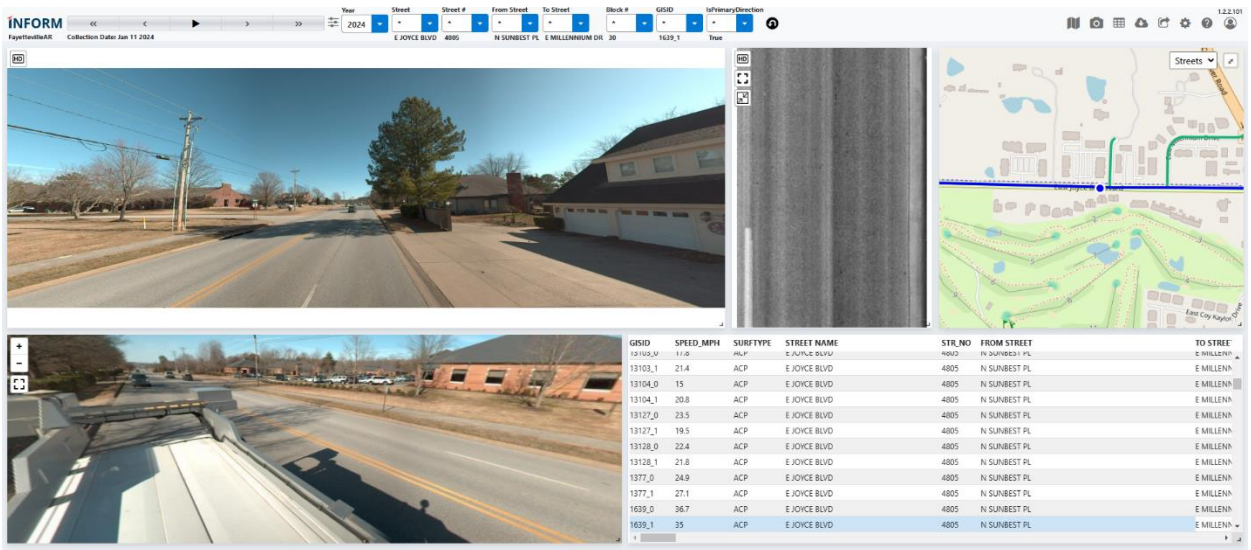


Figure 12 – ICC Inform Image Viewer

The “play” button in the top left of the Inform application provides the user a means to follow the RST as it drives the City streets. The drop-down menus in the top-center portion of the screen allow the user to quickly search for a particular street segment by GISID, and to even compare images from multiple years of surveys (if data is available from previous survey years).

The entirety of this proprietary image-viewing application can be accessed through a web browser by following a link that has been provided to the City staff.

3.6 Summary

This section outlined the fundamental concepts of pavement management and described the implementation process for the City’s pavement management system. The operating parameters of ESA were reviewed, and the inputs provided by the LCMS-2 technology were explained to provide context for calculating PCI, Roughness Index, and Pavement Strength.

4.0 PAVEMENT CONDITION SURVEY RESULTS

This section will review the results of the pavement condition survey performed in January of 2025. The segments were deteriorated using the defined pavement deterioration models to reflect the conditions of the roadways at the time of analysis (October of 2025). This section includes a summary of conditions in the functional classes used in the City's analysis, followed by a review of network photos taken from the survey vehicle. A series of charts will then summarize the findings of the condition survey and provide an overview of the PCI distribution across the City's pavement network.

4.1 City Street Inventory and Condition Summary

The City of Willow Park is currently responsible for approximately 66 centerline miles of pavement with an overall PCI of 68 and a backlog of 8%. The following **Table 3** presents the City's inventory and pavement condition breakdown across different functional classes. Detailed information for each management section is available in **Appendix A**.

Table 3 - Network Inventory Summary by Functional Class and Pavement Type

	Pavement Type	Network	Arterial	Collector	Local
Segment (Block) Count	All Streets	738	97	142	499
	Asphalt	422	90	8	324
	Concrete	316	7	134	175
Network Length (mi):	All Streets	66	9	13	43
	Asphalt	38	9	1	28
	Concrete	28	1	13	15
Average Width (ft):	All Streets	27	26	30	27
	Asphalt	24	26	21	23
	Concrete	32	27	31	34
Network Area (yd2):	All Streets	1,054,521	144,880	235,831	673,810
	Asphalt	530,813	135,333	9,579	385,901
	Concrete	523,708	9,547	226,252	287,909
Current Pavement Condition Index (CPCI) - 10/1/25	All Streets	68	78	69	66
	Asphalt	65	78	61	61
	Concrete	72	74	69	73
Current Backlog (%) 10/1/25	All Streets	8	Percentage of Network with a PCI < 40		

4.2 City Network Condition Imagery

The images presented in this section provide a sampling of the City's streets that fall into various condition categories. A discussion of potential rehabilitation strategies is included for each category.

Very Poor (PCI = 0 to 25) – Complete Reconstruction



Pleasant Ridge Lane to Ranch House Road (GISID 2060-20, PCI = 21) – Rated as Very Poor, this street displays a large quantity of alligator cracking severe enough to suggest that the pavement structure is inadequate for current traffic loads. The rehabilitation of roads in this condition through a mill and overlay is generally ineffective, as the failures usually extend to the bottom of the pavement layer. Streets in this condition require rehabilitation that involves removal and replacement of the asphalt layer, base stabilization, or complete reconstruction based on design requirements.

Deferral of reconstruction of streets rated as Very Poor will not cause a substantial decrease in overall pavement quality. The streets have passed the opportunity for overlay-based strategies, meaning that reconstruction, which can be expensive, is the most suitable solution. Thus, Very Poor streets are often deferred in favor of rehabilitating more streets at lower costs, resulting in a greater net benefit to the City. This strategy, however, must be sensitive to citizen complaints that may demand the prioritization of these street repairs. In addition, this type of street can pose a safety hazard for motorists since severe potholes and distortions may develop. It is important to consistently monitor these streets and check for potholes or other structural deficiencies until the street is eventually rebuilt.

Poor (PCI = 25 to 40) – Last Opportunity for Surface and Base Rehabilitation



Willow Crest Drive from Fair Drive to Ranch House Road (GISID 2650-384, PCI = 32) – Rated as Poor, this segment still has some remaining life before it becomes a critical reconstruction need. As evident in the imagery, a fair amount of the segment contains alligator cracking. There are also deep longitudinal and transverse cracks, particularly along the edges of the pavement. If left untreated, a partial to full reconstruction would be required within a short period of time.

On heavily trafficked roadways, Poor streets often require partial to full reconstruction. On local roadways, they generally require removal of the pavement surface through grinding or excavation, base repairs, restoration of the curb line and drainage, and then placement of a new surface.

Marginal (PCI = 40 to 50) – Thick Overlay



Cook Road from Live Oak Road to Ridge Road (GISID 1350-102, PCI = 46) – This street displays alligator cracking across the middle and edges of the pavement. There is also significant patching present.

Marginal streets that display high amounts of load associated distresses (LAD) are selected as a high priority for rehabilitation as they generally provide the best cost/benefit ratio to the City. If left untreated, Marginal streets with high amounts of LAD will deteriorate to become partial reconstruction candidates. Marginal streets that are failing due to materials issues or non-load associated failures may become suitable candidates for thick overlays if deferred, without a significant cost increase.

Fair (PCI = 50 to 60) – Moderate Overlay



Misty Meadow Drive from Kingswood Road to Quail Crest Drive (GISID 1900-714, PCI = 55) – Fair streets have similar characteristics to Marginal streets in that the distresses present tend to be localized and moderate in severity; however, the distresses will predominately be non-load related (i.e., caused by environmental or other factors). This street displays alligator cracking towards the middle of the pavement. There are moderate amounts of longitudinal and transverse cracking, with some cracks being deep but localized. There are also several examples of patching, particularly along the center of the street.

Like Marginal streets, Fair streets can provide a good cost/benefit ratio to an agency if addressed with an adequate rehabilitation technique. Stretching the application for surface treatments into this range can pose a cheap alternative to overlays but does not provide the appropriate renewal to the structural capacity of the pavement and may allow load related deterioration to continue unabated.

Good (PCI = 60 to 70) – Surface Treatments



Bluff View Drive from Willow Crest Drive to Parkway Drive (GISID 1090-509, PCI = 66) – Rated as Good, the primary cause of deterioration for this street is rutting and edge cracking. The pavement surface could be restored with spot patching to remedy the more heavily distressed areas.

Preventive measures on streets considered Good can have a positive impact on the City's funding needs. While the expected life of a slurry seal is not as long as that of an overlay, its ability to slow deterioration and relatively low cost can free up funding for streets in worse condition.

Very Good (PCI = 70 to 85) – Surface Treatments and Localized Rehabilitation



Belmont Drive from Meadow Place Drive to Kings Gate Road (GISID 1060-463, PCI = 76) – Rated as Very Good, this street displays minor amounts of slight linear cracking. It is an example of a candidate for preventive maintenance to extend the life of the roadway.

Also, routine maintenance prevents water intrusion by sealing and slowing crack growth. By keeping water out of the base layers, the pavement life is extended without the need for heavier rehabilitations.

Excellent (PCI = 85 to 100)



West Furlong to Meadow Place Drive (GISID 2570-566, PCI = 99) – Rated as Excellent, this pavement displays little to no surface distresses. The ride is smooth, and the surface and the base are intact. Excellent roads should be periodically assessed for crack development that would trigger routine maintenance activities.

4.3 City Network Condition Distribution

Figure 13 shows the distribution of pavement condition for the roadway network in Willow Park.

- Approximately twelve percent (12%) of the network can be considered in *Excellent* condition and should be closely monitored to ensure timely application of early localized preventive measures.
- Approximately thirty-nine percent (39%) of the network falls into the PCI range considered *Very Good*. These are roads that benefit most from preventive maintenance techniques, such as spot patching and slurry seals.
- Thirty percent (30%) of the streets are rated as *Good* and may still be candidates for slurry seals or thin overlays.
- Twelve percent (12%) of the network can be considered in *Fair* to *Marginal* condition and represents candidates for progressively thicker overlay-based rehabilitation. If left untreated, they will decline rapidly into reconstruction candidates.
- Eight percent (8%) of the network is rated as *Poor* or *Very Poor*, meaning these roadways have deteriorated to the point where surface rehabilitation can no longer restore the pavement to a point of structural adequacy. Rehabilitation of the entire pavement structure is required for these segments.

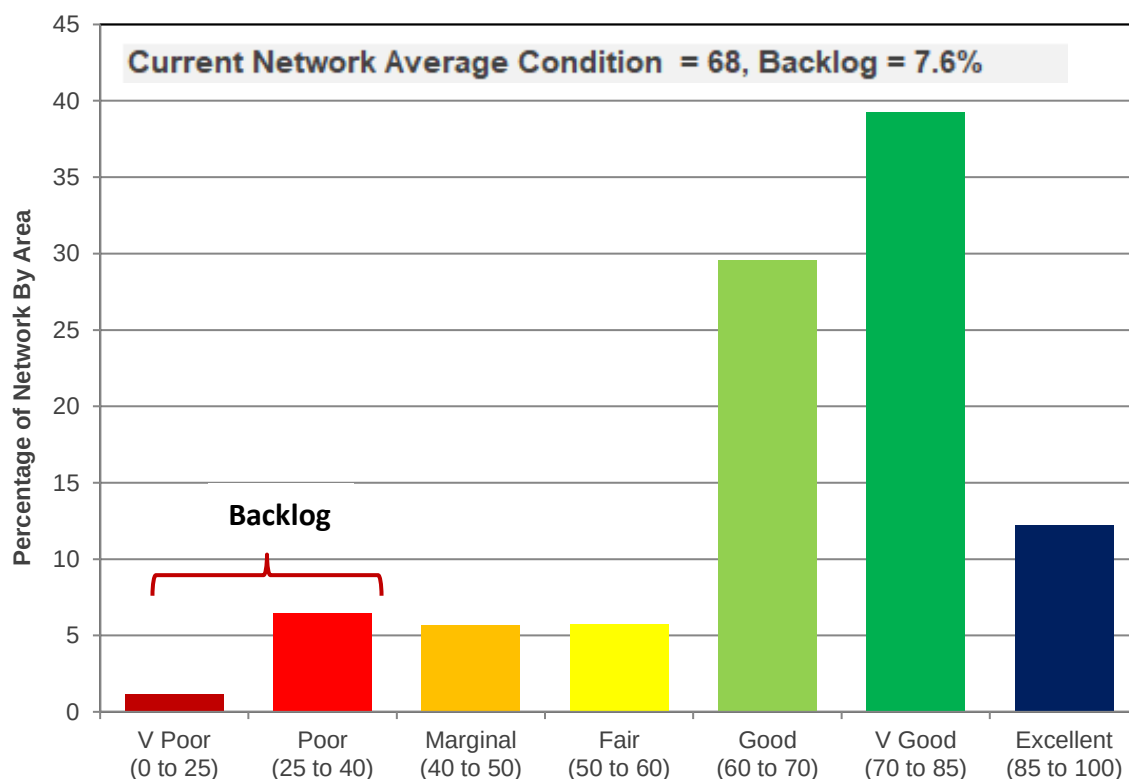


Figure 13 - Roadway Network Present Status Using Descriptive Terms

4.4 Condition By Functional Classification

Analyzing subsets of data in addition to the overall pavement condition can provide a better understanding of where an agency should focus its resources. **Figure 14** displays the distribution of pavement conditions for each functional class.

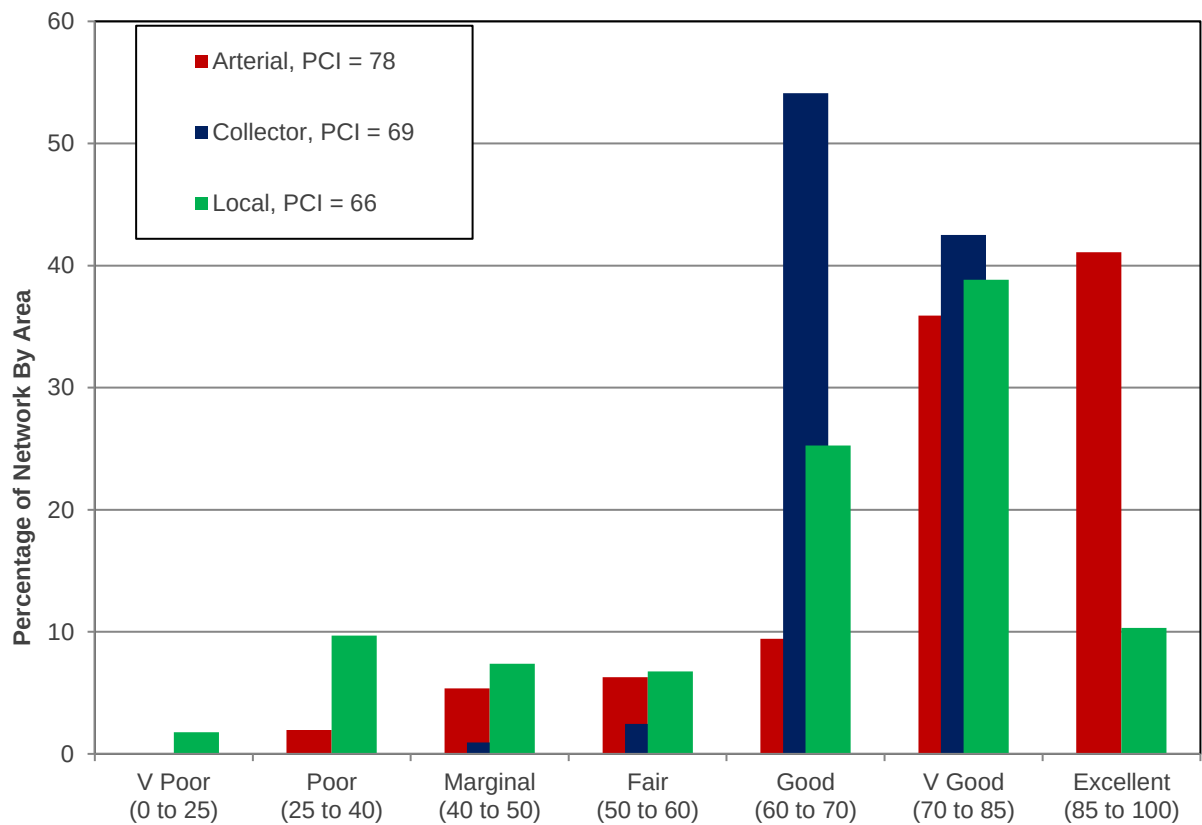


Figure 14 - Condition Rating by Functional Classification

When evaluating the condition of pavement based on the percentage of network it covers, the proportion of each class in the overall network must also be considered. This distribution is illustrated in **Figure 15**.



Figure 15 - Functional Classification Distribution By Area

4.5 Condition By Pavement Type

The maintenance and improvement of asphalt and concrete pavements may require different rehabilitation activities that come at different costs. **Figure 16** displays the distribution of pavement conditions for each pavement type.

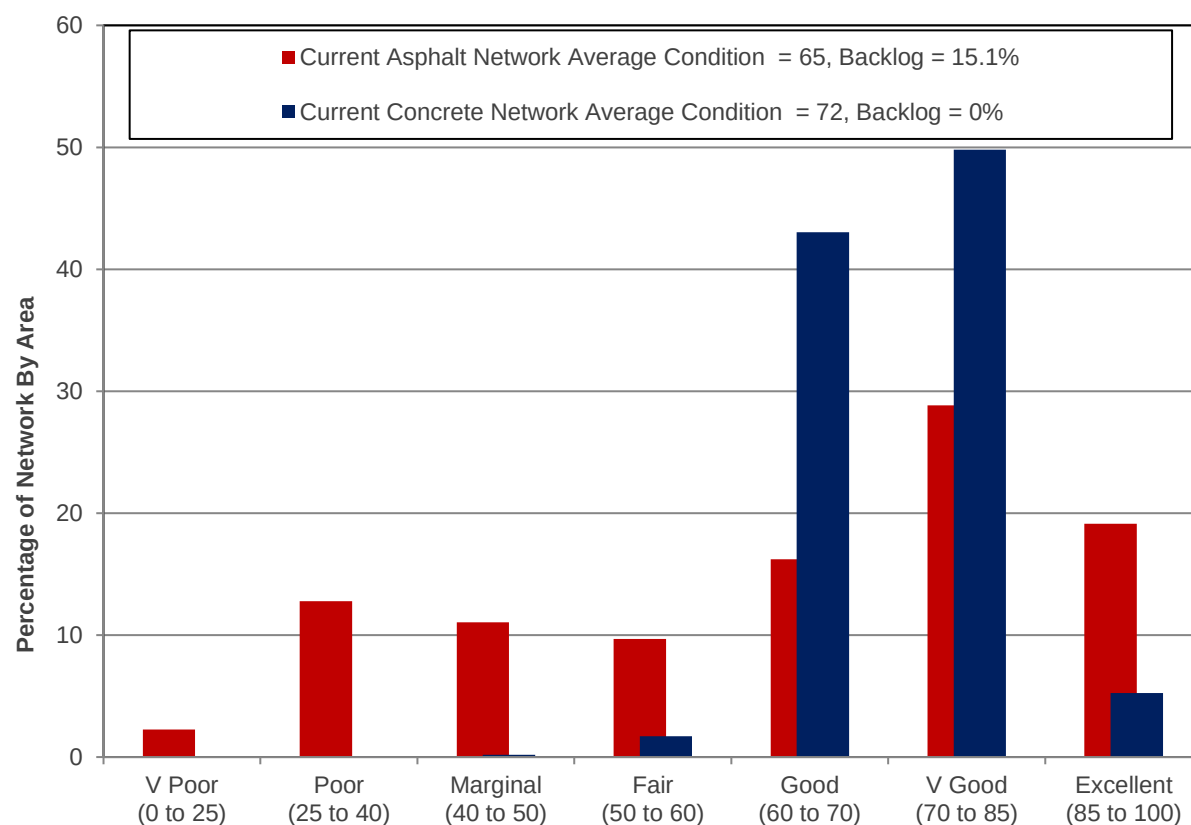


Figure 16 - Current Pavement Condition By Pavement Type

4.6 Summary

Section 4.0 of the report provided a detailed analysis of the results obtained from the pavement condition survey conducted in the City of Willow Park. The section covered the functional classifications in the City and their respective PCI values, which were further illustrated with pavement photographs taken during the survey. Additionally, the section provided a breakdown of the pavement condition distribution for each functional class and pavement type. **Overall, the network average PCI for Willow Park, TX was found to be 68 with a backlog of 8%.**

5.0 REHABILITATION PLAN & BUDGET DEVELOPMENT

This section discusses the results of the pavement management analysis that was performed using the ESA pavement management system, starting with an overview of the assumptions that were used when implementing the system, such as the unit rates and the selection methodology for rehabilitation candidates. The subsequent section, **5.2**, details the results of each of the various budget runs, along with their predicted conditions. This is highlighted further through a series of charts that are used to demonstrate the advantages and disadvantages of various funding models.

5.1 Key Analysis Set Points and Assumptions

Pavement management analysis requires user input to complete its condition forecasting and prioritization. A series of operating parameters were developed to create an efficient program that is tailored to the City's needs.

Selecting Segments for Rehabilitation

The selection of rehabilitation candidates through a worst-first approach or subjective committee input is neither efficient nor cost effective. It is important to establish a set of criteria and determine their importance in the selection process. ESA has defined commonly used criteria within the program that allows different weighting factors to be applied depending on the City's goals. This approach can lead to more objective and effective selection of rehabilitation candidates.

- **PCI** – As mentioned earlier in this section, the results of the pavement condition survey are used to generate a PCI that ranges from 0-100 where 0 is considered the worst and 100 the best. This factor can be given a higher weight to give greater priority to poor condition streets.
- **Cost of Deferral** – As time passes a pavement will deteriorate and require more costly repairs as it ages. ESA can be configured to prioritize streets nearing the point where this cost increase occurs.
- **Pavement Strength** – Through the use of deflection testing or the prevalence of LAD, the relative strength of a pavement can be determined. A prioritization factor can be applied that gives preference to streets that may deteriorate faster in order to apply more cost-effective rehabilitation early in the life cycle.
- **Pavement Type** – Depending on costs, design life, and the City's goals, a weighting factor can be applied based on the materials used to construct the pavement.
- **Functional Class** – Generally higher volume streets are given the greatest priority within a program since they serve the most vehicles.
- **Planned or Committed Projects** – When developing the rehabilitation plan, projects that are already scheduled to be completed are taken into consideration. This is done by adjusting the PCI scores to reflect the expected improvement resulting from these projects.

For the City, the weighting factors for these categories were established with the aim of maximizing the cost savings associated with the concept of deferred maintenance and addressing Weak pavements with lower PCI scores. The goal is to minimize the growth of the backlog.

Rehabilitation Strategies and Unit Rates

The funding requirements for the City are mainly determined by the rehabilitation strategies and unit rates used in the budget analysis. **Table 4** presents a breakdown of the costs associated with different pavement rehabilitation activities and their application. The table also suggests a recommended rehabilitation funding sequence based on the cost of deferral. A lower number in this column indicates a higher priority for rehabilitation based on the cost of deferral.

The parameters to consider when forming rehabilitation strategies include:

- **Rehab Activity** – This includes the assigned identifier and name of each rehabilitation strategy. Various degrees of slurry sealing are outlined to highlight the increasing cost associated with additional patching requirements for lower PCI streets.
- **Min, Max, and Critical PCI** – The PCI range for the application of a specific rehabilitation activity is determined by the Min and Max values that set the upper and lower limits, while the Critical PCI indicates the threshold at which rehabilitation becomes a higher priority to leverage the cost of deferral factor. There can be overlap in the PCI range to allow for further differentiation based on pavement strength.
- **Unit Rates** – The cost of rehabilitation is presented per square yard for each combination of pavement type, functional class, and rehabilitation activity. A base unit rate is set for the lowest assumed cost of a work type, and it is adjusted for each functional class to account for additional work such as traffic control, intersection improvements, landscaping, utility adjustments, and right-of-way (ROW) infrastructure. IMS worked closely with the City to determine rates that accurately represent the cost of work.

Table 4 – Rehabilitation Rates

Pavement Type	Rehab Activity	Min PCI	Critical PCI (Need Year)	Max PCI	Base Unit Rate (\$/yd2)	Arterial Unit Rate (\$/yd2)	Collector Unit Rate (\$/yd2)	Local Unit Rate (\$/yd2)
FunCL Rate Premium					110	108	105	
All	Routine Maintenance	85	100	100	0.00	0.00	0.00	0.00
Asphalt	MicroSurface / Chip Seal	70	73	80	3.10	3.40	3.30	3.30
Asphalt	FWM + Thick Overlay (> 2.0 - 3.0)	50	54	60	66.00	80.00	76.50	73.00
Asphalt	ACP Full Depth Reconstruction	0	15	25	100.00	110.00	108.00	105.00
Concrete	PCC Jnt Rehab & Crk Seal	60	63	100	5.00	5.50	5.50	5.25
Concrete	PCC Moderate Pnl Rplcmnt (< 20%)	50	54	60	34.50	44.00	41.50	39.00
Concrete	PCC Full Depth Reconstruction	0	15	25	100.00	133.00	124.00	116.00

5.2 Network Budget Analysis Models

The pavement management analysis using the ESA system involved combining the condition assessment, deterioration model, prioritization factors, and rehabilitation assignments to conduct a budget analysis. With this information, the program can predict the outcomes of different funding levels or suggest the funds necessary to achieve specific goals. To model network trends and estimate the funding levels needed to reach certain condition and distribution targets, IMS conducted an analysis using a series of budgets. The results of this analysis are detailed in this section.

Budget Targets

The following scenarios were generated to forecast the outcomes of the current estimated City budget compared to City's target PCI goals over the next five years. The models determine what level of funding may be appropriate going forward. The values for backlog and PCI have been rounded to the nearest whole number to improve legibility. Varying budget figures will have slightly different outcomes that are visible in the charts but may not be completely represented in the legend text.

Five-year Models:

- **Willow Park Budget** (Green Line) – This represents the City's current average annual budget of **\$155K/Yr.** dedicated to pavement preservation and rehabilitation. This level of funding will result in a network average PCI score of **61** and a backlog of around **14%** after five years.
- **Maintain Current Backlog** (Red Dashed Line)– The Maintain Current Backlog budget was developed in order to maintain the current backlog of a little under **8%** This results in a budget value of **\$1.3M/Yr.** and a PCI of **66** after five years.
- **Steady State PCI** (Red Line) – This is simply the funds required to maintain the current network average PCI at around **68**. The annual budget required to do so is approximately **\$1.96M/Yr.** Backlog will increase to **4%** of the network after five years.
- **PCI Control** (Purple Line) – The PCI Control model determines the funding required to maintain the PCI at a minimum level of **65**. This budget is **\$1.09M/Yr.** and will result in a backlog of **9%** after five years.
- **Backlog Control** (Purple Dashed Line) – The Backlog Control budget was developed in order to restrict the backlog at **10%** The funding required to achieve this backlog goal is **\$0.85M/Yr.** and will also decrease the PCI to **64** after five years.

The results of the analysis are summarized in **Figure 17**. The x-axis highlights the annual budget, while the y-axis plots the five-year Post Rehab Network Average PCI values. The diagonal blue line is the network trend model developed to show estimated PCI along with a funding range up to \$2.5M/Yr.

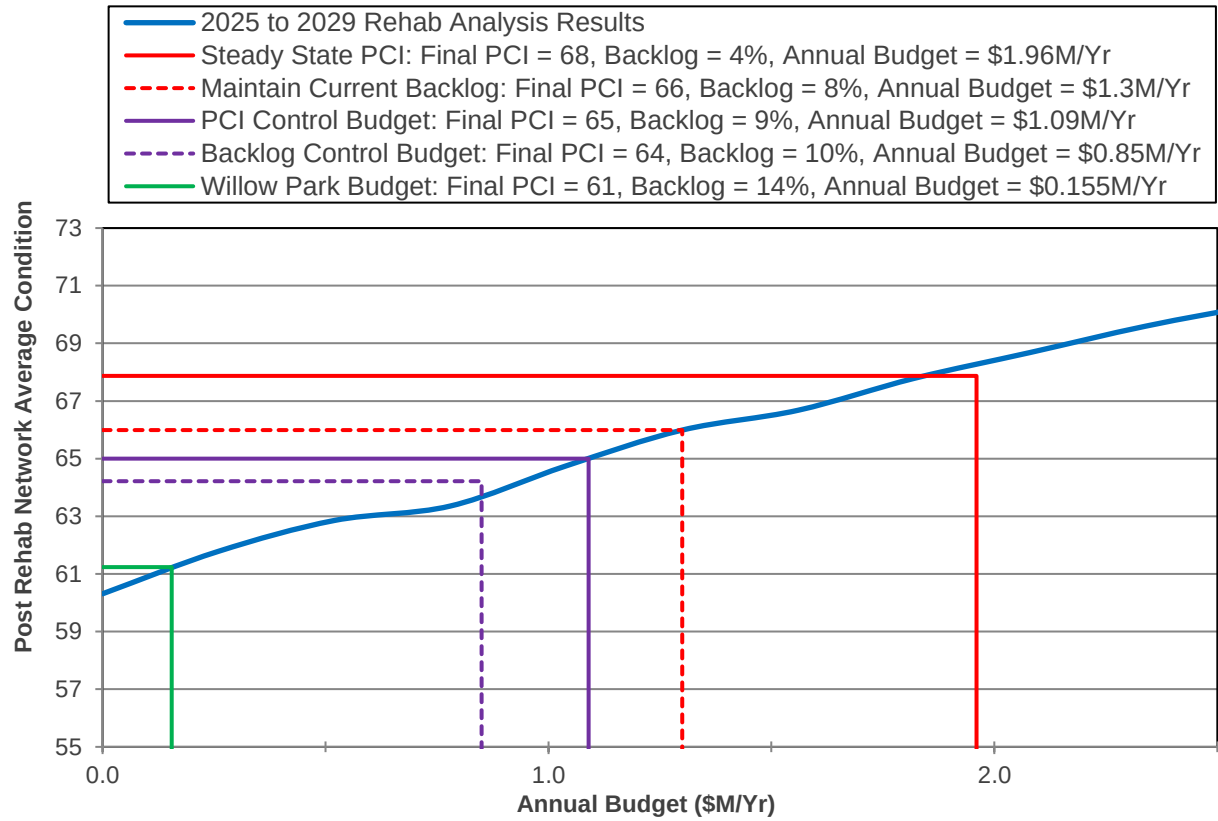


Figure 17 – Five-year Post Rehab Network PCI Analysis Results

Figure 18 presents the resultant network backlog against the annual budget. It is similar to **Figure 17**, but instead of plotting the average PCI score, it displays the total backlog after five years with a blue diagonal line. The City currently maintains a backlog of 8%. As the backlog grows, the funding required to return to the current level will increase.

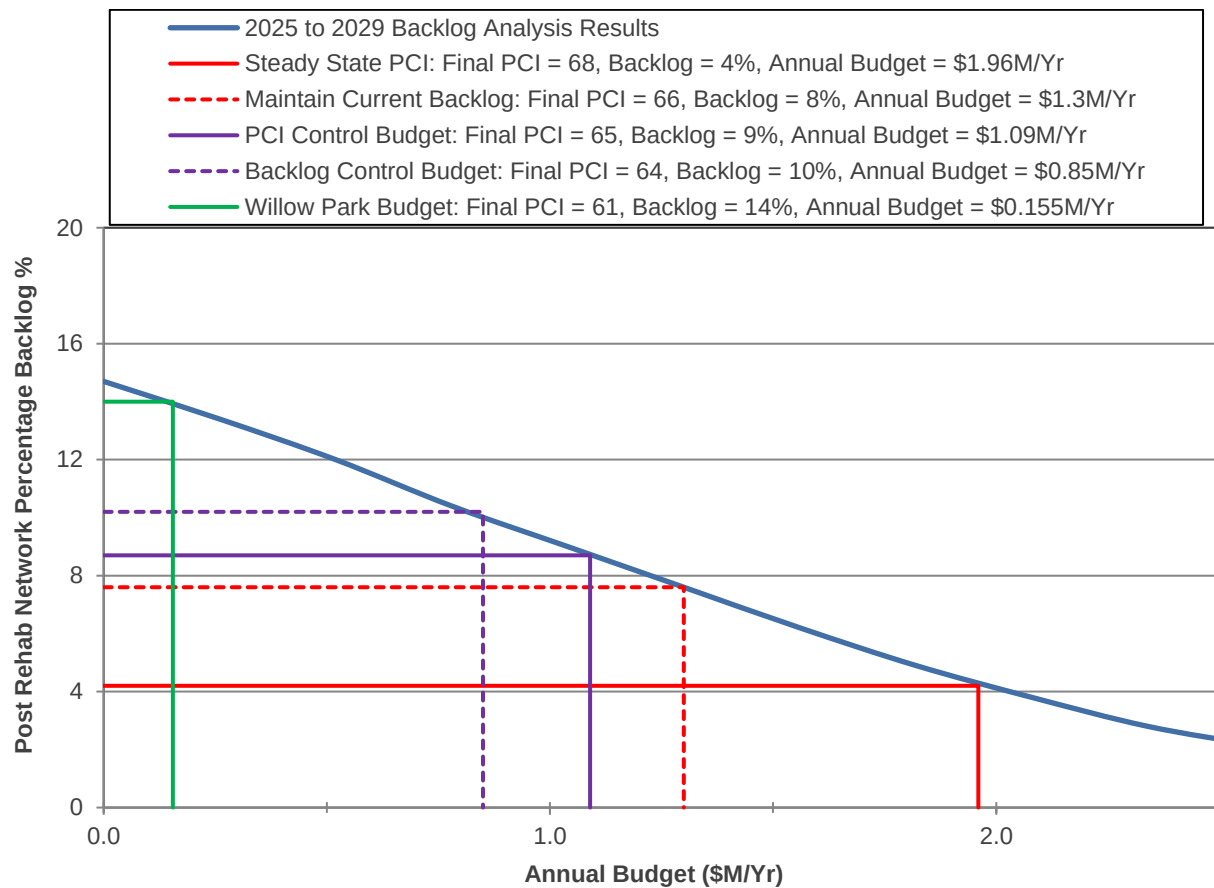


Figure 18 – Five-year Post Rehab Network Backlog Results

Figure 19 presents the analysis results on an annual basis. This shows that if the budget falls below \$1.96M/Yr. (Steady State PCI Budget), over time the overall condition of the roads is expected to deteriorate as the backlog grows.

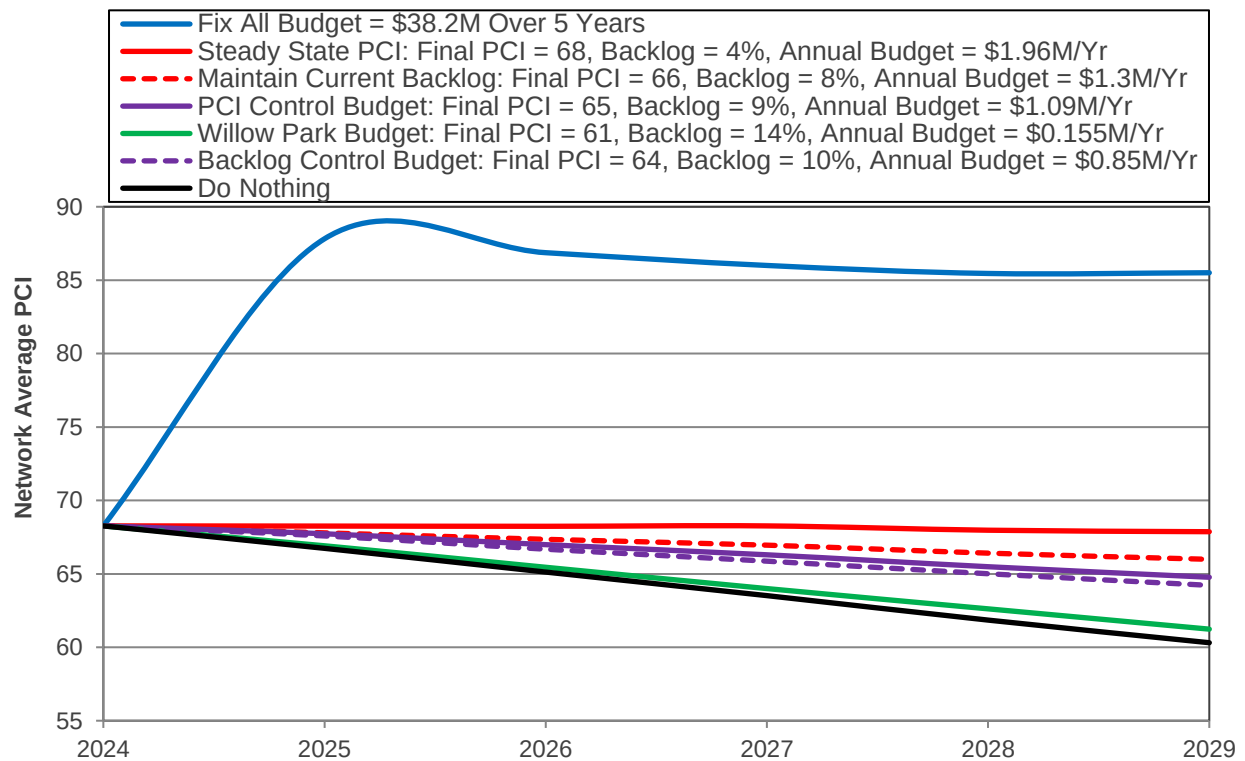


Figure 19 - Five-year Annual PCI

5.3 Post Rehabilitation Condition

Figure 20 compares the percentage of the City's network area separated into each pavement condition category for two scenarios: the current network average condition (shown in red) and the projected condition in five years with the City's budget (shown in blue). The analysis shows that if the City's current budget is maintained, the average PCI is expected to decrease to 61 by the end of the five-year analysis period, and the backlog is projected to increase to approximately 14%.

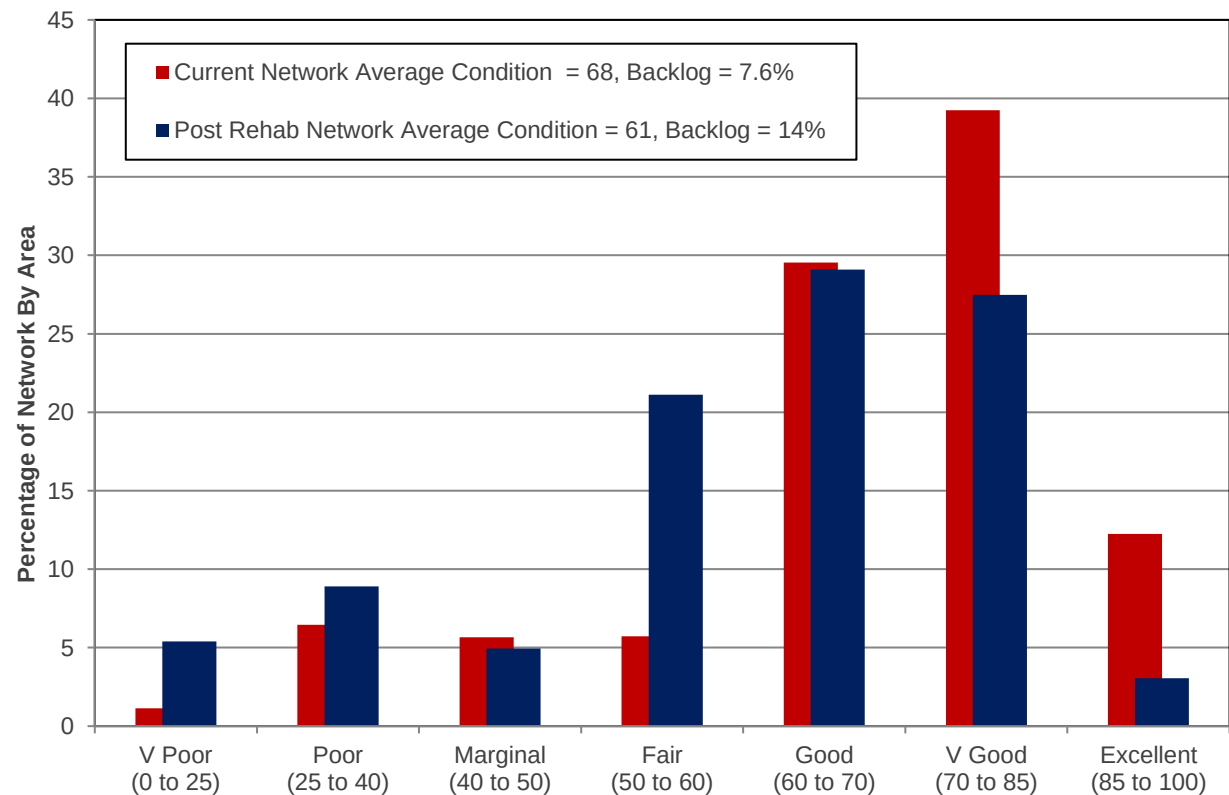


Figure 20 – Comparison of Pavement Condition (Current to 5-year Projection)

5.4 Summary

The pavement analysis models conducted using the ESA program showed that the current annual budget of \$155K for pavement management would result in a decrease in pavement condition over a period of five years, resulting in a five-year post rehab PCI of 61 and a backlog of 14%. Maintaining the current backlog level at 8% would require an annual budget of approximately \$1.3M and increase the PCI to 66. These findings highlight the importance of adequate funding for pavement management to maintain the quality and safety of the City's roads.

6.0 PROJECT RECOMMENDATIONS & COMMENTS

6.1 Project Summary and Recommendations

A pavement condition survey was performed in January of 2025 on the full City pavement network. The results of the condition survey were aggregated into the ESA pavement management system. This system facilitated the creation of a georeferenced pavement inventory, enabled the development of a precise model of the network's current condition and anticipated future deterioration, and provided recommendations for funding to meet various level-of-service goals.

The following broad recommendations are presented to the City as an output from the pavement analysis and must be read in conjunction with the previous sections.

- **The City should make efforts to keep the ESA spreadsheet up to date.**

By maintaining and updating the rehabilitation unit rates, work history of the segments, and accuracy of the inventory, the City will be able to reliably forecast funding needs for future years. This allows the City to be proactive in maintaining the condition of the pavement network at an acceptable level.

- **The City should periodically resurvey the pavement network.**

Pavement performance over time involves many variables, such as traffic volumes, environmental factors, maintenance timing, and design standards. As these variables change, the rate at which a pavement deteriorates will change with them. The periodic resurvey of pavement conditions allows the City to track these changes and update models accordingly, ensuring that appropriate rehabilitation measures are being planned.

- **The City should investigate new and additional rehabilitation activities.**

Advancements in pavement rehabilitation technology are constantly being made, and it is recommended that the City periodically update its planned rehabilitation activities in the ESA program to take advantage of these advances.

- **The City should strive to maintain or better its current condition if possible.**

Maintaining a pavement network in good condition is more cost-effective than restoring conditions after deterioration. The City's current pavement network has an overall PCI of 68 with a backlog value of 8%. If the current annual budget of \$155K is maintained, the models show the PCI will decrease to 61 and the backlog will grow to around 14% after five years.

6.2 Closing

The IMS Team greatly appreciates the opportunity to work with the City on this pavement management update. Over the course of this project, the team has observed the City staff's dedication to offering the best possible service to their community. IMS stands ready to assist the City with training and technical support as necessary and welcomes the opportunity to work with the City on future pavement management projects.

Appendix A

Street Inventory and Condition Summary by Segment

City of Willow Park, TX

Street Inventory and Condition Summary



										Condition Summary						
GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Surface Distress Index (SDI)	Roughness Index (RI)	Survey Date	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1000-719	Annetta-Dacey Rd	Clear Fork Cir	EOP	Local	Asphalt	15	537	45	940	79	60	1/20/25	V Good	9	12	72
1000-720	Annetta-Dacey Rd	Clear Fork Cir	EOP	Local	Asphalt	15	164	14	286	75	65	1/20/25	V Good	23	2	71
1020-45	Appaloosa St	Scenic Trl	Surrey Ln	Local	Asphalt	20	533	59	1,243	78	60	1/19/25	V Good	11	11	71
1020-46	Appaloosa St	Scenic Trl	Surrey Ln	Local	Asphalt	20	533	59	1,243	40	59	1/19/25	Marginal	42	18	45
1020-47	Appaloosa St	Scenic Trl	Surrey Ln	Local	Asphalt	20	533	59	1,243	62	68	1/19/25	Good	20	18	63
1020-48	Appaloosa St	Scenic Trl	Surrey Ln	Local	Concrete	20	64	7	150	38	38	1/19/25	Poor	0	0	37
1040-401	Aspenwood Dr	Sam Bass Rd	Woodbridge Ct	Local	Asphalt	24	469	63	1,314	20	45	1/19/25	Poor	69	11	27
1050-198	Bay Hill Dr	SOP	EOP	Local	Concrete	29	533	85	1,792	81	67	1/19/25	V Good	0	0	76
1050-199	Bay Hill Dr	SOP	EOP	Local	Concrete	29	533	85	1,792	72	62	1/19/25	Good	0	0	68
1050-200	Bay Hill Dr	SOP	EOP	Local	Concrete	29	533	85	1,792	78	67	1/19/25	V Good	0	0	74
1050-201	Bay Hill Dr	SOP	EOP	Local	Concrete	29	215	34	721	77	59	1/19/25	V Good	0	0	70
1060-462	Belmont Dr	Meadow Place Dr	Kings Gate Rd	Local	Concrete	26	536	77	1,626	74	78	1/20/25	V Good	0	0	74
1060-463	Belmont Dr	Meadow Place Dr	Kings Gate Rd	Local	Concrete	26	331	48	1,004	73	82	1/20/25	V Good	0	0	76
1070-669	Big Creek Rd	Deer Pond Dr	Deer Pond Dr	Local	Asphalt	19	574	61	1,272	87	64	1/20/25	V Good	0	13	79
1070-670	Big Creek Rd	Deer Pond Dr	Deer Pond Dr	Local	Asphalt	19	574	61	1,272	85	68	1/20/25	V Good	2	13	79
1070-671	Big Creek Rd	Deer Pond Dr	Deer Pond Dr	Local	Asphalt	19	574	61	1,272	90	66	1/20/25	V Good	6	4	82
1070-672	Big Creek Rd	Deer Pond Dr	Deer Pond Dr	Local	Asphalt	19	574	61	1,272	80	71	1/20/25	V Good	14	6	76
1070-673	Big Creek Rd	Deer Pond Dr	Deer Pond Dr	Local	Asphalt	19	427	45	946	86	52	1/20/25	V Good	0	14	74
1080-110	Bluff Ct	SOP	Vista Dr	Local	Asphalt	21	307	36	751	82	62	1/19/25	V Good	0	18	74
1090-508	Bluff View Dr	Willow Crest Dr	Parkway Dr	Local	Asphalt	18	535	54	1,124	73	62	1/20/25	Good	21	6	68
1090-509	Bluff View Dr	Willow Crest Dr	Parkway Dr	Local	Asphalt	18	474	47	995	67	68	1/20/25	Good	27	6	66
1100-705	Bond Rd	SOP	EOP	Local	Asphalt	22	565	69	1,450	78	63	1/20/25	V Good	13	9	72
1100-706	Bond Rd	SOP	EOP	Local	Asphalt	22	65	8	167	97	79	1/20/25	Excellent	1	3	90
1110-452	Breeders Dr	Melbourne Dr	Melbourne Dr	Local	Concrete	26	535	77	1,622	81	74	1/20/25	V Good	0	0	78
1110-453	Breeders Dr	Melbourne Dr	Melbourne Dr	Local	Concrete	26	535	77	1,622	74	75	1/20/25	V Good	0	0	74
1110-454	Breeders Dr	Melbourne Dr	Melbourne Dr	Local	Concrete	26	535	77	1,622	70	71	1/20/25	V Good	0	0	70
1110-455	Breeders Dr	Melbourne Dr	Melbourne Dr	Local	Concrete	26	233	34	707	73	72	1/20/25	V Good	0	0	72
1120-613	Bridge St	Shops Blvd	Meadow Place Dr	Local	Concrete	26	529	76	1,606	74	57	1/20/25	Good	0	0	68
1120-614	Bridge St	Shops Blvd	Meadow Place Dr	Local	Concrete	26	529	76	1,606	90	83	1/20/25	Excellent	0	0	87
1120-615	Bridge St	Shops Blvd	Meadow Place Dr	Local	Concrete	26	529	76	1,606	91	92	1/20/25	Excellent	0	0	90
1120-616	Bridge St	Shops Blvd	Meadow Place Dr	Local	Concrete	26	183	26	554	94	100	1/20/25	Excellent	0	0	95
1130-115	Buena Vista Dr	Live Oak Rd	Emsley Dr	Local	Asphalt	20	533	59	1,244	59	71	1/19/25	Good	28	13	62
1130-116	Buena Vista Dr	Live Oak Rd	Emsley Dr	Local	Asphalt	20	533	59	1,244	45	59	1/19/25	Marginal	41	14	48
1130-117	Buena Vista Dr	Live Oak Rd	Emsley Dr	Local	Asphalt	20	533	59	1,244	88	77	1/19/25	V Good	0	12	84
1130-118	Buena Vista Dr	Live Oak Rd	Emsley Dr	Local	Asphalt	20	345	38	805	82	86	1/19/25	V Good	1	18	82
1140-44	Buffalo Ct	Appaloosa St	EOP	Local	Asphalt	39	318	69	1,440	74	54	1/19/25	Good	5	21	66
1150-497	Cactus Ct	Cactus Rd	EOP	Local	Asphalt	29	252	41	864	83	43	1/20/25	Good	7	10	68

City of Willow Park, TX

Street Inventory and Condition Summary



										Condition Summary						
GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Surface Distress Index (SDI)	Roughness Index (RI)	Survey Date	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1160-491	Cactus Rd	Verde Rd	Squaw Creek Rd	Local	Asphalt	22	534	65	1,372	44	38	1/20/25	Marginal	40	16	41
1160-492	Cactus Rd	Verde Rd	Squaw Creek Rd	Local	Asphalt	22	534	65	1,372	67	52	1/20/25	Good	29	4	61
1160-493	Cactus Rd	Verde Rd	Squaw Creek Rd	Local	Asphalt	22	55	7	140	17	17	1/20/25	V Poor	60	23	16
1180-477	Camelot	Knights Bridge Rd	Queensway Rd	Local	Asphalt	18	392	39	823	28	60	1/20/25	Poor	58	14	37
1170-478	Camelot	SOP	Knights Bridge Rd	Local	Asphalt	34	157	30	624	86	50	1/20/25	V Good	0	14	73
1190-226	Camouflage Cir	Whitetail Dr	Whitetail Dr	Local	Concrete	27	542	81	1,706	83	65	1/19/25	V Good	0	0	76
1190-227	Camouflage Cir	Whitetail Dr	Whitetail Dr	Local	Concrete	27	542	81	1,706	79	67	1/19/25	V Good	0	0	74
1190-228	Camouflage Cir	Whitetail Dr	Whitetail Dr	Local	Concrete	27	406	61	1,279	79	70	1/19/25	V Good	0	0	75
1200-1	Canyon Ct	SOP	El Chico Trl	Local	Asphalt	20	522	58	1,218	55	42	1/19/25	Fair	40	5	49
1200-2	Canyon Ct	SOP	El Chico Trl	Local	Asphalt	20	522	58	1,218	59	56	1/19/25	Fair	35	6	57
1200-3	Canyon Ct	SOP	El Chico Trl	Local	Asphalt	20	522	58	1,218	12	41	1/19/25	V Poor	74	14	20
1200-4	Canyon Ct	SOP	El Chico Trl	Local	Asphalt	20	238	26	555	37	37	1/19/25	Poor	51	12	36
1210-602	Carriage Dr	Pony Express Trl	Spoke Trl	Local	Concrete	26	540	78	1,639	71	47	1/20/25	Good	0	0	62
1210-603	Carriage Dr	Pony Express Trl	Spoke Trl	Local	Concrete	26	540	78	1,639	80	69	1/20/25	V Good	0	0	76
1210-604	Carriage Dr	Pony Express Trl	Spoke Trl	Local	Concrete	26	70	10	213	77	62	1/20/25	V Good	0	0	71
1220-210	Castle Pines Dr	Spyglass Dr	Spyglass Dr	Local	Concrete	26	536	77	1,627	72	56	1/19/25	Good	0	0	66
1220-211	Castle Pines Dr	Spyglass Dr	Spyglass Dr	Local	Concrete	26	147	21	446	74	69	1/19/25	V Good	0	0	72
1230-464	Castlemount	Kings Gate Rd	Kings Gate Rd	Local	Asphalt	22	519	63	1,333	78	62	1/20/25	V Good	12	10	72
1230-465	Castlemount	Kings Gate Rd	Kings Gate Rd	Local	Asphalt	22	519	63	1,333	72	54	1/20/25	Good	18	10	65
1230-466	Castlemount	Kings Gate Rd	Kings Gate Rd	Local	Asphalt	22	351	43	902	75	47	1/20/25	Good	7	18	65
1240-88	Cedar Elm Rd	Ranch House Rd	Crown Rd	Local	Asphalt	23	535	68	1,435	80	72	1/19/25	V Good	12	8	77
1240-89	Cedar Elm Rd	Ranch House Rd	Crown Rd	Local	Asphalt	23	535	68	1,435	88	71	1/19/25	V Good	5	7	82
1240-90	Cedar Elm Rd	Ranch House Rd	Crown Rd	Local	Asphalt	23	525	67	1,408	92	72	1/19/25	Excellent	4	4	85
1250-27	Chaparral Ct	Stage Coach Trl E	Willow Park Dr	Local	Asphalt	18	532	53	1,117	19	48	1/19/25	Poor	44	21	29
1250-28	Chaparral Ct	Stage Coach Trl E	Willow Park Dr	Local	Asphalt	18	532	53	1,117	21	44	1/19/25	Poor	23	26	29
1260-367	Cherokee Ct	SOP	Navajo Trl	Local	Asphalt	31	407	69	1,450	85	65	1/19/25	V Good	1	14	78
1270-415	Chuckwagon Trl	SOP	Stagecoach Trl	Local	Asphalt	19	531	56	1,177	56	45	1/20/25	Fair	33	12	51
1270-416	Chuckwagon Trl	SOP	Stagecoach Trl	Local	Asphalt	19	531	56	1,177	75	68	1/20/25	V Good	15	10	72
1270-417	Chuckwagon Trl	SOP	Stagecoach Trl	Local	Asphalt	19	531	56	1,177	46	53	1/20/25	Marginal	33	21	46
1270-418	Chuckwagon Trl	SOP	Stagecoach Trl	Local	Asphalt	19	531	56	1,177	48	63	1/20/25	Fair	47	5	51
1270-419	Chuckwagon Trl	SOP	Stagecoach Trl	Local	Asphalt	19	338	36	750	43	56	1/20/25	Marginal	51	7	45
1280-676	Circle Ct	Circle Dr	EOP	Local	Asphalt	15	426	36	746	70	49	1/20/25	Good	20	10	62
1290-674	Circle Dr	Russell Rd	Deer Pond Dr	Local	Asphalt	26	537	78	1,629	82	70	1/20/25	V Good	14	4	77
1290-675	Circle Dr	Russell Rd	Deer Pond Dr	Local	Asphalt	26	493	71	1,496	69	73	1/20/25	V Good	27	4	69
1300-717	Clear Fork Cir	Old Hwy 80	Anneta-Dacey Rd	Local	Asphalt	20	534	59	1,245	73	63	1/20/25	Good	7	20	68
1300-718	Clear Fork Cir	Old Hwy 80	Anneta-Dacey Rd	Local	Asphalt	20	30	3	70	72	43	1/20/25	Good	18	10	61
1310-216	Cold Track Dr	E Bankhead Hwy	Whitetail Dr	Local	Concrete	27	528	79	1,662	71	65	1/19/25	Good	0	0	68

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Street Inventory and Condition Summary



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1310-217	Cold Track Dr	E Bankhead Hwy	Whitetail Dr	Local	Concrete	27	60	9	188	64	64	1/19/25	Good	0	0	63
1320-611	Community Dr	Shops Blvd	Bridge St	Local	Concrete	24	536	71	1,499	69	63	1/20/25	Good	0	0	66
1320-612	Community Dr	Shops Blvd	Bridge St	Local	Concrete	24	168	22	470	76	81	1/20/25	V Good	0	0	77
1340-99	Cook Ct	Live Oak Rd	EOP	Local	Asphalt	17	539	51	1,070	87	60	1/19/25	V Good	0	13	77
1340-100	Cook Ct	Live Oak Rd	EOP	Local	Asphalt	17	539	51	1,070	96	69	1/19/25	Excellent	0	4	86
1340-101	Cook Ct	Live Oak Rd	EOP	Local	Asphalt	17	351	33	696	82	78	1/19/25	V Good	13	5	80
1350-102	Cook Rd	Live Oak Rd	Ridge Rd	Local	Asphalt	18	531	53	1,115	44	55	1/19/25	Marginal	42	14	46
1350-103	Cook Rd	Live Oak Rd	Ridge Rd	Local	Asphalt	18	531	53	1,115	78	78	1/19/25	V Good	3	20	77
1350-104	Cook Rd	Live Oak Rd	Ridge Rd	Local	Asphalt	18	531	53	1,115	44	68	1/19/25	Fair	38	18	50
1350-105	Cook Rd	Live Oak Rd	Ridge Rd	Local	Asphalt	18	531	53	1,115	39	63	1/19/25	Marginal	46	15	45
1350-106	Cook Rd	Live Oak Rd	Ridge Rd	Local	Asphalt	18	531	53	1,115	77	59	1/19/25	V Good	11	12	70
1350-107	Cook Rd	Live Oak Rd	Ridge Rd	Local	Asphalt	18	531	53	1,115	70	68	1/19/25	Good	9	21	68
1350-108	Cook Rd	Live Oak Rd	Ridge Rd	Local	Asphalt	18	531	53	1,115	56	62	1/19/25	Fair	29	15	57
1350-109	Cook Rd	Live Oak Rd	Ridge Rd	Local	Asphalt	18	130	13	273	30	29	1/19/25	Poor	61	9	28
1360-111	Coronado Ct	SOP	Vista Dr	Local	Asphalt	19	368	39	816	75	65	1/19/25	V Good	6	19	70
1370-501	Crested Butte Ct	Old Ford Rd	EOP	Local	Asphalt	44	169	42	877	88	67	1/20/25	V Good	12	0	81
1380-618	Crown Pointe Blvd	SOP	Crown Rd	Local	Concrete	53	552	163	3,414	69	64	1/20/25	Good	0	0	66
1380-619	Crown Pointe Blvd	SOP	Crown Rd	Local	Concrete	53	552	163	3,414	67	74	1/20/25	Good	0	0	68
1380-620	Crown Pointe Blvd	SOP	Crown Rd	Local	Concrete	53	552	163	3,414	72	68	1/20/25	V Good	0	0	70
1380-621	Crown Pointe Blvd	SOP	Crown Rd	Local	Concrete	53	552	163	3,414	65	71	1/20/25	Good	0	0	66
1380-622	Crown Pointe Blvd	SOP	Crown Rd	Local	Concrete	53	552	163	3,414	70	58	1/20/25	Good	0	0	65
1380-623	Crown Pointe Blvd	SOP	Crown Rd	Local	Concrete	53	552	163	3,414	82	83	1/20/25	V Good	0	0	82
1380-624	Crown Pointe Blvd	SOP	Crown Rd	Local	Concrete	53	471	139	2,911	84	98	1/20/25	Excellent	0	0	88
1380-632	Crown Pointe Blvd	SOP	Crown Rd	Local	Concrete	53	553	163	3,421	75	95	1/20/25	V Good	0	0	81
1380-633	Crown Pointe Blvd	SOP	Crown Rd	Local	Concrete	53	553	163	3,421	83	92	1/20/25	Excellent	0	0	86
1380-634	Crown Pointe Blvd	SOP	Crown Rd	Local	Concrete	53	553	163	3,421	67	58	1/20/25	Good	0	0	63
1380-635	Crown Pointe Blvd	SOP	Crown Rd	Local	Concrete	53	553	163	3,421	77	73	1/20/25	V Good	0	0	76
1380-636	Crown Pointe Blvd	SOP	Crown Rd	Local	Concrete	53	553	163	3,421	70	74	1/20/25	V Good	0	0	71
1380-637	Crown Pointe Blvd	SOP	Crown Rd	Local	Concrete	53	553	163	3,421	76	70	1/20/25	V Good	0	0	73
1380-638	Crown Pointe Blvd	SOP	Crown Rd	Local	Concrete	53	464	137	2,870	67	56	1/20/25	Good	0	0	62
1430-60	Crown Rd	Ranch House Rd	Ridge Rd	Local	Asphalt	22	531	65	1,362	48	59	1/19/25	Fair	31	22	50
1430-61	Crown Rd	Ranch House Rd	Ridge Rd	Local	Asphalt	22	531	65	1,362	54	57	1/19/25	Fair	25	21	54
1430-62	Crown Rd	Ranch House Rd	Ridge Rd	Local	Asphalt	22	531	65	1,362	58	47	1/19/25	Fair	23	19	53
1430-63	Crown Rd	Ranch House Rd	Ridge Rd	Local	Asphalt	22	531	65	1,362	74	66	1/19/25	V Good	12	15	70
1430-64	Crown Rd	Ranch House Rd	Ridge Rd	Local	Asphalt	22	531	65	1,362	66	68	1/19/25	Good	12	22	66
1430-65	Crown Rd	Ranch House Rd	Ridge Rd	Local	Asphalt	22	531	65	1,362	37	50	1/19/25	Marginal	38	25	40
1430-66	Crown Rd	Ranch House Rd	Ridge Rd	Local	Asphalt	22	531	65	1,362	61	64	1/19/25	Good	15	24	61

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1430-67	Crown Rd	Ranch House Rd	Ridge Rd	Local	Asphalt	22	531	65	1,362	38	59	1/19/25	Marginal	44	18	43
1430-68	Crown Rd	Ranch House Rd	Ridge Rd	Local	Asphalt	22	531	65	1,362	98	68	1/19/25	Excellent	0	2	87
1430-69	Crown Rd	Ranch House Rd	Ridge Rd	Local	Asphalt	22	531	65	1,362	73	80	1/19/25	V Good	21	6	75
1430-70	Crown Rd	Ranch House Rd	Ridge Rd	Local	Asphalt	22	531	65	1,362	13	62	1/19/25	Poor	77	10	28
1430-71	Crown Rd	Ranch House Rd	Ridge Rd	Local	Asphalt	22	504	62	1,294	30	71	1/19/25	Marginal	61	10	41
1420-72	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	531	106	2,228	74	62	1/19/25	Good	0	0	69
1420-73	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	531	106	2,228	70	55	1/19/25	Good	0	0	64
1420-74	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	531	106	2,228	75	65	1/19/25	V Good	0	0	71
1420-75	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	531	106	2,228	67	52	1/19/25	Good	0	0	61
1420-76	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	531	106	2,228	71	66	1/19/25	Good	0	0	69
1420-77	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	531	106	2,228	74	58	1/19/25	Good	0	0	68
1420-78	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	531	106	2,228	66	53	1/19/25	Good	0	0	60
1420-79	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	248	50	1,041	73	51	1/19/25	Good	0	0	65
1420-80	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	528	106	2,218	70	47	1/19/25	Good	0	0	62
1420-81	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	528	106	2,218	69	59	1/19/25	Good	0	0	65
1420-82	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	528	106	2,218	73	61	1/19/25	Good	0	0	68
1420-83	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	528	106	2,218	61	56	1/19/25	Fair	0	0	58
1420-84	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	528	106	2,218	78	53	1/19/25	V Good	0	0	69
1420-85	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	528	106	2,218	77	59	1/19/25	V Good	0	0	70
1420-86	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	528	106	2,218	80	70	1/19/25	V Good	0	0	76
1420-87	Crown Rd	DS@2669N J.D. Towles Dr	Ranch House Rd	Collector	Concrete	36	265	53	1,113	78	59	1/19/25	V Good	0	0	71
1390-625	Crown Rd	Mikus Rd	DS@2266E Mikus Rd	Local	Asphalt	22	527	64	1,352	16	53	1/20/25	Poor	64	20	27
1390-626	Crown Rd	Mikus Rd	DS@2266E Mikus Rd	Local	Asphalt	22	527	64	1,352	38	64	1/20/25	Marginal	48	14	45
1390-627	Crown Rd	Mikus Rd	DS@2266E Mikus Rd	Local	Asphalt	22	527	64	1,352	60	80	1/20/25	Good	26	14	66
1390-628	Crown Rd	Mikus Rd	DS@2266E Mikus Rd	Local	Asphalt	22	527	64	1,352	55	78	1/20/25	Good	34	12	61
1390-629	Crown Rd	Mikus Rd	DS@2266E Mikus Rd	Local	Asphalt	22	159	19	409	84	48	1/20/25	V Good	7	9	72
1450-652	Deer Pond Dr	Old Hwy 80	EOP	Local	Asphalt	21	532	62	1,303	54	58	1/20/25	Fair	38	8	54
1450-653	Deer Pond Dr	Old Hwy 80	EOP	Local	Asphalt	21	532	62	1,303	83	55	1/20/25	V Good	16	2	72
1450-654	Deer Pond Dr	Old Hwy 80	EOP	Local	Asphalt	21	532	62	1,303	80	66	1/20/25	V Good	18	2	75
1450-655	Deer Pond Dr	Old Hwy 80	EOP	Local	Asphalt	21	532	62	1,303	89	53	1/20/25	V Good	3	8	76
1450-656	Deer Pond Dr	Old Hwy 80	EOP	Local	Asphalt	21	532	62	1,303	63	66	1/20/25	Good	28	9	63
1450-657	Deer Pond Dr	Old Hwy 80	EOP	Local	Asphalt	21	532	62	1,303	72	52	1/20/25	Good	16	12	64
1450-658	Deer Pond Dr	Old Hwy 80	EOP	Local	Asphalt	21	532	62	1,303	98	59	1/20/25	V Good	2	1	84
1450-659	Deer Pond Dr	Old Hwy 80	EOP	Local	Asphalt	21	222	26	544	90	60	1/20/25	V Good	5	6	79
1460-229	Deer Ridge Dr	Whitetail Dr	Bay Hill Dr	Local	Concrete	27	530	78	1,640	72	74	1/19/25	V Good	0	0	72
1460-230	Deer Ridge Dr	Whitetail Dr	Bay Hill Dr	Local	Concrete	27	530	78	1,640	76	86	1/19/25	V Good	0	0	79
1460-231	Deer Ridge Dr	Whitetail Dr	Bay Hill Dr	Local	Concrete	27	530	78	1,640	73	81	1/19/25	V Good	0	0	75

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1460-232	Deer Ridge Dr	Whitetail Dr	Bay Hill Dr	Local	Concrete	27	345	51	1,067	70	66	1/19/25	Good	0	0	68
1440-449	DUBIN DR	Breeders Dr	Squaw Creek Rd	Local	Concrete	28	207	32	677	73	65	1/20/25	V Good	0	0	69
1510-244	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	96	58	1/19/25	V Good	1	3	82
1510-245	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	100	82	1/19/25	Excellent	0	0	92
1510-246	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	100	63	1/19/25	Excellent	0	0	87
1510-247	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	97	85	1/19/25	Excellent	1	2	92
1510-248	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	100	86	1/19/25	Excellent	0	0	94
1510-249	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	100	80	1/19/25	Excellent	0	0	92
1510-250	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	100	94	1/19/25	Excellent	0	0	96
1510-251	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	100	87	1/19/25	Excellent	0	0	94
1510-252	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	93	70	1/19/25	Excellent	2	5	84
1510-253	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	88	75	1/19/25	V Good	9	3	83
1510-254	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	98	82	1/19/25	Excellent	1	2	91
1510-255	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	100	78	1/19/25	Excellent	0	0	91
1510-256	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	97	74	1/19/25	Excellent	2	1	88
1510-257	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	100	73	1/19/25	Excellent	0	0	90
1510-258	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	100	82	1/19/25	Excellent	1	0	92
1510-259	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	100	87	1/19/25	Excellent	0	0	94
1510-260	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	72	75	1/19/25	V Good	28	0	72
1510-261	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	95	86	1/19/25	Excellent	5	0	90
1510-262	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	100	78	1/19/25	Excellent	0	0	91
1510-263	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	99	79	1/19/25	Excellent	1	0	91
1510-264	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	100	83	1/19/25	Excellent	0	0	93
1510-265	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	85	77	1/19/25	V Good	15	0	81
1510-266	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	84	76	1/19/25	V Good	17	0	80
1510-267	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	86	63	1/19/25	V Good	0	14	77
1510-268	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	66	59	1/19/25	Good	9	26	62
1510-269	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	72	76	1/19/25	V Good	19	10	71
1510-270	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	89	67	1/19/25	V Good	0	11	81
1510-271	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	78	60	1/19/25	V Good	0	22	71
1510-272	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	91	70	1/19/25	V Good	0	9	83
1510-273	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	48	66	1/19/25	Fair	31	21	52
1510-274	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	47	58	1/19/25	Fair	19	34	49
1510-275	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	530	75	1,570	59	59	1/19/25	Fair	3	38	57
1510-276	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Concrete	25	530	75	1,570	71	53	1/19/25	Good	0	0	64
1510-277	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Concrete	25	530	75	1,570	78	87	1/19/25	V Good	0	0	81
1510-278	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Concrete	25	511	72	1,514	84	80	1/19/25	V Good	0	0	82

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Street Inventory and Condition Summary



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GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Surface Distress Index (SDI)	Roughness Index (RI)	Survey Date	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1510-279	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Concrete	25	527	74	1,563	73	73	1/19/25	V Good	0	0	72
1510-280	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Concrete	25	527	74	1,563	79	78	1/19/25	V Good	0	0	78
1510-281	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Concrete	25	527	74	1,563	76	57	1/19/25	V Good	0	0	69
1510-282	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	60	74	1/19/25	Good	0	40	63
1510-283	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	49	70	1/19/25	Fair	16	35	55
1510-284	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	51	62	1/19/25	Fair	20	29	53
1510-285	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	91	64	1/19/25	V Good	0	9	81
1510-286	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	81	57	1/19/25	V Good	1	19	72
1510-287	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	89	63	1/19/25	V Good	1	10	79
1510-288	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	90	74	1/19/25	V Good	3	7	83
1510-289	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	73	58	1/19/25	Good	4	23	67
1510-290	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	80	62	1/19/25	V Good	12	8	73
1510-291	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	70	64	1/19/25	Good	21	9	66
1510-292	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	80	65	1/19/25	V Good	18	2	74
1510-293	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	100	76	1/19/25	Excellent	0	0	90
1510-294	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	100	74	1/19/25	Excellent	0	0	90
1510-295	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	100	82	1/19/25	Excellent	0	0	92
1510-296	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	99	86	1/19/25	Excellent	1	0	93
1510-297	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	100	74	1/19/25	Excellent	0	0	90
1510-298	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	100	85	1/19/25	Excellent	0	0	93
1510-299	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	100	82	1/19/25	Excellent	0	0	92
1510-300	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	100	78	1/19/25	Excellent	1	0	91
1510-301	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	99	79	1/19/25	Excellent	1	0	91
1510-302	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	99	72	1/19/25	Excellent	0	1	89
1510-303	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	98	78	1/19/25	Excellent	2	0	90
1510-304	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	100	82	1/19/25	Excellent	0	0	93
1510-305	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	97	72	1/19/25	Excellent	3	0	87
1510-306	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	98	77	1/19/25	Excellent	2	0	89
1510-307	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	100	84	1/19/25	Excellent	0	0	93
1510-308	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	100	82	1/19/25	Excellent	0	0	93
1510-309	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	100	84	1/19/25	Excellent	0	0	93
1510-310	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	98	83	1/19/25	Excellent	1	1	92
1510-311	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	94	73	1/19/25	Excellent	6	0	86
1510-312	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	99	80	1/19/25	Excellent	1	0	91
1510-313	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Asphalt	25	527	74	1,563	100	76	1/19/25	Excellent	0	0	91
1510-314	E Bankhead Hwy	DS@1560E SOP	EOP	Arterial	Concrete	25	69	10	204	100	46	1/19/25	V Good	0	0	81
1520-567	E Furlong	Meadow Place Dr	EOP	Local	Concrete	30	510	85	1,783	87	85	1/20/25	Excellent	0	0	86

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Street Inventory and Condition Summary



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1520-568	E Furlong	Meadow Place Dr	EOP	Local	Concrete	30	189	31	660	83	97	1/20/25	Excellent	0	0	87
1530-558	E Jockey	Meadow Place Dr	EOP	Local	Concrete	37	267	55	1,154	81	70	1/20/25	V Good	0	0	77
1540-564	E Paddock	Meadow Place Dr	EOP	Local	Concrete	35	259	50	1,060	84	72	1/20/25	V Good	0	0	80
1550-562	E Thoroughbred	Meadow Place Dr	EOP	Local	Concrete	37	252	52	1,086	81	62	1/20/25	V Good	0	0	74
1560-317	Eagle Dr	E Bankhead Hwy	EOP	Local	Concrete	38	469	99	2,080	92	68	1/19/25	V Good	0	0	83
1570-407	El Chico Trl	SOP	Stage Coach Trl E	Local	Asphalt	33	531	97	2,044	86	66	1/19/25	V Good	0	14	79
1570-408	El Chico Trl	SOP	Stage Coach Trl E	Local	Asphalt	33	531	97	2,044	62	60	1/19/25	Good	14	24	60
1570-409	El Chico Trl	SOP	Stage Coach Trl E	Local	Asphalt	33	531	97	2,044	63	63	1/19/25	Good	22	15	62
1570-410	El Chico Trl	SOP	Stage Coach Trl E	Local	Asphalt	33	531	97	2,044	76	68	1/19/25	V Good	2	22	73
1570-411	El Chico Trl	SOP	Stage Coach Trl E	Local	Asphalt	33	531	97	2,044	79	61	1/19/25	V Good	11	10	72
1570-412	El Chico Trl	SOP	Stage Coach Trl E	Local	Concrete	33	531	97	2,044	75	71	1/19/25	V Good	0	0	73
1570-413	El Chico Trl	SOP	Stage Coach Trl E	Local	Concrete	33	531	97	2,044	75	72	1/19/25	V Good	0	0	74
1570-414	El Chico Trl	SOP	Stage Coach Trl E	Local	Concrete	33	502	92	1,933	77	68	1/19/25	V Good	0	0	73
1580-126	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,236	99	62	1/19/25	Excellent	0	2	86
1580-127	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,236	95	71	1/19/25	Excellent	0	5	86
1580-128	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,236	96	57	1/19/25	V Good	4	0	82
1580-129	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,236	85	62	1/19/25	V Good	13	2	77
1580-130	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,236	88	65	1/19/25	V Good	12	0	80
1580-131	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,236	95	68	1/19/25	Excellent	6	0	85
1580-132	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,236	98	73	1/19/25	Excellent	3	0	88
1580-133	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,236	98	75	1/19/25	Excellent	2	0	89
1580-134	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,236	81	70	1/19/25	V Good	17	2	77
1580-135	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	28	3	66	69	69	1/19/25	Good	14	17	68
1580-136	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,237	88	55	1/19/25	V Good	11	2	76
1580-137	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,237	97	66	1/19/25	Excellent	3	0	86
1580-138	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,237	100	65	1/19/25	Excellent	0	0	87
1580-139	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,237	100	71	1/19/25	Excellent	0	0	89
1580-140	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,237	85	63	1/19/25	V Good	15	0	77
1580-141	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,237	98	59	1/19/25	Excellent	1	1	85
1580-142	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,237	96	61	1/19/25	V Good	4	0	84
1580-143	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,237	98	72	1/19/25	Excellent	2	0	89
1580-144	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	530	59	1,237	100	70	1/19/25	Excellent	0	0	89
1580-145	Emsley Dr	Live Oak Rd	EOP	Local	Asphalt	20	24	3	57	100	63	1/19/25	Excellent	0	0	87
1600-510	Fairway Ct	Fairway Dr	EOP	Local	Asphalt	51	199	57	1,190	69	61	1/20/25	Good	19	12	65
1610-389	Fairway Dr	Ranch House Rd	Willow Crest Dr	Local	Asphalt	25	532	74	1,553	66	67	1/19/25	Good	25	9	65
1610-390	Fairway Dr	Ranch House Rd	Willow Crest Dr	Local	Asphalt	25	532	74	1,553	84	70	1/19/25	V Good	6	10	79
1610-391	Fairway Dr	Ranch House Rd	Willow Crest Dr	Local	Asphalt	25	532	74	1,553	84	70	1/19/25	V Good	4	12	79

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Street Inventory and Condition Summary



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1610-392	Fairway Dr	Ranch House Rd	Willow Crest Dr	Local	Asphalt	25	532	74	1,553	58	50	1/19/25	Fair	24	18	54
1610-393	Fairway Dr	Ranch House Rd	Willow Crest Dr	Local	Asphalt	25	532	74	1,553	82	64	1/19/25	V Good	8	11	75
1610-394	Fairway Dr	Ranch House Rd	Willow Crest Dr	Local	Asphalt	25	532	74	1,553	73	58	1/19/25	Good	13	14	67
1610-395	Fairway Dr	Ranch House Rd	Willow Crest Dr	Local	Asphalt	25	532	74	1,553	46	72	1/19/25	Fair	42	12	53
1610-396	Fairway Dr	Ranch House Rd	Willow Crest Dr	Local	Asphalt	25	532	74	1,553	59	83	1/19/25	Good	21	20	66
1610-397	Fairway Dr	Ranch House Rd	Willow Crest Dr	Local	Asphalt	25	532	74	1,553	72	64	1/19/25	Good	20	8	68
1610-398	Fairway Dr	Ranch House Rd	Willow Crest Dr	Local	Concrete	25	36	5	105	85	85	1/19/25	Excellent	0	0	85
1620-207	Firestone Dr	Spyglass Dr	Winged Foot Dr	Local	Concrete	26	485	70	1,470	87	77	1/19/25	V Good	0	0	83
1590-650	FM 5 W	Annetta Rd	Annetta Rd	Local	Asphalt	26	554	80	1,682	100	70	1/20/25	Excellent	0	0	89
1590-651	FM 5 W	Annetta Rd	Annetta Rd	Local	Asphalt	26	105	15	319	96	69	1/20/25	Excellent	2	2	87
1630-479	Forest Cir	SOP	Knights Bridge Rd	Local	Asphalt	40	228	51	1,072	85	62	1/20/25	V Good	12	3	77
1640-437	Fox Hunt Trl	Ranch House Rd	Sam Bass Rd	Local	Asphalt	22	530	65	1,360	68	74	1/20/25	V Good	20	12	69
1640-438	Fox Hunt Trl	Ranch House Rd	Sam Bass Rd	Local	Asphalt	22	530	65	1,360	25	46	1/20/25	Poor	61	14	30
1640-439	Fox Hunt Trl	Ranch House Rd	Sam Bass Rd	Local	Asphalt	22	530	65	1,360	29	57	1/20/25	Poor	58	13	37
1640-440	Fox Hunt Trl	Ranch House Rd	Sam Bass Rd	Local	Asphalt	22	530	65	1,360	24	55	1/20/25	Poor	61	15	32
1640-441	Fox Hunt Trl	Ranch House Rd	Sam Bass Rd	Local	Asphalt	22	530	65	1,360	26	39	1/20/25	Poor	61	13	29
1640-442	Fox Hunt Trl	Ranch House Rd	Sam Bass Rd	Local	Asphalt	22	530	65	1,360	36	49	1/20/25	Marginal	53	11	39
1640-443	Fox Hunt Trl	Ranch House Rd	Sam Bass Rd	Local	Asphalt	22	407	50	1,044	48	54	1/20/25	Fair	40	12	49
1650-91	Hill Top Ct	SOP	Ranch House Rd	Local	Asphalt	18	387	39	813	22	54	1/19/25	Poor	64	14	30
1660-112	Indian Camp Rd	SOP	Crown Rd	Local	Asphalt	26	531	77	1,611	19	55	1/19/25	Poor	66	15	29
1660-113	Indian Camp Rd	SOP	Crown Rd	Local	Asphalt	26	531	77	1,612	13	55	1/19/25	Poor	71	16	25
1660-114	Indian Camp Rd	SOP	Crown Rd	Local	Asphalt	26	397	57	1,205	24	65	1/19/25	Poor	59	18	36
1670-645	J D Towles Dr	SOP	Crown Pointe Blvd	Local	Concrete	38	532	112	2,358	85	70	1/20/25	V Good	0	0	79
1670-646	J D Towles Dr	SOP	Crown Pointe Blvd	Local	Concrete	38	532	112	2,358	91	79	1/20/25	Excellent	0	0	86
1670-647	J D Towles Dr	SOP	Crown Pointe Blvd	Local	Concrete	38	532	112	2,358	77	57	1/20/25	V Good	0	0	70
1670-648	J D Towles Dr	SOP	Crown Pointe Blvd	Local	Concrete	38	532	112	2,358	68	77	1/20/25	V Good	0	0	70
1670-649	J D Towles Dr	SOP	Crown Pointe Blvd	Local	Concrete	38	321	68	1,421	75	80	1/20/25	V Good	0	0	76
1700-30	Jeri Ridge Rd	Pleasant Ridge Ln	Stage Coach Trl E	Local	Asphalt	17	532	50	1,056	47	49	1/19/25	Marginal	33	20	46
1700-31	Jeri Ridge Rd	Pleasant Ridge Ln	Stage Coach Trl E	Local	Asphalt	17	532	50	1,056	63	61	1/19/25	Good	14	23	61
1700-32	Jeri Ridge Rd	Pleasant Ridge Ln	Stage Coach Trl E	Local	Asphalt	17	532	50	1,056	52	48	1/19/25	Fair	25	23	49
1700-33	Jeri Ridge Rd	Pleasant Ridge Ln	Stage Coach Trl E	Local	Asphalt	17	446	42	885	54	46	1/19/25	Fair	20	26	49
1710-630	Jimma Dr	SOP	J D Towles Dr	Local	Concrete	35	534	104	2,178	86	74	1/20/25	V Good	0	0	81
1710-631	Jimma Dr	SOP	J D Towles Dr	Local	Concrete	35	468	91	1,911	77	75	1/20/25	V Good	0	0	76
1720-450	Kentucky Dr	Melbourne Dr	Breeders Dr	Local	Concrete	26	532	77	1,614	81	69	1/20/25	V Good	0	0	77
1720-451	Kentucky Dr	Melbourne Dr	Breeders Dr	Local	Concrete	26	501	72	1,519	81	76	1/20/25	V Good	0	0	79
1730-576	Kings Gate Rd	SOP	Sherwood St	Local	Asphalt	20	527	59	1,231	37	32	1/20/25	Poor	53	11	34
1730-577	Kings Gate Rd	SOP	Sherwood St	Local	Concrete	20	527	59	1,231	81	66	1/20/25	V Good	0	0	75

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Street Inventory and Condition Summary



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1730-578	Kings Gate Rd	SOP	Sherwood St	Local	Concrete	20	527	59	1,231	88	62	1/20/25	V Good	0	0	79
1730-579	Kings Gate Rd	SOP	Sherwood St	Local	Concrete	20	527	59	1,231	74	60	1/20/25	Good	0	0	69
1730-580	Kings Gate Rd	SOP	Sherwood St	Local	Concrete	20	527	59	1,231	70	52	1/20/25	Good	0	0	63
1730-581	Kings Gate Rd	SOP	Sherwood St	Local	Asphalt	20	527	59	1,231	94	65	1/20/25	V Good	4	2	84
1730-582	Kings Gate Rd	SOP	Sherwood St	Local	Asphalt	20	527	59	1,231	87	76	1/20/25	V Good	0	13	83
1730-583	Kings Gate Rd	SOP	Sherwood St	Local	Asphalt	20	527	59	1,231	92	79	1/20/25	Excellent	0	8	87
1730-584	Kings Gate Rd	SOP	Sherwood St	Local	Asphalt	20	527	59	1,231	97	76	1/20/25	Excellent	2	1	89
1730-585	Kings Gate Rd	SOP	Sherwood St	Local	Asphalt	20	527	59	1,231	52	59	1/20/25	Fair	34	14	53
1730-586	Kings Gate Rd	SOP	Sherwood St	Local	Asphalt	20	509	57	1,188	29	59	1/20/25	Poor	53	18	38
1740-707	Kingswood Rd	Old Hwy 80	EOP	Local	Asphalt	17	531	50	1,054	41	57	1/20/25	Marginal	41	18	45
1740-708	Kingswood Rd	Old Hwy 80	EOP	Local	Asphalt	17	531	50	1,054	56	57	1/20/25	Fair	26	18	55
1740-709	Kingswood Rd	Old Hwy 80	EOP	Local	Asphalt	17	531	50	1,054	32	42	1/20/25	Poor	55	13	34
1740-710	Kingswood Rd	Old Hwy 80	EOP	Local	Asphalt	17	314	30	623	54	65	1/20/25	Fair	25	21	56
1750-472	Knights Bridge Rd	Sherwood St	Camelot	Local	Asphalt	19	533	56	1,182	47	54	1/20/25	Marginal	41	13	47
1750-473	Knights Bridge Rd	Sherwood St	Camelot	Local	Asphalt	19	533	56	1,182	44	62	1/20/25	Fair	47	9	48
1750-474	Knights Bridge Rd	Sherwood St	Camelot	Local	Asphalt	19	533	56	1,182	72	72	1/20/25	V Good	14	14	71
1750-475	Knights Bridge Rd	Sherwood St	Camelot	Local	Asphalt	19	533	56	1,182	76	70	1/20/25	V Good	16	8	73
1750-476	Knights Bridge Rd	Sherwood St	Camelot	Local	Asphalt	19	69	7	153	20	53	1/20/25	Poor	64	16	30
1760-56	Lariat Ct	SOP	Ranch House Rd	Local	Asphalt	38	352	75	1,565	54	31	1/19/25	Marginal	28	18	45
1780-21	Live Oak Ct	DS@273S SOP	Ranch House Rd	Local	Asphalt	23	428	55	1,162	72	66	1/19/25	V Good	12	16	69
1790-119	Live Oak Rd	Vista Dr	Crown Rd	Local	Asphalt	20	529	59	1,233	73	60	1/19/25	Good	12	15	68
1790-120	Live Oak Rd	Vista Dr	Crown Rd	Local	Asphalt	20	529	59	1,233	73	60	1/19/25	Good	15	12	68
1790-121	Live Oak Rd	Vista Dr	Crown Rd	Local	Asphalt	20	529	59	1,233	84	65	1/19/25	V Good	10	6	77
1790-122	Live Oak Rd	Vista Dr	Crown Rd	Local	Asphalt	20	119	13	279	61	70	1/19/25	Good	19	20	62
1800-123	Live Oak Rd	Crown Rd	Emsley Dr	Local	Asphalt	22	529	65	1,357	94	65	1/19/25	V Good	0	6	84
1800-124	Live Oak Rd	Crown Rd	Emsley Dr	Local	Asphalt	22	529	65	1,357	66	72	1/19/25	Good	33	1	67
1800-125	Live Oak Rd	Crown Rd	Emsley Dr	Local	Asphalt	22	399	49	1,025	94	68	1/19/25	Excellent	4	2	84
1800-146	Live Oak Rd	Crown Rd	Emsley Dr	Local	Asphalt	22	532	65	1,365	97	83	1/19/25	Excellent	3	0	92
1800-147	Live Oak Rd	Crown Rd	Emsley Dr	Local	Asphalt	22	532	65	1,365	89	70	1/19/25	V Good	11	0	82
1800-148	Live Oak Rd	Crown Rd	Emsley Dr	Local	Asphalt	22	393	48	1,009	88	79	1/19/25	V Good	7	6	84
1810-368	Lori Dr	SOP	Regent Row	Local	Asphalt	28	524	81	1,711	96	73	1/19/25	Excellent	1	3	88
1810-369	Lori Dr	SOP	Regent Row	Local	Asphalt	28	524	81	1,711	90	74	1/19/25	V Good	0	10	84
1810-370	Lori Dr	SOP	Regent Row	Local	Asphalt	28	524	81	1,711	83	80	1/19/25	V Good	1	16	82
1810-371	Lori Dr	SOP	Regent Row	Local	Asphalt	28	524	81	1,711	25	65	1/19/25	Poor	56	19	37
1810-372	Lori Dr	SOP	Regent Row	Local	Asphalt	28	524	81	1,711	20	57	1/19/25	Poor	58	22	31
1810-373	Lori Dr	SOP	Regent Row	Local	Asphalt	28	278	43	908	79	63	1/19/25	V Good	8	13	73
1820-639	Mary Lou Dr	SOP	Crown Rd	Local	Concrete	35	532	103	2,172	75	65	1/20/25	V Good	0	0	71

City of Willow Park, TX

Street Inventory and Condition Summary



										Condition Summary						
GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Surface Distress Index (SDI)	Roughness Index (RI)	Survey Date	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
1820-640	Mary Lou Dr	SOP	Crown Rd	Local	Concrete	35	532	103	2,172	72	83	1/20/25	V Good	0	0	75
1820-641	Mary Lou Dr	SOP	Crown Rd	Local	Concrete	35	532	103	2,172	78	67	1/20/25	V Good	0	0	74
1820-642	Mary Lou Dr	SOP	Crown Rd	Local	Concrete	35	532	103	2,172	80	77	1/20/25	V Good	0	0	78
1820-643	Mary Lou Dr	SOP	Crown Rd	Local	Concrete	35	532	103	2,172	80	78	1/20/25	V Good	0	0	79
1820-644	Mary Lou Dr	SOP	Crown Rd	Local	Concrete	35	389	76	1,588	83	74	1/20/25	V Good	0	0	79
1830-551	Meadow Place Dr	SOP	Bridge St	Local	Concrete	40	530	118	2,475	68	78	1/20/25	V Good	0	0	70
1830-552	Meadow Place Dr	SOP	Bridge St	Local	Concrete	40	530	118	2,475	73	85	1/20/25	V Good	0	0	76
1830-553	Meadow Place Dr	SOP	Bridge St	Local	Concrete	40	530	118	2,475	76	79	1/20/25	V Good	0	0	76
1830-554	Meadow Place Dr	SOP	Bridge St	Local	Concrete	40	530	118	2,475	69	71	1/20/25	Good	0	0	69
1830-555	Meadow Place Dr	SOP	Bridge St	Local	Concrete	40	530	118	2,475	89	74	1/20/25	V Good	0	0	83
1830-556	Meadow Place Dr	SOP	Bridge St	Local	Concrete	40	530	118	2,475	92	81	1/20/25	Excellent	0	0	88
1830-557	Meadow Place Dr	SOP	Bridge St	Local	Concrete	40	328	73	1,529	100	84	1/20/25	Excellent	0	0	94
1830-569	Meadow Place Dr	SOP	Bridge St	Local	Concrete	40	531	118	2,477	85	100	1/20/25	Excellent	0	0	89
1830-570	Meadow Place Dr	SOP	Bridge St	Local	Concrete	40	531	118	2,477	88	96	1/20/25	Excellent	0	0	90
1830-571	Meadow Place Dr	SOP	Bridge St	Local	Concrete	40	531	118	2,477	76	78	1/20/25	V Good	0	0	76
1830-572	Meadow Place Dr	SOP	Bridge St	Local	Concrete	40	531	118	2,477	72	72	1/20/25	V Good	0	0	71
1830-573	Meadow Place Dr	SOP	Bridge St	Local	Concrete	40	531	118	2,477	76	88	1/20/25	V Good	0	0	79
1830-574	Meadow Place Dr	SOP	Bridge St	Local	Concrete	40	531	118	2,477	76	84	1/20/25	V Good	0	0	78
1830-575	Meadow Place Dr	SOP	Bridge St	Local	Concrete	40	325	72	1,519	68	74	1/20/25	Good	0	0	69
1860-456	Melbourne Dr	Breeders Dr	Breeders Dr	Local	Concrete	26	542	78	1,645	80	73	1/20/25	V Good	0	0	77
1860-457	Melbourne Dr	Breeders Dr	Breeders Dr	Local	Concrete	26	542	78	1,645	71	73	1/20/25	V Good	0	0	71
1860-458	Melbourne Dr	Breeders Dr	Breeders Dr	Local	Concrete	26	542	78	1,645	79	74	1/20/25	V Good	0	0	77
1860-459	Melbourne Dr	Breeders Dr	Breeders Dr	Local	Concrete	26	259	37	786	83	76	1/20/25	V Good	0	0	80
1870-494	Mesa Rd	Verde Rd	Squaw Creek Rd	Local	Asphalt	20	533	59	1,243	85	61	1/20/25	V Good	6	9	76
1870-495	Mesa Rd	Verde Rd	Squaw Creek Rd	Local	Asphalt	20	533	59	1,243	73	63	1/20/25	Good	21	7	68
1870-496	Mesa Rd	Verde Rd	Squaw Creek Rd	Local	Asphalt	20	372	41	868	54	75	1/20/25	Good	41	5	60
1880-22	Mesa Spring Rd	Ranch House Rd	Jeri Ridge Rd	Local	Asphalt	19	527	56	1,169	53	58	1/19/25	Fair	28	19	53
1880-23	Mesa Spring Rd	Ranch House Rd	Jeri Ridge Rd	Local	Asphalt	19	239	25	531	35	52	1/19/25	Marginal	47	18	39
1900-714	Misty Meadow Dr	Kingswood Rd	Quail Crest Dr	Local	Asphalt	20	535	59	1,248	58	54	1/20/25	Fair	25	17	55
1900-715	Misty Meadow Dr	Kingswood Rd	Quail Crest Dr	Local	Asphalt	20	535	59	1,248	45	65	1/20/25	Fair	42	13	50
1900-716	Misty Meadow Dr	Kingswood Rd	Quail Crest Dr	Local	Asphalt	20	194	22	452	36	61	1/20/25	Marginal	50	15	42
1910-225	Morning Dew Dr	Deer Ridge Dr	Whitetail Dr	Local	Concrete	27	514	76	1,588	68	77	1/19/25	V Good	0	0	70
1920-208	Muirfield Dr	Spyglass Dr	Spyglass Dr	Local	Concrete	27	536	80	1,688	71	57	1/19/25	Good	0	0	65
1920-209	Muirfield Dr	Spyglass Dr	Spyglass Dr	Local	Concrete	27	137	21	431	65	57	1/19/25	Good	0	0	62
1930-364	Navajo Trl	Ranch House Rd	EOP	Local	Asphalt	23	510	66	1,393	78	67	1/19/25	V Good	0	22	74
1930-365	Navajo Trl	Ranch House Rd	EOP	Local	Asphalt	23	510	66	1,393	84	72	1/19/25	V Good	0	16	79
1930-366	Navajo Trl	Ranch House Rd	EOP	Local	Asphalt	23	82	11	224	88	45	1/19/25	V Good	0	12	73

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1940-96	Nichols Rd	Vista Dr	Cook Ct	Local	Asphalt	20	532	59	1,240	75	70	1/19/25	V Good	16	9	73
1940-97	Nichols Rd	Vista Dr	Cook Ct	Local	Asphalt	20	532	59	1,240	77	67	1/19/25	V Good	12	11	73
1940-98	Nichols Rd	Vista Dr	Cook Ct	Local	Asphalt	20	44	5	103	57	57	1/19/25	Fair	22	21	55
1950-374	Northchase Dr	Ranch House Rd	Lori Dr	Local	Asphalt	29	537	86	1,816	10	59	1/19/25	Poor	64	26	25
1950-375	Northchase Dr	Ranch House Rd	Lori Dr	Local	Asphalt	29	537	86	1,816	30	64	1/19/25	Marginal	48	23	40
1950-376	Northchase Dr	Ranch House Rd	Lori Dr	Local	Asphalt	29	537	86	1,816	50	70	1/19/25	Fair	28	22	55
1950-377	Northchase Dr	Ranch House Rd	Lori Dr	Local	Asphalt	29	537	86	1,816	47	65	1/19/25	Fair	27	26	52
1970-498	Old Ford Rd	DS@990E SOP	Squaw Creek Rd	Local	Asphalt	21	517	60	1,268	100	79	1/20/25	Excellent	0	0	92
1960-499	Old Ford Rd	SOP	DS@990E SOP	Local	Asphalt	27	497	75	1,570	100	82	1/20/25	Excellent	0	0	93
1960-500	Old Ford Rd	SOP	DS@990E SOP	Local	Asphalt	27	494	74	1,563	100	86	1/20/25	Excellent	0	0	94
1980-677	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	531	68	1,425	42	55	1/20/25	Marginal	47	11	44
1980-678	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	531	68	1,425	42	61	1/20/25	Marginal	48	10	46
1980-679	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	531	68	1,425	32	59	1/20/25	Marginal	56	12	39
1980-680	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	531	68	1,425	37	58	1/20/25	Marginal	51	12	42
1980-681	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	531	68	1,425	78	45	1/20/25	Good	0	22	66
1980-682	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	531	68	1,425	80	54	1/20/25	V Good	0	20	70
1980-683	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	531	68	1,425	75	71	1/20/25	V Good	0	26	72
1980-684	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	531	68	1,425	79	74	1/20/25	V Good	0	22	76
1980-685	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	531	68	1,425	81	70	1/20/25	V Good	0	19	76
1980-686	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	531	68	1,425	78	73	1/20/25	V Good	0	22	76
1980-687	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	531	68	1,425	78	70	1/20/25	V Good	0	22	74
1980-688	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	531	68	1,425	81	72	1/20/25	V Good	0	19	77
1980-689	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	164	21	440	82	68	1/20/25	V Good	0	18	76
1980-690	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	529	68	1,420	68	68	1/20/25	Good	1	31	67
1980-691	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	529	68	1,421	69	69	1/20/25	Good	0	31	68
1980-692	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	529	68	1,420	72	82	1/20/25	V Good	0	28	74
1980-693	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	529	68	1,420	72	72	1/20/25	V Good	2	26	70
1980-694	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	529	68	1,420	72	74	1/20/25	V Good	0	28	72
1980-695	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	529	68	1,420	71	88	1/20/25	V Good	0	29	75
1980-696	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	529	68	1,421	77	81	1/20/25	V Good	1	23	77
1980-697	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	529	68	1,420	84	85	1/20/25	V Good	0	16	83
1980-698	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	529	68	1,421	28	49	1/20/25	Poor	52	20	33
1980-699	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	529	68	1,420	53	59	1/20/25	Fair	33	14	53
1980-700	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	529	68	1,420	55	57	1/20/25	Fair	35	10	54
1980-701	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	529	68	1,421	37	57	1/20/25	Marginal	53	10	41
1980-702	Old Hwy 80	Russell Rd	EOP	Arterial	Asphalt	23	184	23	493	45	56	1/20/25	Marginal	37	18	46
1990-212	Olympic Dr	Spyglass Dr	Spyglass Dr	Local	Concrete	26	543	78	1,648	68	53	1/19/25	Good	0	0	62

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1990-213	Olympic Dr	Spyglass Dr	Spyglass Dr	Local	Concrete	26	168	24	509	82	56	1/19/25	V Good	0	0	72
2000-595	Overland Trl	Pony Express Trl	EOP	Local	Concrete	29	529	85	1,776	80	68	1/20/25	V Good	0	0	75
2000-596	Overland Trl	Pony Express Trl	EOP	Local	Concrete	29	529	85	1,777	74	59	1/20/25	Good	0	0	68
2000-597	Overland Trl	Pony Express Trl	EOP	Local	Concrete	29	529	85	1,776	79	66	1/20/25	V Good	0	0	74
2000-598	Overland Trl	Pony Express Trl	EOP	Local	Concrete	29	67	11	223	68	49	1/20/25	Good	0	0	61
2010-504	Parkway Dr	SOP	Willow Crest Dr	Local	Asphalt	30	502	83	1,740	41	51	1/20/25	Marginal	47	12	43
2010-505	Parkway Dr	SOP	Willow Crest Dr	Local	Asphalt	30	502	83	1,740	67	68	1/20/25	Good	28	5	66
2010-506	Parkway Dr	SOP	Willow Crest Dr	Local	Asphalt	30	502	83	1,740	73	62	1/20/25	Good	21	6	68
2010-507	Parkway Dr	SOP	Willow Crest Dr	Local	Asphalt	30	182	30	629	81	48	1/20/25	Good	14	6	69
2030-215	Pebble Beach Dr	E Bankhead Hwy	Spyglass Dr	Local	Concrete	27	153	23	481	70	46	1/19/25	Good	0	0	61
2040-420	Pitchfork Trl	Stagecoach Trl	Chuckwagon Trl	Local	Asphalt	21	529	62	1,296	80	66	1/20/25	V Good	6	14	75
2040-421	Pitchfork Trl	Stagecoach Trl	Chuckwagon Trl	Local	Asphalt	21	529	62	1,297	41	63	1/20/25	Marginal	52	8	46
2040-422	Pitchfork Trl	Stagecoach Trl	Chuckwagon Trl	Local	Asphalt	21	529	62	1,296	67	61	1/20/25	Good	25	8	64
2040-423	Pitchfork Trl	Stagecoach Trl	Chuckwagon Trl	Local	Asphalt	21	193	23	474	36	45	1/20/25	Poor	47	17	38
2050-502	Pleasant Ct	SOP	Old Ford Rd	Local	Asphalt	38	302	63	1,323	100	75	1/20/25	Excellent	0	0	91
2060-18	Pleasant Ridge Ln	Ranch House Rd	El Chico Trl	Local	Asphalt	23	535	68	1,436	19	55	1/19/25	Poor	58	23	30
2060-19	Pleasant Ridge Ln	Ranch House Rd	El Chico Trl	Local	Asphalt	23	535	68	1,436	13	58	1/19/25	Poor	65	22	27
2060-20	Pleasant Ridge Ln	Ranch House Rd	El Chico Trl	Local	Asphalt	23	159	20	426	15	36	1/19/25	V Poor	67	18	21
2070-599	Pony Express Trl	Overland Trl	Stagecoach Trl	Local	Concrete	40	525	117	2,452	77	75	1/20/25	V Good	0	0	76
2070-600	Pony Express Trl	Overland Trl	Stagecoach Trl	Local	Concrete	40	525	117	2,452	72	69	1/20/25	V Good	0	0	70
2070-601	Pony Express Trl	Overland Trl	Stagecoach Trl	Local	Concrete	40	48	11	224	69	69	1/20/25	Good	0	0	68
2080-92	Post Oak Ct	Ranch House Rd	EOP	Local	Asphalt	25	447	63	1,321	51	56	1/19/25	Fair	31	18	51
2090-214	Prairie Dunes Dr	Spyglass Dr	Olympic Dr	Local	Concrete	26	447	65	1,355	62	40	1/19/25	Fair	0	0	54
2100-460	Preakness Dr	Meadow Place Dr	Kentucky Dr	Local	Concrete	27	535	80	1,686	85	70	1/20/25	V Good	0	0	79
2100-461	Preakness Dr	Meadow Place Dr	Kentucky Dr	Local	Concrete	27	292	44	920	84	29	1/20/25	Good	0	0	65
2120-711	Quail Crest Dr	Kingswood Rd	Anneta-Dacey Rd	Local	Asphalt	24	532	71	1,489	63	58	1/20/25	Good	19	18	60
2120-712	Quail Crest Dr	Kingswood Rd	Anneta-Dacey Rd	Local	Asphalt	24	532	71	1,489	80	61	1/20/25	V Good	11	9	73
2120-713	Quail Crest Dr	Kingswood Rd	Anneta-Dacey Rd	Local	Asphalt	24	395	53	1,105	64	62	1/20/25	Good	26	10	62
2130-703	Quail Trl	Big Creek Rd	EOP	Local	Asphalt	25	530	74	1,546	81	70	1/20/25	V Good	10	9	77
2130-704	Quail Trl	Big Creek Rd	EOP	Local	Asphalt	25	242	34	706	27	69	1/20/25	Marginal	60	14	39
2140-467	Queensway Rd	Kings Gate Rd	Sherwood St	Local	Asphalt	22	533	65	1,368	16	61	1/20/25	Poor	61	23	30
2140-468	Queensway Rd	Kings Gate Rd	Sherwood St	Local	Asphalt	22	533	65	1,368	11	48	1/20/25	V Poor	70	19	22
2140-469	Queensway Rd	Kings Gate Rd	Sherwood St	Local	Asphalt	22	533	65	1,368	20	66	1/20/25	Poor	58	22	34
2140-470	Queensway Rd	Kings Gate Rd	Sherwood St	Local	Asphalt	22	533	65	1,368	22	63	1/20/25	Poor	59	19	35
2140-471	Queensway Rd	Kings Gate Rd	Sherwood St	Local	Asphalt	22	491	60	1,260	37	65	1/20/25	Marginal	46	17	45
2150-399	Ranch House Ct	SOP	Ranch House Rd	Local	Asphalt	38	492	103	2,153	66	41	1/19/25	Fair	24	10	56
2150-400	Ranch House Ct	SOP	Ranch House Rd	Local	Asphalt	38	52	11	227	28	28	1/19/25	Poor	61	11	27

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2170-149	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	90	62	1/19/25	V Good	0	0	80
2170-150	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	82	56	1/19/25	V Good	0	0	73
2170-151	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	78	67	1/19/25	V Good	0	0	74
2170-152	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	78	69	1/19/25	V Good	0	0	74
2170-153	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	75	67	1/19/25	V Good	0	0	72
2170-154	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	84	78	1/19/25	V Good	0	0	81
2170-155	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	75	74	1/19/25	V Good	0	0	74
2170-156	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	74	71	1/19/25	V Good	0	0	72
2170-157	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	71	66	1/19/25	Good	0	0	69
2170-158	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	75	72	1/19/25	V Good	0	0	73
2170-159	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	72	66	1/19/25	Good	0	0	69
2170-160	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	70	58	1/19/25	Good	0	0	65
2170-161	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	81	68	1/19/25	V Good	0	0	76
2170-162	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	76	72	1/19/25	V Good	0	0	74
2170-163	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	76	74	1/19/25	V Good	0	0	75
2170-164	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	71	67	1/19/25	Good	0	0	69
2170-165	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	74	75	1/19/25	V Good	0	0	74
2170-166	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	76	65	1/19/25	V Good	0	0	71
2170-167	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	76	67	1/19/25	V Good	0	0	72
2170-168	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	82	71	1/19/25	V Good	0	0	78
2170-169	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	79	71	1/19/25	V Good	0	0	76
2170-170	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	74	58	1/19/25	Good	0	0	68
2170-171	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	72	64	1/19/25	Good	0	0	68
2170-172	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	74	64	1/19/25	V Good	0	0	70
2170-173	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	74	65	1/19/25	V Good	0	0	71
2170-174	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	73	61	1/19/25	Good	0	0	68
2170-175	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	66	59	1/19/25	Good	0	0	63
2170-176	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	82	70	1/19/25	V Good	0	0	77
2170-177	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	81	84	1/19/25	V Good	0	0	82
2170-178	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	76	59	1/19/25	V Good	0	0	69
2170-179	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	75	64	1/19/25	V Good	0	0	71
2170-180	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	74	65	1/19/25	V Good	0	0	70
2170-181	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	75	68	1/19/25	V Good	0	0	72
2170-182	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	88	13	278	85	60	1/19/25	V Good	0	0	76
2160-183	Ranch House Rd	S Ranch House Rd	Surrey Ct	Collector	Concrete	31	531	91	1,921	73	60	1/19/25	Good	0	0	68
2160-184	Ranch House Rd	S Ranch House Rd	Surrey Ct	Collector	Concrete	31	531	91	1,921	74	58	1/19/25	Good	0	0	68
2160-185	Ranch House Rd	S Ranch House Rd	Surrey Ct	Collector	Concrete	31	531	91	1,921	70	60	1/19/25	Good	0	0	66

City of Willow Park, TX

Street Inventory and Condition Summary





Street Inventory and Condition Summary

GISID

On Street

From Street

To Street

FunCL

Pavetype

Pavement Width (ft)

Pavement Length (ft)

Add Area (yd2)

Pavement Area (yd2)

Surface Distress Index (SDI)

Roughness Index (RI)

Survey Date

Condition Rating

Load Assoc Distress Deducts (LADD)

Non-Load Distress Deducts (NLAD)

Current Segment PCI (CPCI)

2160-186	Ranch House Rd	S Ranch House Rd	Surrey Ct	Collector	Concrete	31	531	91	1,921	70	59	1/19/25	Good	0	0	66
2160-187	Ranch House Rd	S Ranch House Rd	Surrey Ct	Collector	Concrete	31	531	91	1,921	69	59	1/19/25	Good	0	0	65
2160-188	Ranch House Rd	S Ranch House Rd	Surrey Ct	Collector	Concrete	31	170	29	615	85	72	1/19/25	V Good	0	0	80
2160-322	Ranch House Rd	S Ranch House Rd	Surrey Ct	Collector	Concrete	31	528	91	1,911	85	57	1/19/25	V Good	0	0	75
2160-323	Ranch House Rd	S Ranch House Rd	Surrey Ct	Collector	Concrete	31	528	91	1,911	71	55	1/19/25	Good	0	0	65
2160-324	Ranch House Rd	S Ranch House Rd	Surrey Ct	Collector	Concrete	31	528	91	1,911	76	62	1/19/25	V Good	0	0	70
2160-325	Ranch House Rd	S Ranch House Rd	Surrey Ct	Collector	Concrete	31	528	91	1,911	68	62	1/19/25	Good	0	0	65
2160-326	Ranch House Rd	S Ranch House Rd	Surrey Ct	Collector	Concrete	31	528	91	1,911	78	71	1/19/25	V Good	0	0	75
2160-327	Ranch House Rd	S Ranch House Rd	Surrey Ct	Collector	Concrete	31	184	32	666	64	59	1/19/25	Good	0	0	62
2170-328	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	79	72	1/19/25	V Good	0	0	76
2170-329	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	76	74	1/19/25	V Good	0	0	74
2170-330	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	81	71	1/19/25	V Good	0	0	77
2170-331	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	74	65	1/19/25	V Good	0	0	70
2170-332	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	73	77	1/19/25	V Good	0	0	74
2170-333	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	76	75	1/19/25	V Good	0	0	75
2170-334	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	77	63	1/19/25	V Good	0	0	72
2170-335	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	71	53	1/19/25	Good	0	0	64
2170-336	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	74	61	1/19/25	Good	0	0	69
2170-337	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	70	60	1/19/25	Good	0	0	66
2170-338	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	75	67	1/19/25	V Good	0	0	72
2170-339	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	68	63	1/19/25	Good	0	0	66
2170-340	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	78	70	1/19/25	V Good	0	0	75
2170-341	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	61	64	1/19/25	Good	0	0	61
2170-342	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	67	67	1/19/25	Good	0	0	66
2170-343	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	70	59	1/19/25	Good	0	0	66
2170-344	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	76	71	1/19/25	V Good	0	0	74
2170-345	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	65	61	1/19/25	Good	0	0	62
2170-346	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	80	71	1/19/25	V Good	0	0	77
2170-347	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	77	70	1/19/25	V Good	0	0	74
2170-348	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	78	69	1/19/25	V Good	0	0	74
2170-349	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	77	54	1/19/25	Good	0	0	68
2170-350	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	67	70	1/19/25	Good	0	0	67
2170-351	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	82	70	1/19/25	V Good	0	0	77
2170-352	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	72	68	1/19/25	V Good	0	0	69
2170-353	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	67	72	1/19/25	Good	0	0	68
2170-354	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	80	76	1/19/25	V Good	0	0	78
2170-355	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	81	77	1/19/25	V Good	0	0	79

City of Willow Park, TX

Street Inventory and Condition Summary



										Condition Summary						
GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Surface Distress Index (SDI)	Roughness Index (RI)	Survey Date	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
2170-356	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	73	66	1/19/25	V Good	0	0	70
2170-357	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	78	58	1/19/25	V Good	0	0	71
2170-358	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	80	60	1/19/25	V Good	0	0	72
2170-359	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	69	52	1/19/25	Good	0	0	62
2170-360	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	530	79	1,668	70	53	1/19/25	Good	0	0	63
2170-361	Ranch House Rd	Surrey Ln	Vista Dr	Collector	Concrete	27	83	12	261	74	71	1/19/25	V Good	0	0	72
2180-383	Regent Ct	SOP	Lori Dr	Local	Asphalt	35	380	73	1,534	21	54	1/19/25	Poor	59	20	30
2190-379	Regent Row	Ranch House Rd	Regent Ct	Local	Asphalt	29	531	86	1,798	21	58	1/19/25	Poor	57	22	32
2190-380	Regent Row	Ranch House Rd	Regent Ct	Local	Asphalt	29	531	86	1,798	39	70	1/19/25	Marginal	45	17	47
2190-381	Regent Row	Ranch House Rd	Regent Ct	Local	Asphalt	29	531	86	1,798	33	64	1/19/25	Marginal	48	19	41
2190-382	Regent Row	Ranch House Rd	Regent Ct	Local	Asphalt	29	355	57	1,202	21	65	1/19/25	Poor	61	18	34
2200-503	Ridge Haven Ct	Old Ford Rd	EOP	Local	Asphalt	36	200	40	848	100	72	1/20/25	Excellent	0	0	90
2210-57	Ridge Rd	SOP	Crown Rd	Local	Asphalt	20	536	60	1,251	30	35	1/19/25	Poor	43	27	30
2210-58	Ridge Rd	SOP	Crown Rd	Local	Asphalt	20	536	60	1,251	39	35	1/19/25	Poor	37	24	37
2210-59	Ridge Rd	SOP	Crown Rd	Local	Asphalt	20	274	30	639	66	61	1/19/25	Good	18	16	63
2220-480	Royal View Dr	SOP	Squaw Creek Rd	Local	Asphalt	16	531	47	991	67	62	1/20/25	Good	15	18	64
2220-481	Royal View Dr	SOP	Squaw Creek Rd	Local	Asphalt	16	531	47	991	61	64	1/20/25	Good	26	14	60
2220-482	Royal View Dr	SOP	Squaw Creek Rd	Local	Asphalt	16	531	47	991	52	63	1/20/25	Fair	37	11	55
2220-483	Royal View Dr	SOP	Squaw Creek Rd	Local	Asphalt	16	86	8	161	35	69	1/20/25	Marginal	51	14	45
2230-660	Russell Rd	Old Hwy 80	EOP	Local	Asphalt	22	532	65	1,366	12	64	1/20/25	Poor	72	17	27
2230-661	Russell Rd	Old Hwy 80	EOP	Local	Asphalt	22	532	65	1,366	28	63	1/20/25	Poor	55	17	38
2230-662	Russell Rd	Old Hwy 80	EOP	Local	Asphalt	22	532	65	1,366	40	67	1/20/25	Marginal	35	25	47
2230-663	Russell Rd	Old Hwy 80	EOP	Local	Asphalt	22	532	65	1,366	25	66	1/20/25	Poor	57	18	37
2230-664	Russell Rd	Old Hwy 80	EOP	Local	Asphalt	22	532	65	1,366	17	59	1/20/25	Poor	70	14	29
2230-665	Russell Rd	Old Hwy 80	EOP	Local	Asphalt	22	532	65	1,366	34	63	1/20/25	Marginal	44	22	42
2230-666	Russell Rd	Old Hwy 80	EOP	Local	Asphalt	22	532	65	1,366	44	62	1/20/25	Fair	35	21	49
2230-667	Russell Rd	Old Hwy 80	EOP	Local	Asphalt	22	532	65	1,366	18	53	1/20/25	Poor	61	21	28
2230-668	Russell Rd	Old Hwy 80	EOP	Local	Asphalt	22	249	30	638	69	59	1/20/25	Good	12	19	65
2240-315	Ryser Rd	E Bankhead Hwy	EOP	Local	Concrete	29	540	87	1,826	85	82	1/19/25	V Good	0	0	83
2240-316	Ryser Rd	E Bankhead Hwy	EOP	Local	Concrete	29	67	11	226	72	42	1/19/25	Good	0	0	61
2250-189	S Ranch House Rd	E Bankhead Hwy	Ranch House Rd	Collector	Concrete	37	530	109	2,287	65	56	1/19/25	Good	0	0	62
2250-190	S Ranch House Rd	E Bankhead Hwy	Ranch House Rd	Collector	Concrete	37	530	109	2,287	70	60	1/19/25	Good	0	0	66
2250-191	S Ranch House Rd	E Bankhead Hwy	Ranch House Rd	Collector	Concrete	37	530	109	2,287	66	56	1/19/25	Good	0	0	62
2250-192	S Ranch House Rd	E Bankhead Hwy	Ranch House Rd	Collector	Concrete	37	226	46	976	47	56	1/19/25	Marginal	0	0	48
2250-318	S Ranch House Rd	E Bankhead Hwy	Ranch House Rd	Collector	Concrete	37	531	109	2,290	74	51	1/19/25	Good	0	0	65
2250-319	S Ranch House Rd	E Bankhead Hwy	Ranch House Rd	Collector	Concrete	37	531	109	2,290	73	55	1/19/25	Good	0	0	66
2250-320	S Ranch House Rd	E Bankhead Hwy	Ranch House Rd	Collector	Concrete	37	531	109	2,290	80	57	1/19/25	V Good	0	0	72

City of Willow Park, TX

Street Inventory and Condition Summary



										Condition Summary						
GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Surface Distress Index (SDI)	Roughness Index (RI)	Survey Date	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
2250-321	S Ranch House Rd	E Bankhead Hwy	Ranch House Rd	Collector	Concrete	37	224	46	967	68	58	1/19/25	Good	0	0	64
2260-446	Sam Bass Ct	Sam Bass Rd	EOP	Local	Asphalt	23	489	63	1,318	98	76	1/20/25	Excellent	0	2	90
2260-447	Sam Bass Ct	Sam Bass Rd	EOP	Local	Asphalt	23	489	63	1,318	99	63	1/20/25	Excellent	0	1	87
2260-448	Sam Bass Ct	Sam Bass Rd	EOP	Local	Asphalt	23	346	44	933	98	67	1/20/25	Excellent	0	2	87
2280-436	Sam Bass Rd	DS@4951E Squaw Creek Rd	Fox Hunt Trl	Local	Asphalt	20	414	46	965	65	65	1/20/25	Good	28	7	64
2270-528	Sam Bass Rd	Squaw Creek Rd	DS@4951E Squaw Creek Rd	Local	Concrete	20	530	59	1,236	80	65	1/20/25	V Good	0	0	74
2270-529	Sam Bass Rd	Squaw Creek Rd	DS@4951E Squaw Creek Rd	Local	Concrete	20	530	59	1,236	75	58	1/20/25	Good	0	0	69
2270-530	Sam Bass Rd	Squaw Creek Rd	DS@4951E Squaw Creek Rd	Local	Concrete	20	530	59	1,236	72	68	1/20/25	V Good	0	0	70
2270-531	Sam Bass Rd	Squaw Creek Rd	DS@4951E Squaw Creek Rd	Local	Concrete	20	530	59	1,236	77	68	1/20/25	V Good	0	0	73
2270-532	Sam Bass Rd	Squaw Creek Rd	DS@4951E Squaw Creek Rd	Local	Concrete	20	530	59	1,236	73	72	1/20/25	V Good	0	0	72
2270-533	Sam Bass Rd	Squaw Creek Rd	DS@4951E Squaw Creek Rd	Local	Asphalt	20	530	59	1,236	26	45	1/20/25	Poor	56	18	31
2270-534	Sam Bass Rd	Squaw Creek Rd	DS@4951E Squaw Creek Rd	Local	Asphalt	20	530	59	1,236	15	44	1/20/25	V Poor	67	18	23
2270-535	Sam Bass Rd	Squaw Creek Rd	DS@4951E Squaw Creek Rd	Local	Asphalt	20	530	59	1,236	27	58	1/20/25	Poor	52	21	36
2270-536	Sam Bass Rd	Squaw Creek Rd	DS@4951E Squaw Creek Rd	Local	Asphalt	20	530	59	1,236	80	68	1/20/25	V Good	0	20	75
2270-537	Sam Bass Rd	Squaw Creek Rd	DS@4951E Squaw Creek Rd	Local	Asphalt	20	182	20	426	60	72	1/20/25	Good	31	9	63
2290-538	Sam Bass Rd	Stage Coach Trl E	EOP	Local	Asphalt	21	207	24	507	79	66	1/20/25	V Good	5	16	74
2300-206	Sawgrass Dr	Spyglass Dr	Winged Foot Dr	Local	Concrete	26	399	58	1,209	80	62	1/19/25	V Good	0	0	74
2310-5	Scenic Trl	Ranch House Rd	Tricia Trl	Collector	Concrete	29	531	86	1,797	73	77	1/19/25	V Good	0	0	74
2310-6	Scenic Trl	Ranch House Rd	Tricia Trl	Collector	Concrete	29	531	86	1,797	70	76	1/19/25	V Good	0	0	71
2310-7	Scenic Trl	Ranch House Rd	Tricia Trl	Collector	Concrete	29	531	86	1,797	69	49	1/19/25	Good	0	0	61
2310-8	Scenic Trl	Ranch House Rd	Tricia Trl	Collector	Concrete	29	531	86	1,797	67	78	1/19/25	V Good	0	0	70
2310-9	Scenic Trl	Ranch House Rd	Tricia Trl	Collector	Concrete	29	531	86	1,797	74	49	1/19/25	Good	0	0	65
2310-10	Scenic Trl	Ranch House Rd	Tricia Trl	Collector	Concrete	29	531	86	1,797	70	51	1/19/25	Good	0	0	63
2310-11	Scenic Trl	Ranch House Rd	Tricia Trl	Collector	Concrete	29	164	26	554	75	50	1/19/25	Good	0	0	65
2310-49	Scenic Trl	Ranch House Rd	Tricia Trl	Collector	Concrete	29	532	86	1,801	74	49	1/19/25	Good	0	0	65
2310-50	Scenic Trl	Ranch House Rd	Tricia Trl	Collector	Concrete	29	532	86	1,801	75	52	1/19/25	Good	0	0	67
2310-51	Scenic Trl	Ranch House Rd	Tricia Trl	Collector	Concrete	29	532	86	1,801	69	63	1/19/25	Good	0	0	66
2310-52	Scenic Trl	Ranch House Rd	Tricia Trl	Collector	Concrete	29	532	86	1,801	75	82	1/19/25	V Good	0	0	77
2310-53	Scenic Trl	Ranch House Rd	Tricia Trl	Collector	Concrete	29	532	86	1,801	72	75	1/19/25	V Good	0	0	72
2310-54	Scenic Trl	Ranch House Rd	Tricia Trl	Collector	Concrete	29	532	86	1,801	75	79	1/19/25	V Good	0	0	76
2310-55	Scenic Trl	Ranch House Rd	Tricia Trl	Collector	Concrete	29	156	25	527	71	73	1/19/25	V Good	0	0	71
2320-589	Sherwood Cir	SOP	Knights Bridge Rd	Local	Asphalt	44	230	56	1,175	78	44	1/20/25	Good	15	7	65
2330-587	Sherwood St	Knights Bridge Rd	Kings Gate Rd	Local	Asphalt	17	531	50	1,052	77	70	1/20/25	V Good	15	8	74
2330-588	Sherwood St	Knights Bridge Rd	Kings Gate Rd	Local	Asphalt	17	376	36	747	73	51	1/20/25	Good	19	8	64
2340-607	Shops Blvd	Crown Pointe Blvd	DS@1241E Crown Pointe Blvd	Local	Concrete	39	519	112	2,362	69	60	1/20/25	Good	0	0	65
2340-608	Shops Blvd	Crown Pointe Blvd	DS@1241E Crown Pointe Blvd	Local	Concrete	39	492	107	2,240	68	50	1/20/25	Good	0	0	61
2340-609	Shops Blvd	Crown Pointe Blvd	DS@1241E Crown Pointe Blvd	Local	Concrete	39	105	23	478	79	45	1/20/25	Good	0	0	67

City of Willow Park, TX

Street Inventory and Condition Summary



										Condition Summary						
GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Surface Distress Index (SDI)	Roughness Index (RI)	Survey Date	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
2350-610	Shops Blvd	DS@1241E Crown Pointe Blvd	DS@1659E Crown Pointe Blvd	Local	Concrete	28	418	65	1,364	71	50	1/20/25	Good	0	0	63
2360-617	Shops Blvd	DS@1659E Crown Pointe Blvd	EOP	Local	Concrete	49	109	30	625	59	54	1/20/25	Fair	0	0	56
2370-593	Single Tree Ln	Overland Trl	Carriage Dr	Local	Concrete	26	540	78	1,637	84	68	1/20/25	V Good	0	0	78
2370-594	Single Tree Ln	Overland Trl	Carriage Dr	Local	Concrete	26	203	29	615	86	75	1/20/25	V Good	0	0	82
2380-362	Spanish Oak Rd	Ranch House Rd	EOP	Local	Asphalt	20	533	59	1,243	90	73	1/19/25	V Good	0	10	84
2380-363	Spanish Oak Rd	Ranch House Rd	EOP	Local	Asphalt	20	171	19	398	81	78	1/19/25	V Good	0	19	79
2390-605	Spoke Trl	Overland Trl	Carriage Dr	Local	Concrete	25	272	38	795	69	64	1/20/25	Good	0	0	67
2400-721	Spyglass Dr	Muirfield Dr	Bay Hill Dr	Local	Concrete	24	528	70	1,479	78	82	1/20/25	V Good	0	0	79
2400-722	Spyglass Dr	Muirfield Dr	Bay Hill Dr	Local	Concrete	24	528	70	1,479	79	79	1/20/25	V Good	0	0	78
2400-723	Spyglass Dr	Muirfield Dr	Bay Hill Dr	Local	Concrete	24	528	70	1,479	63	59	1/20/25	Good	0	0	61
2400-724	Spyglass Dr	Muirfield Dr	Bay Hill Dr	Local	Concrete	24	528	70	1,479	63	57	1/20/25	Good	0	0	60
2400-725	Spyglass Dr	Muirfield Dr	Bay Hill Dr	Local	Concrete	24	528	70	1,479	69	56	1/20/25	Good	0	0	64
2400-726	Spyglass Dr	Muirfield Dr	Bay Hill Dr	Local	Concrete	24	528	70	1,479	60	55	1/20/25	Fair	0	0	57
2400-727	Spyglass Dr	Muirfield Dr	Bay Hill Dr	Local	Concrete	24	528	70	1,479	62	54	1/20/25	Fair	0	0	58
2400-728	Spyglass Dr	Muirfield Dr	Bay Hill Dr	Local	Concrete	24	166	22	464	71	60	1/20/25	Good	0	0	67
2420-511	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	529	59	1,235	77	52	1/20/25	Good	15	8	67
2420-512	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	529	59	1,235	84	59	1/20/25	V Good	5	11	75
2420-513	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	529	59	1,235	58	57	1/20/25	Fair	40	2	56
2420-514	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	529	59	1,235	51	33	1/20/25	Marginal	37	12	44
2420-515	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	529	59	1,235	20	38	1/20/25	Poor	67	13	25
2420-516	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	529	59	1,235	57	49	1/20/25	Fair	26	17	53
2420-517	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	529	59	1,235	90	65	1/20/25	V Good	6	4	81
2420-518	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	529	59	1,235	84	57	1/20/25	V Good	11	5	75
2420-519	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	529	59	1,235	86	61	1/20/25	V Good	0	14	77
2420-520	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	529	59	1,235	67	47	1/20/25	Good	19	14	59
2420-521	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	529	59	1,235	80	59	1/20/25	V Good	9	11	72
2420-522	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	529	59	1,235	71	56	1/20/25	Good	19	10	65
2420-523	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	529	59	1,235	84	62	1/20/25	V Good	9	7	76
2420-524	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	529	59	1,235	79	50	1/20/25	Good	15	6	68
2420-525	Squaw Creek Rd	DS@991W Sam Bass Rd	Ranch House Rd	Local	Asphalt	20	514	57	1,200	69	51	1/20/25	Good	21	10	62
2410-526	Squaw Creek Rd	Sam Bass Rd	DS@991W Sam Bass Rd	Local	Concrete	22	524	64	1,346	74	64	1/20/25	V Good	0	0	70
2410-527	Squaw Creek Rd	Sam Bass Rd	DS@991W Sam Bass Rd	Local	Concrete	22	467	57	1,200	74	65	1/20/25	V Good	0	0	70
2430-432	Stage Coach Trl E	Ranch House Rd	Sam Bass Rd	Collector	Asphalt	20	530	59	1,236	77	53	1/20/25	Good	9	14	68
2430-433	Stage Coach Trl E	Ranch House Rd	Sam Bass Rd	Collector	Asphalt	20	530	59	1,236	51	64	1/20/25	Fair	34	15	53
2430-434	Stage Coach Trl E	Ranch House Rd	Sam Bass Rd	Collector	Asphalt	20	530	59	1,236	37	51	1/20/25	Marginal	50	13	40
2430-435	Stage Coach Trl E	Ranch House Rd	Sam Bass Rd	Collector	Asphalt	20	464	52	1,082	58	58	1/20/25	Fair	29	13	56
2430-539	Stage Coach Trl E	Ranch House Rd	Sam Bass Rd	Collector	Asphalt	20	532	59	1,242	78	61	1/20/25	V Good	11	11	71

City of Willow Park, TX

Street Inventory and Condition Summary



										Condition Summary						
GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Surface Distress Index (SDI)	Roughness Index (RI)	Survey Date	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
2430-540	Stage Coach Trl E	Ranch House Rd	Sam Bass Rd	Collector	Asphalt	20	532	59	1,242	53	65	1/20/25	Fair	29	18	56
2430-541	Stage Coach Trl E	Ranch House Rd	Sam Bass Rd	Collector	Asphalt	20	532	59	1,242	75	72	1/20/25	V Good	7	18	73
2430-542	Stage Coach Trl E	Ranch House Rd	Sam Bass Rd	Collector	Asphalt	20	455	51	1,063	80	68	1/20/25	V Good	1	19	75
2440-424	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	530	79	1,669	68	56	1/20/25	Good	0	0	63
2440-425	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	530	79	1,669	69	52	1/20/25	Good	0	0	63
2440-426	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	530	79	1,669	71	59	1/20/25	Good	0	0	66
2440-427	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	530	79	1,669	75	58	1/20/25	Good	0	0	69
2440-428	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	530	79	1,669	74	59	1/20/25	Good	0	0	68
2440-429	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	530	79	1,669	67	61	1/20/25	Good	0	0	64
2440-430	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	530	79	1,669	67	50	1/20/25	Good	0	0	61
2440-431	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	31	5	99	69	69	1/20/25	Good	0	0	68
2440-543	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	530	80	1,671	70	52	1/20/25	Good	0	0	63
2440-544	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	530	80	1,671	69	55	1/20/25	Good	0	0	63
2440-545	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	530	80	1,671	68	55	1/20/25	Good	0	0	63
2440-546	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	530	80	1,671	77	57	1/20/25	V Good	0	0	70
2440-547	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	530	80	1,671	67	52	1/20/25	Good	0	0	61
2440-548	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	530	80	1,671	67	53	1/20/25	Good	0	0	61
2440-549	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	530	80	1,671	66	54	1/20/25	Good	0	0	61
2440-550	Stagecoach Trl	SOP	Stage Coach Trl E	Collector	Concrete	27	27	4	86	69	69	1/20/25	Good	0	0	68
2450-34	Surrey Ct	SOP	Ranch House Rd	Local	Asphalt	33	495	91	1,912	71	62	1/19/25	Good	14	15	67
2450-35	Surrey Ct	SOP	Ranch House Rd	Local	Concrete	33	11	2	43	69	69	1/19/25	Good	0	0	68
2460-36	Surrey Ln	Ranch House Rd	Tumbleweed Trl	Local	Asphalt	17	530	50	1,050	43	48	1/19/25	Marginal	39	18	43
2460-37	Surrey Ln	Ranch House Rd	Tumbleweed Trl	Local	Asphalt	17	530	50	1,050	62	59	1/19/25	Good	28	10	60
2460-38	Surrey Ln	Ranch House Rd	Tumbleweed Trl	Local	Asphalt	17	530	50	1,050	74	58	1/19/25	Good	8	18	67
2460-39	Surrey Ln	Ranch House Rd	Tumbleweed Trl	Local	Asphalt	17	530	50	1,050	72	63	1/19/25	Good	19	9	68
2460-40	Surrey Ln	Ranch House Rd	Tumbleweed Trl	Local	Asphalt	17	344	33	683	68	61	1/19/25	Good	11	21	64
2470-12	Tricia Trl	SOP	Scenic Trl	Local	Concrete	29	530	85	1,793	71	60	1/19/25	Good	0	0	66
2470-13	Tricia Trl	SOP	Scenic Trl	Local	Concrete	29	530	85	1,793	71	55	1/19/25	Good	0	0	65
2470-14	Tricia Trl	SOP	Scenic Trl	Local	Concrete	29	530	85	1,793	71	50	1/19/25	Good	0	0	63
2470-15	Tricia Trl	SOP	Scenic Trl	Local	Concrete	29	530	85	1,793	73	50	1/19/25	Good	0	0	64
2470-16	Tricia Trl	SOP	Scenic Trl	Local	Concrete	29	103	17	348	71	38	1/19/25	Good	0	0	59
2480-444	Trinity Ct	Trinity Dr	EOP	Local	Asphalt	27	515	78	1,629	100	76	1/20/25	Excellent	0	0	91
2480-445	Trinity Ct	Trinity Dr	EOP	Local	Asphalt	27	358	54	1,132	98	64	1/20/25	Excellent	0	2	86
2490-590	Trinity Dr	Sam Bass Ct	Ranch House Rd	Local	Asphalt	21	531	62	1,301	100	87	1/20/25	Excellent	0	0	94
2490-591	Trinity Dr	Sam Bass Ct	Ranch House Rd	Local	Asphalt	21	531	62	1,301	100	77	1/20/25	Excellent	0	0	91
2490-592	Trinity Dr	Sam Bass Ct	Ranch House Rd	Local	Asphalt	21	350	41	858	100	74	1/20/25	Excellent	0	0	91
2510-205	Troon Dr	Spyglass Dr	Winged Foot Dr	Local	Concrete	25	393	55	1,147	83	79	1/19/25	V Good	0	0	81

City of Willow Park, TX

Street Inventory and Condition Summary



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GISID	On Street	From Street	To Street	FunCL	Pavetype	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Surface Distress Index (SDI)	Roughness Index (RI)	Survey Date	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	Current Segment PCI (CPCI)
2520-41	Tumbleweed Trl	Appaloosa St	Surrey Ln	Local	Asphalt	19	533	56	1,181	47	54	1/19/25	Marginal	32	22	47
2520-42	Tumbleweed Trl	Appaloosa St	Surrey Ln	Local	Asphalt	19	533	56	1,181	72	64	1/19/25	Good	1	27	68
2520-43	Tumbleweed Trl	Appaloosa St	Surrey Ln	Local	Asphalt	19	159	17	352	65	63	1/19/25	Good	9	26	63
2530-17	Valley Ct	El Chico Trl	EOP	Local	Asphalt	30	395	66	1,376	69	68	1/19/25	Good	16	15	68
2540-93	Valley View Ct	Ranch House Rd	SOP	Local	Asphalt	26	519	75	1,573	53	49	1/19/25	Fair	20	27	50
2540-94	Valley View Ct	Ranch House Rd	SOP	Local	Asphalt	26	519	75	1,573	30	55	1/19/25	Poor	53	17	37
2540-95	Valley View Ct	Ranch House Rd	SOP	Local	Asphalt	26	7	1	22	72	72	1/19/25	V Good	9	19	71
2550-488	Verde Rd	EOP	Local	Asphalt	24	530	71	1,483	85	53	53	1/20/25	V Good	9	6	73
2550-489	Verde Rd	EOP	Local	Asphalt	24	530	71	1,483	73	49	49	1/20/25	Good	16	11	64
2550-490	Verde Rd	EOP	Local	Asphalt	24	319	42	892	55	51	51	1/20/25	Fair	29	16	52
2560-729	Vista Dr	Ranch House Rd	EOP	Local	Asphalt	22	528	65	1,356	97	73	1/20/25	Excellent	1	2	88
2560-730	Vista Dr	Ranch House Rd	EOP	Local	Asphalt	22	528	65	1,356	98	74	1/20/25	Excellent	0	2	89
2560-731	Vista Dr	Ranch House Rd	EOP	Local	Asphalt	22	528	65	1,356	28	72	1/20/25	Marginal	59	13	41
2560-732	Vista Dr	Ranch House Rd	EOP	Local	Asphalt	22	528	65	1,356	28	72	1/20/25	Marginal	62	10	41
2560-733	Vista Dr	Ranch House Rd	EOP	Local	Asphalt	22	528	65	1,356	46	67	1/20/25	Fair	47	7	51
2560-734	Vista Dr	Ranch House Rd	EOP	Local	Asphalt	22	528	65	1,356	94	82	1/20/25	Excellent	4	2	89
2560-735	Vista Dr	Ranch House Rd	EOP	Local	Asphalt	22	528	65	1,356	53	69	1/20/25	Fair	42	5	56
2560-736	Vista Dr	Ranch House Rd	EOP	Local	Asphalt	22	528	65	1,356	22	48	1/20/25	Poor	66	12	29
2560-737	Vista Dr	Ranch House Rd	EOP	Local	Asphalt	22	528	65	1,356	41	58	1/20/25	Marginal	47	12	45
2560-738	Vista Dr	Ranch House Rd	EOP	Local	Asphalt	22	528	65	1,356	27	47	1/20/25	Poor	61	12	32
2560-739	Vista Dr	Ranch House Rd	EOP	Local	Asphalt	22	528	65	1,356	30	57	1/20/25	Poor	59	11	37
2560-740	Vista Dr	Ranch House Rd	EOP	Local	Asphalt	22	135	17	347	100	60	1/20/25	Excellent	0	0	86
2570-565	W Furlong	Meadow Place Dr	Local	Concrete	31	493	84	1,765	93	100	100	1/20/25	Excellent	0	0	94
2570-566	W Furlong	Meadow Place Dr	Local	Concrete	31	9	2	32	100	100	100	1/20/25	Excellent	0	0	99
2580-559	W Jockey	Meadow Place Dr	Local	Concrete	31	448	76	1,605	88	75	75	1/20/25	V Good	0	0	83
2580-560	W Jockey	Meadow Place Dr	Local	Concrete	31	14	2	50	69	69	69	1/20/25	Good	0	0	68
2590-563	W Paddock	Meadow Place Dr	Local	Concrete	30	504	83	1,752	76	70	70	1/20/25	V Good	0	0	74
2600-561	W Thoroughbred	Meadow Place Dr	Local	Concrete	30	494	81	1,704	88	92	92	1/20/25	Excellent	0	0	88
2610-606	Wagon Wheel Rd	Single Tree Ln	Overland Trl	Local	Concrete	25	533	74	1,555	75	62	1/20/25	V Good	0	0	70
2620-218	Whitetail Dr	Cold Track Dr	Deer Ridge Dr	Local	Concrete	27	542	81	1,707	79	81	1/19/25	V Good	0	0	79
2620-219	Whitetail Dr	Cold Track Dr	Deer Ridge Dr	Local	Concrete	27	542	81	1,707	72	68	1/19/25	V Good	0	0	70
2620-220	Whitetail Dr	Cold Track Dr	Deer Ridge Dr	Local	Concrete	27	542	81	1,707	73	71	1/19/25	V Good	0	0	71
2620-221	Whitetail Dr	Cold Track Dr	Deer Ridge Dr	Local	Concrete	27	542	81	1,707	75	67	1/19/25	V Good	0	0	72
2630-223	Whitetail Dr	Deer Ridge Dr	Deer Ridge Dr	Local	Concrete	27	538	79	1,662	72	69	1/19/25	V Good	0	0	70
2630-224	Whitetail Dr	Deer Ridge Dr	Deer Ridge Dr	Local	Concrete	27	525	77	1,623	72	74	1/19/25	V Good	0	0	72
2640-193	Willow Bend Dr	E Bankhead Hwy	EOP	Local	Concrete	39	530	115	2,411	74	63	1/19/25	V Good	0	0	69
2640-194	Willow Bend Dr	E Bankhead Hwy	EOP	Local	Concrete	39	530	115	2,411	74	68	1/19/25	V Good	0	0	71

City of Willow Park, TX

Street Inventory and Condition Summary



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2640-195	Willow Bend Dr	E Bankhead Hwy	EOP	Local	Concrete	39	530	115	2,411	73	74	1/19/25	V Good	0	0	73
2640-196	Willow Bend Dr	E Bankhead Hwy	EOP	Local	Concrete	39	530	115	2,411	79	77	1/19/25	V Good	0	0	77
2640-197	Willow Bend Dr	E Bankhead Hwy	EOP	Local	Concrete	39	48	10	217	79	79	1/19/25	V Good	0	0	79
2650-384	Willow Crest Dr	Fairway Dr	Ranch House Rd	Local	Asphalt	26	531	77	1,610	31	38	1/19/25	Poor	55	14	32
2650-385	Willow Crest Dr	Fairway Dr	Ranch House Rd	Local	Asphalt	26	531	77	1,610	42	41	1/19/25	Marginal	48	11	40
2650-386	Willow Crest Dr	Fairway Dr	Ranch House Rd	Local	Asphalt	26	531	77	1,610	32	39	1/19/25	Poor	55	13	33
2650-387	Willow Crest Dr	Fairway Dr	Ranch House Rd	Local	Asphalt	26	531	77	1,610	44	32	1/19/25	Marginal	43	13	39
2650-388	Willow Crest Dr	Fairway Dr	Ranch House Rd	Local	Asphalt	26	38	6	116	78	78	1/19/25	V Good	17	5	77
2660-235	Willow Crossing West	SOP	DS@361E SOP	Local	Concrete	38	362	76	1,604	74	74	1/19/25	V Good	0	0	74
2670-236	Willow Crossing West	DS@361E SOP	S Ranch House Rd	Local	Concrete	37	538	110	2,320	71	82	1/19/25	V Good	0	0	74
2670-237	Willow Crossing West	DS@361E SOP	S Ranch House Rd	Local	Concrete	37	23	5	100	100	100	1/19/25	Excellent	0	0	99
2680-24	Willow Park Dr	Surrey Ln	Stage Coach Trl E	Local	Asphalt	22	535	65	1,374	74	70	1/19/25	V Good	9	17	72
2680-25	Willow Park Dr	Surrey Ln	Stage Coach Trl E	Local	Asphalt	22	535	65	1,374	83	73	1/19/25	V Good	0	18	79
2680-26	Willow Park Dr	Surrey Ln	Stage Coach Trl E	Local	Asphalt	22	251	31	645	44	62	1/19/25	Marginal	41	15	48
2690-238	Willow Xing E	S Ranch House Rd	Willow Xing W	Local	Concrete	39	533	115	2,425	63	61	1/19/25	Good	0	0	62
2690-239	Willow Xing E	S Ranch House Rd	Willow Xing W	Local	Concrete	39	533	115	2,425	77	58	1/19/25	V Good	0	0	70
2690-240	Willow Xing E	S Ranch House Rd	Willow Xing W	Local	Concrete	39	533	115	2,425	77	80	1/19/25	V Good	0	0	77
2690-241	Willow Xing E	S Ranch House Rd	Willow Xing W	Local	Concrete	39	226	49	1,030	73	68	1/19/25	V Good	0	0	70
2700-242	Willow Xing E	Willow Xing W	Bay Hill Dr	Local	Concrete	15	536	45	937	71	63	1/19/25	Good	0	0	67
2700-243	Willow Xing E	Willow Xing W	Bay Hill Dr	Local	Concrete	15	305	25	534	81	71	1/19/25	V Good	0	0	77
2710-233	Willow Xing W	Willow Xing E	Bay Hill Dr	Local	Concrete	15	531	44	930	74	60	1/19/25	Good	0	0	68
2710-234	Willow Xing W	Willow Xing E	Bay Hill Dr	Local	Concrete	15	303	25	531	73	59	1/19/25	Good	0	0	67
2720-202	Winged Foot Dr	Bay Hill Dr	Spyglass Dr	Local	Concrete	26	539	78	1,634	67	67	1/19/25	Good	0	0	66
2720-203	Winged Foot Dr	Bay Hill Dr	Spyglass Dr	Local	Concrete	26	539	78	1,634	69	71	1/19/25	Good	0	0	69
2720-204	Winged Foot Dr	Bay Hill Dr	Spyglass Dr	Local	Concrete	26	537	78	1,629	85	82	1/19/25	V Good	0	0	83
2730-402	Woodbridge Ct	SOP	Fox Hunt Trl	Local	Asphalt	24	516	70	1,469	14	50	1/19/25	Poor	68	18	25
2730-403	Woodbridge Ct	SOP	Fox Hunt Trl	Local	Asphalt	24	516	70	1,469	9	37	1/19/25	V Poor	77	14	17
2730-404	Woodbridge Ct	SOP	Fox Hunt Trl	Local	Asphalt	24	516	70	1,469	34	59	1/19/25	Marginal	59	7	40
2730-405	Woodbridge Ct	SOP	Fox Hunt Trl	Local	Asphalt	24	516	70	1,469	42	67	1/19/25	Fair	48	10	48
2730-406	Woodbridge Ct	SOP	Fox Hunt Trl	Local	Asphalt	24	97	13	277	23	70	1/19/25	Poor	55	22	37
2740-484	Yucca Rd	Verde Rd	Squaw Creek Rd	Local	Asphalt	20	531	59	1,239	68	58	1/20/25	Good	20	12	63
2740-485	Yucca Rd	Verde Rd	Squaw Creek Rd	Local	Asphalt	20	531	59	1,239	68	51	1/20/25	Good	26	6	61
2740-486	Yucca Rd	Verde Rd	Squaw Creek Rd	Local	Asphalt	20	531	59	1,239	81	60	1/20/25	V Good	15	4	73
2740-487	Yucca Rd	Verde Rd	Squaw Creek Rd	Local	Asphalt	20	184	20	429	92	61	1/20/25	V Good	1	7	81

City of Willow Park, TX

Street Inventory and Five Year Rehabilitation Plan By Year

\$155k/Year Rehabilitation Plan

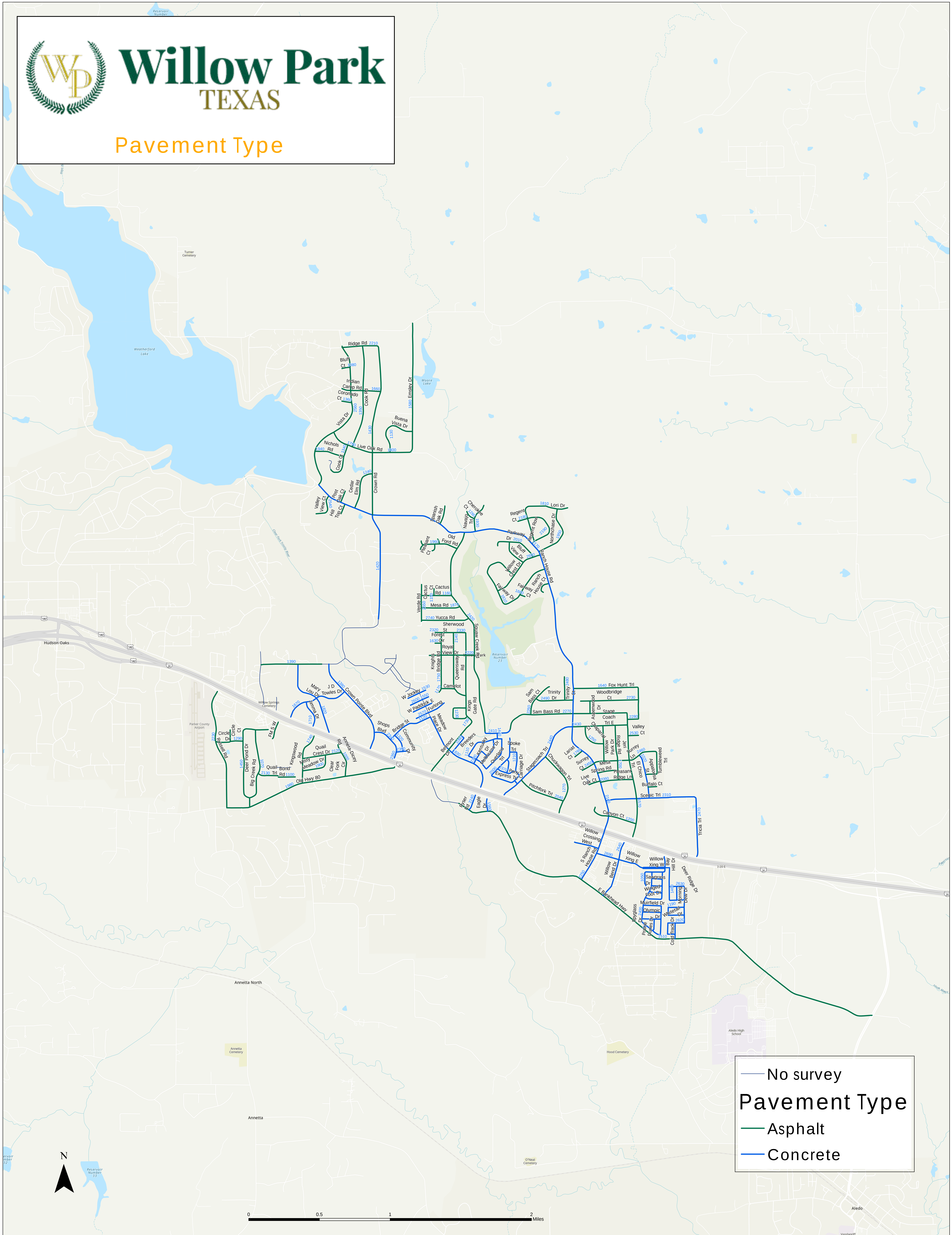


GISID	On Street	From Street	To Street	Current Segment PCI (CPCI)	\$155k/Year Rehabilitation Plan				
					Year of First Rehab	Rehab Activity	Avg Unit Rate (\$/yd2)	Whole Project Cost (\$)	5 Year Post Rehab PCI
2540-95	Valley View Ct	SOP	Ranch House Rd	71	1	MicroSurface / Chip Seal	3.32	73	88
1350-109	Cook Rd	Live Oak Rd	Ridge Rd	28	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	77.00	21,021	89
1510-260	E Bankhead Hwy	DS@1560E SOP	EOP	72	1	MicroSurface / Chip Seal + Strctrl Ptch	4.20	6,594	81
2150-400	Ranch House Ct	SOP	Ranch House Rd	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	77.00	17,479	89
2430-539	Stage Coach Trl E	Ranch House Rd	Sam Bass Rd	71	1	MicroSurface / Chip Seal	3.30	4,099	82
2230-667	Russell Rd	Old Hwy 80	EOP	28	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	77.00	105,182	89
2450-35	Surrey Ct	SOP	Ranch House Rd	68	2	PCC Jnt Rehab & Crk Seal	5.47	235	82
2180-383	Regent Ct	SOP	Lori Dr	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	80.08	122,843	90
2650-388	Willow Crest Dr	Fairway Dr	Ranch House Rd	77	2	MicroSurface / Chip Seal	3.43	398	84
1750-476	Knights Bridge Rd	Sherwood St	Camelot	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	80.08	12,252	90
2220-483	Royal View Dr	SOP	Squaw Creek Rd	45	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	80.08	12,893	90
2580-560	W Jockey	SOP	Meadow Place Dr	68	2	PCC Jnt Rehab & Crk Seal	5.46	273	83
1100-705	Bond Rd	SOP	EOP	72	2	MicroSurface / Chip Seal	3.43	4,976	84
1160-493	Cactus Rd	Verde Rd	Squaw Creek Rd	16	3	ACP Full Depth Reconstruction	113.57	15,900	95
2430-541	Stage Coach Trl E	Ranch House Rd	Sam Bass Rd	73	3	MicroSurface / Chip Seal	3.57	8,227	85
2430-542	Stage Coach Trl E	Ranch House Rd	Sam Bass Rd	75	3	MicroSurface / Chip Seal	3.57	8,227	85
1980-698	Old Hwy 80	Russell Rd	EOP	33	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	91.40	129,873	91
2680-24	Willow Park Dr	Surrey Ln	Stage Coach Trl E	72	4	MicroSurface / Chip Seal	3.71	10,200	87
2680-25	Willow Park Dr	Surrey Ln	Stage Coach Trl E	79	4	MicroSurface / Chip Seal	3.71	10,200	87
1580-135	Emsley Dr	Live Oak Rd	EOP	68	4	FWM + Thick Overlay (> 2.0 - 3.0)	82.12	5,420	94
1930-364	Navajo Trl	Ranch House Rd	EOP	74	4	MicroSurface / Chip Seal	3.71	11,173	87
1930-365	Navajo Trl	Ranch House Rd	EOP	79	4	MicroSurface / Chip Seal	3.71	11,173	87
1930-366	Navajo Trl	Ranch House Rd	EOP	73	4	MicroSurface / Chip Seal	3.71	11,173	87
1630-479	Forest Cir	SOP	Knights Bridge Rd	77	4	MicroSurface / Chip Seal	3.71	3,979	87
2740-486	Yucca Rd	Verde Rd	Squaw Creek Rd	73	4	MicroSurface / Chip Seal	3.71	6,191	87
2740-487	Yucca Rd	Verde Rd	Squaw Creek Rd	81	4	MicroSurface / Chip Seal	3.71	6,191	87
2270-536	Sam Bass Rd	Squaw Creek Rd	DS@4951E Squaw Creek Rd	75	4	MicroSurface / Chip Seal	3.71	4,588	87
1730-576	Kings Gate Rd	SOP	Sherwood St	34	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	86.61	106,622	94
2130-703	Quail Trl	Big Creek Rd	EOP	77	4	MicroSurface / Chip Seal	3.71	5,739	87
2540-94	Valley View Ct	SOP	Ranch House Rd	37	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	90.08	141,694	96
1350-103	Cook Rd	Live Oak Rd	Ridge Rd	77	5	MicroSurface / Chip Seal	3.86	4,304	88
1580-134	Emsley Dr	Live Oak Rd	EOP	77	5	MicroSurface / Chip Seal	3.86	4,772	88
1510-314	E Bankhead Hwy	DS@1560E SOP	EOP	81	5	PCC Jnt Rehab & Crk Seal	6.44	1,313	83
1610-398	Fairway Dr	Ranch House Rd	Willow Crest Dr	85	5	PCC Jnt Rehab & Crk Seal	6.14	645	83
2560-740	Vista Dr	Ranch House Rd	EOP	86	5	MicroSurface / Chip Seal	3.86	1,340	88

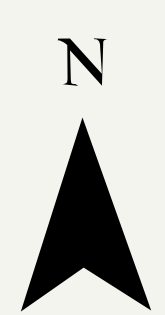


Willow Park TEXAS

Pavement Type



- No survey
- Pavement Type**
- Asphalt
- Concrete

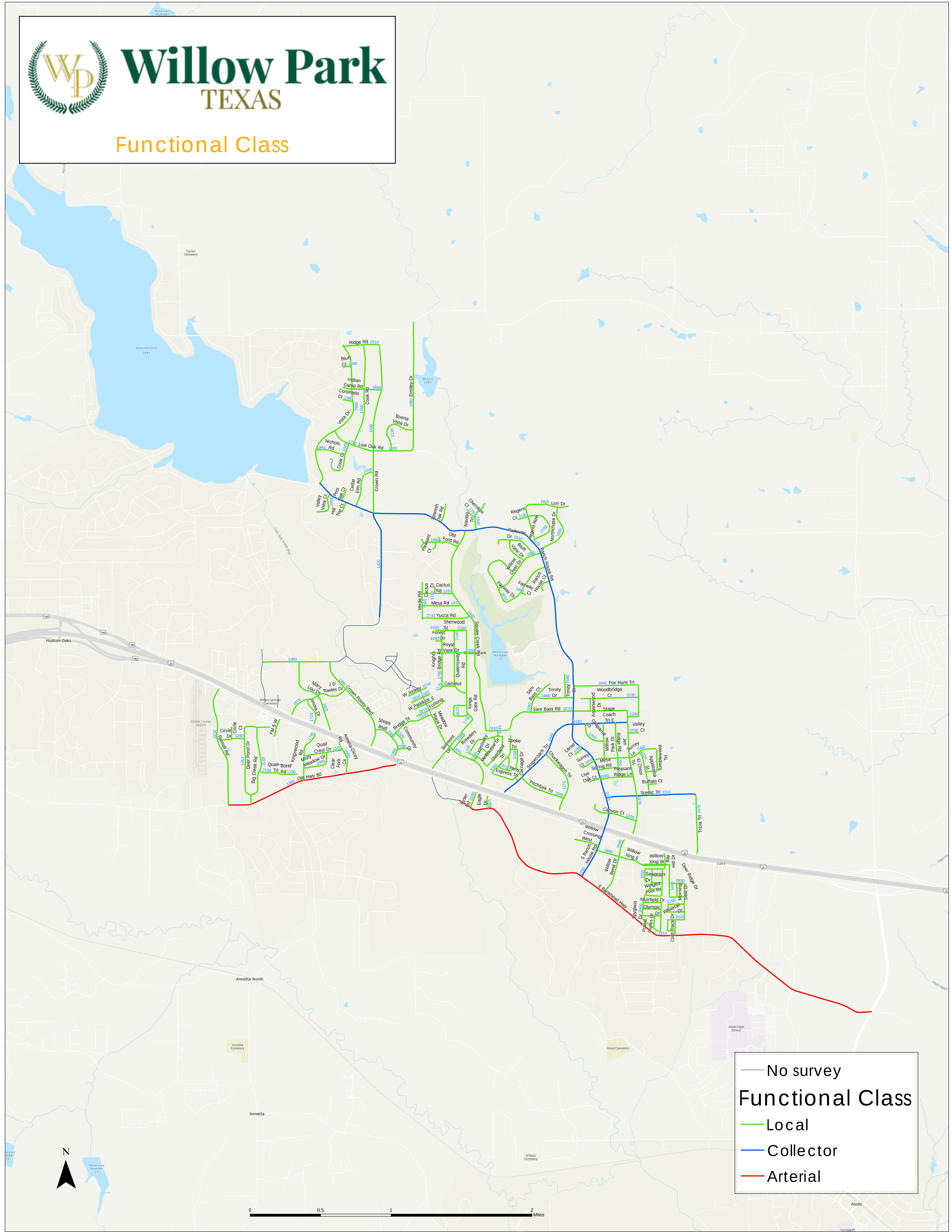


0 0.5 1 2 Miles



Willow Park TEXAS

Functional Class



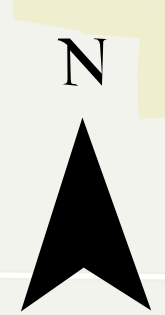


Willow Park TEXAS

Current PCI (10th Mile)

PCI 10th Mile Segments

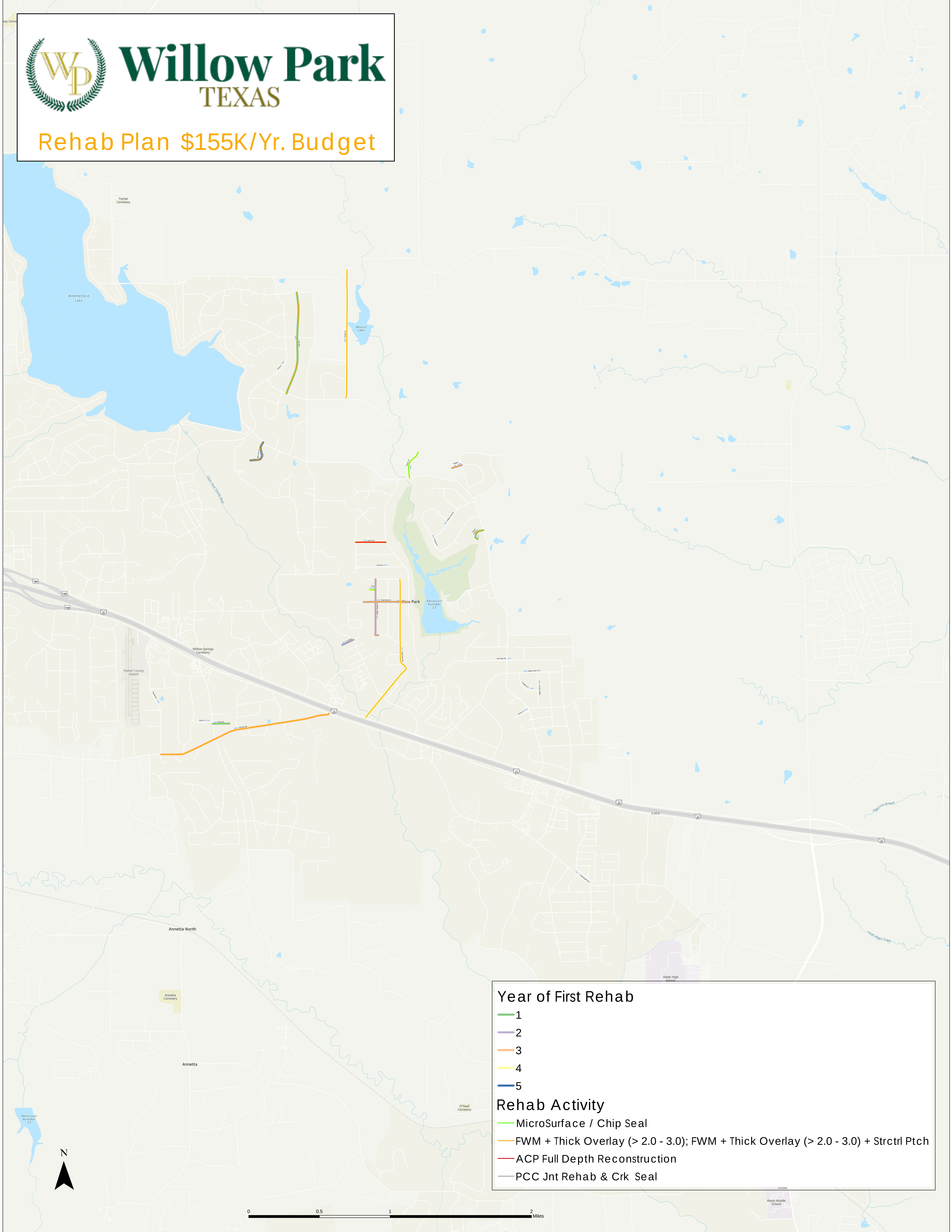
- (1-25) Very Poor
- (26-40) Poor
- (41-50) Marginal
- (51-60) Fair
- (61-70) Good
- (70-85) Very Good
- (86-100) Excellent
- No Survey





Willow Park TEXAS

Rehab Plan \$155K/Yr. Budget



Year of First Rehab

- 1
- 2
- 3
- 4
- 5

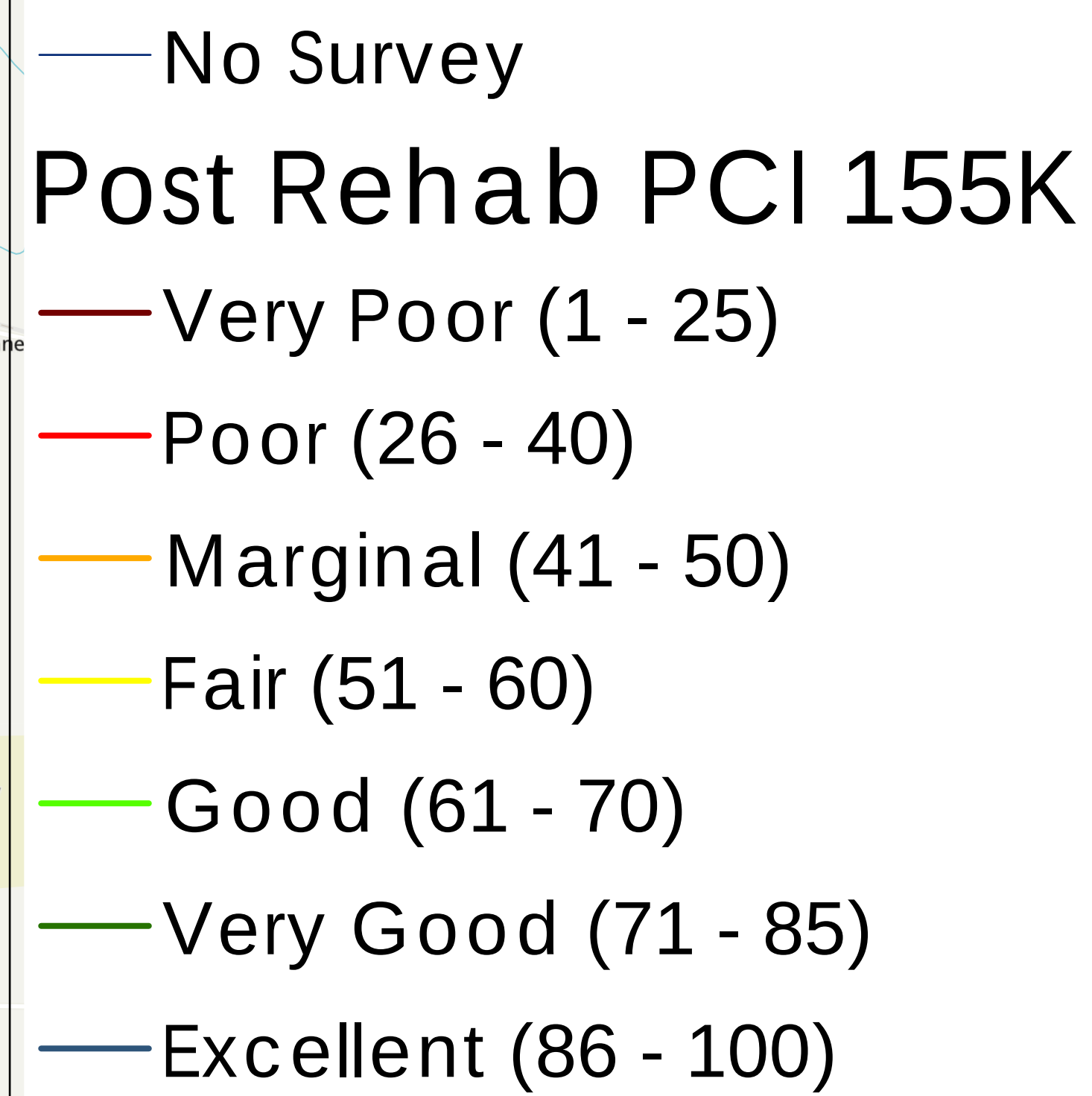
Rehab Activity

- MicroSurface / Chip Seal
- FWM + Thick Overlay (> 2.0 - 3.0); FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch
- ACP Full Depth Reconstruction
- PCC Jnt Rehab & Crk Seal



Willow Park TEXAS

Projected PCI 155K





Willow Park TEXAS

Rehab Plan 1M

Year of First Rehab

- 1
- 2
- 3
- 4
- 5

Rehab Activity

- MicroSurface / Chip Seal; MicroSurface / Chip Seal + Strctrl Ptch
- FWM + Thick Overlay (> 2.0 - 3.0); FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch
- ACP Full Depth Reconstruction
- PCC Jnt Rehab & Crk Seal





Willow Park TEXAS

Projected PCI 1M

Projected PCI 1M

- Very Poor (1 - 25)
- Poor (26 - 40)
- Marginal (41 - 50)
- Fair (51 - 60)
- Good (61 - 70)
- Very Good (71 - 85)
- Excellent (86 - 100)



0 0.5 1 2 Miles



Willow Park TEXAS

PCI Weighted by Area

