CITY OF CHARLES TOWN
INFRASTRUCTURE COMMITTEE
AGENDA • APRIL 27, 2026

Committee Meeting **COUNCIL CHAMBERS** **4:30 PM**
101 E Washington Street, Charles Town, WV 25414

1. CALL TO ORDER

2. UNFINISHED BUSINESS

: **2026-1424:** Stormwater Issues and Updates
7037 - Charles Town Drainage Study Report Part 1 GE Signed Reduced 2026.04.23 (1).pdf

: **2026-1425:** Repaving Plan
2021_02_19 Report FINAL Rev 1.pdf
2020 Pavement Assessment Results.pdf
Copy of MUNICIPAL STREET LISTING.pdf

3. NEW BUSINESS

: **2026-1426:** Maintenance Director Report

: **2026-1427:** City App Requests
Anonymous Request for Left Hand Turn Movement Signal at Intersections - 14 April 2026.pdf

: **2026-1428:** Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) - Transportation Improvement Plan

: **2026-1429:** Resident Requests from City Council Public Comment

: **2026-1430:** Pneumatic Tube and Speed Radar Data and Future Placement

: **2026-1431:** Other Project Updates

4. ADJOURNMENT

5. NOTICE: The Public May View the Meeting Live by Clicking on the Event Link at: https://www.charlestownwv.us/government/agendas_minutes.php

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

Meeting: 04/27/26
Department: Infrastructure Committee
Category: Report
Initiator:

SCHEDULED

AGENDA ITEM (ID #)

2026-1424: Stormwater Issues and Updates

ATTACHMENTS:

- 7037 - Charles Town Drainage Study Report Part 1 GE Signed Reduced 2026.04.23 (1).pdf

Drainage Evaluation and Storm Sewer Inventory Report
Part 1
City of Charles Town, West Virginia

April 23, 2026

Prepared for:

City of Charles Town, West Virginia





Prepared By:

Zach Judy, PE, CFM
Randy Kepler, PE
Zechariah Somers
JN: 7037

FND 1971

GREENWAY ENGINEERING

704 Foxcroft Ave
Martinsburg, WV 25401
Tel: 304-620-5111

151 Windy Hill Lane
Winchester, VA 22602
Tel: 540-662-4185
Fax: 540-722-9528

45145 Research Pl
Ashburn, VA 20147
Tel: 703-328-0788

www.greenwayeng.com

Contents

Executive Summary 4

A. Purpose and Goals 6

B. Means and Methods 7

- Watershed Delineation 7
- Preliminary Field Inventory and Field Investigation Efforts 8
  - Storm Structure Numbering Methodology 8
  - Storm Sewer Inventory 8
- Hydrology 9
  - Karst Considerations 10
  - Ground Cover Analysis and Runoff Factors 12
  - Time of Concentration 13
  - Storm Event Return Periods 13
- Hydraulics 13
  - Storm Sewer Conduit Capacity 14
  - Storm Sewer Inlet Capacity 14
  - Culverts 14
  - Box Culverts/Bridges 15
  - Channel Analysis 15
  - Overland Relief 15

C. Findings and Recommendations 16

Appendix A- Overall Watershed Map and Topography Exhibit 19

Appendix B- Primary Identified Issues List & Exhibit 22

Appendix C- Ground Cover – Land Use Analysis Exhibit 26

Appendix D- Karst Swales Exhibit 28

Appendix E- Full Study Area Storm Sewer Exhibit 30

Appendix F- 11x17 Storm Sewer Inventory Exhibits 32

Appendix -Watershed 1 45

Appendix-Watershed 2 55

Appendix-Watershed 3 61

Appendix-Watershed 4 67
Appendix-Watershed 5 72
Appendix-Watershed 6 75
Appendix-Watershed 7 81
Appendix-Watershed 8 87
Appendix-Watershed 9 92
Appendix-Watershed 10 97

Executive Summary

Studying the City of Charles Town's drainage and inventorying storm sewer within the historic district and central contiguous area was a meticulous undertaking with the age of these systems dating back to the early to mid 1800's. This report seeks to outline not only the results, but the techniques and assumptions utilized to achieve the results.

As outlined in the purpose and goals section later, the scope of this report and associated work constitute part 1 of an overall drainage study. No data within this report should be considered as survey grade accurate. Future work within the City should include a review of all identified issues and computations for the individual watershed where work is proposed and not solely rely on the primary issues list. The engineering analysis is a best approximation needed for the preliminary scope of part 1 and any final construction or approvals of future construction should require a more detailed study of the identified issues.

The report structure includes a main body that outlines purpose and goals, means and methods, as well as findings and recommendations. Appendices 1-10 provide brief summaries of each of the 10 watersheds identified within the City as well as supporting exhibits showing hydraulic evaluation points, drainage area delineations, and storm sewer locations. The computation spreadsheets are also contained within each of these appendices. The spreadsheets contain data to assist with prioritization of identified issues such as upstream road length and number of buildings expected to be impacted by ponding water. Appendix A provides the overall watershed map and arrows representing discharge locations and directions. Appendix B provides an exhibit and list of the primary identified issues for drainage within the study area. Appendices C through E provide documentation and supportive figures of the means and methods utilized. Appendix F provides storm sewer simplified inventory maps in 11"x17" format to facilitate easy reference and use in the field rather than full scale plan sheets.

The study resulted in a final delineation of 10 watersheds. 8 of the ten watersheds drain to Evitts Run and the remaining 2 drain to Flowing Springs Run.

During the evaluation of existing drainage infrastructure, it became apparent that significant infiltration must be taking place due to the karst nature of the region and the lack of evidence of flooding at locations with little to no drainage infrastructure. Suspected karst swales were identified within the study area. Preservation of the remaining undisturbed portions of the karst swales is recommended to maintain areas with high infiltration rates. This preservation promotes water quality and mitigates potential future flooding issues.

It was found during the study that there are many areas lacking sufficient drainage infrastructure resulting in inundation of travel ways and potential impacts to existing buildings. The identified issues consist of long stretches of roadways with no drainage other than the roadway itself acting

as a channel to convey the water and low lying/depressed areas with inadequate conveyance system to prevent significant ponding.

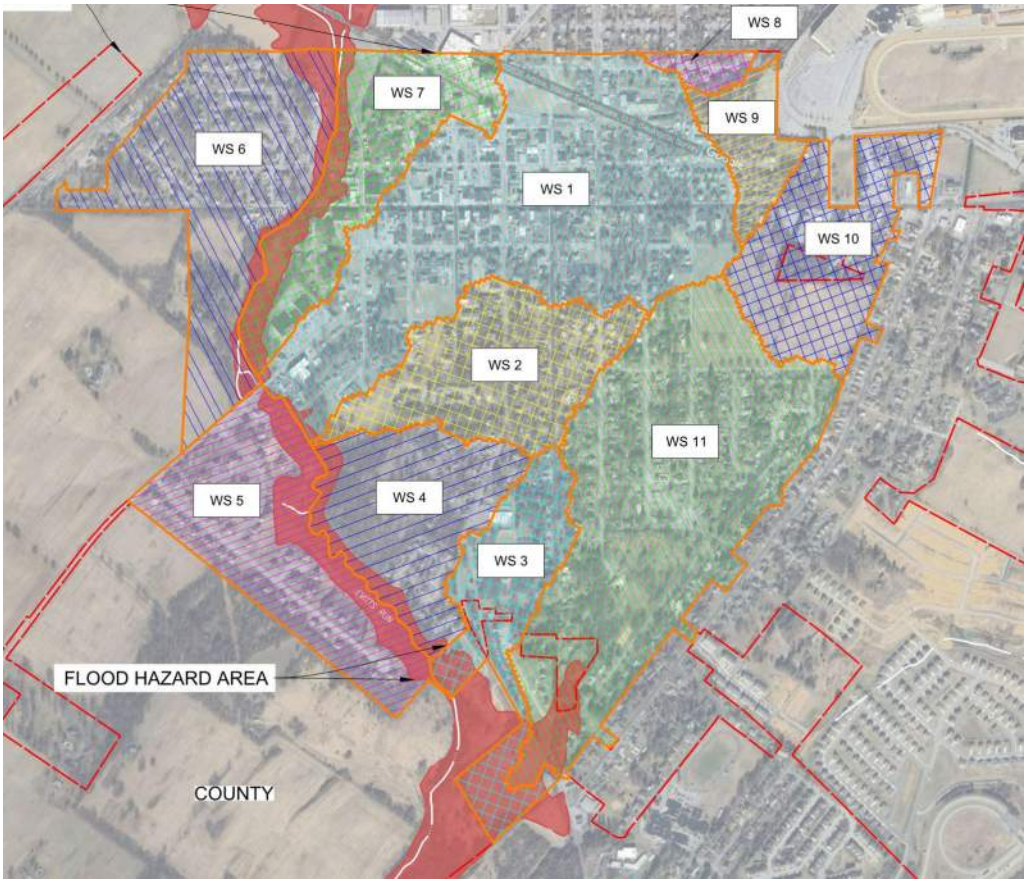
It is recommended that Watersheds 1, 2, 3, 7, and 10 proceed to the full inventory and detailed analysis outlined as part 2 of the overall study. The remaining watersheds have existing drainage concerns, but due to localized nature of the issues, minimal existing drainage infrastructure identified, and small quantity of concerns; it is recommended the individual issues could be addressed without a detailed study of the entire watershed. Greenway Engineering also recommends that the City maintain awareness for the opportunity to acquire land near the outfall of storm sewer system 1.1, where Augustine Avenue crosses Evitt's Run. This outfall represents the most concentrated surface water discharge within the City and presents excellent opportunity to improve water quality through treatment of the discharge. This could be a central component of the stormwater management plan (SWMP) that will need to be developed in the future to comply with MS4 (municipal stormwater) regulations and permitting.

A. Purpose and Goals

The purpose of this report is to outline findings from part 1 of an overall study of the drainage and runoff conditions within the City of Charles Town. The overall study seeks to identify and correct existing and potential future drainage issues.

The study was scoped to be broken down into 5 parts as outlined in the executed Greenway Engineering proposal dated April 17, 2025. Part 1 consisted of data gathering, watershed development and mapping, preliminary field investigation, as well as preliminary hydrological and hydraulic analysis. Part 2 consists of survey grade inventory of identified storm sewers and more detailed hydrological and hydraulic analysis of each watershed individually. Part 3 will consist of potential improvement analysis through concept and schematic design for each watershed individually. Part 4 consists of construction document development and administration of the installation of the proposed work for each improvement selected to move to construction. Part 5 is expected to be a support task where Greenway will assist the City with MS4 permit compliance and program development utilizing the work completed in parts 1-4.

The study area for part 1 was defined as the old town area and was further defined utilizing the watersheds outlined in orange in the following figure.



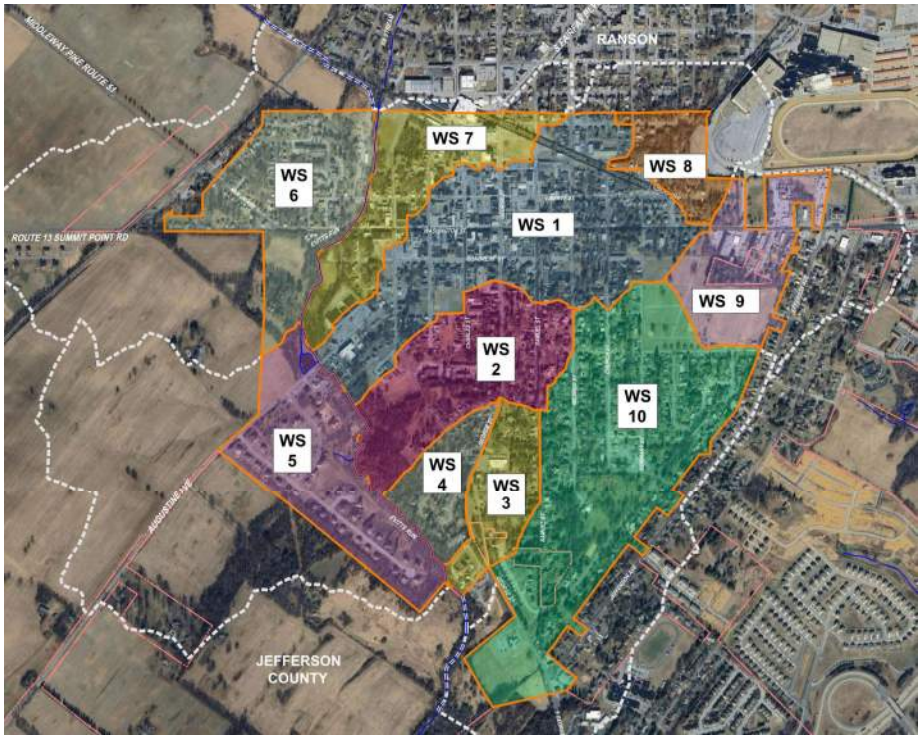
Part 1 is intended to be an economical large-scale assessment with the goal of providing a priority list of identified issues for more detailed study in part 2 of the overall study. Completing an preliminary inventory of the existing storm sewer was an additional goal of part 1 and was needed to support the preliminary hydraulic analyses.

B. Means and Methods

Watershed Delineation

Identifying and mapping the major watersheds began with a review of USGS *Streamstats* application and its delineation of drainage areas for the City. Delineations utilizing this application are prone to errors as it is based on large scale topography data and does not account for storm sewer. The study utilized West Virginia University (WVU) lidar topography data and field observations to refine the watersheds. The WVU lidar topography and field observations were utilized to establish the drainage areas for all the individual runoff calculations presented with this report. Generally, the watersheds were established based on concentrated discharge locations and areas of sheet flow directly surrounding the concentrated discharge points.

Original scoping and preliminary watershed delineation identified 11 watersheds, but ultimately the study area was divided into 10 unique watersheds. The figure below shows the delineated watersheds, and a full-scale exhibit is provided with Appendix A.

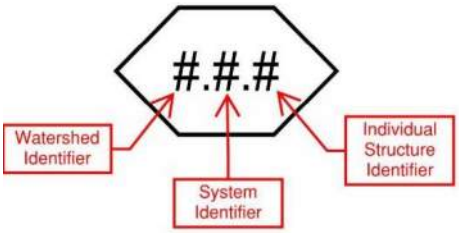


All of the City of Charles Town's runoff flows to the Shenandoah River, then into Potomac River and the Chesapeake Bay. All of the waterbodies have had significant efforts dedicated to improving their water quality. Majority of the watersheds discharge to the Potomac River Tributary known as Evitts Run. Runoff from watersheds 8 and 9 are suspected to discharge to the tributary named Flowing Springs Run.

Preliminary Field Inventory and Field Investigation Efforts

Storm Structure Numbering Methodology

Inventory of the storm structures required development of unique identifiers. The identifiers were decided to consist of a three-digit system delineated by periods. The leading digit identifies the primary watershed the structure lies within. The second digit designates all structures that are directly connected by conduit and are referred to as the individual system or culvert identifier within the primary watershed. The last digit is the structures individual identifier within its connected system. An example figure is provided below.



The numbering of structures generally starts at the bottom/low end of the primary drainage shed and proceeds upward. Outfall structures are generally identified with a 0 as the structure identifier, i.e. 1.1.0. However, some systems without a clear intentional outfall structure may not have a 0 structure.

Storm Sewer Inventory

The field inventory of storm sewer infrastructure was completed through visual inspections of the entire study area and supported by reviews of topography data to identify likely storm sewer inlet and outfall locations. City staff also provided support through discussions and reviews of storm sewer known to them. Several storm systems were identified with no known above ground outlet. Due to the karst nature of the City, it was assumed that many of these systems with no identified outfall were installed as infiltration outfalls/structures and some outfalls may have been buried accidently such as the culvert along George Street in watershed 3. Additional efforts such as camera evaluations could be utilized to verify these outfalls which were not part of the scope of this study, but can be further pursued with part 2. A shape file will be provided with this report containing the line work for identified storm sewer and can be utilized to begin the creation of a GIS database of the City's storm sewer.

Existing stormwater facilities were also identified with the study. All evident stormwater facilities were assigned a unique identifier utilizing similar symbology to the storm sewer identifiers. “SF” was utilized as a prefix for these facilities with the watershed number following and a unique identifier number as well.

The storm sewer inventory and associated data provide a starting point for database building and made best efforts to accurately establish locations and physical properties of the conveyance system. As changes to materials and conduit sizes take place in locations other than accessible structures, the inventory is a best effort and should not be considered 100% accurate. The inventory should not be construed to be an opinion of jurisdiction or responsibility for the infrastructure, although the work included with this report does at times identify infrastructure thought to be private as well as associated with a West Virginia Division of Highways (WVDOH) jurisdictional road.

Appendix E provides a study wide inventory exhibit and utilizes only the two digit watershed and system identifiers for simplicity and Appendix F provides more detailed 11x17 maps of the inventoried storm sewer. Appendix F is intended to provide simple, easily handled exhibits of the inventoried storm sewer. The watershed H&H (hydrology and hydraulics) exhibits contained in appendices 1-10 also identify the inventoried storm sewer. Materials and sizes of the identified storm sewer is communicated through the analysis spreadsheets contained in Appendices 1-10.

Hydrology

Rational Method

Rational method is the simplest technique and the most industry accepted method for storm sewer capacity analysis. Drainage channel evaluations also utilize rational method when the channel in question has a small, localized drainage area. However, rational method is considered limited to drainage areas of 200 acres or less and only provides a peak flow rate estimate. The largest drainage sheds within the study that concentrate stormwater are approximately 200 acres validating the use of rational method for peak flow rate determination in all hydraulic evaluations of drainage features completed with the study. Volumes of runoff are not addressed with the standard rational method which limits the method to evaluations that do not consider detention and attenuation of flow rates. As this study utilizes lidar topography, areas of planned detention such as stormwater management ponds are limited within the City, and the study is being performed at a macro level to determine areas of concern requiring more refined engineering analysis utilizing field survey data; rational method was confirmed as the most appropriate methodology for determining capacities of existing conveyance systems and potential flooding concerns.

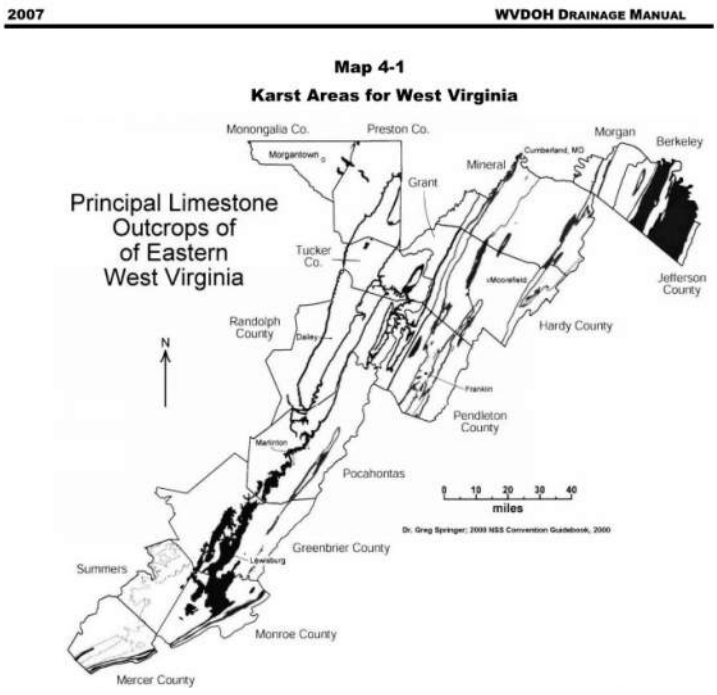
NRCS TR20

NRCS TR20 was developed by the Soils Conservation Service (SCS) as a software-based approach utilizing a vast amount of data references developed through field and lab study. SCS was later renamed the Natural Resources Conservation Service (NRCS). This technique utilizes hydrography methods that account for storm duration and variable rainfall intensities during storm events. TR20 provides a runoff volume estimate unlike the rational method. Volume estimation makes TR20 ideal for water quality analyses and design, as practices that capture and/or treat the runoff from a storm event need to account for runoff volumes to function correctly.

The storm event consisting of one inch of rainfall is considered the design storm for most water quality practices. Capturing and/or treating the runoff from one inch of rainfall is the accepted water quality standard outlined by not only West Virginia state agencies, but also Virginia and Maryland. For these reasons the study has included an overall NRCS TR20 analysis completed utilizing HydroCAD software for each of the major watersheds. Only the volumetric results are included as time of concentration was not evaluated for the watersheds and the flow time assumptions utilized elsewhere in the study were not considered suitable for the overall watersheds. The runoff volume estimates are included on the Ground Cover- Land Use exhibit in Appendix C and the City of Charles Town Watersheds exhibit in Appendix A.

Karst Considerations

Karst topography dominates City of Charles Town and surrounding Jefferson County as shown by the shaded regions on the figure below from the WVDOH drainage manual.



Karst is used to describe topography that is underlain by rock that can be dissolved by water. In the case of Charles Town, the rock is limestone. As water seeps into the ground the rock can be dissolved by the water allowing voids to form underground. Once a small void is opened by this dissolution of the rock, water may flow through the void in a more concentrated fashion and begin moving soil, enlarging the voids. This is the process by which the caves in the local area of Charles Town are formed. Sinkholes can form on the surface because of this process. This natural process leads to karst areas experiencing significant infiltration.

As drainage areas are developed and become highly impervious, the natural karst infiltration is reduced as the developed impervious areas and excavation activities change the natural topography and hydrology. Many jurisdictions provide guidance that karst adjustments should not be made for previously developed/disturbed areas. However, this approach was found unacceptable as the method developed unrealistic flows. The flows were found to be unrealistic based on field observations that found little evidence of erosion or flooding at existing flow constraints.

The WVDOH drainage manual indicates peak runoff rates should be adjusted based on the percentage of the drainage shed found to be underlain by karst. The manual provides the following table of coefficients for adjustment of peak flow rates.

WVDOH DRAINAGE MANUAL 2007

Table 4-1

Karst Loss Coefficient

% Karst	Storm Return Period				
	2	10	25	50	100
100	0.33	0.43	0.44	0.46	0.50
90	0.35	0.46	0.48	0.50	0.56
80	0.38	0.51	0.53	0.56	0.62
70	0.47	0.58	0.60	0.62	0.68
60	0.55	0.66	0.67	0.70	0.74
50	0.64	0.73	0.74	0.76	0.80
40	0.73	0.80	0.81	0.82	0.85
30	0.82	0.86	0.87	0.87	0.89
20	0.91	0.92	0.92	0.92	0.93
10	1.00	0.98	0.98	0.98	0.97
0	1.00	1.00	1.00	1.00	1.00

Source: Adjusting Hydrology Models for Karst Geology, John Laughland P.E.

The determination of the percentage of a drainage area to be considered karst was completed utilizing the approximate percent pervious area for each land cover identified. For the downtown business land cover, no karst corrections were applied due to the imperviousness and lack of pervious overland flow areas. Overall karst factors were computed for each watershed, except watershed 1, and utilized for all computations within the watershed. The Rational analyses performed multiplied the appropriate karst coefficients by the resulting peak flow rate. The

resulting karst factors for each watershed are shown on the Ground Cover – Land Use Analysis exhibit included in Appendix C.

For Watershed 1 rational C factor adjustments were made to the land covers other than downtown business areas. This was done to prevent reduction of flows in the computations for the downtown business areas where significant imperviousness is preventing infiltration. The C factors were reduced by 35% which is approximately equivalent to the 10-year reduction imposed by karst factors for the major residential ground cover within watershed.

Karst swales are a recognized geological and hydraulic feature. This study identified several significant swales within the City which are expected to function as karst swales. The expected historical extent and currently undisturbed portions of these areas have been identified and considered with this study. Appendix D consists of an exhibit showing the identified areas. The exhibit was developed to assist with the study as well as future development considerations.

The Chesapeake Stormwater Network has published a document titled *CSN TECHINICAL BULLETIN No. 1, STORMWATER DESIGN GUIDELINES FOR KARST TERRAIN IN THE CHESAPEAKE BAY WATERSHED VERSION 2.0* that provides guidance for protection of karst swales and outlines stormwater quality credits that should be associated with this preservation. The document is currently available on the Jefferson County Foundations website. This preservation could be one component of a SWMP when the City begins development of a SWMP for MS4 permitting compliance.

Areas draining to apparent infiltration points with no available outfall were removed from analysis performed downstream as outlined in the WVDOH drainage manual. Areas draining through assumed karst swales with minimal development or obvious historical disturbance, significant flow lengths within the karst swale and no defined channel were also removed from downstream analysis.

Ground Cover Analysis and Runoff Factors

The rational method and TR20 method require delineation of ground cover conditions. TR20 also includes considerations for underlying soil types in the form of hydraulic soil group (HSG) classification. The majority of the City is identified as HSG D as is typical for urbanized areas. HSG D was assumed for all ground covers other than farms/unimproved areas, which were assumed to be B based on a review of soil survey data. The following references were used to determine appropriate ground cover category and runoff characteristics (C factor for rational and curve number/CN for TR20) in the study:

NRCS Web Soil Survey - https://websoilsurvey.nrcs.usda.gov/app/

Table 4.1. Runoff Coefficients for the Rational Method – FHWA HEC 22 Urban Drainage Design Manual

Figure 2-7 Runoff Curve Numbers – Title 210 National Engineering Handbook

Detailed satellite imagery was utilized to delineate business, residential, parks/cemeteries and unimproved areas within the study area and appropriate CN's and C factors were assigned. Weighted C factor and CN's were developed for each drainage area analyzed based on the overall ground cover delineations. The Ground Cover – Land Use Analysis exhibit is included in Appendix C.

Time of Concentration

Time of concentration (Tc) for each of the drainage areas could not be determined to a reasonable degree of accuracy or confidence with use of the lidar topography in the urban landscape. To complete the runoff computations utilizing the Rational or TR20 methodology a time of concentration value must be developed. For this study it was found reasonable to make conservative Tc estimates, based on the size of the drainage area. The table below shows the assumptions utilized for the study.

Time of Concentration	
Drainage Area	**Tc Value Assigned**
(Acres)	(Minutes)
0.01 - 1.00	5 mins.
1.01 - 4.99	10 mins.
5.00 - 9.99	15 mins.
10.00 and greater	20 mins.

Storm Event Return Periods

The WVDOH drainage manual dictates a 10-year return period to be utilized for storm sewer and channel designs. This return period/storm event was utilized for the primary evaluation of all storm sewers, and 2-year analysis was performed to assist in ranking the identified issues and identify more common nuisances. Larger storm events are evaluated for overland relief and channel capacities. Overland flow evaluations were completed for the 100-year and 10-year storm events. Channel computations also included the 2-year storm event to identify the areas that may experience issues during more common storm events. Rainfall intensities and depths were obtained from the National Oceanic and Atmospheric Administration's Atlas 14.

Hydraulics

Part 1 of the study provided preliminary hydraulic analysis of the study area to identify public road inundation and threats to existing buildings due to runoff. The study does not address water quality needs. The study also does not address erosion concerns as no significant evidence of

erosion issues were observed during field work. The following sections outline each form of hydraulic analysis performed and the techniques and assumptions utilized.

Storm Sewer Conduit Capacity

As this initial preliminary part 1 of the study encompassed a majority of the City's historical area and further detailed studies of individual drainage areas are to follow, the storm sewer analysis did not include full system modeling or hydraulic grade line development. Capacity of storm sewers were evaluated utilizing Mannings open channel analysis. The WV DOH drainage manual recommends this as the default sizing methodology for storm sewers with a recommended maximum flow depth of 0.8 times the pipe diameter during the design storm. The manual does allow for storm sewers to surcharge during the design storm at the engineer's discretion. This would require hydraulic grade line evaluation to ensure appropriate sizing of storm sewers and is far less conservative design methodology than the open channel flow approach. Hydraulic grade line evaluation can be performed with the detailed studies that are expected to follow this initial study and will be able to utilize accurate field survey data not considered part of the scope of this study. Applying the open channel methodology will allow for existing capacity issues to be compared based on severity utilizing one equivalent analysis technique. Computations are provided within Appendices 1-10 for each watershed. For the storm sewer system identified as 1.1, within Watershed 1, a previous report titled *"Stormwater Runoff Evaluation Task #1 – Liberty Street Flooding and Storm Sewer Trunk Line Capacity Analysis"* was published in December 2020 by Greenway Engineering. The analyses and computations from the previous report were integrated into this study. The computations presented for the storm sewer in this report should not be considered accurate enough to base future designs on without detailed survey verification of existing infrastructure.

Storm Sewer Inlet Capacity

Accurate drainage inlet capacity requires detailed measurements and calculations for each individual inlet. The preliminary/global nature of this part of the study did not include such detailed analysis within its scope. Where redundant grate inlets, curb/throat inlets, or culvert inlets are present capacities of the underlaying storm sewer system is accounted for in channel and overland relief computations.

Culverts

Culverts were analyzed utilizing the same capacity technique described for storm sewer. This simplified approach allowed for ranking of culvert issues with the same methodology as storm sewer. This simplified approach does not account for all hydraulic elements of culverts and standard industry methods should be utilized for further detailed analysis. Computations are provided within Appendices 1-10 for each watershed.

Box Culverts/Bridges

Four bridge/box culverts are present within the study area. All the bridges excluding one have been assessed through flood studies available through FEMA and are not reassessed with this study. The bridge along Washington, just west of its intersection with MLK Jr Avenue, was not assessed with the FEMA flood study or this study, but has minimal drainage area and provides drainage for a WVDOH road.

Channel Analysis

Roadside drainage/spreads were evaluated as channels in the study. Analysis included the 2, 10, and 100- year storms. Computations are provided within Appendices 1-10 for each watershed.

Computations identified as spread are evaluations of flow along curbed streets. Computations identified as roadside ditch evaluated drainage along roads with no curb. The peak flows utilized in the channel analyses were adjusted to account for existing storm sewer full flow capacities where redundant grate inlets, curb inlets, or culvert inlets were present. The capacities of the pipes directly downstream were utilized in the analyses as it was assumed that surcharging would lead to discharges both upstream and downstream of the analyses point making the pipe directly downstream of the surface feature the constraint.

The points identified for analyses are generally the most concerning downstream locations within the watersheds and the study did not analyze individual points upstream of the identified locations. The analysis communicates spread issues at not only the selected location, but upstream areas as well. The length of roads and number of intersections upstream were measured to assist with ranking the identified issues. Detailed analyses should explore spreads upstream of the identified points.

Overland Relief

Overland relief (OLR) was evaluated for identified local depressions(sags) and utilized industry standard weir analysis. Sags/low points with minor drainage areas and evident available overland relief, with little threat to property were excluded. Some low points along roadways have been assessed utilizing channel computations and did not include an overland relief analysis for overtopping curbs or roadway crowns where significant upstream flow length is present, and it was deemed the associated impacts were better classified as roadway spread to account for upstream impacts with the road length and intersection count metrics. A few locations were analyzed utilizing overland relief and channel analysis where significant flow rates could create significant ponding and there were significant upstream flow lengths, as well as places where the flow must cross an intersection that could not be communicated through OLR analysis. Overland relief analysis can be highly susceptible to small variances in elevation

data and only lidar was utilized within this study. Use of the OLR analysis within this study for purposes outside the study is highly discouraged. Many assumptions and interpretations of lidar/field observations were utilized to approximate OLR.

OLR analyses typically ignore the presence of storm sewers. Due to the historical nature of Charles Town, much of the City was constructed prior to the implementation of current engineering and development practices. Also, full overland relief is not possible in many urban settings and storm sewer can be upsized to provide the needed drainage capacity for larger storm events in many situations. For these reasons the analysis presented in this study deducted the full flow capacity of the storm sewer from the runoff/flow rates utilized in the OLR analyses if storm sewer was present with redundant grate inlets, curb inlets, or culvert inlets.

Inlet capacities were not assessed, and it was assumed that locations with multiple inlets in the low area as well as upstream inlets would allow for the storm sewer pipes to flow full during large storm events. The capacities of the pipes directly downstream were utilized in the analyses as it was assumed that surcharging would lead to discharges both upstream and downstream of the analyses point. Locations having only one grate inlet upstream did not account for storm sewer capacity due to the higher potential of grate clogging.

Expected roadway inundation lengths and number of buildings suspected to be impacted by water ponding around the structures are provided with the computations. The buildings may or may not experience interior flooding, floor elevation assessment is not included in this study. Computations are provided within Appendices 1-10 for each watershed.

C. Findings and Recommendations

The study found it was appropriate to break the City into 10 watersheds based on concentration points and discharge directions as shown in Appendix A. The primary issues identified in Appendix B were selected based on travel way inundation, threat to buildings due to ponding, location of the impacts, flow rates, and flow depths. It was found that many of the existing City streets contain no drainage infrastructure, such as appropriately sized roadside ditches or storm sewer, leading to significant inundation of the public roadways. The exhibit provided in Appendix B identifies the location of the primary issues and spreadsheets are provided listing the issues and primary data pertaining to the issues.

The channel/roadway spread issues tables in Appendices 1-10 and Appendix B provide the findings of the channel analysis that were performed for the 2, 10, and 100-year storms. The upstream road length column indicates the length of roadway upstream of the analysis point. It is not expected that the spread issue exists along the entire upstream road length, but this indicates the maximum amount of roadway length that may be impacted due to the identified

issue and provides a metric to compare the identified issues. The upstream intersections listed on the tables indicate the number of intersections where runoff associated with the identified issue may have to flow across the travel way of the intersection. This flow may increase the risk for hydroplaning and ice in the intersection during the winter. The overland flow listed in the table indicates the amount of runoff that is expected to flow along the surface and accounts for any underlying storm sewer capacity as described in previous sections. Thus, some of the identified issues may have a value of 0 for overland flow during the 2 or 10-year storms. The roadway surcharge column indicates the depth of water flow expected at the edge of the roadway and provides a good indicator of the severity of the drainage issue. The travel lane spread column lists the distance water may spread into an assumed 10' travel lane assuming typical road cross slopes (2% slope). This spread value is the primary variable considered in current design manuals in relation to the comps presented. The WVDOH drainage manual dictates a maximum spread of 3 feet into travel lanes during the 10-year storm to mitigate hydroplaning risks. All the primary issues identified exceed this value. Issues with the travel lane spread listed as "full" indicate the spread covers the entire assumed travel lane.

The overland relief/ponding issues tables in Appendices 1-10 and Appendix B provide the results of ponding analysis where runoff must accumulate/pond and overtop a barrier to continue downstream for the 10 and 100-year storms. In addition to listing the location and a description of the expected barrier, the table lists the assumed weir elevations that runoff must overcome. This is provided as variations in the assumed elevations would change the resulting ponding elevations. OLR flow rates are provided that account for storm sewer capacity as previously described in this report. Depth of flow across the weir is provided and the approximated water surface elevations. Four values are provided to assist with gauging the severity of the issues. The number of buildings that water ponding may reach, the length of local roadway inundation, the length of inundation of any roads considered primary routes, and whether the impacted roads function as a sole point of access to residences or businesses.

The storm sewer pipe analysis tables provided in Appendices 1-10 provide pipe capacity analysis results and the inventory data for storm sewers. The 10-year storm event should generally dictate the size of the pipes as outlined in the WVDOH drainage manual. However, there are situations within the City where it may be appropriate to size the pipes for larger storms based on surface drainage issues as identified with the OLR and channel analysis. The final column in the highlighted regions for the 2 and 10-year storms compares the runoff rates to the open channel capacity of the storm sewer runs. Values under 100% indicate the runoff can be fully handled by the installed pipe. Values exceeding 100% indicate the pipe is undersized for the existing drainage area flowing to the system. These results were not considered primary drainage issues as a pipe being over capacity is not a flooding issue but may cause a flooding issue that would be identified through the provided OLR and channel analyses.

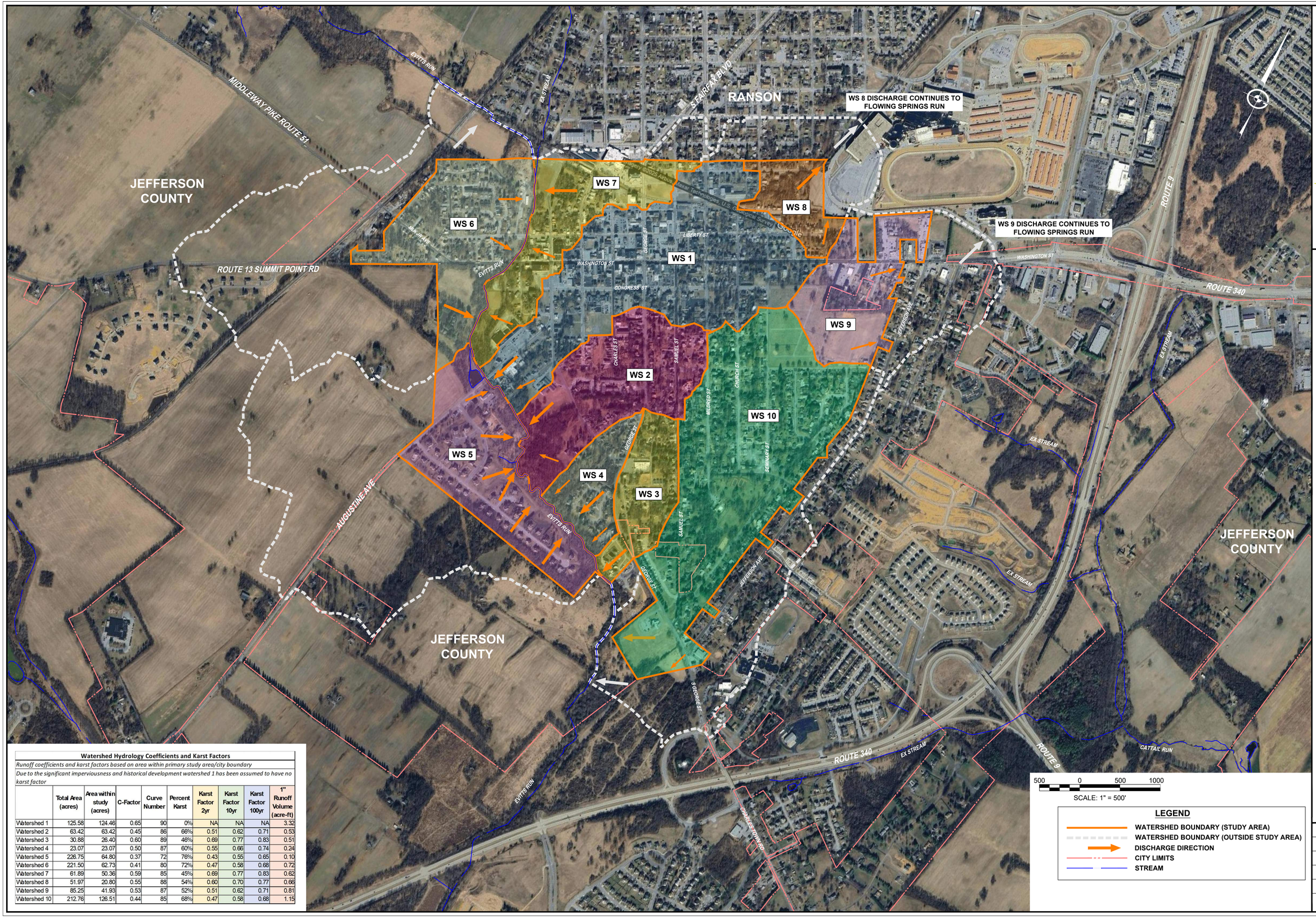
Many depressions were identified with no drainage, inadequate drainage, or lack of redundant inlets to mitigate potential inlet clogging. The identified issues could be resolved with appropriate storm sewer installations. One of the depressions analyzed in Watershed 3 (O.3.1) seems to have been created by residential infill lot development. Another OLR analyses point (O.8.1) located in Watershed 8 seems to have had the existing issue exacerbated by construction on a residential infill lot. This location was not included in the priority issues as the depth of ponding was found to be minimal. It is recommended that the City institute a drainage and grading review process for any future infill lot development.

Much of the inventoried storm sewer consists of aging terracotta and corrugated metal pipes with many lacking the needed capacity. The structural evaluation of the aging pipes would require camera inspection efforts of the existing storm sewer. It is recommended that prior to expending resources to maintain existing storm sewer systems that detailed analysis be performed to evaluate if upsizing of the exiting pipes would be appropriate during the maintenance operations. This evaluation should carefully consider future potential upstream expansion of the storm sewer systems. Based on many of the identified drainage issues, it is thought that upsizing and expansion of many of the storm sewer systems would mitigate flooding and runoff issues. However, storm sewer capacities themselves were not utilized to identify primary drainage issues. The primary issues identified are based on surface drainage issues that may be a result of storm sewer that is over capacity.

Greenway Engineering recommends that the City maintain awareness for the opportunity to acquire land near the outfall of storm sewer system 1.1, where Augustine Avenue crosses Evitt's Run. This outfall represents the most concentrated surface water discharge within the City and presents excellent opportunity to improve water quality through treatment of the discharge. This could be a central component of the stormwater management plan (SWMP) that will need to be developed in the future to comply with MS4 (municipal stormwater) regulations and permitting.

Based on the issues identified and outlined scope of the overall study, part 1 has resulted in the following primary recommendations. Watersheds 1, 2, 3, 7, and 10 should advance to the full analysis and inventory outlined in part 2 of the study. Watersheds 4, 6, 8, and 9 have identified issues, but the issues are few and localized. It appears these issues could proceed with combined detailed existing analysis (part 2) and improvement analysis (part 3) for each individually identified issue. Watershed 5 had no identified issues other than potential capacity issues for one identified storm sewer system that presents minimal threats to public roads or existing buildings. Watershed 5 is not recommended for further detailed study.

Appendix A- Overall Watershed Map and Topography Exhibit



Watershed Hydrology Coefficients and Karst Factors

Runoff coefficients and karst factors based on area within primary study area/city boundary

Due to the significant imperviousness and historical development watershed 1 has been assumed to have no karst factor

	Total Area (acres)	Area within study (acres)	C-Factor	Curve Number	Percent Karst	Karst Factor 2yr	Karst Factor 10yr	Karst Factor 100yr	1" Runoff Volume (acre-ft)
Watershed 1	125.58	124.46	0.65	90	0%	NA	NA	NA	3.32
Watershed 2	63.42	63.42	0.45	86	66%	0.51	0.62	0.71	0.53
Watershed 3	30.88	26.40	0.60	89	46%	0.69	0.77	0.83	0.51
Watershed 4	23.07	23.07	0.50	87	60%	0.55	0.66	0.74	0.24
Watershed 5	226.75	64.80	0.37	72	76%	0.43	0.55	0.65	0.10
Watershed 6	221.50	62.73	0.41	80	72%	0.47	0.58	0.68	0.72
Watershed 7	61.89	50.36	0.59	85	45%	0.69	0.77	0.83	0.62
Watershed 8	51.97	20.80	0.55	88	54%	0.60	0.70	0.77	0.68
Watershed 9	85.25	41.93	0.53	87	52%	0.51	0.62	0.71	0.81
Watershed 10	212.76	126.51	0.44	85	68%	0.47	0.58	0.68	1.15

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

CITY OF CHARLES TOWN WATERSHEDS

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

Date: 03/23/2026
Scale: 1" = 500'
Designed By: ZJ/RLK/ZS
File No. 7037
Sheet 1 Of 1

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING

PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

CITY OF CHARLES TOWN WATERSHEDS

TOPOGRAPHY

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

WS 1
WS 2
WS 3
WS 4
WS 5
WS 6
WS 7
WS 8
WS 9
WS 10

TOPOGRAPHIC DATA FROM WVU OPEN SOURCE LIDAR DATASET

LEGEND

- 2' CONTOUR
- 10' CONTOUR
- MINOR DRAINAGE DIVIDE
- WATERSHED DIVIDE
- WATERSHED DIVIDE (BEYOND CITY LIMITS)
- CITY LIMITS
- GIS PARCEL BOUNDARIES
- STREAM
- GIS BUILDING OUTLINES

300 0 300 600

SCALE: 1" = 300'

Date:	04/13/2026
Scale:	1" = 300'
Designed By:	ZJ/RLK/ZS
File No.	7037
Sheet	1 Of 1

Appendix B- Primary Identified Issues List & Exhibit

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

CITY OF CHARLES TOWN WATERSHEDS

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

PRIMARY ISSUES IDENTIFIED

LEGEND

- WATERSHED BOUNDARY (STUDY AREA)
- C.## — CHANNEL/SPREAD COMP
- O.## — OLR (OVERLAND RELIEF) COMP
- APPROXIMATE 100 YEAR PONDING BASED ON OLR ANALYSIS

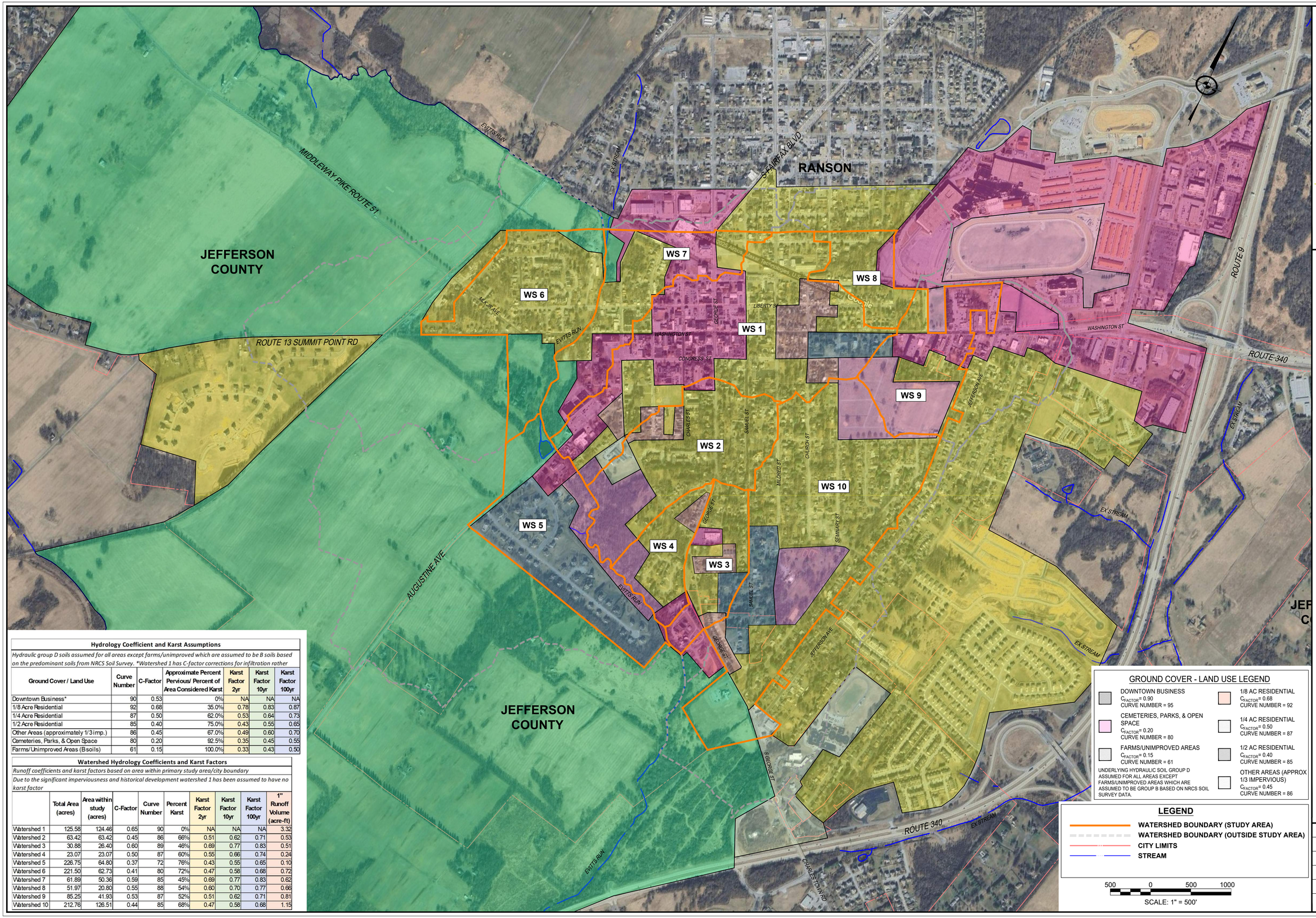
300 0 300 600
SCALE: 1" = 300'

Date:	04/13/2026
Scale:	1" = 300'
Designed By:	ZJ/RLK/ZS
File No.	7037
Sheet	1 Of 1

Channel/Roadway Spread Issues						2 year storm			10 year storm			100 year storm		
Identifier	Location	Description	Upstream Road Length(ft)	Upstream Intersections	Drainage Area (Acre)	Overland Flow (cfs)	Roadway Surcharge (ft)	Travel Lane Spread (ft)	Overland Flow (cfs)	Roadway Surcharge (ft)	Travel Lane Spread (ft)	Overland Flow (cfs)	Roadway Surcharge (ft)	Travel Lane Spread (ft)
Watershed 1 - 6 Primary Channel Flow Issues Identified														
C.1.1	Augustine Ave westside	Spread	1835	1	5.34	0.00	0.00	0.00	12.77	0.33	8.46	27.76	0.44	Full
C.1.3	Congress St southside	Spread	2600	2	7.78	0.00	0.00	0.00	22.76	0.47	Full	31.80	0.53	Full
C.1.4	Congress St northside	Spread	1500	1	79.49	0.00	0.00	0.00	17.15	0.42	Full	82.87	0.76	Full
C.1.5	George St eastside	Spread	2100	3	9.83	7.43	0.31	5.29	12.36	0.37	8.50	19.54	0.44	Full
C.1.10	Liberty St southside	Spread	2000	3	14.71	11.69	0.30	4.75	16.64	0.34	6.83	23.98	0.39	9.33
C.1.12	Samuel St	Spread	1540	2	9.10	10.24	0.35	Full	14.07	0.39	Full	19.66	0.44	Full
Watershed 2 - 3 Primary Channel Flow Issues Identified														
C.2.2	Samuel Street westside	Spread	1015	1	0.74	0.89	0.12	3.04	1.50	0.15	4.38	2.42	0.18	5.83
C.2.3	Samuel Street eastside	Spread	1360	1	5.87	4.55	0.22	8.17	7.61	0.27	Full	12.17	0.32	Full
C.2.4	Charles Street eastside	Roadside ditch	1200	1	23.11	8.74	0.21	9.00	20.16	0.32	Full	37.55	0.44	Full
Watershed 3 - 2 Primary Channel Flow Issues Identified														
C.3.1	George Street Ext	Roadside ditch	550	0	11.48	12.50	0.24	Full	19.33	0.32	Full	29.46	0.42	Full
C.3.2	Samuel Street	Spread	1000	2	0.83	1.33	0.14	5.04	2.05	0.17	6.29	3.12	0.19	7.71
Watershed 4 - 1 Primary Channel Flow Issues Identified														
C.4.1	Mordington north side	Roadside ditch	800	1	1.17	1.20	0.07	3.50	1.96	0.13	6.50	3.04	0.10	5.00
Watershed 6 - 2 Primary Channel Flow Issues Identified														
C.6.2	Eagle Ave westside & MLK Intx	Roadside Ditch	590	1	2.55	2.23	0.17	8.50	3.75	0.23	Full	6.10	0.29	Full
C.6.3	Water St southwest side	Roadside Ditch	600	0	6.20	4.43	0.14	6.50	7.52	0.22	Full	12.31	0.30	Full
Watershed 7 - 3 Primary Channel Flow Issues Identified														
C.7.1	Water St westside	Spread	530	0	1.36	3.04	0.16	8.08	4.62	0.19	9.46	6.90	0.25	Full
C.7.4	Lawrence St westside	Spread	680	0	1.82	2.34	0.23	7.29	3.55	0.26	9.21	5.31	0.31	Full
C.7.5	Lawrence St eastside	Spread	750	0	2.12	3.43	0.26	9.04	5.21	0.31	Full	7.79	0.35	Full
Watershed 8 - 1 Primary Channel Flow Issues Identified														
C.8.1	North St northside	Spread	800	0	1.90	2.21	0.19	9.71	3.51	0.23	Full	5.35	0.27	Full
Watershed 9 - 1 Primary Channel Flow Issues Identified														
C.9.1	Washington St southside	Spread	1490	1	6.32	4.90	0.13	3.50	8.19	0.18	5.92	13.10	0.23	8.63
Watershed 10 - 7 Primary Channel Flow Issues Identified														
C.10.1	Samuel St eastside	Roadside ditch	600	0	4.67	4.08	0.14	6.00	6.87	0.20	9.00	11.16	0.26	Full
C.10.5	Mildred St eastside	Spread	1994	2	10.34	6.48	0.23	5.63	11.08	0.28	8.00	18.36	0.34	Full
C.10.6	Mildred St westside	Spread	1425	1	5.51	3.94	0.21	5.58	6.68	0.26	7.88	10.94	0.31	Full
C.10.7	Church St westside	Spread	1700	0	11.97	7.65	0.29	6.58	13.09	0.36	9.92	21.69	0.43	Full
C.10.8	Seminary St westside	Spread	1950	2	6.02	4.30	0.20	7.13	7.30	0.25	9.38	11.95	0.30	Full
C.10.10	Morrison St eastside	Spread	625	0	11.94	7.48	0.27	7.50	12.79	0.33	Full	21.20	0.37	Full
C.10.12	Morrison St westside	Spread	200		7.00	4.70	0.26	Full	7.98	0.31	Full	13.07	0.38	Full

Overland Relief/Ponding Issues					10 year storm							100 year storm						
Identifier	Location	Description	Approximated Weir Elevation	Drainage Area (Acre)	OLR Flow (cfs)	Depth (ft)	Approximated WSE	Buildings Impacted	Local Roadway Inundation (ft)	Primary Route Inundation (ft)	Singular Access Point Impacts	OLR Flow (cfs)	Depth (ft)	Approximated WSE	Buildings Impacted	Local Roadway Inundation (ft)	Primary Route Inundation (ft)	Singular Access Point Impacts
Watershed 1 - 4 Primary OLR Issues Identified																		
O.1.1	Avis Street	Roadway, Building, Parking Lot	497.00	92.68	115.84	1.70	498.70	1	160	0	No	195.36	1.99	498.99	2	170	0	No
O.1.2	Congress Street	Curb	499.50	89.33	50.19	0.39	499.89	1	80	0	No	126.83	0.65	500.15	2	105	0	No
O.1.3	Washington Street	Roadway	504.10	76.95	6.63	0.18	504.28	0	0	60	No	69.05	0.47	504.57	1	0	150	No
O.1.4	Liberty Street	Roadway	509.90	4.48	20.22	0.30	510.20	0	75	0	No	28.03	0.34	510.24	0	85	0	No
Watershed 2 - 3 Primary OLR Issues Identified																		
O.2.1	Mordington Ave	Roadway	494.25	44.43	26.44	0.36	494.61	0	65	0	No	55.04	0.49	494.74	0	85	0	No
O.2.2	George St and Academy St	Roadway	526.25	3	8.55	0.09	526.34	0	0	135	No	21.87	0.17	526.42	0	0	135	No
O.2.3	Samuel St and Academy St	Roadway	537.00	7.38	9.56	0.23	537.23	0	40	0	No	15.30	0.29	537.29	0	50	0	No
Watershed 3 - 3 Primary OLR Issues Identified																		
O.3.1	George Street Ext	Houses/Yards	493.00	10.28	17.31	0.69	493.69	2	0	0	No	26.38	0.80	493.80	2	0	0	No
O.3.2	Shutter Street	Roadway	501.00	9.35	17.76	0.21	501.21	1	50	0	No	26.74	0.27	501.27	1	75	0	No
O.3.3	Wall Street	Houses/Yards	512.10	7.63	14.24	0.41	512.51	2	220	0	No	21.45	0.64	512.74	2	240	0	No
Watershed 6 - 2 Primary OLR Issues Identified																		
O.6.1	MLK Jr Ave	Roadway	513.50	7.22	8.75	0.21	513.71	2	0	50	No	14.34	0.26	513.76	3	0	75	No
O.6.2	MLK Jr Ave	Roadway	513.70	5.38	6.52	0.18	513.88	1	0	40	No	10.68	0.22	513.92	2	0	85	No
Watershed 10 - 3 Primary OLR Issues Identified																		
O.10.1	Forrest Ave	Roadway	491.00	27.32	29.87	0.23	491.23	0	0	60	No	49.51	0.30	491.30	0	0	115	No
O.10.2	4th St	Curb	515.00	6.14	7.00	0.37	515.37	2	50	0	No	11.46	0.45	515.45	2	110	0	No
O.10.3	Hunter St	Houses/Yards	517.50	12.78	8.38	0.52	518.02	2	80	0	No	13.90	0.63	518.13	2	100	0	No

Appendix C- Ground Cover – Land Use Analysis Exhibit



Hydrology Coefficient and Karst Assumptions

*Hydraulic group D soils assumed for all areas except farms/unimproved which are assumed to be B soils based on the predominant soils from NRCS Soil Survey. *Watershed 1 has C-factor corrections for infiltration rather*

Ground Cover / Land Use	Curve Number	C-Factor	Approximate Percent Pervious/ Percent of Area Considered Karst	Karst Factor 2yr	Karst Factor 10yr	Karst Factor 100yr
Downtown Business*	90	0.53	0%	NA	NA	NA
1/8 Acre Residential	92	0.68	35.0%	0.78	0.83	0.87
1/4 Acre Residential	87	0.50	62.0%	0.53	0.64	0.73
1/2 Acre Residential	85	0.40	75.0%	0.43	0.55	0.65
Other Areas (approximately 1/3 imp.)	86	0.45	67.0%	0.49	0.60	0.70
Cemeteries, Parks, & Open Space	80	0.20	92.5%	0.35	0.45	0.55
Farms/Unimproved Areas (B soils)	61	0.15	100.0%	0.33	0.43	0.50

Watershed Hydrology Coefficients and Karst Factors

Runoff coefficients and karst factors based on area within primary study area/city boundary

Due to the significant imperviousness and historical development watershed 1 has been assumed to have no karst factor

	Total Area (acres)	Area within study (acres)	C-Factor	Curve Number	Percent Karst	Karst Factor 2yr	Karst Factor 10yr	Karst Factor 100yr	1" Runoff Volume (acre-ft)
Watershed 1	125.58	124.46	0.65	90	0%	NA	NA	NA	3.32
Watershed 2	63.42	63.42	0.45	86	66%	0.51	0.62	0.71	0.53
Watershed 3	30.88	26.40	0.60	89	46%	0.69	0.77	0.83	0.51
Watershed 4	23.07	23.07	0.50	87	60%	0.55	0.66	0.74	0.24
Watershed 5	226.75	64.80	0.37	72	76%	0.43	0.55	0.65	0.10
Watershed 6	221.50	62.73	0.41	80	72%	0.47	0.58	0.68	0.72
Watershed 7	61.89	50.36	0.59	85	45%	0.69	0.77	0.83	0.62
Watershed 8	51.97	20.80	0.55	88	54%	0.60	0.70	0.77	0.66
Watershed 9	85.25	41.93	0.53	87	52%	0.51	0.62	0.71	0.81
Watershed 10	212.76	126.51	0.44	85	68%	0.47	0.58	0.68	1.15

GROUND COVER - LAND USE LEGEND

- DOWNTOWN BUSINESS — C_{FACTOR} = 0.90, CURVE NUMBER = 95
- CEMETERIES, PARKS, & OPEN SPACE — C_{FACTOR} = 0.20, CURVE NUMBER = 80
- FARMS/UNIMPROVED AREAS — C_{FACTOR} = 0.15, CURVE NUMBER = 61
- 1/8 AC RESIDENTIAL — C_{FACTOR} = 0.68, CURVE NUMBER = 92
- 1/4 AC RESIDENTIAL — C_{FACTOR} = 0.50, CURVE NUMBER = 87
- 1/2 AC RESIDENTIAL — C_{FACTOR} = 0.40, CURVE NUMBER = 85
- OTHER AREAS (APPROX 1/3 IMPERVIOUS) — C_{FACTOR} = 0.45, CURVE NUMBER = 86

UNDERLYING HYDRAULIC SOIL GROUP D ASSUMED FOR ALL AREAS EXCEPT FARMS/UNIMPROVED AREAS WHICH ARE ASSUMED TO BE GROUP B BASED ON NRCS SOIL SURVEY DATA.

LEGEND

- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (OUTSIDE STUDY AREA)
- CITY LIMITS
- STREAM

500 0 500 1000

SCALE: 1" = 500'

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

CITY OF CHARLES TOWN WATERSHEDS

GROUND COVER - LAND USE ANALYSIS

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

Date: 03/23/2026

Scale: 1" = 500'

Designed By: ZJ/RLK/ZS

File No. 7037

Sheet 1 Of 1

Appendix D- Karst Swales Exhibit

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

CITY OF CHARLES TOWN WATERSHEDS

KARST SWALES

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

WS 1
WS 2
WS 3
WS 4
WS 5
WS 6
WS 7
WS 8
WS 9
WS 10

SUSPECTED SINKHOLE

MIDDLEWAY PIKE ROUTE 51
SUMMIT POINT RD ROUTE 13
EAGLE AVE
PARK ST
CENTER ST
MAPLE AVE
M.L.K. AVE
HIGGS BLVD
LIBERTY STREET
WASHINGTON STREET
MT PARK STREET
WATER STREET
CONGRESS STREET
AVIS STREET
WEST STREET
AUGUSTINE AVE
PERRY DRIVE
SHUTT CT
CRAIGHILL DRIVE
MOORE CT
ACADEMY STREET
LAWRENCE STREET
ANN STREET
MORNINGTON STREET
CHARLES STREET
GEORGE STREET
SAMUEL STREET
MILDRED STREET
CHURCH STREET
SEMINARY STREET
PRESTON STREET
BROOME STREET
NORTH STREET
1st AVE
MASON STREET
GREEN STREET
FORREST AVE
WALL STREET
SHUTTER STREET
SPRING DALE DR
VISTA CT
HUNTER STREET
MORRISON STREET
MORRISON STREET RCES CT
JEFFERSON AVE

KARST SWALES LEGEND

- UNDISTURBED KARST AREAS
- HISTORICAL KARST AREAS
- WATERSHED DIVIDE
- CITY LIMITS

300 0 300 600
SCALE: 1" = 300'

Date:	03/23/2026
Scale:	1" = 300'
Designed By:	ZJ/RLK/ZS
File No.	7037
Sheet	1 Of 1

Appendix E- Full Study Area Storm Sewer Exhibit

CITY OF CHARLES TOWN WATERSHEDS

STORM SEWER INVENTORY

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

WS 1
WS 2
WS 3
WS 4
WS 5
WS 6
WS 7
WS 8
WS 9
WS 10

6.1, 6.2, & 6.5
6.3 & 6.4
7.1, 7.2 & 7.3
7.4, 7.5 & 7.6
1.8, 1.9, 1.10, 1.11 & 1.12
8.1
1.1
1.5, 1.6 & 1.7
1.1, 1.2, 1.3 & 1.4
9.1 & 9.2
2.2 & 2.3
2.1
5.10
1.1
5.2
5.3
5.1
5.6 & 5.7
5.4 & 5.5
5.8 & 5.9
4.1, 4.2 & 4.3
3.4 & 3.5
3.1, 3.2 & 3.3
10.1, 10.2 & 10.3
10.6 & 10.7
10.4 & 10.5

MIDDLEWAY PIKE ROUTE 51
SUMMIT POINT RD ROUTE 13
EAGLE AVE
PARK ST
CENTER ST
MAPLE AVE
MLK JR AVE
HIGGS BLVD
LIBERTY STREET
WASHINGTON STREET
MT PARAN STREET
WATER STREET
CONGRESS STREET
AVIS STREET
AUGUSTINE AVE
PERRY DRIVE
SUTT CT
CROUCHILL DRIVE
MOORE CT
MORNING GUN STREET
1st AVE
NORTH STREET
LAWRENCE STREET
CHARLES STREET
GEORGE STREET
SAMUEL STREET
MILDRED STREET
PRESTON STREET
CHURCH STREET
SEMINARY STREET
WEST STREET
ACADEMY STREET
ANN STREET
HUNTER STREET
MASON STREET
GREEN STREET
WALL STREET
SHUTTER STREET
FORREST AVE
MORRISON STREET
RIEET CT
BROOKE STREET
JEFFERSON AVE
VISTA CT
BERRY DALE DR

STORM INFRASTRUCTURE LEGEND

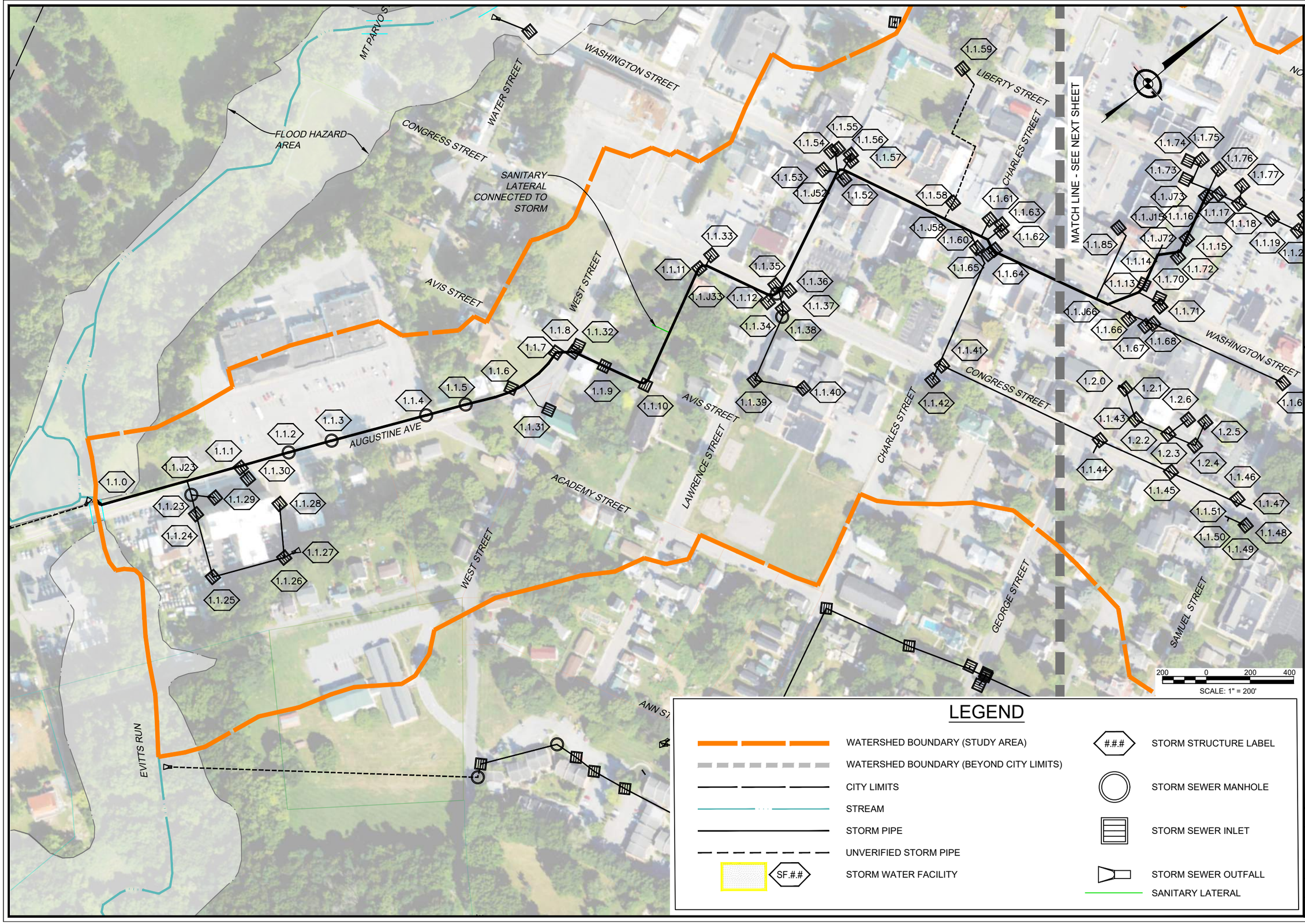
- STORM SEWER INLET
- STORM SEWER MANHOLE
- STORM PIPE
- CULVERT INLET, STORM SEWER OUTFALL
- WATERSHED DIVIDE
- 1.1 STORM SEWER SYSTEM
- CITY LIMITS

300 0 300 600

SCALE: 1" = 300'

Date:	03/23/2026
Scale:	1" = 300'
Designed By:	ZJ/RLK/ZS
File No.	7037
Sheet	1 Of 1

Appendix F- 11x17 Storm Sewer Inventory Exhibits



LEGEND

- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- STORM PIPE
- UNVERIFIED STORM PIPE
- SF.#.# — STORM WATER FACILITY
- #.#.# — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL
- SANITARY LATERAL

151 Windy Hill Lane
Winchester, Virginia 22602
Telephone: (540) 662-4185
Fax: (540) 722-9528
www.greenwayeng.com

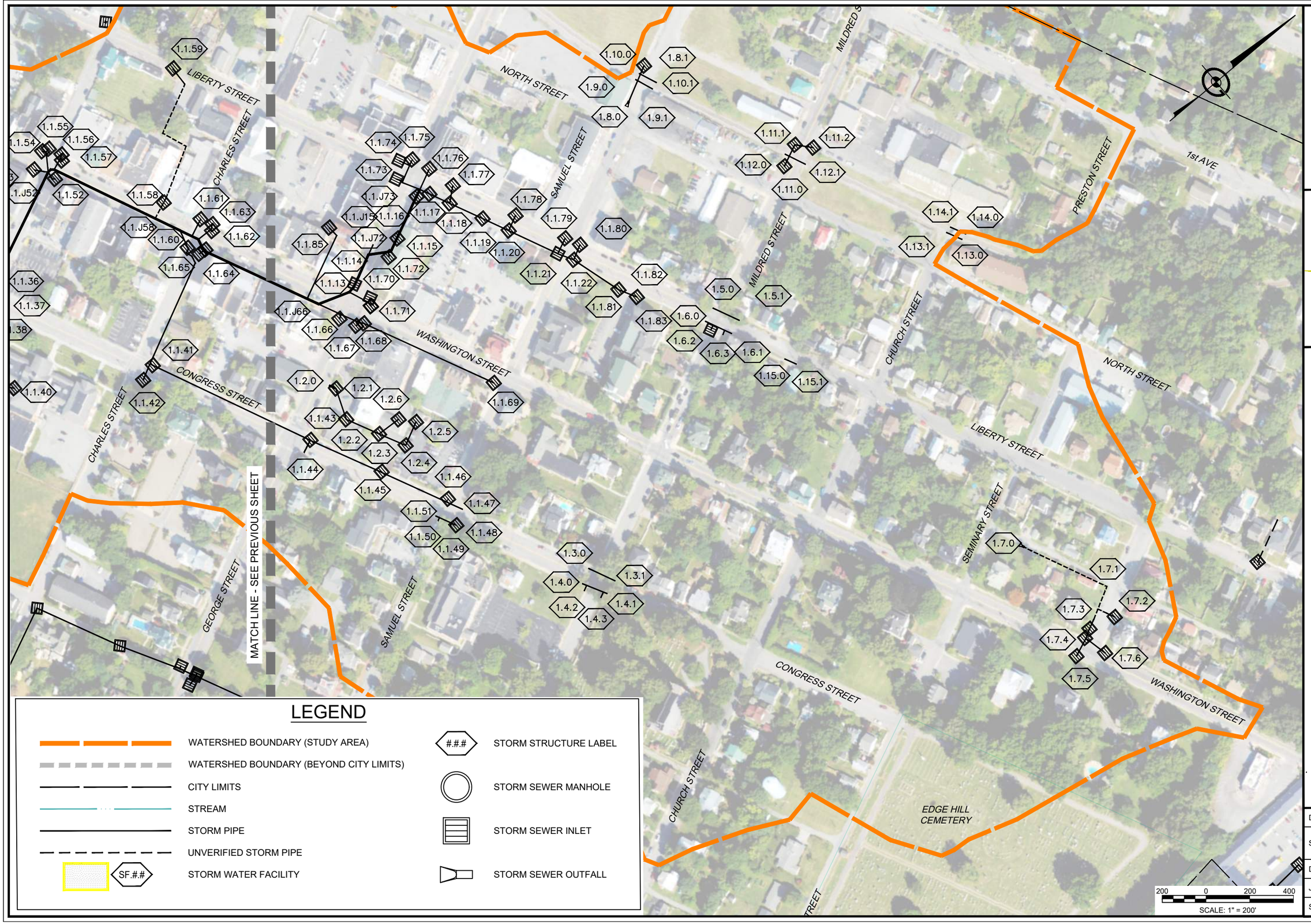
GREENWAY ENGINEERING
FND 1971

City of Charles Town Watersheds

City of Charles Town - Jefferson County, West Virginia

WATERSHED 1 STORM SEWER

DATE:	04/13/2026
SCALE:	1" = 200'
DESIGNED BY:	ZJ/ZS
JOB NO.	7037
SHEET	1 OF 2



LEGEND

- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- STORM PIPE
- UNVERIFIED STORM PIPE
- SF.#.# — STORM WATER FACILITY
- #.#.# — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

151 Windy Hill Lane
Winchester, Virginia 22602
Telephone: (540) 662-4185
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
FND 1971

City of Charles Town Watersheds

City of Charles Town - Jefferson County, West Virginia

WATERSHED 1 STORM SEWER

DATE:	04/13/2026
SCALE:	1" = 200'
DESIGNED BY:	ZJ/ZS
JOB NO.	7037
SHEET	2 OF 2

City of Charles Town Watersheds

WATERSHED 2 STORM SEWER

City of Charles Town - Jefferson County, West Virginia

GREENWAY ENGINEERING
FND 1971

151 Windy Hill Lane
Winchester, Virginia 22602
Telephone: (540) 662-4185
Fax: (540) 722-9528
www.greenwayeng.com

DATE: 04/13/2026

SCALE: 1" = 200'

DESIGNED BY: ZJ/ZS

JOB NO. 7037

SHEET 1 OF 1

SCALE: 1" = 200'

200 0 200 400

LEGEND

- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- STORM PIPE
- UNVERIFIED STORM PIPE
- SF.#.# STORM WATER FACILITY
- #.#.# STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

JEFFERSON MEMORIAL PARK
MORRISON STREET
MILDRED STREET
MASON STREET
GREEN STREET
SAMUEL STREET
SAMUEL STREET
WALL STREET
SHUTTER STREET
BECKWITH STREET
NATHANIEL DRIVE
GEORGE STREET
GEORGE STREET
GEORGE STREET EXT
GEORGE STREET
CTUB WASTE WATER TREATMENT FACILITY
VISTA CT
FLOOD HAZARD AREA
EVITTS RUN
3.5.9
3.5.8
3.5.7
3.5.6
3.5.5
3.5.4
3.5.3
3.5.10
3.5.1
3.5.0
3.5.2
3.4.2
3.4.1
3.4.0
3.3.1
3.3.0
3.2.1
3.2.0
3.1.10
3.1.8
3.1.12
3.1.7
3.1.9
3.1.6
3.1.11
3.1.5
3.1.14
3.1.4
3.1.13
3.1.3
3.1.2
3.1.1
3.1.0

LEGEND

- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- STORM PIPE
- UNVERIFIED STORM PIPE
- STORM WATER FACILITY (SF.#.#)
- STORM STRUCTURE LABEL (#.#.#)
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

200 0 200 400
SCALE: 1" = 200'

151 Windy Hill Lane
Winchester, Virginia 22602
Telephone: (540) 662-4185
Fax: (540) 722-9528
www.greenwayeng.com

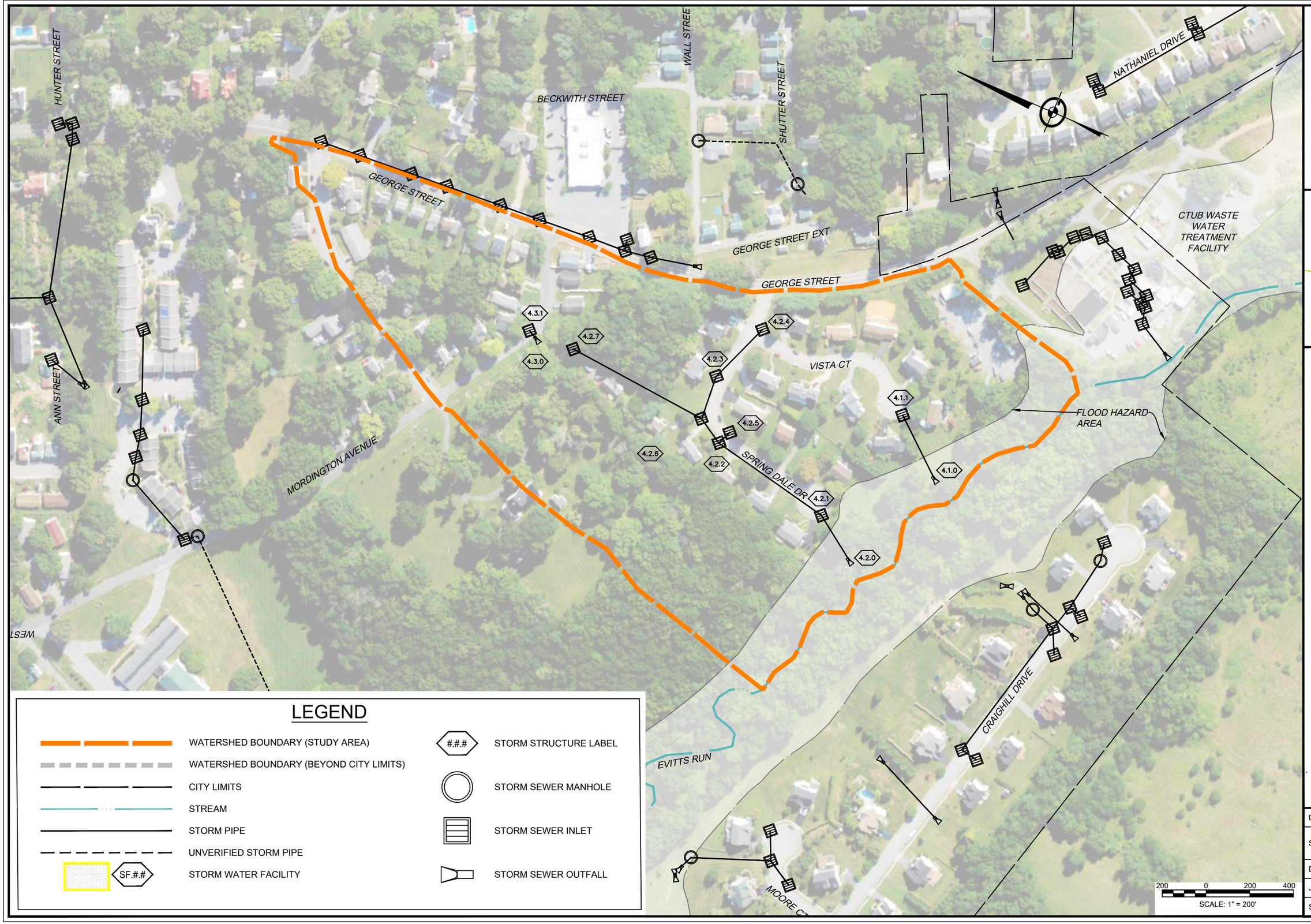
FND 1971 GREENWAY ENGINEERING

City of Charles Town Watersheds

City of Charles Town - Jefferson County, West Virginia

WATERSHED 3 STORM SEWER

DATE: 04/13/2026
SCALE: 1" = 200'
DESIGNED BY: ZJ/ZS
JOB NO. 7037
SHEET 1 OF 1



LEGEND

- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- STORM PIPE
- UNVERIFIED STORM PIPE
- SF.#.# — STORM WATER FACILITY
- #.#.# — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

151 Windy Hill Lane
Winchester, Virginia 22602
Telephone: (540) 662-4185
Fax: (540) 722-9528
www.greenwayeng.com

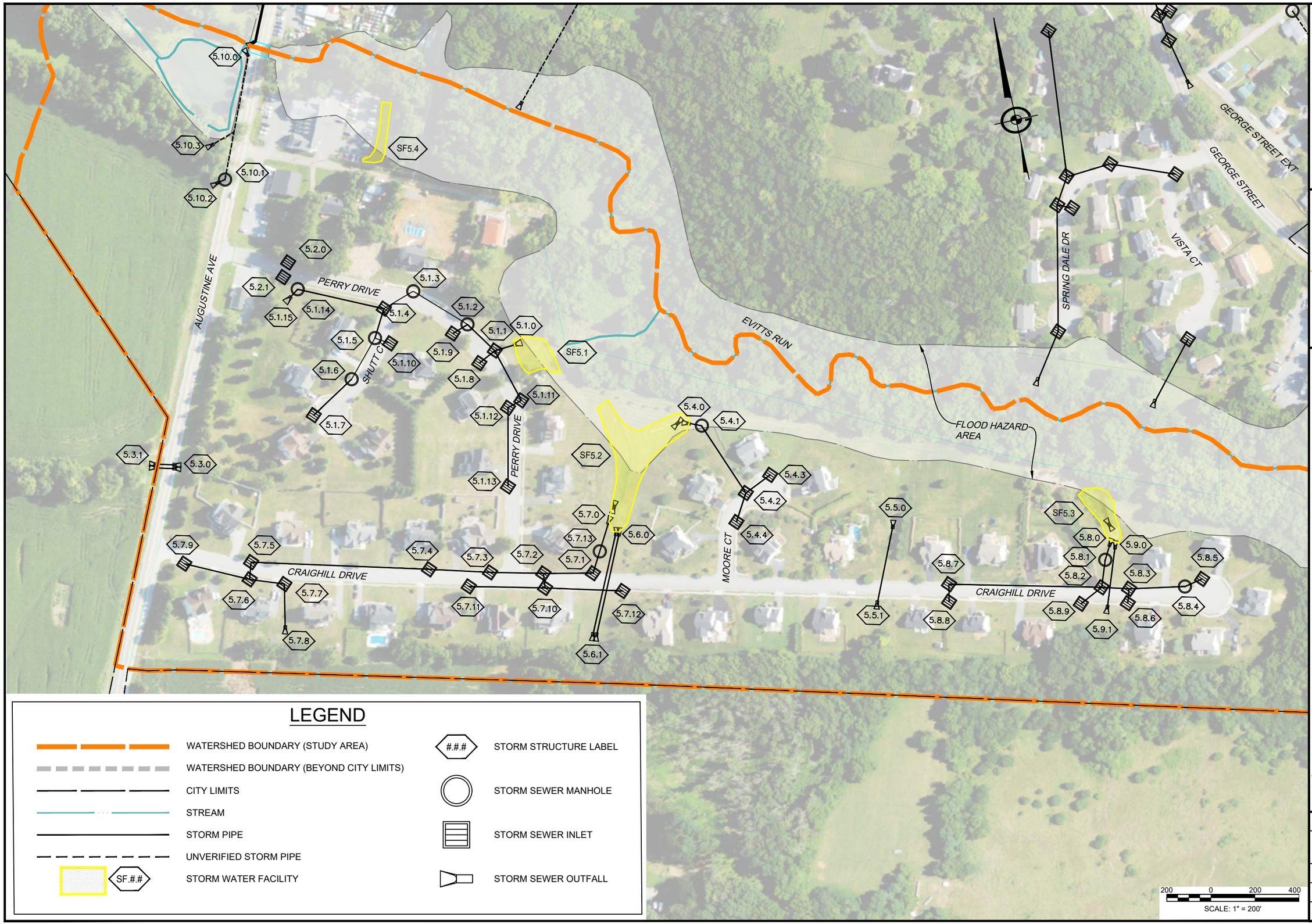
GREENWAY ENGINEERING
FND 1971

City of Charles Town Watersheds

City of Charles Town - Jefferson County, West Virginia

WATERSHED 4 STORM SEWER

DATE:	04/13/2026
SCALE:	1" = 200'
DESIGNED BY:	ZJ/ZS
JOB NO.	7037
SHEET	1 OF 1



LEGEND

- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- STORM PIPE
- UNVERIFIED STORM PIPE
- SF.#.# — STORM WATER FACILITY
- #.#.# — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

200 0 200 400
SCALE: 1" = 200'

151 Windy Hill Lane
Winchester, Virginia 22602
Telephone: (540) 662-4185
Fax: (540) 722-9528
www.greenwayeng.com

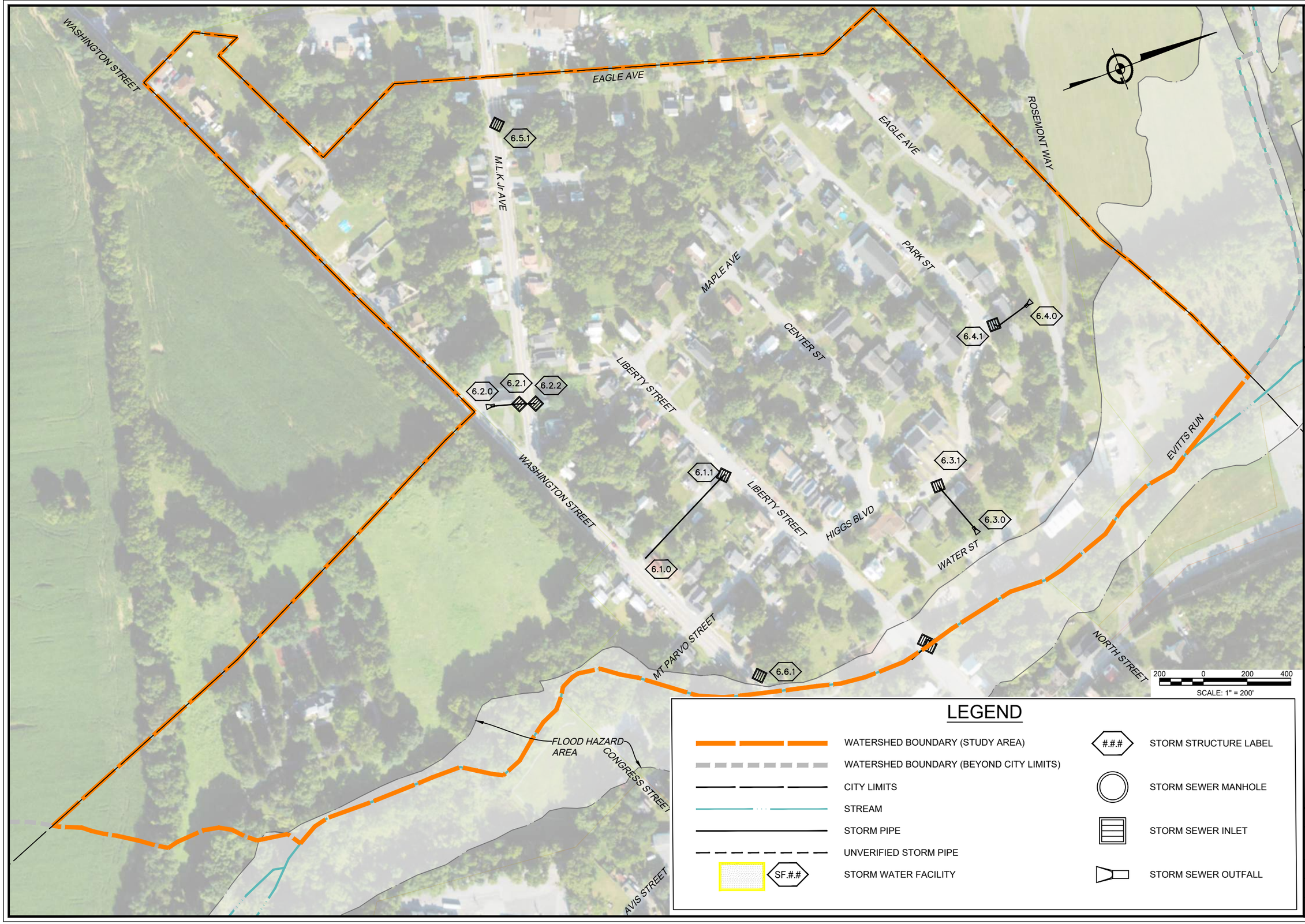
FND 1971 GREENWAY ENGINEERING

City of Charles Town Watersheds

City of Charles Town - Jefferson County, West Virginia

WATERSHED 5 STORM SEWER

DATE:	04/13/2026
SCALE:	1" = 200'
DESIGNED BY:	ZJ/ZS
JOB NO.	7037
SHEET	1 OF 1



LEGEND

- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- STORM PIPE
- UNVERIFIED STORM PIPE
- SF.## STORM WATER FACILITY
- #.## STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

151 Windy Hill Lane
Winchester, Virginia 22602
Telephone: (540) 662-4185
Fax: (540) 722-9528
www.greenwayeng.com

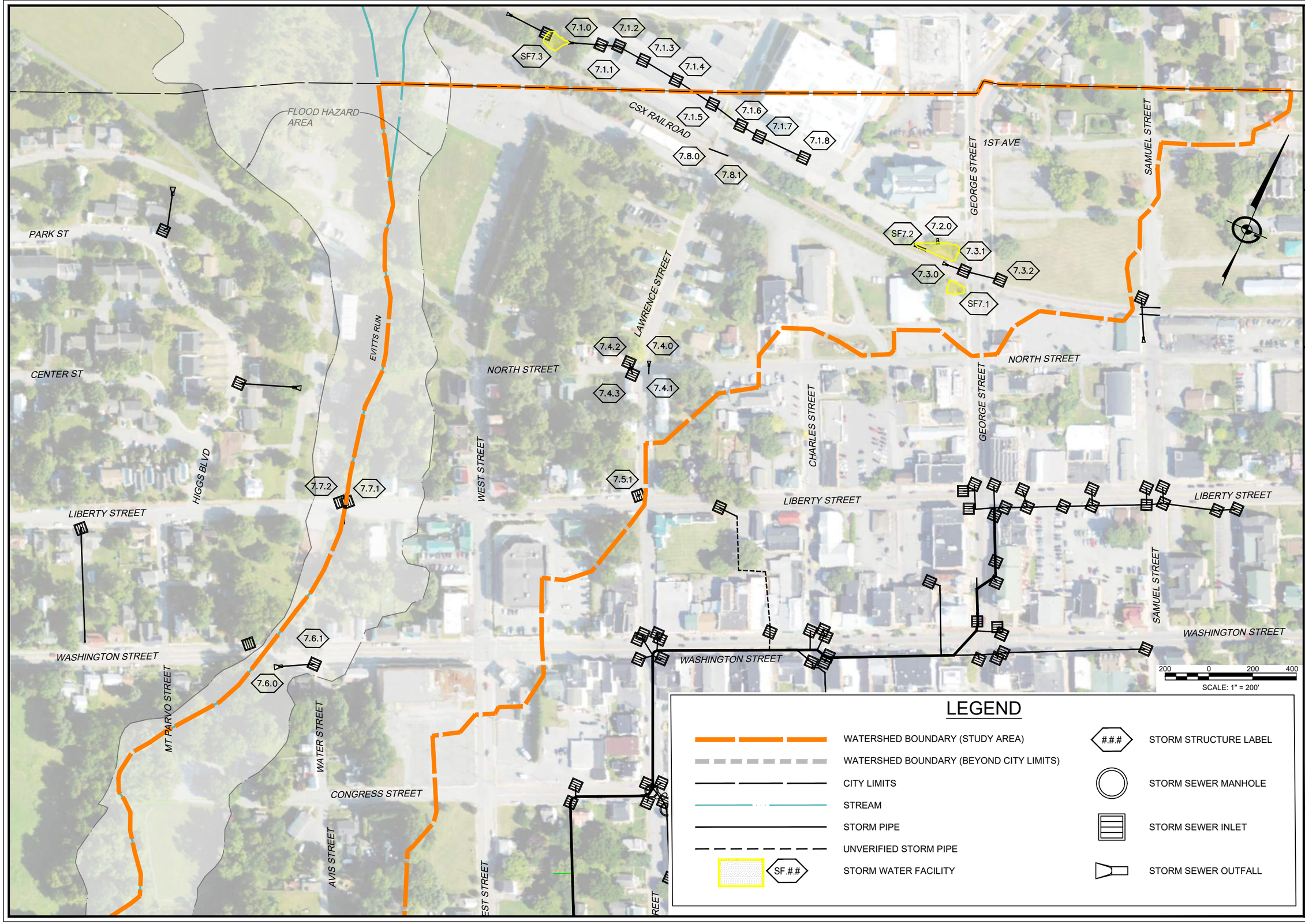
GREENWAY ENGINEERING
FND 1971

City of Charles Town Watersheds

City of Charles Town - Jefferson County, West Virginia

WATERSHED 6 STORM SEWER

DATE: 04/13/2026
SCALE: 1" = 200'
DESIGNED BY: ZJ/ZS
JOB NO. 7037
SHEET 1 OF 1



151 Windy Hill Lane
Winchester, Virginia 22602
Telephone: (540) 662-4185
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING FND 1971

City of Charles Town Watersheds

City of Charles Town - Jefferson County, West Virginia

WATERSHED 7 STORM SEWER

DATE:	04/13/2026
SCALE:	1" = 200'
DESIGNED BY:	ZJ/ZS
JOB NO.	7037
SHEET	1 OF 1

LEGEND

- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- STORM PIPE
- UNVERIFIED STORM PIPE
- SF.## STORM WATER FACILITY
- #.#.# STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

151 Windy Hill Lane
Winchester, Virginia 22602
Telephone: (540) 662-4185
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
FND 1971

City of Charles Town Watersheds

WATERSHED 8 STORM SEWER

City of Charles Town - Jefferson County, West Virginia

DATE:	04/13/2026
SCALE:	1" = 200'
DESIGNED BY:	ZJ/ZS
JOB NO.	7037
SHEET	1 OF 1

CHURCH STREET
SEMINARY STREET
WASHINGTON STREET
EDGE HILL CEMETERY
HUNTER STREET
MORRISON STREET
JEFFERSON AVENUE
WASHINGTON STREET
JEFFERSON AVENUE
WASHINGTON STREET
JEFFERSON AVENUE
HUNTER STREET
9.2.1
9.2.2
9.2.0
9.1.2
SF9.1
9.1.1
9.1.0
SF9.2
200 0 200 400
SCALE: 1" = 200'

LEGEND

- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- STORM PIPE
- UNVERIFIED STORM PIPE
- SF.#.# — STORM WATER FACILITY
- #.#.# — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

151 Windy Hill Lane
Winchester, Virginia 22602
Telephone: (540) 662-4185
Fax: (540) 722-9528
www.greenwayeng.com

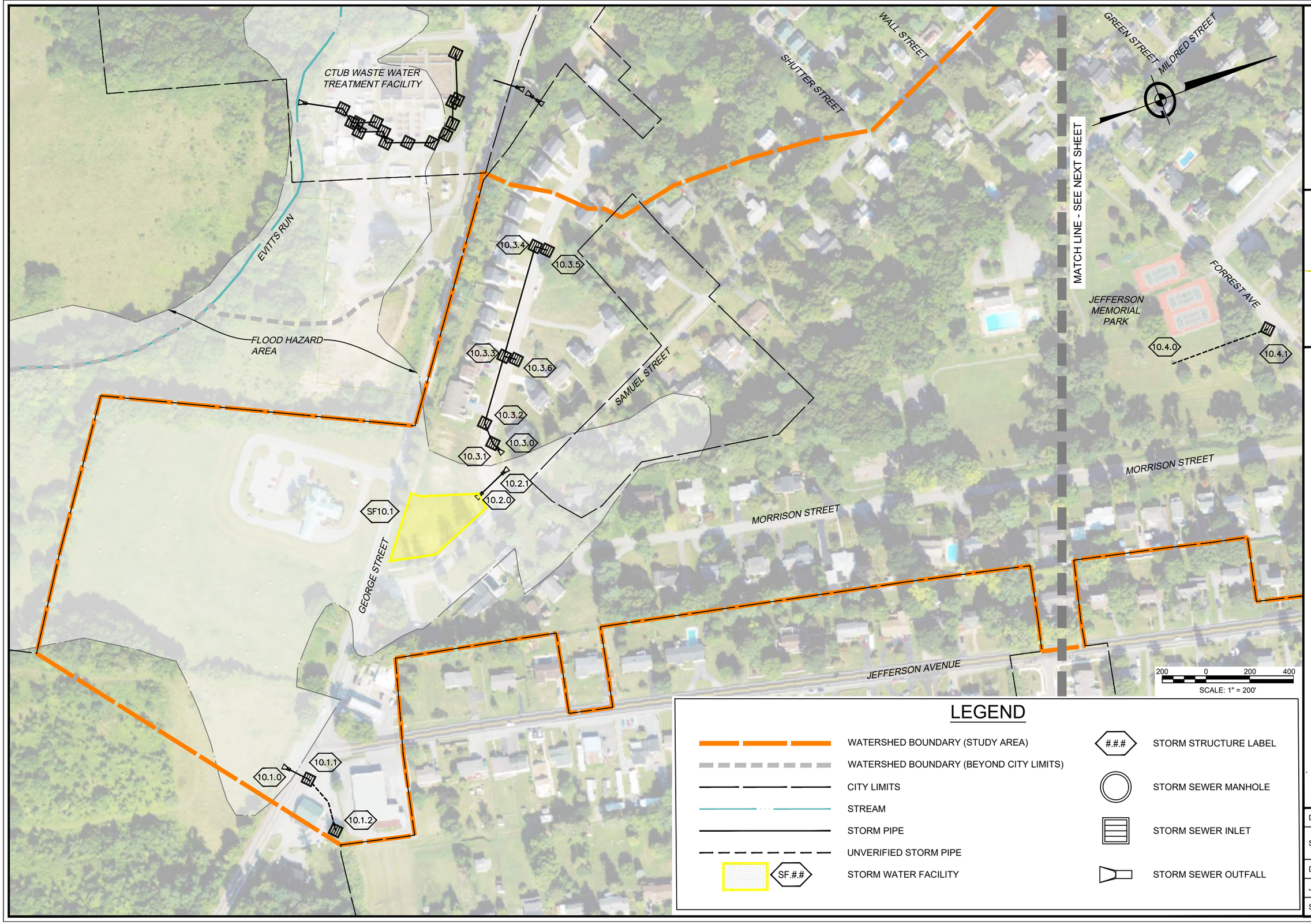
GREENWAY ENGINEERING
FND 1971

City of Charles Town Watersheds

City of Charles Town - Jefferson County, West Virginia

WATERSHED 9 STORM SEWER

DATE:	04/13/2026
SCALE:	1" = 200'
DESIGNED BY:	ZJ/ZS
JOB NO.	7037
SHEET	1 OF 1



LEGEND

- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- STORM PIPE
- UNVERIFIED STORM PIPE
- SF.#.# — STORM WATER FACILITY
- #.#.# — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

151 Windy Hill Lane
Winchester, Virginia 22602
Telephone: (540) 662-4185
Fax: (540) 722-9528
www.greenwayeng.com

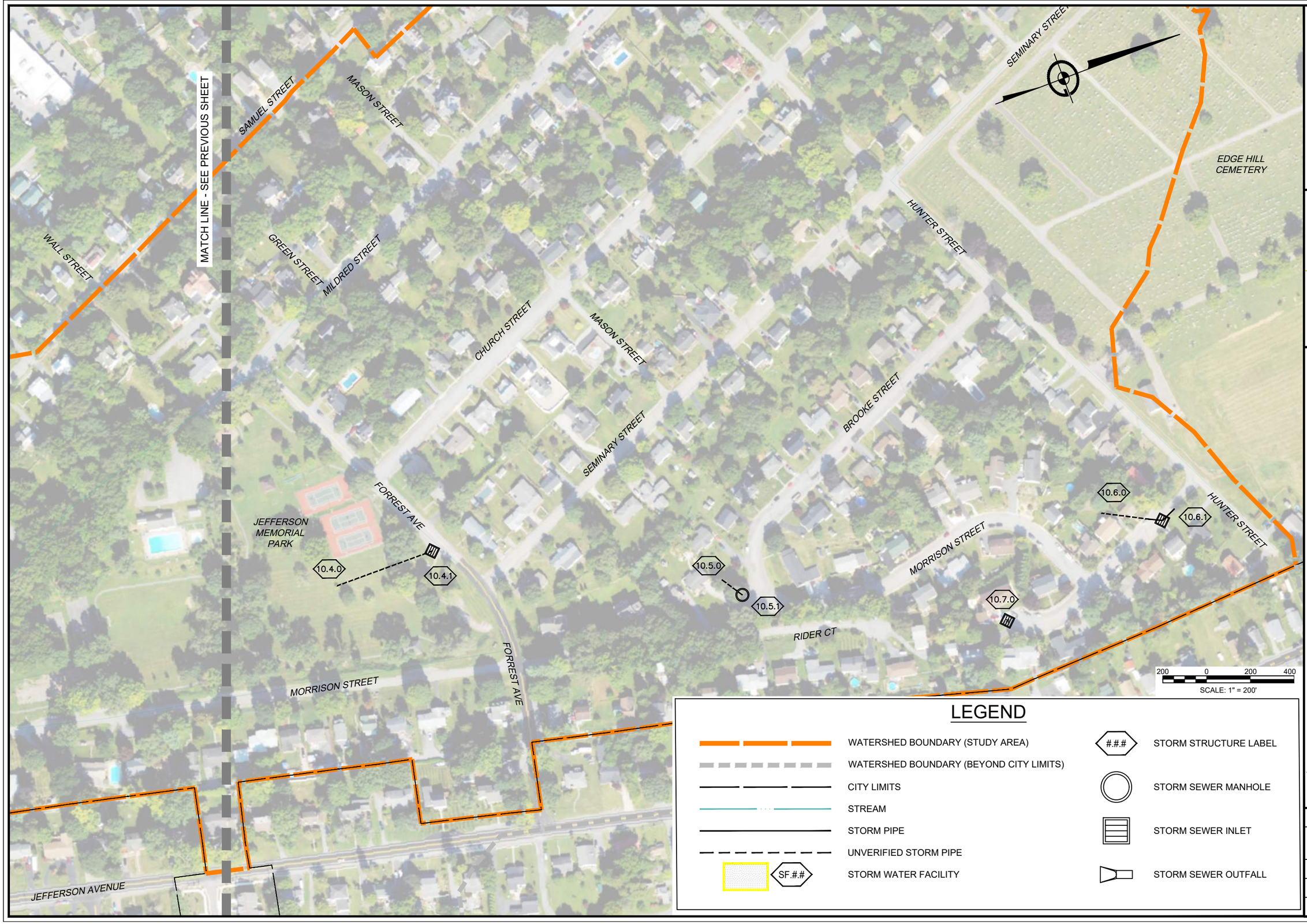
GREENWAY ENGINEERING
FND 1971

City of Charles Town Watersheds

City of Charles Town - Jefferson County, West Virginia

WATERSHED 10 STORM SEWER

DATE:	04/13/2026
SCALE:	1" = 200'
DESIGNED BY:	ZJ/ZS
JOB NO.	7037
SHEET	1 OF 2



LEGEND

- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- STORM PIPE
- UNVERIFIED STORM PIPE
- SF.#.# — STORM WATER FACILITY
- #.#.# — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

151 Windy Hill Lane
Winchester, Virginia 22602
Telephone: (540) 662-4185
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
FND 1971

City of Charles Town Watersheds

City of Charles Town - Jefferson County, West Virginia

WATERSHED 10 STORM SEWER

DATE:	04/13/2026
SCALE:	1" = 200'
DESIGNED BY:	ZJ/ZS
JOB NO.	7037
SHEET	2 OF 2

Appendix -Watershed 1

Watershed 1 consists of majority of the historic section of Charles Town and its drainage path to Evitts Run. This watershed is the largest and most intensely developed within the City. A previous analysis was performed for the primary storm sewer trunk line identified as system 1.1 which represents the most concentrated discharge within the City. This system was not re analyzed with this overall city evaluation and the previously published computations were integrated into this study. A portion of watershed 1 lies to the North of the CSX railroad and although two systems provide drainage across the track it is assumed that majority of the runoff from this area infiltrates through the ballast of the railroad or is conveyed through the ballast along the track. No suspected stormwater management facilities were identified within watershed 1.

Storm Sewer and Culverts

The storm sewer within watershed 1 includes fifteen individually identified systems/culverts.

System 1 discharges to Evitts Run at the stream crossing on Augustine Avenue. This system utilized brick box culverts and structures for the trunk line. In many areas the trunk line is extremely shallow and is capped with sidewalk or steel plates directly under the roadway pavement. It is recommended the City perform periodic structural assessments of these areas of the trunk line to ensure stability as structural failure would present a significant threat to public safety. Due to the custom nature of these underground structures a licensed structural engineer should provide structural assessments. The upper end of system 1 is located along Liberty Street and has undergone recent improvements to provide additional inlet and conduit capacity along Liberty Street. A sanitary lateral connection has been documented connecting to the trunk line between structures 1.1.10 and 1.1.11. Other sanitary connections may exist and would require a more intensive study to document or rule out.

System 2 consists of a private storm sewer system surrounding the Bank of Charles Town. This system was not evaluated.

Systems 3 and 4 provide drainage across the intersection of Congress and Mildred Street. The systems most likely were installed as culverts originally and modified over the years with street and sidewalk improvements.

Systems 5 and 6 provide drainage across the intersection of Mildred and Liberty Street. The systems most likely were installed as culverts and modified over the years with street and sidewalk improvements.

System 7 provides drainage at the intersection of Court and Washington Street. This area is a low point along Washington Street and receives runoff from not only the roads but an upland area to

the south of Washington Street. The routing to the outfall (1.7.0) is unclear and either contains a buried structure or utilized bends in the storm sewer pipe. The system discharges along Jenkins Way.

Systems 8, 9, and 10 provide drainage around the intersection of Samuel Street and the CSX railroad. Culverts identified as systems 9 and 10 seem to have little actual functionality as they were installed such that the culvert ends are above grade.

Systems 11 and 12 provide drainage around the intersection of Mildred Street and the CSX railroad. The culvert identified as system 12 seem to have little actual functionality as it was installed such that the culvert ends are above grade.

Systems 13 and 14 consist of culverts on each side of the CSX railroad at its intersection with Church Street. The culverts seem to have little actual functionality as they were installed such that the culvert ends are above grade.

System 15 consists of a culvert serving a private driveway.

Channel/Roadway Spread Analysis

Watershed 1 contains no major open space channels and many roadway spread concerns. Twelve points were analyzed for roadway spread and are listed in the table below.

Identifier	Location	Description
C.1.1	Augustine Ave westside	Spread
C.1.2	Augustine Ave eastside	Spread
C.1.3	Congress St southside	Spread
C.1.4	Congress St northside	Spread
C.1.5	George St eastside	Spread
C.1.6	Mildred St eastside	Spread
C.1.7	Washington southside	Spread
C.1.8	Washington northside	Spread
C.1.9	George St eastside	Spread
C.1.10	Liberty St southside	Spread
C.1.11	Liberty St northside	Spread
C.1.12	Samuel St	Spread

Depressions

Three depressions were identified within watershed 1.

D1.1 is a depression within private property contained in the City block surrounded by Washington, Liberty, Charles and Lawrence streets and does not appear to have storm sewer drainage. A concrete structure top was identified behind 220 Washington Street and potentially

facilitates drainage. The structure top was inaccessible due to an aging manhole top and parked vehicles. Overland relief was not assessed as this appears to be a private drainage issue.

D1.2 is a depression behind United Bank located at 106 Washington Street and contains a trench drain (1.1.85) that is expected to be connected to the trunk line along Washington Street identified as system 1. The routing of the storm conduit is unclear and would require further study. The depression is identified as it is expected to have inadequate drainage. Overland relief was not assessed as this appears to be a private drainage issue.

D1.3 appears to be a sinkhole located in the playground associated with Oakland Community Church (301 North Mildred Street). This suspected sinkhole is located on private property.

Overland Relief

Six points within watershed 1 were evaluated for overland relief.

O.1.1 evaluates potential ponding at the intersection of Avis Street and West Street. Water must overtop a private gravel parking area and the curb ramp at West Street before continuing down Augustine Avenue. A storm sewer inlet (1.1.9) is present at the low point as well as many upstream inlets within the drainage and the pipe capacity is accounted for in the analyses.

O.1.2 evaluates ponding at the low point in Congress Street between West and Lawrence Streets. Runoff must overtop the curb and pass between the houses to the south of Congress Street. An inlet is present on both sides of the low point in Congress Street (1.1.11 and 1.1.33) and the flow capacity of the pipe has been deducted from the calculated flow rates to this analyses point.

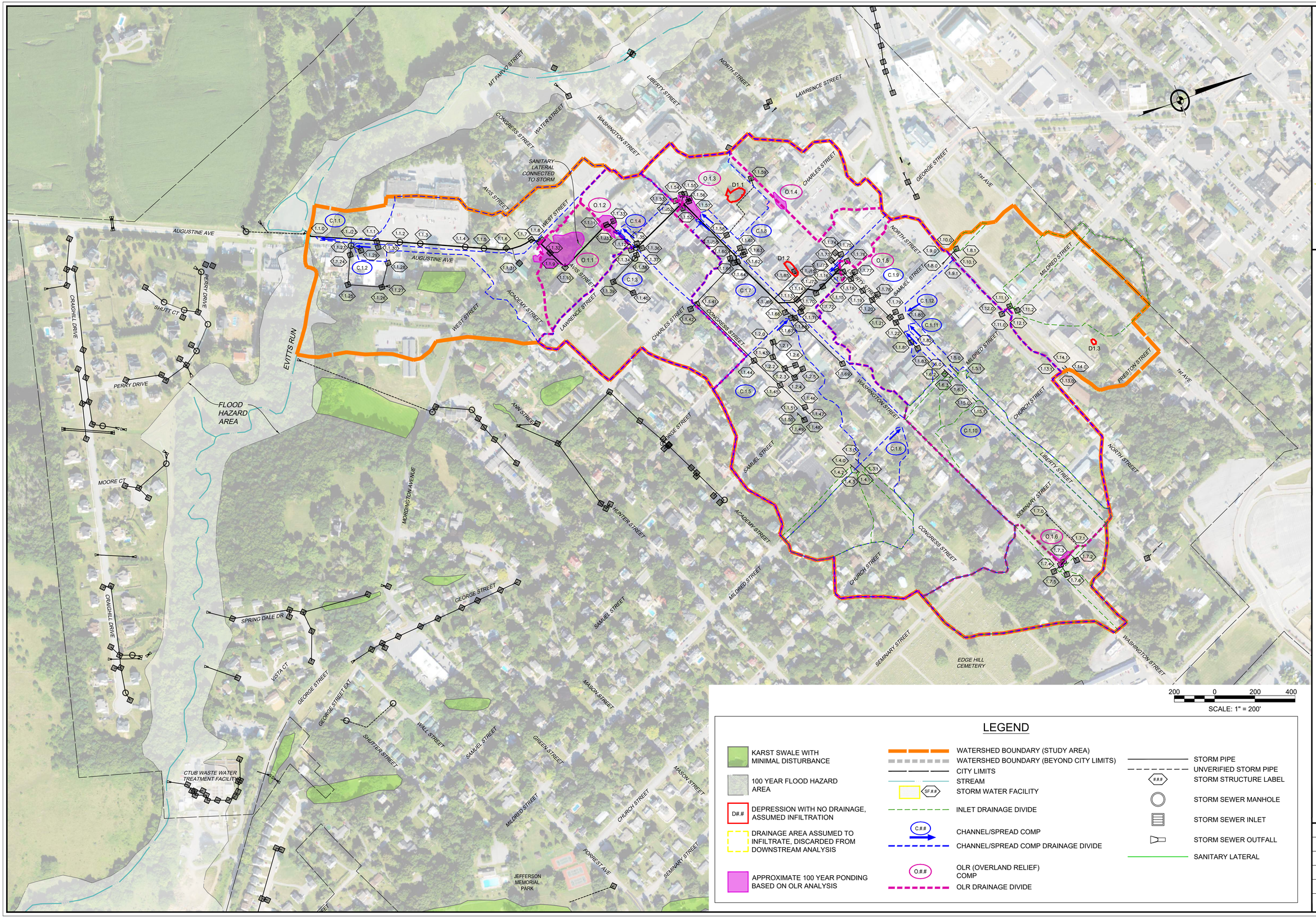
O.1.3 analyzes where water must overtop the crown of Washington Street at its intersection with Lawrence Street. The runoff continues down Lawrence Street after overtopping the crown of the roadway. As many inlets are present along Washington Street the storm sewer capacity was accounted for in the analyses.

O.1.4 assessed the ponding resulting from runoff overtopping the crown of Liberty Street at its intersection with Charles Street. No inlets were present at this location or upstream.

O.1.5 evaluated potential ponding at the corner of Liberty Street and George Street. It was found that the storm sewer provides adequate capacity to carry the 100 year storm at this location and recent improvements were completed to provide additional inlet capacity along the low point of Liberty Street.

O.1.6 evaluated ponding at the low point in Washington Street near its intersection with Court Street. Storm sewer(system 1.7) is present at this location mitigating the potential ponding.

O.1.7 analysis flows across the crown of George street.



200 0 200 400

SCALE: 1" = 200'

LEGEND

- KARST SWALE WITH MINIMAL DISTURBANCE
- 100 YEAR FLOOD HAZARD AREA
- D#.# — DEPRESSION WITH NO DRAINAGE, ASSUMED INFILTRATION
- DRAINAGE AREA ASSUMED TO INFILTRATE, DISCARDED FROM DOWNSTREAM ANALYSIS
- APPROXIMATE 100 YEAR PONDING BASED ON OLR ANALYSIS
- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- SF.## — STORM WATER FACILITY
- INLET DRAINAGE DIVIDE
- C.## — CHANNEL/SPREAD COMP
- CHANNEL/SPREAD COMP DRAINAGE DIVIDE
- O.## — OLR (OVERLAND RELIEF) COMP
- OLR DRAINAGE DIVIDE
- STORM PIPE
- UNVERIFIED STORM PIPE
- ### — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL
- SANITARY LATERAL

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

CITY OF CHARLES TOWN WATERSHEDS

WATERSHED 1 H&H ANALYSIS EXHIBIT

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

Date:	04/08/2026
Scale:	1" = 200'
Designed By:	ZJ/RLK/ZS
File No.	7037
Sheet	1 Of 1

Roadside Ditch and Roadway Spread Analysis

Watershed 1

															2 Year							10 Year							100 Year						
															2yr Karst Factor	1						10yr Karst Factor	1						100yr Karst Factor	1					
Identifier	Location	Description	Side Slope 1 (H ft:1 ft)	Side Slope 2 (H ft:1 ft)	Upstream Road Length(ft)	Upstream Intersections	Available Depth for Ditch/Gutter(ft)	Available Width for Spread (ft)	Approximate Running Slope (%)	Drainage Area (Acre)	C Factor	Tc (Min)	Inlets Present	Throat Inlet or 2 Grates Present	Storm sewer capacity (cfs)	Rainfall Intensity (in/hr)	Flow (cfs)	Overland Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Overland Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Overland Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)
C.1.1	Augustine Ave westside	Spread	NA	NA	1835	1	0	8	2%	5.34	0.89	15	See note			3.04	14.45	0.00	0.00	0.00	0.00	0.00	4.18	19.87	12.77	0.33	0.33	16.46	8.46	5.84	27.76	27.76	0.44	0.44	22.00	Full
C.1.2	Augustine Ave eastside	Spread	NA	NA	1800	1	0	8	2%	95.56	0.54	20	2+	Yes	201.64	2.72	140.36	0.00	0.00	0.00	0.00	0.00	3.77	194.54	0.00	0.00	0.00	0.00	0.00	5.33	275.04	73.40	0.63	0.63	31.71	Full
C.1.3	Congress St southside	Spread	NA	NA	2600	2	0	10	1%	7.78	0.70	15	See note			3.04	16.56	0.00	0.00	0.00	0.00	0.00	4.18	22.76	22.76	0.47	0.47	23.25	Full	5.84	31.80	31.80	0.53	0.53	26.38	Full
C.1.4	Congress St northside	Spread	NA	NA	1500	1	0	10	1%	79.49	0.53	20	2+	Yes	141.68	2.72	114.59	0.00	0.00	0.00	0.00	0.00	3.77	158.83	17.15	0.42	0.42	20.92	Full	5.33	224.55	82.87	0.76	0.76	37.79	Full
C.1.5	George St eastside	Spread	NA	NA	2100	3	0	10	1%	9.83	0.44	15	3	Yes	5.72	3.04	13.15	7.43	0.31	0.31	15.29	5.29	4.18	18.08	12.36	0.37	0.37	18.50	8.50	5.84	25.26	19.54	0.44	0.44	21.96	Full
C.1.6	Mildred St eastside	Spread	NA	NA	1650	2	0	7	2%	4.76	0.36	10	2	Yes	7.64	3.72	6.37	0.00	0.00	0.00	0.00	0.00	5.07	8.69	1.05	0.13	0.13	6.46	0.00	7.03	12.05	4.41	0.22	0.22	11.04	4.04
C.1.7	Washington southside	Spread	NA	NA	2760	6	0.1	9	1%	29.68	0.46	20	See note			2.72	37.14	0.00	0.00	0.00	0.00	0.00	3.77	51.47	0.00	0.00	0.00	0.00	0.00	5.33	72.77	54.13	0.64	0.54	32.21	Full
C.1.8	Washington northside	Spread	NA	NA	2200	3	0.1	9	1%	43.69	0.54	20	2+	Yes	144.39	2.72	64.17	0.00	0.00	0.00	0.00	0.00	3.77	88.94	0.00	0.00	0.00	0.00	0.00	5.33	125.75	0.00	0.00	0.00	0.00	0.00
C.1.9	George St eastside	Spread	NA	NA	1530	2	0	8	1%	33.12	0.44	20	2+	Yes	87.55	2.72	39.64	0.00	0.00	0.00	0.00	0.00	3.77	54.94	0.00	0.00	0.00	0.00	0.00	5.33	77.67	0.00	0.00	0.00	0.00	0.00
C.1.10	Liberty St southside	Spread	NA	NA	2000	3	0	10	3%	14.71	0.32	20	2	Yes	1.11	2.72	12.80	11.69	0.30	0.30	14.75	4.75	3.77	17.75	16.64	0.34	0.34	16.83	6.83	5.33	25.09	23.98	0.39	0.39	19.33	9.33
C.1.11	Liberty St northside	Spread	NA	NA	1300	2	0	10	3%	1.46	0.37	10	0	No	0	3.72	2.01	2.01	0.15	0.15	7.63	0.00	5.07	2.74	2.74	0.17	0.17	8.58	0.00	7.03	3.80	3.80	0.19	0.19	9.67	0.00
C.1.12	Samuel St	Spread	NA	NA	1540	2	0	6	1%	9.10	0.37	15	0	No	0	3.04	10.24	10.24	0.35	0.35	17.25	Full	4.18	14.07	14.07	0.39	0.39	19.42	Full	5.84	19.66	19.66	0.44	0.44	22.04	Full

NOTES

C factors have been adjusted to 65% of their value for specified land uses other than the downtown/business land use to account for karst infiltration

For roadside ditches available depth is the approximated depth of the ditch outside the roadway, 0.1' is indicative of no defined roadside ditch

For spread comps available depth of 0' is indicative of no gutter pan and 0.1' is indicative of a gutter pan

For spread comps a negative available spread is indicative of a local depression that results in an initial spread for all storm events

Upstream Intersections within 500ft of the highpoint are excluded from the upstream intersection counts

Upstream road length is established based on upstream inlets, high points, expected road length impacts, and limited by any upstream channel comps to prevent redundancy

Available width is the approximated area available for spread outside an assumed 10ft travel lane

Roadway surcharge depth is the expected depth of water at the edge of pavement

Mannings n assumptions; ditch/channel = 0.025; road/gutter spread = .016

Road cross slopes assumed at 2%

Storm sewer capacity is only accounted for were either throat inlets or redundant grate inlets are present within the 100 year ponding area and utilizes the capacity of the pipe at the channel comp location

Where ditch and spread comps are performed on both sides of the street, the storm sewer capacity is alloted to the side of the street with a larger drainage shed and any remaining capacity is alloted to the adjacent analysis

Overland Relief Analysis (OLR)

Watershed 1

										10 Year									100 Year							
										10yr Karst Factor					1				100yr Karst Factor					1		
Identifier	Location	Description	Approximated Weir Elevation	Inlets Present	Throat Inlet or 2 Grates Present	Storm sewer capacity (cfs)	Drainage Area (Acre)	C Factor	Tc (Min)	Rainfall Intensity (in/hr)	OLR Flow (cfs)	Depth (ft)	Approximated WSE	Buildings Impacted	Local Roadway Inundation (ft)	Primary Route Inundation (ft)	Singular Access Point Impacts	Rainfall Intensity (in/hr)	OLR Flow (cfs)	Depth (ft)	Approximated WSE	Buildings Impacted	Local Roadway Inundation (ft)	Primary Route Inundation (ft)	Singular Access Point Impacts
O.1.1	Avis Street	Roadway, Building, Parking Lot	497.00	2+	Yes	76.33	92.68	0.55	20	3.77	115.84	1.70	498.70	1	160	0	No	5.33	195.36	1.99	498.99	2	170	0	No
O.1.2	Congress Street	Curb	499.50	2+	Yes	135.04	89.33	0.55	20	3.77	50.19	0.39	499.89	1	80	0	No	5.33	126.83	0.65	500.15	2	105	0	No
O.1.3	Washington Street	Roadway	504.10	2+	Yes	144.22	76.95	0.52	20	3.77	6.63	0.18	504.28	0	0	60	No	5.33	69.05	0.47	504.57	1	0	150	No
O.1.4	Liberty Street	Roadway	509.90	0	No	0.00	4.48	0.89	10	5.07	20.22	0.30	510.20	0	75	0	No	7.03	28.03	0.34	510.24	0	85	0	No
O.1.5	Liberty Street	Roadway/George St Intx	510.21	9	Yes	87.65	32.58	0.43	20	3.77	0.00	0.00	NA	0	0	0	No	5.33	0.00	0.00	NA	0	0	0	No
O.1.6	Court Street	Houses/Yards	537.90	5	Yes	6.14	6.96	0.25	15	4.18	1.13	0.12	538.02	1	0	0	No	5.84	4.02	0.20	538.10	1	25	0	No
O.1.7	Court Street	Houses/Yards	538.62	1	No	0.00	5.46	0.23	15	4.18	5.25	0.18	538.80	0	0	50	No	5.84	7.33	0.21	538.83	0	0	60	No

NOTES

Weir coefficient assumed as 3.27

C factors have been adjusted to 65% of their value for specified land uses other than the downtown/business land use to account for karst infiltration

OLR flow accounts for storm sewer capacity where redundant inlets are present to ensure drainage

Storm sewer capacity is only accounted for were either throat inlets or redundant grate inlets are present within the 100 year ponding area

Storm Sewer Pipe Analysis

Watershed 1

																									2 Year					10 Year				
																									2yr Karst Factor				1	10yr Karst Factor				1
Old Upstream Structure Name	Old Downstream Structure Name	Inlet/Structure Name	Downstream Structure	Structure Type	Inlet Size (in)	Inlet Profile	Approximate Top Elevation/Invert	Approximate Invert Up	Approximate Invert Down	Pipe Length (ft)	Pipe Material	Pipe Size (in)	Approximate Pipe Slope (%)	Pipe Mannings 'n'	Flow Area (ft^2)	Hydraulic Radius	Full Flow Box (cfs)	Full Flow Pipe (cfs)	Full Flow Capacity (cfs)	Inlet C Factor	Inlet Drainage Area (Acres)	Time to Inlet (min)	System C Factor	System Drainage Area (Acre)	System Time (Min)	Inlet Rainfall Intensity (in/hr)	Flow To Inlet (cfs)	System Rainfall Intensity (in/hr)	System Flow (cfs)	System Flow/Pipe Full Flow (%)	Inlet Rainfall Intensity (in/hr)	Flow To Inlet (cfs)	System Rainfall Intensity (in/hr)	System Flow (cfs)	System Flow/Pipe Full Flow (%)
		1.2.6	1.2.3	Grate	33 X 33	Sag	Private System, Not Evaluated																											
		1.2.5	1.2.4	Grate	33 X 33	Sag																												
NA		1.2.4	1.2.3	Grate	33 X 33	Sag																												
		1.2.3	1.2.2	Grate	33 X 33	Sag																												
		1.2.2	1.2.1	Grate	33 X 33	Sag																												
		1.2.1	1.2.0	Grate	33 X 33	Sag																												
		1.2.0		Outlet																														
NA		1.3.1	1.3.0	Culv Inlet	18 X 6	Sag	538.28	538.28	536.03	68	Concrete	18 X 6	3.3%	0.013	0.75	0.19	5.12	5.12	5.12	0.39	0.28	5	0.39	0.28	5	3.72	0.41	3.72	0.41	8%	5.07	0.55	5.07	0.55	11%
		1.3.0		Outlet			536.03										0.00	0.00																	
NA		1.4.3	Tee	Culv Inlet	6	Sag	539.40	539.40	539.211	14	PVC	6	1.3%	0.012	0.20	0.13	0.00	0.69	0.69	0.33	2.43	10	0.33	2.43	10	3.04	2.44	3.04	2.44	351%	4.18	3.35	4.18	3.35	483%
		1.4.2	Tee	Culv Inlet	12	Sag	538.33	538.33	538.329	14	Concrete	12	0.0%	0.013	0.79	0.25	0.00	1.13	1.13	0.33	0.27	5	0.33	0.27	5	3.72	0.33	3.72	0.33	29%	5.07	0.45	5.07	0.45	40%
		1.4.1	1.4.0	Culv Inlet	18 X 6	Sag	539.40	539.40	538.11	62	Concrete	12 X 6	2.1%	0.013	0.50	0.17	2.52	2.52	2.52	0.35	1.15	10	0.34	3.85	10	3.04	1.22	3.04	3.93	156%	4.18	1.68	4.18	5.41	215%
		1.4.0		Outlet			538.11																											
NA		1.5.1	1.5.0	Culv Inlet	15	Sag	518.48	518.48	516.46	67	CMP	15	3.0%	0.024	1.23	0.31	0.00	6.07	6.07	0.38	1.13	10	0.35	3.56	10	3.04	1.31	3.04	3.74	62%	4.18	1.79	4.18	5.15	85%
		1.5.0		Outlet			516.46																											
		1.6.3	Tee	Culv Inlet	15	Sag	521.70	521.70	518.92	12	Concrete	15	23.2%	0.013	1.23	0.31	0.00	31.18	31.18	0.44	0.88	5	0.44	0.88	5	3.72	1.44	3.72	1.44	5%	5.07	1.96	5.07	1.96	6%
NA		1.6.2	Tee	Grate	18 x 18	Sag	518.22	518.22	517.76	12	Terracotta	15	3.8%	0.013	1.23	0.31	0.00	12.62	12.62	0.38	0.17	5	0.38	0.17	5	3.72	0.24	3.72	0.24	2%	5.07	0.33	5.07	0.33	3%
		1.6.1	1.6.0	Culv Inlet	15	Sag	519.64	519.64	516.97	67	CMP	15	4.0%	0.024	1.23	0.31	0.00	7.01	7.01	0.32	13.32	20	0.33	14.37	20	3.36	14.32	3.36	15.84	226%	4.59	19.56	4.59	21.64	309%
		1.6.0		Outlet			516.97																											
NA		1.7.6	1.7.4	Grate/Curb Inlet	36 X 18	Grade	537.67	535.92	535.99	57	Terracotta	12	-0.1%	0.013	0.79	0.25	0.00	1.13	1.13	0.33	0.50	5	0.33	0.50	5	3.72	0.61	3.72	0.61	54%	5.07	0.84	5.07	0.84	74%
		1.7.5	1.7.4	Grate/Curb Inlet	36 X 18	Sag	537.54	536.02	535.99	46	CMP	12	0.1%	0.024	0.79	0.25	0.00	0.61	0.61	0.23	5.46	15	0.23	5.46	15	3.36	4.22	3.36	4.22	690%	4.59	5.76	4.59	5.76	942%
		1.7.2	Tee	Grate	36 X 18	Sag	537.70	535.87	535.50	40	Terracotta	12	0.9%	0.013	0.79	0.25	0.00	3.39	3.39	0.33	0.71	5	0.33	0.71	5	3.72	0.87	3.72	0.87	26%	5.07	1.19	5.07	1.19	35%
		1.7.4	1.7.3	Grate	24 X 24	Sag	537.77	535.99	535.92	23	CMP	15	0.3%	0.024	1.23	0.31	0.00	1.92	1.92	0.33	0.22	5	0.24	6.18	15	3.72	0.27	3.36	5.02	261%	5.07	0.37	4.59	6.85	357%
		1.7.3	1.7.1	Grate	24 X 24	Grade	537.22	535.92	535.00	111	CMP	15	0.8%	0.024	1.23	0.31	0.00	3.14	3.14	0.33	0.07	5	0.25	6.96	15	3.72	0.09	3.36	5.88	188%	5.07	0.12	4.59	8.04	256%
		1.7.1	1.7.0	Buried Structure or Bend			NA	535.00	533.00	221	Concrete	15	0.9%	0.013	1.23	0.31	0.00	6.14	6.14				0.25	6.96	15			3.36	5.88	96%			4.59	8.04	131%
		1.7.0		Outlet			533.00																											
NA		1.8.1	1.8.0	Grate	18 X 24	Grade	515.25	512.25	510.5	94	Concrete	12	1.9%	0.013	0.79	0.25	0.00	4.92	4.92	0.33	0.16	5	0.33	0.16	5	3.72	0.20	3.72	0.20	4%	5.07	0.27	5.07	0.27	5%
		1.8.0		Outlet			510.50																											
NA		1.9.1	1.9.0	Culv Inlet	12		Culvert not functioning - elevated inlet, water assumed to infiltrate into railroad ballast																													
		1.9.0		Outlet																																
NA		1.10.1	1.10.0	Culv Inlet	12		Culvert not functioning - elevated inlet, water assumed to infiltrate into railroad ballast																													
		1.10.0		Outlet																																
NA		1.11.2	1.11.1	Grate	33 X 33	Grade	515.40	514.00	514.00	42	CMP	12	0.0%	0.024	0.79	0.25	0.00	0.61	0.61	0.33	4.97	10	0.33	4.97	10	3.04	4.99	3.04	4.99	815%	4.18	6.86	4.18	6.86	1121%
		1.11.1	1.11.0	Grate	33 X 33	Grade	515.40	514.00	513.94	55	CMP	12	0.1%	0.024	0.79	0.25	0.00	0.61	0.61	0.33	1.22	10	0.33	6.19	15	3.04	1.22	3.36	6.86	1122%	4.18	1.68	4.59	9.38	1533%
		1.11.0		Grate	36 X 18	Grade	514.94	513.94																												
NA		1.12.1	1.12.0	Culv Inlet	12		Culvert not functioning - elevated inlet, water assumed to infiltrate into railroad ballast																													
		1.12.0		Outlet																																

NA		1.13.1	1.13.0	Culv Inlet		12			Culvert not functioning - elevated inlet, water assumed to infiltrate into railroad ballast																											
		1.13.0		Outlet																																
NA		1.14.1	1.14.0	Culv Inlet		12			Culvert not functioning - elevated inlet, water assumed to infiltrate into railroad ballast																											
		1.14.0		Outlet																																
NA		1.15.1	1.15.0	Culv Inlet		18		Sag	521.00	521.00	520.80	40	HDPE	18		0.5%	0.012	1.77	0.38	0.00	8.06	8.06	0.31	13.29	20	0.31	13.29	20	3.36	13.84	3.36	13.84	172%	4.59	18.91	4.59	18.91	234%
		1.15.0		Outlet					520.80																												
		1.1.84	Box Culvert	Grate																													0.00	0.00	0.00	16.43	
5	4	1.1.79	1.1.21	Grate	30	X	30	Sag	509.25	506.52	506.49	38.47	Concrete	22	X 34	0.32%	0.013	5.19	0.56	22.79	22.79	22.79	0.81	1.27	10	0.81	1.27	10	3.04	3.14	3.04	3.14	14%	4.18	4.31	4.18	4.31	19%
3A	3	1.1.78	1.1.20	Grate		30		Sag	509.35	507.12	506.7	38.00	HDPE	15		1.11%	0.012	1.23	0.31	0.00	7.39	7.39	0.90	0.39	5	0.90	0.39	5	3.72	1.32	3.72	1.32	18%	5.07	1.80	5.07	1.80	24%
1A	1	1.1.77	1.1.18	Grate		30		Sag	510.15	508.35	507.27	41.00	HDPE	12		2.60%	0.012	0.79	0.25	0.00	6.24	6.24	0.90	0.46	5	0.90	0.46	5	3.72	1.55	3.72	1.55	25%	5.07	2.12	5.07	2.12	34%
294	115.1	1.1.76	1.1.J73	Grate	48	X	18	Sag	511.22	509.37	506.5781	51.75	PVC	10		5.39%	0.012	0.55	0.21	0.00	5.53	5.51	0.90	0.47	5.00	0.90	0.47	5.00	4.75	2.01	4.75	2.01	36%	6.54	2.77	6.54	34.43	625%
312	312	1.1.83	1.1.82	Culvert Inlet		10		Sag	Direct Connection to 1.1.82																				4.75	1.77	4.75	1.77		6.54	2.43	6.54	2.43	
312	311	1.1.82	1.1.81	Grate	18	X	18	Grade	512.26	510.76	509.5	65.09	CMP	10		1.94%	0.024	0.55	0.21	0.00	1.66	1.65	0.60	0.62	5	0.60	0.62	5	4.75	1.77	4.75	1.77	107%	6.54	2.43	6.54	2.43	147%
311	4A	1.1.81	1.1.22	Grate		48		Sag	512.19	509.50	507.25	123.00	CMP	10		1.83%	0.024	0.55	0.21	0.00	1.61	1.61	0.90	0.69	5	0.90	0.69	5	4.75	2.95	4.67	1.77	110%	5.07	3.15	5.07	3.15	196%
6	4A	1.1.80	1.1.22	Grate		30		Sag	509.75	507.33	507.25	36.00	Concrete	24		0.25%	0.013	3.14	0.50	0.00	11.34	11.34	0.82	2.03	10	0.82	2.03	10	3.04	5.05	3.04	5.05	45%	4.18	6.95	4.18	6.95	61%
4A	4	1.1.22	1.1.21	Grate		30		Sag	509.84	507.25	506.49	34.52	Concrete	24		2.39%	0.013	3.14	0.50	0.00	22.62	24.34	0.64	2.69	10	0.64	2.69	10	3.04	5.24	3.04	5.24	22%	4.18	7.21	4.18	7.21	30%
4	3	1.1.21	1.1.20	Grate	30	X	30	Sag	509.50	506.49	506.49	129.65	Concrete	24	X 38	0.00%	0.013	6.33	0.61	0.00	16.28	17.09	0.90	0.24	5	0.90	0.24	5	3.72	0.82	3.72	0.82	5%	5.07	1.11	5.07	1.11	7%
3	2	1.1.20	1.1.19	Grate	30	X	30	Sag	509.22	506.49	506.49	65.72	Concrete	24	X 38	0.00%	0.013	6.33	0.61	0.00	16.29	17.09	0.90	0.03	5	0.90	0.03	5	3.72	0.09	3.72	0.09	1%	5.07	0.13	5.07	0.13	1%
2	1	1.1.19	1.1.18	Grate	60	x	60	Sag	509.12	506.49	506.49	82.57	Concrete	24	X 60	0.00%	0.013	10.00	0.71	33.78	33.78	42.59	0.90	0.09	5	0.90	0.09	5	3.72	0.31	3.72	0.31	1%	5.07	0.42	5.07	0.42	1%
1	00	1.1.18	1.1.17	Grate	30	X	30	Sag	509.64	506.49	505.97	51.39	Concrete	24	X 60	1.10%	0.013	10.00	0.71	33.77	33.77	42.59	0.90	0.13	5	0.90	0.13	5	3.72	0.45	3.72	0.45	1%	5.07	0.61	5.07	0.61	1%
00	F3	1.1.17	1.1.16	Grate	30	X	30	Grade	510.28	505.97	505.94	24.11	Concrete	33	X 47	0.10%	0.013	10.77	0.81	33.77	33.77	42.58	0.50	0.00		0.50	0.00										
291	115.12	1.1.73	Tee	Grate/Curb Inlet	36	X	18	Sag	510.99	509.17	508.9252	9.19	CMP	12		2.66%	0.024	0.79	0.25	0.00	3.16	3.15	0.90	0.20	5.00	0.90	0.20	5.00	4.75	0.86	4.75	0.86	27%	6.54	1.18	6.54	36.43	1157%
115.12	115.11	1.1.75	Box Culvert						510.85	508.94	508.7645	6.42	PVC	12		2.66%	0.012	0.79	0.25	0.00	6.31	6.29	0.00	0.00	0.00	0.90	0.20	5.04	0.00	0.00	4.75	0.85	14%	0.00	0.00	6.54	37.43	595%
292	115.13	1.1.74	Tee	Grate	24	X	18	Sag	511.92	510.45	508.54	26.38	PVC	8		7.24%	0.012	0.35	0.17	0.00	3.53	3.52	0.90	0.25	5.00	0.90	0.25	5.00	4.75	1.07	4.75	1.07	30%	6.54	1.47	6.54	39.43	1119%
293	115.13	1.1.75	1.1.73	Grate	48	X	18	Sag	511.87	510.56	508.54	15.03	PVC	10		13.44%	0.012	0.55	0.21	0.00	8.72	8.70	0.90	0.70	5.00	0.90	0.70	5.00	4.75	2.99	4.75	2.99	34%	6.54	4.12	6.54	41.43	476%
115.13	115.11	1.1.73	1.1.J73						512.00	508.54	508.7645	42.15	Terracotta	10			0.013	0.55	0.21	0.00	#VALUE!	1.60	0.00	0.00	0.00	0.90	0.95	5.05	0.00	0.00	4.75	4.04	253%	0.00	0.00	6.53	43.43	2716%
115.11	115.1	1.1.73	1.1.J73						510.75	508.76	507.5781	43.58	CMP	18		2.72%	0.024	1.77	0.38	0.00	9.41	9.39	0.00	0.00	0.00	0.90	1.15	5.06	0.00	0.00	4.74	4.86	52%	0.00	0.00	6.53	45.43	484%
115.1	115	1.1.17	1.1.16						510.54	506.58	506.46	17.57	Concrete	30		0.67%	0.013	4.91	0.63	0.00	33.70	33.62	0.00	0.00	0.00	0.78	10.05	10.56	0.00	0.00	3.65	33.98	101%	0.00	0.00	4.99	47.43	141%
115	114	1.1.16	1.1.15	Grate	24	X	24	Sag	509.79	506.47	505.76	105.64	Concrete	33	47	0.67%	0.013	10.77	0.81	87.78	0.00	87.55	0.90	0.09	5.00	0.78	10.14	10.60	4.75	0.38	3.65	34.20	39%	6.54	0.53	4.98	48.43	55%
114	114.2	1.1.15	1.1.13	Grate/Curb Inlet	36	X	18	Sag	509.12	505.76	505.51	33.42	Brick	33	47	0.75%	0.015	10.77	0.81	80.26	0.00	80.04	0.90	0.16	5.00	0.79	10.30	10.85	4.75	0.68	3.61	34.05	43%	6.54	0.94	4.93	49.43	62%
114.2	114.1	1.1.13	1.1.J72						509.00	505.51	505.4594	6.01	Brick	33	47	0.84%	0.015	10.77	0.81	85.18	0.00	84.95	0.00	0.00	0.00	0.79	10.30	10.93	0.00	0.00	3.59	33.80	40%	0.00	0.00	4.91	50.43	59%
281	114.1	1.1.72	1.1.J72	Grate/Curb Inlet	36	X	18	Sag	508.91	506.23	505.4594	10.68	PVC	12		7.21%	0.012	0.79	0.25	0.00	10.39	10.37	0.90	0.19	5.00	0.90	0.19	5.00	4.75	0.81	4.75	0.81	8%	6.54	1.12	6.54	52.43	506%
114.1	113.1	1.1.J72	1.1.J15						510.00	505.46	505.1107	45.70	Brick	33	47	0.76%	0.015	10.77	0.81	81.06	0.00	80.85	0.00	0.00	0.00	0.79	10.49	10.94	0.00	0.00	3.59	34.35	42%	0.00	0.00	4.91	54.43	67%
113.1	113	1.1.J15	1.1.14						508.75	505.11	504.66	56.45	Brick	37	54	0.80%	0.015	13.88	0.91	116.06	0.00	115.75	0.00	0.00	0.00	0.79	10.49	11.05	0.00	0.00	3.57	34.00	29%	0.00	0.00	4.89	55.43	48%
113	112	1.1.14	1.1.13						509.78	504.66	504.4708	17.82	Brick	37	54	1.06%	0.015	13.88	0.91	133.85	0.00	133.49	0.00	0.00	0.00	0.79	10.49	11.19	0.00	0.00	3.55	33.76	25%	0.00	0.00	4.86	56.43	42%
112	111.13	1.1.13	1.1.J66	Grate	36	X	18	Grade	508.33	504.30	504.2439	6.87	Brick	37	54	0.83%	0.015	13.88	0.91	118.20	0.00	117.88	0.85	0.00	10.00	0.79	10.49	11.23	3.74	0.00	3.54	33.67	29%	5.10	0.00	4.85	57.43	49%
111.13	111.12	1.1.13	1.1.J66						508.46	504.24	504.1176	15.25	Brick	37	54	0.83%	0.015	13.88	0.91	118.21	0.00	117.89	0.00	0.00	0.00	0.79	10.49	11.25	0.00	0.00	3.54	33.65	29%	0.00	0.00	4.85	58.43	50%
271	271.1	1.1.70	Tee	Grate/Curb Inlet	36	X	18	Grade	509.21	507.42	506.93	11.11	Concrete	8		4.41%	0.013	0.35	0.17	0.00	2.54	2.54	0.90	0.00	5.00	0.90	0.00	5.00	4.75	0.00	4.75	1.08	42%	6.54	0.00	6.54	60.43	2381%
272	271.1	1.1.71	1.1.70	Grate/Curb Inlet	36	X	18	Grade	510.01	508.14	506.93	10.82	PVC	12		11.18%	0.012	0.79	0.25	0.00	12.93	12.91	0.85	0.00	10.00	0.85	0.00	10.00	3.74	0.00	3.74	5.74	44%	5.10	0.00	5.10	62.43	484%
271.1	111.12	1.1.70	Box Culvert						509.70	506.93	504.1176	48.66	PVC	12		5.78%	0.012	0.79	0.25	0.00	9.30	9.28	0.00	0.00	0.00	0.00	0.00	10.00	0.00	0.00	3.74	6.82	73%	0.00	0.00	5.10	64.43	694%
111.12	111.11	1.1.13	1.1.J66						509.07	504.12	503.4902	75.77	Brick	37	54	0.83%	0.015	13.88	0.91	118.19	0.00	117.87	0.00	0.00	0.00	0.79	10.49	11.29	0.00	0.00	3.54	40.40	34%	0.00	0.00	4.84	66.43	56%
261	261	1.1.66	Tee	Grate	36	X	18	Sag	509.06	506.66	503.9595	10.33	CMP	18		26.14%	0.024	1.77	0.38	0.00	29.15	29.09	0.00	0.00	0.00	0.64	9.75	15.60	0.00	0.00	3.02	1.85	6%	0.00	0.00	4.15	68.43	235%
262	262	1.1.67	Tee	Grate/Curb Inlet	36	X	18	Grade	510.26	508.26	508.15	11.36	PVC	15		0.97%	0.012	1.23	0.31	0.00	6.90	6.89	0.00	0.00	0.00	0.64	9.75	15.56	0.00	0.00	3.02	7.01	102%	0.00	0.00	4.16	70.43	1023%
264	263	1.1.69	1.1.68	Grate	48	X	24	Grade	522.31	517.75	508.69	328.08	Terracotta	15		2.76%	0.013	1.23	0.31	0.00	10.76	10.73	0.52	6.24	15.00	0.52	6.24	15.00	3.07	9.96	3.07	3.14	29%	4.21	13.66	4.21	72.43	675%
263	111.11	1.1.68	1.1.J66	Grate	36	X	18	Grade	510.88	508.70	508	9.26	Terracotta	15		7.56%	0.013	1.23	0.31	0.00	17.80	17.76	0.85	3.51	10.00	0.64	9.75	15.55	3.74	11.16	3.02	2.62	15%	5.10	15.22	4.16	73.43	414%
262	261	1.1.67	1.1.66	Grate/Curb Inlet	36	X	18	Grade	510.50	508.00	503.9595	46.82	Terracotta	30		8.63%	0.013	4.91	0.63	0.00	120.76	120.50	0.00	0.00	0.00	0.64	9.75	15.56	0.00	0.00	3.02	9.60	8%	0.00	0.00	4.16	75.43	63%

261	111.11	1.1.66	1.1.J66	Grate	36	X	18	Sag	509.21	503.96	503.4902	56.68	Brick	48	48	0.83%	0.015	16.00	1.00	144.62	0.00	144.23	0.00	0.00	0.00	0.64	9.75	15.60	0.00	0.00	3.02	11.35	8%	0.00	0.00	4.15	77.43	54%
111.11	111.1	1.1.J66	1.1.64						509.45	503.49	501.0914	289.71	Brick	48	48	0.83%	0.015	16.00	1.00	144.62	0.00	144.23	0.00	0.00	0.00	0.72	20.24	15.76	0.00	0.00	3.00	46.32	32%	0.00	0.00	4.14	79.43	55%
254	111.1	1.1.64	1.1.J58	Grate/Curb Inlet	36	X	18	Sag	505.70	503.35	501.0914	4.86	PVC	15		46.45%	0.012	1.23	0.31	0.00	47.80	47.69	0.85	4.48	10.00	0.85	4.48	10.00	3.74	14.24	3.74	15.15	32%	5.10	19.42	5.10	81.43	171%
255	111.1	1.1.65	1.1.64	Grate/Curb Inlet	36	X	18	Grade	506.24	503.29	501.0914	12.39	CMP	18		17.74%	0.024	1.77	0.38	0.00	24.02	23.97	0.50	0.00	5.00	0.50	0.00	5.00	4.75	0.00	4.75	5.41	23%	6.54	0.00	6.54	83.43	348%
111.1	111.9	1.1.12	1.1.J66						506.50	501.09	500.854	28.67	Brick	48	48	0.83%	0.015	16.00	1.00	144.63	0.00	144.24	0.00	0.00	0.00	0.70	52.35	21.97	0.00	0.00	2.49	62.02	43%	0.00	0.00	3.53	85.43	59%
252	252.1	1.1.63	1.1.J58	Grate/Curb Inlet	36	X	18	Sag	506.41	504.47	503	11.29	Cast Iron	12		13.02%	0.015	0.79	0.25	0.00	11.17	11.14	0.85	0.00	10.00	0.85	0.00	10.00	3.74	0.00	3.74	0.00	0%	5.10	0.00	5.10	87.43	785%
253	252.1	1.1.62	1.1.J58	Grate/Curb Inlet	36	X	18	Sag	505.66	503.41	503	5.55	PVC	15		7.38%	0.012	1.23	0.31	0.00	19.06	19.01	0.85	0.00	10.00	0.85	0.00	10.00	3.74	0.00	3.74	0.00	0%	5.10	0.00	5.10	89.43	470%
252.1	111.9	1.1.63	1.1.J66						506.10	503.00	500.854	39.02	PVC	15		5.50%	0.012	1.23	0.31	0.00	16.45	16.41	0.00	0.00	0.00	0.00	0.00	10.00	0.00	0.00	3.74	0.00	0%	0.00	0.00	5.10	91.43	557%
111.9	111.8	1.1.J66	1.1.J58						506.00	500.85	500.7203	16.14	Brick	48	48	0.83%	0.015	16.00	1.00	144.64	0.00	144.25	0.00	0.00	0.00	0.74	24.72	16.43	0.00	0.00	2.93	61.93	43%	0.00	0.00	4.06	93.43	65%
251	251.1	1.1.61	1.1.J58	Grate/Curb Inlet	36	X	18	Grade	506.42	504.06	503	8.90	PVC	15		11.90%	0.012	1.23	0.31	0.00	24.20	24.15	0.85	0.00	10.00	0.85	0.00	10.00	3.74	0.00	3.74	0.00	0%	5.10	0.00	5.10	95.43	395%
251.1	111.8	1.1.61	1.1.J58						506.36	503.00	500.7203	34.92	PVC	15		6.53%	0.012	1.23	0.31	0.00	17.92	17.88	0.00	0.00	0.00	0.00	0.00	10.00	0.00	0.00	3.74	0.00	0%	0.00	0.00	5.10	96.43	539%
111.8	111.7	1.1.J66	1.1.J58						506.00	500.72	500.4734	29.82	Brick	48	48	0.83%	0.015	16.00	1.00	144.62	0.00	144.23	0.00	0.00	0.00	0.74	24.72	16.46	0.00	0.00	2.93	61.87	43%	0.00	0.00	4.06	98.43	68%
234	233	1.1.44	1.1.43	Curb Inlet		48		Sag	520.77	517.99	517.01	31.22	CMP	15		3.14%	0.024	1.23	0.31	0.00	6.21	6.20	0.62	2.92	10.00	0.62	2.92	10.00	3.74	6.77	3.74	1.32	21%	5.10	9.23	5.10	100.43	1620%
236	235.1	1.1.46	Tee	Grate	33	X	33	Grade	526.30	525.10	525.07	8.12	Terracotta	15		0.37%	0.013	1.23	0.31	0.00	3.94	3.93	0.50	0.00	5.00	0.50	0.00	5.00	4.75	0.00	4.75	3.24	82%	6.54	0.00	6.54	102.43	2608%
237	235.1	1.1.47	1.1.45	Curb Inlet		24		Sag	527.41	526.41	525.07	40.34	Concrete	12	12	3.32%	0.013	1.00	0.25	8.29	0.00	8.27	0.55	10.27	20.00	0.55	10.27	20.00	2.63	14.87	2.63	2.21	27%	3.68	20.77	3.68	104.43	1263%
235.1	235	1.1.46	1.1.45						526.30	525.07	519.62	164.09	Brick	4	8	3.32%	0.015	0.22	0.11	0.93	0.00	0.93	0.00	0.00	0.00	0.55	10.27	20.05	0.00	0.00	2.63	5.32	574%	0.00	0.00	3.67	106.43	######
235	233	1.1.45	1.1.43	Grate	24	X	18	Grade	521.29	519.62	517.19	178.25	Brick	4	8	1.36%	0.015	0.22	0.11	0.60	0.00	0.59	0.62	0.00	10.00	0.55	10.27	20.09	3.74	0.00	2.63	6.82	1148%	5.10	0.00	3.67	107.43	######
233	232	1.1.43	1.1.41	Grate	48	X	48	Sag	519.08	517.26	506.96	399.01	Terracotta	12		2.58%	0.013	0.79	0.25	0.00	5.74	5.72	0.50	0.00	5.00	0.57	13.19	20.13	4.75	0.00	2.62	19.36	338%	6.54	0.00	3.67	109.43	1912%
232	231.5	1.1.41	1.1.65	Grate	36	X	18	Grade	509.62	507.26	506.9	7.26	CMP	18		4.96%	0.024	1.77	0.38	0.00	12.69	12.67	0.85	2.59	10.00	0.61	15.78	20.40	3.74	8.23	2.60	18.56	147%	5.10	11.23	3.65	110.43	872%
256	231.5	1.1.42	1.1.41						509.41	507.41	506.9	40.06	CMP	18		1.27%	0.024	1.77	0.38	0.00	6.43	6.42	0.85	0.00	10.00	0.85	0.00	10.00	3.74	0.00	3.74	0.00	0%	5.10	0.00	5.10	112.43	1751%
231.5	231.4	1.1.41	1.1.60						509.80	506.90	503.12	252.47	PVC	18		1.50%	0.012	1.77	0.38	0.00	13.95	13.92	0.00	0.00	0.00	0.61	15.78	20.41	0.00	0.00	2.60	18.55	133%	0.00	0.00	3.65	114.43	822%
231.4	231.3	1.1.41	1.1.60						506.04	503.12	502.9952	17.84	PVC	18		0.68%	0.012	1.77	0.38	0.00	9.39	9.37	0.00	0.00	0.00	0.61	15.78	20.70	0.00	0.00	2.58	18.28	195%	0.00	0.00	3.63	115.43	1232%
231.3	231.2	1.1.41	1.1.60						506.71	503.00	502.7804	15.08	PVC	18		1.42%	0.012	1.77	0.38	0.00	13.61	13.58	0.00	0.00	0.00	0.61	15.78	20.72	0.00	0.00	2.58	18.26	134%	0.00	0.00	3.63	116.43	857%
231.2	231.1	1.1.41	1.1.60						505.75	502.78	502.6048	10.91	PVC	18		1.61%	0.012	1.77	0.38	0.00	14.47	14.44	0.00	0.00	0.00	0.61	15.78	20.74	0.00	0.00	2.58	18.24	126%	0.00	0.00	3.63	117.43	813%
231.1	231	1.1.41	1.1.60						505.85	502.60	502.84	2.95	PVC	18			0.012	1.77	0.38	0.00	#VALUE!	32.12	0.00	0.00	0.00	0.61	15.78	20.75	0.00	0.00	2.58	18.23	57%	0.00	0.00	3.63	118.43	369%
231	111.7	1.1.60	1.1.J58	Grate/Curb Inlet	36	X	18	Grade	505.76	502.84	500.4734	42.76	PVC	15		5.54%	0.012	1.23	0.31	0.00	16.50	16.46	0.85	0.00	10.00	0.61	15.78	20.75	3.74	0.00	2.58	18.23	111%	5.10	0.00	3.63	119.43	725%
111.7	111.6	1.1.J58	1.1.J52						506.00	500.47	497.821	320.35	Brick	48	48	0.83%	0.015	16.00	1.00	144.62	0.00	144.23	0.00	0.00	0.00	0.69	40.50	20.79	0.00	0.00	2.58	75.08	52%	0.00	0.00	3.63	121.43	84%
224	224.1	1.1.56	1.1.J52	Grate/Curb Inlet	36	X	18	Grade	503.63	502.01	500	8.72	PVC	10		23.05%	0.012	0.55	0.21	0.00	11.42	11.40	0.85	0.00	10.00	0.85	0.00	10.00	3.74	0.00	3.74	1.97	17%	5.10	0.00	5.10	123.43	1083%
225	224.1	1.1.57	1.1.J52	Grate/Curb Inlet	36	X	18	Grade	503.05	500.56	500	6.23	PVC	12		8.99%	0.012	0.79	0.25	0.00	11.60	11.57	0.85	1.54	10.00	0.85	1.54	10.00	3.74	4.90	3.74	4.42	38%	5.10	6.68	5.10	125.43	1084%
224.1	111.6	1.1.56	1.1.J52						504.00	500.00	497.821	30.02	PVC	15		7.26%	0.012	1.23	0.31	0.00	18.90	18.86	0.00	0.00	0.00	0.85	1.54	10.01	0.00	0.00	3.74	6.39	34%	0.00	0.00	5.10	127.43	676%
111.6	111.5	1.1.J58	1.1.J52						503.00	497.82	497.7555	7.91	Brick	48	48	0.83%	0.015	16.00	1.00	144.64	0.00	144.26	0.00	0.00	0.00	0.70	42.04	21.38	0.00	0.00	2.53	78.28	54%	0.00	0.00	3.58	129.43	90%
111.5	111.4	1.1.J58	1.1.J52						503.00	497.76	497.69	7.91	Brick	48	48	0.83%	0.015	16.00	1.00	144.64	0.00	144.26	0.00	0.00	0.00	0.70	42.04	21.40	0.00	0.00	2.53	78.23	54%	0.00	0.00	3.58	130.43	90%
221	111.4	1.1.53	1.1.J52	Grate/Curb Inlet	36	X	18	Sag	503.28	499.97	497.69	33.30	Terracotta	15		6.85%	0.013	1.23	0.31	0.00	16.94	16.90	0.50	0.00	5.00	0.50	0.00	5.00	4.75	0.00	4.75	0.00	0%	6.54	0.00	6.54	132.43	784%
222	222.1	1.1.54	1.1.J52	Grate/Curb Inlet	36	X	18	Sag	504.28	502.94	502.5	9.18	PVC	12		4.79%	0.012	0.79	0.25	0.00	8.47	8.45	0.50	0.00	5.00	0.50	0.00	5.00	4.75	0.00	4.75	0.00	0%	6.54	0.00	6.54	134.43	1591%
223	222.1	1.1.55	1.1.J52	Grate/Curb Inlet	36	X	18	Grade	504.52	502.94	502.5	9.52	PVC	12		4.62%	0.012	0.79	0.25	0.00	8.32	8.30	0.85	2.88	10.00	0.85	2.88	10.00	3.74	9.16	3.74	7.18	87%	5.10	12.48	5.10	136.43	1644%
222.1	111.4	1.1.54	1.1.J52						504.89	502.50	497.69	46.35	PVC	15		10.38%	0.012	1.23	0.31	0.00	22.59	22.54	0.00	0.00	0.00	0.85	2.88	10.01	0.00	0.00	3.75	7.21	32%	0.00	0.00	5.10	138.43	614%
226	226.1	1.1.52	1.1.J52	Grate/Curb Inlet	36	X	18	Grade	504.00	500.64	500	5.79	PVC	15		11.06%	0.012	1.23	0.31	0.00	23.33	23.27	0.85	0.00	10.00	0.85	0.00	10.00	3.74	0.00	3.74	0.49	2%	5.10	0.00	5.10	140.43	603%
226.1	111.4	1.1.52	1.1.J52						503.50	500.00	497.69	18.35	PVC	15		12.59%	0.012	1.23	0.31	0.00	24.89	24.83	0.00	0.00	0.00	0.00	0.00	10.00	0.00	0.00	3.74	0.49	2%	0.00	0.00	5.10	141.43	570%
111.4	111.3	1.1.J52	1.1.J33						503.00	497.69	495.1803	303.41	Brick	48	48	0.83%	0.015	16.00	1.00	144.61	0.00	144.22	0.00	0.00	0.00	0.71	44.92	21.41	0.00	0.00	2.53	82.77	57%	0.00	0.00	3.57	143.43	99%
213	111.3	1.1.36	1.1.J33	Curb Inlet		120		Sag	501.31	497.17	495.1803	23.04	Cast Iron	15		8.64%	0.015	1.23	0.31	0.00	16.49	16.45	0.66	0.00	15.00	0.66	0.00	15.00	3.07	0.00	3.07	2.50	15%	4.21	0.00	4.21	145.43	884%

111.3	111.2	1.1.J52	1.1.J33						502.00	495.18	495.17	1.24	Brick	48	48	0.83%	0.015	16.00	1.00	144.77	0.00	144.39	0.00	0.00	0.00	0.71	44.92	21.96	0.00	0.00	2.49	83.84	58%	0.00	0.00	3.53	147.43	102%
217	216	1.1.40	1.1.39	Grate	33	X	33	Sag	512.91	509.56	504.12	112.97	PVC	12		4.82%	0.012	0.79	0.25	0.00	8.49	8.47	0.90	0.21	5.00	0.90	0.21	5.00	4.75	0.90	4.75	0.90	11%	6.54	1.24	6.54	149.43	1764%
216	215	1.1.39	1.1.38						510.49	503.89	500.41	158.21	PVC	12		2.20%	0.012	0.79	0.25	0.00	5.74	5.72	0.00	0.00	0.00	0.90	0.21	5.27	0.00	0.00	4.69	0.86	15%	0.00	0.00	6.45	150.43	2628%
215	214	1.1.38	1.1.37						503.05	500.36	500	18.06	PVC	12		1.99%	0.012	0.79	0.25	0.00	5.46	5.45	0.00	0.00	0.00	0.90	0.21	5.77	0.00	0.00	4.56	0.84	15%	0.00	0.00	6.28	151.43	2779%
214	111.2	1.1.37	1.1.J33	Curb Inlet		120		Sag	502.10	497.00	495.17	40.18	Terracotta	15		4.55%	0.013	1.23	0.31	0.00	13.82	13.79	0.66	7.22	15.00	0.67	7.43	15.00	3.07	14.63	3.07	3.43	25%	4.21	20.06	4.21	152.43	1106%
111.2	111.1	1.1.J52	1.1.J33						502.00	495.17	495.1153	6.37	Brick	48	48	0.86%	0.015	16.00	1.00	147.31	0.00	146.91	0.00	0.00	0.00	0.70	52.35	21.96	0.00	0.00	2.49	84.14	57%	0.00	0.00	3.53	154.43	105%
212	111.1	1.1.35	1.1.J33	Curb Inlet		120		Sag	501.04	497.30	495.1153	19.04	Terracotta	15		11.48%	0.013	1.23	0.31	0.00	21.93	21.88	0.66	0.00	15.00	0.66	0.00	15.00	3.07	0.00	3.07	3.29	15%	4.21	0.00	4.21	156.43	715%
111.1	111	1.1.J52	1.1.12						502.00	495.12	495.09	3.05	Brick	48	48	0.83%	0.015	16.00	1.00	144.70	0.00	144.31	0.00	0.00	0.00	0.70	52.35	21.97	0.00	0.00	2.49	78.11	54%	0.00	0.00	3.53	158.43	110%
111	110.5	1.1.12	1.1.J33						501.50	495.08	495.05	4.24	Brick	48	48	0.71%	0.015	16.00	1.00	133.64	0.00	133.28	0.00	0.00	0.00	0.70	52.35	21.97	0.00	0.00	2.49	78.09	59%	0.00	0.00	3.53	159.43	120%
211	110.5	1.1.34	1.1.J33	Curb Inlet		120		Sag	501.57	497.47	495.05	21.20	Terracotta	15		11.42%	0.013	1.23	0.31	0.00	21.87	21.83	0.66	0.00	15.00	0.66	0.00	15.00	3.07	0.00	3.07	0.00	0%	4.21	0.00	4.21	161.43	740%
110.5	110.4	1.1.J52	1.1.11						501.50	495.05	494.93	14.90	Brick	48	48	0.81%	0.015	16.00	1.00	142.61	0.00	142.23	0.00	0.00	0.00	0.70	52.35	21.98	0.00	0.00	2.49	78.07	55%	0.00	0.00	3.53	163.43	115%
110.4	110.3	1.1.J52	1.1.11						501.00	494.93	493.6889	152.11	Brick	48	48	0.82%	0.015	16.00	1.00	143.56	0.00	143.18	0.00	0.00	0.00	0.70	52.35	22.01	0.00	0.00	2.49	77.98	54%	0.00	0.00	3.53	164.43	115%
110.3	110.2	1.1.J52	1.1.11						500.00	493.69	493.66	2.89	Brick	48	48	1.04%	0.015	16.00	1.00	161.83	0.00	161.39	0.00	0.00	0.00	0.70	52.35	22.28	0.00	0.00	2.47	76.97	48%	0.00	0.00	3.51	165.43	103%
205	110.2	1.1.33	1.1.J33	Grate	28	X	28	Sag	499.46	497.26	493.66	27.35	Terracotta	15		13.16%	0.013	1.23	0.31	0.00	23.49	23.44	0.85	2.09	10.00	0.85	2.09	10.00	3.74	6.64	3.74	21.91	93%	5.10	9.06	5.10	167.43	714%
110.2	110.1								500.00	493.66	493.59	8.83	Brick	48	48	0.79%	0.015	16.00	1.00	141.51	0.00	141.13	0.00	0.00	0.00	0.71	54.44	22.28	0.00	0.00	2.47	96.48	68%	0.00	0.00	3.50	169.43	120%
110.1	110	1.1.J33	1.1.11						500.00	493.59	493.52	8.76	Brick	48	48	0.80%	0.015	16.00	1.00	142.06	0.00	141.68	0.00	0.00	0.00	0.71	54.44	22.30	0.00	0.00	2.47	96.42	68%	0.00	0.00	3.50	170.43	120%
110	109.3	1.1.11	1.1.10	Grate	24	X	18	Sag	499.04	493.48	493.459	2.96	Brick	48	48	0.73%	0.015	16.00	1.00	135.41	0.00	135.04	0.00	0.00	5.00	0.71	54.44	22.31	4.75	0.00	2.47	96.36	71%	6.54	0.00	3.50	171.43	127%
109.3	109.2	1.1.11	1.1.10						499.04	493.46	491.4802	272.86	Brick	48	48	0.73%	0.015	16.00	1.00	135.35	0.00	134.98	0.00	0.00	0.00	0.71	54.44	22.32	0.00	0.00	2.47	96.34	71%	0.00	0.00	3.50	172.43	128%
109.2	109.1	1.1.11	1.1.10						498.94	491.48	491.4326	6.72	Brick	48	48	0.71%	0.015	16.00	1.00	133.73	0.00	133.37	0.00	0.00	0.00	0.71	54.44	22.81	0.00	0.00	2.44	94.59	71%	0.00	0.00	3.46	173.43	130%
109.1	109	1.1.11	1.1.10						499.10	491.43	491.4148	2.44	Brick	48	48	0.73%	0.015	16.00	1.00	135.87	0.00	135.50	0.00	0.00	0.00	0.71	54.44	22.83	0.00	0.00	2.44	94.54	70%	0.00	0.00	3.46	174.43	129%
109	108.2	1.1.10	1.1.9						499.06	491.41	491.3623	7.24	Concrete	48		0.73%	0.013	12.56	1.00	0.00	122.62	122.35	0.00	0.00	0.00	0.71	54.44	22.83	0.00	0.00	2.44	94.53	77%	0.00	0.00	3.46	175.43	143%
108.2	108.1	1.1.10	1.1.9						499.12	491.36	491.2912	9.81	Concrete	48	48	0.72%	0.013	16.00	1.00	156.12	0.00	155.70	0.00	0.00	0.00	0.71	54.44	22.84	0.00	0.00	2.44	94.49	61%	0.00	0.00	3.46	176.43	113%
108.1	108	1.1.10	1.1.9						499.36	491.29	490.64	89.82	Concrete	48		0.72%	0.013	12.56	1.00	0.00	122.57	122.31	0.00	0.00	0.00	0.71	54.44	22.86	0.00	0.00	2.44	94.42	77%	0.00	0.00	3.46	177.43	145%
108	107.1	1.1.9	1.1.7	Grate	28	X	28	Sag	496.65	490.57	490.3519	77.23	Concrete	48		0.28%	0.013	12.56	1.00	0.00	76.50	76.33	0.45	3.35	10.00	0.69	57.79	23.00	3.74	5.64	2.43	97.49	128%	5.10	7.69	3.45	178.43	234%
204	203	1.1.32	1.1.32		36	X	18	Grade	497.51	495.51	495.14	5.05	Brick	18	18	7.33%	0.015	2.25	0.38	31.47	0.00	31.39	0.62	2.00	10.00	0.62	2.00	10.00	3.74	4.64	3.74	4.22	13%	5.10	6.32	5.10	180.43	575%
203	107.1	1.1.31	1.1.8						498.18	492.68	490.3519	18.99	Concrete	12		12.26%	0.013	0.79	0.25	0.00	12.50	12.47	0.00	0.00	0.00	0.62	2.00	10.01	0.00	0.00	3.74	4.22	34%	0.00	0.00	5.10	181.43	1455%
107.1	107	1.1.8	1.1.7						497.92	490.35	490.24	39.95	Concrete	48	48	0.28%	0.013	16.00	1.00	97.05	0.00	96.79	0.00	0.00	0.00	0.69	59.79	23.16	0.00	0.00	2.42	99.57	103%	0.00	0.00	3.44	183.43	190%
107	106.6	1.1.7	1.1.6	Grate/Curb Inlet	36	X	18	Grade	496.02	490.37	490.1293	31.32	Brick	51	51	0.77%	0.015	18.06	1.06	163.79	0.00	163.35	0.85	0.00	10.00	0.69	59.79	23.27	3.74	0.00	2.41	99.73	61%	5.10	0.00	3.43	184.43	113%
106.6	106.5	1.1.7	1.1.6						496.00	490.13	489.8856	31.32	Brick	51	51	0.78%	0.015	18.06	1.06	164.81	0.00	164.36	0.00	0.00	0.00	0.69	59.79	23.33	0.00	0.00	2.41	99.59	61%	0.00	0.00	3.43	185.43	113%
106.5	106.4	1.1.7	1.1.6						496.00	489.89	489.5557	42.40	Brick	51	51	0.78%	0.015	18.06	1.06	164.79	0.00	164.34	0.00	0.00	0.00	0.69	59.79	23.38	0.00	0.00	2.40	99.46	61%	0.00	0.00	3.42	186.43	113%
202	202.1	1.1.31	Box Culvert	Grate/Curb Inlet	36	X	18	Sag	495.65	493.54	493.2193	27.69	Concrete	15		1.16%	0.013	1.23	0.31	0.00	6.96	6.95	0.52	1.56	10.00	0.52	1.56	10.00	3.74	3.03	3.74	3.03	44%	5.10	4.14	5.10	188.43	2713%
202.1	106.4	1.1.31	Box Culvert						496.10	493.22	489.5557	57.04	Concrete	15		6.42%	0.013	1.23	0.31	0.00	16.41	16.37	0.00	0.00	0.00	0.52	1.56	10.08	0.00	0.00	3.74	3.03	18%	0.00	0.00	5.10	189.43	1157%
106.4	106.3	1.1.7	1.1.6						496.00	489.56	489.4528	13.59	Brick	51	51	0.76%	0.015	18.06	1.06	162.55	0.00	162.11	0.00	0.00	0.00	0.68	61.35	23.46	0.00	0.00	2.40	101.16	62%	0.00	0.00	3.42	191.43	118%
106.3	106.2	1.1.7	1.1.6						496.00	489.45	489.2257	29.19	Brick	51	51	0.78%	0.015	18.06	1.06	164.78	0.00	164.34	0.00	0.00	0.00	0.68	61.35	23.48	0.00	0.00	2.40	101.10	62%	0.00	0.00	3.42	192.43	117%
106.2	106.1	1.1.6	1.1.5						495.14	489.23	488.9986	29.19	Brick	51	51	0.78%	0.015	18.06	1.06	164.78	0.00	164.34	0.00	0.00	0.00	0.68	61.35	23.53	0.00	0.00	2.39	100.97	61%	0.00	0.00	3.41	193.43	118%
106.1	106	1.1.6	1.1.5						494.21	489.00	488.42	70.52	Brick	51	51	0.82%	0.008	18.06	1.06	317.29	0.00	316.44	0.00	0.00	0.00	0.68	61.35	23.58	0.00	0.00	2.39	100.85	32%	0.00	0.00	3.41	194.43	61%
106	105	1.1.5	1.1.4						494.01	488.42	487.76	92.72	Brick	51	51	0.71%	0.015	18.06	1.06	157.62	0.00	157.19	0.00	0.00	0.00	0.68	61.35	23.66	0.00	0.00	2.39	100.66	64%	0.00	0.00	3.40	195.43	124%
105	104	1.1.4	1.1.3						493.02	487.76	486.27	223.86	Brick	51	51	0.67%	0.015	18.06	1.06	152.42	0.00	152.01	0.00	0.00	0.00	0.68	61.35	23.82	0.00	0.00	2.38	100.26	66%	0.00	0.00	3.39	196.43	129%
104	103	1.1.3	1.1.2						491.81	486.27	485.68	100.80	Brick	51	51	0.59%	0.015	18.06	1.06	142.93	0.00	142.54	0.00	0.00	0.00	0.68	61.35	24.24	0.00	0.00	2.35	99.23	70%	0.00	0.00	3.36	197.43	139%
103	102	1.1.2	1.1.1						490.86	485.68	483.21	117.36	Brick	51	51	2.10%	0.015	18.06	1.06	271.03	0.00	270.30	0.00	0.00	0.00	0.68	61.35	24.44	0.00	0.00	2.34	98.78	37%	0.00	0.00	3.35	198.43	73%
201	102	1.1.30	1.1.1	Grate/Curb Inlet	36	X	18	Grade	486.92	484.11	483.18	34.77	Concrete	18		2.67%	0.013	1.77	0.38	0.00	17.22	17.18	0.85	0.79	5.00	0.85	0.79	5.00	4.75	3.19	4.75	3.07	18%	6.54	4.39	6.54	200.43	1167%
102	101.1	1.1.1	1.1.0	Grate/Curb Inlet	36	X	18	Grade	486.81	483.29	476.72	327.83	Concrete	48		2.00%	0.013	12.56	1.00	0.00	203.79	203.35	0.85	2.98	10.00	0.69	65.12	24.58	3.74	9.47	2.33	103.20	51%	5.10	12.92	3.34	202.43	100%
101.1	101	1.1.1	1.1.0						480.72	476.72	476.53	9.64	Concrete	48		1.97%	0.013	12.56	1.00	0.00	202.08	201.64	0.00	0.00	0.00	0.69	65.12	24.91	0.00	0.00	2.31	102.37	51%	0.00	0.00	3.32	203.43	101%
		1.1.0	Outlet																	0.00	0.00															

NOTES

System 1 analysis per Stormwater Runoff Evaluation report dated December 22, 2020

Systems 1.2-1.14 C factors have been adjusted to 65% of their value for specified land uses other than the downtown/business land use to account for karst infiltration

Structures assumed to be 3' deep unless direct field observations indicate significant difference

Negative pipe slopes are assumed to have the capacity equivalent to a slope of 0.1%

Structure 2.1.2 recieves runoff from a low area with no outfall. The karst factor for this drainage area has been doubled to account for detention and infiltration in this area.

Appendix-Watershed 2

Watershed 2 consists of areas discharging to Evitts Run. The dominating swale in the center of the watershed appears to be a karst swale that has had significant development over the years. System 2.1 is the primary discharge point of the watershed into Evitts Run. No suspected stormwater management facilities were identified within watershed 2.

Storm Sewer and Culverts

Three storm sewer systems were identified within watershed 2.

System 2.1 provides drainage across Mordington Avenue and Washington Apartments. The system was not evaluated within the area considered private and contained in the Washington Apartments complex.

System 2.2 consists of an inlet and discharge location found along Ann Street.

System 2.3 is the second largest system identified with the study. It provides drainage at the low points of Samuel and George Streets. The system has many stretches of terracotta pipe that are beginning to degrade and should be replaced. Improvements to this system could mitigate many of the identified issues within watershed 2.

Channel/Roadway Spread Analysis

Roadway spread was assessed at four points within the watershed. These points communicate spread issues at the analyses point and upstream areas. A table of the analyses points is provided below.

Identifier	Location	Description
C.2.1	Mordington Ave northside	Roadside ditch
C.2.2	Samuel Street westside	Spread
C.2.3	Samuel Street eastside	Spread
C.2.4	Charles Street eastside	Roadside ditch

Depressions

D2.1 was the only major depression identified within watershed 2. The depression receives discharges from systems 2.2 and 2.3. No storm sewer is present within the depression and it must fill with water before beginning to discharge across the Washington Apartments parking lot and entering storm sewer system 2.1. Only one inlet (2.1.2) is present to facilitate the runoff

crossing Mordington Avenue. Some level of infiltration is expected to take place within this depression. Additional analyses utilizing techniques outlined in HEC 22 and infiltration testing could be performed to assess the actual discharges from the depression. Karst factors have been doubled for the drainage area coming to this depression for all downstream analyses.

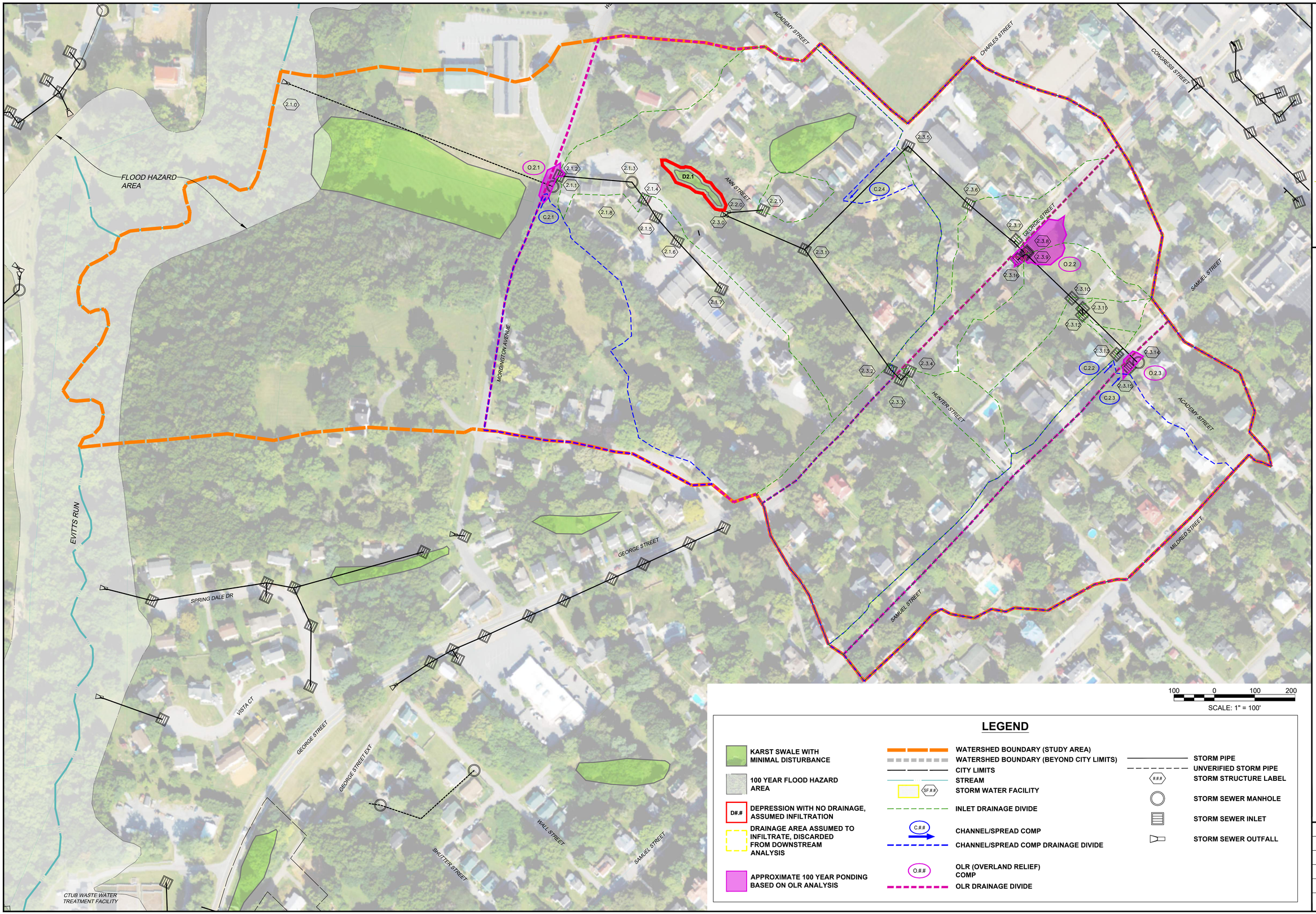
Overland Relief

Three locations were assessed for ponding within watershed 2.

O.2.1 assesses drainage across Mordington Avenue. Runoff must pond until it can cross the crown of the street and continue downstream to Evitts Run.

O.2.2 evaluates ponding at the low point in George Street. Water must pond until it can traverse the crown of the street and continue down Academy Street.

O.2.3 evaluates the ponding at the low point along Samuel Street. The crown of the street must be overtopped before the runoff continues down Academy Street.



100 0 100 200

SCALE: 1" = 100'

LEGEND

- KARST SWALE WITH MINIMAL DISTURBANCE
- 100 YEAR FLOOD HAZARD AREA
- D#.# — DEPRESSION WITH NO DRAINAGE, ASSUMED INFILTRATION
- DRAINAGE AREA ASSUMED TO INFILTRATE, DISCARDED FROM DOWNSTREAM ANALYSIS
- APPROXIMATE 100 YEAR PONDING BASED ON OLR ANALYSIS
- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- SF.## — STORM WATER FACILITY
- INLET DRAINAGE DIVIDE
- C.## — CHANNEL/SPREAD COMP
- CHANNEL/SPREAD COMP DRAINAGE DIVIDE
- O.## — OLR (OVERLAND RELIEF) COMP
- OLR DRAINAGE DIVIDE
- STORM PIPE
- UNVERIFIED STORM PIPE
- ### — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

CITY OF CHARLES TOWN WATERSHEDS

WATERSHED 2 H&H ANALYSIS EXHIBIT

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

Date:	04/08/2026
Scale:	1" = 100'
Designed By:	ZJ/RLK/ZS
File No.	7037
Sheet	1 Of 1

Roadside Ditch and Roadway Spread Analysis

Watershed 2

															2 Year							10 Year							100 Year						
															2yr Karst Factor	0.51						10yr Karst Factor	0.62						100yr Karst Factor	0.71					
Identifier	Location	Description	Side Slope 1 (H ft:1 ft)	Side Slope 2 (H ft:1 ft)	Upstream Road Length(ft)	Upstream Intersections	Available Depth for Ditch/Gutter(ft)	Available Width for Spread (ft)	Approximate Running Slope (%)	Drainage Area (Acre)	C Factor	Tc (Min)	Inlets Present	Throat Inlet or 2 Grates Present	Storm sewer capacity (cfs)	Rainfall Intensity (in/hr)	Flow (cfs)	Overland Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Overland Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Overland Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)
C.2.1	Mordington Ave northside	Roadside ditch	2	40	1100	1	0.25	2.5	2%	3.82	0.50	10	0	No	0	3.72	3.62	3.62	0.28	0.03	1.50	0.00	5.07	6.00	6.00	0.34	0.09	4.50	2.00	7.03	9.53	9.53	0.40	0.15	7.50	5.00
C.2.2	Samuel Street westside	Spread	NA	NA	1015	1	0	3	2%	0.74	0.50	5	0	No	0	4.73	0.89	0.89	0.12	0.12	6.04	3.04	6.52	1.50	1.50	0.15	0.15	7.38	4.38	9.23	2.42	2.42	0.18	0.18	8.83	5.83
C.2.3	Samuel Street eastside	Spread	NA	NA	1360	1	0	3	2%	5.87	0.50	15	0	No	0	3.04	4.55	4.55	0.22	0.22	11.17	8.17	4.18	7.61	7.61	0.27	0.27	13.54	Full	5.84	12.17	12.17	0.32	0.32	16.17	Full
C.2.4	Charles Street eastside	Roadside ditch	50	25	1200	1	0.1	1.5	2%	23.11	0.52	20	2+	Yes	7.93	2.72	16.67	8.74	0.31	0.21	10.50	9.00	3.77	28.09	20.16	0.42	0.32	16.00	Full	5.33	45.48	37.55	0.54	0.44	22.00	Full

NOTES

For roadside ditches available depth is the approximated depth of the ditch outside the roadway, 0.1' is indicative of no defined roadside ditch

For spread comps available depth of 0' is indicative of no gutter pan and 0.1' is indicative of a gutter pan

For spread comps a negative available spread is indicative of a local depression that results in an initial spread for all storm events

Upstream Intersections within 500ft of the highpoint are excluded from the upstream intersection counts

Available width is the approximated area available for spread outside an assumed 10ft travel lane

Roadway surcharge depth is the expected depth of water at the edge of pavement

Mannings n assumptions; ditch/channel = 0.025; road/gutter spread = .016

Road cross slopes assumed at 2%

Overland Relief Analysis (OLR)

Watershed 2

										10 Year								100 Year							
										10yr Karst Factor	0.62							100yr Karst Factor	0.71						
Identifier	Location	Constraint Description	Approximated Weir Elevation	Inlets Present	Throat Inlet or 2 Grates Present	Storm sewer capacity (cfs)	Drainage Area (Acre)	C Factor	Tc (Min)	Rainfall Intensity (in/hr)	OLR Flow (cfs)	Depth (ft)	Approximated WSE	Buildings Impacted	Local Roadway Inundation (ft)	Primary Route Inundation (ft)	Singular Access Point Impacts	Rainfall Intensity (in/hr)	OLR Flow (cfs)	Depth (ft)	Approximated WSE	Buildings Impacted	Local Roadway Inundation (ft)	Primary Route Inundation (ft)	Singular Access Point Impacts
O.2.1	Mordington Ave	Roadway	494.25	2	Yes	7.04	44.43	0.52	20	3.77	26.44	0.36	494.61	0	65	0	No	5.33	55.04	0.49	494.74	0	85	0	No
O.2.2	George St and Academy St	Roadway	526.25	3	Yes	12.95	18.40	0.50	20	3.77	8.55	0.09	526.34	0	0	135	No	5.33	21.87	0.17	526.42	0	0	135	No
O.2.3	Samuel St and Academy St	Roadway	537.00	1	No	0.00	7.38	0.50	15	4.18	9.56	0.23	537.23	0	40	0	No	5.84	15.30	0.29	537.29	0	50	0	No

NOTES

Weir coefficient assumed as 3.27

OLR flow accounts for storm sewer capacity where redundant inlets are present to ensure drainage

Storm sewer capacity is only accounted for were either throat inlets or redundant grate inlets are present within the 100 year ponding area

O.2.1 recieves runoff from a low area with no outfall. The karst factor for this drainage area has been doubled to account for detention and infiltration in this area.

Storm Sewer Pipe Analysis

Watershed 2

																					2 Year					10 Year				
																							2yr Karst Factor		0.51			10yr Karst Factor		0.62	
Inlet/Structure Name	Downstream Structure	Structure Type	Inlet Size (in)	Inlet Profile	Approximate Top Elevation/Invert	Approximate Invert Up	Approximate Invert Down	Pipe Length (ft)	Pipe Material	Pipe Size (in)	Approximate Pipe Slope (%)	Pipe Mannings 'n'	Flow Area (ft^2)	Hydraulic Radius	Full Flow Capacity (cfs)	Inlet C Factor	Inlet Drainage Area (Acres)	Time to Inlet (min)	System C Factor	System Drainage Area (Acre)	System Time (Min)	Inlet Rainfall Intensity (in/hr)	Flow To Inlet (cfs)	System Rainfall Intensity (in/hr)	System Flow (cfs)	System Flow/Pipe Full Flow (%)	Inlet Rainfall Intensity (in/hr)	Flow To Inlet (cfs)	System Rainfall Intensity (in/hr)	System Flow (cfs)	System Flow/Pipe Full Flow (%)
2.1.7	2.1.6	Grate	24 X 24	Sag	Private System, Not Evaluated																										
2.1.6	2.1.5	Grate	30 X 30	Sag																											
2.1.5	2.1.4	Grate	24 X 24	Sag																											
2.1.4	2.1.3	Grate	30 X 30	Sag																											
2.1.3	2.1.2	MH																													
2.1.2	2.1.1	Grate	24 X 18	Sag	494.00	491.00	491	706	CMP	30	0.0%	0.024	4.91	0.63	7.04	0.53	33.15	20	0.53	38.99	20	3.36	15.35	3.36	20.48	291%	4.59	31.00	4.59	39.47	561%
2.1.1	2.1.0	MH			494.00	491.00	474.39	706	CMP	30	2.4%	0.024	4.91	0.63	34.49				0.53	38.99	20			3.36	20.48	59%			4.59	39.47	114%
2.1.0		Outlet			474.39														0.00	0.00											
2.2.1	2.2.0	Grate	30 X 30		504.00	501.00	498	86	HDPE	18	3.5%	0.012	1.77	0.38	21.34	0.66	0.36	5	0.66	0.36	5	3.72	0.45	3.72	0.45	2%	5.07	0.75	5.07	0.75	4%
2.2.0		Outlet			498.00														0.00	0.00											
2.3.15	2.3.14	Grate	24 X 48	Grade	536.60	533.60	533.6	20	Concrete	15	0.0%	0.013	1.23	0.31	2.05	0.50	7.38	15	0.50	7.38	15	3.36	6.32	3.36	6.32	309%	4.59	10.50	4.59	10.50	513%
2.3.14	2.3.13	Metal Lid			536.60	533.60	531.54	50	Concrete	15	4.1%	0.013	1.23	0.31	13.11				0.50	7.38	15			3.36	6.32	48%			4.59	10.50	80%
2.3.13	2.3.11	Grate	24 X 24	Grade	534.54	531.54	526.25	140	Brick	15 15	3.8%	0.015	1.56	0.31	13.93	0.50	0.91	5	0.50	8.29	15	3.72	0.86	3.36	7.10	51%	5.07	1.43	4.59	11.80	85%
2.3.12	2.3.11	Grate	30 X 30	Grade	529.80	526.80	526.25	20	Concrete	18	2.7%	0.013	1.77	0.38	17.30	0.50	0.09	5	0.50	0.09	5	3.72	0.09	3.72	0.09	0%	5.07	0.14	5.07	0.14	1%
2.3.11	2.3.10	Grate	30 X 30	Grade	529.25	526.25	525.94	35	Brick	15 15	0.9%	0.015	1.56	0.31	6.78	0.50	0.23	5	0.50	8.61	15	3.72	0.22	3.36	7.38	109%	5.07	0.36	4.59	12.25	181%
2.3.10	2.3.9	Grate	18 X 18	Grade	528.94	525.94	522.28	155	Terracotta	18	2.4%	0.013	1.77	0.38	16.31	0.50	1.31	10	0.50	9.92	15	3.04	1.02	3.36	8.50	52%	4.18	1.70	4.59	14.12	87%
2.3.9	2.3.8	Grate	18 X 18	Sag	525.28	522.28	522.31	Interconnected W/2.3.8								0.50	1.54	10	0.50	11.46	20	3.04	1.19	3.36	9.82		4.18	2.00	4.59	16.31	
2.3.16	2.3.8	Grate	12 X 60	Sag	525.78	522.78	522.31	25	CMP	12	1.9%	0.024	0.79	0.25	2.67	0.50	0.57	5	0.50	0.57	5	3.72	0.54	3.72	0.54	20%	5.07	0.90	5.07	0.90	34%
2.3.8	2.3.7	Grate	18 X 18	Sag	525.31	522.31	522.12	40.5	Brick	15 15	0.5%	0.015	1.56	0.31	5.05	0.50	1.35	10	0.50	13.38	20	3.04	1.05	3.36	11.46	227%	4.18	1.75	4.59	19.04	377%
2.3.7	2.3.6	Curb Inlet	48	Grade	525.12	522.12	516.23	148	Terracotta	15	4.0%	0.013	1.23	0.31	12.95	0.50	0.04	5	0.50	13.42	20	3.72	0.04	3.36	11.50	89%	5.07	0.06	4.59	19.10	147%
2.3.6	2.3.5	Grate	18 X 36	Grade	519.23	516.23	514.41	205	Terracotta	15	0.9%	0.013	1.23	0.31	6.14	0.52	1.17	10	0.50	14.59	20	3.04	0.94	3.36	12.54	204%	4.18	1.58	4.59	20.83	339%
2.3.5	2.3.1	Grate	24 X 36	Grade	517.41	514.41	512	397	CMP	18	0.6%	0.024	1.77	0.38	4.42	0.62	3.24	10	0.52	17.83	20	3.04	3.11	3.36	15.98	362%	4.18	5.21	4.59	26.54	601%
2.3.4	2.3.3	Grate	18 X 30	Grade	534.54	531.54	531.91	30	CMP	15	0.5%	0.024	1.23	0.31	2.48	0.50	0.62	5	0.50	0.62	5	3.72	0.59	3.72	0.59	24%	5.07	0.97	5.07	0.97	39%
2.3.3	2.3.2	Grate	24 X 30	Grade	534.91	531.91	531.54	38	CMP	15	1.0%	0.024	1.23	0.31	3.51	0.50	4.49	10	0.50	5.11	15	3.04	3.48	3.36	4.38	125%	4.18	5.82	4.59	7.27	207%
2.3.2	2.3.1	Grate	15 X 15	Grade	534.54	531.54	512	365	Concrete	15	5.4%	0.013	1.23	0.31	15.04	0.50	0.34	5	0.50	5.45	15	3.72	0.32	3.36	4.67	31%	5.07	0.53	4.59	7.75	52%
2.3.1	2.3.0	Grate	24 X 24	Grade	515.00	512.00	498	215	CMP	18	6.5%	0.024	1.77	0.38	14.54	0.00	0.00		0.52	23.28	20			3.36	20.65	142%			4.59	34.30	236%
2.3.0		Outlet			498.00																										

NOTES

Structures assumed to be 3' deep unless direct field observations indicate significant difference

Negative pipe slopes are assumed to have the capacity equivalent to a slope of 0.1%

Structure 2.1.2 recieves runoff from a low area with no outfall. The karst factor for this drainage area has been doubled to account for detention and infiltration in this area.

Appendix-Watershed 3

Watershed 3 consists of areas draining to Evitts Run around and through the CTUB wastewater treatment plan. Small portions of the watershed drain as sheet flow directly adjacent to the stream and majority of the drainage shed concentrates at the culvert inlet adjacent to the treatment plant across George Street (3.1.1). It was noted that two houses have been constructed within the past five years in a location with significant drainage implications. These are described further in relation to the overland relief analysis. No suspected stormwater management facilities were identified within watershed 3.

Storm Sewer and Culverts

The storm sewer and culvert infrastructure within watershed 3 consists of five individual storm sewer systems/culverts.

System 1 provides drainage around the CTUB wastewater treatment plant. This system is not analyzed as the only impacts due to lack of capacity would be wholly within the CTUB property. It is expected that the system has an engineered design, although the only documents provided by CTUB consist of a layout showing the storm system. The system discharges directly to Evitts Run.

System 2 consists of a culvert across George Street. The outfall for this culvert appears to have been buried and/or collapsed. Little evidence of overtopping of George Street exists due to this collapse exists.

System 3 is the culvert providing drainage across South George Street Extension. The culvert is severely undersized for the drainage area.

System 4 consists of grate inlets along Wall Street and Shutter Street. The outfall for this system is buried and during rain events the system discharges through the grate inlet on Shutter Street.

System 5 provides drainage along George Street and was installed with construction of the municipal building housing CTUB and the Charles Town Police Department. This system was not analyzed as it was installed per an engineered design.

Channel/Roadway Spread Analysis

No significant open space channels were identified within watershed 3 other than the two karst swales and the channel between George Street and George Street Extension. These were not analyzed as they all appear to have significant infiltration and/or capacity.

Two locations were analyzed for their potential issues resulting from channel flow. The table below lists the issues.

Identifier	Location	Description
C.3.1	George Street Ext	Roadside ditch
C.3.2	Samuel Street	Spread

Depressions

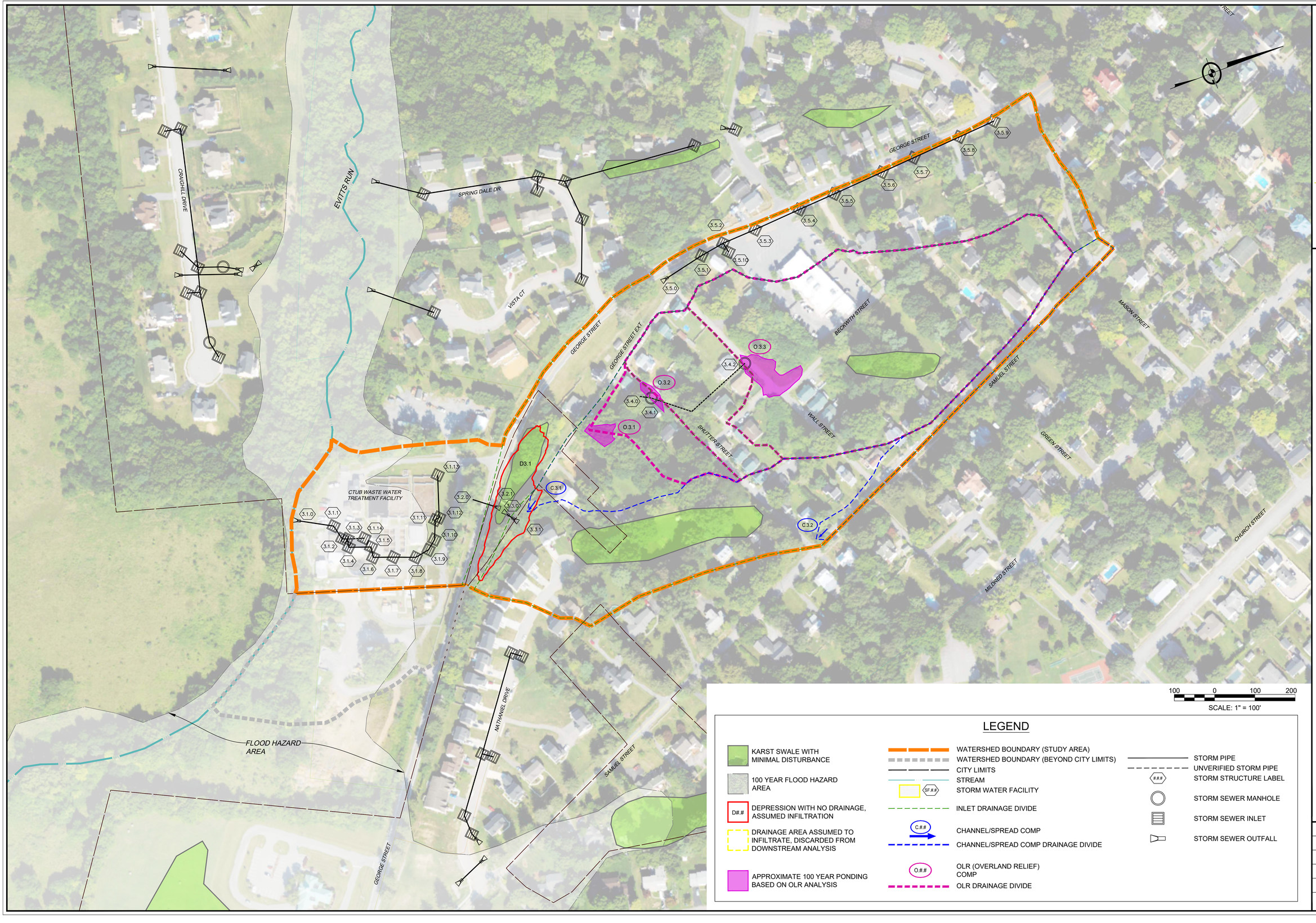
One significant infiltration depression was identified within watershed 3. D3.1 does have a previously installed outlet which is the culvert under George Street(3.2). The outfall for the culvert appears to be buried. Little evidence of significant overtopping of George Street or erosion of its roadside ditch seems to indicate this low-lying area infiltrates significantly through natural process and through the buried outfall 3.2.0.

Overland Relief

The majority of watershed 3's issues were analyzed utilizing overland relief analyses.

The issue associated with O.3.1 was created by the construction of two houses at 815 and 817 George Street Extension. The houses were constructed within a drainage swale with little to no consideration for functional drainage. Over 10 acres drained through the swale that was cut off by the construction. A depression now exists both within the lot of the more upstream of the new houses and the neighboring lot that had an existing residence. The depression must fill before spilling into the street. The foundation of 813 George Street Extension is inundated by this ponding even during smaller events.

O.3.2 and O.3.3 are associated with potential impacts to local roadways and several residences. O3.3 has an inlet and storm sewer, but the routing from 3.4.2 to 3.3.1 is unclear and the original outfall seems to have been buried. The system discharges through the grate at 3.3.1. 3.4.2 is also located outside the true low point resulting in inundation even during smaller events.



100 0 100 200

SCALE: 1" = 100'

LEGEND

- KARST SWALE WITH MINIMAL DISTURBANCE
- 100 YEAR FLOOD HAZARD AREA
- D#.# — DEPRESSION WITH NO DRAINAGE, ASSUMED INFILTRATION
- DRAINAGE AREA ASSUMED TO INFILTRATE, DISCARDED FROM DOWNSTREAM ANALYSIS
- APPROXIMATE 100 YEAR PONDING BASED ON OLR ANALYSIS
- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- SF.## — STORM WATER FACILITY
- INLET DRAINAGE DIVIDE
- C.## — CHANNEL/SPREAD COMP
- CHANNEL/SPREAD COMP DRAINAGE DIVIDE
- O.## — OLR (OVERLAND RELIEF) COMP
- OLR DRAINAGE DIVIDE
- STORM PIPE
- UNVERIFIED STORM PIPE
- ### — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

WATERSHED 3 H&H ANALYSIS EXHIBIT

CITY OF CHARLES TOWN WATERSHEDS

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

Date:	04/08/2026
Scale:	1" = 100'
Designed By:	ZJ/RLK/ZS
File No.	7037
Sheet	1 Of 1

Roadside Ditch and Roadway Spread Analysis

Watershed 3

												2 Year						10 Year						100 Year					
												2yr Karst Factor			0.69			10yr Karst Factor			0.77			100yr Karst Factor			0.83		
Identifier	Location	Description	Side Slope 1 (H ft:1 ft)	Side Slope 2 (H ft:1 ft)	Upstream Road Length(ft)	Upstream Intersections	Available Depth for Ditch/Gutter(ft)	Available Width for Spread (ft)	Approximate Running Slope (%)	Drainage Area (Acre)	C Factor	Tc (Min)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)
C.3.1	George Street Ext	Roadside ditch	20	3	550	0	0.25	0	4%	11.48	0.58	20	2.72	12.50	0.49	0.24	12.00	Full	3.77	19.33	0.57	0.32	16.00	Full	5.33	29.46	0.67	0.42	21.00	Full
C.3.2	Samuel Street	Spread	NA	NA	1000	2	0	3	2%	0.83	0.49	5	4.73	1.33	0.14	0.14	7.04	5.04	6.52	2.05	0.17	0.17	8.29	6.29	9.23	3.12	0.19	0.19	9.71	7.71

NOTES

For roadside ditches available depth is the approximated depth of the ditch outside the roadway, 0.1' is indicative of no defined roadside ditch

For spread comps available depth of 0' is indicative of no gutter pan and 0.1' is indicative of a gutter pan

For spread comps a negative available spread is indicative of a local depression that results in an initial spread for all storm events

Upstream Intersections within 500ft of the highpoint are excluded from the upstream intersection counts

Available width is the approximated area available for spread outside an assumed 10ft travel lane

Roadway surcharge depth is the expected depth of water at the edge of pavement

Mannings n assumptions; ditch/channel = 0.025; road/gutter spread = .016

Road cross slopes assumed at 2%

Overland Relief Analysis (OLR)

Watershed 3

										10 Year								100 Year							
										10yr Karst Factor					0.77			100yr Karst Factor					0.83		
Identifier	Location	Constraint Description	Approximated Weir Elevation	Inlets Present	Throat Inlet or 2 Grates Present	Storm sewer capacity (cfs)	Drainage Area (Acre)	C Factor	Tc (Min)	Rainfall Intensity (in/hr)	OLR Flow (cfs)	Depth (ft)	Approximated WSE	Buildings Impacted	Local Roadway Inundation (ft)	Primary Route Inundation (ft)	Singular Access Point Impacts	Rainfall Intensity (in/hr)	OLR Flow (cfs)	Depth (ft)	Approximated WSE	Buildings Impacted	Local Roadway Inundation (ft)	Primary Route Inundation (ft)	Singular Access Point Impacts
O.3.1	George Street Ext	Houses/Yards	493.00	0	No	0.00	10.28	0.58	20	3.77	17.31	0.69	493.69	2	0	0	No	5.33	26.38	0.80	493.80	2	0	0	No
O.3.2	Shutter Street	Roadway	501.00	1	No	0.00	9.35	0.59	15	4.18	17.76	0.21	501.21	1	50	0	No	5.84	26.74	0.27	501.27	1	75	0	No
O.3.3	Wall Street	Houses/Yards	512.10	1	No	0.00	7.63	0.58	15	4.18	14.24	0.41	512.51	2	220	0	No	5.84	21.45	0.64	512.74	2	240	0	No

NOTES

Weir coefficient assumed as 3.27

OLR flow accounts for storm sewer capacity where redundant inlets are present to ensure drainage

Storm sewer capacity is only accounted for were either throat inlets or redundant grate inlets are present within the 100 year ponding area

Storm Sewer Pipe Analysis

Watershed 3

																						2 Year					10 Year				
																						2yr Karst Factor				0.69	10yr Karst Factor				0.77
Inlet/Structure Name	**Downstream Structure**	**Structure Type**	**Inlet Size (in)**	**Inlet Profile**	**Approximate Top Elevation/Invert**	**Approximate Invert Up**	**Approximate Invert Down**	**Pipe Length (ft)**	**Pipe Material**	**Pipe Size (in)**	**Approximate Pipe Slope (%)**	**Pipe Mannings 'n'**	**Flow Area (ft^2)**	**Hydraulic Radius**	**Full Flow Capacity (cfs)**	**Inlet C Factor**	**Inlet Drainage Area (Acres)**	**Time to Inlet (min)**	**System C Factor**	**System Drainage Area (Acre)**	**System Time (Min)**	**Inlet Rainfall Intensity (in/hr)**	**Flow To Inlet (cfs)**	**System Rainfall Intensity (in/hr)**	**System Flow (cfs)**	**System Flow/Pipe Full Flow (%)**	**Inlet Rainfall Intensity (in/hr)**	**Flow To Inlet (cfs)**	**System Rainfall Intensity (in/hr)**	**System Flow (cfs)**	**System Flow/Pipe Full Flow (%)**
3.1.14	3.1.3	Grate	24 x 24	Private System, Engineered Design, Not Evaluated																											
3.1.13	3.1.12	Grate	24 x 24																												
3.1.12	3.1.11	Grate	24 x 24																												
3.1.11	3.1.10	MH																													
3.1.10	3.1.9	MH																													
3.1.9	3.1.8	Grate	24 x 24																												
3.1.8	3.1.7	Grate	24 x 24																												
3.1.7	3.1.6	Grate	24 x 24																												
3.1.6	3.1.5	Grate	24 x 24																												
3.1.5	3.1.4	Grate	24 x 24																												
3.1.4	3.1.3	Grate	24 x 24																												
3.1.3	3.1.2	Grate	24 x 24																												
3.1.2	3.1.1	Grate	24 x 24																												
3.1.1	3.1.0	Grate	24 x 24																												
3.1.0		Outlet																													
3.2.1	3.2.0	Culvert Inv		Sag	480.00	480.00			Concrete	24						0.55	24.08	20	0.55	24.08	20	3.36	30.70	3.36	30.70		4.59	46.81	4.59	46.81	
3.2.0		Outlet			Buried																										
3.3.1	3.3.0	Culvert Inv		Sag	481.28	481.28	480.25	24	Concrete	15	4.3%	0.013	1.23	0.31	13.42	0.55	17.18	20	0.55	17.18	20	3.36	21.91	3.36	21.91	163%	4.59	33.40	4.59	33.40	249%
3.3.0		Outlet			480.25																										
3.4.2	3.4.1	Grate	30 x 30	Sag	505.05	502.05	497	283	PVC	12	1.8%	0.012	0.79	0.25	5.19	0.58	7.63	15	0.58	7.63	15	3.36	10.26	3.36	10.26	198%	4.59	15.64	4.59	15.64	301%
3.4.1	3.4.0	Grate	24 x 24	Sag	500.00	497.00										0.65	1.72	10	0.59	9.35	15	3.04	2.35	3.36	12.85		4.18	3.60	4.59	19.59	
3.4.0		Outlet			Buried																										
3.5.10	3.5.2	Grate	18 x 18	Engineered Design, Not Evaluated																											
3.5.9	3.5.8	Curb Inlet	48																												
3.5.8	3.5.7	Curb Inlet	48																												
3.5.7	3.5.6	Curb Inlet	48																												
3.5.6	3.5.5	Curb Inlet	48																												
3.5.5	3.5.4	Curb Inlet	48																												
3.5.4	3.5.3	Curb Inlet	48																												
3.5.3	3.5.2	Curb Inlet	48																												
3.5.2	3.5.1	Curb Inlet	48																												
3.5.1	3.5.0	Curb Inlet	48																												
3.5.0		Outlet																													

NOTES

Structures assumed to be 3' deep unless direct field observations indicate significant difference

Negative pipe slopes are assumed to have the capacity equivalent to a slope of 0.1%

Appendix-Watershed 4

Watershed 4 consists of areas draining to Evitts Run southwest of George Street west of the CTUB wastewater treatment plant. This watershed has two concentrated discharges from storm sewer systems 4.2 and 4.1. No suspected stormwater management facilities were identified within watershed 4.

Storm Sewer and Culverts

Three storm sewer systems were identified within the watershed.

Systems 4.1 and 4.2 were installed with Evitts Run Estates which only has plat documents available in city files based on documents provided by City planning staff. System 4.2 appears to have been extended to provide drainage to the residential lot downstream of Mordington Avenue (4.2.7).

System 4.3 provides roadway drainage for the low point along Mordington Avenue and discharges towards system 4.2.

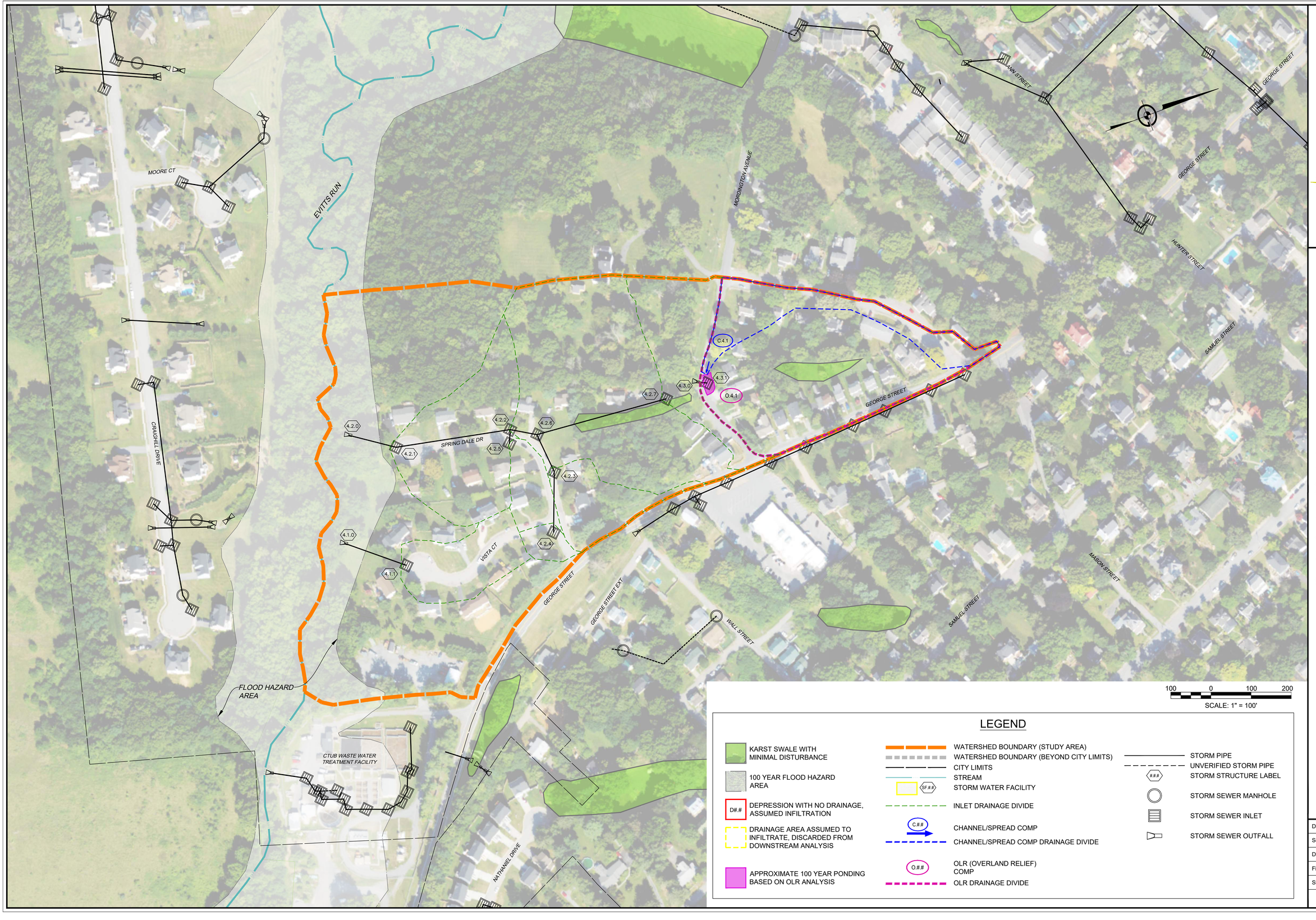
Channel/Roadway Spread Analysis

One location was identified for channel analysis within watershed 4. C.4.1 evaluates spread along Mordington Avenue leading to the low point on the street. Other areas appear to have sufficient inlets, storm sewer and roadside ditches to minimize spread.

Identifier	Location	Description
C.4.1	Mordington north side	Roadside ditch

Overland Relief

Overland relief was analyzed at the low point along Mordington Avenue (O.4.1) and evaluated the ponding resulting from runoff needing to overtop the crown of Mordington Avenue.



LEGEND

- KARST SWALE WITH MINIMAL DISTURBANCE
- 100 YEAR FLOOD HAZARD AREA
- D#.# — DEPRESSION WITH NO DRAINAGE, ASSUMED INFILTRATION
- DRAINAGE AREA ASSUMED TO INFILTRATE, DISCARDED FROM DOWNSTREAM ANALYSIS
- APPROXIMATE 100 YEAR PONDING BASED ON OLR ANALYSIS
- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- SF.## — STORM WATER FACILITY
- INLET DRAINAGE DIVIDE
- C.## — CHANNEL/SPREAD COMP
- CHANNEL/SPREAD COMP DRAINAGE DIVIDE
- O.## — OLR (OVERLAND RELIEF) COMP
- OLR DRAINAGE DIVIDE
- STORM PIPE
- UNVERIFIED STORM PIPE
- ### — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

CITY OF CHARLES TOWN WATERSHEDS

WATERSHED 4 H&H ANALYSIS EXHIBIT

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

Date:	04/08/2026
Scale:	1" = 100'
Designed By:	ZJ/RLK/ZS
File No.	7037
Sheet	1 Of 1

Roadside Ditch and Roadway Spread Analysis

Watershed 4

													2 Year						10 Year						100 Year					
													2yr Karst Factor			0.55			10yr Karst Factor			0.66			100yr Karst Factor			0.74		
Identifier	**Location**	**Description**	**Side Slope 1 (H ft:1 ft)**	**Side Slope 2 (H ft:1 ft)**	**Upstream Road Length(ft)**	**Upstream Intersections**	**Available Depth for Ditch/Gutter(ft)**	**Available Width for Spread (ft)**	**Approximate Running Slope (%)**	**Drainage Area (Acre)**	**C Factor**	**Tc (Min)**	**Rainfall Intensity (in/hr)**	**Flow (cfs)**	**Depth of flow (ft)**	**Roadway Surcharge (ft)**	**Spread (ft)**	**Travel Lane Spread (ft)**	**Rainfall Intensity (in/hr)**	**Flow (cfs)**	**Depth of flow (ft)**	**Roadway Surcharge (ft)**	**Spread (ft)**	**Travel Lane Spread (ft)**	**Rainfall Intensity (in/hr)**	**Flow (cfs)**	**Depth of flow (ft)**	**Roadway Surcharge (ft)**	**Spread (ft)**	**Travel Lane Spread (ft)**
C.4.1	Mordington north side	Roadside ditch	40	5	800	1	0.1	0	3%	1.17	0.50	10	3.72	1.20	0.17	0.07	3.50	3.50	5.07	1.96	0.23	0.13	6.50	6.50	7.03	3.04	0.20	0.10	5.00	5.00

NOTES

For roadside ditches available depth is the approximated depth of the ditch outside the roadway, 0.1' is indicative of no defined roadside ditch

For spread comps available depth of 0' is indicative of no gutter pan and 0.1' is indicative of a gutter pan

For spread comps a negative available spread is indicative of a local depression that results in an initial spread for all storm events

Upstream Intersections within 500ft of the highpoint are excluded from the upstream intersection counts

Available width is the approximated area available for spread outside an assumed 10ft travel lane

Roadway surcharge depth is the expected depth of water at the edge of pavement

Mannings n assumptions; ditch/channel = 0.025; road/gutter spread = .016

Road cross slopes assumed at 2%

Overland Relief Analysis (OLR)

Watershed 4

										10 Year								100 Year							
										10yr Karst Factor					0.66			100yr Karst Factor					0.74		
Identifier	**Location**	**Constraint Description**	**Approximated Weir Elevation**	**Inlets Present**	**Throat Inlet or 2 Grates Present**	**Storm sewer capacity (cfs)**	**Drainage Area (Acre)**	**C Factor**	**Tc (Min)**	**Rainfall Intensity (in/hr)**	**OLR Flow (cfs)**	**Depth (ft)**	**Approximated WSE**	**Buildings Impacted**	**Local Roadway Inundation (ft)**	**Primary Route Inundation (ft)**	**Singular Access Point Impacts**	**Rainfall Intensity (in/hr)**	**OLR Flow (cfs)**	**Depth (ft)**	**Approximated WSE**	**Buildings Impacted**	**Local Roadway Inundation (ft)**	**Primary Route Inundation (ft)**	**Singular Access Point Impacts**
O.4.1	Mordington Ave	Roadway	511.50	1	No	0.00	4.43	0.59	10	5.07	8.75	0.16	511.66	0	25	0	No	7.03	13.60	0.20	511.70	2	58	0	No

NOTES

Weir coefficient assumed as 3.27

OLR flow accounts for storm sewer capacity where redundant inlets are present to ensure drainage

Storm sewer capacity is only accounted for were either throat inlets or redundant grate inlets are present within the 100 year ponding area

Storm Sewer Pipe Analysis

Watershed 4

																					2 Year					10 Year				
																							2yr Karst Factor		0.55			10yr Karst Factor		0.66	
Inlet/Structure Name	Downstream Structure	Structure Type	Inlet Size (in)	Inlet Profile	Approximate Top Elevation/Invert	Approximate Invert Up	Approximate Invert Down	Pipe Length (ft)	Pipe Material	Pipe Size (in)	Approximate Pipe Slope (%)	Pipe Mannings 'n'	Flow Area (ft^2)	Hydraulic Radius	Full Flow Capacity (cfs)	Inlet C Factor	Inlet Drainage Area (Acres)	Time to Inlet (min)	System C Factor	System Drainage Area (Acre)	System Time (Min)	Inlet Rainfall Intensity (in/hr)	Flow To Inlet (cfs)	System Rainfall Intensity (in/hr)	System Flow (cfs)	System Flow/Pipe Full Flow (%)	Inlet Rainfall Intensity (in/hr)	Flow To Inlet (cfs)	System Rainfall Intensity (in/hr)	System Flow (cfs)	System Flow/Pipe Full Flow (%)
4.1.1	4.1.0	Grate	24 X 24	Sag	489.93	486.93	470.87	160	CMP	15	10.0%	0.024	1.23	0.31	11.09	0.5	1.05	10	0.50	1.05	10	3.04	0.88	3.04	0.88	8%	4.18	1.45	4.18	1.45	13%
4.1.0		Outlet			470.87																										
4.2.4	4.2.3	Grate	24 X 24	Grade	505.05	502.05	495.48	150	CMP	15	4.4%	0.024	1.23	0.31	7.36	0.50	0.21	5	0.50	0.21	5	3.72	0.21	3.72	0.21	3%	5.07	0.35	5.07	0.35	5%
4.2.3	4.2.6	Curb	96	Grade	498.48	495.48	490.08	101	CMP	15	5.3%	0.024	1.23	0.31	8.07	0.50	0.84	5	0.50	1.05	10	3.72	0.86	3.04	0.88	11%	5.07	1.41	4.18	1.45	18%
4.2.7	4.2.6	Grate	30 X 30	Grade	504.00	501.00	490.08	324	CMP	15	3.4%	0.024	1.23	0.31	6.47	0.57	5.83	15	0.57	5.83	15	3.36	6.14	3.36	6.14	95%	4.59	10.07	4.59	10.07	156%
4.2.6	4.2.2	Grate	30 X 30	Grade	493.08	490.08	486.97	64	CMP	24	4.9%	0.024	3.14	0.50	27.18	NA Buried			0.56	6.88	15	NA Buried		3.36	7.11	26%	NA Buried		4.59	11.66	43%
4.2.5	4.2.2	Curb	120		489.69	486.69	486.97	35	CMP	15	-0.8%	0.024	1.23	0.31	1.11	0.5	0.47	5	0.50	0.47	5	3.72	0.48	3.72	0.48	43%	5.07	0.79	5.07	0.79	71%
4.2.2	4.2.1	Curb	120		489.97	486.97	475.51	287	CMP	30	4.0%	0.024	4.91	0.63	44.53	0.5	4.35	10	0.53	11.70	20	3.04	3.64	3.36	11.56	26%	4.18	6.00	4.59	18.96	43%
4.2.1	4.2.0	Grate	24 X 24		478.51	475.51	472	125	CMP	36	2.8%	0.024	7.07	0.75	60.59	0.47	2.14	10	0.52	13.84	20	3.04	1.68	3.36	13.42	22%	4.18	2.77	4.59	22.01	36%
4.2.0		Outlet			472.00	469.00																									
4.3.1	4.3.0	Grate	24 X 24		510.94	509.50	509.2	30	Concrete	6 x 12	1.0%	0.013	0.50	0.17	1.74	0.59	4.43	10	0.59	4.43	10	3.04	4.37	3.04	4.37	252%	4.18	7.21	4.18	7.21	415%
4.3.0		Outlet			509.20																										

NOTES

Structures assumed to be 3' deep unless direct field observations indicate significant difference

Negative pipe slopes are assumed to have the capacity equivalent to a slope of 0.1%

Appendix-Watershed 5

Watershed 5 consisted of areas discharging to Evitts Run. The area lies to the south of Evitts run and is primarily made up of the development known as Craighill Estates which was designed by a professional surveying firm. Three stormwater facilities were identified that are associated with this development (SF5.1-3). An additional stormwater facility was identified in watershed 5 and seems to be associated with a private parking lot (SF5.4).

Storm Sewer and Culverts

Ten storm sewer networks were identified within watershed 5.

Networks 1-2 and 4-9 were all associated with the Craighill Estates development and were not evaluated as they were constructed per an engineered design plan.

System 3 consists of a culvert under Augustine Avenue and was not evaluated as it serves a DOH road and the upstream end where issues would be likely to occur is within Jefferson County.

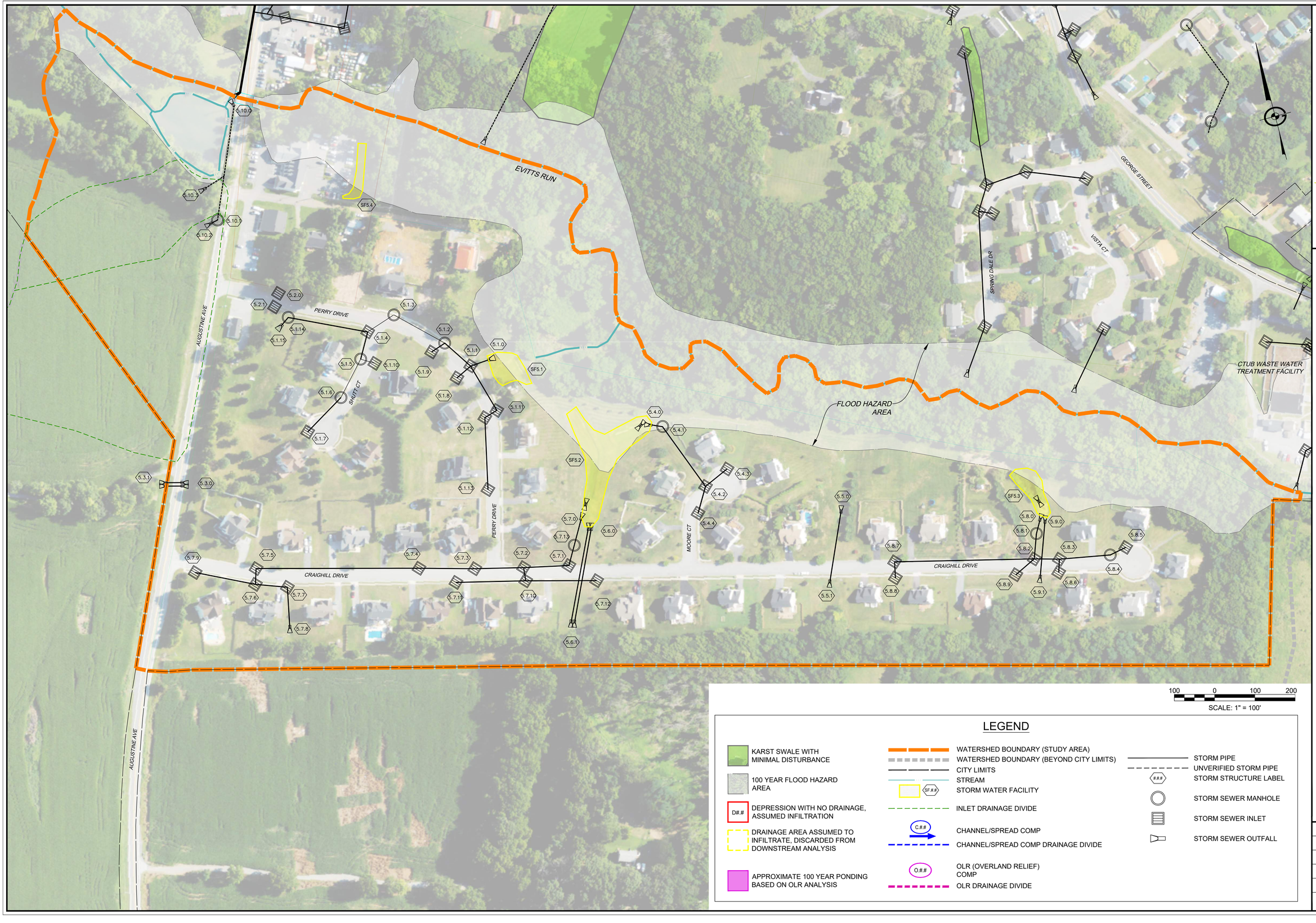
System 10 provides drainage along Augustine Avenue and is most likely under DOH's jurisdiction but was evaluated.

Channel/Roadway Spread Analysis

No potential roadway spread issues or major open channels were identified within the watershed for analysis.

Overland Relief

No concerning areas for overland relief analysis were identified within watershed 5.



100 0 100 200

SCALE: 1" = 100'

LEGEND

- KARST SWALE WITH MINIMAL DISTURBANCE
- 100 YEAR FLOOD HAZARD AREA
- D#.# — DEPRESSION WITH NO DRAINAGE, ASSUMED INFILTRATION
- DRAINAGE AREA ASSUMED TO INFILTRATE, DISCARDED FROM DOWNSTREAM ANALYSIS
- APPROXIMATE 100 YEAR PONDING BASED ON OLR ANALYSIS
- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- SF.## — STORM WATER FACILITY
- INLET DRAINAGE DIVIDE
- C.## — CHANNEL/SPREAD COMP
- CHANNEL/SPREAD COMP DRAINAGE DIVIDE
- O.## — OLR (OVERLAND RELIEF) COMP
- OLR DRAINAGE DIVIDE
- STORM PIPE
- UNVERIFIED STORM PIPE
- ### — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

WATERSHED 5 H&H ANALYSIS EXHIBIT

CITY OF CHARLES TOWN WATERSHEDS

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

Date:	04/08/2026
Scale:	1" = 100'
Designed By:	ZJ/RLK/ZS
File No.	7037
Sheet	1 Of 1

Storm Sewer Pipe Analysis

Watershed 5

																							2 Year					10 Year				
																									2yr Karst Factor			0.43		10yr Karst Factor			0.55
Inlet/Structure Name	Downstream Structure	Structure Type	Inlet Size (in)			Inlet Profile	Approximate Top Elevation/Invert	Approximate Invert Up	Approximate Invert Down	Pipe Length (ft)	Pipe Material	Pipe Size (in)	Approximate Pipe Slope (%)	Pipe Mannings 'n'	Flow Area (ft^2)	Hydraulic Radius	Full Flow Capacity (cfs)	Inlet C Factor	Inlet Drainage Area (Acres)	Time to Inlet (min)	System C Factor	System Drainage Area (Acre)	System Time (Min)	Inlet Rainfall Intensity (in/hr)	Flow To Inlet (cfs)	System Rainfall Intensity (in/hr)	System Flow (cfs)	System Flow/Pipe Full Flow (%)	Inlet Rainfall Intensity (in/hr)	Flow To Inlet (cfs)	System Rainfall Intensity (in/hr)	System Flow (cfs)	System Flow/Pipe Full Flow (%)
5.1.15	5.1.14	End Section		48		Engineered Design, Not Evaluated																										
5.1.14	5.1.4	Manhole																														
5.1.13	5.1.12	Curb Inlet		144																												
5.1.12	5.1.11	Curb Inlet		120																												
5.1.11	5.1.1	Curb Inlet		120																												
5.1.10	5.1.5	Curb Inlet		120																												
5.1.9	5.1.2	Curb Inlet		120																												
5.1.8	5.1.1	Curb Inlet		120																												
5.1.7	5.1.6	Curb Inlet		48																												
5.1.6	5.1.5	Manhole																														
5.1.5	5.1.4	Manhole																														
5.1.4	5.1.3	Curb Inlet		120																												
5.1.3	5.1.2	Manhole																														
5.1.2	5.1.1	Manhole																														
5.1.1	5.1.0	Curb Inlet		48																												
5.1.0		Outfall																														
5.2.1	5.2.0	Curb Inlet		48		Engineered Design, Not Evaluated, Pass Through Structures-No Pipe																												
5.2.0		Curb Inlet		48																												
5.3.1	5.3.0	End Wall		24		DOH Culvert, Jefferson County Jurisdiction Upstream																												
5.3.0		End Section																														
5.4.4	5.4.2	Curb Inlet		144		Engineered Design, Not Evaluated																												
5.4.3	5.4.2	Curb Inlet		72																												
5.4.2	5.4.1	Curb Inlet		120																												
5.4.1	5.4.0	Manhole																														
5.4.0		End Section																														
5.5.1	5.5.0	End Section		24		Engineered Design, Not Evaluated																												
5.5.0		End Section																														
5.6.1	5.6.0	End Section		*48*		Engineered Design, Not Evaluated																												
5.6.0		End Section																														
5.7.13	5.7.0	Manhole				Engineered Design, Not Evaluated																												
5.7.12	5.7.1	Curb Inlet		144																												
5.7.11	5.7.3	Curb Inlet		120																												
5.7.10	5.7.2	Curb Inlet		48																												
5.7.9	5.7.6	Curb Inlet		120																												
5.7.8	5.7.7	End Section		30																												
5.7.7	5.7.6	Curb Inlet		72																												
5.7.6	5.7.5	Curb Inlet		96																												
5.7.5	5.7.4	Curb Inlet		48																												
5.7.4	5.7.3	Curb Inlet		120																												
5.7.3	5.7.2	Curb Inlet		144																												
5.7.2	5.7.1	Curb Inlet		48																												
5.7.1	5.7.13	Curb Inlet		72																												
5.7.0		End Section																														
5.8.9	5.8.2	Curb Inlet		144		Engineered Design, Not Evaluated																												
5.8.8	5.8.7	Curb Inlet		168																												
5.8.7	5.8.2	Curb Inlet		120																												
5.8.6	5.8.3	Curb Inlet		96																												
5.8.5	5.8.4	Curb Inlet		48																												
5.8.4	5.8.3	Manhole																														
5.8.3	5.8.2	Curb Inlet		48																												
5.8.2	5.8.1	Curb Inlet		120																												
5.8.1	5.8.0	Manhole																														
5.8.0		End Section																														
5.9.1	5.9.0	End Section		24		Engineered Design, Not Evaluated																												
5.9.0		End Section																														
5.10.3	5.10.0	Culvert Inlet		24		SAG	482.00	482.00	479.2	60	Concrete		24		4.7%	0.013	3.14	0.50	49.15	0.15	2.15	10	0.15	2.15	10	3.04	0.18	3.04	1.33	3%	4.18	0.41	4.18	2.42	5%
5.10.2	5.10.1	End Wall		24		SAG	481.00	481.00	480.75	22	Concrete		24		1.1%	0.013	3.14	0.50	23.78	0.15	5.32	15	0.15	7.47	15	3.36	0.50	3.36	1.76	7%	4.59	1.11	4.59	3.32	14%
5.10.1	5.10.0	Manhole					483.75	480.75	476.5	280	Concrete		24		1.5%	0.013	3.14	0.50	27.77																
5.10.0		Outfall					476.53				Concrete																								

NOTES

Structures assumed to be 3' deep unless direct field observations indicate significant difference

Negative pipe slopes are assumed to have the capacity equivalent to a slope of 0.1%

Appendix-Watershed 6

Watershed 6 consists of the area draining to Evitts Run in the north western portion of the City. No direct concentrated discharges to Evitts Run were identified in this watershed except the discharges of the sags at road crossings.

Storm Sewer and Culverts

Six individual storm networks were identified within watershed 6.

System 2 consists of two grate inlets on either side of MLK Jr Avenue and a discharge into a private parking lot along Washington Street.

Systems 1, 3, and 4 consist of one grate inlet and discharge point serving locations along Liberty and Park Streets.

System 5 consists of one suspected storm sewer inlet. The structure has a metal lid and is filled with sediment. No outfall location was located.

System 6 consists of one grate inlet that discharges to the bridge structure crossing Evitts Run under Washington Street.

Channel/Roadway Spread Analysis

Channel analysis for watershed 6 evaluated flows along four streets. The locations are listed in the table below.

Identifier	Location	Description
C.6.1	Washington St northside	Spread
C.6.2	Eagle Ave westside & MLK Intx	Roadside Ditch
C.6.3	Water St southwest side	Roadside Ditch
C.6.4	Liberty St northside	Spread

Overland Relief

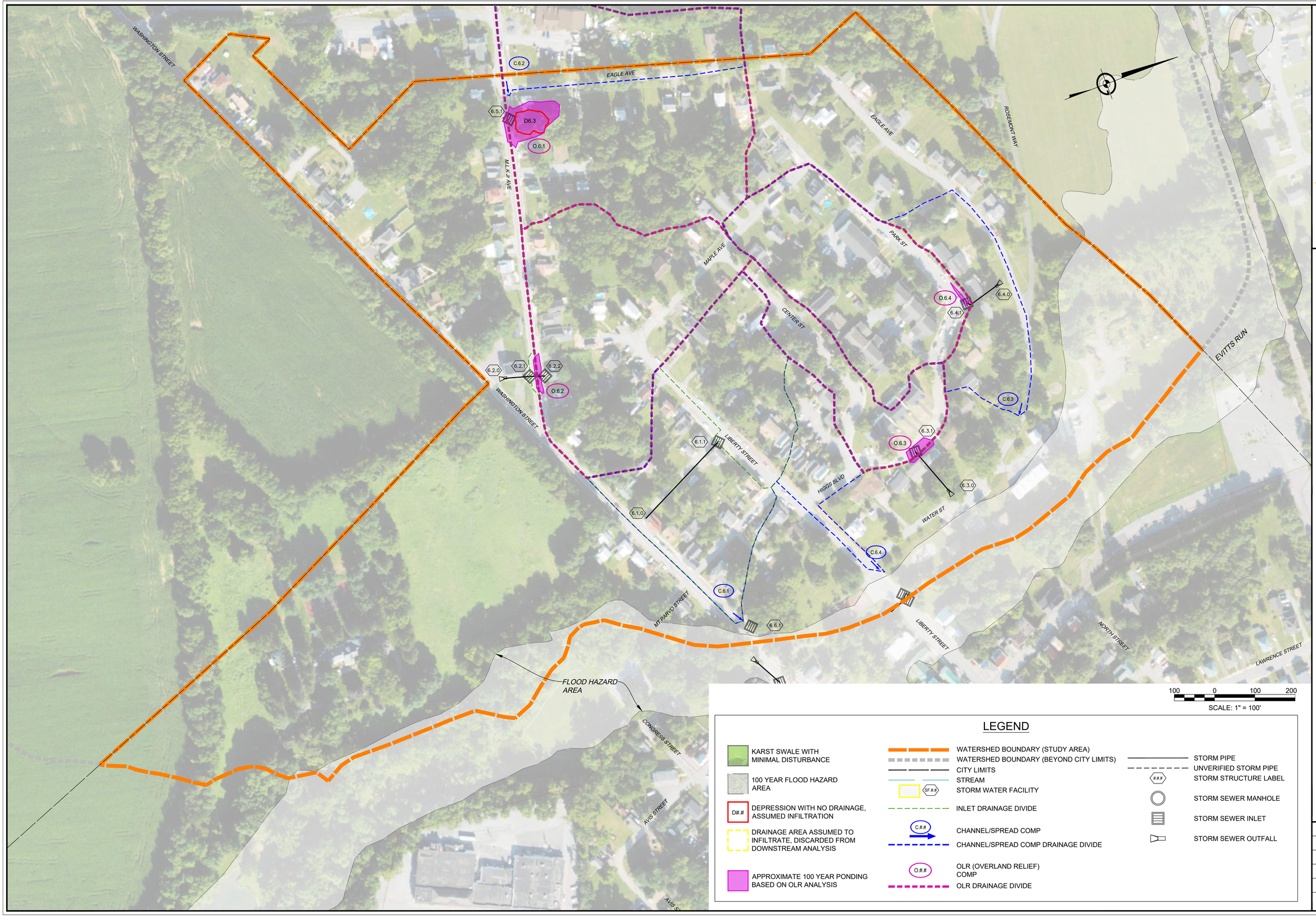
Four locations were evaluated for potential ponding. None of the locations had redundant grate inlets or throat inlets and no storm sewer capacity was deducted from the overland flow rates.

O.6.1 evaluated ponding were runoff must overtop the crown of MLK Jr Avenue. Structure 6.5.1 is believed to have provided drainage for the uphill side of MLK Jr Avenue and is currently filled with sediment and potentially has a buried outfall.

O.6.2 evaluates another location were runoff must cross the crown of MLK Jr Avenue near its intersection with Washington Street and has a grate inlet serving the low point uphill of the road.

O.6.3 evaluates the ponding resulting from runoff needing to overtop the curb and flow between houses along Higgs Boulevard.

O.6.4 evaluates the ponding resulting from runoff needing to overtop the curb and flow between houses along Park Street near its intersection with Higgs Boulevard.



LEGEND

- KARST SWALE WITH MINIMAL DISTURBANCE
- 100 YEAR FLOOD HAZARD AREA
- D#.# — DEPRESSION WITH NO DRAINAGE, ASSUMED INFILTRATION
- DRAINAGE AREA ASSUMED TO INFILTRATE, DISCARDED FROM DOWNSTREAM ANALYSIS
- APPROXIMATE 100 YEAR PONDING BASED ON OLR ANALYSIS
- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- SF.## — STORM WATER FACILITY
- INLET DRAINAGE DIVIDE
- C.## — CHANNEL/SPREAD COMP
- CHANNEL/SPREAD COMP DRAINAGE DIVIDE
- O.## — OLR (OVERLAND RELIEF) COMP
- OLR DRAINAGE DIVIDE
- STORM PIPE
- UNVERIFIED STORM PIPE
- ### — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

CITY OF CHARLES TOWN WATERSHEDS

WATERSHED 6 H&H ANALYSIS EXHIBIT

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

Date:	04/08/2026
Scale:	1" = 100'
Designed By:	ZJ/RLK/ZS
File No.	7037
Sheet	1 Of 1

Roadside Ditch and Roadway Spread Analysis

Watershed 6

												2 Year						10 Year						100 Year					
												2yr Karst Factor			0.47			10yr Karst Factor			0.58			100yr Karst Factor			0.68		
Identifier	Location	Description	Side Slope 1 (H ft:1 ft)	Side Slope 2 (H ft:1 ft)	Upstream Road Length(ft)	Upstream Intersections	Available Depth for Ditch/Gutter(ft)	Available Width for Spread (ft)	Approximate Running Slope (%)	Drainage Area (Acre)	C Factor	Tc (Min)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)
C.6.1	Washington St northside	Spread	NA	NA	500	1	0	10	6%	5.09	0.50	15	3.04	3.64	0.17	0.17	8.38	0.00	4.18	6.17	0.20	0.20	10.21	0.21	5.84	10.11	0.25	0.25	12.25	2.25
C.6.2	Eagle Ave westside & MLK Intx	Roadside Ditch	0.1	40	590	1	0.1	0	1%	2.55	0.50	10	3.72	2.23	0.27	0.17	8.50	8.50	5.07	3.75	0.33	0.23	11.50	Full	7.03	6.10	0.39	0.29	14.50	Full
C.6.3	Water St southwest side	Roadside Ditch	2	40	600	0	0.2	0.5	1%	6.20	0.50	15	3.04	4.43	0.34	0.14	7.00	6.50	4.18	7.52	0.42	0.22	11.00	Full	5.84	12.31	0.50	0.30	15.00	Full
C.6.4	Liberty St northside	Spread	NA	NA	480	1	0.1	4	5%	1.15	0.50	10	3.72	1.01	0.11	0.01	5.35	1.35	5.07	1.69	0.13	0.03	6.50	2.50	7.03	2.75	0.16	0.06	7.79	3.79

NOTES

For roadside ditches available depth is the approximated depth of the ditch outside the roadway, 0.1' is indicative of no defined roadside ditch

For spread comps available depth of 0' is indicative of no gutter pan and 0.1' is indicative of a gutter pan

For spread comps a negative available spread is indicative of a local depression that results in an initial spread for all storm events

Upstream Intersections within 500ft of the highpoint are excluded from the upstream intersection counts

Available width is the approximated area available for spread outside an assumed 10ft travel lane

Roadway surcharge depth is the expected depth of water at the edge of pavement

Mannings n assumptions; ditch/channel = 0.025; road/gutter spread = .016

Road cross slopes assumed at 2%

Overland Relief Analysis (OLR)

Watershed 6

										10 Year								100 Year							
										10yr Karst Factor	0.58							100yr Karst Factor	0.68						
Identifier	Location	Constraint Description	Approximated Weir Elevation	Inlets Present	Throat Inlet or 2 Grates Present	Storm sewer capacity (cfs)	Drainage Area (Acre)	C Factor	Tc (Min)	Rainfall Intensity (in/hr)	OLR Flow (cfs)	Depth (ft)	Approximated WSE	Buildings Impacted	Local Roadway Inundation (ft)	Primary Route Inundation (ft)	Singular Access Point Impacts	Rainfall Intensity (in/hr)	OLR Flow (cfs)	Depth (ft)	Approximated WSE	Buildings Impacted	Local Roadway Inundation (ft)	Primary Route Inundation (ft)	Singular Access Point Impacts
O.6.1	MLK Jr Ave	Roadway	513.50	0	No	0.00	7.22	0.50	15	4.18	8.75	0.21	513.71	2	0	50	No	5.84	14.34	0.26	513.76	3	0	75	No
O.6.2	MLK Jr Ave	Roadway	513.70	1	No	0.00	5.38	0.50	15	4.18	6.52	0.18	513.88	1	0	40	No	5.84	10.68	0.22	513.92	2	0	85	No
O.6.3	Higgs Blvd	Curb/Yards/Houses	529.00	1	No	0.00	1.86	0.50	10	5.07	2.73	0.05	529.05	0	70	0	No	7.03	4.45	0.07	529.07	0	80	0	No
O.6.4	Park St	Curb/Yards/Houses	519.00	1	No	0.00	4.16	0.50	10	5.07	6.12	0.12	519.12	0	0	0	No	7.03	9.94	0.17	519.17	0	0	0	No

NOTES

Weir coefficient assumed as 3.27

OLR flow accounts for storm sewer capacity where redundant inlets are present to ensure drainage

Storm sewer capacity is only accounted for were either throat inlets or redundant grate inlets are present within the 100 year ponding area

Storm Sewer Pipe Analysis

Watershed 6

																					2 Year					10 Year				
																							2yr Karst Factor		0.47			10yr Karst Factor		0.58	
Inlet/Structure Name	Downstream Structure	Structure Type	Inlet Size (in)	Inlet Profile	Approximate Top Elevation/Invert	Approximate Invert Up	Approximate Invert Down	Pipe Length (ft)	Pipe Material	Pipe Size (in)	Approximate Pipe Slope (%)	Pipe Mannings 'n'	Flow Area (ft^2)	Hydraulic Radius	Full Flow Capacity (cfs)	Inlet C Factor	Inlet Drainage Area (Acres)	Time to Inlet (min)	System C Factor	System Drainage Area (Acre)	System Time (Min)	Inlet Rainfall Intensity (in/hr)	Flow To Inlet (cfs)	System Rainfall Intensity (in/hr)	System Flow (cfs)	System Flow/Pipe Full Flow (%)	Inlet Rainfall Intensity (in/hr)	Flow To Inlet (cfs)	System Rainfall Intensity (in/hr)	System Flow (cfs)	System Flow/Pipe Full Flow (%)
6.1.1	6.1.0	Curb Inlet	24	Sag	520.03	517.03	494	259	PVC	12	8.9%	0.012	0.79	0.25	11.54	0.50	2.22	10	0.50	2.22	10	3.04	1.59	3.04	1.59	14%	4.18	2.69	4.18	2.69	23%
6.1.0		Outlet			494.00																										
6.2.2	6.2.1	Grate	24 x 24	Sag	514.00	511.00	510	40	CMP	15	2.5%	0.024	1.23	0.31	5.54	0.50	5.38	15	0.50	5.38	15	3.36	4.25	3.36	4.25	77%	4.59	7.16	4.59	7.16	129%
6.2.1	6.2.0	Grate	24 x 24	Sag	513.00	510.00	505.5	70	CMP	15	6.4%	0.024	1.23	0.31	8.87	0.50	0.04	5	0.50	5.42	15	3.72	0.03	3.36	4.28	48%	5.07	0.06	4.59	7.21	81%
6.2.0		Outlet			505.50																										
6.3.1	6.3.0	Grate	30 x 30	Sag	526.71	523.71	497.87	131	PVC	6	19.7%	0.012	0.20	0.13	2.70	0.50	1.86	10	0.50	1.86	10	3.04	1.33	3.04	1.33	49%	4.18	2.25	4.18	2.25	83%
6.3.0		Outlet			497.87																										
6.4.1	6.4.0	Grate	30 x 30	Sag	518.67	515.67	505.25	90	CMP	10	11.6%	0.024	0.55	0.21	4.05	0.50	4.16	10	0.50	6.02	15	3.04	2.97	3.36	4.75	117%	4.18	5.04	4.59	8.01	198%
6.4.0		Outlet			505.25																										
6.5.1				Sag	Suspected structure, filled with sediment, no outfall located											0.50	7.22	15				3.36	5.70				4.59	9.61			
6.6.1	6.6.0	Grate	30 x 30	Sag	522.91	520.03	511.73	260	PVC	15	3.2%	0.012	1.23	0.31	12.55	0.50	5.09	15	0.50	5.09	15	3.36	4.02	3.36	4.02	32%	4.59	6.78	4.59	6.78	54%
6.6.0		Outlet			511.73																										

NOTES

Structures assumed to be 3' deep unless direct field observations indicate significant difference

Negative pipe slopes are assumed to have the capacity equivalent to a slope of 0.1%

Appendix-Watershed 7

Watershed 7 consists of northern portions of the City that drain directly to Evitts Run along its eastern bank. No direct concentrated discharges to Evitts Run were identified in this watershed except the discharges of the low points at road crossings. Two potential stormwater facilities were identified within watershed 7. Both SF7.1 and SF7.2 appear to be associated with the American Public University System buildings as well as a third facility outside City limits noted as SF7.X on the watershed 7 H&H analysis exhibit.

Storm Sewer and Culverts

Eight storm systems were identified in watershed 7

System 1 and 2 consists of a private systems on the American Public University System facilty.

System 3 has two grate inlets at the George Street Railroad crossing. At least one additional inlet was located at this low point in the roadway near 7.3.2 and has been paved over.

System 4 consists of pipes that appear to be installed crossing North Street at its intersection with Lawrence Street. It is suspected these were originally culverts under North Street that were modified with expansion of the roadway and installation of sidewalks.

System 5 consists of a structure with a metal lid that is full of sediment. It may or may not be a storm sewer structure and may have provided drainage across the intersection of Liberty and Lawrence Streets at one time.

System 6 consists of an inlet and discharge point along Washington Street nears its crossing of Evitts Run.

System 7 is made up of two grate inlets draining the low point in Liberty Street at its crossing of Evitts Run. Grate 7.7.2 drains areas that are classified as watershed 6, however it is included as one system with 7.7.1 due to their similarities and proximity.

System 8 is a culvert under Lawrence Street at its crossing of the CSX Railroad.

Channel/Roadway Spread Analysis

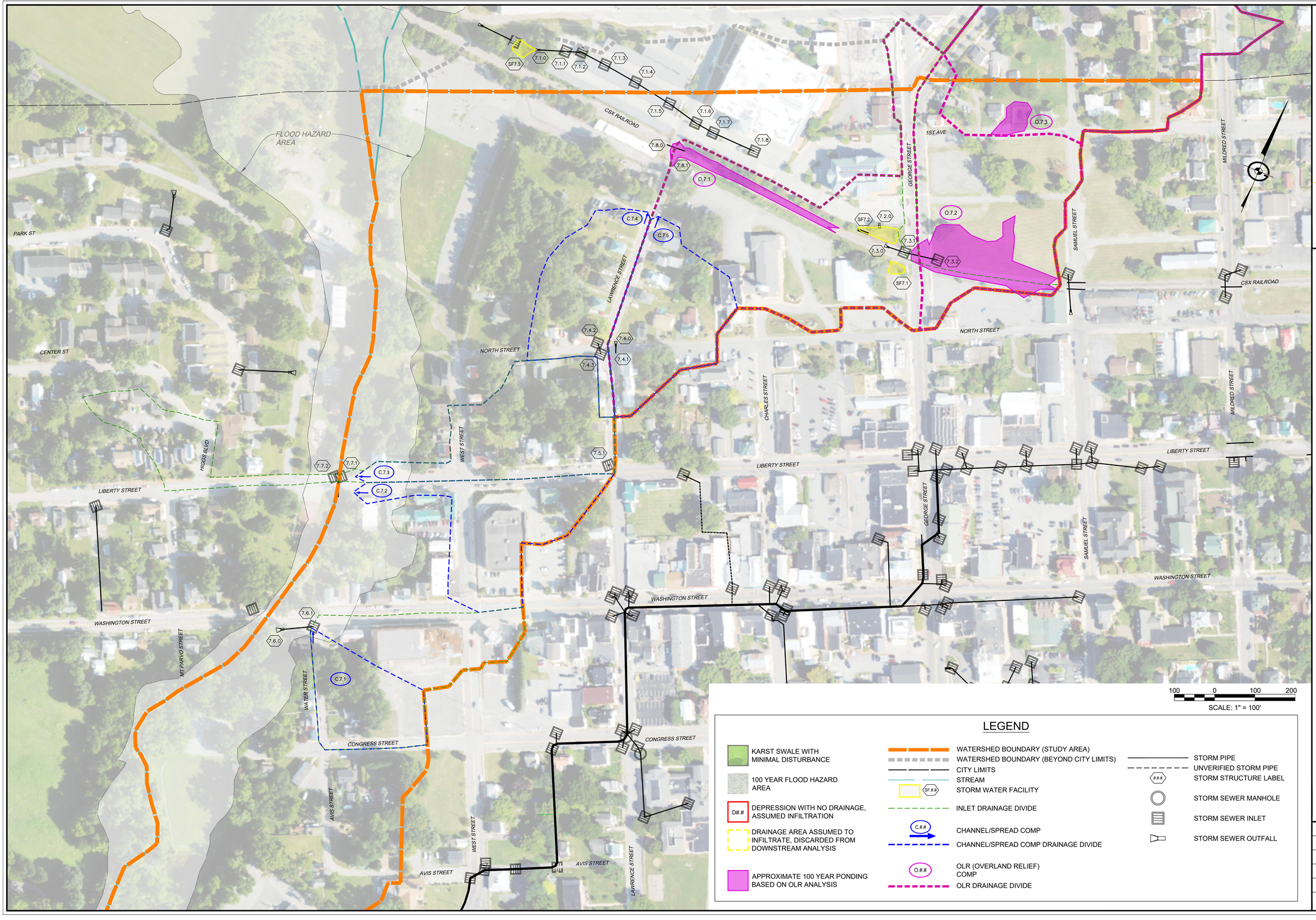
Five locations were evaluated for roadway spread within watershed 7 and a listed below.

Overland Relief

Three locations were evaluated for ponding in watershed 7.

Although O.7.1 and O.7.2 were evaluated, they were not considered as a primary issue as much of the runoff is likely conveyed through the ballast underlying the railroad as well as potentially having jurisdictional implications associated with the roadway. The analysis presented ignores this flow capacity and verified the low probability of significant impacts to buildings.

O.7.3 evaluates flow across 1ST Avenues crown and associated ponding.



LEGEND

- KARST SWALE WITH MINIMAL DISTURBANCE
- 100 YEAR FLOOD HAZARD AREA
- D#.# — DEPRESSION WITH NO DRAINAGE, ASSUMED INFILTRATION
- DRAINAGE AREA ASSUMED TO INFILTRATE, DISCARDED FROM DOWNSTREAM ANALYSIS
- APPROXIMATE 100 YEAR PONDING BASED ON OLR ANALYSIS
- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- SF.## — STORM WATER FACILITY
- INLET DRAINAGE DIVIDE
- C.## — CHANNEL/SPREAD COMP
- CHANNEL/SPREAD COMP DRAINAGE DIVIDE
- O.## — OLR (OVERLAND RELIEF) COMP
- OLR DRAINAGE DIVIDE
- STORM PIPE
- UNVERIFIED STORM PIPE
- ### — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

WATERSHED 7 H&H ANALYSIS EXHIBIT

CITY OF CHARLES TOWN WATERSHEDS

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

Date:	04/08/2026
Scale:	1" = 100'
Designed By:	ZJ/RLK/ZS
File No.	7037
Sheet	1 Of 1

Roadside Ditch and Roadway Spread Analysis

Watershed 7

												2 Year						10 Year						100 Year					
												2yr Karst Factor			0.69			10yr Karst Factor			0.77			100yr Karst Factor			0.83		
Identifier	Location	Description	Side Slope 1 (H ft:1 ft)	Side Slope 2 (H ft:1 ft)	Upstream Road Length(ft)	Upstream Intersections	Available Depth for Ditch/Gutter(ft)	Available Width for Spread (ft)	Approximate Running Slope (%)	Drainage Area (Acre)	C Factor	Tc (Min)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)
C.7.1	Water St westside	Spread	NA	NA	530	0	0	0	5%	1.36	0.87	10	3.72	3.04	0.16	0.16	8.08	8.08	5.07	4.62	0.19	0.19	9.46	9.46	7.03	6.90	0.25	0.25	12.33	Full
C.7.2	Liberty St southside	Roadside Ditch	20	50	1030	1	0	10	2%	2.14	0.50	10	3.72	2.75	0.21	0.21	10.50	0.50	5.07	4.18	0.24	0.24	12.00	2.00	7.03	6.24	0.29	0.29	14.50	4.50
C.7.3	Liberty St northside	Spread	NA	NA	900	1	0	10	2%	2.53	0.50	10	3.72	3.25	0.20	0.20	9.83	0.00	5.07	4.94	0.23	0.23	11.54	1.54	7.03	7.38	0.27	0.27	13.42	3.42
C.7.4	Lawrence St westside	Spread	NA	NA	680	0	0	4	0.5%	1.82	0.50	10	3.72	2.34	0.23	0.23	11.29	7.29	5.07	3.55	0.26	0.26	13.21	9.21	7.03	5.31	0.31	0.31	15.38	Full
C.7.5	Lawrence St eastside	Spread	NA	NA	750	0	0	4	0.5%	2.12	0.63	10	3.72	3.43	0.26	0.26	13.04	9.04	5.07	5.21	0.31	0.31	15.25	Full	7.03	7.79	0.35	0.35	17.71	Full

NOTES

For roadside ditches available depth is the approximated depth of the ditch outside the roadway, 0.1' is indicative of no defined roadside ditch

For spread comps available depth of 0' is indicative of no gutter pan and 0.1' is indicative of a gutter pan

For spread comps a negative available spread is indicative of a local depression that results in an initial spread for all storm events

Upstream Intersections within 500ft of the highpoint are excluded from the upstream intersection counts

Available width is the approximated area available for spread outside an assumed 10ft travel lane

Roadway surcharge depth is the expected depth of water at the edge of pavement

Mannings n assumptions; ditch/channel = 0.025; road/gutter spread = .016

Road cross slopes assumed at 2%

Overland Relief Analysis (OLR)

Watershed 7

										10 Year								100 Year							
										10yr Karst Factor	0.77							100yr Karst Factor	0.83						
Identifier	**Location**	**Constraint Description**	**Approximated Weir Elevation**	**Inlets Present**	**Culv, Throat Inlet or 2 Grates Present**	**Storm sewer capacity (cfs)**	**Drainage Area (Acre)**	**C Factor**	**Tc (Min)**	**Rainfall Intensity (in/hr)**	**OLR Flow (cfs)**	**Depth (ft)**	**Approximated WSE**	**Buildings Impacted**	**Local Roadway Inundation (ft)**	**Primary Route Inundation (ft)**	**Singular Access Point Impacts**	**Rainfall Intensity (in/hr)**	**OLR Flow (cfs)**	**Depth (ft)**	**Approximated WSE**	**Buildings Impacted**	**Local Roadway Inundation (ft)**	**Primary Route Inundation (ft)**	**Singular Access Point Impacts**
O.7.1	Lawrence St and CSX RR	Roadway	511.00	1	Yes	3.84	19.42	0.63	20	3.77	31.68	0.71	511.71	0	45	0	No	5.33	50.28	0.85	511.85	0	60	0	No
O.7.2	George St and CSX RR	Roadway	514.10	1	No	0.00	12.18	0.53	20	3.77	18.74	0.47	514.57	0	0	45	No	5.33	28.56	0.56	514.66	0	0	55	No
O.7.3	1st Ave	Roadway	516.50	0	No	0.00	8.39	0.50	15	4.18	13.50	0.32	516.82	0	40	0	No	5.84	20.33	0.38	516.88	0	50	0	No

NOTES

Weir coefficient assumed as 3.27

OLR flow accounts for storm sewer capacity where redundant inlets are present to ensure drainage

Storm sewer capacity is only accounted for were either throat inlets or redundant grate inlets are present within the 100 year ponding area

Storm Sewer Pipe Analysis

Watershed 7

																					2 Year					10 Year				
																							2yr Karst Factor		0.69			10yr Karst Factor		0.77
Inlet/Structure Name	Downstream Structure	Structure Type	Inlet Size (in)	Inlet Profile	Approximate Top Elevation/Invert	Approximate Invert Up	Approximate Invert Down	Pipe Length (ft)	Pipe Material	Pipe Size (in)	Approximate Pipe Slope (%)	Pipe Mannings 'n'	Flow Area (ft^2)	Hydraulic Radius	Full Flow Capacity (cfs)	Inlet C Factor	Inlet Drainage Area (Acres)	Time to Inlet (min)	System C Factor	System Drainage Area (Acre)	System Time (Min)	Inlet Rainfall Intensity (in/hr)	Flow To Inlet (cfs)	System Rainfall Intensity (in/hr)	System Flow (cfs)	System Flow/Pipe Full Flow (%)	Inlet Rainfall Intensity (in/hr)	Flow To Inlet (cfs)	System Rainfall Intensity (in/hr)	System Flow (cfs)	System Flow/Pipe Full Flow (%)
7.1.8	7.1.7	Grate	30 x 30	Private system. Partially outside city limits. Not evaluated.																												
7.1.7	7.1.6	Grate	30 x 30																													
7.1.6	7.1.5	Grate	30 x 30																													
7.1.5	7.1.4	Grate	30 x 30																													
7.1.4	7.1.3	Grate	30 x 30																													
7.1.3	7.1.2	Grate	30 x 30																													
7.1.2	7.1.1	Grate	30 x 30																													
7.1.1	7.1.0	Grate	30 x 30																													
7.1.0		Outlet																														
7.2.0		Outlet		Private system. Suspected roof drain outfall.																												
7.3.2	7.3.1	Grate	12 x 18	Sag	514.00	512.00	512	80	CMP	15	0.0%	0.024	1.23	0.31	1.11	0.52	11.74	20	0.52	11.74	20	3.36	14.15	3.36	14.15	1276%	4.59	21.58	4.59	21.58	1946%
7.3.1	7.3.0	Grate	18 x 72	Sag	514.00	512.00	512	50	CMP	15	0.0%	0.024	1.23	0.31	1.11	0.90	0.74	5	0.54	12.48	20	3.72	1.71	3.36	15.70	1416%	5.07	2.60	4.59	23.93	2158%
7.3.0		Outlet			513.00																											
7.4.3	UNK	Grate	24 x 30	Non functioning, assumed to provide drainage across intersection only, potential historical culverts that were renovated with sidewalk installation.																												
7.4.2	UNK	Metal Lid																														
7.4.1	7.4.0	SW Opening																														
7.4.0		Outlet																														
7.5.1		Metal Lid			Function unclear, sedimented																											
7.6.1	7.6.0	Grate	18 x 24	Grade	489.00	486.00	484.54	75	PVC	10	1.9%	0.012	0.55	0.21	3.28	0.89	2.90	10	0.89	2.90	10	3.04	5.41	3.04	5.41	165%	4.18	8.31	4.18	8.31	253%
7.6.0		Outlet			484.54																											
7.7.1	Bridge	Grate	30 x 30	Sag	489.00	Outfalls under bridge/boxculvert										0.50	2.56	10				3.04	2.68				4.18	4.12			
7.7.2	Bridge	Grate	30 x 30	Sag	484.54											0.50	1.15	10				3.04	1.21				4.18	1.85			
7.8.1	7.8.0	Culv Inlet			510.00	510.00	509.75	75	HDPE	15	0.3%	0.012	1.23	0.31	3.84	0.63	19.42	20	0.63	19.42	20	3.36	28.36	3.36	28.36	738%	4.59	43.24	4.59	43.24	1126%
7.8.0		Outlet			509.75																											

NOTES

Structures assumed to be 3' deep unless direct field observations indicate significant difference

Negative pipe slopes are assumed to have the capacity equivalent to a slope of 0.1%

Appendix-Watershed 8

Watershed 8 appears to ultimately drain to Flowing Springs Run. The drainage area is made up of a northeast portion of the City containing the eastern terminal end of 1st Avenue, North and Liberty Streets.

Storm Sewer and Culverts

System 8.1 is the only identified storm sewer with watershed 8 and its outfall location was never fully verified. A resident provided input that the outfall was suspected to lie behind their garage under a wood pile.

Channel/Roadway Spread Analysis

Only one location was evaluated for roadway spread within watershed 8. O.8.1 analyzed flow along North Street prior to its intersection with Church Street.

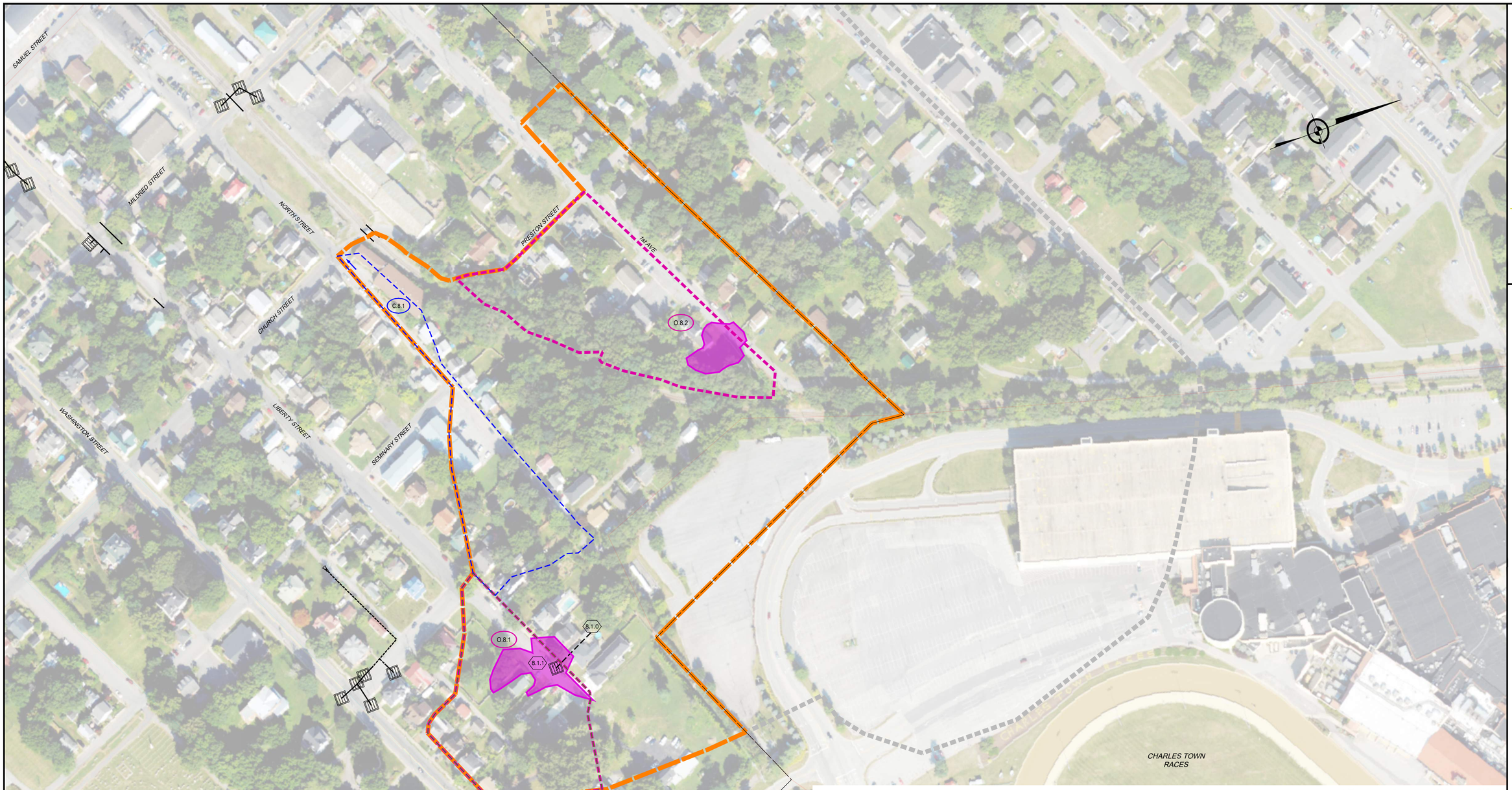
Identifier	Location	Description
C.8.1	North St northside	Spread

Overland Relief

Two locations were identified for ponding/overland relief analysis.

O.8.1 assesses the potential ponding within Liberty Street near its eastern terminal end. This condition appears to have been potentially worsened by the construction of a home at 548 Liberty Street. The construction efforts for the residence seem to have included additional sidewalk and pavement along Liberty Street that may have raised the ground surface and reduced flow capacity previously present at the terminal end of the road.

O8.2 evaluated flow depth across the crown of 1st Avenue and associated ponding.



100 0 100 200

SCALE: 1" = 100'

LEGEND

- KARST SWALE WITH MINIMAL DISTURBANCE
- 100 YEAR FLOOD HAZARD AREA
- D#.# DEPRESSION WITH NO DRAINAGE, ASSUMED INFILTRATION
- DRAINAGE AREA ASSUMED TO INFILTRATE, DISCARDED FROM DOWNSTREAM ANALYSIS
- APPROXIMATE 100 YEAR PONDING BASED ON OLR ANALYSIS
- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- SF.## STORM WATER FACILITY
- INLET DRAINAGE DIVIDE
- C.## CHANNEL/SPREAD COMP
- CHANNEL/SPREAD COMP DRAINAGE DIVIDE
- O.## OLR (OVERLAND RELIEF) COMP
- OLR DRAINAGE DIVIDE
- STORM PIPE
- UNVERIFIED STORM PIPE
- ### STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

WATERSHED 8 H&H ANALYSIS EXHIBIT

CITY OF CHARLES TOWN WATERSHEDS

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

Date:	04/08/2026
Scale:	1" = 100'
Designed By:	ZJ/RLK/ZS
File No.	7037
Sheet	1 Of 1

Roadside Ditch and Roadway Spread Analysis

Watershed 8

												2 Year						10 Year						100 Year					
												2yr Karst Factor			0.60			10yr Karst Factor			0.70			100yr Karst Factor			0.77		
Identifier	Location	Description	Side Slope 1 (H ft:1 ft)	Side Slope 2 (H ft:1 ft)	Upstream Road Length(ft)	Upstream Intersections	Available Depth for Ditch/Gutter(ft)	Available Width for Spread (ft)	Approximate Running Slope (%)	Drainage Area (Acre)	C Factor	Tc (Min)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)
C.8.1	North St northside	Spread	NA	NA	800	0	0	0	1%	1.90	0.52	10	3.72	2.21	0.19	0.19	9.71	9.71	5.07	3.51	0.23	0.23	11.54	Full	7.03	5.35	0.27	0.27	13.54	Full

NOTES

For roadside ditches available depth is the approximated depth of the ditch outside the roadway, 0.1' is indicative of no defined roadside ditch

For spread comps available depth of 0' is indicative of no gutter pan and 0.1' is indicative of a gutter pan

For spread comps a negative available spread is indicative of a local depression that results in an initial spread for all storm events

Upstream Intersections within 500ft of the highpoint are excluded from the upstream intersection counts

Available width is the approximated area available for spread outside an assumed 10ft travel lane

Roadway surcharge depth is the expected depth of water at the edge of pavement

Mannings n assumptions; ditch/channel = 0.025; road/gutter spread = .016

Road cross slopes assumed at 2%

Overland Relief Analysis (OLR)

Watershed 8

										10 Year								100 Year							
										10yr Karst Factor	0.70							100yr Karst Factor	0.77						
Identifier	Location	Constraint Description	Approximated Weir Elevation	Inlets Present	Throat Inlet or 2 Grates Present	Storm sewer capacity (cfs)	Drainage Area (Acre)	C Factor	Tc (Min)	Rainfall Intensity (in/hr)	OLR Flow (cfs)	Depth (ft)	Approximated WSE	Buildings Impacted	Local Roadway Inundation (ft)	Primary Route Inundation (ft)	Singular Access Point Impacts	Rainfall Intensity (in/hr)	OLR Flow (cfs)	Depth (ft)	Approximated WSE	Buildings Impacted	Local Roadway Inundation (ft)	Primary Route Inundation (ft)	Singular Access Point Impacts
O.8.1	Liberty Street	Curb/Yards	538.40	1	No	0.00	3.14	0.50	10	5.07	5.57	0.09	538.49	3	130	0	Yes	7.03	8.50	0.12	538.52	3	160	0	Yes
O.8.2	1st Ave	Roadway	518.40	0	No	0.00	3.08	0.50	10	5.07	5.47	0.21	518.61	1	40	0	No	7.03	8.34	0.25	518.65	1	50	0	No

NOTES

Weir coefficient assumed as 3.27

Storm sewer capacity is only accounted for were culvert inlets, throat inlets or redundant grate inlets are present within the 100 year ponding area

Storm Sewer Pipe Analysis

Watershed 8

																					2 Year					10 Year				
																							2yr Karst Factor		0.60			10yr Karst Factor		0.70	
Inlet/Structure Name	**Downstream Structure**	**Structure Type**	**Inlet Size (in)**	**Inlet Profile**	**Approximate Top Elevation/Invert**	**Approximate Invert Up**	**Approximate Invert Down**	**Pipe Length (ft)**	**Pipe Material**	**Pipe Size (in)**	**Approximate Pipe Slope (%)**	**Pipe Mannings 'n'**	**Flow Area (ft^2)**	**Hydraulic Radius**	**Full Flow Capacity (cfs)**	**Inlet C Factor**	**Inlet Drainage Area (Acres)**	**Time to Inlet (min)**	**System C Factor**	**System Drainage Area (Acre)**	**System Time (Min)**	**Inlet Rainfall Intensity (in/hr)**	**Flow To Inlet (cfs)**	**System Rainfall Intensity (in/hr)**	**System Flow (cfs)**	**System Flow/Pipe Full Flow (%)**	**Inlet Rainfall Intensity (in/hr)**	**Flow To Inlet (cfs)**	**System Rainfall Intensity (in/hr)**	**System Flow (cfs)**	**System Flow/Pipe Full Flow (%)**
8.1.1	8.1.0	Grate	12 x 18	Sag	537.90	No pipe indentified, structure has cinder block openings towards suspected outfall										0.50	2.22	10	0.50	2.22	10	3.04	1.21	3.04	6.54		4.18	2.27	4.18	10.82	
8.1.0		Outfall suspected to be buried																							6.54					10.82	

NOTES

Structures assumed to be 3' deep unless direct field observations indicate significant difference

Negative pipe slopes are assumed to have the capacity equivalent to a slope of 0.1%

Appendix-Watershed 9

Watershed 9 is made up of a northeastern contiguous portion of the City expected to ultimately drain to Flowing Springs Run. Majority of the watershed is occupied by Edge Hill Cemetery. A portion of the commercial area associated with George Street between the historic area of town and the Route 9/340 interchange.

Two private stormwater facilities were identified in this watershed. SF9.1 is a newly installed underground detention system and SF9.2 lies both within the City and Jefferson County, SF9.2 is suspected to be previously installed water gardens / bioretention cells but a review of available documentation by City planning staff for design documents associated with this facility did not yield any results.

Storm Sewer and Culverts

Two storm sewer systems were identified within watershed 9.

System 1 consists of a private drainage system and stormwater facility installed with recent development along Alla Willa Drive.

System 2 is storm sewer associated with a private business and discharges directly into the public roadway.

Additional storm sewer was identified just outside the study area along George Street and is reflected in the developed exhibits.

Channel/Roadway Spread Analysis

Two adjacent locations along George Street were analyzed for potential roadway spread.

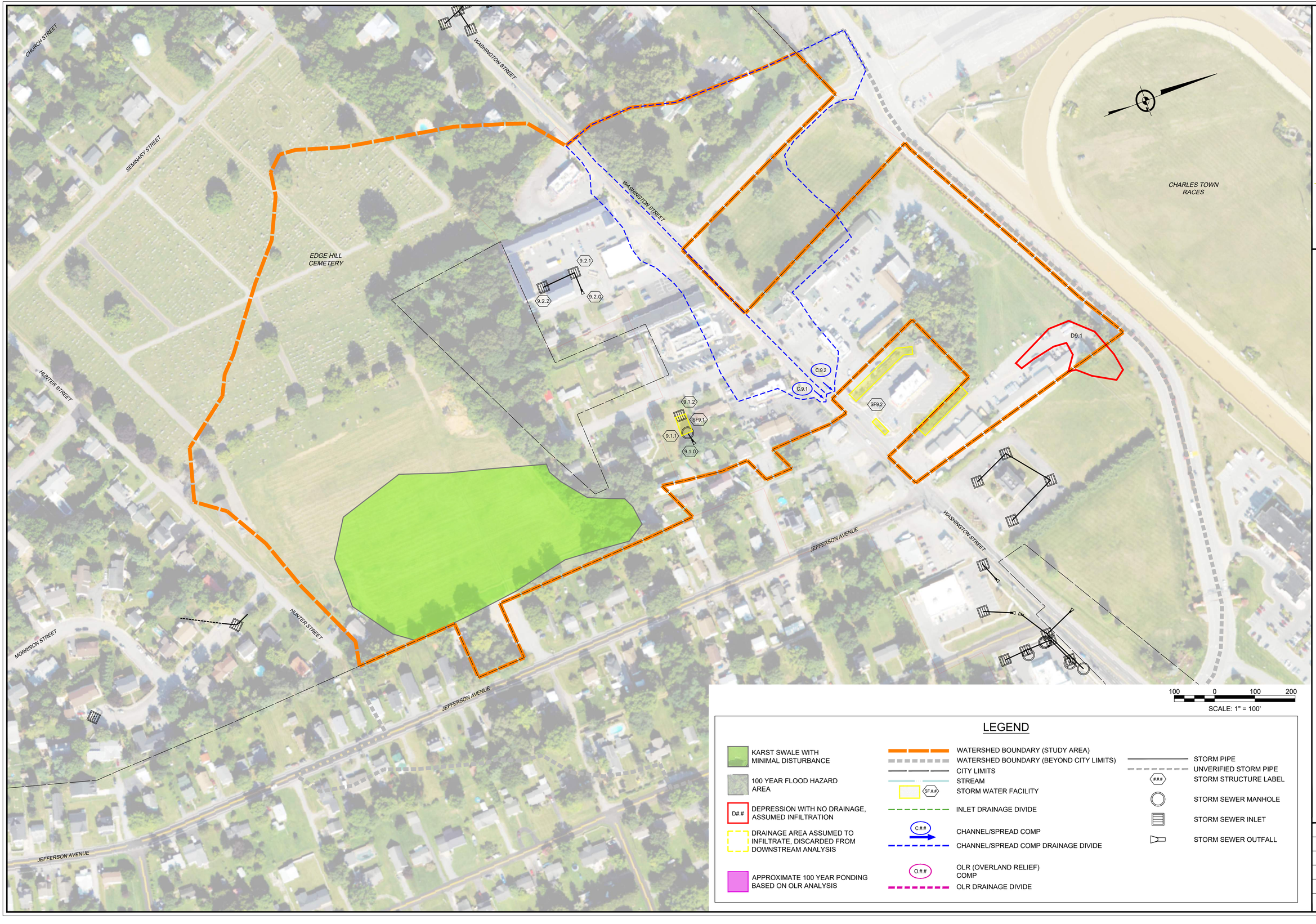
Identifier	Location	Description
C.9.1	Washington St southside	Spread
C.9.2	Washington St northside	Spread

Depressions

One depression was noted within watershed 9 based on resident feedback. D9.1 represents the low-lying area located on private property associated with 8335 East Washington Street and occupied by the TireVille business. Ponding occurs here and is likely worsened runoff from Washington Street. The inundation is primarily due to building elevations and lack of proper drainage within private property but is likely worsened by runoff from Washington Street.

Overland Relief

No locations were identified for overland relief analysis in watershed 9.



100 0 100 200

SCALE: 1" = 100'

LEGEND

- KARST SWALE WITH MINIMAL DISTURBANCE
- 100 YEAR FLOOD HAZARD AREA
- D#.# DEPRESSION WITH NO DRAINAGE, ASSUMED INFILTRATION
- DRAINAGE AREA ASSUMED TO INFILTRATE, DISCARDED FROM DOWNSTREAM ANALYSIS
- APPROXIMATE 100 YEAR PONDING BASED ON OLR ANALYSIS
- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- SF.## STORM WATER FACILITY
- INLET DRAINAGE DIVIDE
- C.## CHANNEL/SPREAD COMP
- CHANNEL/SPREAD COMP DRAINAGE DIVIDE
- O.## OLR (OVERLAND RELIEF) COMP
- OLR DRAINAGE DIVIDE
- STORM PIPE
- UNVERIFIED STORM PIPE
- ### STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

CITY OF CHARLES TOWN WATERSHEDS

WATERSHED 9 H&H ANALYSIS EXHIBIT

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

Date:	04/08/2026
Scale:	1" = 100'
Designed By:	ZJ/RLK/ZS
File No.	7037
Sheet	1 Of 1

Roadside Ditch and Roadway Spread Analysis

Watershed 9

												2 Year						10 Year						100 Year					
												2yr Karst Factor			0.51			10yr Karst Factor			0.62			100yr Karst Factor			0.71		
Identifier	Location	Description	Side Slope 1 (H ft:1 ft)	Side Slope 2 (H ft:1 ft)	Upstream Road Length(ft)	Upstream Intersections	Available Depth for Ditch/Gutter(ft)	Available Width for Spread (ft)	Approximate Running Slope (%)	Drainage Area (Acre)	C Factor	Tc (Min)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)
C.9.1	Washington St southside	Spread	NA	NA	1490	1	0.1	8	2%	6.32	0.50	15	3.04	4.90	0.23	0.13	11.50	3.50	4.18	8.19	0.28	0.18	13.92	5.92	5.84	13.10	0.33	0.23	16.63	8.63
C.9.2	Washington St northside	Spread	NA	NA	1000	1	0.1	8	2%	1.76	0.88	10	3.72	2.94	0.19	0.09	9.50	1.50	5.07	4.87	0.23	0.13	11.46	3.46	7.03	7.73	0.27	0.17	13.38	5.38

NOTES

For roadside ditches available depth is the approximated depth of the ditch outside the roadway, 0.1' is indicative of no defined roadside ditch

For spread comps available depth of 0' is indicative of no gutter pan and 0.1' is indicative of a gutter pan

For spread comps a negative available spread is indicative of a local depression that results in an initial spread for all storm events

Upstream Intersections within 500ft of the highpoint are excluded from the upstream intersection counts

Available width is the approximated area available for spread outside an assumed 10ft travel lane

Roadway surcharge depth is the expected depth of water at the edge of pavement

Mannings n assumptions; ditch/channel = 0.025; road/gutter spread = .016

Road cross slopes assumed at 2%

Storm Sewer Pipe Analysis

Watershed 9

																					2 Year					10 Year				
																							2yr Karst Factor		0.51			10yr Karst Factor		0.62	
Inlet/Structure Name	**Downstream Structure**	**Structure Type**	**Inlet Size (in)**	**Inlet Profile**	**Approximate Top Elevation/Invert**	**Approximate Invert Up**	**Approximate Invert Down**	**Pipe Length (ft)**	**Pipe Material**	**Pipe Size (in)**	**Approximate Pipe Slope (%)**	**Pipe Mannings 'n'**	**Flow Area (ft^2)**	**Hydraulic Radius**	**Full Flow Capacity (cfs)**	**Inlet C Factor**	**Inlet Drainage Area (Acres)**	**Time to Inlet (min)**	**System C Factor**	**System Drainage Area (Acre)**	**System Time (Min)**	**Inlet Rainfall Intensity (in/hr)**	**Flow To Inlet (cfs)**	**System Rainfall Intensity (in/hr)**	**System Flow (cfs)**	**System Flow/Pipe Full Flow (%)**	**Inlet Rainfall Intensity (in/hr)**	**Flow To Inlet (cfs)**	**System Rainfall Intensity (in/hr)**	**System Flow (cfs)**	**System Flow/Pipe Full Flow (%)**
9.1.2	9.1.1	Grate	20 x 20	Sag	Undergound SWM/Private System, Not Evaluated																										
9.1.1	9.1.0	MH																													
9.1.0		Outlet																													
9.2.2	9.2.1	Grate	24 x 24	Sag	Private System, Not Evaluated																										
9.2.1	9.2.0	Grate	18																												
9.2.0		Outlet																													

NOTES

Structures assumed to be 3' deep unless direct field observations indicate significant difference

Negative pipe slopes are assumed to have the capacity equivalent to a slope of 0.1%

Appendix-Watershed 10

Watershed 10 consists of areas draining to Evitts Run across George Street in the vicinity of its intersections with Samuel Street and Jefferson Avenue. The watershed is dominated by a karst swale, much of which has prudently been preserved as Jefferson Memorial Park. Areas draining to this karst swale were assumed to infiltrate for analysis performed downstream.

Storm Sewer and Culverts

The storm sewer and culvert infrastructure within watershed 10 is minimal and consists of seven individual storm sewer systems/culverts.

System 1 provides drainage around 1189 S George Street and conveys the water across George Street. This is the only direct pipe discharge to the Evitts Run riparian area in the watershed.

System 2 consists of a culvert across Nathaniel Drive and is not included in the evaluation as it was constructed utilizing an engineered design and is assumed to function appropriately.

System 3 consists of roadway drainage for Nathaniel Drive and is not included in the evaluation as it was constructed utilizing an engineered design and is assumed to function appropriately.

System 4 consists of a roadside grate inlet along Forrest Avenue and is expected to discharge within Jefferson Memorial Park. A suspected buried outfall location has been identified that shows evidence of surface discharge.

System 5 provides drainage for the sag at the intersection of Brooke Street and Morrison Street utilizing a curb inlet. The discharge could not be located and is expected to be a subterranean infiltration outfall due to its location within a karst swale.

System 6 consists of a grate inlet on 4th Street and has one connected pipe evident with significant sedimentation within the structure. The identified pipe appears to be discharging into the structure, and it is assumed that the outfall pipe is either buried, both within the structure and at its discharge point, or that the structure itself was installed as an infiltration point.

System 7 consists of a pass-through curb inlet and is located at the cul-de-sac on 4th Street.

Channel/Roadway Spread Analysis

No significant open space channels were identified with watershed 10 other than the karst swale dominating the watershed. This swale was not analyzed as the water infiltrates within the swale and results in little overland flow.

The roadways within watershed 10 have many identified inundation concerns. While the southern portion of Morrison Street lacks a roadside ditch along the eastern side, this was not

included in the evaluation as much of the runoff crosses the street as sheet flow at various points and discharges to Jefferson Memorial Park. The roadside ditches and roadway spreads that were analyzed are listed in the table below.

Identifier	Location	Description
C.10.1	Samuel St eastside	Roadside ditch
C.10.2	Samuel St westside	Roadside ditch
C.10.3	Samuel St eastside	Spread
C.10.4	Forrest Ave northside	Roadside ditch
C.10.5	Mildred St eastside	Spread
C.10.6	Mildred St westside	Spread
C.10.7	Church St westside	Spread
C.10.8	Seminary St westside	Spread
C.10.9	Seminary St eastside	Roadside ditch
C.10.10	Brooke St westside	Spread
C.10.10	Morrison St eastside	Spread
C.10.12	Morrison St westside	Spread

Depressions

Watershed 10 contains two major depressions and two minor depressions with no available discharge. These depressions lie within the identified historical karst swale allowing for significant infiltration. As there was no observable evidence of overtopping downstream of these depressions, the drainage areas to these depressions were assumed to infiltrate during all storms and discarded for analysis performed downstream.

Both major depressions appear to have been historically created by the construction of roads that occurred prior to 1978. These depressions could be further evaluated utilizing methodology described in FHWA HEC 22 and infiltration testing to confirm the validity of the infiltration assumption for larger storm events.

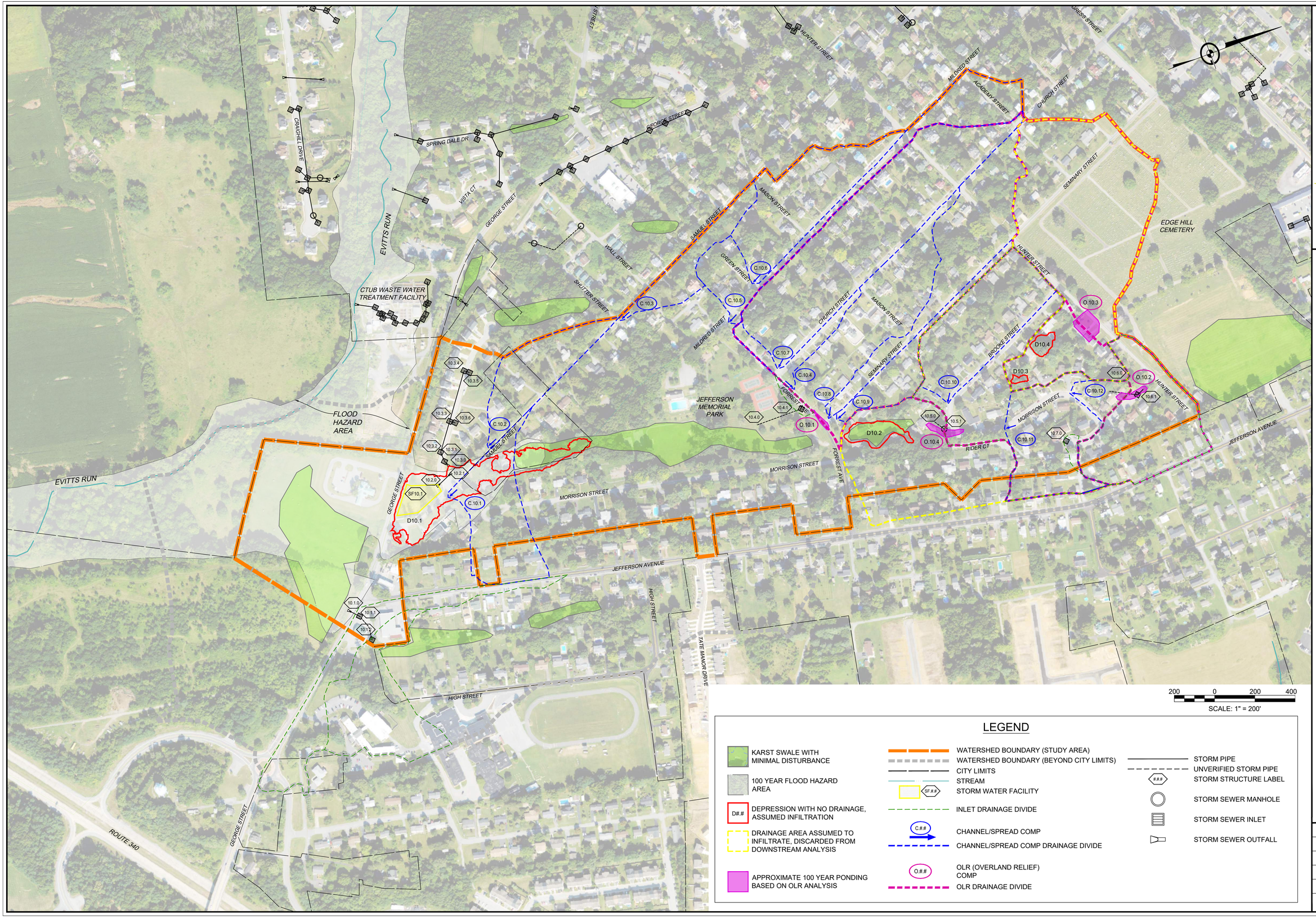
The detention pond identified as SF10.1 was designed as an infiltration pond and has no outfall; this is identified as depression D10.1. Should the infiltration capacity of the pond be exhausted during a severe storm the water must discharge across George Street resulting in inundation of the major route. Based on the topography data, two residences appear to have potential flooding concerns should infiltration capacity be overwhelmed. Current standards require pond liners in karst prone areas and discourage infiltration practices due to the increased risk of sinkholes. It is known that at least one detention pond constructed prior to current standards in the local area has recurring sinkhole formation requiring ongoing mitigation. Due to the ponds close proximity to a primary route further geotechnical investigation would be prudent.

The depression identified as S.10.2 consists of a depression above Forrest Avenue. Three houses and Forrest Avenue are threatened by resulting inundation if the infiltration capacity is overwhelmed based on the topography data.

The two minor depressions lie in the backyards of the residences along Brooke and Morrison Streets. D10.3 and D10.4 are utilized to identify them. These depressions have the potential to impact three residences based on review of the topography data. The depressions were classified as minor due to the small scale and imperviousness of the respective drainage areas, as well as their minimal relative depth.

Overland Relief

Four points were identified for overland relief analysis. O.10.1 analyzes potential flow across Forrest Avenue and the analysis ignores the drainage area upstream of D10.2. O.10.2 analyzes runoff and potential resulting inundation on 4th Street near its terminus at Hunter Street. One inlet (10.6.1) provides drainage for this point of concentration and the outfall point was not located. The resulting ponding from the analyses indicates two residences and 4th Street would be impacted during the 100-year storm event. O.10.3 addresses the flows crossing Hunter Street from Edge Hill Cemetery which must pass between the houses fronting Hunter Street. The potential inundation would threaten two residences and inundate Hunter Street. O10.4 analyzes where runoff concentrates at the intersection of Brooke and Morrison Street. Inlet 10.5.1 provides drainage for the area, but no outfall was located for the structure. The resulting 100-year inundation per the analyses would threaten one residence and inundate the intersection.



200 0 200 400

SCALE: 1" = 200'

LEGEND

- KARST SWALE WITH MINIMAL DISTURBANCE
- 100 YEAR FLOOD HAZARD AREA
- D#.# — DEPRESSION WITH NO DRAINAGE, ASSUMED INFILTRATION
- DRAINAGE AREA ASSUMED TO INFILTRATE, DISCARDED FROM DOWNSTREAM ANALYSIS
- APPROXIMATE 100 YEAR PONDING BASED ON OLR ANALYSIS
- WATERSHED BOUNDARY (STUDY AREA)
- WATERSHED BOUNDARY (BEYOND CITY LIMITS)
- CITY LIMITS
- STREAM
- SF.## — STORM WATER FACILITY
- INLET DRAINAGE DIVIDE
- C.## — CHANNEL/SPREAD COMP
- CHANNEL/SPREAD COMP DRAINAGE DIVIDE
- O.## — OLR (OVERLAND RELIEF) COMP
- OLR DRAINAGE DIVIDE
- STORM PIPE
- UNVERIFIED STORM PIPE
- ### — STORM STRUCTURE LABEL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER OUTFALL

CITY OF CHARLES TOWN WATERSHEDS

WATERSHED 10 H&H ANALYSIS EXHIBIT

CITY OF CHARLES TOWN - JEFFERSON COUNTY, WEST VIRGINIA

Date:	04/08/2026
Scale:	1" = 200'
Designed By:	ZJ/RLK/ZS
File No.	7037
Sheet	1 Of 1

704 Foxcroft Avenue
Martinsburg, West Virginia 25401
Telephone: (304) 620-5111
Fax: (540) 722-9528
www.greenwayeng.com

GREENWAY ENGINEERING
PROUDLY SERVING WEST VIRGINIA & VIRGINIA
OFFICES IN: MARTINSBURG, WV WINCHESTER, VA & ASHBURN, VA

Roadside Ditch and Roadway Spread Analysis

Watershed 10

												2 Year						10 Year						100 Year					
												2yr Karst Factor	0.47					10yr Karst Factor	0.58					100yr Karst Factor	0.68				
Identifier	Location	Description	Side Slope 1 (H ft:1 ft)	Side Slope 2 (H ft:1 ft)	Upstream Road Length(ft)	Upstream Intersections	Available Depth for Ditch/Gutter(ft)	Available Width for Spread (ft)	Approximate Running Slope (%)	Drainage Area (Acre)	C Factor	Tc (Min)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)	Rainfall Intensity (in/hr)	Flow (cfs)	Depth of flow (ft)	Roadway Surcharge (ft)	Spread (ft)	Travel Lane Spread (ft)
C.10.1	Samuel St eastside	Roadside ditch	50	10	600	0	0.1	1	1%	4.67	0.50	10	3.72	4.08	0.24	0.14	7.00	6.00	5.07	6.87	0.30	0.20	10.00	9.00	7.03	11.16	0.36	0.26	13.00	Full
C.10.2	Samuel St westside	Roadside ditch	4	50	900	0	0.1	1	3%	3.47	0.40	10	3.72	2.43	0.19	0.09	4.50	3.50	5.07	4.08	0.24	0.14	7.00	6.00	7.03	6.64	0.34	0.24	12.00	Full
C.10.3	Samuel St eastside	Spread	NA	NA	950	0	0	4	2%	2.17	0.43	10	3.72	1.63	0.15	0.15	7.63	3.63	5.07	2.74	0.19	0.19	9.25	5.25	7.03	4.46	0.22	0.22	11.08	7.08
C.10.4	Forrest Ave northside	Roadside ditch	50	40	975	1	0.3	2	2%	13.11	0.50	20	2.72	8.38	0.31	0.01	0.50	0.00	3.77	14.33	0.38	0.08	4.00	2.00	5.33	23.76	0.45	0.15	7.50	5.50
C.10.5	Mildred St eastside	Spread	NA	NA	1994	2	0	6	5%	10.34	0.49	20	2.72	6.48	0.23	0.23	11.63	5.63	3.77	11.08	0.28	0.28	14.00	8.00	5.33	18.36	0.34	0.34	16.96	Full
C.10.6	Mildred St westside	Spread	NA	NA	1425	1	0	5	2%	5.51	0.50	15	3.04	3.94	0.21	0.21	10.58	5.58	4.18	6.68	0.26	0.26	12.88	7.88	5.84	10.94	0.31	0.31	15.54	Full
C.10.7	Church St westside	Spread	NA	NA	1700	0	0	8	2%	11.97	0.50	20	2.72	7.65	0.29	0.29	14.58	6.58	3.77	13.09	0.36	0.36	17.92	9.92	5.33	21.69	0.43	0.43	21.42	Full
C.10.8	Seminary St westside	Spread	NA	NA	1950	2	0	3	3%	6.02	0.50	15	3.04	4.30	0.20	0.20	10.13	7.13	4.18	7.30	0.25	0.25	12.38	9.38	5.84	11.95	0.30	0.30	14.88	Full
C.10.9	Seminary St eastside	Roadside ditch	40	40	1225	1	0.2	3	3%	2.02	0.50	10	3.72	1.77	0.15	0.00	0.00	0.00	5.07	2.97	0.19	0.00	0.00	0.00	7.03	4.83	0.23	0.03	1.50	0.00
C.10.10	Brooke St westside	Spread	NA	NA	775	0	0	8	3%	5.56	0.50	15	3.04	3.97	0.20	0.20	9.83	1.83	4.18	6.74	0.24	0.24	12.00	4.00	5.84	11.04	0.29	0.29	14.46	6.46
C.10.10	Morrison St eastside	Spread	NA	NA	625	0	0	6	3%	11.94	0.49	20	2.72	7.48	0.27	0.27	13.50	7.50	3.77	12.79	0.33	0.33	16.42	Full	5.33	21.20	0.37	0.37	18.46	Full
C.10.12	Morrison St westside	Spread	NA	NA	200		0	-6	1%	7.00	0.47	15	3.04	4.70	0.26	0.26	12.88	Full	4.18	7.98	0.31	0.31	15.71	Full	5.84	13.07	0.38	0.38	18.92	Full

NOTES

For roadside ditches available depth is the approximated depth of the ditch outside the roadway, 0.1' is indicative of no defined roadside ditch

For spread comps available depth of 0' is indicative of no gutter pan and 0.1' is indicative of a gutter pan

For spread comps a negative available spread is indicative of a local depression that results in an initial spread for all storm events

Upstream Intersections within 500ft of the highpoint are excluded from the upstream intersection counts

Available width is the approximated area available for spread outside an assumed 10ft travel lane

Roadway surcharge depth is the expected depth of water at the edge of pavement

Mannings n assumptions; ditch/channel = 0.025; road/gutter spread = .016

Road cross slopes assumed at 2%

Overland Relief Analysis (OLR)

Watershed 10

										10 Year								100 Year							
										10yr Karst Factor					0.58			100yr Karst Factor					0.68		
Identifier	Location	Description	Approximated Weir Elevation	Inlets Present	Throat Inlet or 2 Grates Present	Storm sewer capacity (cfs)	Drainage Area (Acre)	C Factor	Tc (Min)	Rainfall Intensity (in/hr)	OLR Flow (cfs)	Depth (ft)	Approximated WSE	Buildings Impacted	Local Roadway Inundation (ft)	Primary Route Inundation (ft)	Singular Access Point Impacts	Rainfall Intensity (in/hr)	OLR Flow (cfs)	Depth (ft)	Approximated WSE	Buildings Impacted	Local Roadway Inundation (ft)	Primary Route Inundation (ft)	Singular Access Point Impacts
O.10.1	Forrest Ave	Roadway	491.00	0	No	0.00	27.32	0.50	20	3.77	29.87	0.23	491.23	0	0	60	No	5.33	49.51	0.30	491.30	0	0	115	No
O.10.2	4th St	Curb	515.00	1	No	0.00	6.14	0.47	15	4.18	7.00	0.37	515.37	2	50	0	No	5.84	11.46	0.45	515.45	2	110	0	No
O.10.3	Hunter St	Houses/Yards	517.50	0	No	0.00	12.78	0.30	20	3.77	8.38	0.52	518.02	2	80	0	No	5.33	13.90	0.63	518.13	2	100	0	No
O.10.4	Brooke St	Houses/Yards/Roadway	493.00	1	No	0.00	20.22	0.49	20	3.77	21.66	0.29	493.29	1	10	0	No	5.33	35.91	0.38	493.38	1	20	0	No

NOTES

Weir coefficient assumed as 3.27

OLR flow accounts for storm sewer capacity where redundant inlets are present to ensure drainage

Storm sewer capacity is only accounted for were either throat inlets or redundant grate inlets are present within the 100 year ponding area

Storm Sewer Pipe Analysis

Watershed 10

																						2 Year					10 Year				
																						2yr Karst Factor				0.47	10yr Karst Factor				0.58
Inlet/Structure Name	Downstream Structure	Structure Type	Inlet Size (in)	Inlet Profile	Approximate Top Elevation/Invert	Approximate Invert Up	Approximate Invert Down	Pipe Length (ft)	Pipe Material	Pipe Size (in)	Approximate Pipe Slope (%)	Pipe Mannings 'n'	Flow Area (ft^2)	Hydraulic Radius	Full Flow Capacity (cfs)	Inlet C Factor	Inlet Drainage Area (Acres)	Time to Inlet (min)	System C Factor	System Drainage Area (Acre)	System Time (Min)	Inlet Rainfall Intensity (in/hr)	Flow To Inlet (cfs)	System Rainfall Intensity (in/hr)	System Flow (cfs)	System Flow/Pipe Full Flow (%)	Inlet Rainfall Intensity (in/hr)	Flow To Inlet (cfs)	System Rainfall Intensity (in/hr)	System Flow (cfs)	System Flow/Pipe Full Flow (%)
10.1.2	10.1.1	Grate	18 x 24	Sag	475.00	472.00	470.05	136	Concrete	12	1.4%	0.013	0.79	0.25	4.22	0.46	5.34	15	0.46	5.34	15	3.36	3.88	3.36	3.88	92%	4.59	6.54	4.59	6.54	155%
10.1.1	10.1.0	Grate	18 x 18	Sag	473.05	470.05	470	55	Concrete	24	0.1%	0.013	3.14	0.50	7.17	0.46	4.54	10	0.46	9.88	15	3.04	2.98	3.36	7.18	100%	4.18	5.06	4.59	12.10	169%
10.1.0		Outlet			470.00																										
10.2.1	10.2.0	Culvert Inv	15	Sag	466.00																										
10.2.0		Outlet	15		465.50																										
10.3.6	10.3.3	Curb Inlet	72	Grade	487.26																										
10.3.5	10.3.4	Curb Inlet	72	Grade	501.81																										
10.3.4	10.3.3	Curb Inlet	72	Grade	501.76																										
10.3.3	10.3.2	Curb Inlet	72	Grade	487.03																										
10.3.2	10.3.1	Curb Inlet	84	Grade	478.16																										
10.3.1	10.3.0	Curb Inlet	72	Grade	475.43																										
10.3.0		Outlet	15		470.71																										
10.4.1	10.4.0	Grate	24 x 24	Sag	490.54				PVC	12			0.79	0.25		0.3	0.25	5				3.72	0.13	Outlet Not Located			5.07	0.22	Outlet Not Located		
10.4.0		Outlet			Not Located																										
10.5.1	10.5.0	Curb Inlet	48	Sag	492.43				Concrete	15			1.23	0.31		0.49	20.80	20				3.36	16.10	Outlet Not Located			4.59	27.13	Outlet Not Located		
10.5.0		Outlet			Not Located																										
10.6.1	10.6.0	Grate	30 x 30	Sag	516.00											0.47	6.14	15				3.36	4.56	Outlet Not Located			4.59	7.68	Outlet Not Located		
10.6.0		Outlet			Not Located																										
10.7.0		Pass Through	36	Sag	527.70											0.5	0.21	5				3.72	0.18	NA			5.07	0.31	NA		

Engineered Design, Not Evaluated

NOTES

Structures assumed to be 3' deep unless direct field observations indicate significant difference

Negative pipe slopes are assumed to have the capacity equivalent to a slope of 0.1%

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

Meeting: 04/27/26
Department: Infrastructure Committee
Category: Report
Initiator:

SCHEDULED

AGENDA ITEM (ID #)

2026-1425: Repaving Plan

ATTACHMENTS:

- 2021_02_19 Report FINAL Rev 1.pdf
- 2020 Pavement Assessment Results.pdf
- Copy of MUNICIPAL STREET LISTING.pdf

THE CITY OF
CHARLES TOWN
WEST VIRGINIA

Pavement Condition Assessment

November 25, 2020
Revised February 19, 2021

PREPARED BY:
Michael Baker INTERNATIONAL

TABLE OF CONTENTS

INTRODUCTION.....1

FIELD DATA COLLECTION.....1

FIELD DATA ANALYSIS.....1

PAVEMENT CONDITION INDEX.....2

ROADWAY CLASSIFICATION.....3

NETWORK PRIORITY RATING.....3

STATE ROUTE COMAPRISON.....4

SOURCES OF ERROR.....4

ANALYSIS.....4

MAINTENANCE PRIORITIZATION AND COST ANALYSIS.....5

CONCLUSION.....5

INTRODUCTION

The purpose of this program is to review the City of Charles Town's (the City) existing roadway network to inventory the existing roadway network, develop maintenance strategies, and budget planning. The long-term strategic effort is to make effective use of resources to preserve and upgrade the overall condition of the roadway network. The program will be managed through Microsoft Excel and GIS software which will allow the generation of reports to drive the program. This program will allow the City to manage its roadway network on an individual need basis and relate the West Virginia Division of Highways (WV DOH) owned roadways through the City to WV DOH Pavement Management Program.

FIELD DATA COLLECTION

The Pavement Condition Assessment was to follow the guidelines within ASTM D6433-07 S*tandard Practice for Roads and Parking Lots Pavement Condition Index.* The condition assessment was complete in the field and collected using GIS/Survey equipment. Data dictionaries were developed following the ASTM defects for Asphalt and Concrete surfaces. Gravel roadways are not within the ASTM; however, a data dictionary was developed for this surface type. Data was collected by walking the planned roadways and defects collected per the ASTM.

FIELD DATA ANALYSIS

Data was uploaded, processed, and corrected using Trimble GPS Pathfinder Office. Existing GIS data was provided for the project to begin development of a database to expand the Pavement Condition Assessment for the City. The corrected data was then uploaded into a GIS website (https://tmp-map.s3.amazonaws.com/charlestown/charlestown-roadway-survey.html). Defects were then extracted into Microsoft Excel through the GIS database.

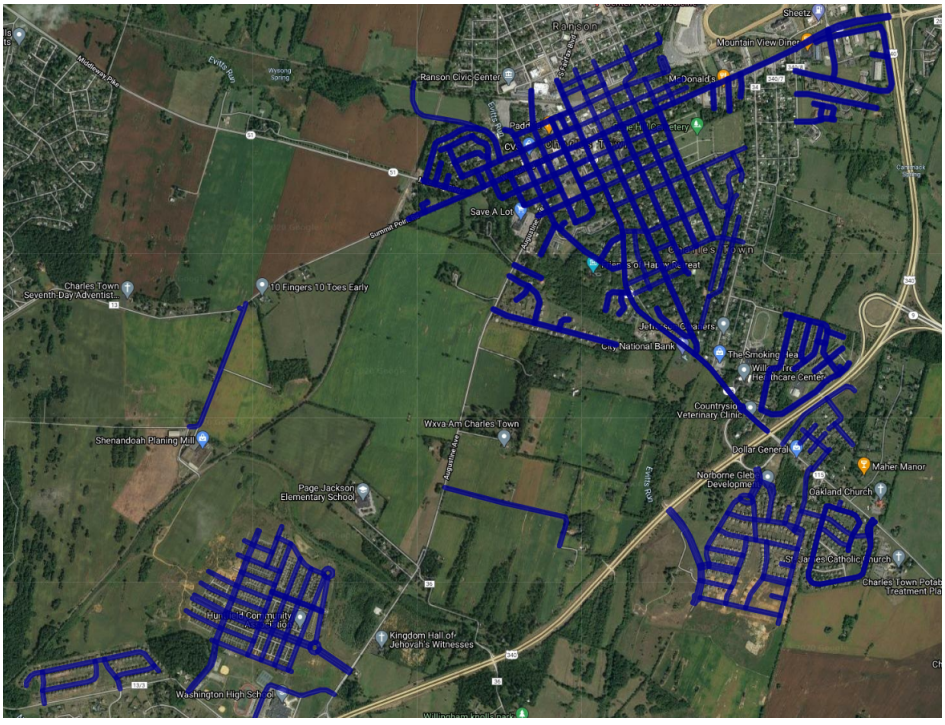


Image 1: GIS Roadway Network

PAVEMENT CONDITION INDEX

Calculations were performed utilizing guidance provided within the ASTM to develop a Pavement Condition Index (PCI) for each roadway. The PCI provides a numerical value to determine the condition of a roadway varying from Good (100) to Failed (0). Additionally, the PCI relates to the typical pavement condition deterioration curve. PCI is widely used in transportation engineering to statistically measure pavement deterioration. Refer to Appendix B for Pavement Condition Index Calculations.

Condition	PCI Range	General Maintenance and Rehabilitation Approach
Good	100 - 85	Minor maintenance to prolong condition
Satisfactory	85 - 71	Routine maintenance to prolong condition
Fair	70 - 56	Maintenance and resurfacing required
Poor	55 - 41	Rehabilitation and resurfacing required
Very Poor	40 - 26	Major rehabilitation, resurfacing, and/or reconstruction required
Serious	25 - 11	Reconstruction required
Failed	0 - 10	Roadway has failed and requires reconstruction

Table 1: Summary of PCI to Maintenance Relationship

The relationship between PCI and life cycle of the pavement structure is not linear. Image 2 provides a graphical representation of PCI vs pavement life cycle (Time) and its relationship to maintenance cost.

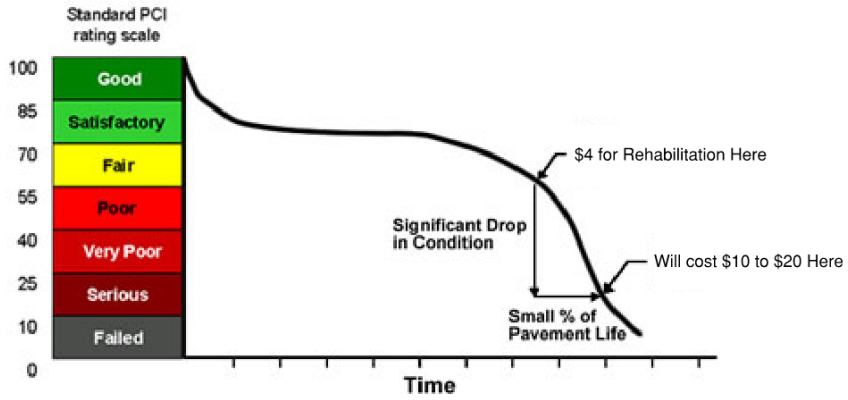


Image 2: PCI vs Time (Maintenance Upkeep)

The PCI provides a collective snapshot of the existing pavement conditions within the City's boundaries. The PCI considers the roadway characteristics (lengths and widths) along with pavement distress to quantify a condition to assess maintenance needs. Roadways can be broken down into sections to further define the PCI if necessary (variability in width, roadway classification, etc…)

ROADWAY CLASSIFICATION

The roadway classification was gathered from the 2040 Comprehensive Plan for the City. Based on the data provided, the City has four functional classes within the roadways analyzed: Primary Street, Major Collector Street, Neighborhood Center Street, and Neighborhood Street. Based on the analysis, most all roadways within the network for Charles Town are Neighborhood Streets with a few Primary Streets carrying the highest average daily traffic.

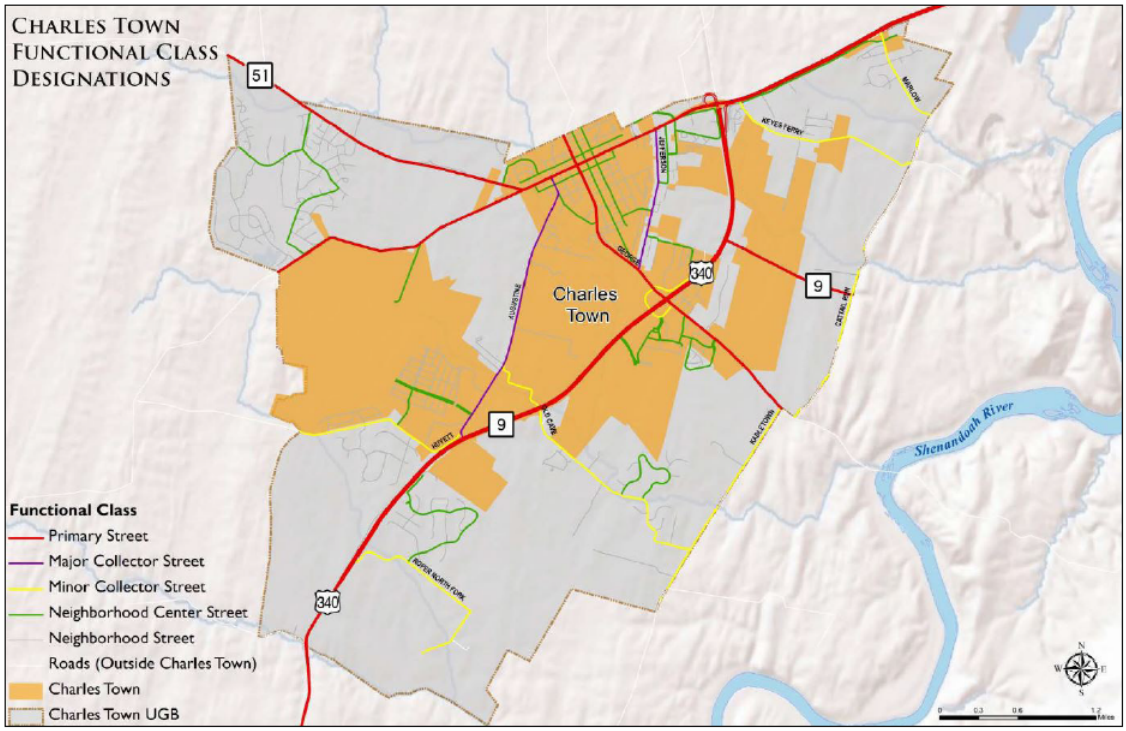


Image 3: Charles Town Functional Roadway Classification

NETWORK PRIORITY RATING

The Network Priority Rating (NPR) is a tool to rate all the roadways to each other using weighted averages based on PCI and roadway classification. This allows the user to objectively select roadways for maintenance that may be in the worst condition with the most traffic. PCI being weighted the largest with roadway classification approximately a third less. Roadway width was not considered, as the length and width are a function of calculating the PCI. This approach allows the user to prioritize the roadways for maintenance by degree of deterioration (PCI) with emphasis on roadway usage within the City (Road Classification). Additionally, the factors for the PCI are based on the standard PCI rating scale.

The NPR calculator was developed to have the factors adjusted by the user in the event weight would be considered more by one variable over another. The following is a summary of the NPR formula:

NPR Function	Factor
PCI Factor	6.5
Road Classification Factor	2

PCI	Factor
0 - 10	12
11 - 25	9
26 - 40	7
41 - 55	5
56 - 70	3
71 - 85	1.5
85 - 100	0

Table 2: Network Priority Rating Weighted Averages

The NPR formula is as follows:

Network Priority Rating = 6.5(PCI) + 2(Roadway Classification)

Refer to Appendix A for Network Priority Rating Calculations.

STATE ROUTE COMPARISON

One of the goals for this project is to compare the West Virginia Department of Highway (WV DOH) roadway rating system to the one complete as part of this project. The Asset/Pavement Management Engineer (Michael Troyan, P.E.) for the WV DOH indicated there is no roadway data for any of the state-owned roadways within the limits of the City.

SOURCES OF ERROR

The PCI is a representation of the defects collected for a roadway. Each roadway collection presents its own challenges. Five primary errors were identified during the collection of field data: vehicles parked on defects, oncoming traffic, variation in personnel (are they collecting consistently), collecting in compliance with the ASTM, and holding the rod plumb.

The PCI is based on the roadway lengths and widths. The roadway lengths within this study are based on GIS shape length. Multiple roadways within the study vary in width. Without defining the roadway into measured segments (measuring lengths and widths), the PCI is subjective to the input data.

Additionally, the PCI value is based on a series of nomographs and charts based on the defects. Interpolating the nomographs into a chart for calculation purposes in excel may induce minor error.

ANALYSIS

The average PCI for the roadway classifications within the City are as follows: Primary Streets 73.6, Major Collector Streets 95.0, Neighborhood Center Streets 86.2, and Neighborhood Streets 89.2.

The average NPR for the roadway classifications within the City are as follows: Primary Streets 34.9, Major Collector Streets 16.0, Neighborhood Center Streets 12.1, and Neighborhood Streets 7.9.

MAINTENANCE PRIORITIZATION AND COST ANALYSIS

Utilizing the data collected and categorized by PCI the City can prioritize maintenance activities and allocate budgeting towards achieving a minimum standard for its roadway network. The City has determined a minimum standard to be achieved is 'Fair' (a PCI of 56 or better). Based on this criterion a Pavement Repair Type was assigned to a corresponding PCI condition to evaluate the roadway network. The following is a summary of Pavement Repair Type relative to PCI condition:

PCI	Condition	Pavement Repair Type
0 - 10	Failed	Reconstruction
11 - 25	Serious	Reconstruction
26 - 40	Very Poor	Rehabilitation
41 - 55	Poor	Rehabilitation
56 - 70	Fair	Light Rehabilitation
71 - 85	Satisfactory	Preventative Maintenance
85 - 100	Good	Minor to No Repair

Table 3: Pavement Repair Type relative to PCI condition

Additionally, a unit cost for roadway repair was developed based on its PCI. The estimated dollar value for improvements per roadway was determined by selecting the PCI and multiplying the unit cost (in square feet) by the area of the roadway. The intent of the improvement funding is to allocate greater funds to roadways with the least desirable conditions and the least amount of funds for roadways in desirable conditions. The funding value does not consider all of the roadway defects within the target roadway, but to address defects that will increase the PCI rating to within the City's minimum standards. The following is the total estimated value for improvements to upgrade the City's roadway network segregated into repair type (effectively by PCI):

Pavement Repair Type	Estimated Cost
Reconstruction	0
Rehabilitation	1,188,000
Light Rehabilitation	283,200
Preventative Maintenance	234,600
Minor to No Repair	199,900
TOTAL	**1,905,700**

Table 4: Total estimated repair cost

CONCLUSION

The overall average rating for the infrastructure is in Fair or better condition based on the inspection and PCI calculations. Most of the roadways are Satisfactory or better. Preservation of the infrastructure can

be achieved through completing a roadway inventory, identifying high defect problem areas, incorporating a maintenance program, and inventory inspection cycle.

The Pavement Condition Assessment program provided above allows the City to use staff, existing software, and equipment to assess and manage its roadway infrastructure on a minimalized streamlined system without requiring outside technical assistance. This further allows the City to inventory on a cycle, analyze, prepare, and plan for future maintenance and replacement of its roadway inventory.

Based on the current condition of the City's roadway network it would cost approximately $283,200 to meet the minimum standard of Fair. This does exclude the Rehabilitation cost of $1,188,000. This cost was excluded as it is solely for East Washington Street.

APPENDIX A – NETWORK PRIORITY RATING

THE CITY OF CHARLES TOWN WEST VIRGINIA

UPI	Street Name	Network Priority Ranking	PCI	Length	Width	Area	Road Classification	Roadway Material	Pavement Repair Type	Improvement Funding
1	Ball Circle	4	95.9	549	21.0	11,529	Neighborhood Street	Asphalt	Minor to No Repair	700
2	Brownville Lane	13.75	80.0	1,684	11.0	18,524	Neighborhood Street	Asphalt	Preventitive Maintenance	2,300
3	Corbin Circle	4	97.5	597	21.0	12,537	Neighborhood Street	Asphalt	Minor to No Repair	700
4	Haversack Circle	8	93.5	628	30.0	18,840	Neighborhood Center Street	Asphalt	Minor to No Repair	1,100
5	Hessy Street	13.75	73.0	729	11.0	8,019	Neighborhood Street	Asphalt	Preventitive Maintenance	2,300
6	Johnson Street	4	91.0	322	13.0	4,186	Neighborhood Street	Asphalt	Minor to No Repair	300
8	North Mt. Parvo Ave	13.75	75.0	317	18.0	5,706	Neighborhood Street	Asphalt	Preventitive Maintenance	1,600
10	West Academy Street	13.75	84.0	1,368	22.0	30,096	Neighborhood Street	Asphalt	Preventitive Maintenance	3,700
11	4th Circle	4	86.0	206	36.0	7,416	Neighborhood Street	Asphalt	Minor to No Repair	900
12	4th Street	4	90.0	343	38.0	13,034	Neighborhood Street	Asphalt	Minor to No Repair	800
13	Alla Willa Drive	13.75	84.8	597	38.0	22,686	Neighborhood Street	Asphalt	Preventitive Maintenance	2,800
14	Ann Street	13.75	71.0	375	14.0	5,250	Neighborhood Street	Asphalt	Preventitive Maintenance	1,500
15	Bailey Brooks Way	13.75	75.5	480	22.0	10,560	Neighborhood Street	Asphalt	Preventitive Maintenance	3,000
16	Barksdale Court	4	88.3	317	29.5	9,352	Neighborhood Street	Asphalt	Minor to No Repair	1,200
17	Barksdale Drive	8	93.0	3,627	29.5	106,997	Neighborhood Center Street	Asphalt	Minor to No Repair	5,900
18	Barley Lane	13.75	85.0	628	20.5	12,874	Neighborhood Street	Asphalt	Preventitive Maintenance	1,600
19	Battlefield Drive	4	99.0	1,320	27.0	35,640	Neighborhood Street	Asphalt	Minor to No Repair	2,000
20	Baylor Street	4	94.8	259	17.0	4,403	Neighborhood Street	Asphalt	Minor to No Repair	300
21	Beckwith Street	4	88.8	1,125	16.0	18,000	Neighborhood Street	Asphalt	Minor to No Repair	2,200
22	Bell Place	4	93.0	385	15.0	5,775	Neighborhood Street	Asphalt	Minor to No Repair	400
23	Belvedere Drive	13.75	73.5	1,959	19.0	37,221	Neighborhood Street	Asphalt	Preventitive Maintenance	10,300
24	Blakeley Place	4	81.5	665	40.0	26,600	Neighborhood Street	Asphalt	Preventitive Maintenance	3,300
25	Bouldin Road	4	100.0	1,362	38.0	51,756	Neighborhood Street	Asphalt	Minor to No Repair	0
26	Braddock Street	13.75	99.5	1,917	27.0	51,759	Neighborhood Street	Asphalt	Minor to No Repair	2,900
27	Bramble Drive	23.5	83.0	444	29.0	12,876	Neighborhood Street	Asphalt	Preventitive Maintenance	1,600
28	Brooke Street	4	66.0	935	36.0	33,660	Neighborhood Street	Asphalt	Light Rehabilitation	37,100
29	Bullskin Street	4	100.0	2,049	20.0	40,980	Neighborhood Street	Asphalt	Minor to No Repair	0
30	Burberry Lane	4	99.5	1,563	30.0	46,890	Neighborhood Street	Asphalt	Minor to No Repair	2,600
31	Burnlea Road	4	100.0	1,003	22.0	22,066	Neighborhood Street	Asphalt	Minor to No Repair	0
32	Butler Street	4	97.0	1,246	37.0	46,102	Neighborhood Street	Asphalt	Minor to No Repair	2,600
33	Calmes Street	4	100.0	1,943	21.0	40,803	Neighborhood Street	Asphalt	Minor to No Repair	0
34	Campbell Drive	8	92.8	2,619	28.0	73,332	Neighborhood Center Street	Asphalt	Minor to No Repair	4,100
35	Candlewood Drive	8	100.0	4,092	26.0	106,392	Neighborhood Center Street	Asphalt	Minor to No Repair	0
36	Caperton Drive	4	96.0	639	38.0	24,282	Neighborhood Street	Asphalt	Minor to No Repair	1,400
37	Casorsa Drive	4	100.0	1,304	29.0	37,816	Neighborhood Street	Asphalt	Minor to No Repair	0
38	Center Street	4	89.3	676	28.0	18,928	Neighborhood Street	Asphalt	Minor to No Repair	2,300
39	Chadwick Drive	23.5	99.9	1,262	27.0	34,074	Neighborhood Street	Asphalt	Minor to No Repair	1,900
40	Cherry Tree Drive	13.75	63.0	1,531	20.0	30,620	Neighborhood Street	Asphalt	Light Rehabilitation	33,700
41	Cold Storage Road	8	72.5	2,730	14.0	38,220	Neighborhood Center Street	Asphalt	Preventitive Maintenance	10,600
42	Colonial Drive	4	96.0	1,399	27.0	37,773	Neighborhood Street	Asphalt	Minor to No Repair	2,100
43	Colston Drive	4	98.0	1,156	27.0	31,212	Neighborhood Street	Asphalt	Minor to No Repair	1,800
44	Courier Drive	4	100.0	1,558	31.0	48,298	Neighborhood Street	Asphalt	Minor to No Repair	0
45	Court Street	13.75	77.8	333	43.0	14,319	Neighborhood Street	Asphalt	Preventitive Maintenance	4,000
46	Crab Apple Tree Court	4	100.0	275	22.0	6,050	Neighborhood Street	Asphalt	Minor to No Repair	0
47	Craighill Drive	4	94.3	2,424	29.0	70,296	Neighborhood Street	Asphalt	Minor to No Repair	3,900
48	Crawford Way	4	95.8	343	25.0	8,575	Neighborhood Street	Asphalt	Minor to No Repair	500
49	Creamery Place	13.75	78.5	554	23.0	12,742	Neighborhood Street	Asphalt	Preventitive Maintenance	3,600
50	Cresent Drive	8	86.5	1,822	40.0	72,880	Neighborhood Center Street	Asphalt	Minor to No Repair	8,900
51	Crosswinds Court	4	100.0	60	28.0	1,680	Neighborhood Street	Asphalt	Minor to No Repair	0
52	Crosswinds Drive	8	87.0	5,386	25.0	134,650	Neighborhood Center Street	Asphalt	Minor to No Repair	16,300
53	Davenport Street	4	91.0	407	23.0	9,361	Neighborhood Street	Asphalt	Minor to No Repair	600
54	Davis Street	4	100.0	2,249	27.0	60,723	Neighborhood Street	Asphalt	Minor to No Repair	0
55	Deerbrook Drive	4	100.0	565	28.0	15,820	Neighborhood Street	Asphalt	Minor to No Repair	0
56	Doseff Court	4	100.0	90	25.0	2,250	Neighborhood Street	Asphalt	Minor to No Repair	0
57	East Forrest Avenue	27.5	57.0	1,304	21.0	27,384	Neighborhood Center Street	Asphalt	Light Rehabilitation	45,200
58	East Wall Street	13.75	78.9	1,082	11.5	12,443	Neighborhood Street	Asphalt	Preventitive Maintenance	3,500
59	Eagle Avenue	17.75	81.0	1,605	19.0	30,495	Neighborhood Center Street	Asphalt	Preventitive Maintenance	3,700
60	East Academy Street	4	90.6	1,510	16.0	24,160	Neighborhood Street	Asphalt	Minor to No Repair	1,400
61	East Avis Street	13.75	79.0	1,515	15.0	22,725	Neighborhood Street	Asphalt	Preventitive Maintenance	6,300
62	East Congress Street	17.75	74.8	1,531	42.0	64,302	Neighborhood Center Street	Asphalt	Preventitive Maintenance	17,700
63	East First Avenue	4	90.8	2,075	30.0	62,250	Neighborhood Street	Asphalt	Minor to No Repair	3,500
64	East Liberty Street	8	87.5	2,186	43.0	93,998	Neighborhood Center Street	Asphalt	Minor to No Repair	11,400
65	East North Street	13.75	80.0	1,922	20.0	38,440	Neighborhood Street	Asphalt	Preventitive Maintenance	4,700
66	Edaw Drive	13.75	83.0	523	29.0	15,167	Neighborhood Street	Asphalt	Preventitive Maintenance	1,900
67	Fairleigh Drive	17.75	84.0	1,246	29.0	36,134	Neighborhood Center Street	Asphalt	Preventitive Maintenance	4,400
68	Featherstone Drive	8	99.0	723	29.0	20,967	Neighborhood Center Street	Asphalt	Minor to No Repair	1,200
69	Federal Way	23.5	61.5	433	14.0	6,062	Neighborhood Street	Asphalt	Light Rehabilitation	6,700
70	Flag Court	4	100.0	232	29.0	6,728	Neighborhood Street	Asphalt	Minor to No Repair	0
71	Flowing Springs Way	4	89.7	956	30.0	28,680	Neighborhood Street	Asphalt	Minor to No Repair	3,500
72	Grassy Meadows Road	4	92.0	438	29.0	12,702	Neighborhood Street	Asphalt	Minor to No Repair	700
73	Graywood Lane	4	100.0	253	29.0	7,337	Neighborhood Street	Asphalt	Minor to No Repair	0
74	Green Street	13.75	83.3	380	12.0	4,560	Neighborhood Street	Asphalt	Preventitive Maintenance	600
75	Hickory Tree Court	4	100.0	586	22.0	12,892	Neighborhood Street	Asphalt	Minor to No Repair	0
76	Higgs Boulevard	4	92.5	718	28.0	20,104	Neighborhood Street	Asphalt	Minor to No Repair	1,200
77	Hillside Drive	4	94.3	1,832	24.0	43,968	Neighborhood Street	Asphalt	Minor to No Repair	2,500
78	Holly Springs Drive	4	99.6	855	28.0	23,940	Neighborhood Street	Asphalt	Minor to No Repair	1,400
79	Holmes Way	4	99.5	327	25.0	8,175	Neighborhood Street	Asphalt	Minor to No Repair	500
80	Hughs Road	4	96.0	2,830	39.0	110,370	Neighborhood Street	Asphalt	Minor to No Repair	6,100
81	Hunter Street	4	91.1	2,746	28.0	76,888	Neighborhood Street	Asphalt	Minor to No Repair	4,300
82	Jenkins Way	13.75	81.5	660	12.5	8,250	Neighborhood Street	Asphalt	Preventitive Maintenance	1,000
83	Lincoln Drive	13.75	79.5	422	28.0	11,816	Neighborhood Street	Asphalt	Preventitive Maintenance	3,300
84	Lord Fairfax Street	8	96.7	6,721	17.0	114,257	Neighborhood Center Street	Asphalt	Minor to No Repair	6,300
85	Maple Avenue	23.5	68.0	618	19.0	11,742	Neighborhood Street	Asphalt	Light Rehabilitation	13,000
86	Maple Tree Drive	13.75	85.0	285	20.0	5,700	Neighborhood Street	Asphalt	Preventitive Maintenance	700
87	Mason Street	13.75	81.0	1,563	13.0	20,319	Neighborhood Street	Asphalt	Preventitive Maintenance	2,500
88	Moore Court	4	92.5	301	29.0	8,729	Neighborhood Street	Asphalt	Minor to No Repair	500
89	Mordington Avenue	4	100.0	1,605	24.0	38,520	Neighborhood Street	Asphalt	Minor to No Repair	0
90	Mordington Circle	4	90.0	153	20.0	3,060	Neighborhood Street	Asphalt	Minor to No Repair	200
91	Morgan Street	13.75	84.0	206	10.0	2,060	Neighborhood Street	Asphalt	Preventitive Maintenance	300
92	Morison Street	13.75	81.0	3,057	21.0	64,197	Neighborhood Street	Asphalt	Preventitive Maintenance	7,800
93	Mulberry Tree Street	4	97.5	718	40.0	28,720	Neighborhood Street	Asphalt	Minor to No Repair	1,600
94	North Church Street	13.75	73.0	649	29.0	18,821	Neighborhood Street	Asphalt	Preventitive Maintenance	5,200
95	North Mildred Street	8	88.5	1,320	35.0	46,200	Neighborhood Center Street	Asphalt	Minor to No Repair	5,600
96	North Preston Street	13.75	84.0	855	26.5	22,658	Neighborhood Street	Asphalt	Preventitive Maintenance	2,800
97	North Samuel Street	17.75	75.3	1,320	34.0	44,880	Neighborhood Center Street	Asphalt	Preventitive Maintenance	12,400
98	North Seminary Street	13.75	79.0	628	15.0	9,420	Neighborhood Street	Asphalt	Preventitive Maintenance	2,600
99	North Water Street	17.75	85.0	803	19.0	15,257	Neighborhood Center Street	Asphalt	Preventitive Maintenance	1,900
100	North West Street	13.75	78.0	861	32.0	27,552	Neighborhood Street	Asphalt	Preventitive Maintenance	7,600
101	Nathaniel Drive	13.75	80.8	887	27.0	23,949	Neighborhood Street	Asphalt	Preventitive Maintenance	2,900
102	North Charles Street	13.75	72.0	639	21.0	13,419	Neighborhood Street	Asphalt	Preventitive Maintenance	3,700
103	North Lawrence Street	13.75	79.0	1,341	28.0	37,548	Neighborhood Street	Asphalt	Preventitive Maintenance	10,400
104	Northwinds Drive	8	97.9	1,431	20.5	29,336	Neighborhood Center Street	Asphalt	Minor to No Repair	1,700
105	Oden Drive	4	100.0	602	38.0	22,876	Neighborhood Street	Asphalt	Minor to No Repair	0
106	Okanagan Drive	4	100.0	1,357	29.0	39,353	Neighborhood Street	Asphalt	Minor to No Repair	0
107	Opera House Way	13.75	84.5	317	19.0	6,023	Neighborhood Street	Asphalt	Preventitive Maintenance	800
108	Park Street	4	88.0	649	18.0	11,682	Neighborhood Street	Asphalt	Minor to No Repair	1,500
109	Payne Street	4	95.8	803	28.0	22,484	Neighborhood Street	Asphalt	Minor to No Repair	1,300
110	Penticton Way	4	100.0	1,014	21.0	21,294	Neighborhood Street	Asphalt	Minor to No Repair	0
111	Perry Drive	4	95.5	1,199	29.0	34,771	Neighborhood Street	Asphalt	Minor to No Repair	2,000
112	Prospect Hill Boulebard	8	96.0	6,220	29.0	180,380	Neighborhood Center Street	Asphalt	Minor to No Repair	10,000
113	Revere Drive	4	96.0	1,278	32.0	40,896	Neighborhood Street	Asphalt	Minor to No Repair	2,300
114	Rider Court	4	94.8	433	17.0	7,361	Neighborhood Street	Asphalt	Minor to No Repair	500
115	Rosemont Way	4	100.0	1,769	10.0	17,690	Neighborhood Street	Asphalt	Minor to No Repair	0
116	South Charles Street	23.5	68.9	1,283	32.0	41,056	Neighborhood Street	Asphalt	Light Rehabilitation	45,200
117	South Lawrence Street	13.75	70.5	1,315	26.0	34,190	Neighborhood Street	Asphalt	Preventitive Maintenance	9,500
118	South Water Street	13.75	78.5	623	19.0	11,837	Neighborhood Street	Asphalt	Preventitive Maintenance	3,300
119	South Reymann Street	4	98.5	169	26.0	4,394	Neighborhood Street	Asphalt	Minor to No Repair	300
120	Santmyer Way	8	100.0	1,457	20.5	29,869	Neighborhood Center Street	Asphalt	Minor to No Repair	0
121	Seaton Lane	4	100.0	692	29.0	20,068	Neighborhood Street	Asphalt	Minor to No Repair	0
122	Shutt Court	4	98.0	354	29.0	10,266	Neighborhood Street	Asphalt	Minor to No Repair	600
123	Shutter Street	4	89.8	1,040	14.0	14,560	Neighborhood Street	Asphalt	Minor to No Repair	1,800
124	Silverleaf Drive	4	99.9	676	28.0	18,928	Neighborhood Street	Asphalt	Minor to No Repair	1,100
125	South Church Street	13.75	85.0	2,640	35.0	92,400	Neighborhood Street	Asphalt	Preventitive Maintenance	11,200
126	South Fritts Way	4	91.5	333	12.0	3,996	Neighborhood Street	Asphalt	Minor to No Repair	300
128	South Mildred Street	8	87.4	3,078	35.0	107,730	Neighborhood Center Street	Asphalt	Minor to No Repair	13,100
129	South Mount Parvo Avenue	8	86.0	348	10.0	3,480	Neighborhood Center Street	Asphalt	Minor to No Repair	500

UPI	Street Name	Network Priority Ranking	PCI	Length	Width	Area	Road Classification	Roadway Material	Pavement Repair Type	Improvement Funding
130	South Samuel Street	27.5	70.0	4,551	18.0	81,918	Neighborhood Center Street	Asphalt	Light Rehabilitation	22,600
131	South Seminary Street	13.75	81.5	2,645	25.0	66,125	Neighborhood Street	Asphalt	Preventitive Maintenance	8,100
132	South West Street	16	94.0	1,214	24.0	29,136	Major Collector Street	Asphalt	Minor to No Repair	1,700
133	Southwinds Drive	4	100.0	655	38.0	24,890	Neighborhood Street	Asphalt	Minor to No Repair	0
134	Spanos Drive	4	93.8	771	38.0	29,298	Neighborhood Street	Asphalt	Minor to No Repair	1,700
135	Spring Dale Drive	13.75	84.5	671	29.0	19,459	Neighborhood Street	Asphalt	Preventitive Maintenance	2,400
136	Streeternway Drive	4	87.0	766	29.0	22,214	Neighborhood Street	Asphalt	Minor to No Repair	2,700
137	Tornworth Drive	4	100.0	607	29.5	17,907	Neighborhood Street	Asphalt	Minor to No Repair	0
138	Union Ridge Drive	13.75	82.7	1,610	27.0	43,470	Neighborhood Street	Asphalt	Preventitive Maintenance	5,300
139	Valley Place	4	87.0	391	17.0	6,647	Neighborhood Street	Asphalt	Minor to No Repair	900
140	Vinton Lane	4	94.5	2,930	11.0	32,230	Neighborhood Street	Gravel	Minor to No Repair	1,800
141	Vista Court	13.75	77.5	438	29.0	12,702	Neighborhood Street	Asphalt	Preventitive Maintenance	3,500
142	West Avis Street	13.75	73.0	1,140	15.0	17,100	Neighborhood Street	Asphalt	Preventitive Maintenance	4,800
143	West Congress Street	4	86.0	1,843	40.0	73,720	Neighborhood Street	Asphalt	Minor to No Repair	9,000
144	West Liberty Street	8	85.3	2,381	42.0	100,002	Neighborhood Center Street	Asphalt	Minor to No Repair	12,200
145	West North Street	13.75	82.0	1,151	20.0	23,020	Neighborhood Street	Asphalt	Preventitive Maintenance	2,800
146	Washington Patriots Drive	4	92.8	2,344	25.0	58,608	Neighborhood Street	Asphalt	Minor to No Repair	3,300
147	Weirick Row	4	88.6	612	12.0	7,344	Neighborhood Street	Asphalt	Minor to No Repair	900
148	Westwinds Court	4	100.0	137	29.0	3,973	Neighborhood Street	Asphalt	Minor to No Repair	0
149	Willow Spring Drive	17.75	71.0	4,308	17.0	73,236	Neighborhood Center Street	Asphalt	Preventitive Maintenance	20,200
150	Bruce Drive	4	100.0	312	25.0	7,800	Neighborhood Street	Asphalt	Minor to No Repair	0
151	Citizens Way	8	93.8	1,954	30.0	58,620	Neighborhood Center Street	Asphalt	Minor to No Repair	3,300
152	Dodson Drive	4	98.5	148	25.0	3,700	Neighborhood Street	Asphalt	Minor to No Repair	300
153	Dunlap Drive	4	99.9	1,014	25.0	25,350	Neighborhood Street	Asphalt	Minor to No Repair	1,400
154	East Washington Street	65.5	27.8	8,163	35.0	285,705	Primary Street	Asphalt	Rehabilitation	1,188,000
155	Eldon Drive	4	99.5	803	25.0	20,075	Neighborhood Street	Asphalt	Minor to No Repair	1,200
156	Martin Luther King Jr Avenue	29.75	81.0	892	24.0	21,408	Primary Street	Asphalt	Preventitive Maintenance	2,600
157	North George Street	20	93.0	1,278	30.0	38,340	Primary Street	Asphalt	Minor to No Repair	2,200
158	South George Street	20	100.0	6,912	30.0	207,360	Primary Street	Asphalt	Minor to No Repair	0
159	West Washington Street	39.5	66.0	3,622	20.0	72,440	Primary Street	Asphalt	Light Rehabilitation	79,700

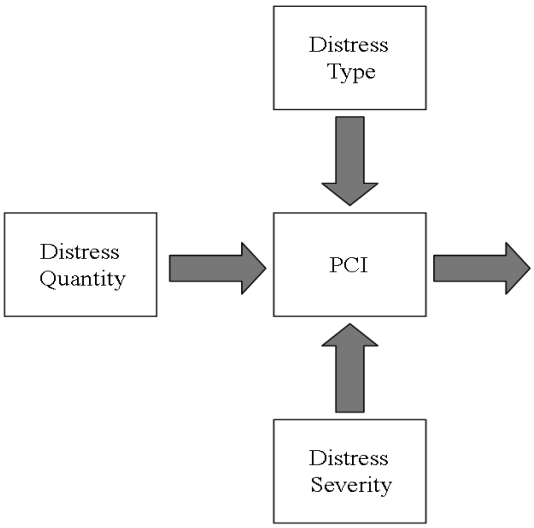
APPENDIX B – PAVEMENT CONDITION INDEX

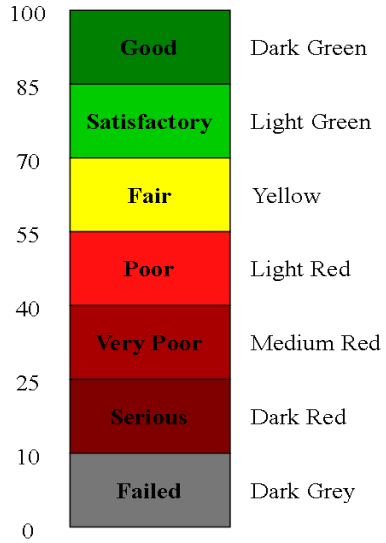
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **1** **Length:** **549'** **Width:** **21'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.74%	4.0	0.00%	0.0	0.00%	0.0	4.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.21%	0.1	0.00%	0.0	0.00%	0.0	0.1
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	95.9
Description of Condition Index	Good
	Good
	95.9



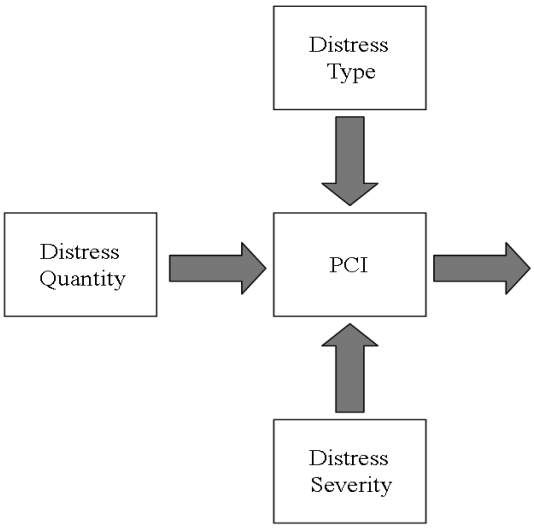


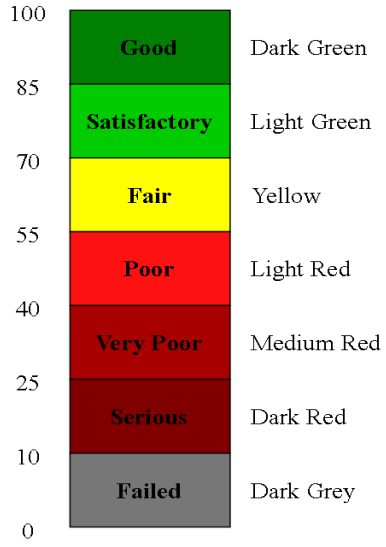
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **2** **Length:** **1684'** **Width:** **11'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	2.89%	2.5	5.45%	12.0	0.00%	0.0	14.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.52%	2.0	0.00%	0.0	0.00%	0.0	2.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.04%	0.0	0.68%	8.0	0.00%	0.0	8.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.14%	2.0	0.05%	0.0	2.0

Pavement Condition Index	80.0
Description of Condition Index	Satisfactory
	Satisfactory
	80.0



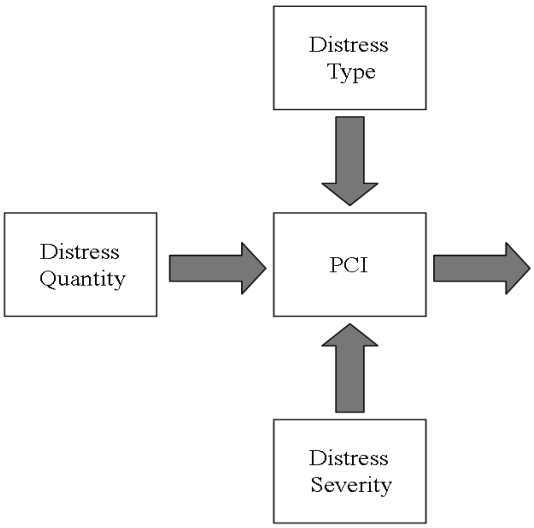


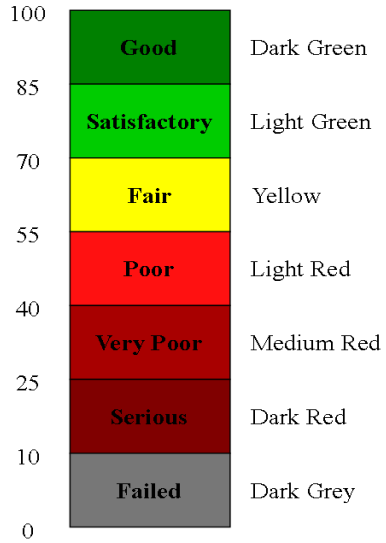
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 3 **Length:** 597' **Width:** 21'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.05%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	97.5
Description of Condition Index	Good
	Good
	97.5



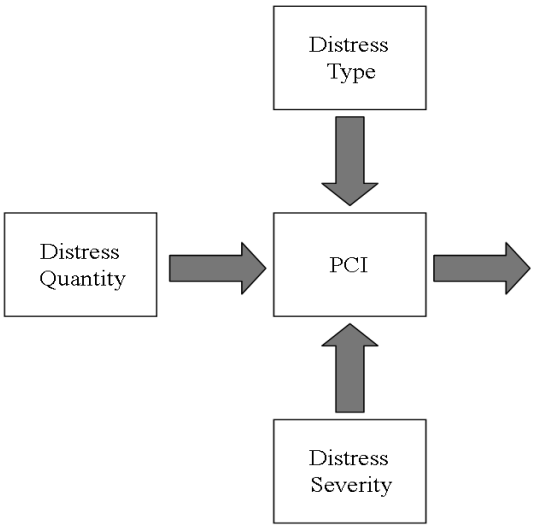


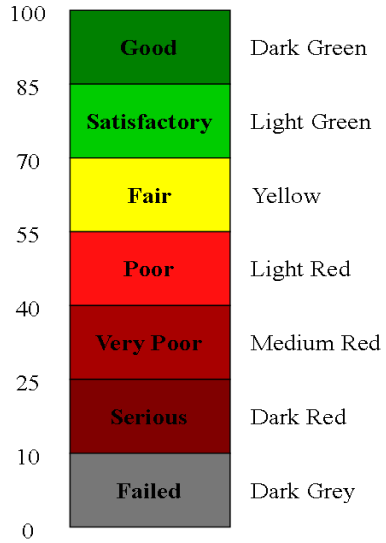
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 4 **Length:** 628' **Width:** 30'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.55%	0.5	0.00%	0.0	0.00%	0.0	0.5
Transverse Cracking	1.56%	4.0	0.00%	0.0	0.00%	0.0	4.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	3.78%	3.5	0.00%	0.0	0.00%	0.0	3.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	93.5
Description of Condition Index	Good
	Good
	93.5



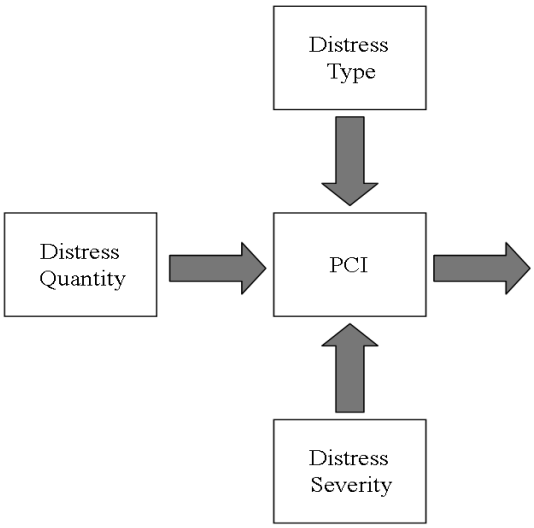


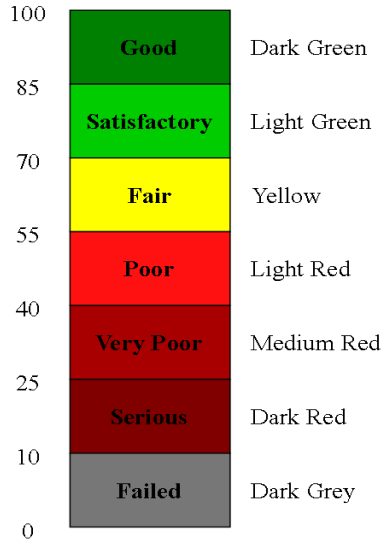
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **5** **Length:** **729'** **Width:** **11'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.60%	6.0	0.00%	0.0	0.00%	0.0	6.0
Potholes	0.01%	3.0	0.00%	0.0	0.00%	0.0	3.0
Edge Cracking	0.44%	2.5	0.00%	0.0	0.00%	0.0	2.5
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	6.69%	6.0	0.00%	0.0	0.00%	0.0	6.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	11.22%	17.0	0.00%	0.0	0.00%	0.0	17.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	1.06%	8.0	0.00%	0.0	0.00%	0.0	8.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.09%	0.0	0.00%	0.0	0.0

Pavement Condition Index 73.0
Description of Condition Index Satisfactory
Satisfactory
73.0



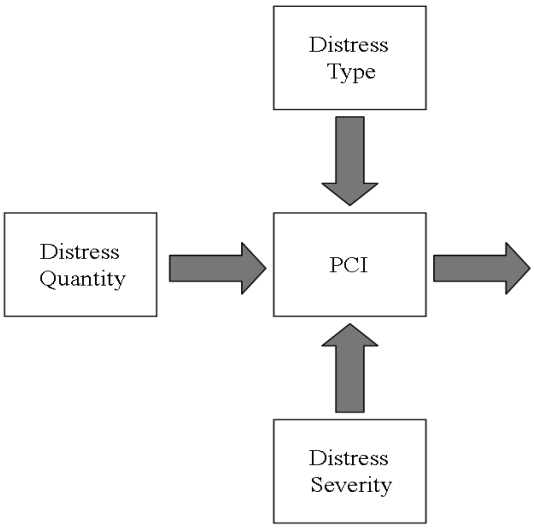


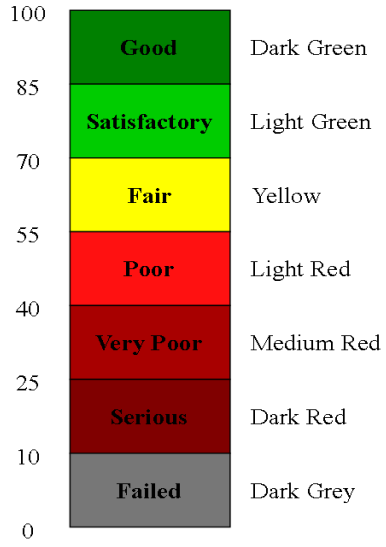
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 6 **Length:** 322' **Width:** 13'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.54%	0.5	0.00%	0.0	0.00%	0.0	0.5
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	7.39%	6.5	0.00%	0.0	0.00%	0.0	6.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.39%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	91.0
Description of Condition Index	Good
	Good
	91.0



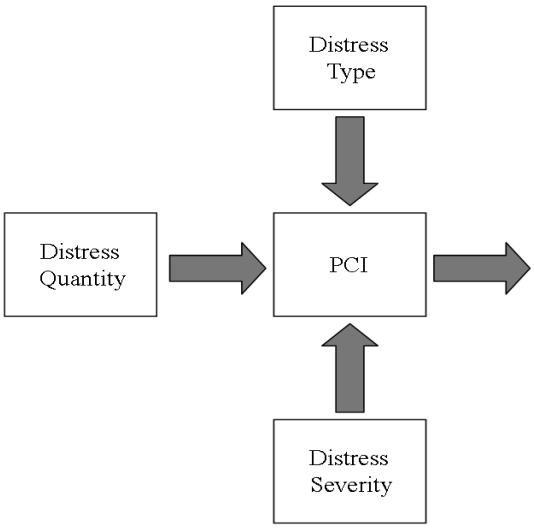


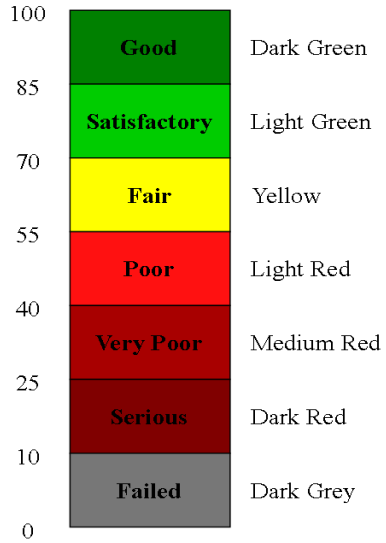
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 8 **Length:** 317' **Width:** 18'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	1.48%	11.0	0.00%	0.0	0.00%	0.0	11.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.12%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	11.50%	17.0	1.99%	13.0	0.00%	0.0	30.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.18%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	75.0
Description of Condition Index	Satisfactory
Satisfactory	
75.0	



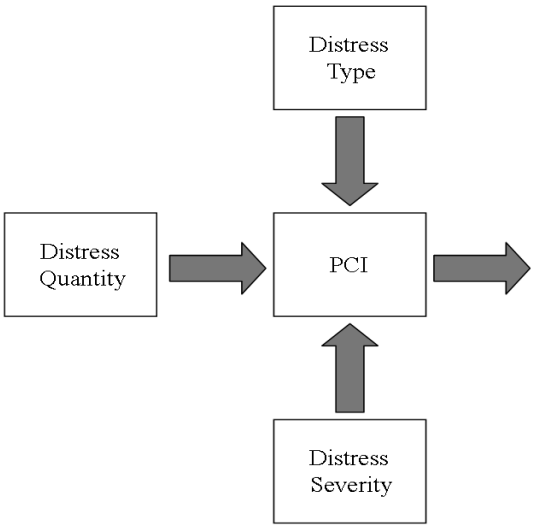


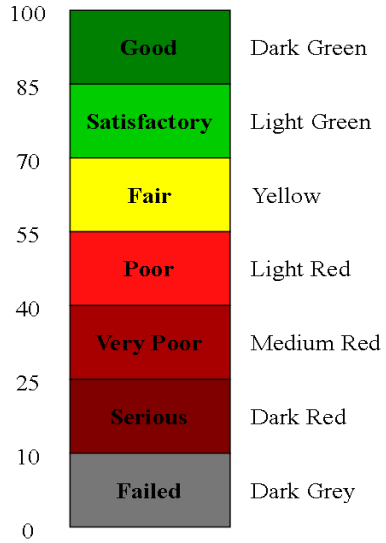
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 10 **Length:** 1368' **Width:** 22'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.01%	3.0	0.00%	0.0	0.00%	0.0	3.0
Edge Cracking	0.17%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.98%	2.0	0.00%	0.0	0.00%	0.0	2.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	10.63%	8.0	0.00%	0.0	0.00%	0.0	8.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	1.88%	4.5	0.00%	0.0	0.00%	0.0	4.5
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.19%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	84.0
Description of Condition Index	Satisfactory
	Satisfactory
	84.0



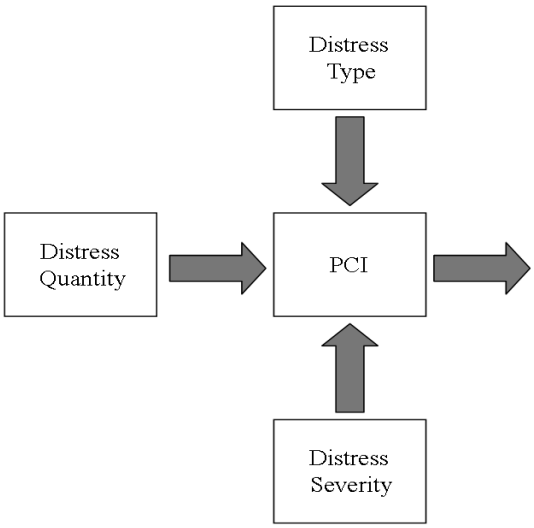


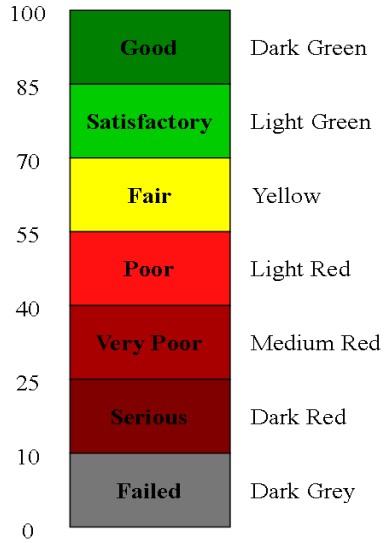
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 11 **Length:** 206' **Width:** 36'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.80%	3.5	0.00%	0.0	0.00%	0.0	3.5
Longitudinal Cracking	3.25%	8.0	0.00%	0.0	0.00%	0.0	8.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	2.91%	2.5	0.00%	0.0	0.00%	0.0	2.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	3.20%	7.0	0.00%	0.0	0.00%	0.0	7.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.07%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	86.0
Description of Condition Index	Good
	Good
	86.0



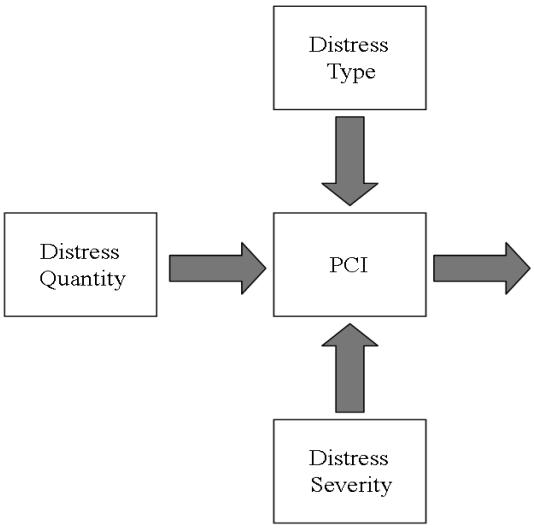


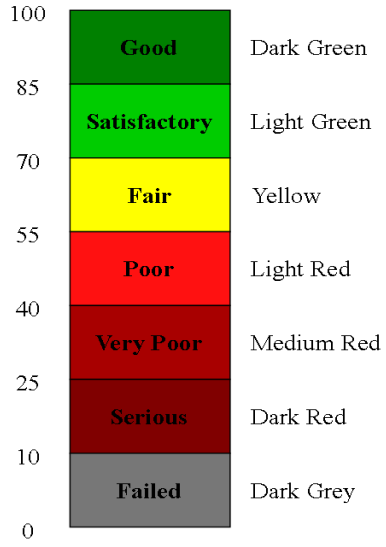
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 12 **Length:** 343' **Width:** 38'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.15%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.21%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.12%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	12.17%	8.0	0.00%	0.0	0.00%	0.0	8.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	1.82%	4.5	0.00%	0.0	0.00%	0.0	4.5
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	90.0
Description of Condition Index	Good
	Good
	90.0



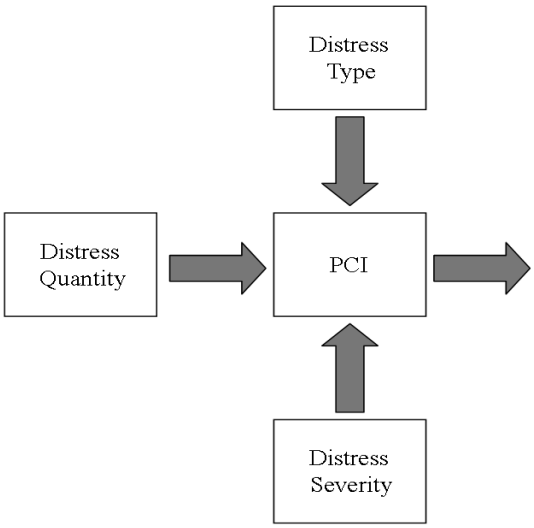


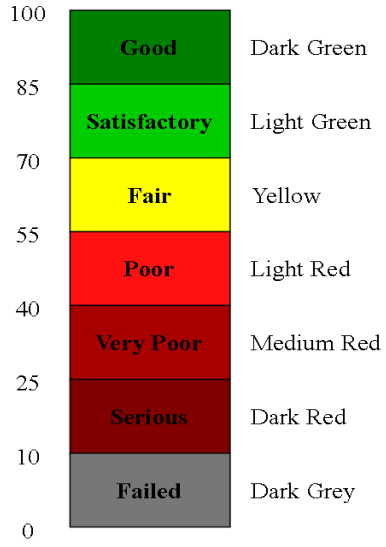
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 13 **Length:** 597' **Width:** 38'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.41%	0.2	0.00%	0.0	0.00%	0.0	0.2
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	18.89%	11.0	0.00%	0.0	0.00%	0.0	11.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.76%	3.2	0.00%	0.0	0.00%	0.0	3.2
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.28%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	84.8
Description of Condition Index	Satisfactory
	Satisfactory
	84.8



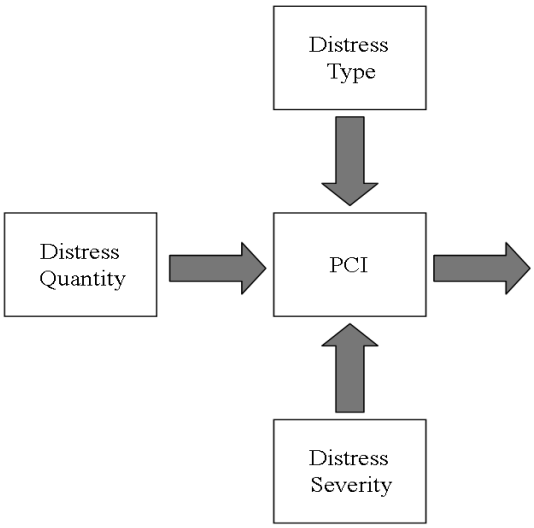


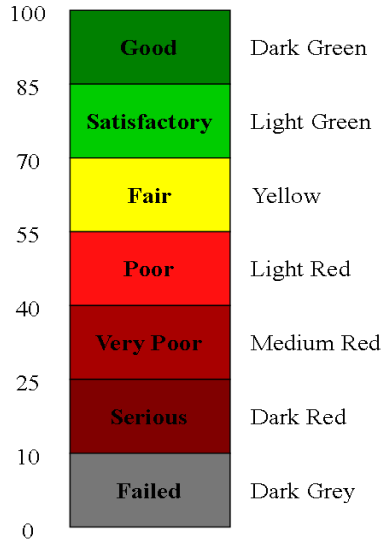
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 14 **Length:** 375' **Width:** 14'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.67%	1.0	0.00%	0.0	0.00%	0.0	1.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	3.67%	3.5	1.74%	5.0	0.00%	0.0	8.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	18.16%	20.0	0.00%	0.0	0.00%	0.0	20.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	2.02%	5.5	0.72%	8.3	0.00%	0.0	13.8
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	71.0
Description of Condition Index	Satisfactory
	Satisfactory
	71.0

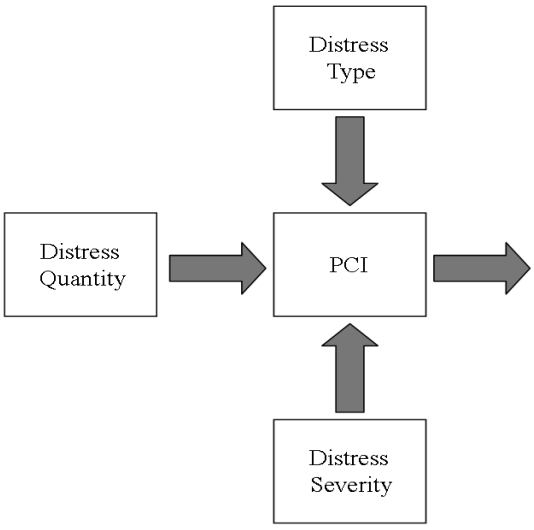


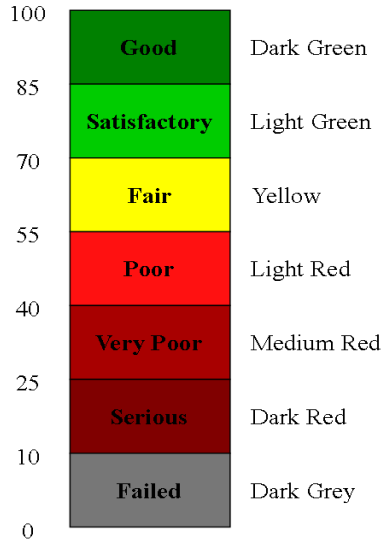


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **15** **Length:** **480'** **Width:** **22'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.10%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	63.07%	22.5	0.00%	0.0	0.00%	0.0	22.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	5.51%	10.0	0.00%	0.0	0.00%	0.0	10.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		75.5
					Description of Condition Index		Satisfactory
							Satisfactory
							75.5



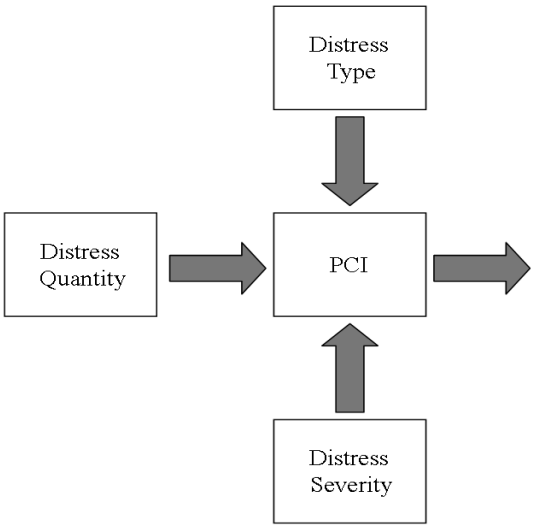


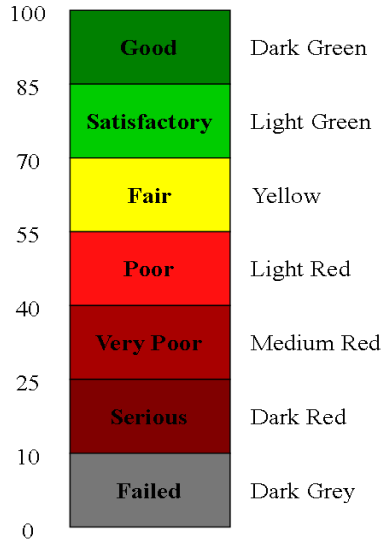
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **16** **Length:** **317'** **Width:** **30'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	3.15%	8.0	0.00%	0.0	0.00%	0.0	8.0
Transverse Cracking	0.89%	1.8	0.00%	0.0	0.00%	0.0	1.8
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	5.79%	5.0	0.00%	0.0	0.00%	0.0	5.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	88.3
Description of Condition Index	Good
	Good
	88.3



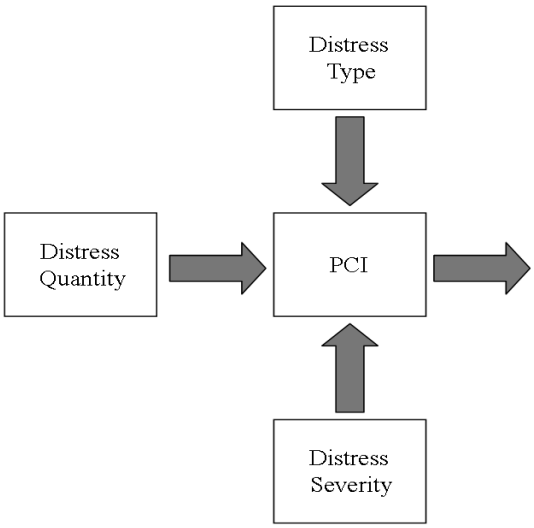


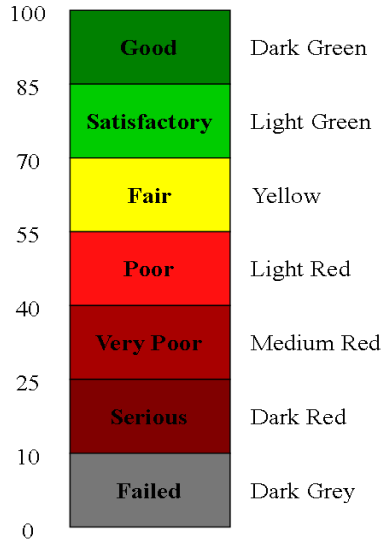
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 17 **Length:** 3627' **Width:** 30'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.89%	1.8	0.00%	0.0	0.00%	0.0	1.8
Transverse Cracking	0.90%	1.8	0.00%	0.0	0.00%	0.0	1.8
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	3.79%	3.5	0.00%	0.0	0.00%	0.0	3.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	93.0
Description of Condition Index	Good
	Good
	93.0



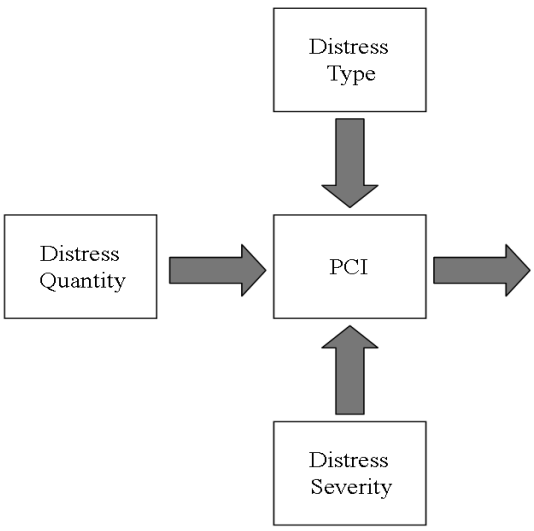


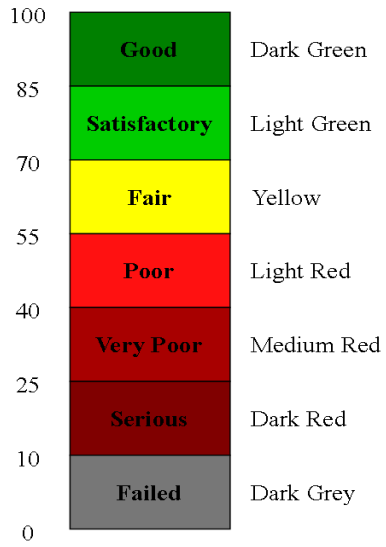
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 18 **Length:** 628' **Width:** 21'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	5.02%	12.5	0.00%	0.0	0.00%	0.0	12.5
Transverse Cracking	0.14%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	22.08%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.12%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	85.0
Description of Condition Index	Good
	Good
	85.0



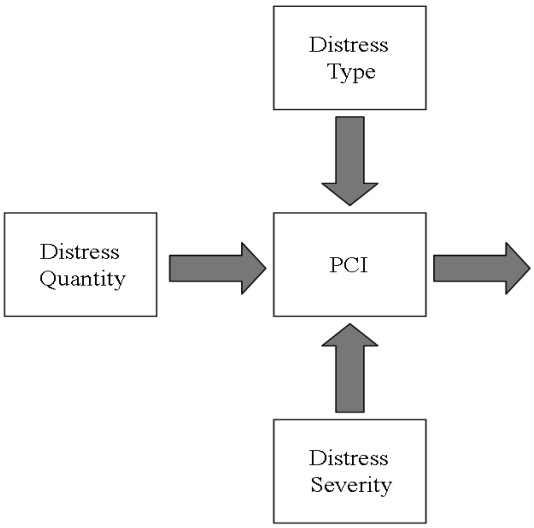


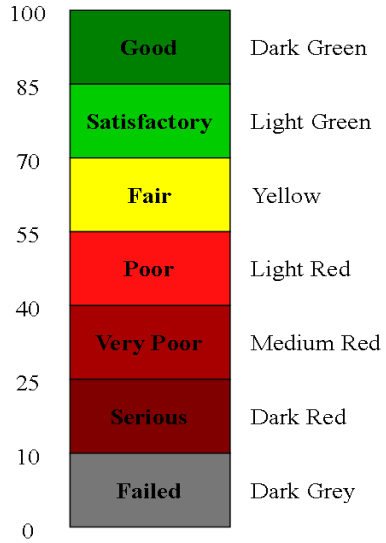
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 19 **Length:** 1320' **Width:** 27'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.02%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.40%	1.0	0.00%	0.0	0.00%	0.0	1.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.02%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	99.0
Description of Condition Index	Good
	Good
	99.0



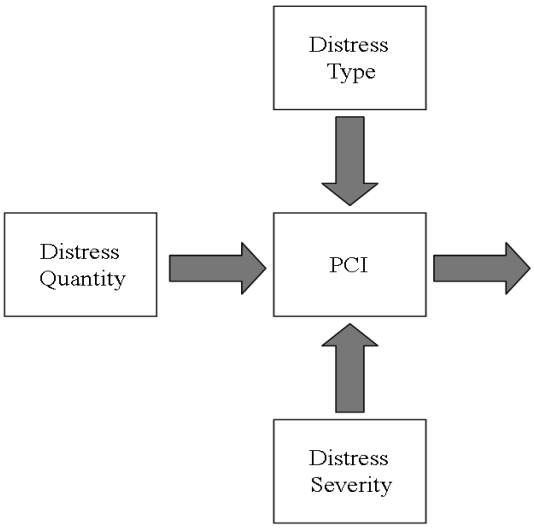


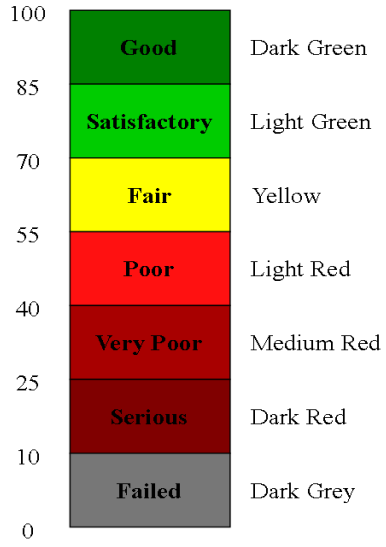
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 20 **Length:** 259' **Width:** 17'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.89%	0.3	0.00%	0.0	0.00%	0.0	0.3
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	1.69%	5.0	0.00%	0.0	0.00%	0.0	5.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	94.8
Description of Condition Index	Good
	Good
	94.8



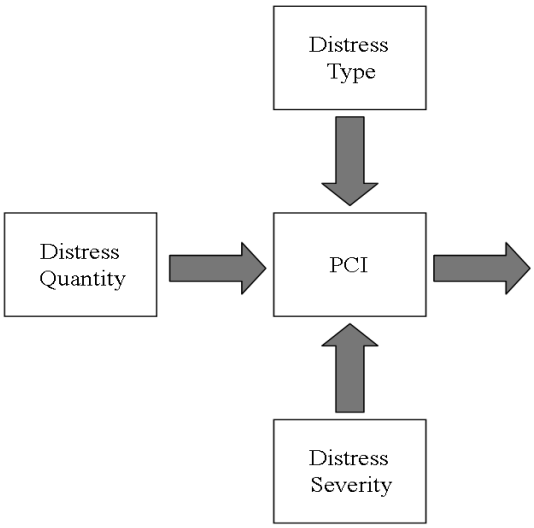


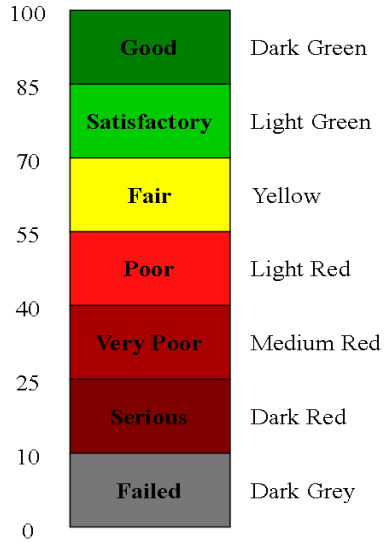
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **21** **Length:** **1125'** **Width:** **16'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.76%	3.5	0.00%	0.0	0.00%	0.0	3.5
Longitudinal Cracking	0.50%	0.2	0.00%	0.0	0.00%	0.0	0.2
Transverse Cracking	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	2.43%	2.5	0.00%	0.0	0.00%	0.0	2.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	3.52%	7.0	0.00%	0.0	0.00%	0.0	7.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	88.8
Description of Condition Index	Good
	Good
	88.8



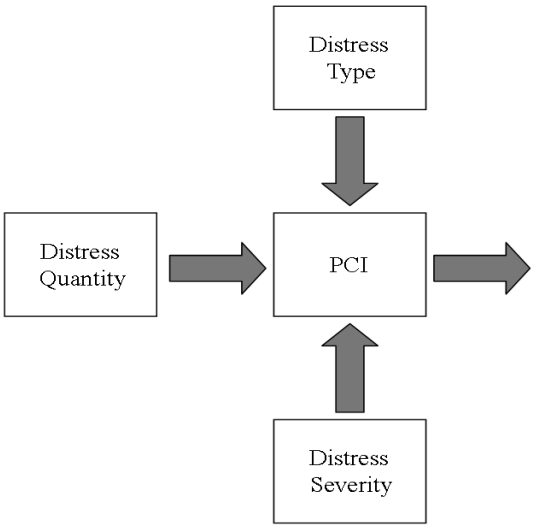


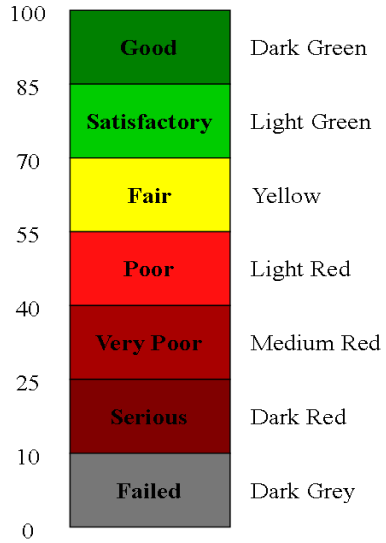
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 22 **Length:** 385' **Width:** 15'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	1.58%	5.0	0.00%	0.0	0.00%	0.0	5.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	3.54%	3.5	0.00%	0.0	0.00%	0.0	3.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.08%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	93.0
Description of Condition Index	Good
	Good
	93.0



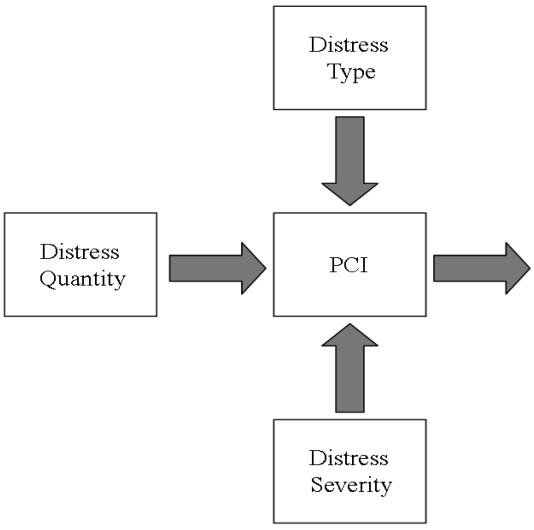


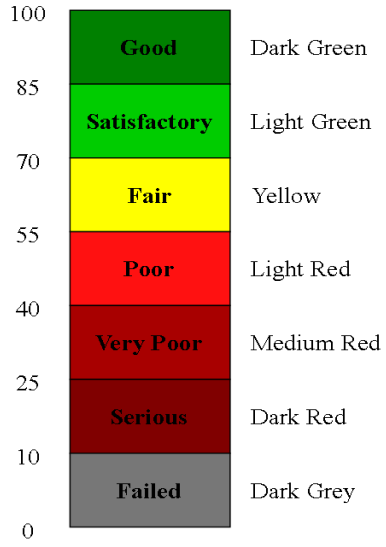
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 23 **Length: 1959'** **Width: 19'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.52%	0.5	0.00%	0.0	0.00%	0.0	0.5
Transverse Cracking	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	72.08%	24.0	0.00%	0.0	0.00%	0.0	24.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	4.00%	8.2	0.00%	0.0	0.00%	0.0	8.2
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.07%	0.0	0.00%	0.0	0.0

Pavement Condition Index 73.5
Description of Condition Index Satisfactory
Satisfactory
73.5



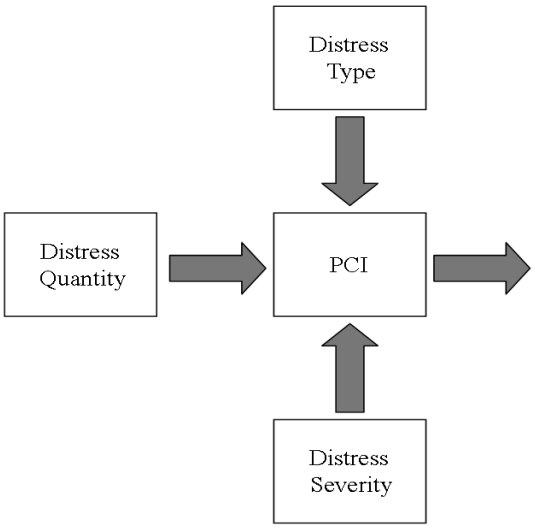


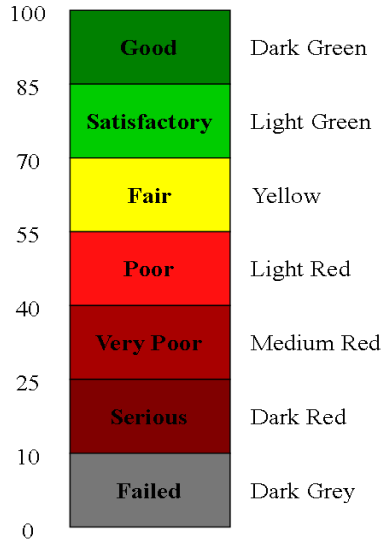
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 24 **Length: 665'** **Width: 40'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.24%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	25.29%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.60%	3.0	2.50%	14.5	0.00%	0.0	17.5
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index 81.5
Description of Condition Index Satisfactory
Satisfactory
81.5



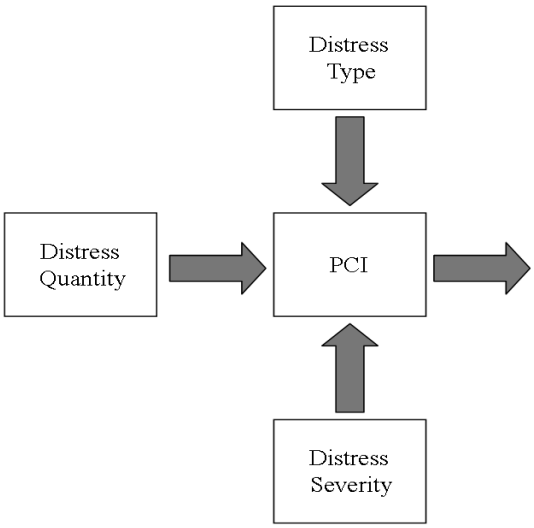


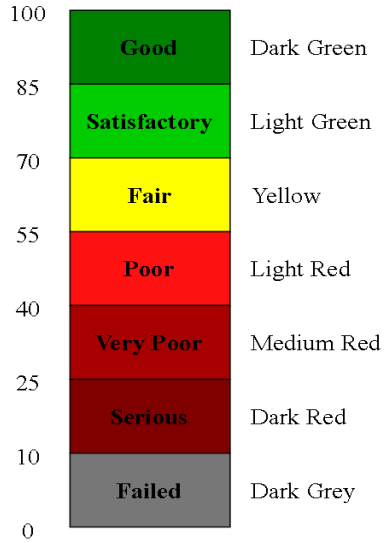
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 25 **Length: 1362'** **Width: 38'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



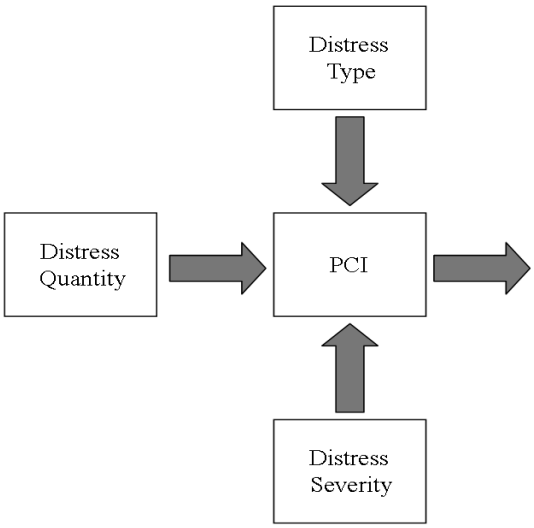


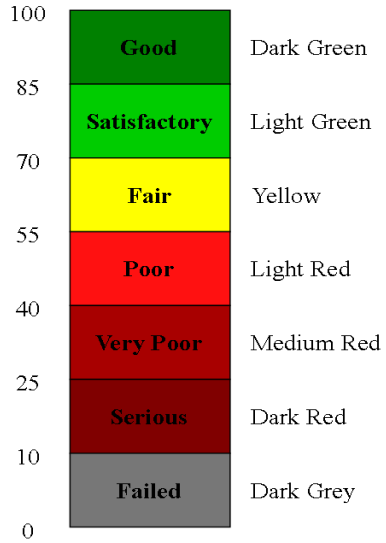
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **26** **Length:** **1917'** **Width:** **27'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.59%	0.5	0.00%	0.0	0.00%	0.0	0.5
Transverse Cracking	0.06%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	99.5
Description of Condition Index	Good
	Good
	99.5

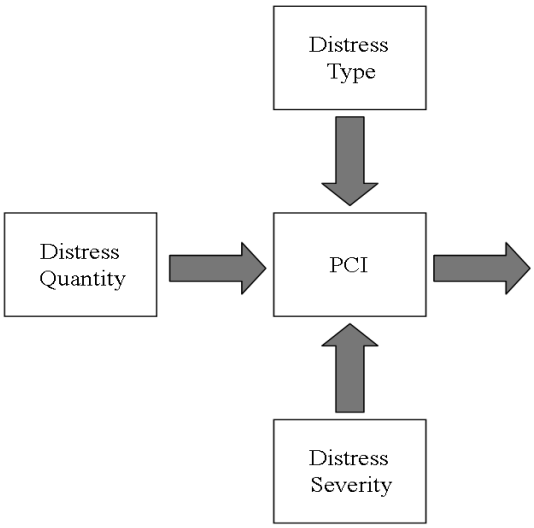


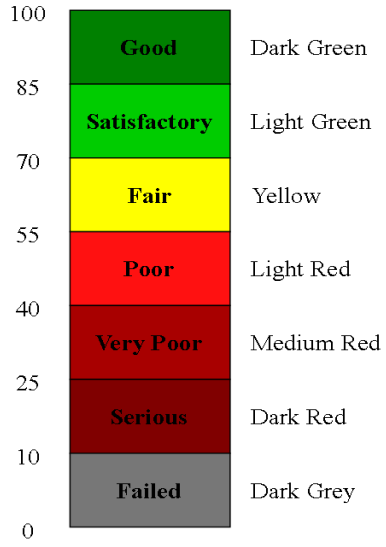


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 27 **Length: 444'** **Width: 29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	2.16%	6.0	0.00%	0.0	0.00%	0.0	6.0
Transverse Cracking	0.11%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	28.17%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	1.25%	4.3	0.00%	0.0	0.00%	0.0	4.3
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		83.0
					Description of Condition Index		Satisfactory
							Satisfactory
							83.0



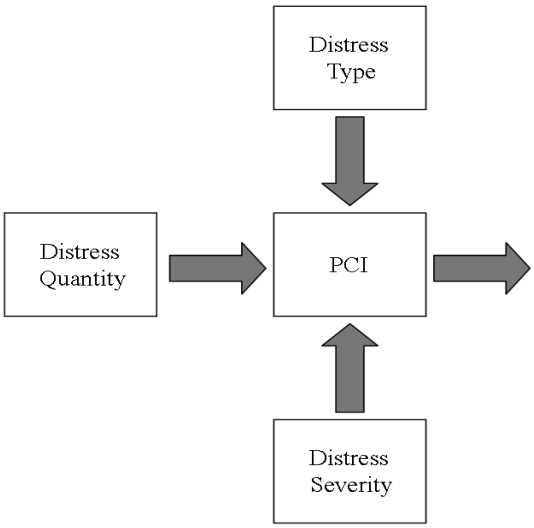


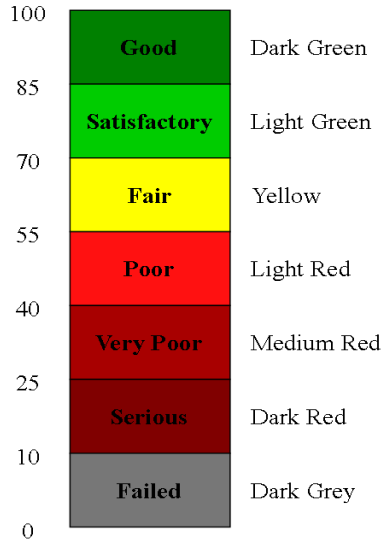
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 28 **Length:** 935' **Width:** 36'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.64%	4.0	0.00%	0.0	0.00%	0.0	4.0
Transverse Cracking	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	2.66%	2.5	0.00%	0.0	0.00%	0.0	2.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	37.71%	28.0	0.00%	0.0	0.00%	0.0	28.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.20%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	66.0
Description of Condition Index	Fair
	Fair
	66.0



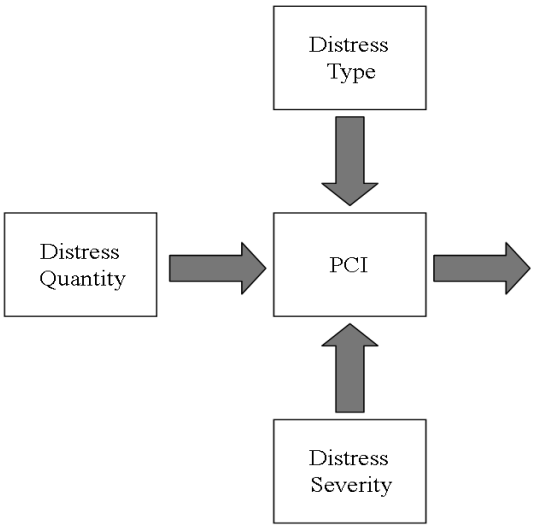


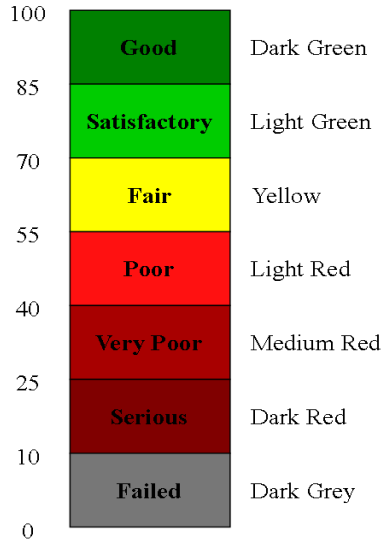
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **29** **Length:** **2049'** **Width:** **20'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.06%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.06%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



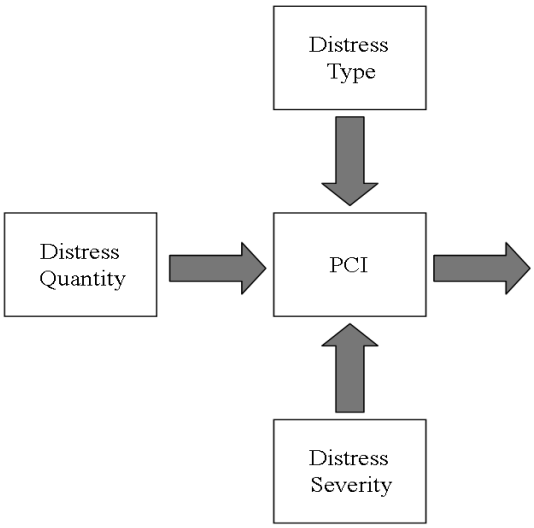


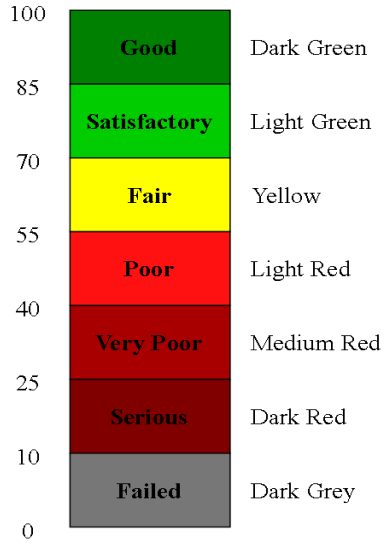
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **30** **Length:** **1563'** **Width:** **30'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.50%	0.5	0.00%	0.0	0.00%	0.0	0.5
Transverse Cracking	0.08%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.08%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	99.5
Description of Condition Index	Good
	Good
	99.5



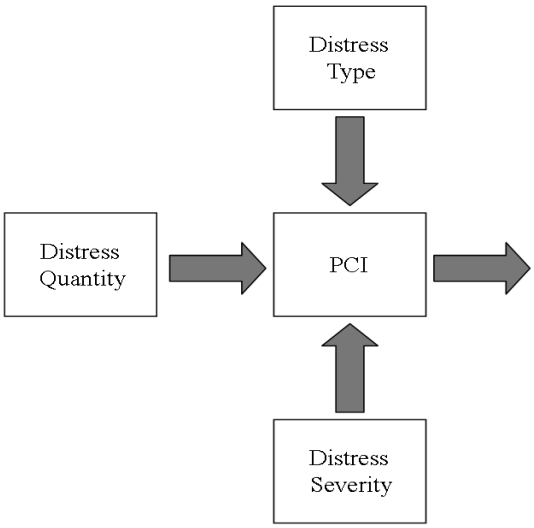


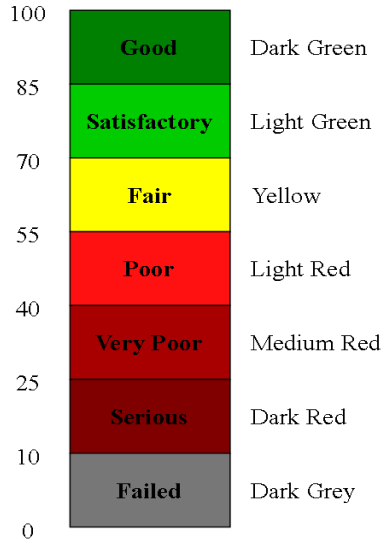
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **31** **Length:** **1003'** **Width:** **22'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.25%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



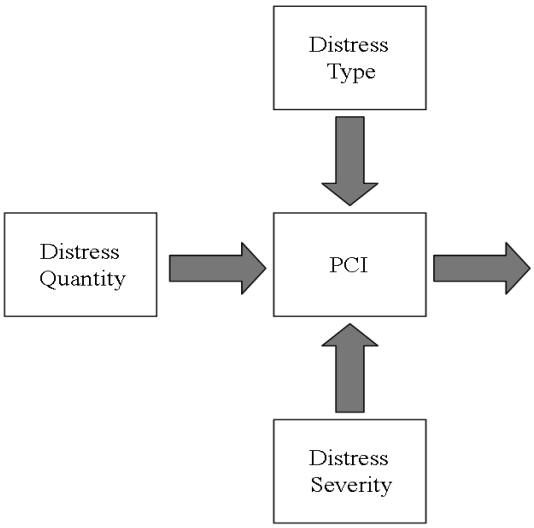


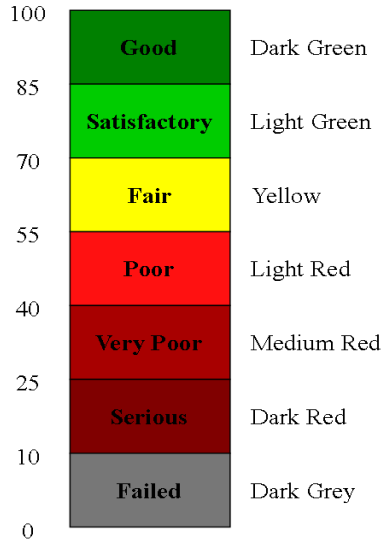
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 32 **Length:** 1246' **Width:** 37'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.43%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.21%	0.5	0.00%	0.0	0.00%	0.0	0.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	97.0
Description of Condition Index	Good
	Good
	97.0



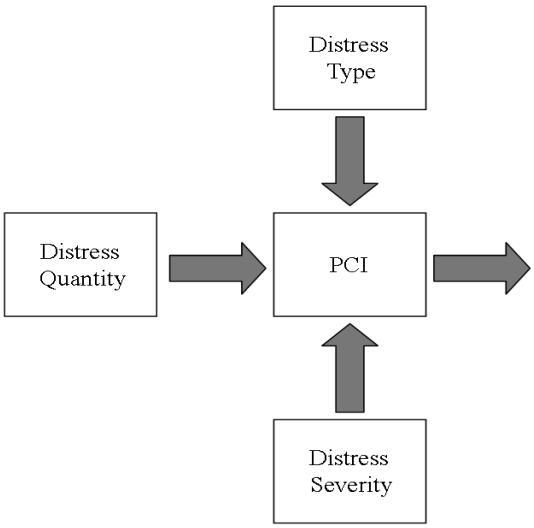


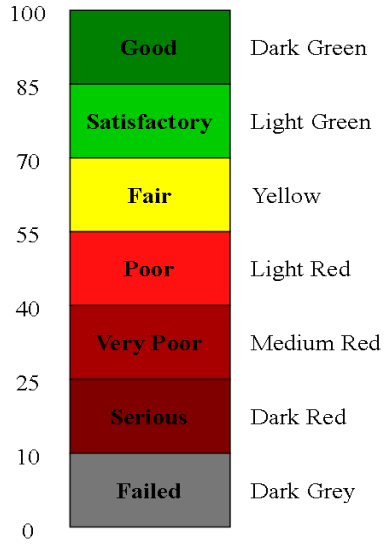
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 33 **Length:** 1943' **Width:** 21'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.09%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



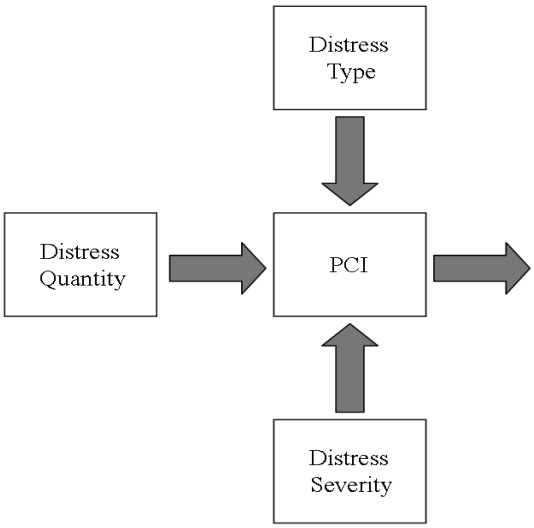


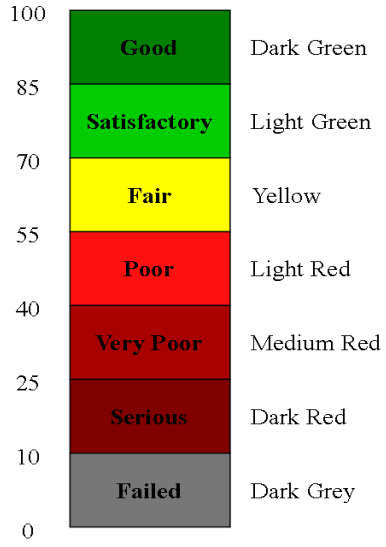
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **34** **Length:** **2619'** **Width:** **28'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.59%	4.0	0.00%	0.0	0.00%	0.0	4.0
Transverse Cracking	0.49%	0.2	0.00%	0.0	0.00%	0.0	0.2
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	5.04%	5.0	0.00%	0.0	0.00%	0.0	5.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	92.8
Description of Condition Index	Good
	Good
	92.8



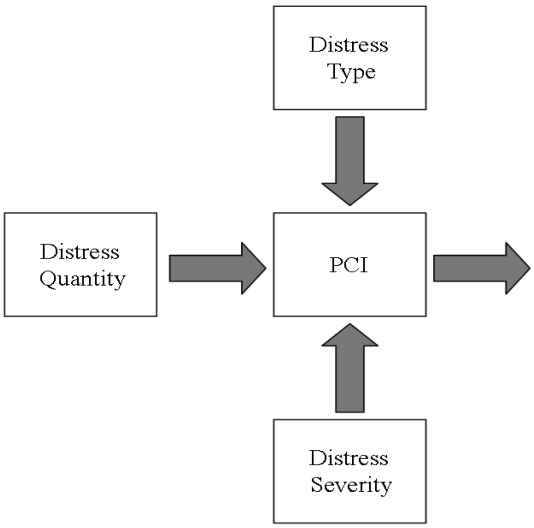


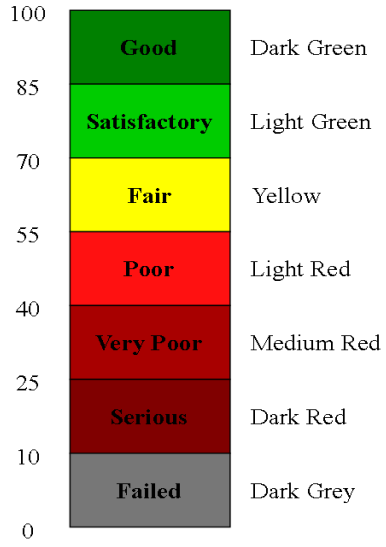
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **35** **Length:** **4092'** **Width:** **26'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.12%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



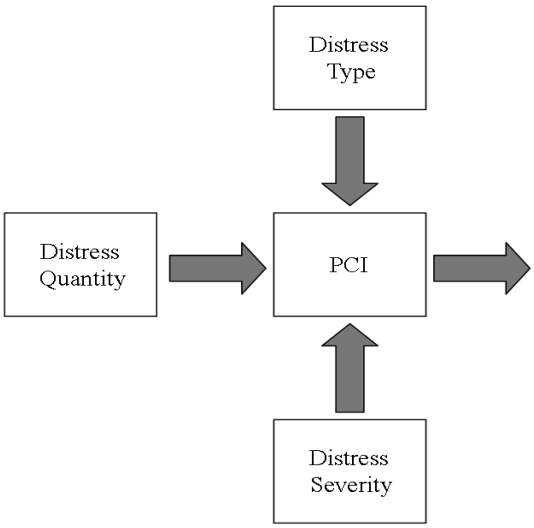


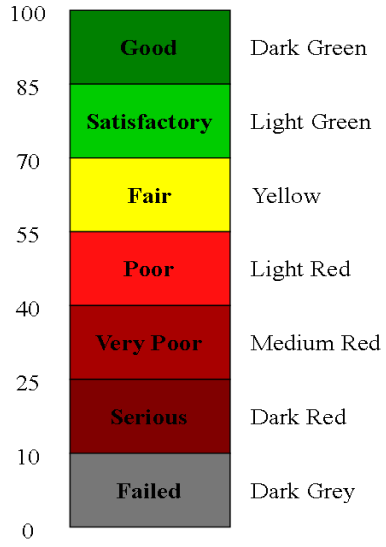
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **36** **Length:** **639'** **Width:** **38'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.24%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.30%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	96.0
Description of Condition Index	Good
	Good
	96.0



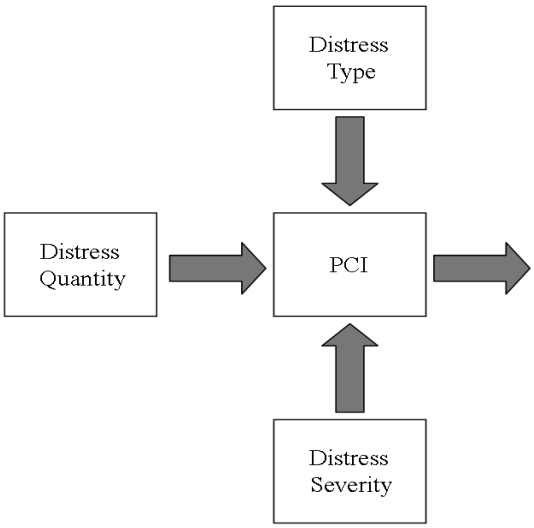


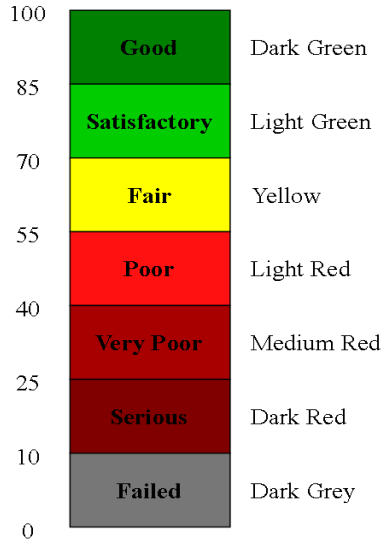
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **37** **Length:** **1304'** **Width:** **29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.09%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



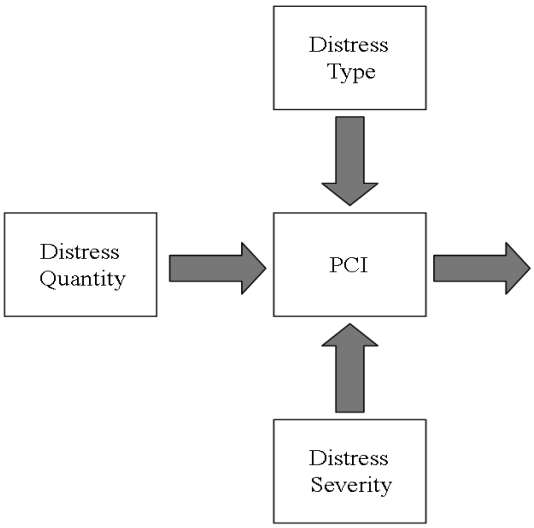


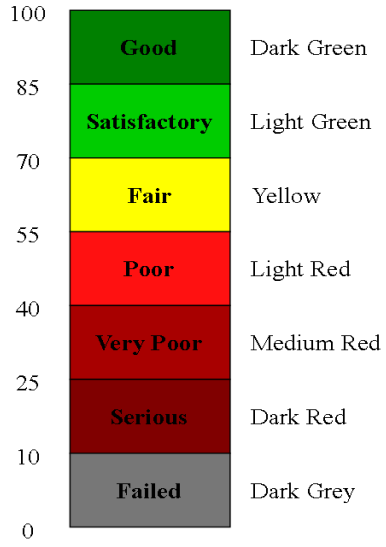
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 38 **Length:** 676' **Width:** 28'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.28%	1.5	0.00%	0.0	0.00%	0.0	1.5
Longitudinal Cracking	0.34%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.17%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	8.15%	7.0	0.32%	0.2	0.00%	0.0	7.2
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.33%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.13%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	89.3
Description of Condition Index	Good
	Good
	89.3



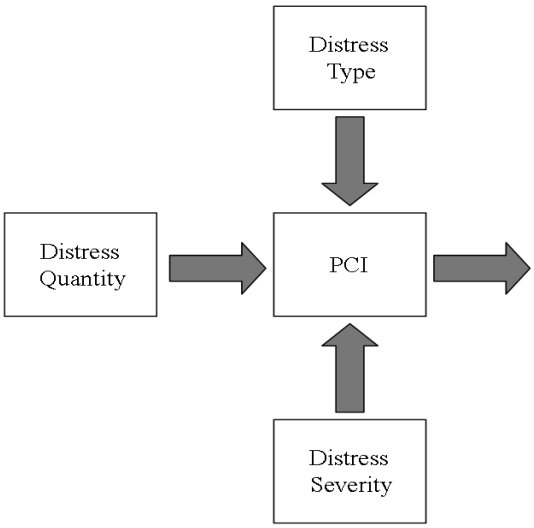


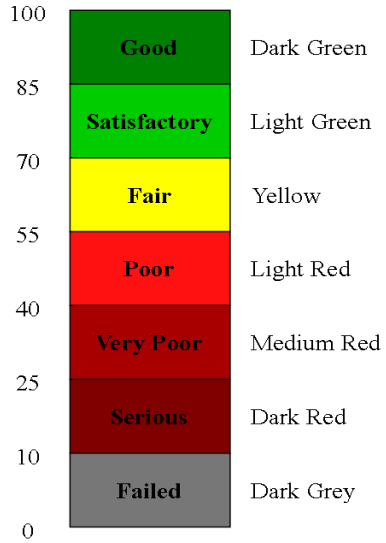
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 39 **Length:** 1262' **Width:** 27'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.32%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.27%	0.1	0.00%	0.0	0.00%	0.0	0.1
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	99.9
Description of Condition Index	Good
	Good
	99.9



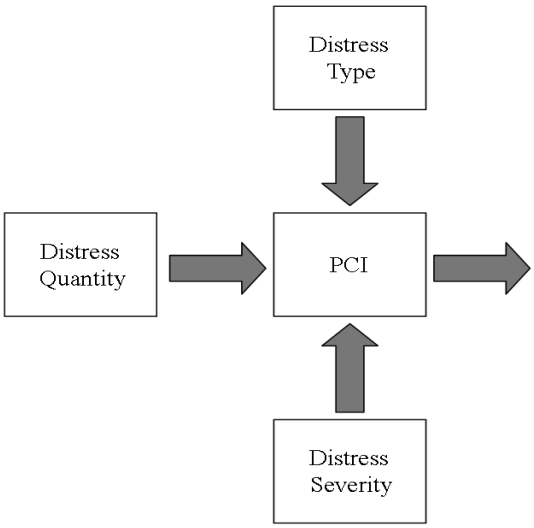


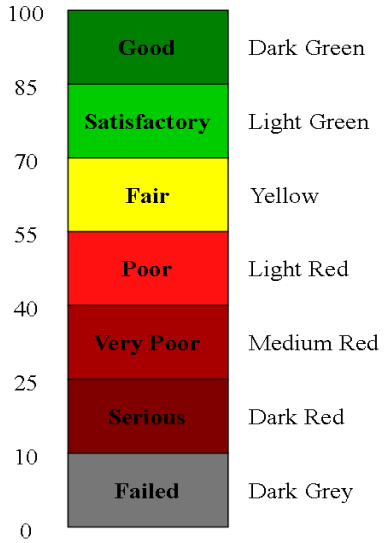
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 40 **Length: 1531'** **Width: 20'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	2.36%	28.5	0.25%	16.0	44.5
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.15%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.76%	1.5	0.00%	0.0	0.00%	0.0	1.5
Transverse Cracking	0.31%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	7.98%	6.5	1.36%	3.5	0.00%	0.0	10.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	63.0
Description of Condition Index	Fair
	Fair
	63.0

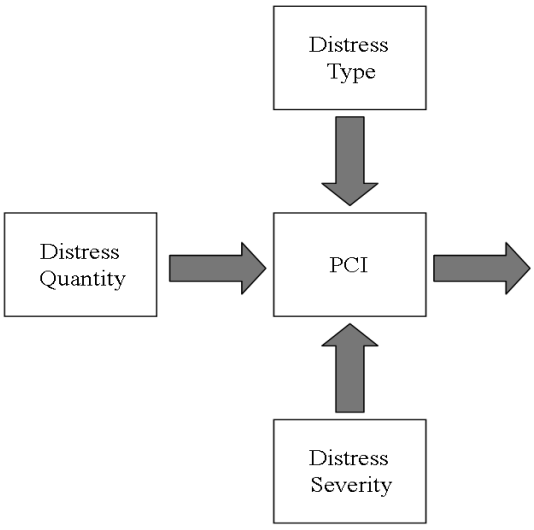


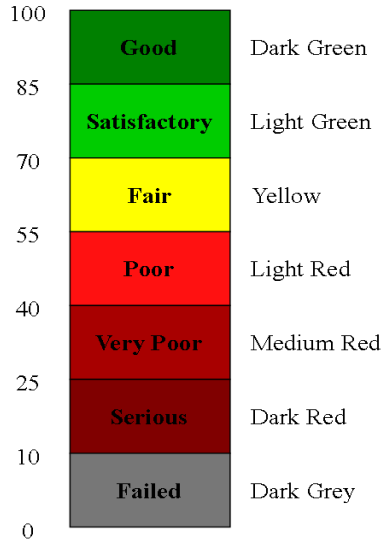


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 41 **Length: 2730'** **Width: 14'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.24%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	85.04%	25.5	0.00%	0.0	0.00%	0.0	25.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	2.16%	5.0	0.00%	0.0	0.00%	0.0	5.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		72.5
					Description of Condition Index		Satisfactory
							Satisfactory
							72.5



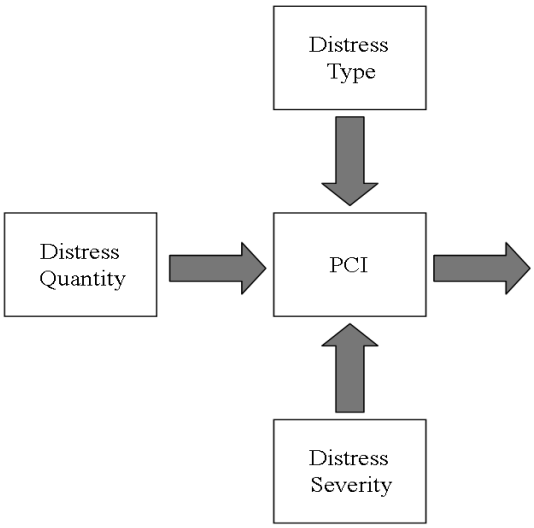


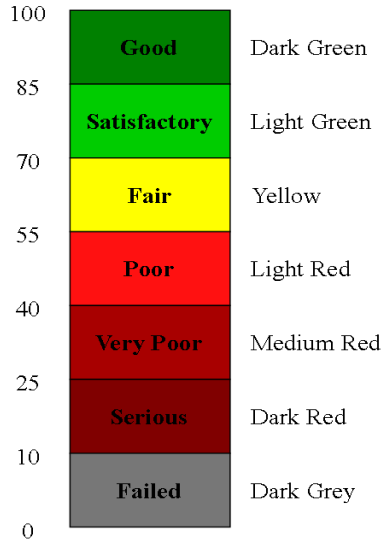
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 42 **Length:** 1399' **Width:** 27'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.14%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	96.0
Description of Condition Index	Good
	Good
	96.0



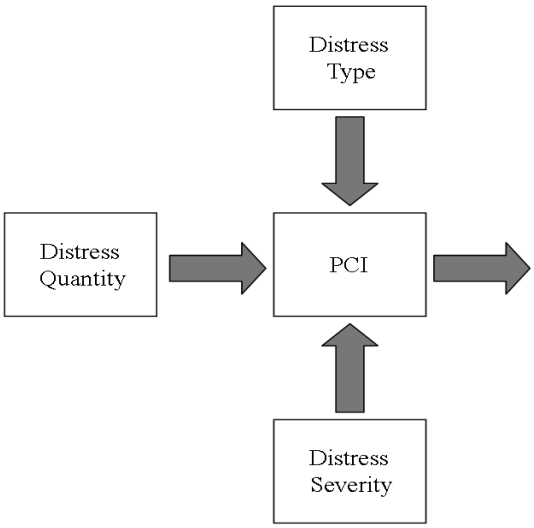


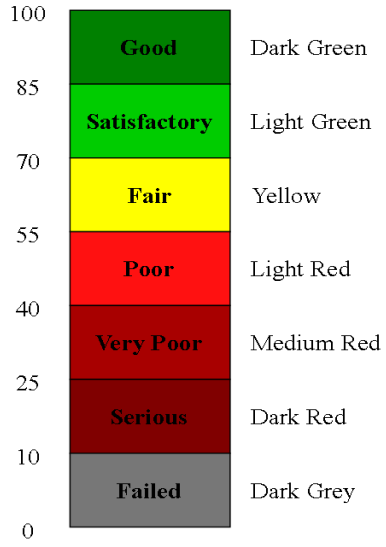
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 43 **Length:** 1156' **Width:** 27'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.34%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.07%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.57%	2.0	0.00%	0.0	0.00%	0.0	2.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	98.0
Description of Condition Index	Good
	Good
	98.0



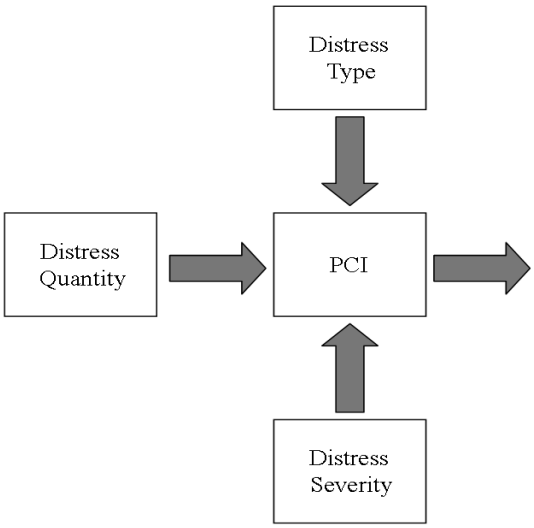


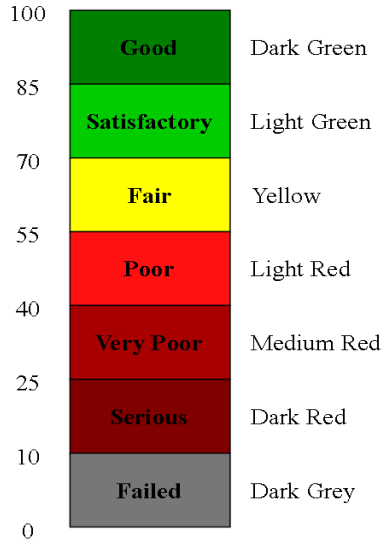
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 44 **Length:** 1558' **Width:** 31'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



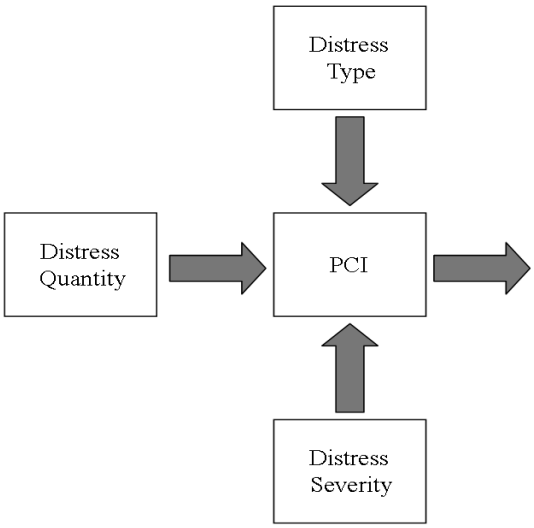


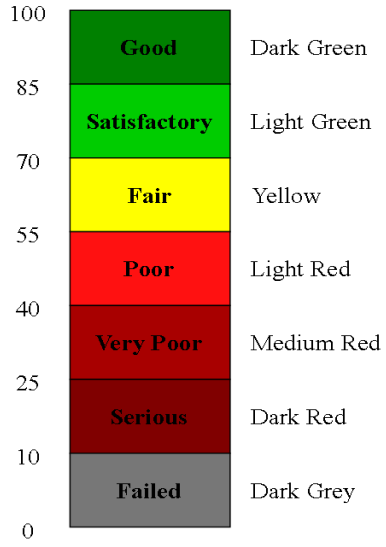
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **45** **Length:** **333'** **Width:** **43'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.89%	1.8	0.00%	0.0	0.00%	0.0	1.8
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	45.73%	18.5	0.00%	0.0	0.00%	0.0	18.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	9.18%	16.0	0.00%	0.0	0.00%	0.0	16.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	77.8
Description of Condition Index	Satisfactory
	Satisfactory
	77.8



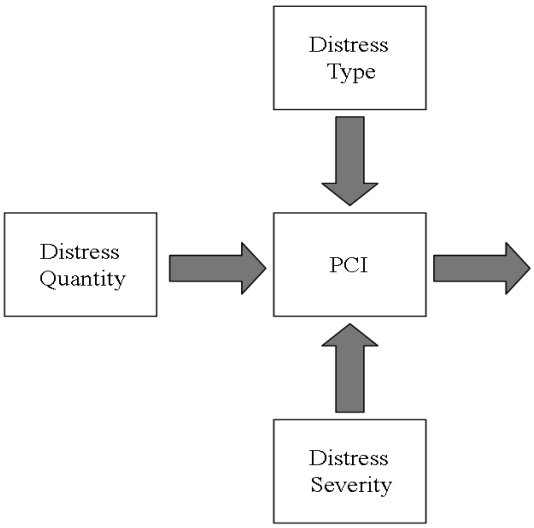


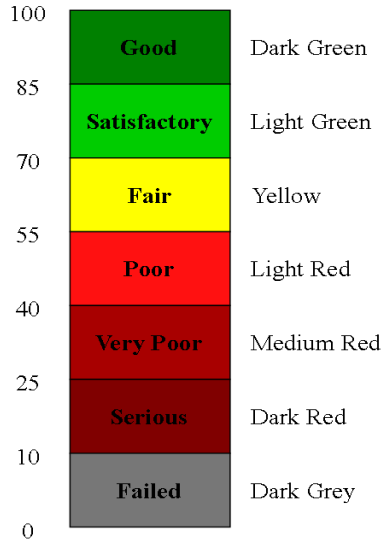
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **46** **Length:** **275'** **Width:** **22'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.33%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



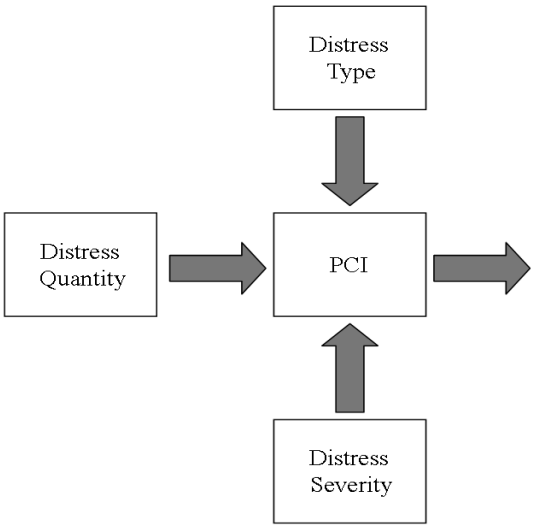


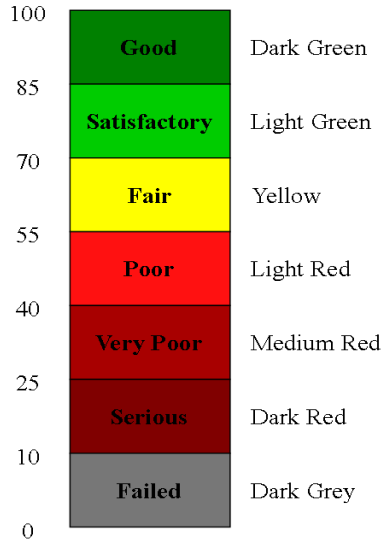
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 47 **Length:** 2424' **Width:** 29'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.61%	1.0	0.00%	0.0	0.00%	0.0	1.0
Transverse Cracking	0.36%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	4.88%	4.8	0.00%	0.0	0.00%	0.0	4.8
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.21%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	94.3
Description of Condition Index	Good
	Good
	94.3



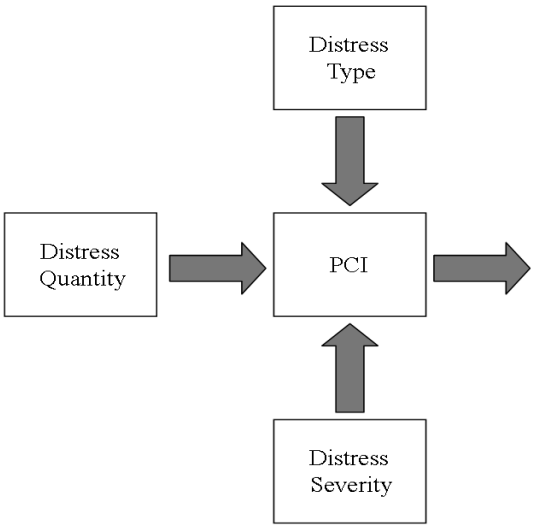


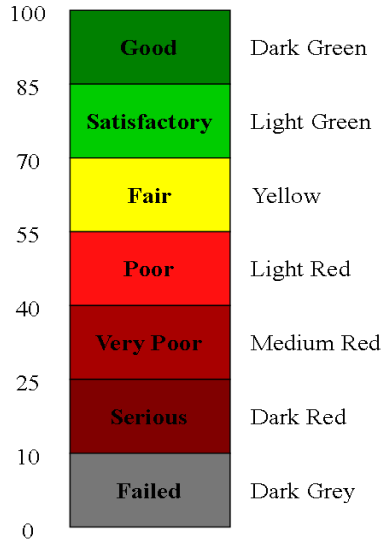
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 48 **Length:** 343' **Width:** 25'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.14%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.91%	4.3	0.00%	0.0	0.00%	0.0	4.3
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	95.8
Description of Condition Index	Good
	Good
	95.8



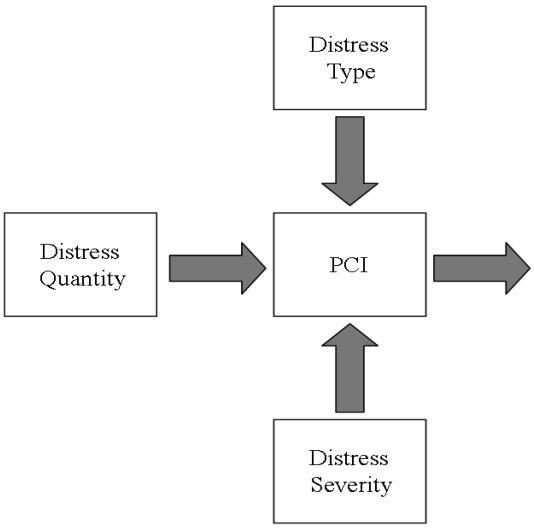


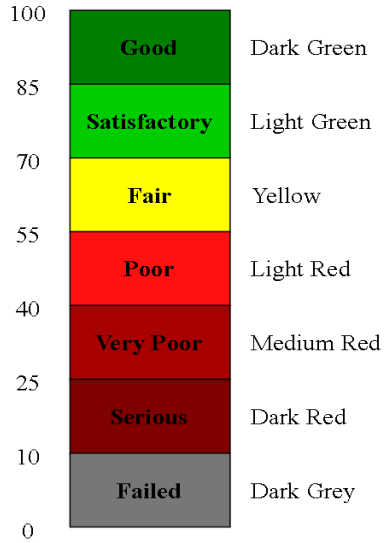
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **49** **Length:** **554'** **Width:** **23'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.58%	3.0	0.00%	0.0	0.00%	0.0	3.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.46%	0.5	0.00%	0.0	0.00%	0.0	0.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	14.76%	17.0	0.00%	0.0	0.00%	0.0	17.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.37%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		78.5
					Description of Condition Index		Satisfactory

Satisfactory
78.5



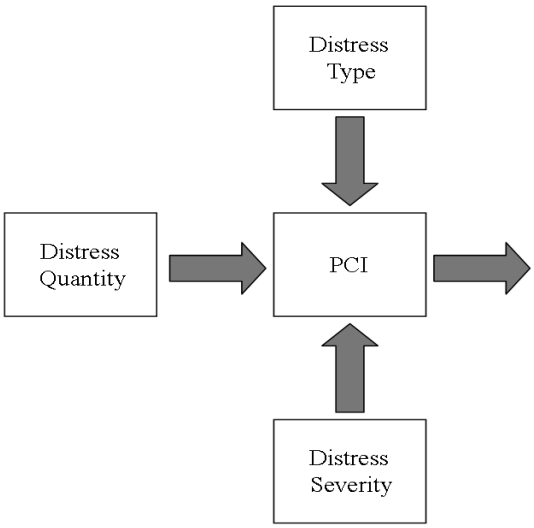


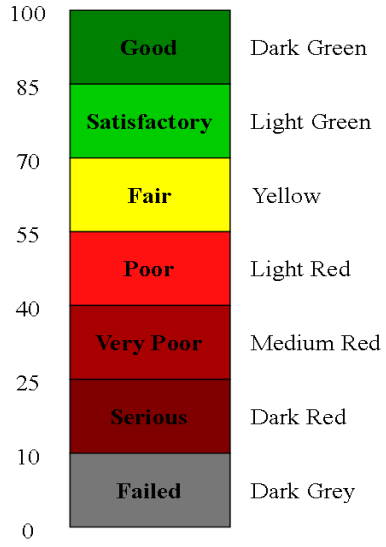
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 50 **Length: 1822'** **Width: 40'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	1.00%	11.0	0.00%	0.0	0.00%	0.0	11.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.10%	0.5	0.00%	0.0	0.00%	0.0	0.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.15%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.21%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	86.5
Description of Condition Index	Good
	Good
	86.5



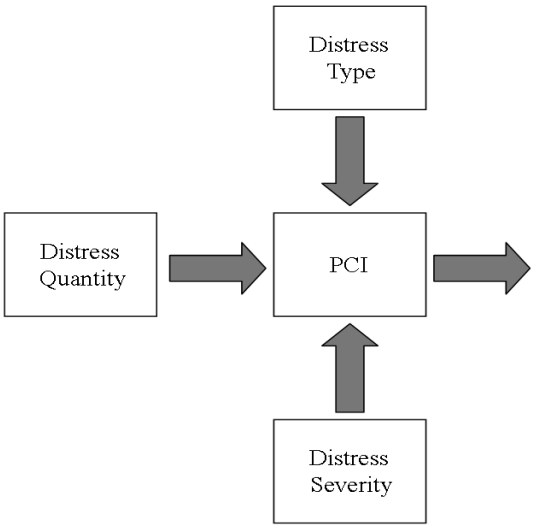


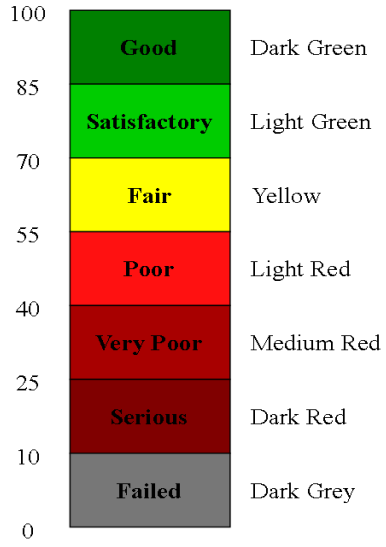
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **51** **Length:** **60'** **Width:** **28'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



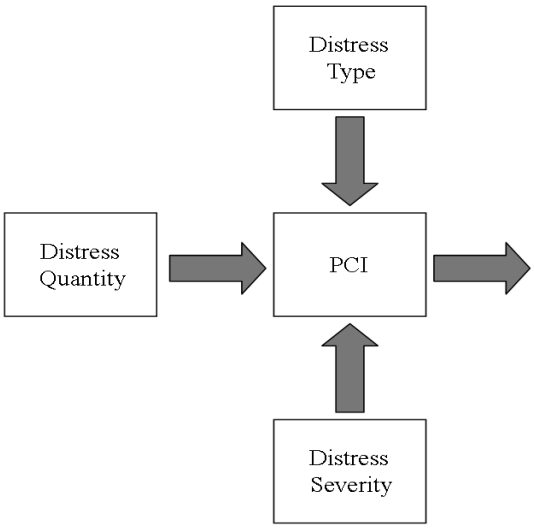


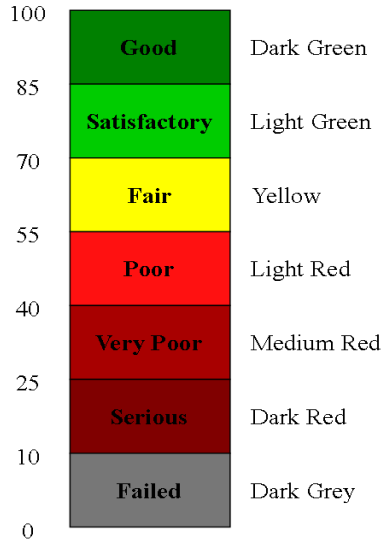
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 52 **Length: 5386'** **Width: 25'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.39%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	25.29%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	87.0
Description of Condition Index	Good
	Good
	87.0



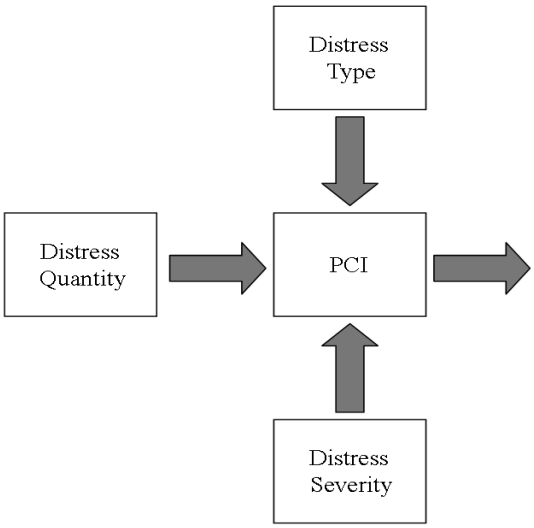


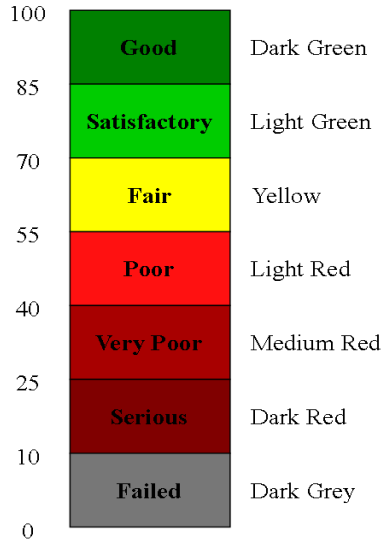
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 53 **Length: 407'** **Width: 23'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.15%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	8.94%	7.0	0.00%	0.0	0.00%	0.0	7.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	91.0
Description of Condition Index	Good
	Good
	91.0



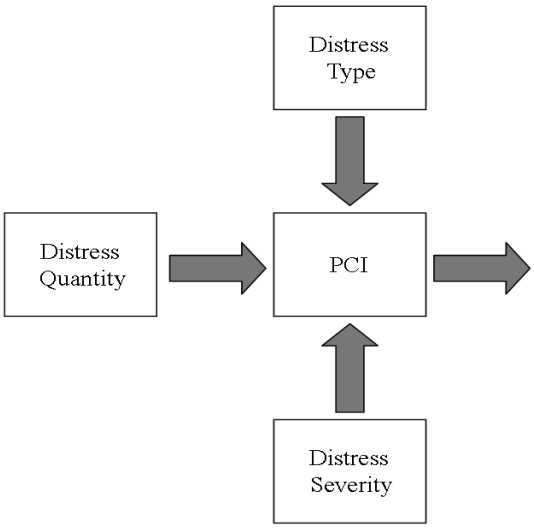


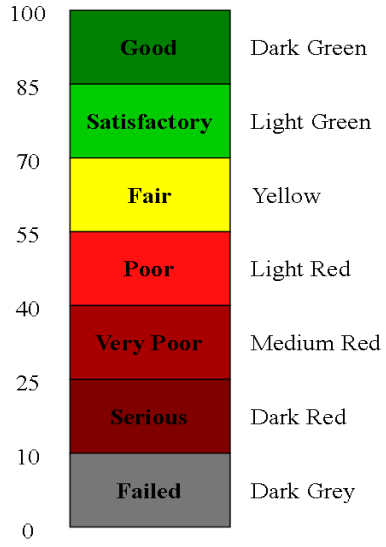
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **54** **Length:** **2249'** **Width:** **27'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.14%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



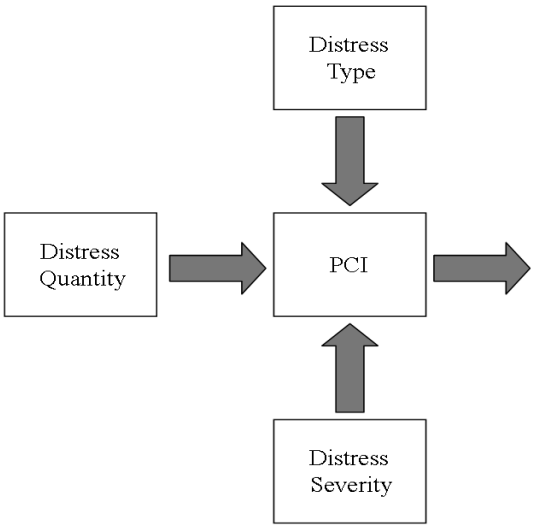


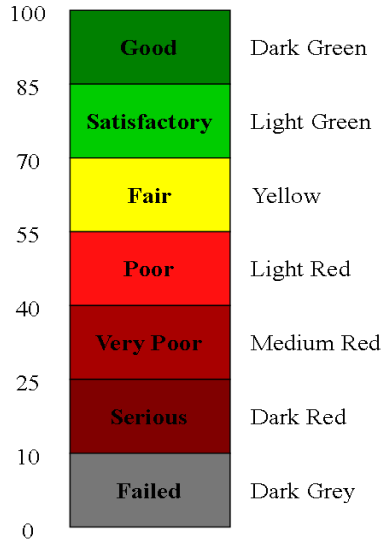
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **55** **Length:** **565'** **Width:** **28'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.20%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.11%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



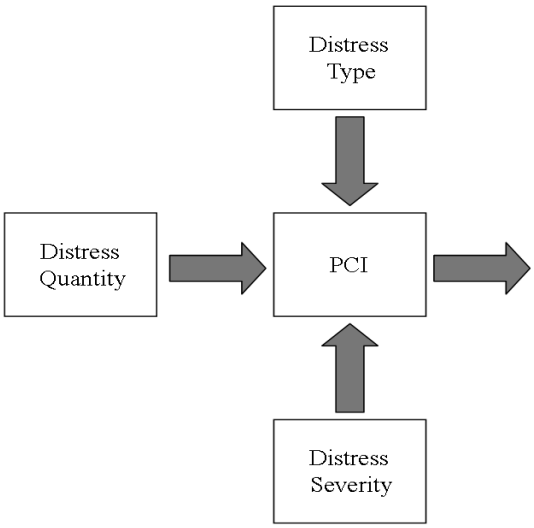


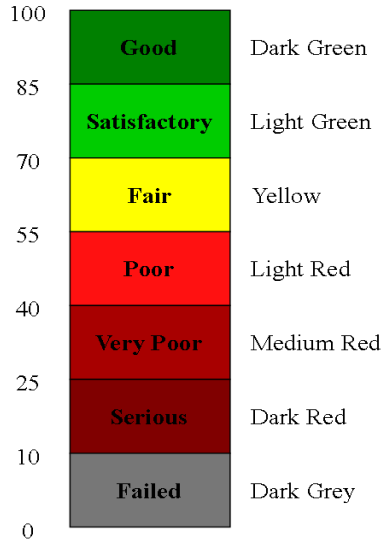
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **56** **Length:** **90'** **Width:** **25'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



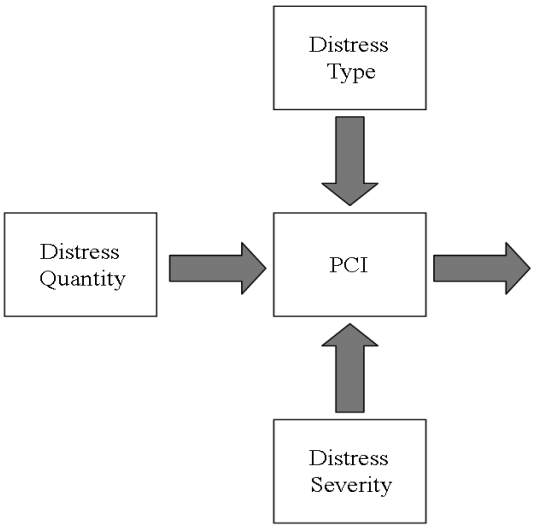


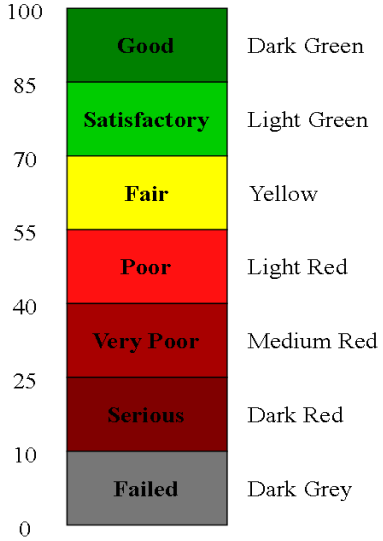
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 57 **Length: 1304'** **Width: 21'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	3.76%	22.0	3.00%	28.5	0.00%	0.0	50.5
Potholes	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.55%	4.0	0.00%	0.0	0.00%	0.0	4.0
Transverse Cracking	0.14%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	34.56%	16.5	2.93%	6.5	0.00%	0.0	23.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	2.49%	5.0	0.08%	0.0	0.00%	0.0	5.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.04%	0.0	0.01%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.44%	3.0	0.07%	0.0	3.0

Pavement Condition Index	55.0
Description of Condition Index	Fair
	Fair
	55.0



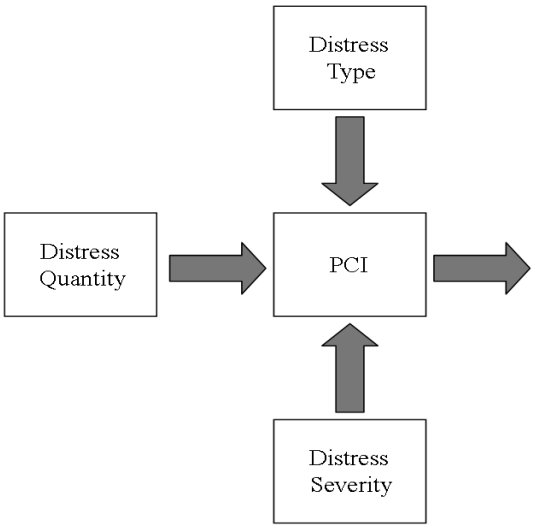


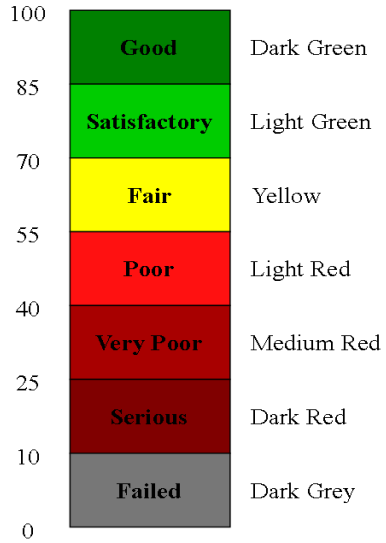
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **58** **Length:** **1082'** **Width:** **12'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.01%	0.0	0.00%	0.0	0.0
Edge Cracking	3.17%	6.0	0.00%	0.0	0.00%	0.0	6.0
Longitudinal Cracking	0.25%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.61%	1.0	0.00%	0.0	0.00%	0.0	1.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	22.90%	13.0	0.19%	0.1	0.00%	0.0	13.1
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.47%	1.0	0.00%	0.0	0.00%	0.0	1.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.62%	4.0	0.12%	2.0	6.0

Pavement Condition Index 78.9
Description of Condition Index Satisfactory
Satisfactory
78.9

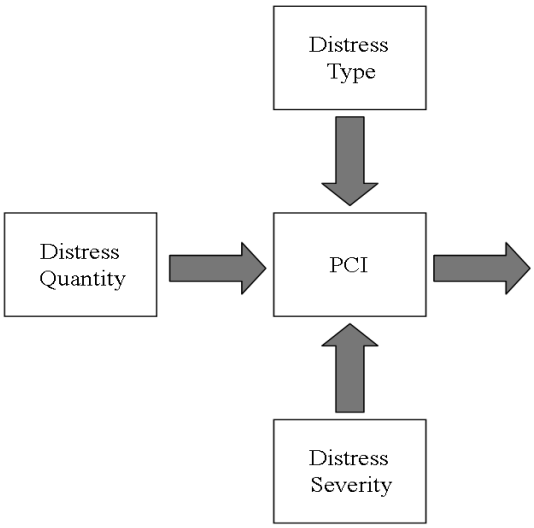


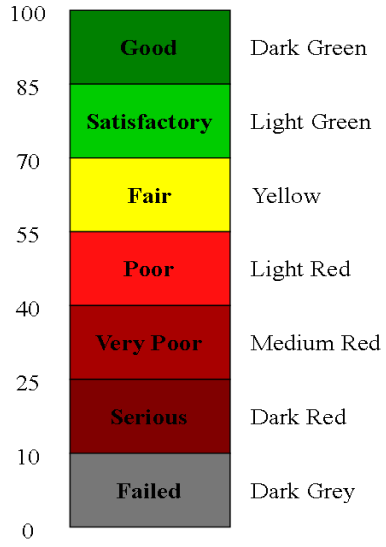


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 59 **Length: 1605'** **Width: 19'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	1.60%	5.0	0.00%	0.0	0.00%	0.0	5.0
Longitudinal Cracking	1.01%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.09%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	18.68%	11.0	0.00%	0.0	0.00%	0.0	11.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	1.52%	4.5	0.00%	0.0	0.00%	0.0	4.5
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.14%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.09%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		81.0
					Description of Condition Index		Satisfactory
							Satisfactory
							81.0



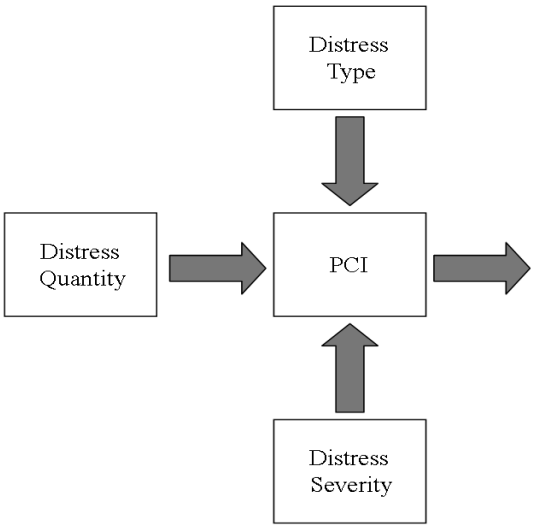


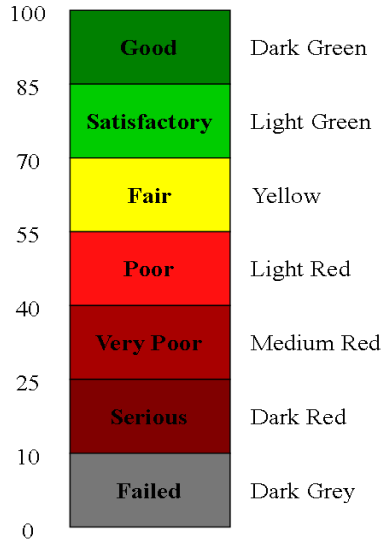
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **60** **Length:** **1510'** **Width:** **16'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.88%	3.8	0.00%	0.0	0.00%	0.0	3.8
Longitudinal Cracking	0.43%	0.2	0.00%	0.0	0.00%	0.0	0.2
Transverse Cracking	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.79%	0.3	0.00%	0.0	0.00%	0.0	0.3
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	2.32%	5.0	0.32%	5.0	0.00%	0.0	10.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	90.6
Description of Condition Index	Good
	Good
	90.6

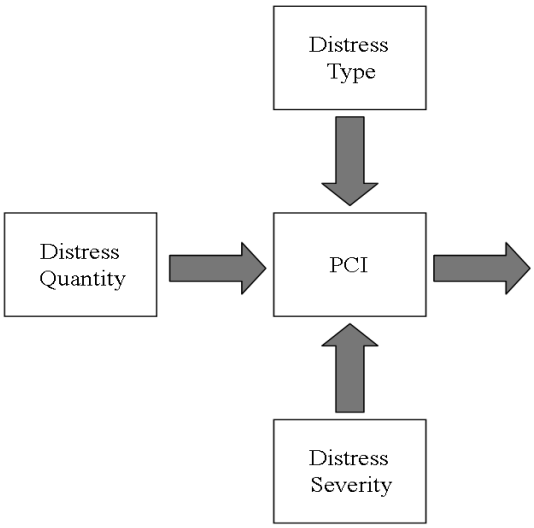


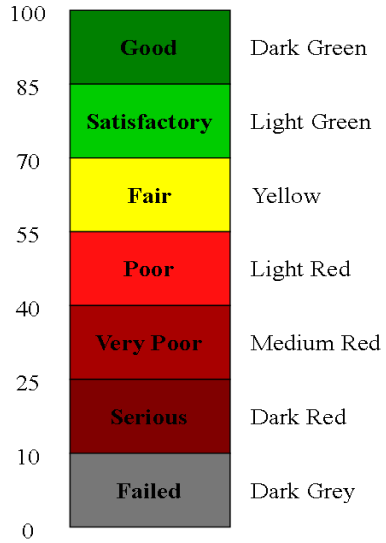


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 61 **Length: 1515'** **Width: 15'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	1.82%	15.0	0.00%	0.0	0.00%	0.0	15.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	6.45%	8.8	0.00%	0.0	0.00%	0.0	8.8
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	2.20%	2.5	0.00%	0.0	0.00%	0.0	2.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	3.08%	7.0	0.00%	0.0	0.00%	0.0	7.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		79.0
					Description of Condition Index		Satisfactory
							Satisfactory
							79.0



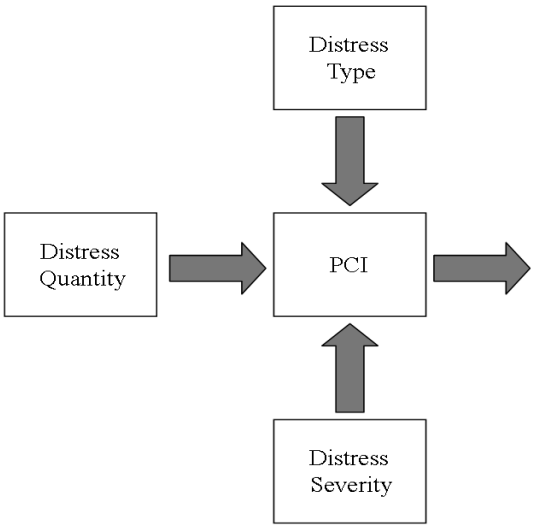


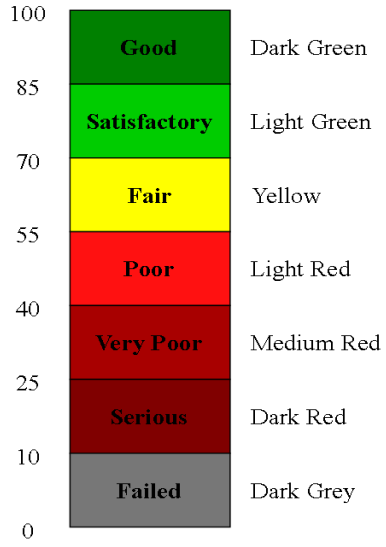
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 62 **Length: 1531'** **Width: 42'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.40%	5.0	0.92%	20.5	0.00%	0.0	25.5
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.08%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.55%	0.5	0.00%	0.0	0.00%	0.0	0.5
Transverse Cracking	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.00%	0.3	0.00%	0.0	0.00%	0.0	0.3
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	1.77%	4.5	0.03%	0.0	0.00%	0.0	4.5
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index 74.8
Description of Condition Index Satisfactory
Satisfactory
74.8



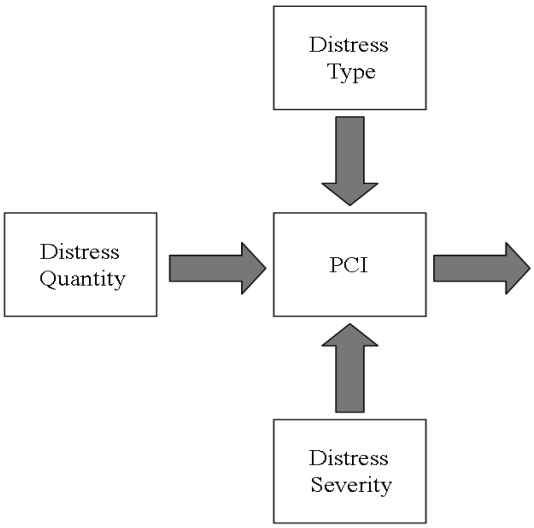


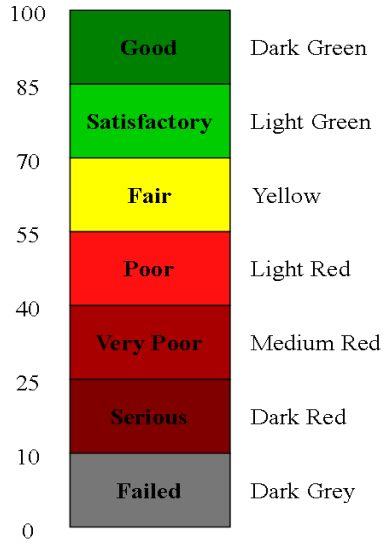
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **63** **Length:** **2075'** **Width:** **30'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.87%	3.8	0.10%	0.0	0.00%	0.0	3.8
Longitudinal Cracking	0.88%	1.8	0.00%	0.0	0.00%	0.0	1.8
Transverse Cracking	0.08%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.27%	0.5	0.00%	0.0	0.00%	0.0	0.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	2.40%	5.0	0.00%	0.0	0.00%	0.0	5.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.03%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	90.8
Description of Condition Index	Good
	Good
	90.8

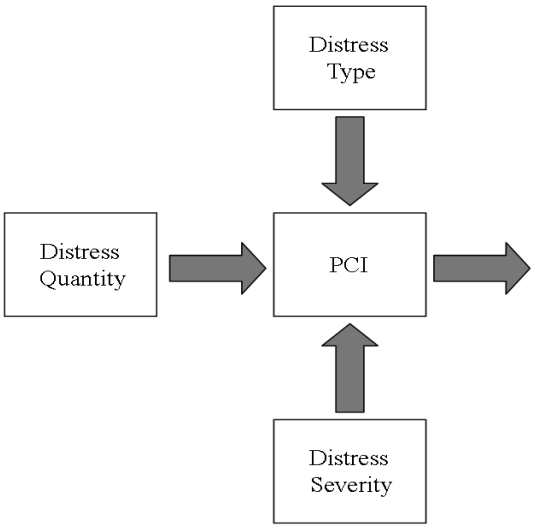


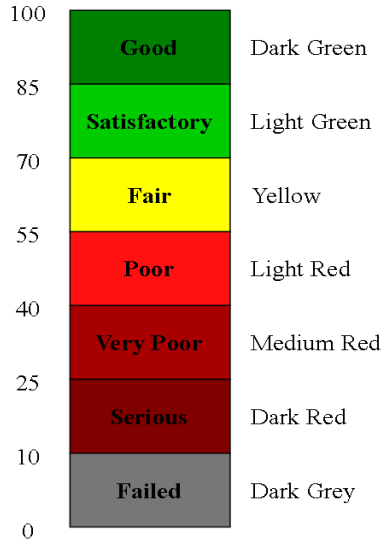


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 64 **Length:** 2186' **Width:** 43'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.20%	4.0	0.00%	0.0	0.00%	0.0	4.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.80%	1.5	0.00%	0.0	0.00%	0.0	1.5
Transverse Cracking	0.07%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.77%	2.0	0.00%	0.0	0.00%	0.0	2.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	2.38%	5.0	0.00%	0.0	0.00%	0.0	5.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.02%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.79%	5.0	0.00%	0.0	5.0
					Pavement Condition Index		87.5
					Description of Condition Index		Good
							Good
							87.5



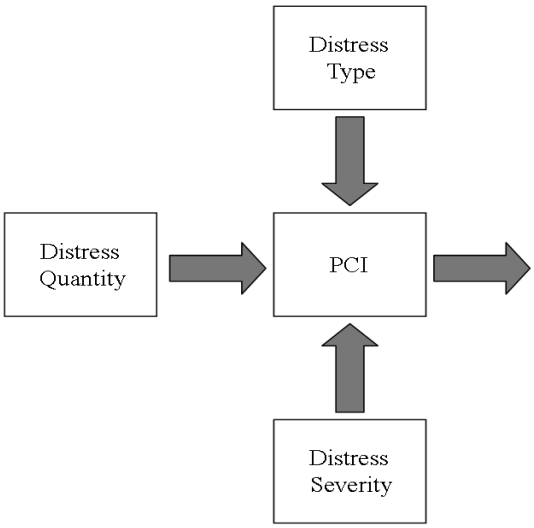


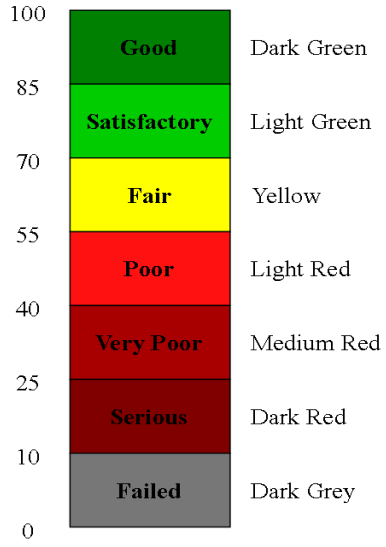
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 65 **Length: 1922'** **Width: 20'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	1.21%	4.8	0.00%	0.0	0.00%	0.0	4.8
Longitudinal Cracking	0.08%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	2.03%	2.5	0.00%	0.0	0.00%	0.0	2.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	6.62%	12.0	0.00%	0.0	0.00%	0.0	12.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.22%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.41%	3.0	0.00%	0.0	3.0

Pavement Condition Index 80.0
Description of Condition Index Satisfactory
Satisfactory
80.0



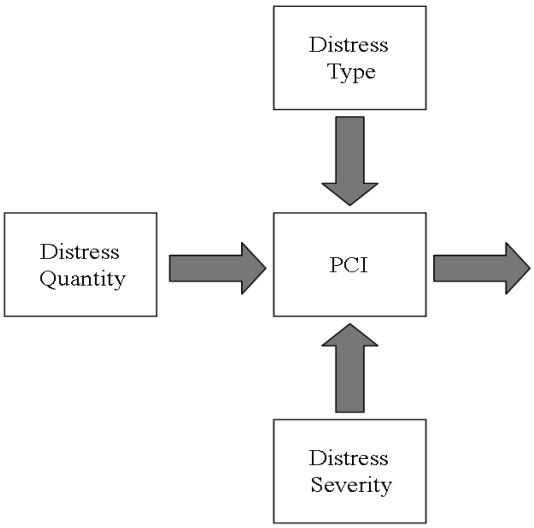


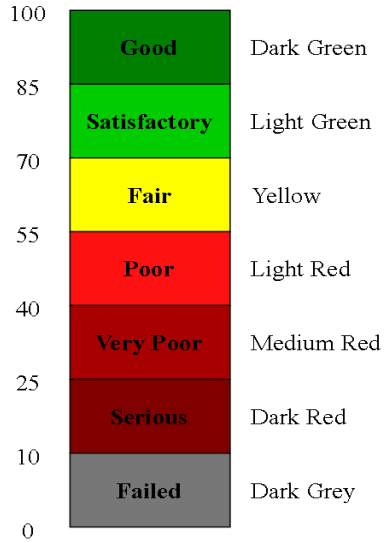
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **66** **Length:** **523'** **Width:** **29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	5.91%	12.5	0.00%	0.0	0.00%	0.0	12.5
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	22.03%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	1.44%	4.3	0.00%	0.0	0.00%	0.0	4.3
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	83.0
Description of Condition Index	Satisfactory
	Satisfactory
	83.0



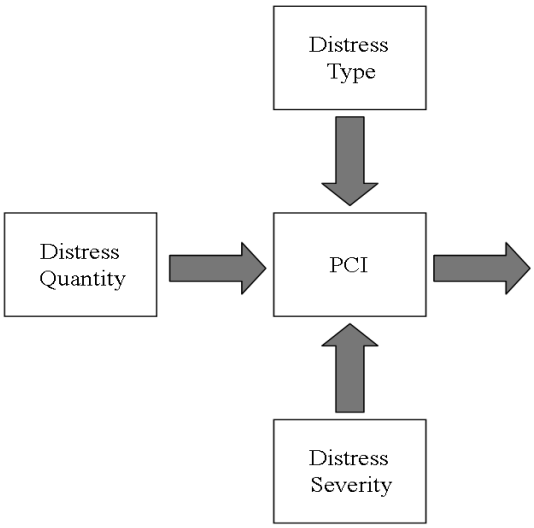


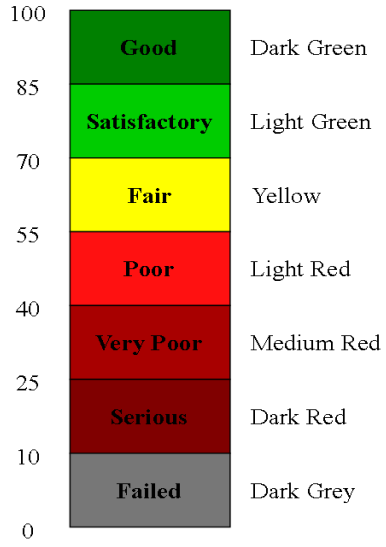
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **67** **Length:** **1246'** **Width:** **29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.69%	4.0	0.00%	0.0	0.00%	0.0	4.0
Transverse Cracking	0.60%	1.0	0.00%	0.0	0.00%	0.0	1.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	23.95%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	84.0
Description of Condition Index	Satisfactory
	Satisfactory
	84.0



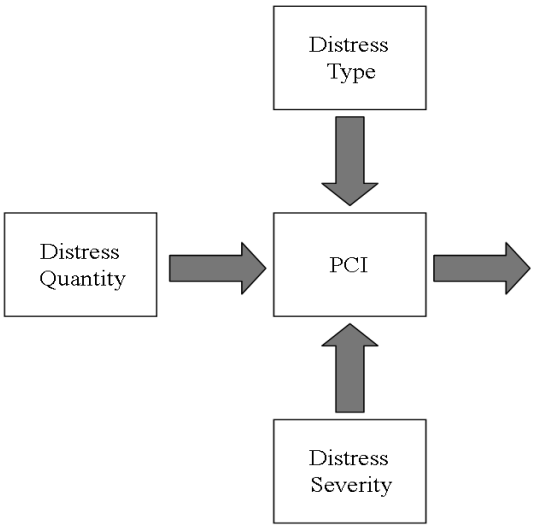


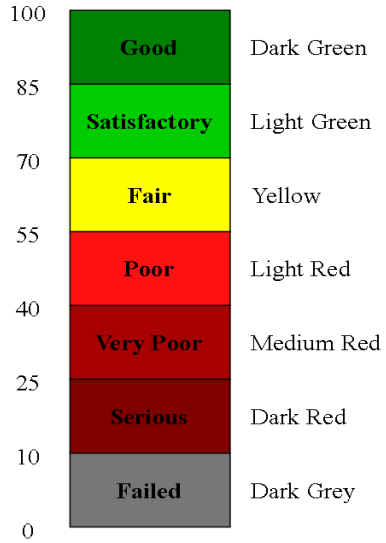
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 68 **Length:** 723' **Width:** 29'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.53%	0.5	0.00%	0.0	0.00%	0.0	0.5
Transverse Cracking	0.34%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.20%	0.5	0.00%	0.0	0.00%	0.0	0.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	99.0
Description of Condition Index	Good
	Good
	99.0



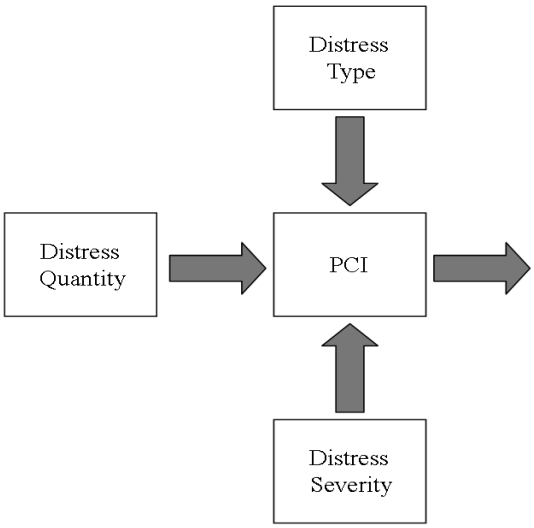


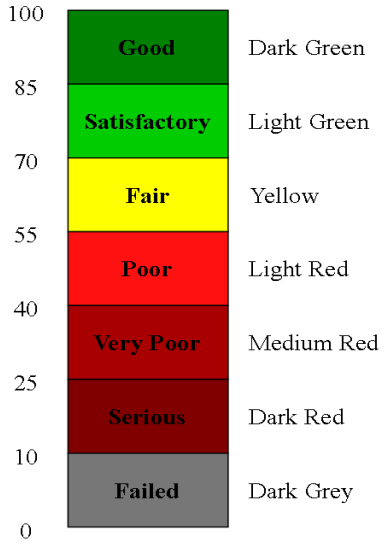
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **69** **Length:** **433'** **Width:** **14'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.15%	34.0	0.00%	0.0	34.0
Edge Cracking	0.34%	2.0	0.00%	0.0	0.00%	0.0	2.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.14%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.15%	0.5	0.00%	0.0	0.00%	0.0	0.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.21%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.82%	4.3	0.00%	0.0	0.00%	0.0	4.3
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	61.5
Description of Condition Index	Fair
	Fair
	61.5



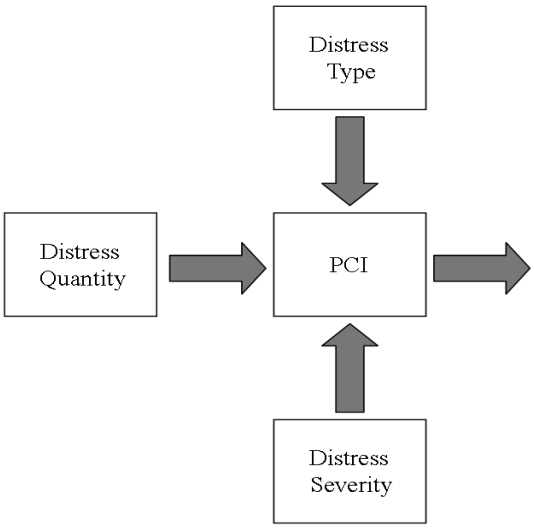


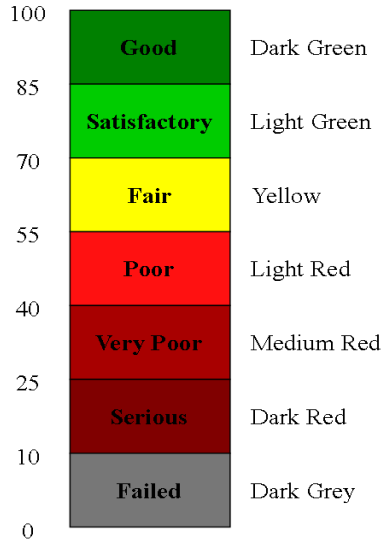
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **70** **Length:** **232'** **Width:** **29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



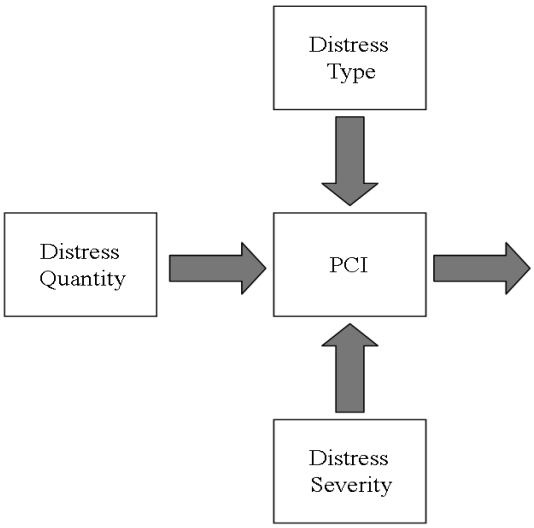


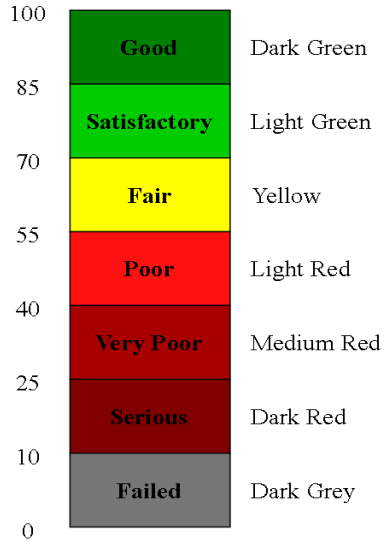
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 71 **Length:** 956' **Width:** 30'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.30%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.24%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	2.52%	2.5	0.42%	0.3	0.00%	0.0	2.8
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.56%	2.0	0.00%	0.0	0.00%	0.0	2.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.42%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.20%	2.0	0.00%	0.0	2.0

Pavement Condition Index	89.7
Description of Condition Index	Good
	Good
	89.7



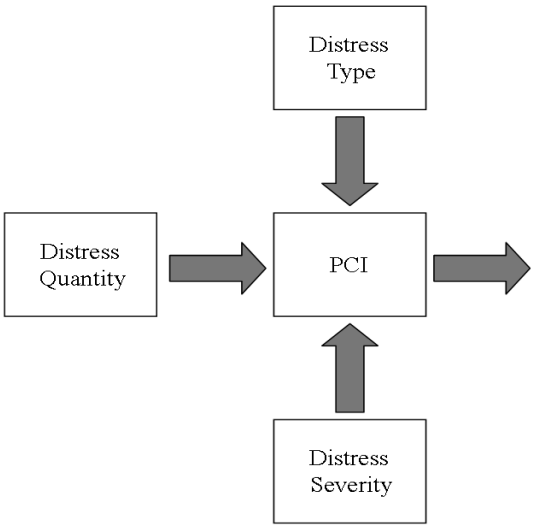


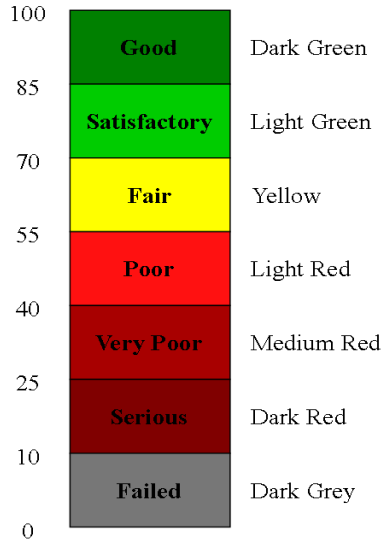
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **72** **Length:** **438'** **Width:** **29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	2.42%	6.0	0.00%	0.0	0.00%	0.0	6.0
Transverse Cracking	0.09%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	5.25%	5.0	0.00%	0.0	0.00%	0.0	5.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.15%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	92.0
Description of Condition Index	Good
	Good
	92.0



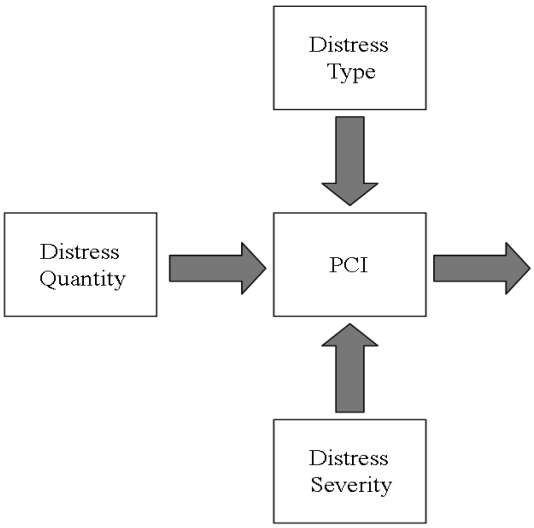


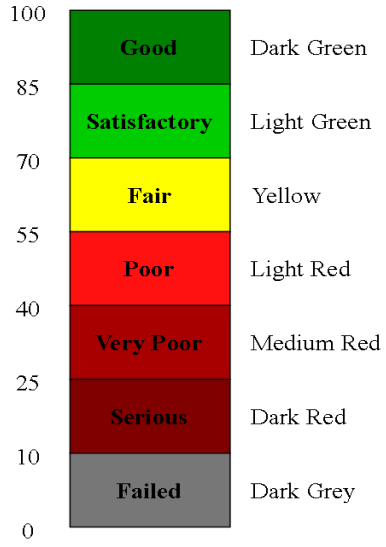
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 73 **Length:** 253' **Width:** 29'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



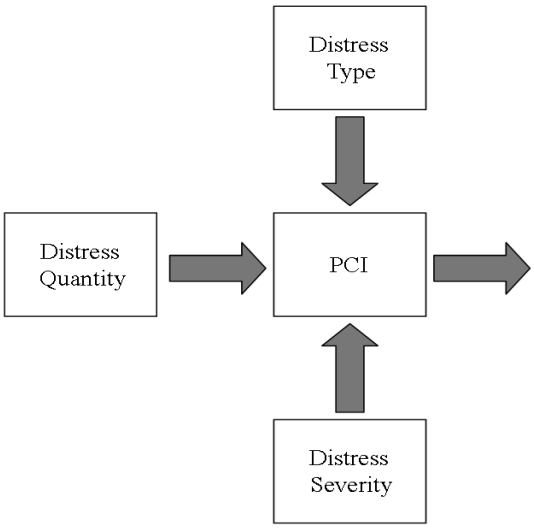


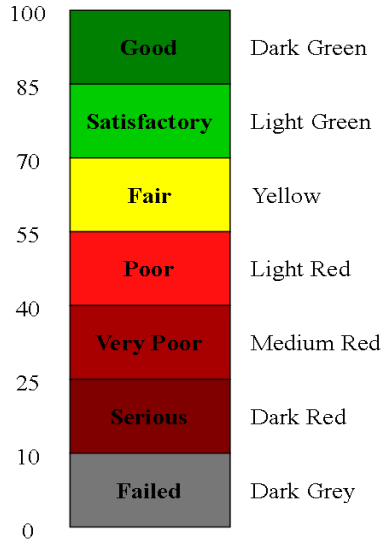
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 74 **Length:** 380' **Width:** 12'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.02%	6.5	0.00%	0.0	0.00%	0.0	6.5
Edge Cracking	1.27%	4.8	0.00%	0.0	0.00%	0.0	4.8
Longitudinal Cracking	0.90%	1.8	0.00%	0.0	0.00%	0.0	1.8
Transverse Cracking	0.25%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	5.60%	5.0	0.00%	0.0	0.00%	0.0	5.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	3.47%	7.0	0.00%	0.0	0.00%	0.0	7.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.14%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index 83.3
Description of Condition Index Satisfactory
Satisfactory
83.3



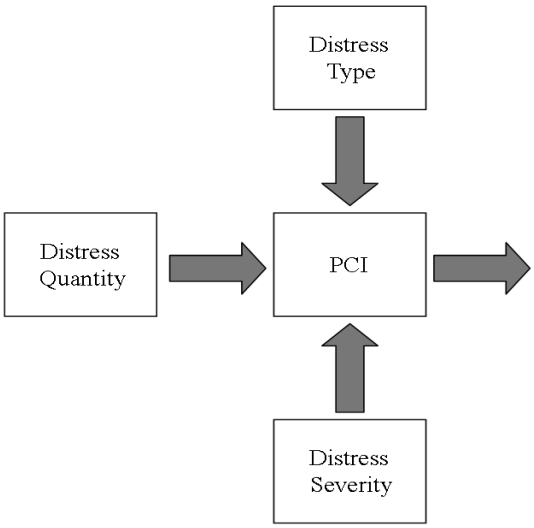


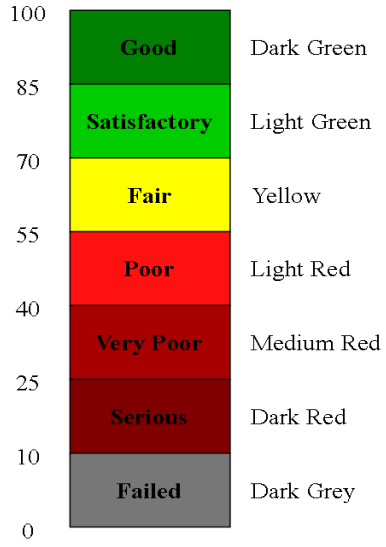
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **75** **Length:** **586'** **Width:** **22'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



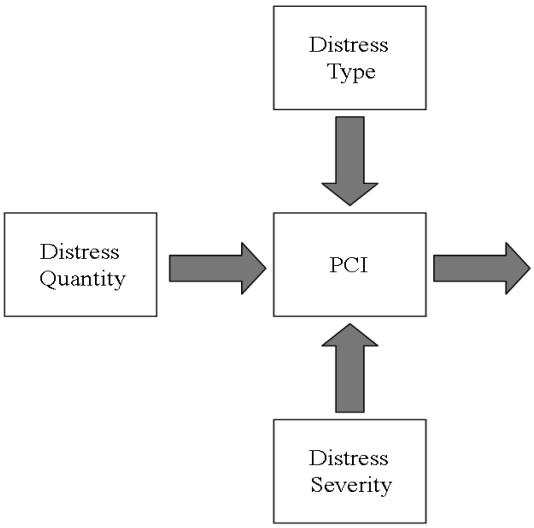


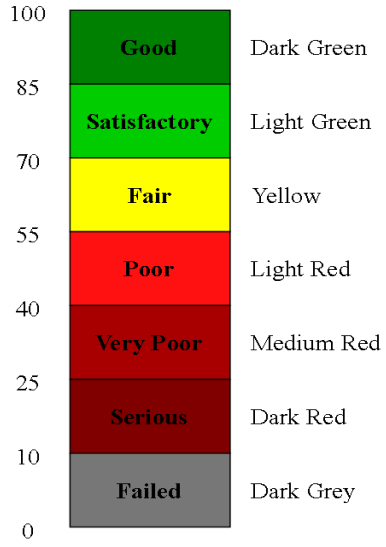
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 76 **Length: 718'** **Width: 28'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.13%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.29%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	2.96%	2.5	0.00%	0.0	0.00%	0.0	2.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.43%	1.0	0.00%	0.0	0.00%	0.0	1.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.14%	2.0	2.0

Pavement Condition Index	92.5
Description of Condition Index	Good
	Good
	92.5



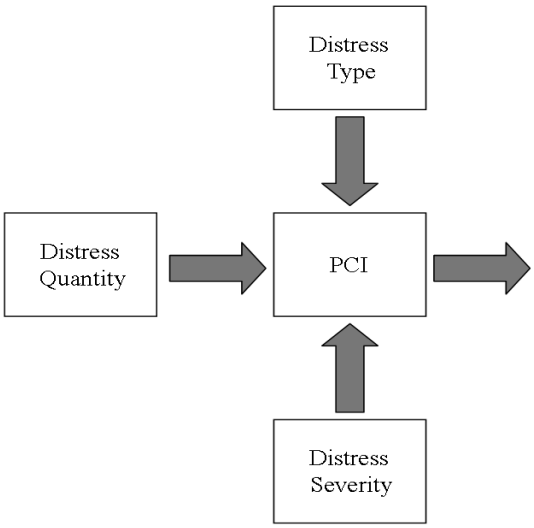


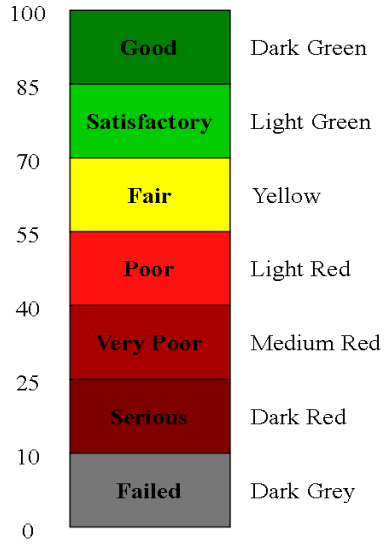
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 77 **Length:** 1832' **Width:** 24'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.10%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.69%	1.0	0.00%	0.0	0.00%	0.0	1.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	4.74%	4.8	0.00%	0.0	0.00%	0.0	4.8
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	94.3
Description of Condition Index	Good
	Good
	94.3



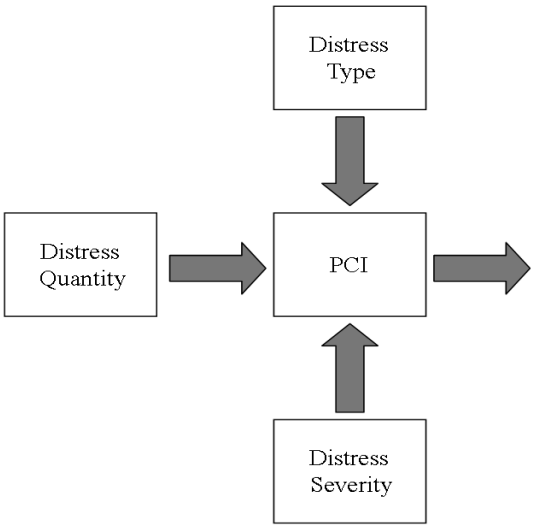


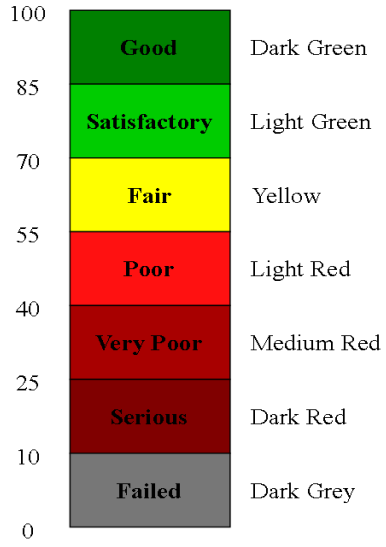
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 78 **Length:** 855' **Width:** 28'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.45%	0.2	0.00%	0.0	0.00%	0.0	0.2
Transverse Cracking	0.18%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	99.8
Description of Condition Index	Good
	Good
	99.8



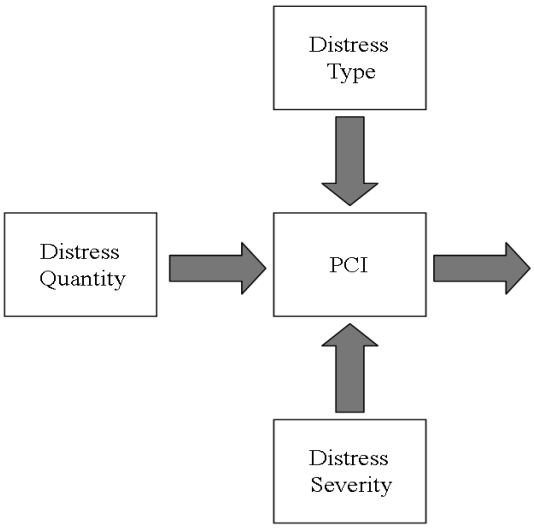


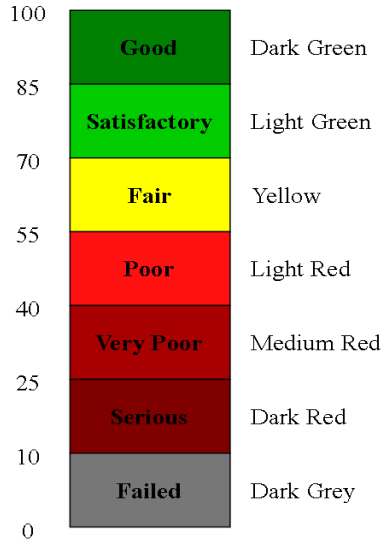
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **79** **Length:** **327'** **Width:** **25'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.25%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.13%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.26%	0.5	0.00%	0.0	0.00%	0.0	0.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	99.5
Description of Condition Index	Good
	Good
	99.5



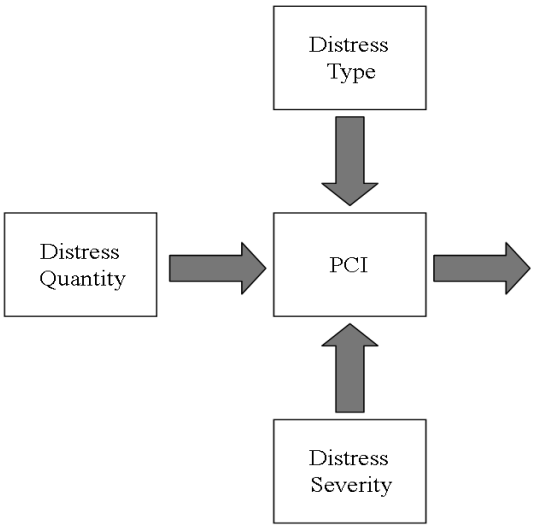


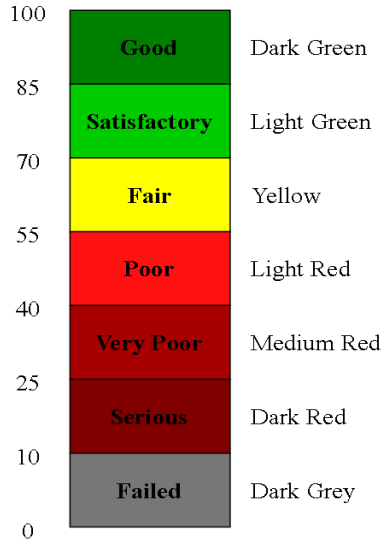
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **80** **Length:** **2830'** **Width:** **39'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.14%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.21%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	96.0
Description of Condition Index	Good
	Good
	96.0



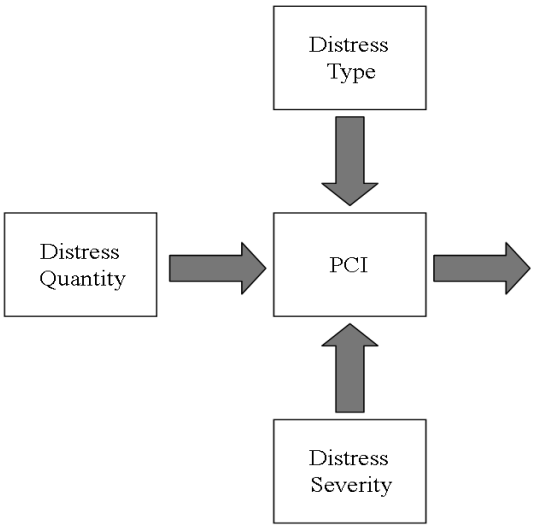


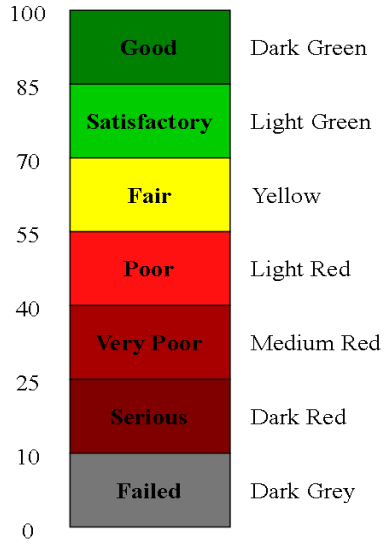
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 81 **Length: 2746'** **Width: 28'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.06%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.44%	0.2	0.00%	0.0	0.00%	0.0	0.2
Transverse Cracking	0.43%	0.2	0.00%	0.0	0.00%	0.0	0.2
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	6.53%	6.0	0.54%	0.5	0.00%	0.0	6.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	1.12%	4.0	0.00%	0.0	0.00%	0.0	4.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.06%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	91.1
Description of Condition Index	Good
	Good
	91.1



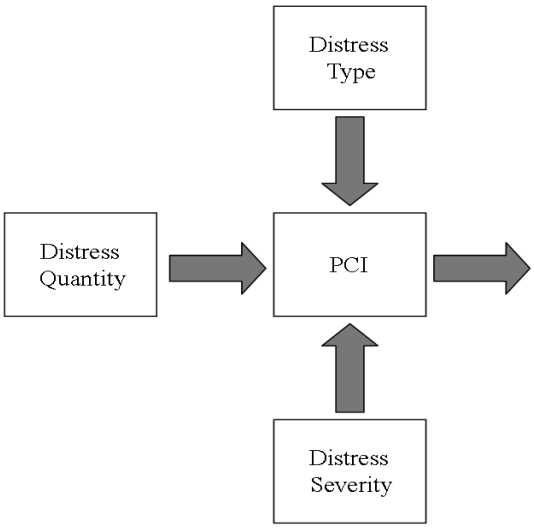


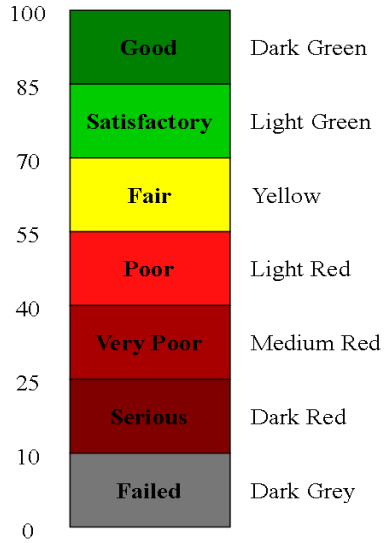
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 82 **Length:** 660' **Width:** 13'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	1.16%	4.8	0.00%	0.0	0.00%	0.0	4.8
Longitudinal Cracking	0.23%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	9.13%	7.5	0.00%	0.0	0.00%	0.0	7.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	7.53%	14.5	0.00%	0.0	0.00%	0.0	14.5
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	81.5
Description of Condition Index	Satisfactory
	Satisfactory
	81.5

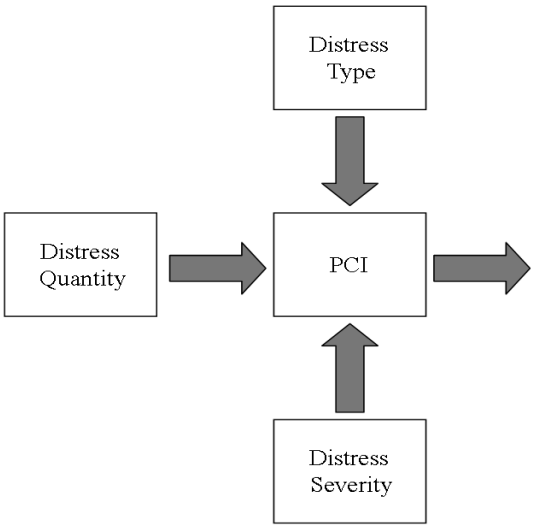


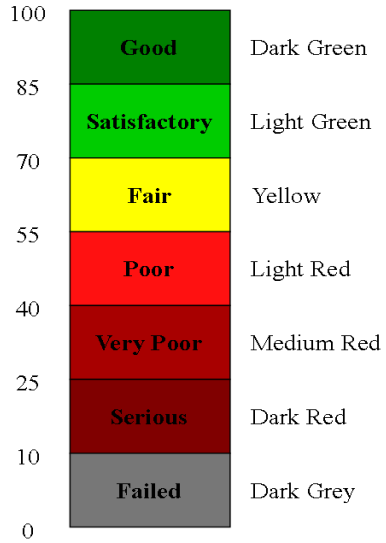


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **83** **Length:** **422'** **Width:** **28'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.52%	4.5	0.00%	0.0	4.5
Transverse Cracking	0.00%	0.0	0.14%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	34.31%	16.5	0.00%	0.0	0.00%	0.0	16.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	1.21%	4.0	0.00%	0.0	0.00%	0.0	4.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		79.5
					Description of Condition Index		Satisfactory
							Satisfactory
							79.5



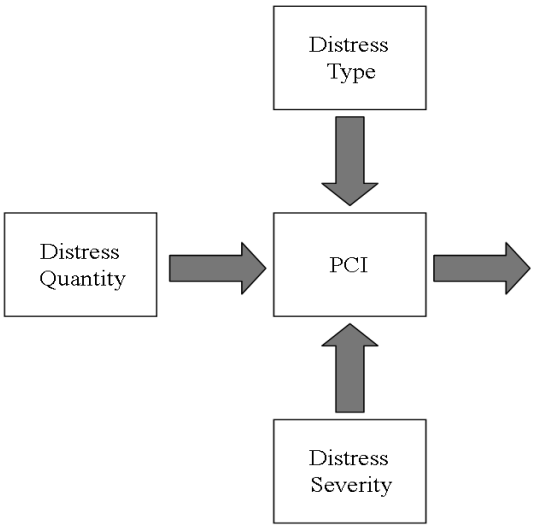


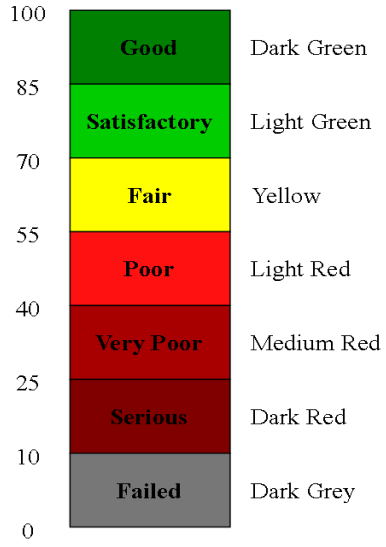
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **84** **Length:** **6721'** **Width:** **17'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.38%	0.1	0.00%	0.0	0.00%	0.0	0.1
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.76%	3.2	0.00%	0.0	0.00%	0.0	3.2
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.02%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	96.7
Description of Condition Index	Good
	Good
	96.7



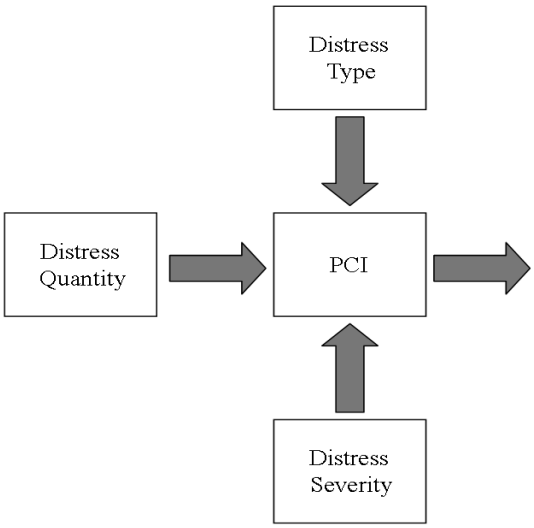


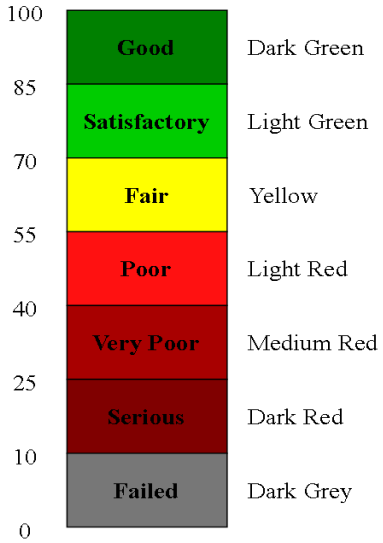
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **85** **Length:** **618'** **Width:** **19'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.33%	2.0	0.00%	0.0	0.00%	0.0	2.0
Longitudinal Cracking	2.00%	6.0	0.00%	0.0	0.00%	0.0	6.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	15.45%	11.0	0.00%	0.0	0.00%	0.0	11.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	1.95%	4.5	4.47%	20.0	0.00%	0.0	24.5
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	4.47%	8.5	0.00%	0.0	0.00%	0.0	8.5
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.26%	2.3	0.00%	0.0	2.3

Pavement Condition Index	68.0
Description of Condition Index	Fair
	Fair
	68.0

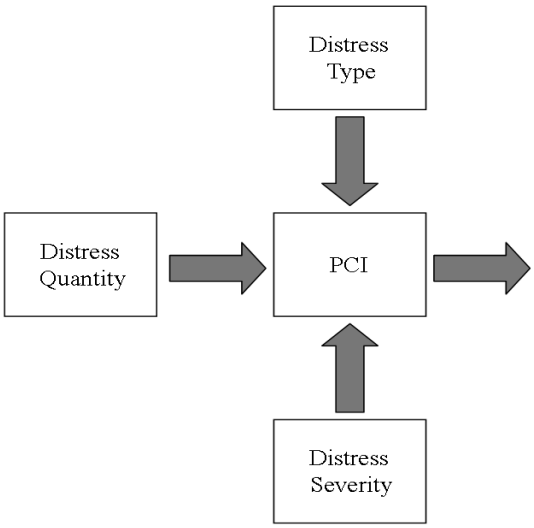


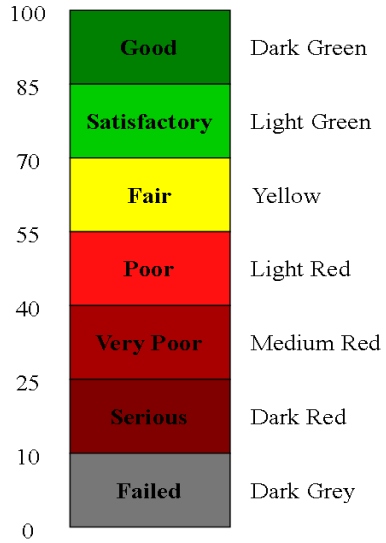


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **86** **Length:** **285'** **Width:** **20'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.21%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	1.07%	2.5	0.00%	0.0	0.00%	0.0	2.5
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	17.26%	11.0	0.00%	0.0	0.00%	0.0	11.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		85.0
					Description of Condition Index		Good
							Good
							85.0

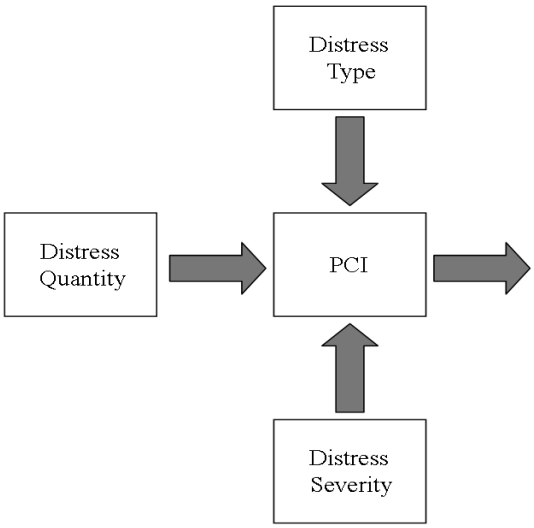


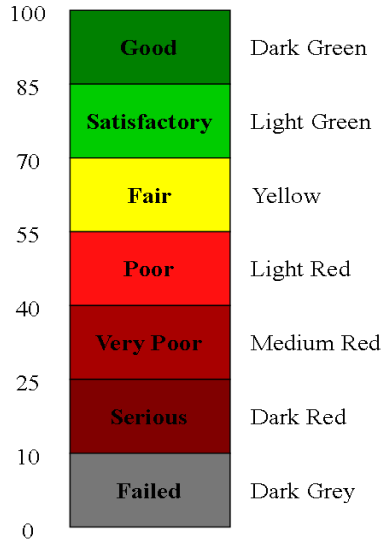


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **87** **Length:** **1563'** **Width:** **13'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	1.07%	4.8	0.00%	0.0	0.00%	0.0	4.8
Longitudinal Cracking	1.32%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	20.45%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.64%	3.0	0.00%	0.0	0.00%	0.0	3.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.10%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		81.0
					Description of Condition Index		Satisfactory
							Satisfactory
							81.0



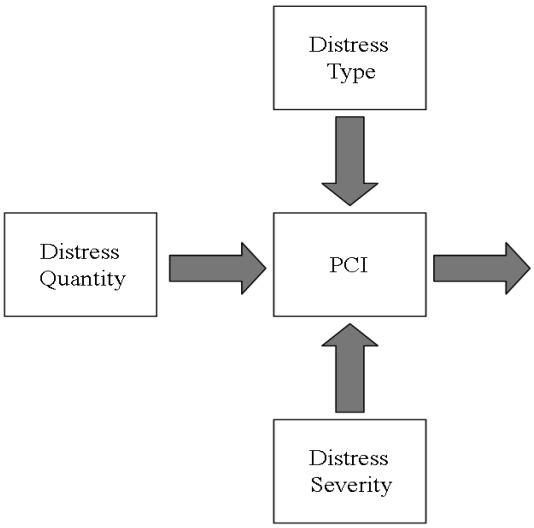


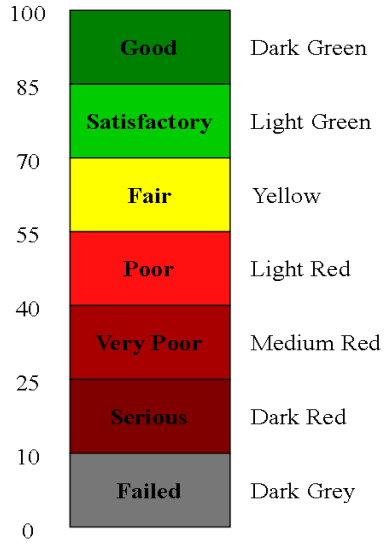
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 88 **Length:** 301' **Width:** 29'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.27%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	9.20%	7.5	0.00%	0.0	0.00%	0.0	7.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	92.5
Description of Condition Index	Good
	Good
	92.5



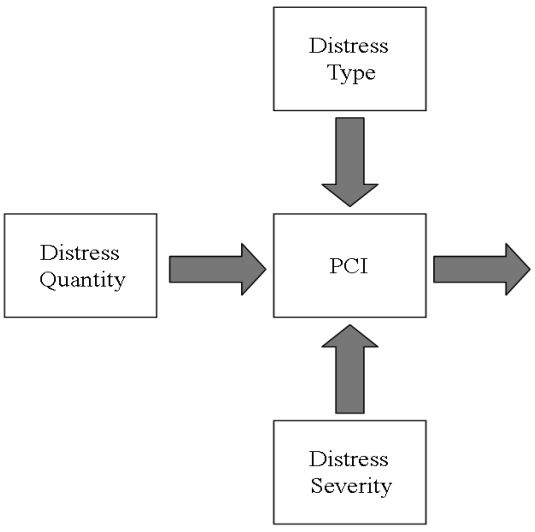


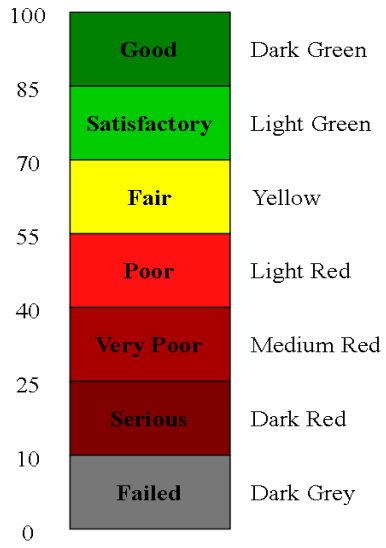
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **89** **Length:** **1605'** **Width:** **24'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.21%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0

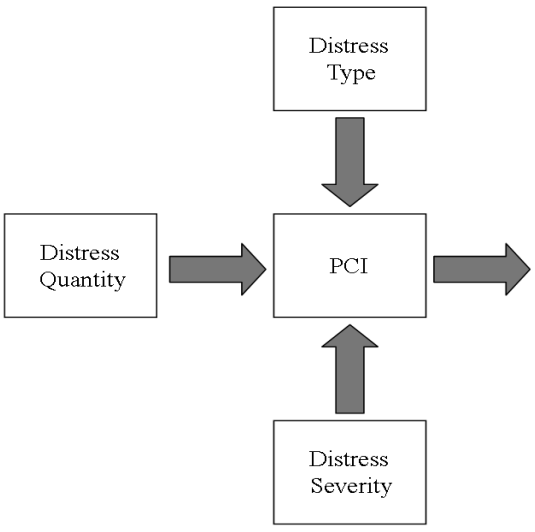


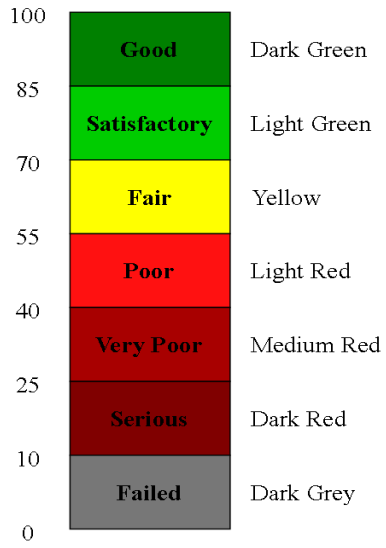


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **90** **Length:** **153'** **Width:** **20'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.94%	4.0	0.00%	0.0	0.00%	0.0	4.0
Transverse Cracking	0.92%	2.0	0.00%	0.0	0.00%	0.0	2.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	2.81%	5.0	0.00%	0.0	0.00%	0.0	5.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		91.0
					Description of Condition Index		Good
							Good
							91.0



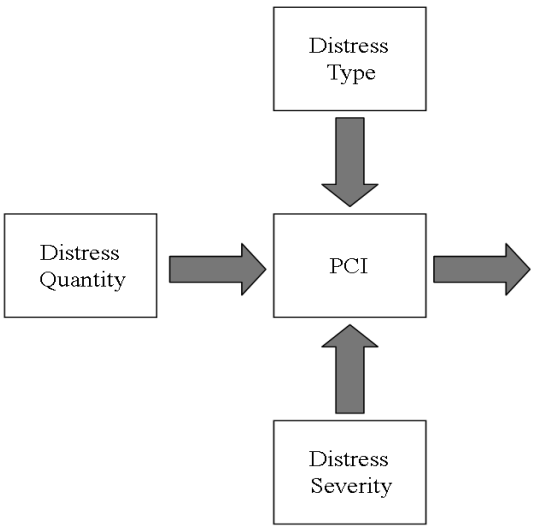


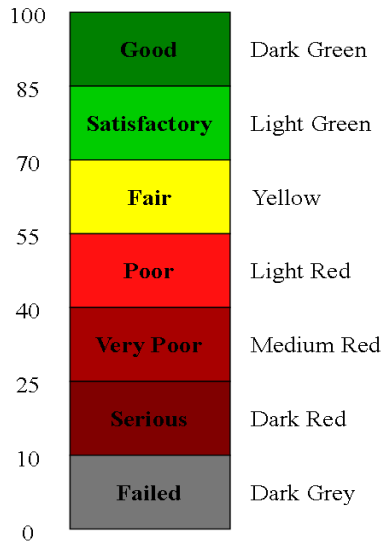
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 91 **Length: 206'** **Width: 10'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	4.81%	16.0	0.00%	0.0	16.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	84.0
Description of Condition Index	Satisfactory
Satisfactory	84.0

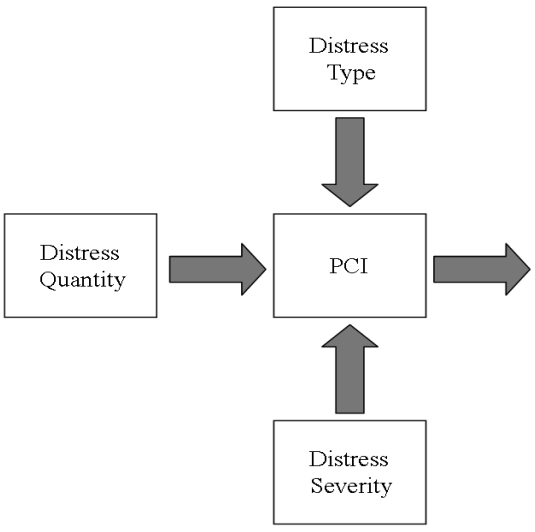


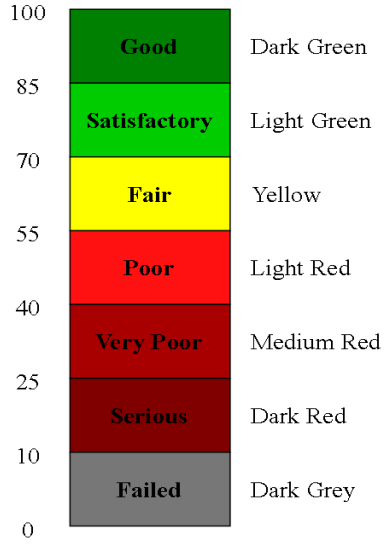


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 92 **Length: 3057'** **Width: 21'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.41%	5.0	0.00%	0.0	0.00%	0.0	5.0
Potholes	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	1.28%	4.8	0.00%	0.0	0.00%	0.0	4.8
Longitudinal Cracking	1.08%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.19%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	18.64%	11.0	0.00%	0.0	0.00%	0.0	11.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.30%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.22%	2.3	0.00%	0.0	2.3
						Pavement Condition Index	81.0
						Description of Condition Index	Satisfactory
							Satisfactory
							81.0



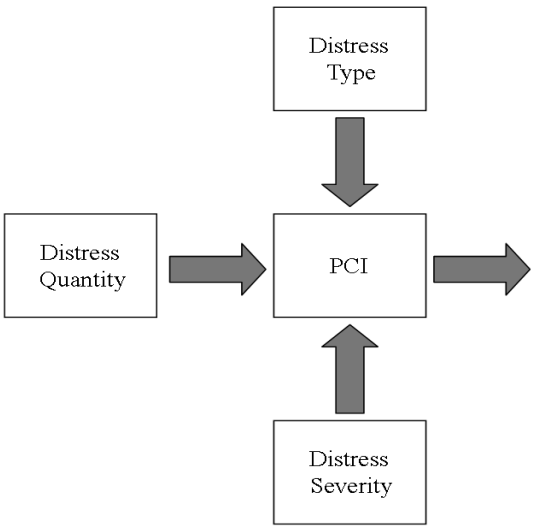


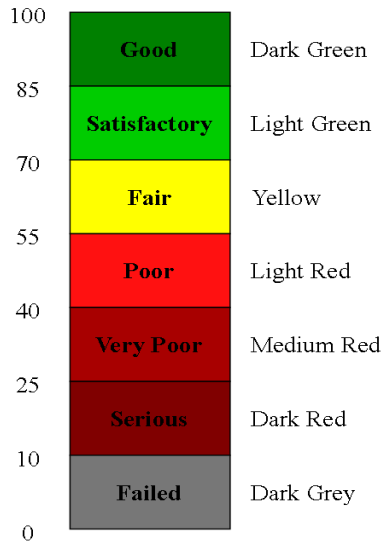
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 93 **Length: 718'** **Width: 40'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.03%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	97.5
Description of Condition Index	Good
	Good
	97.5



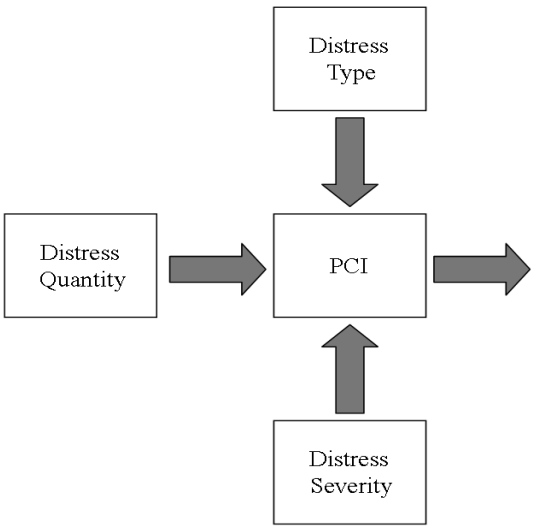


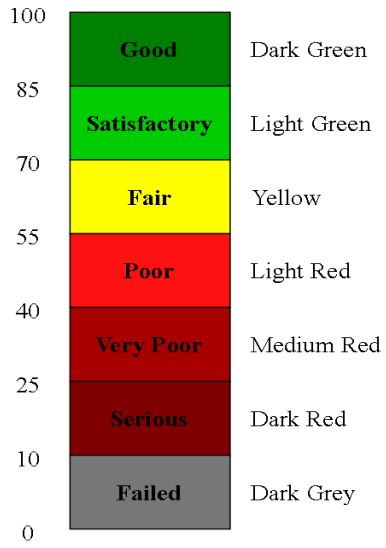
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 94 **Length: 649'** **Width: 29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	1.97%	5.0	0.38%	6.0	0.00%	0.0	11.0
Longitudinal Cracking	1.31%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.61%	1.0	0.00%	0.0	0.00%	0.0	1.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	5.97%	5.0	0.00%	0.0	0.00%	0.0	5.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	6.17%	12.0	0.71%	8.5	0.00%	0.0	20.5
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.72%	4.3	0.00%	0.0	0.00%	0.0	4.3
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.17%	2.0	2.0

Pavement Condition Index	73.0
Description of Condition Index	Satisfactory
	Satisfactory
	73.0



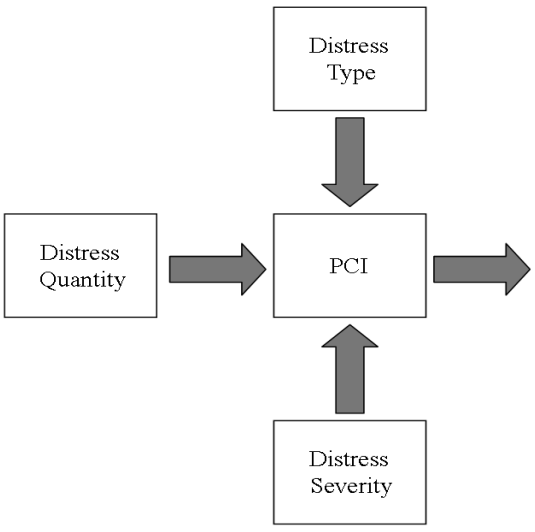


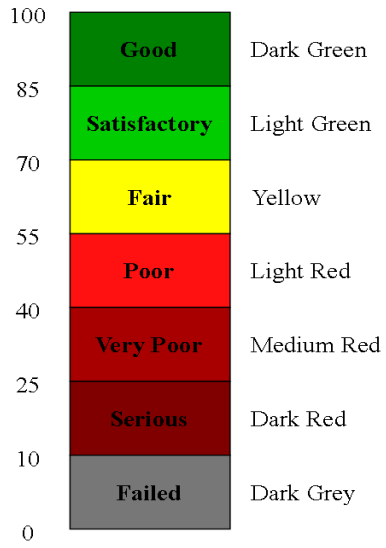
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 95 **Length: 1320'** **Width: 35'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.17%	4.0	0.00%	0.0	0.00%	0.0	4.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.14%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.62%	1.0	0.00%	0.0	0.00%	0.0	1.0
Transverse Cracking	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.79%	0.3	0.94%	3.0	0.00%	0.0	3.3
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.36%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	1.30%	4.3	0.00%	0.0	0.00%	0.0	4.3
Shoving	0.19%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.36%	2.6	0.00%	0.0	2.6

Pavement Condition Index	88.5
Description of Condition Index	Good
	Good
	88.5



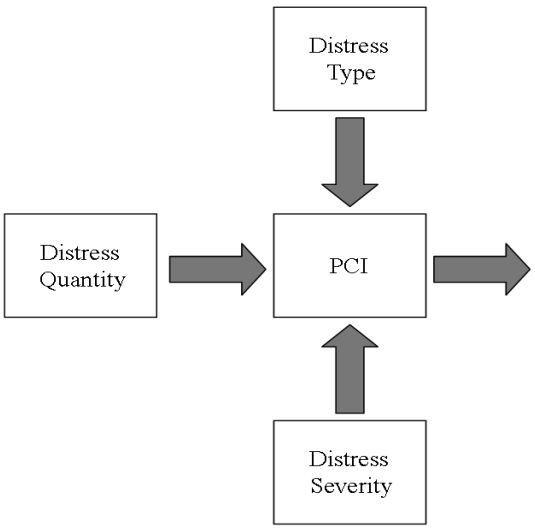


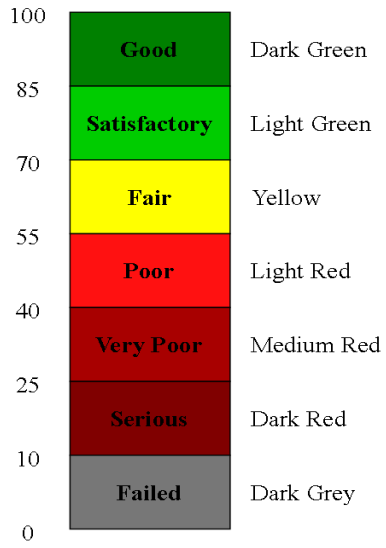
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 96 **Length: 855'** **Width: 27'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.81%	3.8	0.00%	0.0	0.00%	0.0	3.8
Longitudinal Cracking	0.26%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.14%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	3.84%	3.5	0.00%	0.0	0.00%	0.0	3.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	3.89%	7.0	0.59%	7.5	0.00%	0.0	14.5
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.59%	8.0	0.00%	0.0	8.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index 84.0
Description of Condition Index Satisfactory
Satisfactory
84.0

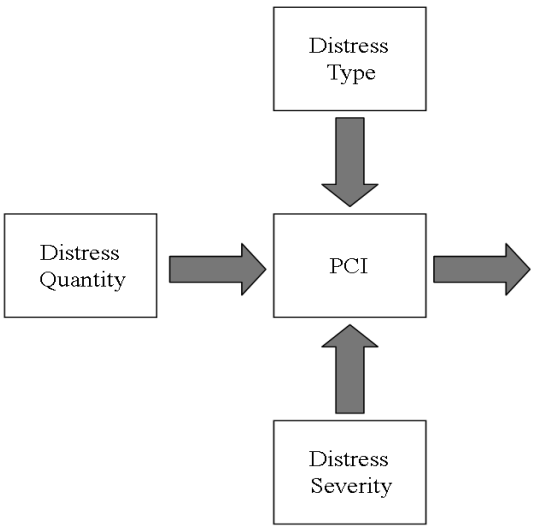


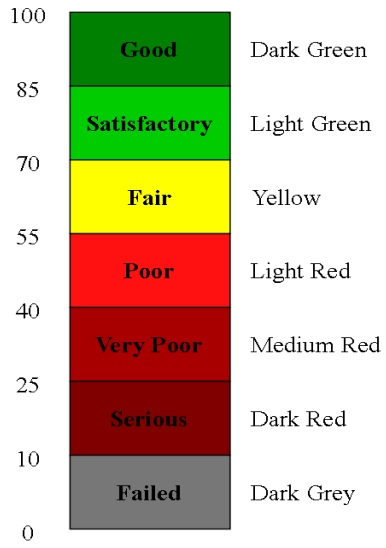


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **97** **Length:** **1320'** **Width:** **34'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	1.97%	15.0	0.00%	0.0	0.00%	0.0	15.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.21%	1.5	0.65%	7.8	0.00%	0.0	9.3
Longitudinal Cracking	0.48%	0.2	0.00%	0.0	0.00%	0.0	0.2
Transverse Cracking	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	7.64%	6.5	0.03%	0.0	0.00%	0.0	6.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	1.30%	4.0	0.00%	0.0	0.00%	0.0	4.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.14%	2.0	0.00%	0.0	2.0
					Pavement Condition Index		75.3
					Description of Condition Index		Satisfactory
							Satisfactory
							75.3



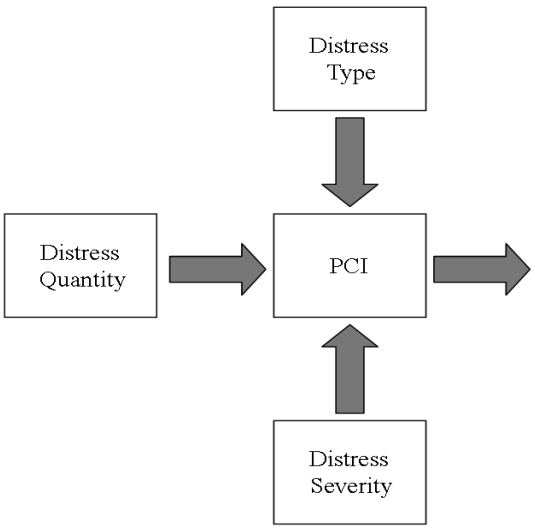


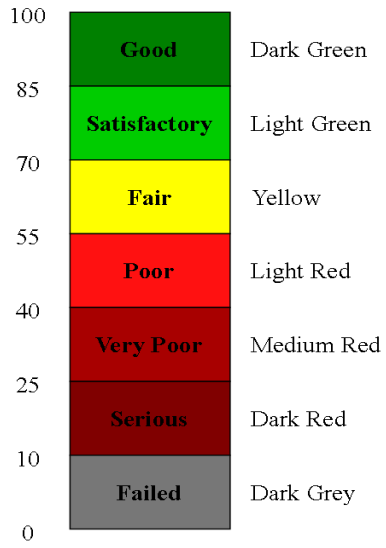
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **98** **Length:** **628'** **Width:** **15'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.96%	4.3	0.00%	0.0	0.00%	0.0	4.3
Longitudinal Cracking	1.08%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.09%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	27.73%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	3.80%	7.0	0.00%	0.0	0.00%	0.0	7.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.38%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	79.0
Description of Condition Index	Satisfactory
Satisfactory	79.0



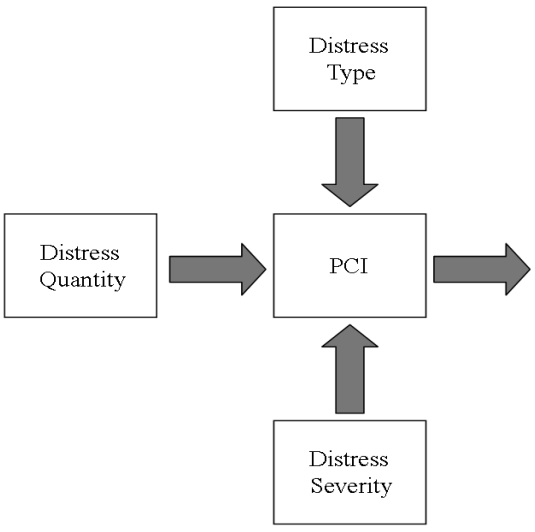


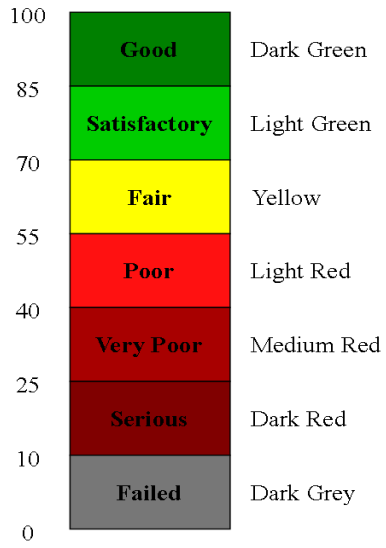
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **99** **Length:** **803'** **Width:** **19'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.23%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	1.00%	2.0	0.00%	0.0	0.00%	0.0	2.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	19.46%	11.0	0.00%	0.0	0.00%	0.0	11.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.31%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.21%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	85.0
Description of Condition Index	Good
	Good
	85.0



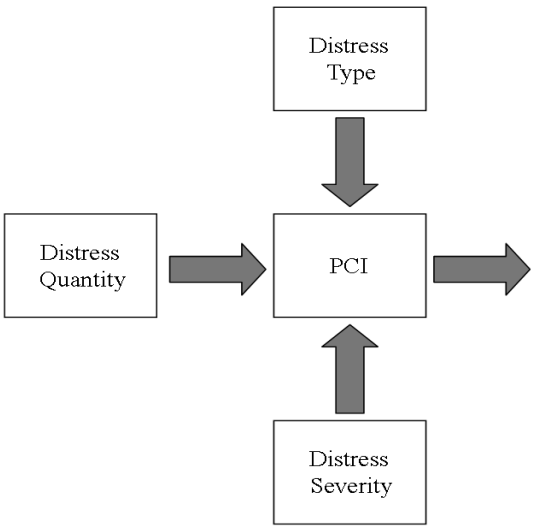


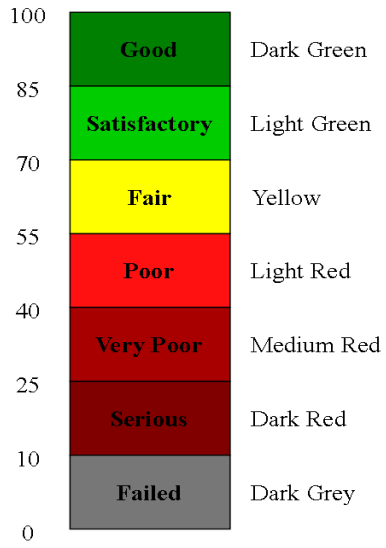
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 100 **Length: 861'** **Width: 32'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	1.82%	15.0	0.00%	0.0	0.00%	0.0	15.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	26.38%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	3.03%	7.0	0.00%	0.0	0.00%	0.0	7.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.61%	8.0	0.00%	0.0	8.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	78.0
Description of Condition Index	Satisfactory
Satisfactory	78.0



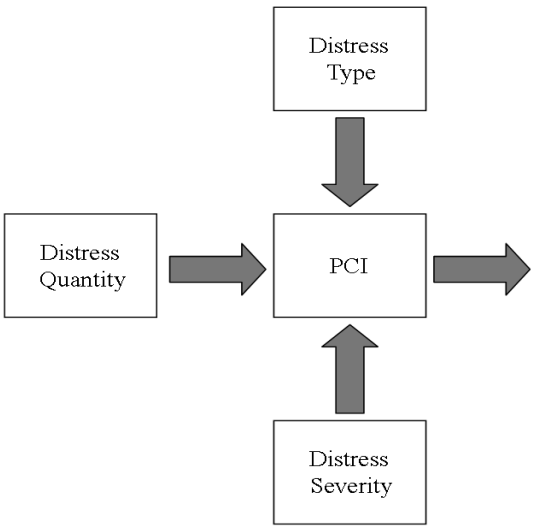


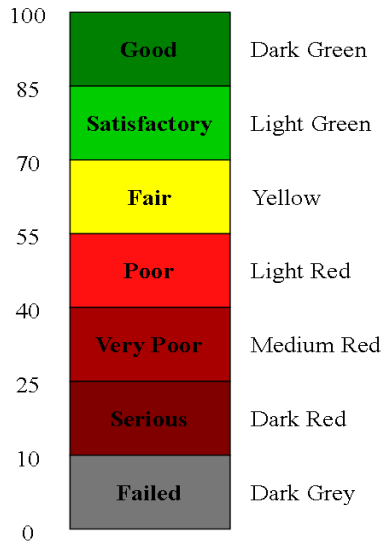
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 101 **Length: 887'** **Width: 27'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	1.76%	15.0	0.00%	0.0	0.00%	0.0	15.0
Potholes	0.03%	6.5	0.00%	0.0	0.00%	0.0	6.5
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.02%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.76%	0.3	0.00%	0.0	0.00%	0.0	0.3
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.13%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	80.8
Description of Condition Index	Satisfactory
Satisfactory	80.8



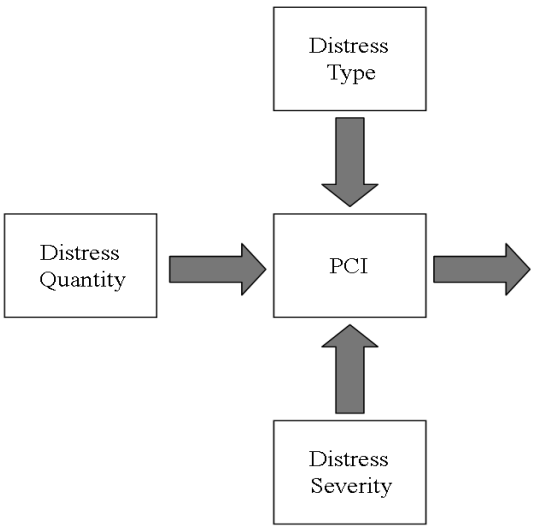


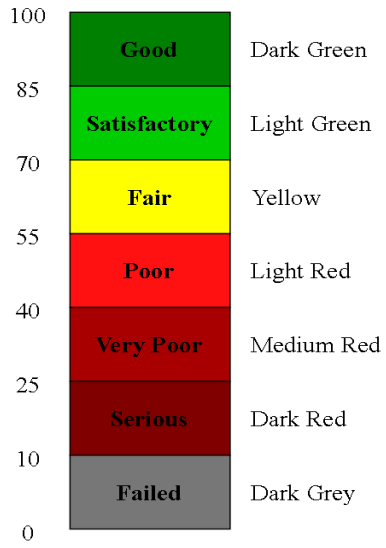
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **102** **Length:** **639'** **Width:** **21'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.26%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.14%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	50.60%	20.5	1.76%	5.0	0.00%	0.0	25.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	3.25%	7.0	0.00%	0.0	0.00%	0.0	7.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	1.44%	4.3	0.00%	0.0	0.00%	0.0	4.3
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	1.60%	1.5	0.00%	0.0	0.00%	0.0	1.5
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	72.0
Description of Condition Index	Satisfactory
Satisfactory	72.0

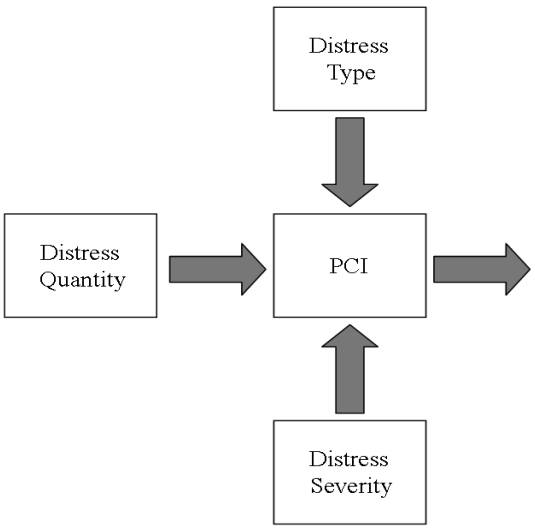


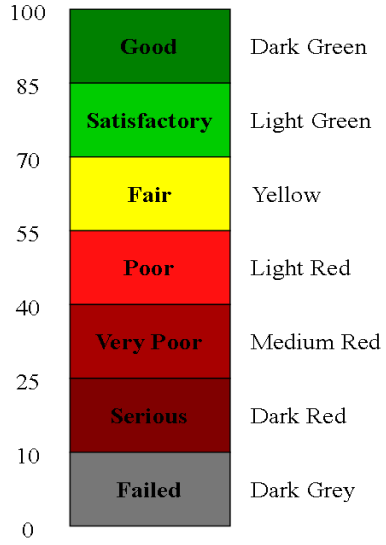


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 103 **Length: 1341'** **Width: 28'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.08%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.16%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	26.58%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	5.84%	10.0	0.00%	0.0	0.00%	0.0	10.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.11%	4.0	0.06%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.32%	2.6	0.00%	0.0	2.6
						Pavement Condition Index	79.0
						Description of Condition Index	Satisfactory
							Satisfactory
							79.0



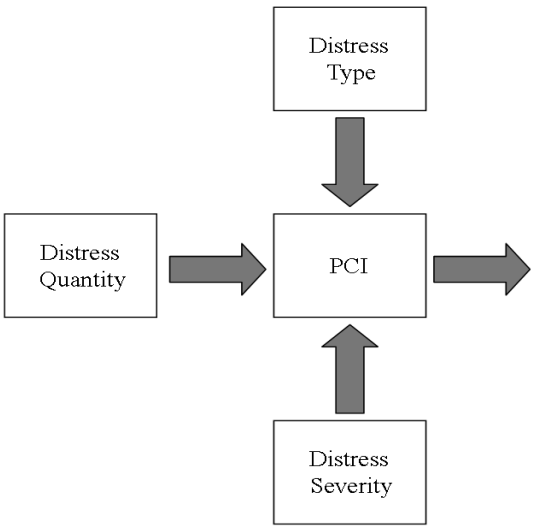


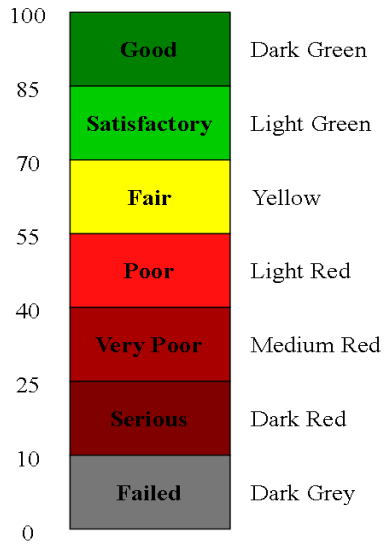
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 104 **Length: 1431'** **Width: 21'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.22%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.90%	2.0	0.00%	0.0	0.00%	0.0	2.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.59%	0.2	0.00%	0.0	0.00%	0.0	0.2
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.16%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	97.9
Description of Condition Index	Good
	Good
	97.9



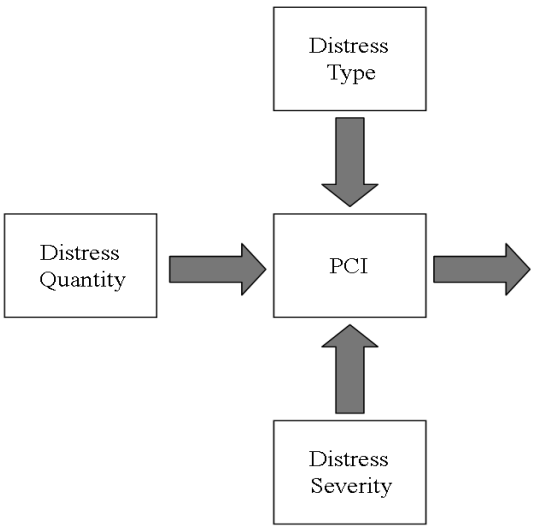


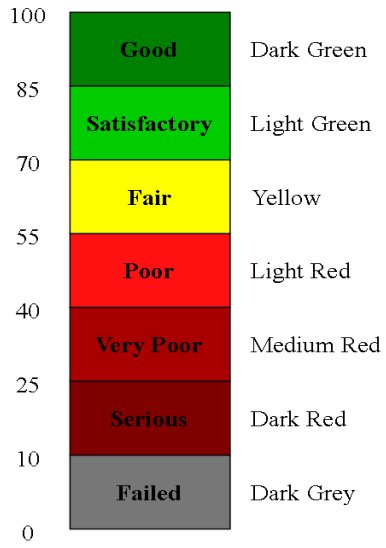
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **105** **Length:** **602'** **Width:** **38'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



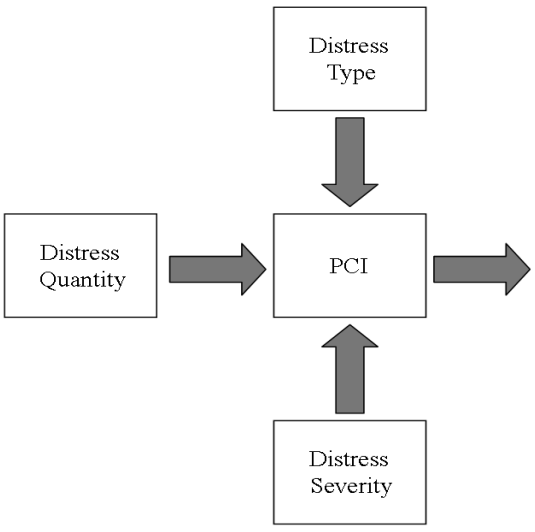


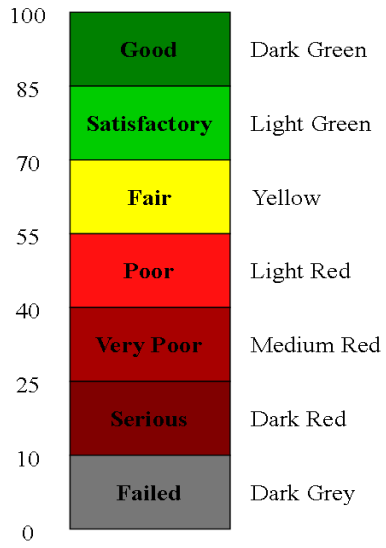
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **106** **Length:** **1357'** **Width:** **29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.07%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



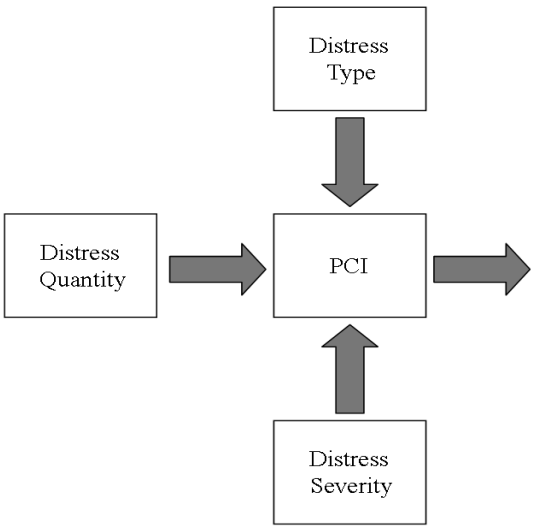


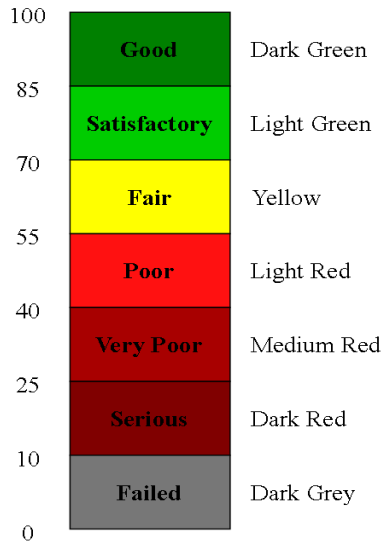
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 107 **Length: 317'** **Width: 19'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.59%	0.5	0.00%	0.0	0.00%	0.0	0.5
Transverse Cracking	0.25%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	16.79%	11.0	0.00%	0.0	0.00%	0.0	11.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	4.92%	8.2	0.00%	0.0	0.00%	0.0	8.2
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.29%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index 84.5
Description of Condition Index Satisfactory
Satisfactory
84.5



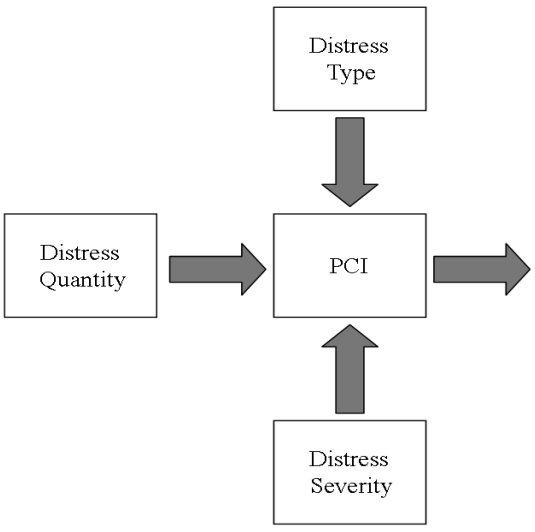


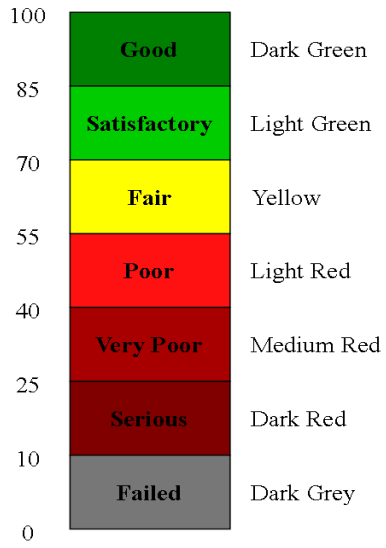
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 108 **Length: 649'** **Width: 18'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	2.26%	6.0	0.00%	0.0	0.00%	0.0	6.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	11.45%	8.0	0.00%	0.0	0.00%	0.0	8.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.25%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	88.0
Description of Condition Index	Good
	Good
	88.0



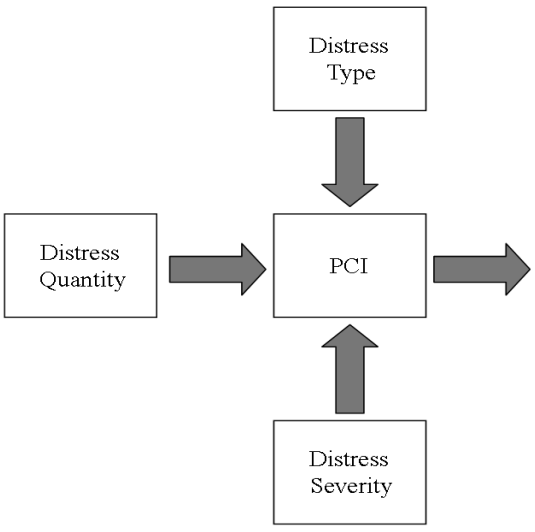


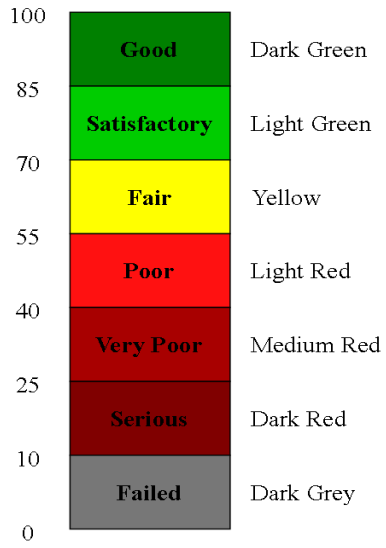
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **109** **Length:** **803'** **Width:** **28'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.11%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.13%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.88%	0.3	0.00%	0.0	0.00%	0.0	0.3
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.39%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.44%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	95.8
Description of Condition Index	Good
	Good
	95.8



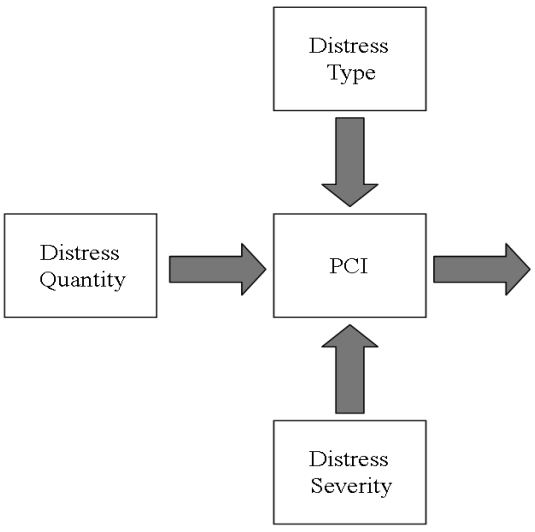


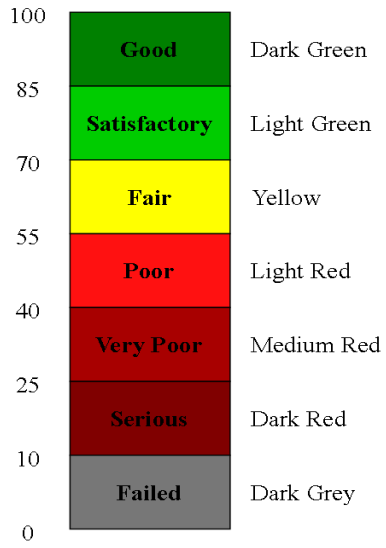
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 110 **Length: 1014'** **Width: 21'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0

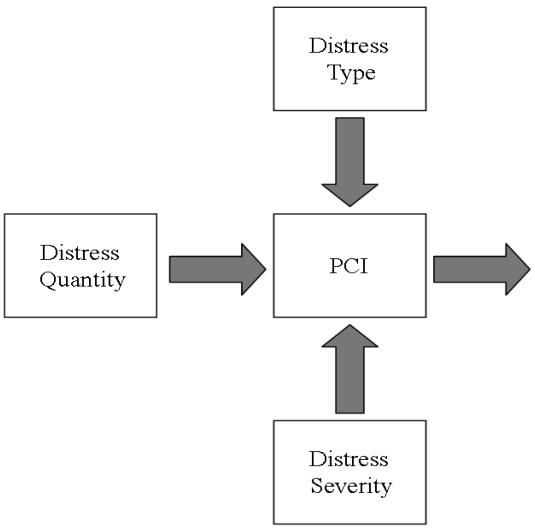


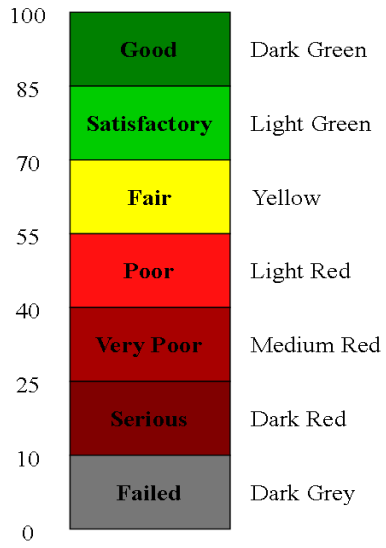


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 111 **Length: 1199'** **Width: 29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.08%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	2.89%	2.5	0.00%	0.0	0.00%	0.0	2.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		95.5
					Description of Condition Index		Good
							Good
							95.5



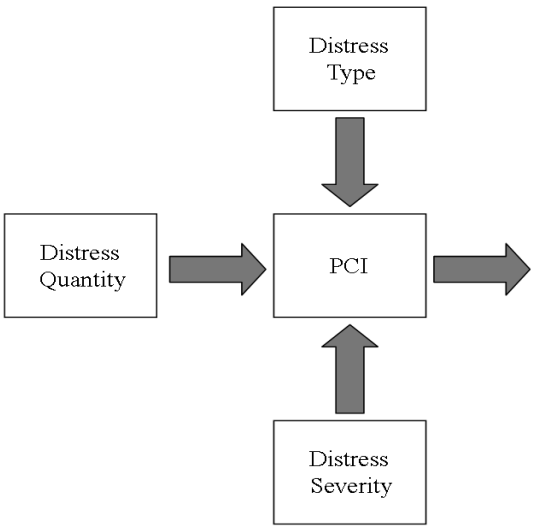


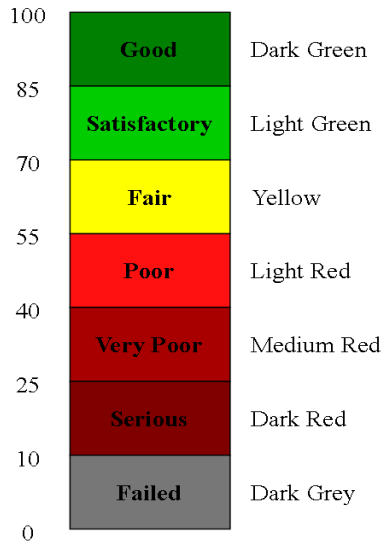
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 112 **Length: 6220'** **Width: 29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.71%	1.5	0.00%	0.0	0.00%	0.0	1.5
Transverse Cracking	0.28%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	2.12%	2.5	0.00%	0.0	0.00%	0.0	2.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.38%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	96.0
Description of Condition Index	Good
	Good
	96.0

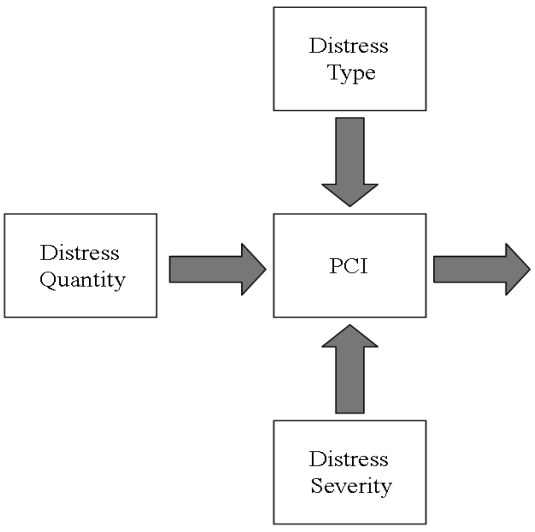


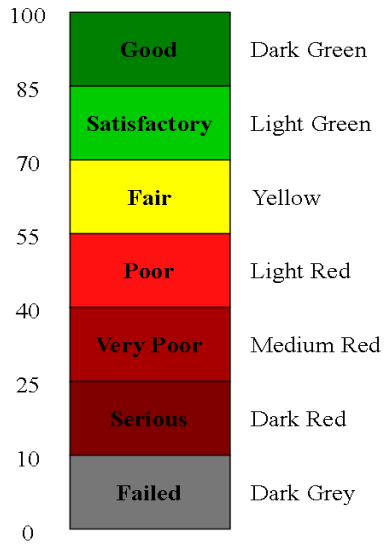


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 113 **Length: 1278'** **Width: 32'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.90%	2.0	0.00%	0.0	0.00%	0.0	2.0
Transverse Cracking	0.40%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.91%	2.0	0.00%	0.0	0.00%	0.0	2.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		96.0
					Description of Condition Index		Good
							Good
							96.0



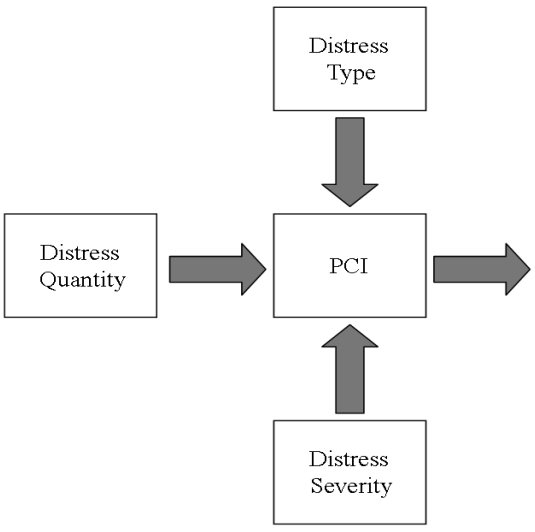


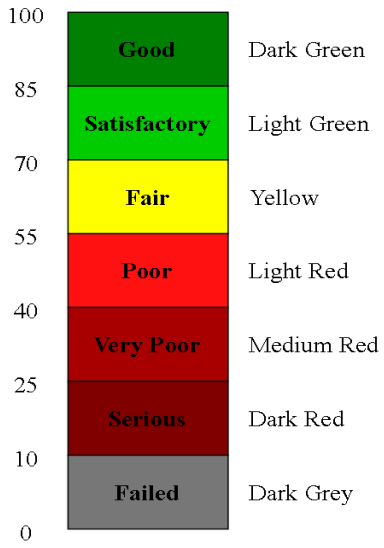
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 114 **Length: 433'** **Width: 17'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.45%	0.2	0.00%	0.0	0.00%	0.0	0.2
Transverse Cracking	0.27%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	2.11%	5.0	0.00%	0.0	0.00%	0.0	5.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	94.8
Description of Condition Index	Good
	Good
	94.8



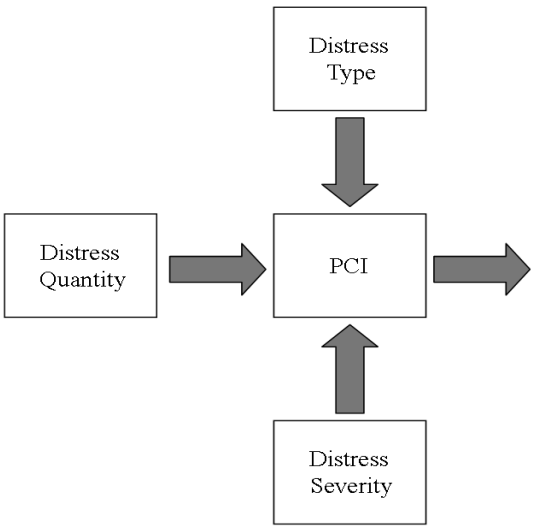


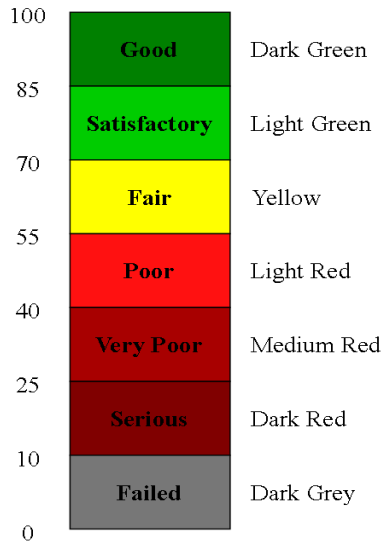
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 115 **Length: 1769'** **Width: 10'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



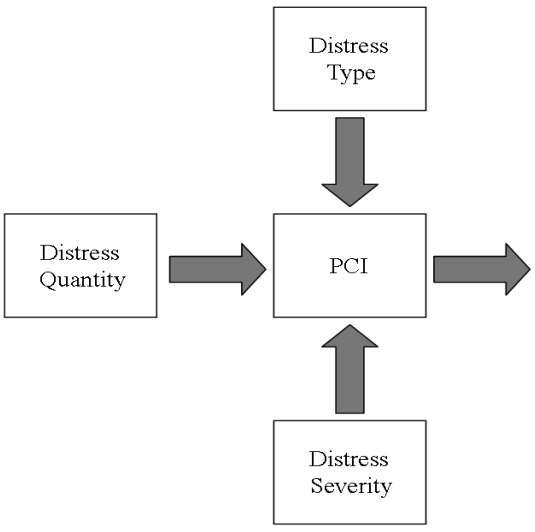


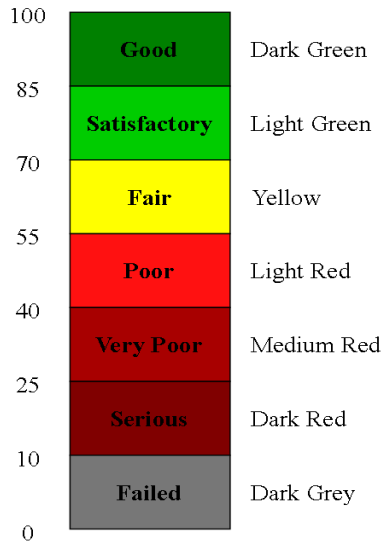
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 116 **Length: 1283'** **Width: 32'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.24%	10.0	0.00%	0.0	10.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.26%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.34%	0.1	0.00%	0.0	0.00%	0.0	0.1
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	22.42%	23.0	0.24%	4.0	0.00%	0.0	27.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.21%	4.0	0.06%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	68.9
Description of Condition Index	Fair
	Fair
	68.9



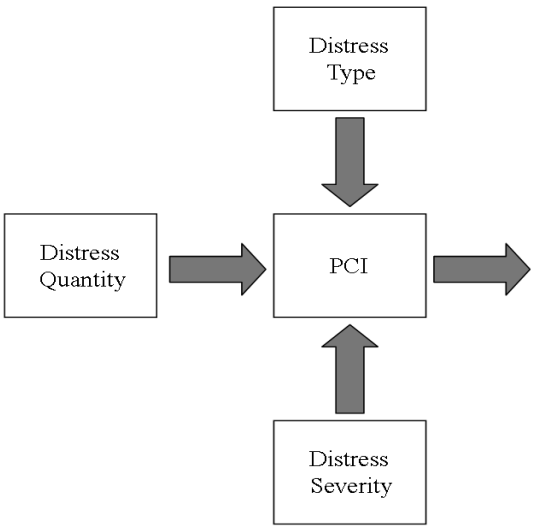


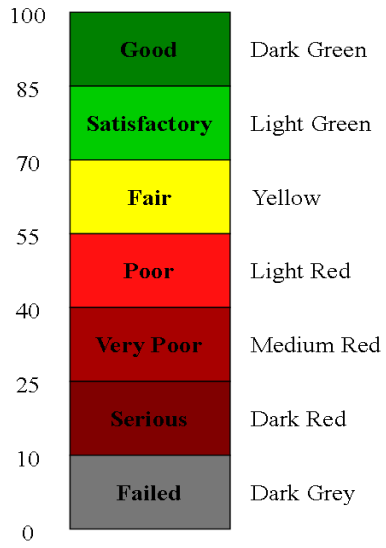
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **117** **Length:** **1315'** **Width:** **26'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.30%	1.5	0.05%	0.0	0.00%	0.0	1.5
Longitudinal Cracking	1.94%	4.0	0.00%	0.0	0.00%	0.0	4.0
Transverse Cracking	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	7.63%	6.5	0.00%	0.0	0.00%	0.0	6.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	15.26%	20.0	0.47%	6.5	0.00%	0.0	26.5
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.86%	4.3	0.00%	0.0	0.00%	0.0	4.3
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	70.5
Description of Condition Index	Satisfactory
	Satisfactory
	70.5



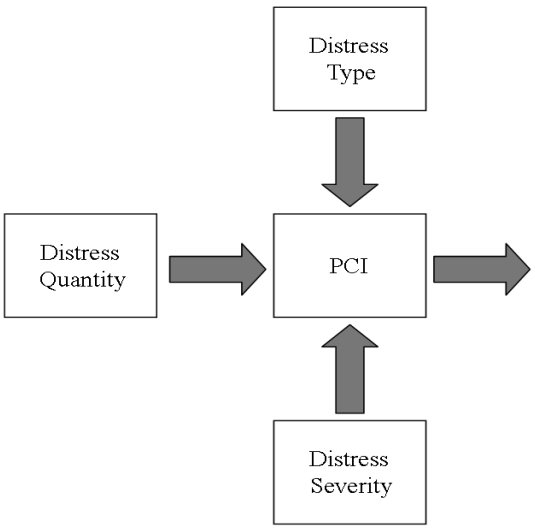


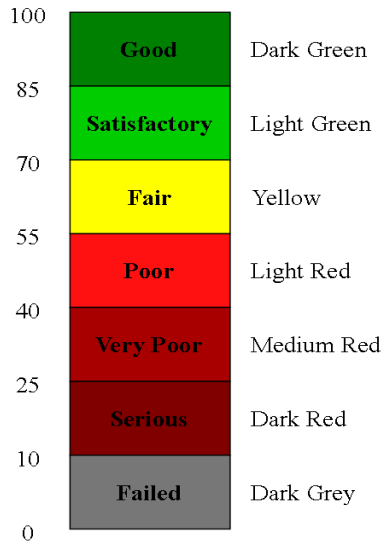
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 118 **Length: 623'** **Width: 19'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.84%	9.0	0.00%	0.0	0.00%	0.0	9.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.37%	2.0	0.00%	0.0	0.00%	0.0	2.0
Longitudinal Cracking	0.52%	0.5	0.00%	0.0	0.00%	0.0	0.5
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	20.07%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	2.43%	5.0	0.00%	0.0	0.00%	0.0	5.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.71%	4.3	0.00%	0.0	0.00%	0.0	4.3
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.09%	0.0	0.00%	0.0	0.0

Pavement Condition Index 78.5
Description of Condition Index Satisfactory
Satisfactory
78.5



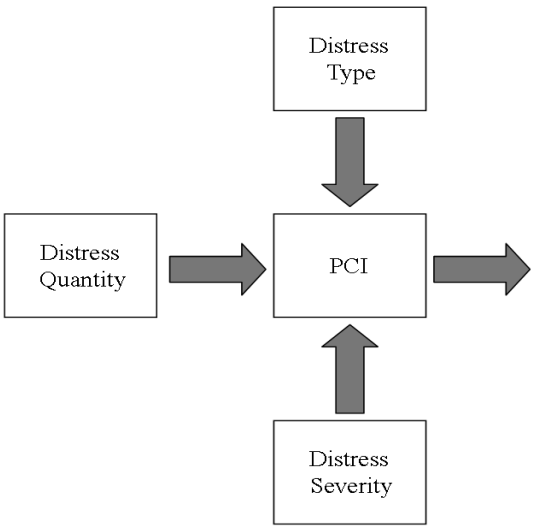


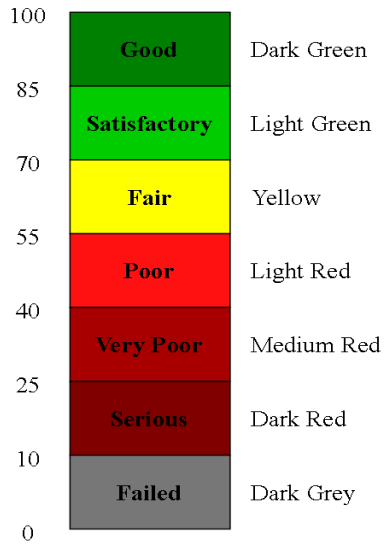
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 119 **Length: 169'** **Width: 26'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.23%	1.5	0.00%	0.0	0.00%	0.0	1.5
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.10%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	98.5
Description of Condition Index	Good
	Good
	98.5



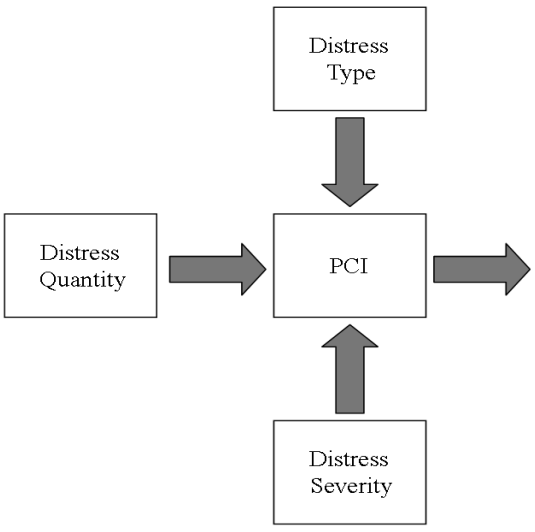


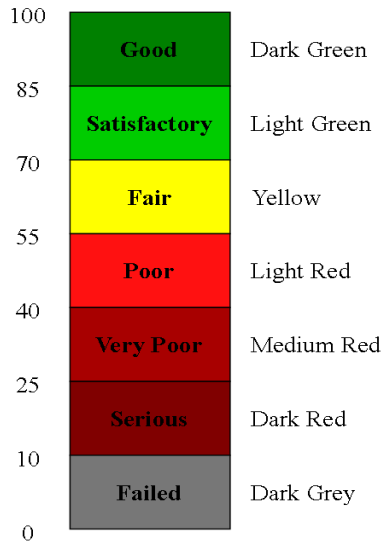
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 120 **Length:** 1457' **Width:** 21'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.07%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



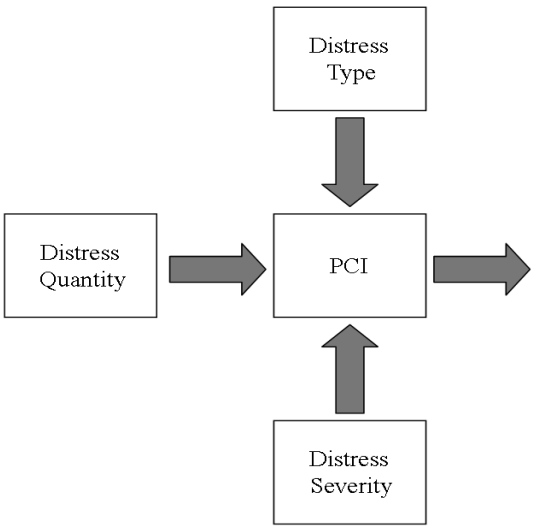


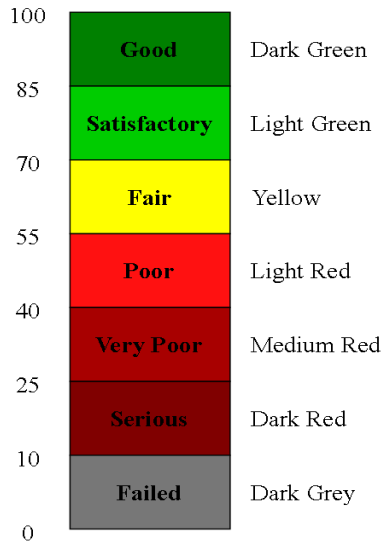
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 121 **Length: 692'** **Width: 29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.15%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



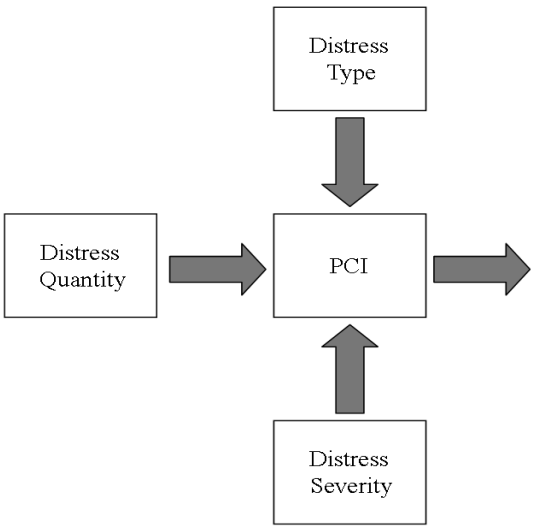


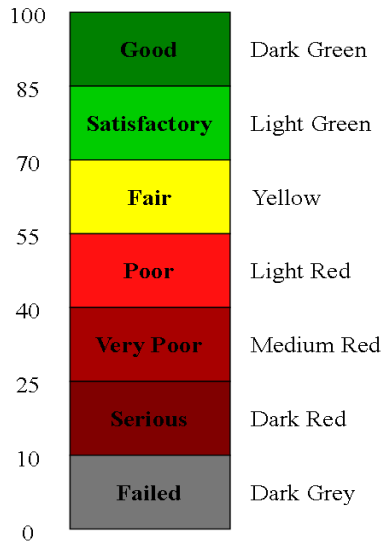
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **122** **Length:** **354'** **Width:** **29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.97%	2.0	0.00%	0.0	0.00%	0.0	2.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.08%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	98.0
Description of Condition Index	Good
	Good
	98.0



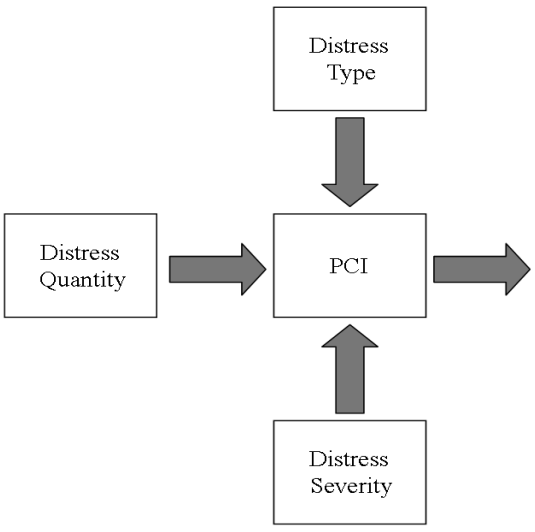


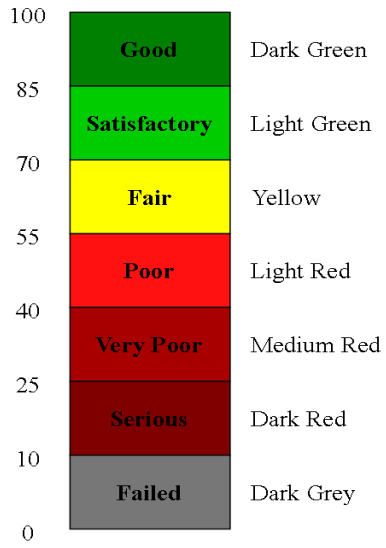
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 123 **Length:** 1040' **Width:** 14'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.69%	3.3	0.00%	0.0	0.00%	0.0	3.3
Longitudinal Cracking	0.42%	0.2	0.00%	0.0	0.00%	0.0	0.2
Transverse Cracking	0.17%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	10.65%	8.0	0.00%	0.0	0.00%	0.0	8.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.09%	0.0	0.00%	0.0	0.0

Pavement Condition Index	89.8
Description of Condition Index	Good
	Good
	89.8



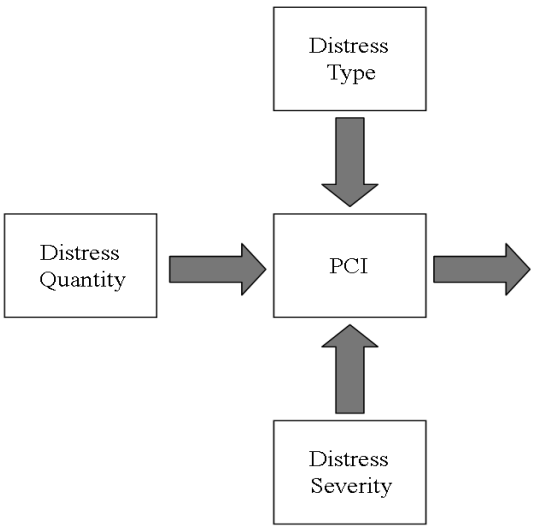


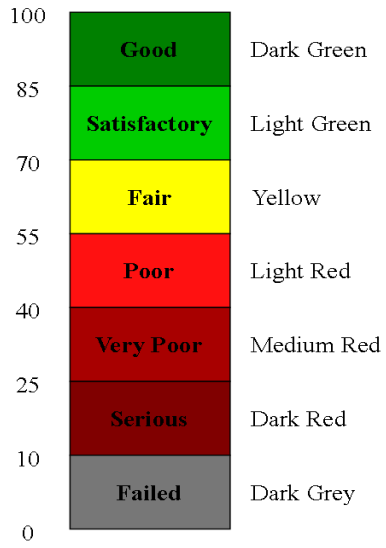
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **124** **Length:** **676'** **Width:** **28'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.18%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.13%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.42%	0.2	0.00%	0.0	0.00%	0.0	0.2
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	99.9
Description of Condition Index	Good
	Good
	99.9



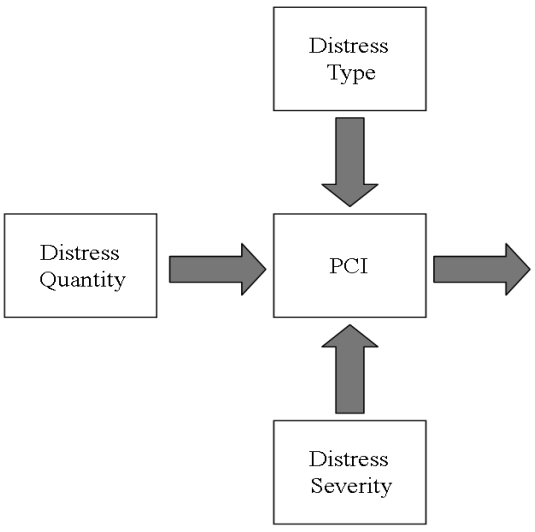


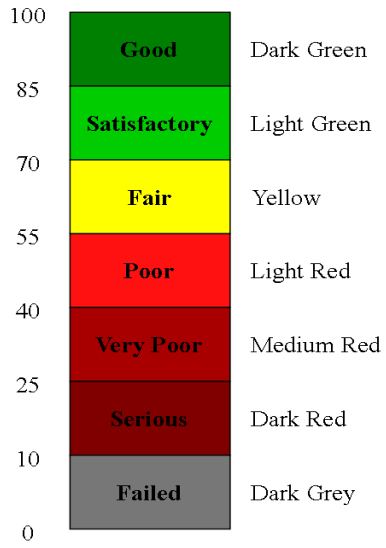
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **125** **Length:** **2640'** **Width:** **35'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.34%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	20.77%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	1.09%	4.0	0.00%	0.0	0.00%	0.0	4.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	85.0
Description of Condition Index	Good
	Good
	85.0



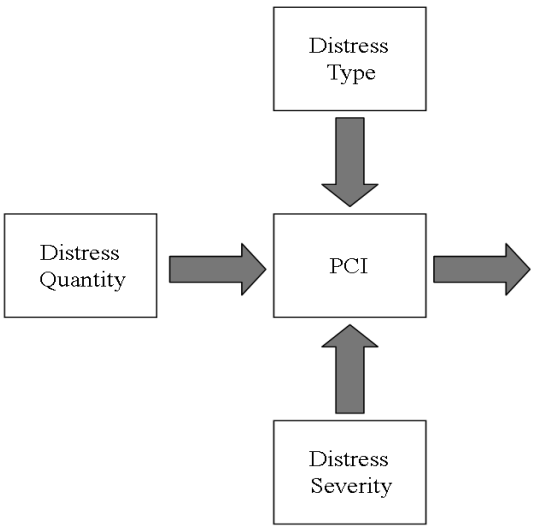


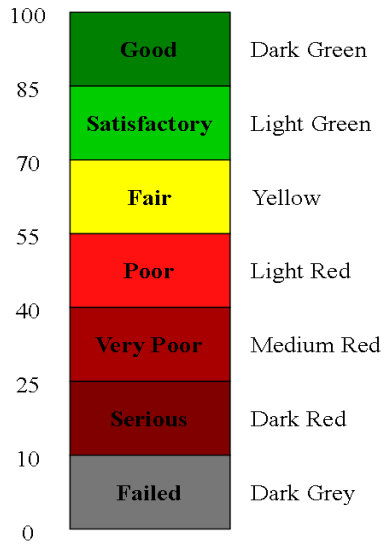
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **126** **Length:** **333'** **Width:** **12'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	1.12%	4.8	0.00%	0.0	0.00%	0.0	4.8
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	7.72%	6.5	0.00%	0.0	0.00%	0.0	6.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	91.5
Description of Condition Index	Good
	Good
	91.5

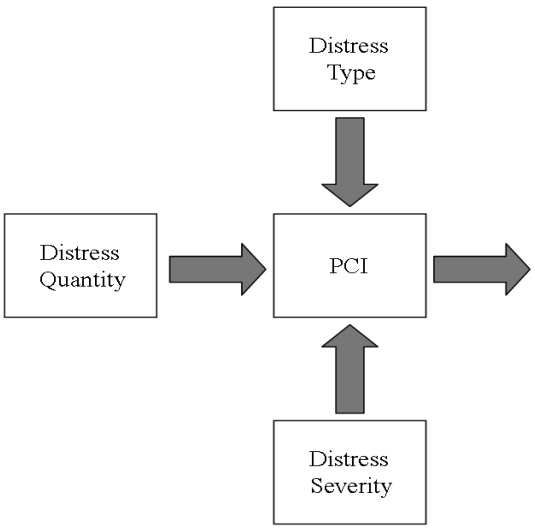


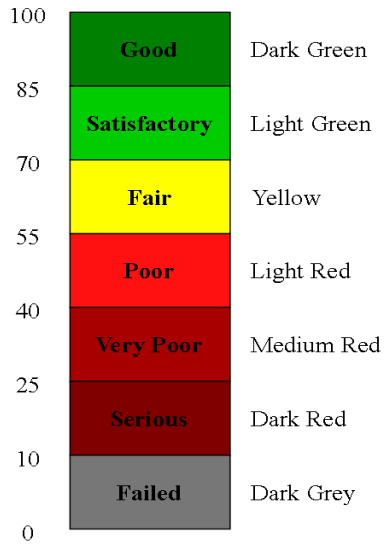


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **128** **Length:** **3078'** **Width:** **35'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.50%	6.0	0.00%	0.0	0.00%	0.0	6.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.95%	2.0	0.07%	0.0	0.00%	0.0	2.0
Transverse Cracking	0.06%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.15%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.12%	0.5	0.12%	0.1	0.00%	0.0	0.6
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	1.72%	4.5	0.00%	0.0	0.00%	0.0	4.5
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.40%	4.0	0.04%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		87.4
					Description of Condition Index		Good
							Good
							87.4



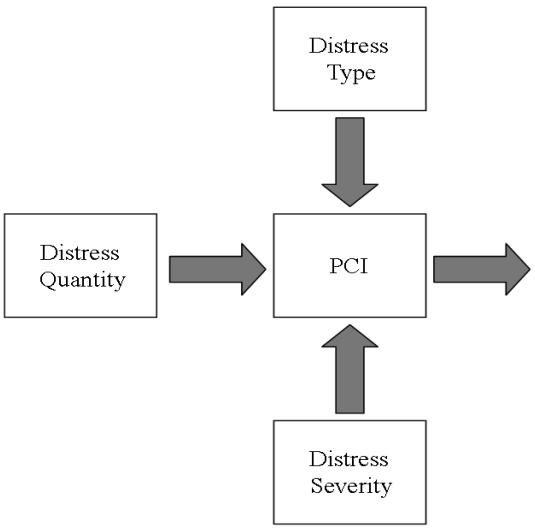


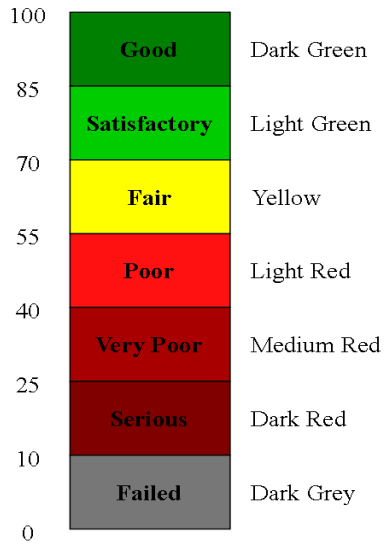
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 129 **Length:** 348' **Width:** 10'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.80%	3.5	0.00%	0.0	0.00%	0.0	3.5
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.09%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.95%	2.0	0.00%	0.0	0.00%	0.0	2.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	5.19%	10.0	0.00%	0.0	0.00%	0.0	10.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	86.0
Description of Condition Index	Good
	Good
	86.0



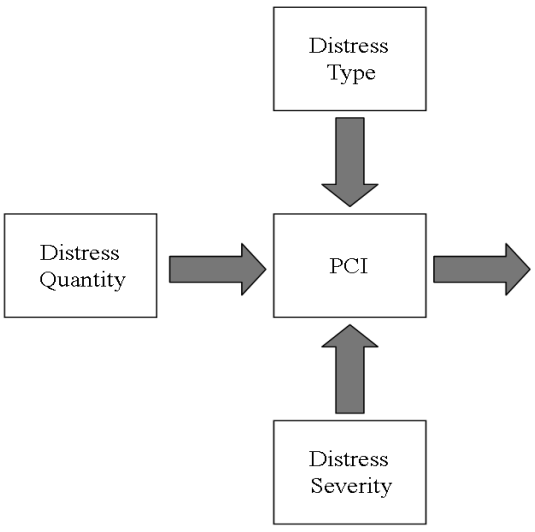


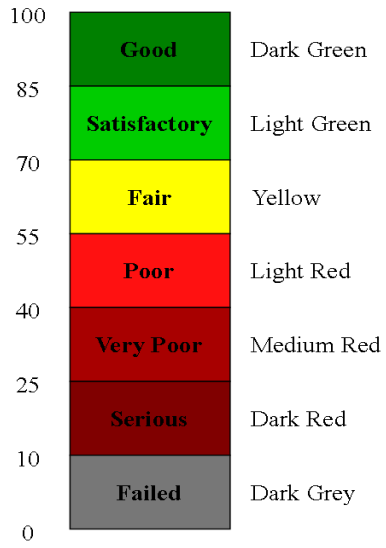
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 130 **Length: 4551'** **Width: 18'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	72.11%	24.0	5.80%	12.0	0.00%	0.0	36.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	4.49%	8.2	0.00%	0.0	0.00%	0.0	8.2
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	1.09%	4.3	0.00%	0.0	0.00%	0.0	4.3
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	70.0
Description of Condition Index	Satisfactory
Satisfactory	70.0



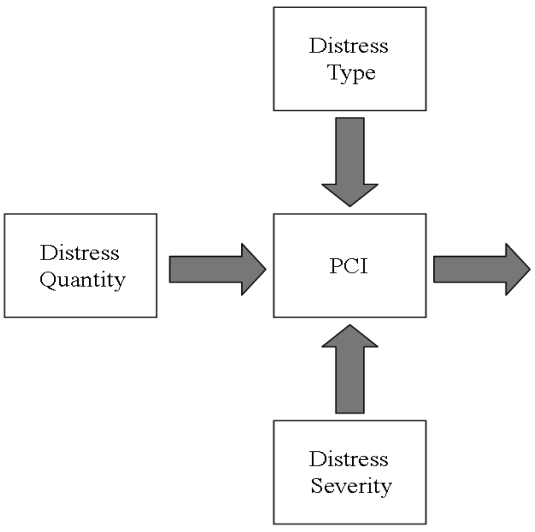


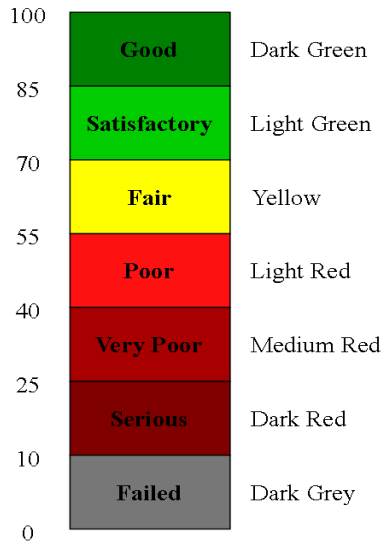
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 131 **Length: 2645'** **Width: 25'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.22%	1.5	0.00%	0.0	0.00%	0.0	1.5
Longitudinal Cracking	1.69%	4.0	0.00%	0.0	0.00%	0.0	4.0
Transverse Cracking	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	28.87%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	1.49%	4.0	0.00%	0.0	0.00%	0.0	4.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.09%	0.0	0.06%	0.0	0.0

Pavement Condition Index 81.5
Description of Condition Index Satisfactory
Satisfactory
81.5

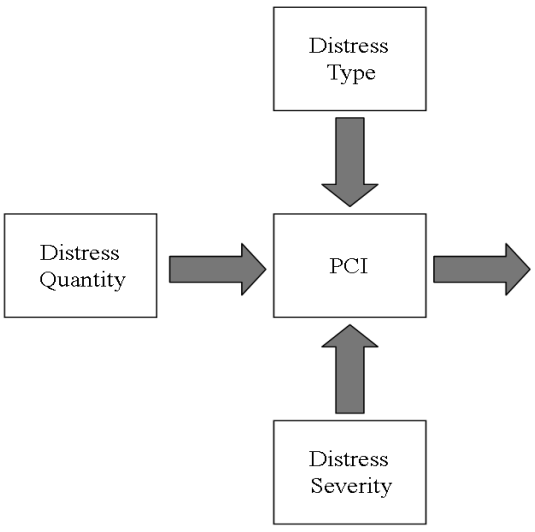


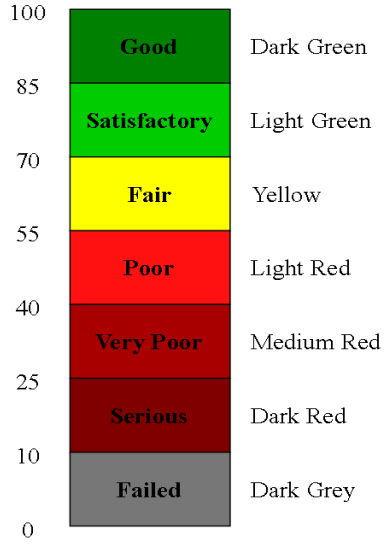


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 132 **Length:** 1214' **Width:** 24'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.07%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.20%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.09%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	1.25%	4.0	0.00%	0.0	0.00%	0.0	4.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.15%	2.0	0.00%	0.0	2.0
					Pavement Condition Index		94.0
					Description of Condition Index		Good
							Good
							94.0



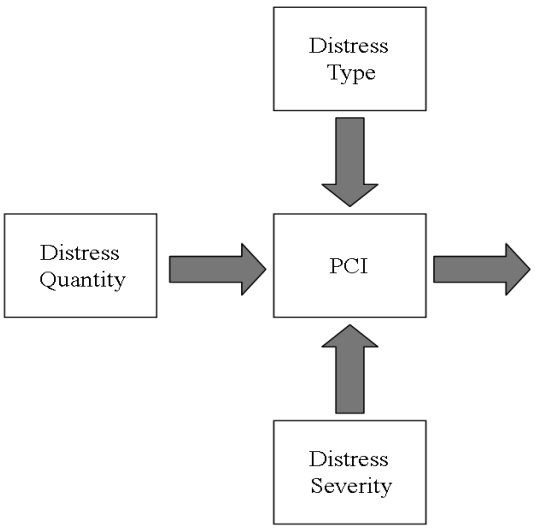


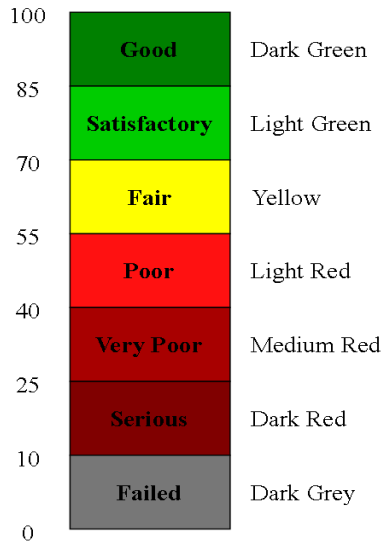
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 133 **Length: 655'** **Width: 38'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.10%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



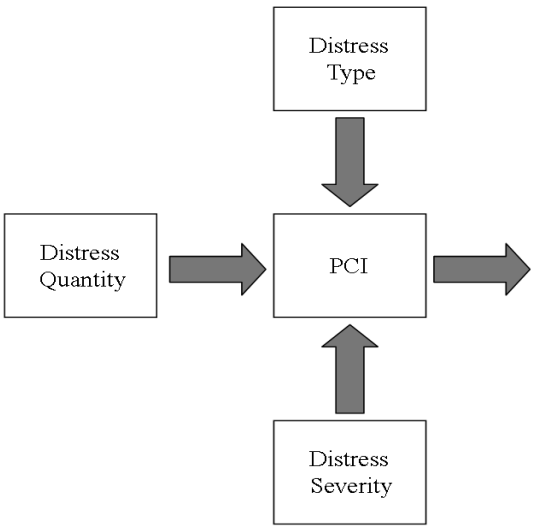


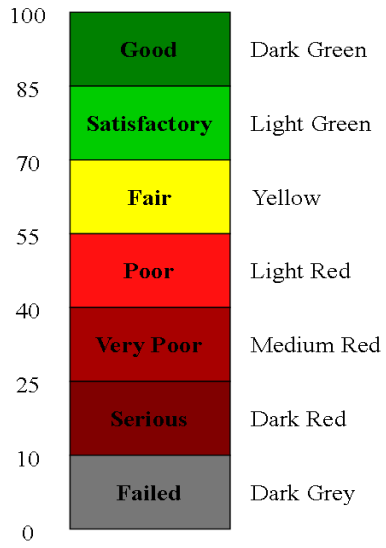
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 134 **Length: 771'** **Width: 38'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.08%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.35%	0.0	0.29%	4.0	0.00%	0.0	4.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.82%	4.3	0.00%	0.0	0.00%	0.0	4.3
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	93.8
Description of Condition Index	Good
	Good
	93.8



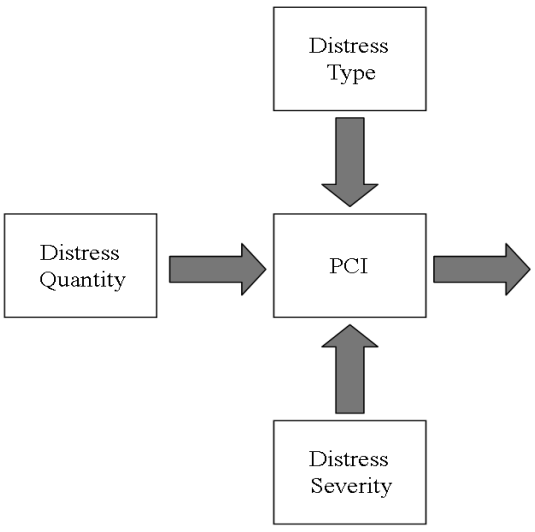


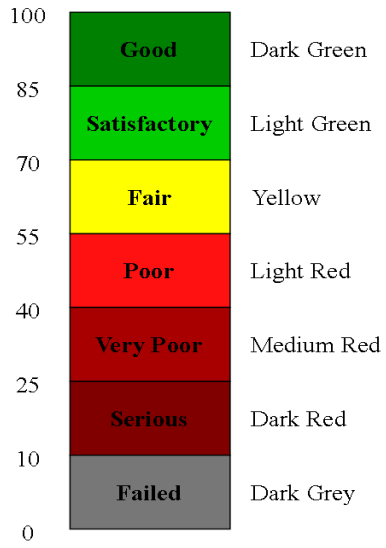
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 135 **Length: 671'** **Width: 29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.37%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.57%	0.5	0.00%	0.0	0.00%	0.0	0.5
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	24.07%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	84.5
Description of Condition Index	Satisfactory
	Satisfactory
	84.5

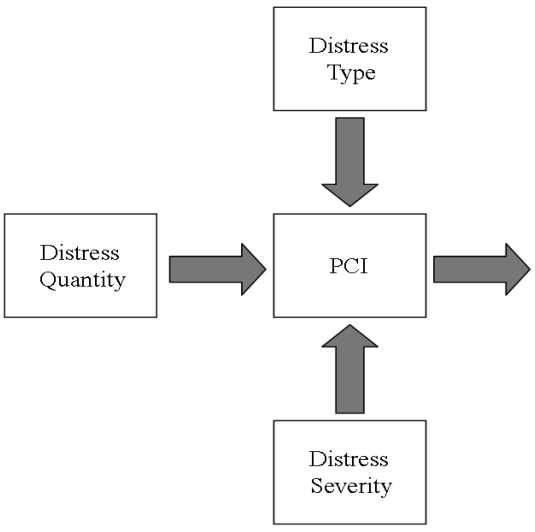


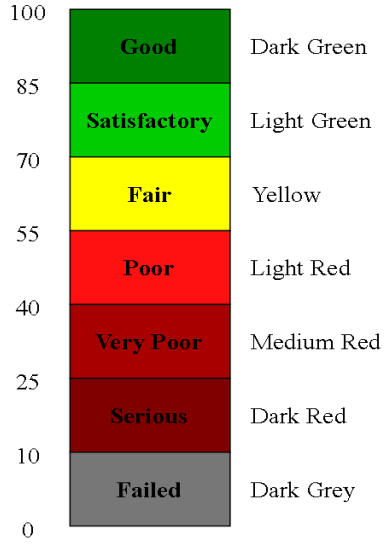


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 136 **Length: 766'** **Width: 29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.93%	4.0	0.00%	0.0	0.00%	0.0	4.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	19.47%	11.0	0.00%	0.0	0.00%	0.0	11.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		87.0
					Description of Condition Index		Good
							Good
							87.0



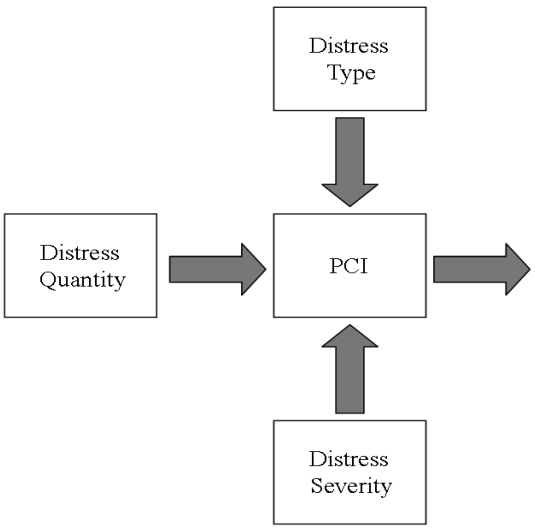


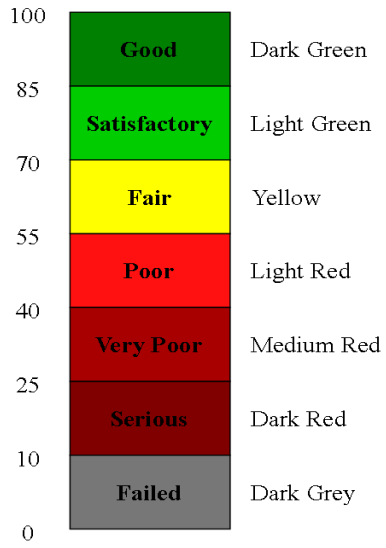
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 137 **Length:** 607' **Width:** 30'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



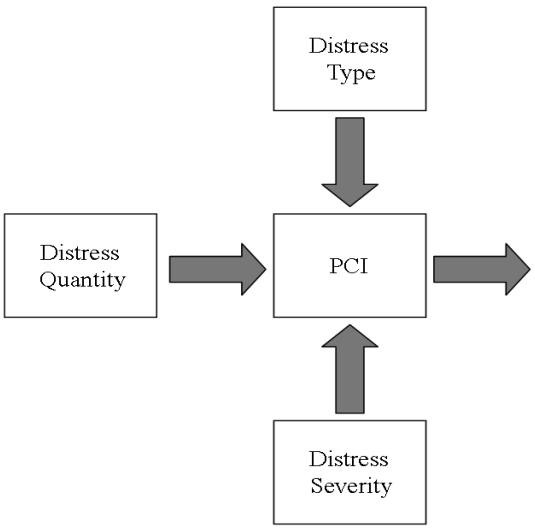


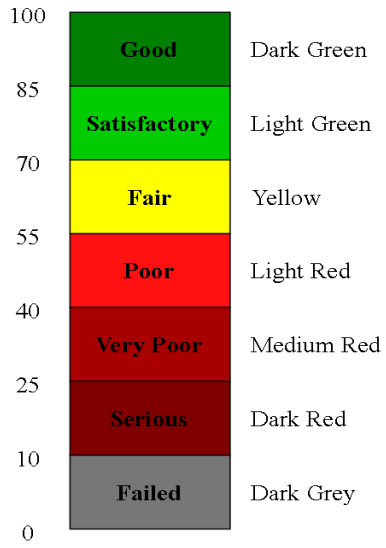
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 138 **Length: 1610'** **Width: 27'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.45%	0.2	0.00%	0.0	0.00%	0.0	0.2
Transverse Cracking	0.57%	0.5	0.00%	0.0	0.00%	0.0	0.5
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.34%	0.1	0.00%	0.0	0.00%	0.0	0.1
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	7.53%	14.5	0.00%	0.0	0.00%	0.0	14.5
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.40%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	82.7
Description of Condition Index	Satisfactory
Satisfactory	82.7

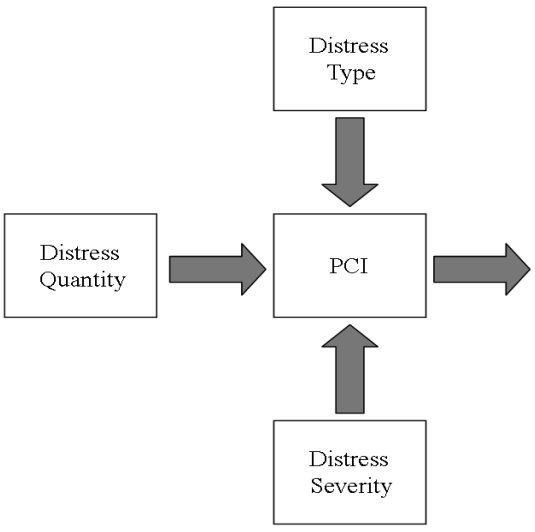


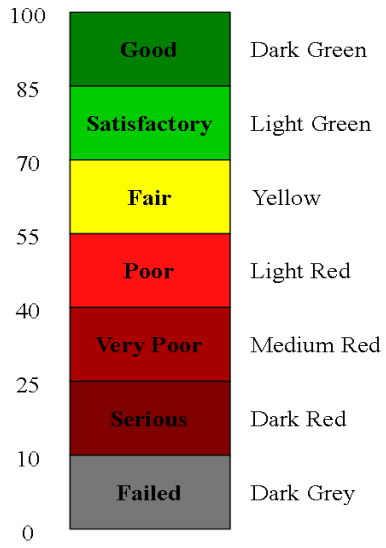


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **139** **Length:** **391'** **Width:** **17'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.16%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	26.49%	13.0	0.00%	0.0	0.00%	0.0	13.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		87.0
					Description of Condition Index		Good
							Good
							87.0



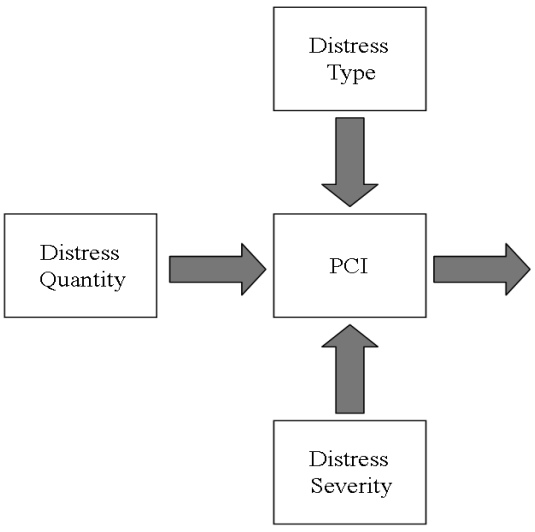


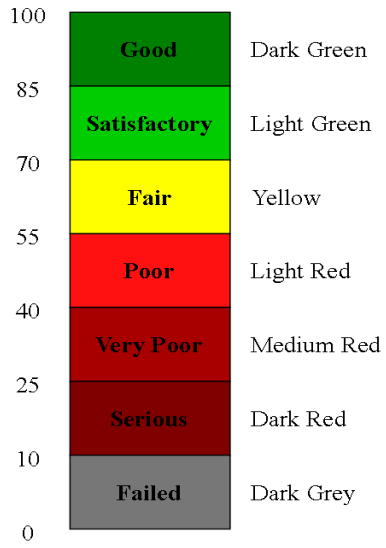
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 140 **Length:** 2930' **Width:** 11'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	2.28%	5.5	0.00%	0.0	0.00%	0.0	5.5
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	94.5
Description of Condition Index	Good
	Good
	94.5



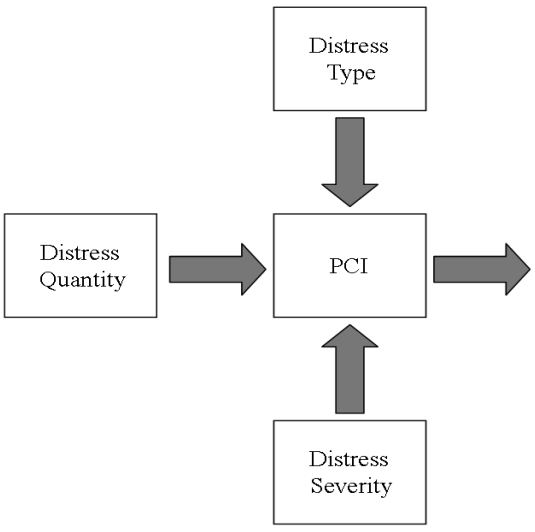


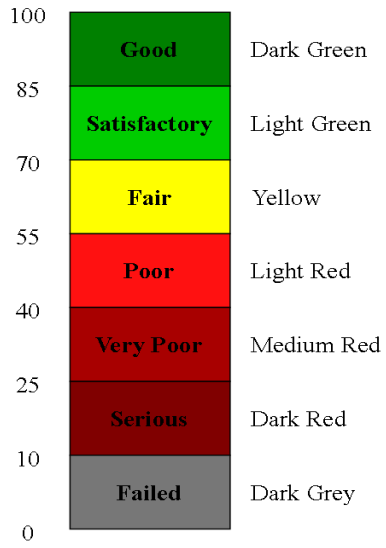
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 141 **Length: 438'** **Width: 29'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.16%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.07%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	50.43%	20.5	0.00%	0.0	0.00%	0.0	20.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	77.5
Description of Condition Index	Satisfactory
Satisfactory	77.5

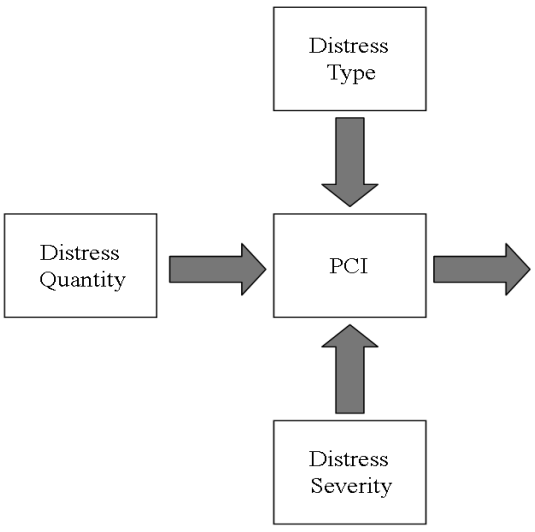


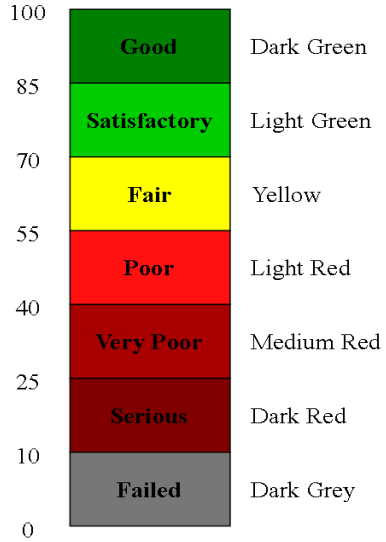


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 142 **Length: 1140'** **Width: 15'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	1.86%	15.0	0.18%	7.0	0.00%	0.0	22.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.87%	3.8	0.06%	0.0	0.00%	0.0	3.8
Longitudinal Cracking	0.28%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.21%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	6.34%	6.0	0.00%	0.0	0.00%	0.0	6.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	2.63%	5.0	0.00%	0.0	0.00%	0.0	5.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.59%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.75%	5.0	0.00%	0.0	5.0
					Pavement Condition Index		73.0
					Description of Condition Index		Satisfactory
							Satisfactory
							73.0

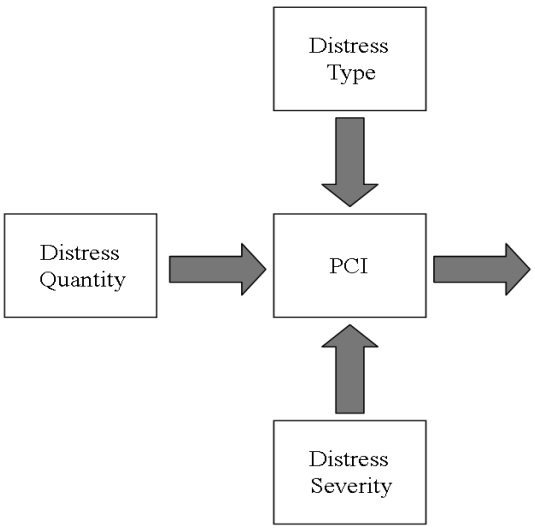


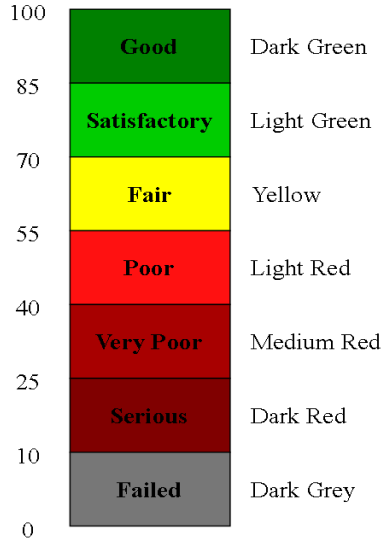


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 143 **Length: 1843'** **Width: 40'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.02%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.80%	4.0	0.00%	0.0	0.00%	0.0	4.0
Transverse Cracking	0.26%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	11.57%	8.0	0.00%	0.0	0.00%	0.0	8.0
Rutting	0.17%	2.0	0.00%	0.0	0.00%	0.0	2.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.10%	0.0	0.02%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.22%	2.3	0.00%	0.0	2.3
					Pavement Condition Index		86.0
					Description of Condition Index		Good
							Good
							86.0

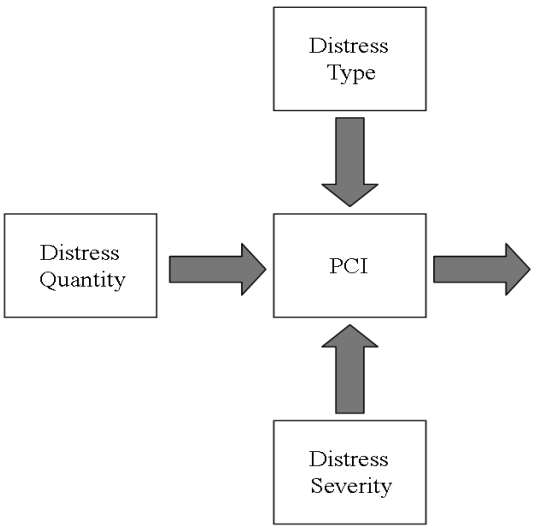


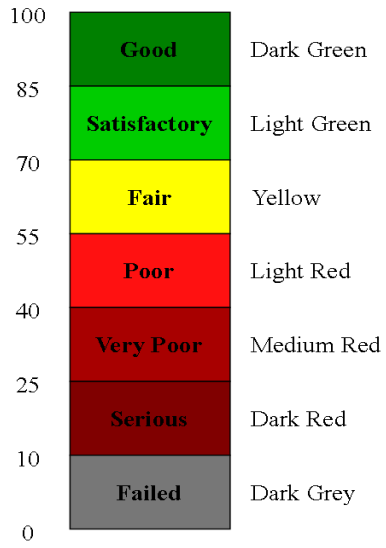


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 144 **Length: 2381'** **Width: 42'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.32%	4.0	0.00%	0.0	0.00%	0.0	4.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.09%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.38%	2.5	0.00%	0.0	0.00%	0.0	2.5
Transverse Cracking	0.35%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.61%	2.0	0.35%	0.2	0.00%	0.0	2.2
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	1.77%	4.5	0.00%	0.0	0.00%	0.0	4.5
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.22%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.31%	2.6	0.00%	0.0	2.6
					Pavement Condition Index		85.3
					Description of Condition Index		Good
							Good
							85.3

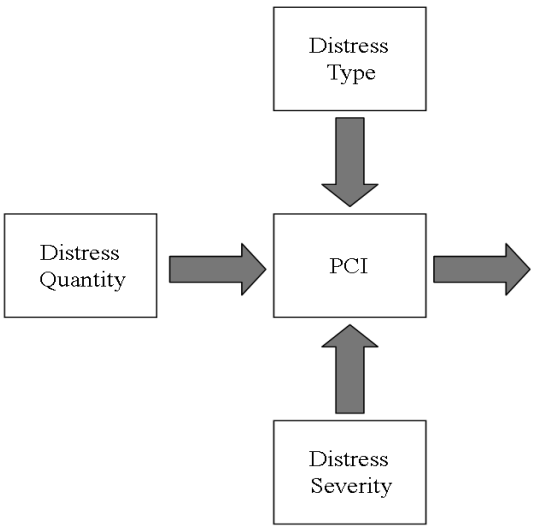


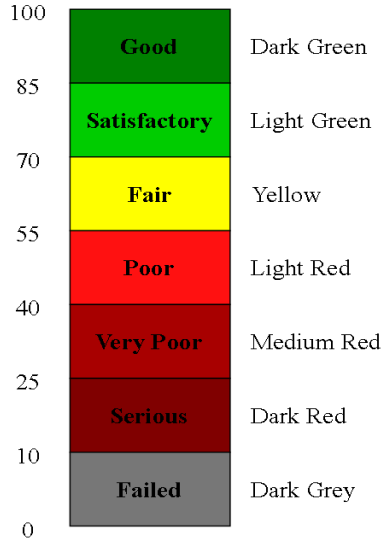


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 145 **Length: 1151'** **Width: 20'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.85%	3.8	0.11%	4.0	0.00%	0.0	7.8
Longitudinal Cracking	2.13%	6.0	0.00%	0.0	0.00%	0.0	6.0
Transverse Cracking	0.12%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	1.89%	2.0	0.00%	0.0	0.00%	0.0	2.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	2.12%	5.0	0.00%	0.0	0.00%	0.0	5.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.39%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.14%	2.0	0.00%	0.0	2.0
					Pavement Condition Index		82.0
					Description of Condition Index		Satisfactory
							Satisfactory
							82.0



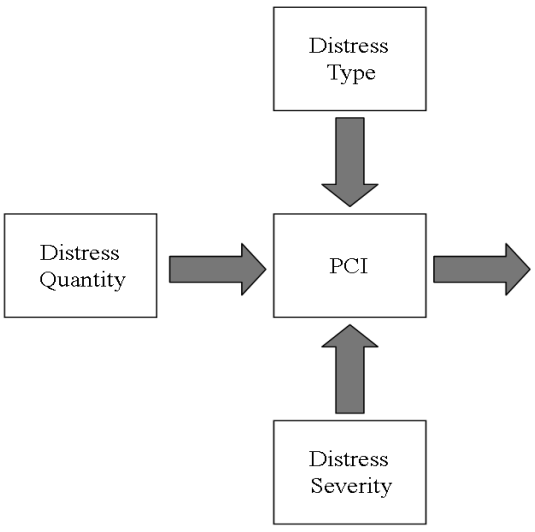


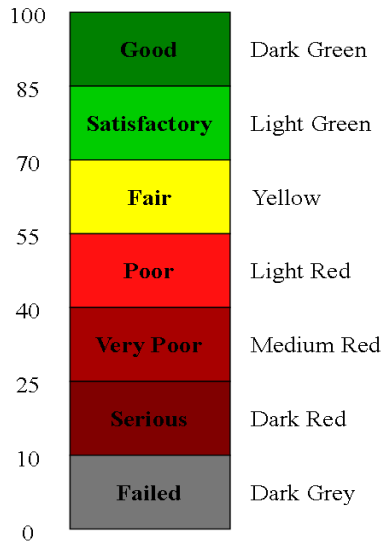
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 146 **Length: 2344'** **Width: 25'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.17%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.55%	0.5	0.00%	0.0	0.00%	0.0	0.5
Transverse Cracking	0.22%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	4.54%	4.8	0.00%	0.0	0.00%	0.0	4.8
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.15%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.14%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	92.8
Description of Condition Index	Good
	Good
	92.8



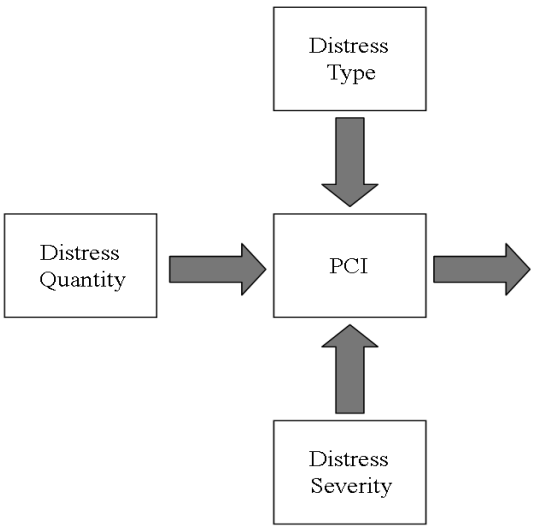


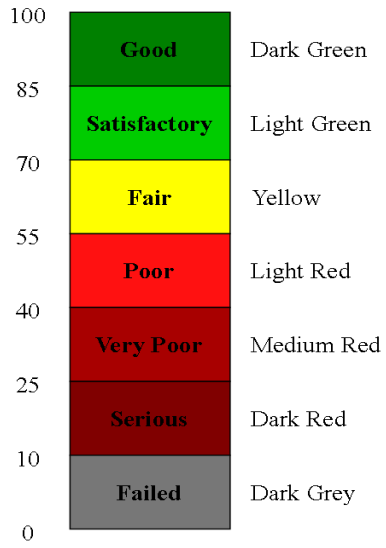
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **147** **Length:** **612'** **Width:** **12'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.55%	3.0	0.00%	0.0	0.00%	0.0	3.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.85%	1.8	0.00%	0.0	0.00%	0.0	1.8
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.51%	0.2	0.00%	0.0	0.00%	0.0	0.2
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	2.68%	5.0	0.00%	0.0	0.00%	0.0	5.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	2.37%	5.5	0.00%	0.0	0.00%	0.0	5.5
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	88.6
Description of Condition Index	Good
	Good
	88.6



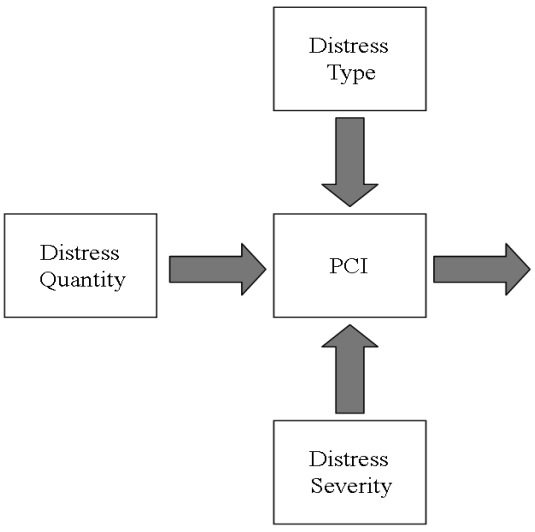


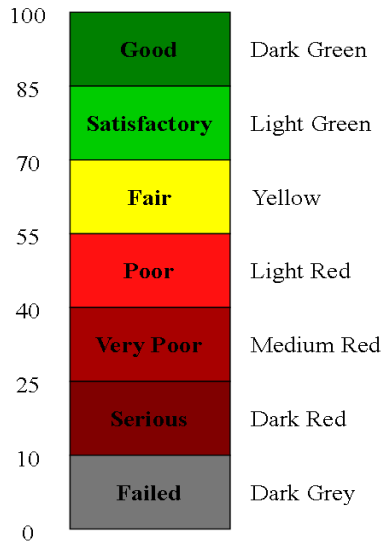
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 148 **Length:** 137' **Width:** 29'

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0

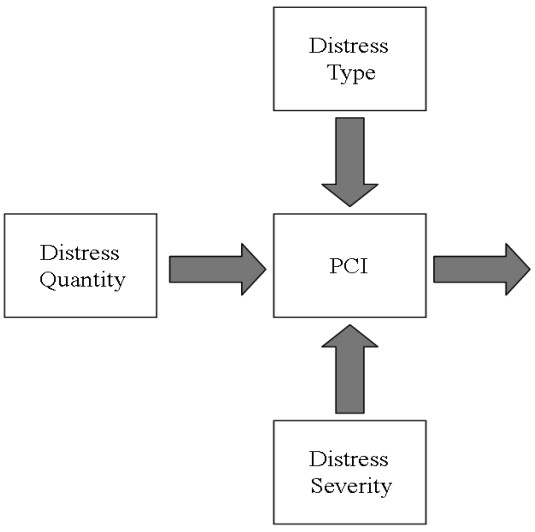


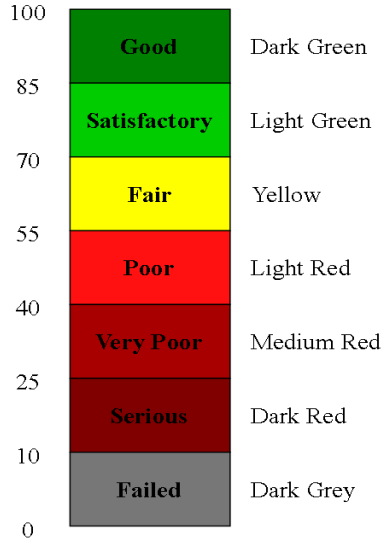


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 149 **Length: 4308'** **Width: 17'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.09%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.35%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.12%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	47.93%	18.5	25.62%	23.5	0.00%	0.0	42.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.28%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.34%	2.6	0.00%	0.0	2.6
						Pavement Condition Index	71.0
						Description of Condition Index	Satisfactory
							Satisfactory
							71.0

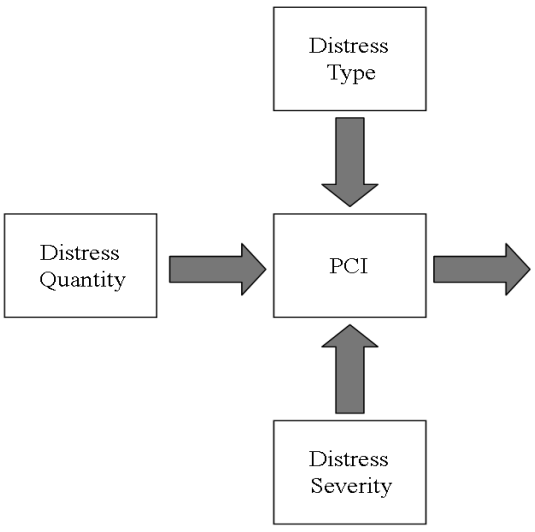


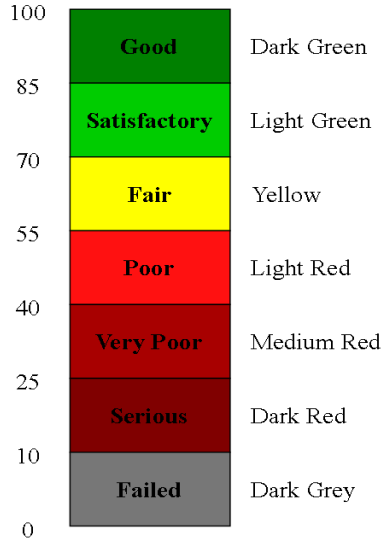


CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: **150** **Length:** **312'** **Width:** **25'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
					Pavement Condition Index		100.0
					Description of Condition Index		Good
							Good
							100.0



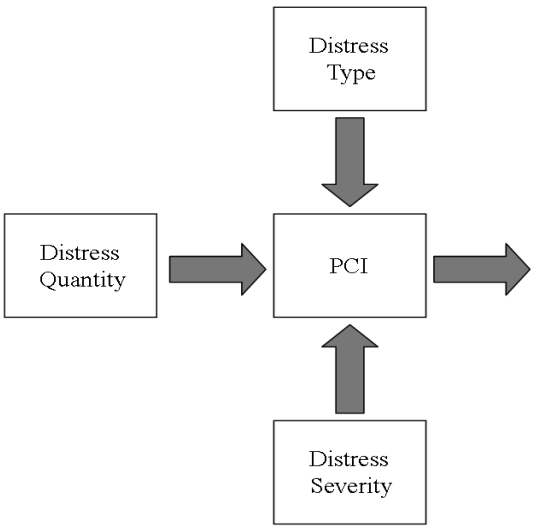


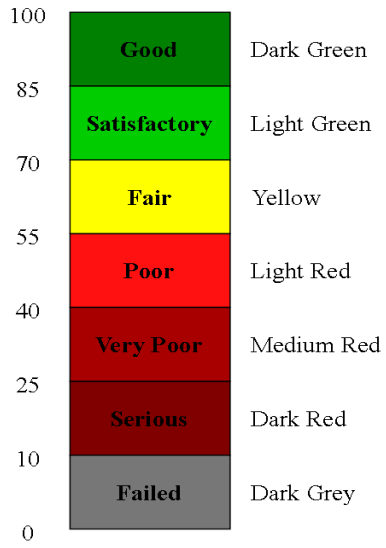
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 151 **Length: 1954'** **Width: 30'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.50%	0.2	0.00%	0.0	0.00%	0.0	0.2
Transverse Cracking	0.02%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	2.99%	2.5	0.00%	0.0	0.00%	0.0	2.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.34%	4.0	0.00%	0.0	0.00%	0.0	4.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	93.8
Description of Condition Index	Good
	Good
	93.8



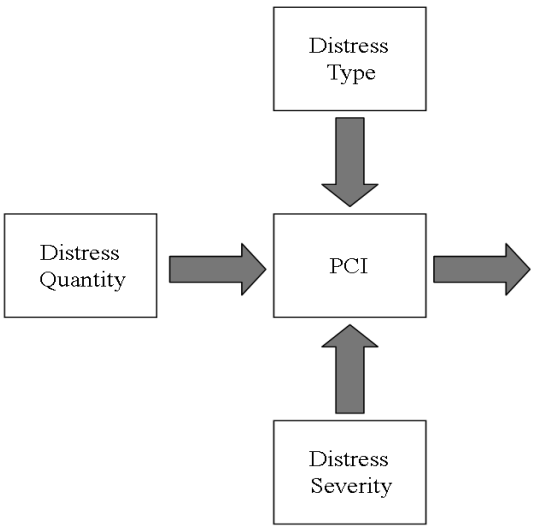


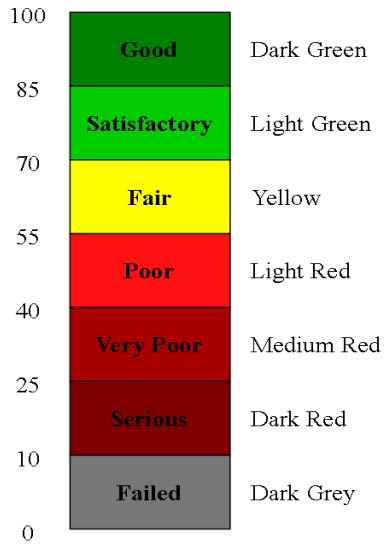
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 152 **Length: 148'** **Width: 25'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.25%	1.5	0.00%	0.0	0.00%	0.0	1.5
Longitudinal Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	98.5
Description of Condition Index	Good
	Good
	98.5



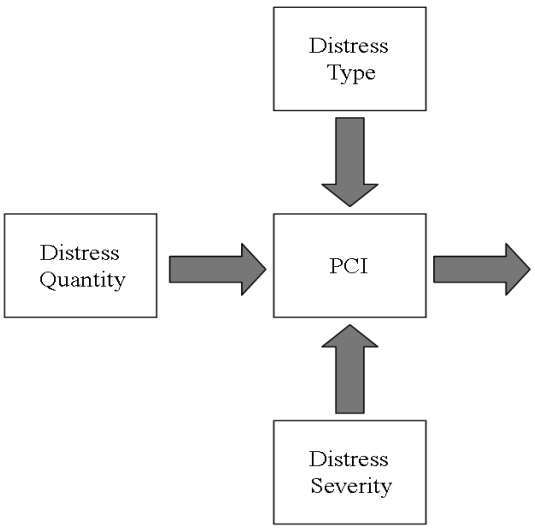


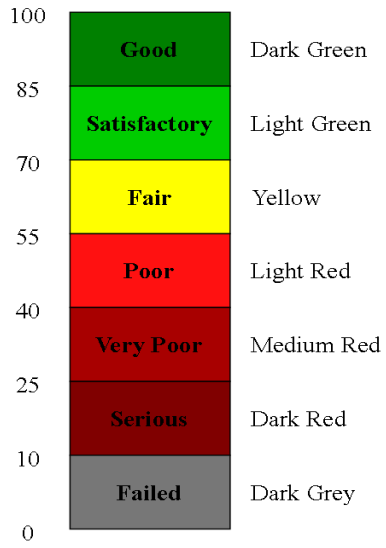
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 153 **Length: 1014'** **Width: 25'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.13%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.16%	0.1	0.00%	0.0	0.1
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.01%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	99.9
Description of Condition Index	Good
	Good
	99.9



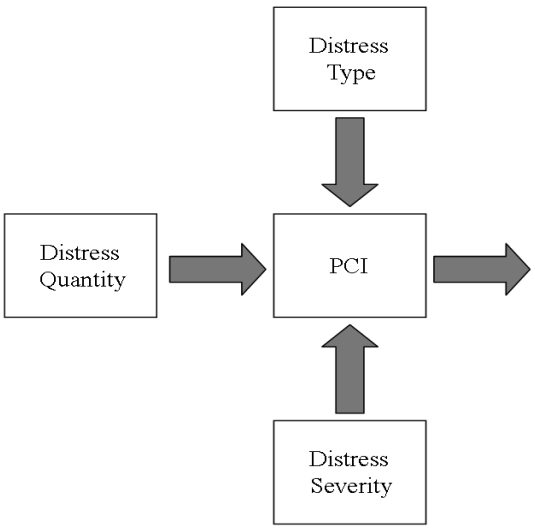


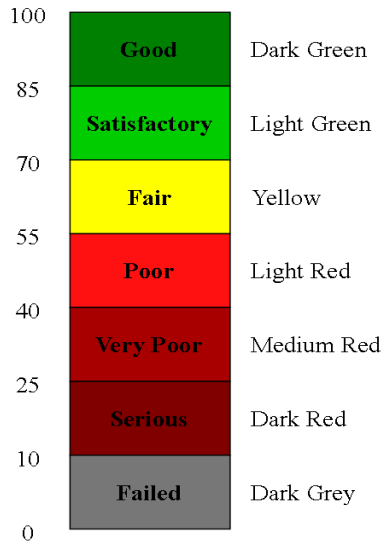
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 154 **Length: 8163'** **Width: 35'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.01%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.19%	0.0	0.17%	4.0	0.00%	0.0	4.0
Longitudinal Cracking	0.28%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.05%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	5.01%	5.0	0.53%	0.5	0.03%	0.0	5.5
Rutting	0.09%	0.0	52.76%	63.5	0.00%	0.0	63.5
Patching	3.15%	7.0	0.00%	0.0	0.00%	0.0	7.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.03%	0.0	0.01%	0.0	0.00%	0.0	0.0
Shoving	0.02%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.15%	0.3	0.00%	0.0	0.00%	0.0	0.3
Bumps and Sags	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.31%	2.6	0.00%	0.0	2.6

Pavement Condition Index	27.8
Description of Condition Index	Very Poor
	Very Poor
	27.8



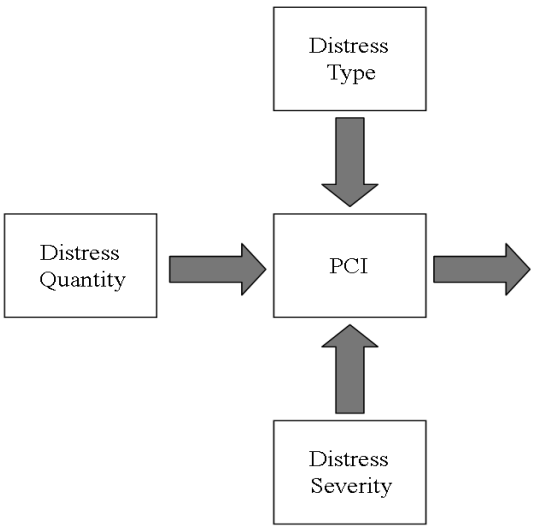


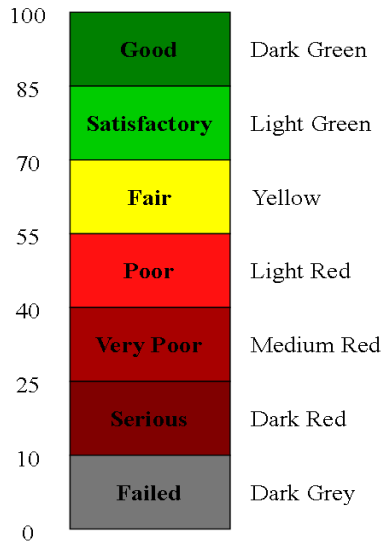
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 155 **Length: 803'** **Width: 25'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.57%	0.5	0.00%	0.0	0.00%	0.0	0.5
Transverse Cracking	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.04%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0

Pavement Condition Index	99.5
Description of Condition Index	Good
	Good
	99.5



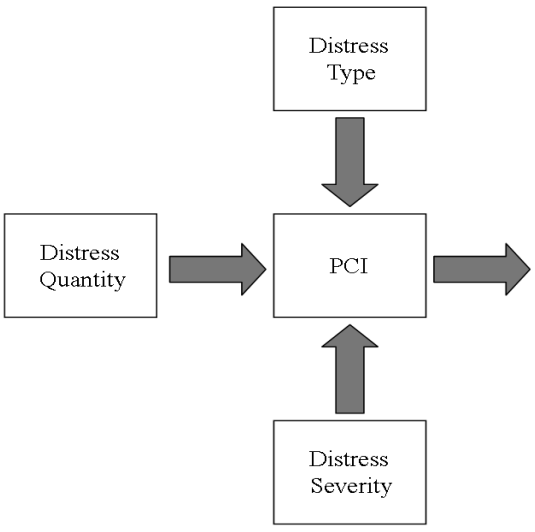


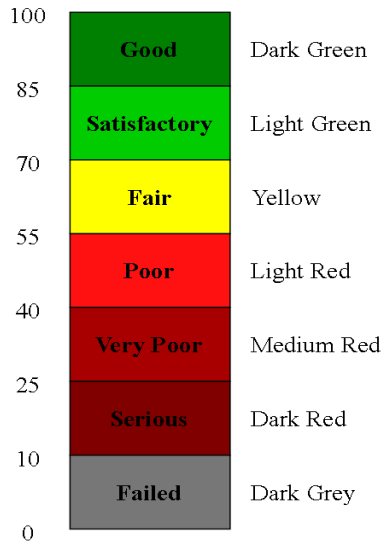
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 156 **Length: 892'** **Width: 24'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	1.22%	2.5	0.25%	1.0	0.00%	0.0	3.5
Transverse Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	2.19%	2.5	0.00%	0.0	0.00%	0.0	2.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	1.06%	4.0	0.00%	0.0	0.00%	0.0	4.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	2.12%	12.0	0.00%	0.0	12.0

Pavement Condition Index 81.0
Description of Condition Index Satisfactory
Satisfactory
81.0



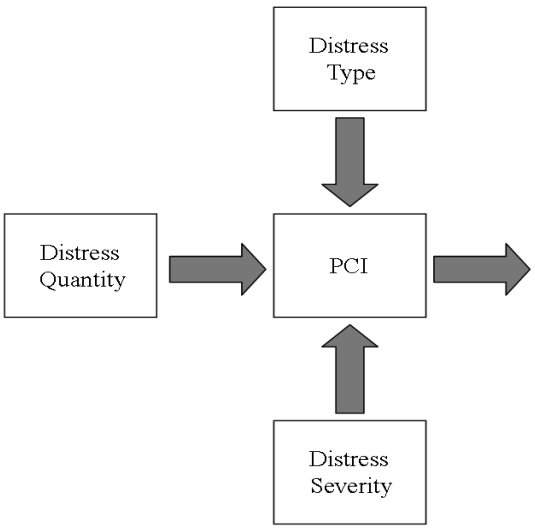


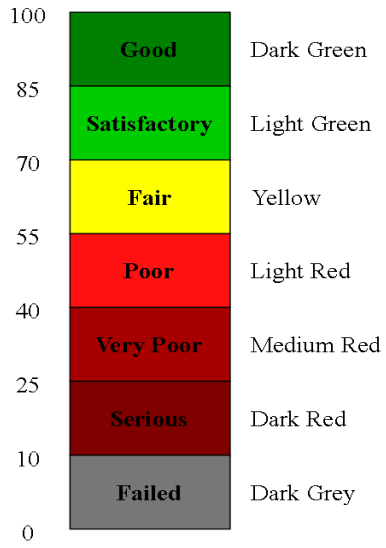
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 157 **Length: 1278'** **Width: 30'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.35%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.69%	1.0	0.00%	0.0	0.00%	0.0	1.0
Slippage Cracking	0.12%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.11%	0.1	0.00%	0.0	0.00%	0.0	0.1
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.46%	1.0	0.00%	0.0	0.00%	0.0	1.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.48%	0.5	0.00%	0.0	0.00%	0.0	0.5
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.29%	2.5	0.00%	0.0	0.00%	0.0	2.5
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.29%	2.3	0.00%	0.0	2.3

Pavement Condition Index	93.0
Description of Condition Index	Good
	Good
	93.0



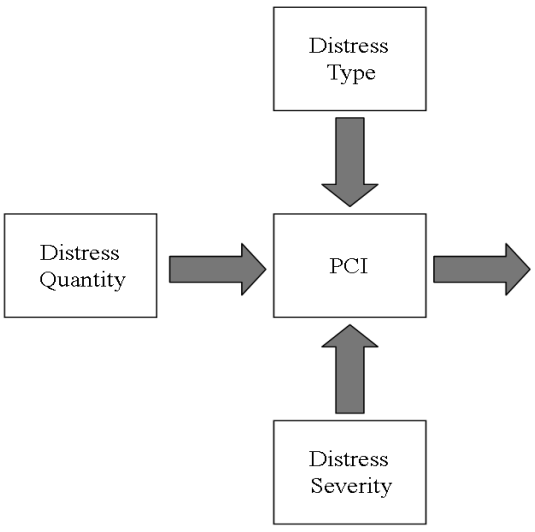


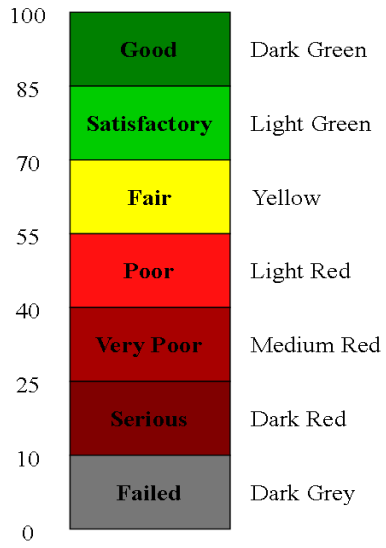
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 158 **Length: 6912'** **Width: 30'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Longitudinal Cracking	0.21%	0.0	0.00%	0.0	0.00%	0.0	0.0
Transverse Cracking	0.17%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	0.09%	0.0	0.00%	0.0	0.00%	0.0	0.0
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	0.03%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.08%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	0.05%	0.0	0.00%	0.0	0.0

Pavement Condition Index	100.0
Description of Condition Index	Good
	Good
	100.0



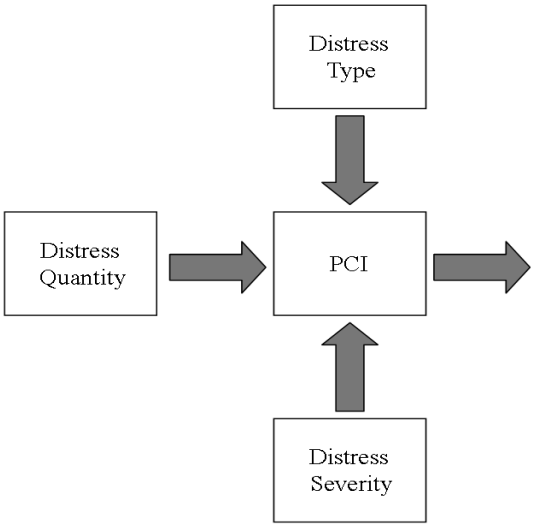


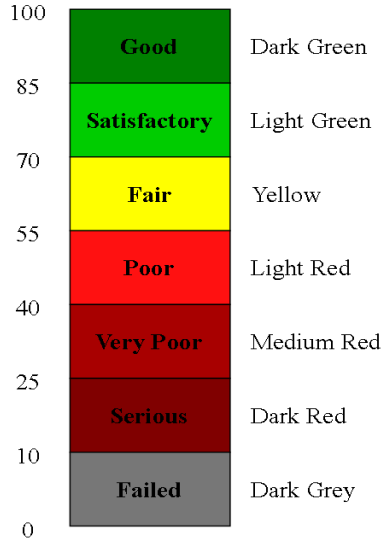
CHARLES TOWN, WEST VIRGINIA
PAVEMENT CONDITION INDEX

UPI: 159 **Length: 3622'** **Width: 20'**

	Low		Medium		High		Total
	% Defect	PCI	% Defect	PCI	% Defect	PCI	
Fatigue (Alligator) Cracking	1.13%	11.0	0.01%	0.0	0.00%	0.0	11.0
Potholes	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Edge Cracking	0.09%	0.0	0.10%	4.0	0.00%	0.0	4.0
Longitudinal Cracking	0.64%	1.0	0.00%	0.0	0.00%	0.0	1.0
Transverse Cracking	0.16%	0.0	0.00%	0.0	0.00%	0.0	0.0
Slippage Cracking	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Block Cracking	3.74%	3.5	0.00%	0.0	0.00%	0.0	3.5
Rutting	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Patching	3.08%	7.0	3.29%	17.0	0.00%	0.0	24.0
Bleeding	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Depression	0.21%	4.0	0.94%	8.5	0.00%	0.0	12.5
Shoving	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Corrugation	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Weathering/Raveling	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Bumps and Sags	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
RailRoad Crossing	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Shoulder Dropoff	0.00%	0.0	0.00%	0.0	0.00%	0.0	0.0
Reflective Cracking	0.00%	0.0	1.34%	8.0	0.20%	2.0	10.0

Pavement Condition Index	66.0
Description of Condition Index	Fair
	Fair
	66.0





UPI	Network Priority Ranking	PCI	Length	Width	Area	Road Classification	Roadway Material	Pavement Repair Type	Improvement Funding	Street Name	Ownership	Owership Split	Split	City's Obligation	Estimated Total Length	Estimated Total Square Footage	Estimated Total Improvement Dollars
28	23.5	66.0	935	36.0	33,660	Neighborhood Street	Asphalt	Light Rehabilitation	37,100	Brooke Street	City				935	33660	$ 37,100.00
40	23.5	63.0	1,531	20.0	30,620	Neighborhood Street	Asphalt	Light Rehabilitation	33,700	Cherry Tree Drive	City				1,531	30620	$ 33,700.00
69	23.5	61.5	433	14.0	6,062	Neighborhood Street	Asphalt	Light Rehabilitation	6,700	Federal Way	City				433	6062	$ 6,700.00
85	23.5	68.0	618	19.0	11,742	Neighborhood Street	Asphalt	Light Rehabilitation	13,000	Maple Avenue	City				618	11742	$ 13,000.00
116	23.5	68.9	1,283	32.0	41,056	Neighborhood Street	Asphalt	Light Rehabilitation	45,200	South Charles Street	City				1,283	41056	$ 45,200.00
130	27.5	70.0	4,551	18.0	81,918	Neighborhood Center Street	Asphalt	Light Rehabilitation	22,600	South Samuel Street	SPLIT	City/State	66/33	66%	3004	54066	$ 14,916.00
11	4	86.0	206	36.0	7,416	Neighborhood Street	Asphalt	Minor to No Repair	900	4th Circle	City				206	7416	$ 900.00
12	4	90.0	343	38.0	13,034	Neighborhood Street	Asphalt	Minor to No Repair	800	4th Street	City				343	13034	$ 800.00
1	4	95.9	549	21.0	11,529	Neighborhood Street	Asphalt	Minor to No Repair	700	Ball Circle	City				549	11529	$ 700.00
16	4	88.3	317	29.5	9,352	Neighborhood Street	Asphalt	Minor to No Repair	1,200	Barksdale Court	City				317	9352	$ 1,200.00
17	8	93.0	3,627	29.5	106,997	Neighborhood Center Street	Asphalt	Minor to No Repair	5,900	Barksdale Drive	City				3,627	106997	$ 5,900.00
19	4	99.0	1,320	27.0	35,640	Neighborhood Street	Asphalt	Minor to No Repair	2,000	Battlefield Drive	SPLIT	City/Bond	50/50	50%	660	17820	$ 1,000.00
20	4	94.8	259	17.0	4,403	Neighborhood Street	Asphalt	Minor to No Repair	300	Baylor Street	City				259	4403	$ 300.00
21	4	88.8	1,125	16.0	18,000	Neighborhood Street	Asphalt	Minor to No Repair	2,200	Beckwith Street	City				1,125	18000	$ 2,200.00
22	4	93.0	385	15.0	5,775	Neighborhood Street	Asphalt	Minor to No Repair	400	Bell Place	City				385	5775	$ 400.00
25	4	100.0	1,362	38.0	51,756	Neighborhood Street	Asphalt	Minor to No Repair	0	Bouldin Road	City				1,362	51756	$ -
26	4	99.5	1,917	27.0	51,759	Neighborhood Street	Asphalt	Minor to No Repair	2,900	Braddock Street	SPLIT	City/Bond	90/10	90%	1725	46583	$ 2,610.00
29	4	100.0	2,049	20.0	40,980	Neighborhood Street	Asphalt	Minor to No Repair	0	Bullskin Street	SPLIT	City/Bond	90/10	90%	1844	36882	$ -
30	4	99.5	1,563	30.0	46,890	Neighborhood Street	Asphalt	Minor to No Repair	2,600	Burberry Lane	City				1,563	46890	$ 2,600.00
31	4	100.0	1,003	22.0	22,066	Neighborhood Street	Asphalt	Minor to No Repair	0	Burnlea Road	City				1,003	22066	$ -
32	4	97.0	1,246	37.0	46,102	Neighborhood Street	Asphalt	Minor to No Repair	2,600	Butler Street	City				1,246	46102	$ 2,600.00
33	4	100.0	1,943	21.0	40,803	Neighborhood Street	Asphalt	Minor to No Repair	0	Calmes Street	SPLIT	City/Bond	90/10	90%	1749	36723	$ -
34	8	92.8	2,619	28.0	73,332	Neighborhood Center Street	Asphalt	Minor to No Repair	4,100	Campbell Drive	City				2,619	73332	$ 4,100.00
36	4	96.0	639	38.0	24,282	Neighborhood Street	Asphalt	Minor to No Repair	1,400	Caperton Drive	City				639	24282	$ 1,400.00
37	4	100.0	1,304	29.0	37,816	Neighborhood Street	Asphalt	Minor to No Repair	0	Casorsa Drive	City				1,304	37816	$ -
38	4	89.3	676	28.0	18,928	Neighborhood Street	Asphalt	Minor to No Repair	2,300	Center Street	City				676	18928	$ 2,300.00
39	4	99.9	1,262	27.0	34,074	Neighborhood Street	Asphalt	Minor to No Repair	1,900	Chadwick Drive	SPLIT	City/Bond	50/50	50%	631	17037	$ 950.00
42	4	96.0	1,399	27.0	37,773	Neighborhood Street	Asphalt	Minor to No Repair	2,100	Colonial Drive	SPLIT	City/Bond	50/50	50%	700	18887	$ 1,050.00
43	4	98.0	1,156	27.0	31,212	Neighborhood Street	Asphalt	Minor to No Repair	1,800	Colston Drive	City				1,156	31212	$ 1,800.00
3	4	97.5	597	21.0	12,537	Neighborhood Street	Asphalt	Minor to No Repair	700	Corbin Circle	City				597	12537	$ 700.00
44	4	100.0	1,558	31.0	48,298	Neighborhood Street	Asphalt	Minor to No Repair	0	Courier Drive	City				1,558	48298	$ -
46	4	100.0	275	22.0	6,050	Neighborhood Street	Asphalt	Minor to No Repair	0	Crab Apple Tree Court	City				275	6050	$ -
47	4	94.3	2,424	29.0	70,296	Neighborhood Street	Asphalt	Minor to No Repair	3,900	Craighill Drive	City				2,424	70296	$ 3,900.00
48	4	95.8	343	25.0	8,575	Neighborhood Street	Asphalt	Minor to No Repair	500	Crawford Way	City				343	8575	$ 500.00
50	8	86.5	1,822	40.0	72,880	Neighborhood Center Street	Asphalt	Minor to No Repair	8,900	Cresent Drive	City				1,822	72880	$ 8,900.00
51	4	100.0	60	28.0	1,680	Neighborhood Street	Asphalt	Minor to No Repair	0	Crosswinds Court	City				60	1680	$ -
52	8	87.0	5,386	25.0	134,650	Neighborhood Center Street	Asphalt	Minor to No Repair	16,300	Crosswinds Drive	SPLIT	City/Private	25/75	25%	1347	33663	$ 4,075.00
53	4	91.0	407	23.0	9,361	Neighborhood Street	Asphalt	Minor to No Repair	600	Davenport Street	City				407	9361	$ 600.00
54	4	100.0	2,249	27.0	60,723	Neighborhood Street	Asphalt	Minor to No Repair	0	Davis Street	SPLIT	City/Bond	90/10	90%	2024	54651	$ -
56	4	100.0	90	25.0	2,250	Neighborhood Street	Asphalt	Minor to No Repair	0	Doseff Court	City				90	2250	$ -
60	4	90.6	1,510	16.0	24,160	Neighborhood Street	Asphalt	Minor to No Repair	1,400	East Academy Street	City				1,510	24160	$ 1,400.00
63	4	90.8	2,075	30.0	62,250	Neighborhood Street	Asphalt	Minor to No Repair	3,500	East First Avenue	City				2,075	62250	$ 3,500.00
64	8	87.5	2,186	43.0	93,998	Neighborhood Center Street	Asphalt	Minor to No Repair	11,400	East Liberty Street	City				2,186	93998	$ 11,400.00
68	8	99.0	723	29.0	20,967	Neighborhood Center Street	Asphalt	Minor to No Repair	1,200	Featherstone Drive	City				723	20967	$ 1,200.00
70	4	100.0	232	29.0	6,728	Neighborhood Street	Asphalt	Minor to No Repair	0	Flag Court	City				232	6728	$ -
71	4	89.7	956	30.0	28,680	Neighborhood Street	Asphalt	Minor to No Repair	3,500	Flowing Springs Way	City				956	28680	$ 3,500.00
72	4	92.0	438	29.0	12,702	Neighborhood Street	Asphalt	Minor to No Repair	700	Grassy Meadows Road	City				438	12702	$ 700.00
73	4	100.0	253	29.0	7,337	Neighborhood Street	Asphalt	Minor to No Repair	0	Graywood Lane	City				253	7337	$ -
4	8	93.5	628	30.0	18,840	Neighborhood Center Street	Asphalt	Minor to No Repair	1,100	Haversack Circle	City				628	18840	$ 1,100.00
75	4	100.0	586	22.0	12,892	Neighborhood Street	Asphalt	Minor to No Repair	0	Hickory Tree Court	City				586	12892	$ -
76	4	92.5	718	28.0	20,104	Neighborhood Street	Asphalt	Minor to No Repair	1,200	Higgs Boulevard	City				718	20104	$ 1,200.00
78	4	99.6	855	28.0	23,940	Neighborhood Street	Asphalt	Minor to No Repair	1,400	Holly Springs Drive	SPLIT	City/Bond	75/25	75%	641	17955	$ 1,050.00
79	4	99.5	327	25.0	8,175	Neighborhood Street	Asphalt	Minor to No Repair	500	Holmes Way	City				327	8175	$ 500.00
80	4	96.0	2,830	39.0	110,370	Neighborhood Street	Asphalt	Minor to No Repair	6,100	Hughs Road	City				2,830	110370	$ 6,100.00
81	4	91.1	2,746	28.0	76,888	Neighborhood Street	Asphalt	Minor to No Repair	4,300	Hunter Street	City				2,746	76888	$ 4,300.00
6	4	91.0	322	13.0	4,186	Neighborhood Street	Asphalt	Minor to No Repair	300	Johnson Street	City				322	4186	$ 300.00
88	4	92.5	301	29.0	8,729	Neighborhood Street	Asphalt	Minor to No Repair	500	Moore Court	City				301	8729	$ 500.00
89	4	100.0	1,605	24.0	38,520	Neighborhood Street	Asphalt	Minor to No Repair	0	Mordington Avenue	City				1,605	38520	$ -
90	4	90.0	153	20.0	3,060	Neighborhood Street	Asphalt	Minor to No Repair	200	Mordington Circle	City				153	3060	$ 200.00
93	4	97.5	718	40.0	28,720	Neighborhood Street	Asphalt	Minor to No Repair	1,600	Mulberry Tree Street	City				718	28720	$ 1,600.00
95	8	88.5	1,320	35.0	46,200	Neighborhood Center Street	Asphalt	Minor to No Repair	5,600	North Mildred Street	City				1,320	46200	$ 5,600.00
104	8	97.9	1,431	20.5	29,336	Neighborhood Center Street	Asphalt	Minor to No Repair	1,700	Northwinds Drive	City				1,431	29336	$ 1,700.00
105	4	100.0	602	38.0	22,876	Neighborhood Street	Asphalt	Minor to No Repair	0	Oden Drive	City				602	22876	$ -
106	4	100.0	1,357	29.0	39,353	Neighborhood Street	Asphalt	Minor to No Repair	0	Okanagan Drive	City				1,357	39353	$ -

UPI	Network Priority Ranking	PCI	Length	Width	Area	Road Classification	Roadway Material	Pavement Repair Type	Improvement Funding	Street Name	Ownership	Owership Split	Split	City's Obligation	Estimated Total Length	Estimated Total Square Footage	Estimated Total Improvement Dollars
108	4	88.0	649	18.0	11,682	Neighborhood Street	Asphalt	Minor to No Repair	1,500	Park Street	City				649	11682	$ 1,500.00
110	4	100.0	1,014	21.0	21,294	Neighborhood Street	Asphalt	Minor to No Repair	0	Pentictor Way	City				1,014	21294	$ -
111	4	95.5	1,199	29.0	34,771	Neighborhood Street	Asphalt	Minor to No Repair	2,000	Perry Drive	City				1,199	34771	$ 2,000.00
112	8	96.0	6,220	29.0	180,380	Neighborhood Center Street	Asphalt	Minor to No Repair	10,000	Prospect Hill Boulebard	SPLIT	City/Bond	66/33	66%	4105	120253	$ 6,666.66
113	4	96.0	1,278	32.0	40,896	Neighborhood Street	Asphalt	Minor to No Repair	2,300	Revere Drive	City				1,278	40896	$ 2,300.00
114	4	94.8	433	17.0	7,361	Neighborhood Street	Asphalt	Minor to No Repair	500	Rider Court	City				433	7361	$ 500.00
120	8	100.0	1,457	20.5	29,869	Neighborhood Center Street	Asphalt	Minor to No Repair	0	Santmyer Way	City				1,457	29869	$ -
121	4	100.0	692	29.0	20,068	Neighborhood Street	Asphalt	Minor to No Repair	0	Seaton Lane	City				692	20068	$ -
122	4	98.0	354	29.0	10,266	Neighborhood Street	Asphalt	Minor to No Repair	600	Shutt Court	City				354	10266	$ 600.00
123	4	89.8	1,040	14.0	14,560	Neighborhood Street	Asphalt	Minor to No Repair	1,800	Shutter Street	SPLIT	City/State	66/33	66%	686	9610	$ 1,188.00
124	4	99.9	676	28.0	18,928	Neighborhood Street	Asphalt	Minor to No Repair	1,100	Silverleaf Drive	SPLIT	City/Bond	75/25	75%	507	14196	$ 825.00
126	4	91.5	333	12.0	3,996	Neighborhood Street	Asphalt	Minor to No Repair	300	South Fritts Way	City				333	3996	$ 300.00
128	8	87.4	3,078	35.0	107,730	Neighborhood Center Street	Asphalt	Minor to No Repair	13,100	South Mildred Street	City				3,078	107730	$ 13,100.00
119	4	98.5	169	26.0	4,394	Neighborhood Street	Asphalt	Minor to No Repair	300	South Reymann Street	City				169	4394	$ 300.00
133	4	100.0	655	38.0	24,890	Neighborhood Street	Asphalt	Minor to No Repair	0	Southwinds Drive	City				655	24890	$ -
134	4	93.8	771	38.0	29,298	Neighborhood Street	Asphalt	Minor to No Repair	1,700	Spanos Drive	City				771	29298	$ 1,700.00
136	4	87.0	766	29.0	22,214	Neighborhood Street	Asphalt	Minor to No Repair	2,700	Streeternway Drive	City				766	22214	$ 2,700.00
137	4	100.0	607	29.5	17,907	Neighborhood Street	Asphalt	Minor to No Repair	0	Tornworth Drive	City				607	17907	$ -
139	4	87.0	391	17.0	6,647	Neighborhood Street	Asphalt	Minor to No Repair	900	Valley Place	City				391	6647	$ 900.00
147	4	88.6	612	12.0	7,344	Neighborhood Street	Asphalt	Minor to No Repair	900	Weirick Row	City				612	7344	$ 900.00
143	4	86.0	1,843	40.0	73,720	Neighborhood Street	Asphalt	Minor to No Repair	9,000	West Congress Street	City				1,843	73720	$ 9,000.00
144	8	85.3	2,381	42.0	100,002	Neighborhood Center Street	Asphalt	Minor to No Repair	12,200	West Liberty Street	City				2,381	100002	$ 12,200.00
148	4	100.0	137	29.0	3,973	Neighborhood Street	Asphalt	Minor to No Repair	0	Westwinds Court	City				137	3973	$ -
13	13.75	84.8	597	38.0	22,686	Neighborhood Street	Asphalt	Preventitive Maintenance	2,800	Alla Willa Drive	SPLIT	City/State	75/25	75%	448	17015	$ 2,100.00
14	13.75	71.0	375	14.0	5,250	Neighborhood Street	Asphalt	Preventitive Maintenance	1,500	Ann Street	City				375	5250	$ 1,500.00
15	13.75	75.5	480	22.0	10,560	Neighborhood Street	Asphalt	Preventitive Maintenance	3,000	Bailey Brooks Way	City				480	10560	$ 3,000.00
18	13.75	85.0	628	20.5	12,874	Neighborhood Street	Asphalt	Preventitive Maintenance	1,600	Barley Lane	City				628	12874	$ 1,600.00
23	13.75	73.5	1,959	19.0	37,221	Neighborhood Street	Asphalt	Preventitive Maintenance	10,300	Belvedere Drive	City				1,959	37221	$ 10,300.00
24	13.75	81.5	665	40.0	26,600	Neighborhood Street	Asphalt	Preventitive Maintenance	3,300	Blakeley Place	City				665	26600	$ 3,300.00
27	13.75	83.0	444	29.0	12,876	Neighborhood Street	Asphalt	Preventitive Maintenance	1,600	Bramble Drive	City				444	12876	$ 1,600.00
2	13.75	80.0	1,684	11.0	18,524	Neighborhood Street	Asphalt	Preventitive Maintenance	2,300	Brownville Lane	City				1,684	18524	$ 2,300.00
41	17.75	72.5	2,730	14.0	38,220	Neighborhood Center Street	Asphalt	Preventitive Maintenance	10,600	Cold Storage Road	City				2,730	38220	$ 10,600.00
45	13.75	77.8	333	43.0	14,319	Neighborhood Street	Asphalt	Preventitive Maintenance	4,000	Court Street	City				333	14319	$ 4,000.00
49	13.75	78.5	554	23.0	12,742	Neighborhood Street	Asphalt	Preventitive Maintenance	3,600	Creamery Place	City				554	12742	$ 3,600.00
59	17.75	81.0	1,605	19.0	30,495	Neighborhood Center Street	Asphalt	Preventitive Maintenance	3,700	Eagle Avenue	City				1,605	30495	$ 3,700.00
61	13.75	79.0	1,515	15.0	22,725	Neighborhood Street	Asphalt	Preventitive Maintenance	6,300	East Avis Street	City				1,515	22725	$ 6,300.00
62	17.75	74.8	1,531	42.0	64,302	Neighborhood Center Street	Asphalt	Preventitive Maintenance	17,700	East Congress Street	City				1,531	64302	$ 17,700.00
65	13.75	80.0	1,922	20.0	38,440	Neighborhood Street	Asphalt	Preventitive Maintenance	4,700	East North Street	City				1,922	38440	$ 4,700.00
58	13.75	78.9	1,082	11.5	12,443	Neighborhood Street	Asphalt	Preventitive Maintenance	3,500	East Wall Street	City				1,082	12443	$ 3,500.00
66	13.75	83.0	523	29.0	15,167	Neighborhood Street	Asphalt	Preventitive Maintenance	1,900	Edaw Drive	City				523	15167	$ 1,900.00
67	17.75	84.0	1,246	29.0	36,134	Neighborhood Center Street	Asphalt	Preventitive Maintenance	4,400	Fairleigh Drive	City				1,246	36134	$ 4,400.00
74	13.75	83.3	380	12.0	4,560	Neighborhood Street	Asphalt	Preventitive Maintenance	600	Green Street	City				380	4560	$ 600.00
5	13.75	73.0	729	11.0	8,019	Neighborhood Street	Asphalt	Preventitive Maintenance	2,300	Hessy Street	City				729	8019	$ 2,300.00
82	13.75	81.5	660	12.5	8,250	Neighborhood Street	Asphalt	Preventitive Maintenance	1,000	Jenkins Way	City				660	8250	$ 1,000.00
83	13.75	79.5	422	28.0	11,816	Neighborhood Street	Asphalt	Preventitive Maintenance	3,300	Lincoln Drive	City				422	11816	$ 3,300.00
87	13.75	81.0	1,563	13.0	20,319	Neighborhood Street	Asphalt	Preventitive Maintenance	2,500	Mason Street	City				1,563	20319	$ 2,500.00
91	13.75	84.0	206	10.0	2,060	Neighborhood Street	Asphalt	Preventitive Maintenance	300	Morgan Street	City				206	2060	$ 300.00
92	13.75	81.0	3,057	21.0	64,197	Neighborhood Street	Asphalt	Preventitive Maintenance	7,800	Morison Street	City				3,057	64197	$ 7,800.00
101	13.75	80.8	887	27.0	23,949	Neighborhood Street	Asphalt	Preventitive Maintenance	2,900	Nathaniel Drive	City				887	23949	$ 2,900.00
102	13.75	72.0	639	21.0	13,419	Neighborhood Street	Asphalt	Preventitive Maintenance	3,700	North Charles Street	City				639	13419	$ 3,700.00
94	13.75	73.0	649	29.0	18,821	Neighborhood Street	Asphalt	Preventitive Maintenance	5,200	North Church Street	City				649	18821	$ 5,200.00
103	13.75	79.0	1,341	28.0	37,548	Neighborhood Street	Asphalt	Preventitive Maintenance	10,400	North Lawrence Street	City				1,341	37548	$ 10,400.00
8	13.75	75.0	317	18.0	5,706	Neighborhood Street	Asphalt	Preventitive Maintenance	1,600	North Mt. Parvo Ave	City				317	5706	$ 1,600.00
96	13.75	84.0	855	26.5	22,658	Neighborhood Street	Asphalt	Preventitive Maintenance	2,800	North Preston Street	City				855	22658	$ 2,800.00
97	17.75	75.3	1,320	34.0	44,880	Neighborhood Center Street	Asphalt	Preventitive Maintenance	12,400	North Samuel Street	City				1,320	44880	$ 12,400.00
98	13.75	79.0	628	15.0	9,420	Neighborhood Street	Asphalt	Preventitive Maintenance	2,600	North Seminary Street	City				628	9420	$ 2,600.00
99	17.75	85.0	803	19.0	15,257	Neighborhood Center Street	Asphalt	Preventitive Maintenance	1,900	North Water Street	City				803	15257	$ 1,900.00
100	13.75	78.0	861	32.0	27,552	Neighborhood Street	Asphalt	Preventitive Maintenance	7,600	North West Street	City				861	27552	$ 7,600.00
107	13.75	84.5	317	19.0	6,023	Neighborhood Street	Asphalt	Preventitive Maintenance	800	Opera House Way	City				317	6023	$ 800.00
125	13.75	85.0	2,640	35.0	92,400	Neighborhood Street	Asphalt	Preventitive Maintenance	11,200	South Church Street	City				2,640	92400	$ 11,200.00
117	13.75	70.5	1,315	26.0	34,190	Neighborhood Street	Asphalt	Preventitive Maintenance	9,500	South Lawrence Street	City				1,315	34190	$ 9,500.00
131	13.75	81.5	2,645	25.0	66,125	Neighborhood Street	Asphalt	Preventitive Maintenance	8,100	South Seminary Street	City				2,645	66125	$ 8,100.00
118	13.75	78.5	623	19.0	11,837	Neighborhood Street	Asphalt	Preventitive Maintenance	3,300	South Water Street	City				623	11837	$ 3,300.00
135	13.75	84.5	671	29.0	19,459	Neighborhood Street	Asphalt	Preventitive Maintenance	2,400	Spring Dale Drive	City				671	19459	$ 2,400.00

UPI	Network Priority Ranking	PCI	Length	Width	Area	Road Classification	Roadway Material	Pavement Repair Type	Improvement Funding	Street Name	Ownership	Owership Split	Split	City's Obligation	Estimated Total Length	Estimated Total Square Footage	Estimated Total Improvement Dollars
141	13.75	77.5	438	29.0	12,702	Neighborhood Street	Asphalt	Preventitive Maintenance	3,500	Vista Court	City				438	12702	$ 3,500.00
10	13.75	84.0	1,368	22.0	30,096	Neighborhood Street	Asphalt	Preventitive Maintenance	3,700	West Academy Street	City				1,368	30096	$ 3,700.00
142	13.75	73.0	1,140	15.0	17,100	Neighborhood Street	Asphalt	Preventitive Maintenance	4,800	West Avis Street	City				1,140	17100	$ 4,800.00
145	13.75	82.0	1,151	20.0	23,020	Neighborhood Street	Asphalt	Preventitive Maintenance	2,800	West North Street	City				1,151	23020	$ 2,800.00
149	17.75	71.0	4,308	17.0	73,236	Neighborhood Center Street	Asphalt	Preventitive Maintenance	20,200	Willow Spring Drive	City	City/State	33/66	33%	1436	24412	$ 6,733.33
														Totals	**141,998**	**3,767,373**	**$ 516,463.99**

PCI	Factor		Condition	Pavement Repair Type
0 - 10	12		Failed	Reconstruction
11 - 25	9		Serious	Reconstruction
26 - 40	7		Very Poor	Rehabilitation
41 - 55	5		Poor	Rehabilitation
56 - 70	3		Fair	Light Rehabilitation
71 - 85	1.5		Satisfactory	Preventitive Maintenance
85 - 100	0		Good	Minor to No Repair

Road Classification	Factor
Primary Street	10
Major Collector Street	8
Minor Collector Street	6
Neighborhood Center Street	4
Neighborhood Street	2

Average Network Priority Ranking	8.53	
Average PCI	86.75	
Approximate Roadway Length	141,998	Feet
Approximate Roadway Length	26.89	Miles
Approximate Roadway Area	3767373	Square-Feet
Approximate Roadway Area	0.14	Square-Miles

PCI	Unit Cost (/sf)
0	9.90
10	6.05
20	4.16
30	3.06
40	2.04
50	1.65
60	1.10
70	0.28
80	0.12
90	0.06
100	0.00

HIGHEST NPR	**27.5**
LOWEST NPR	**4**

NPR Function	Factor
PCI Factor	6.5
Road Classification Factor	2

Pavement Repair Type	Estimated Cost
Reconstruction	$ -
Rehabilitation	$ -
Light Rehabilitation	$ 150,616.00
Preventitive Maintenance	$ 211,833.33
Minor to No Repair	$ 154,014.66
TOTAL	**$ 516,463.99**

ROADS OUTSIDE THE CHARLES TOWN NETWORK

UPI	Network Priority Ranking	PCI	Length	Width	Area	Road Classification	Roadway Material	Pavement Repair Type	Improvement Funding	Street Name	Ownership
154	65.5	27.8	8,163	35.0	285,705	Primary Street	Asphalt	Rehabilitation	1,188,000	East Washington Street	State
159	39.5	66.0	3,622	20.0	72,440	Primary Street	Asphalt	Light Rehabilitation	79,700	West Washington Street	State
156	29.75	81.0	892	24.0	21,408	Primary Street	Asphalt	Preventitive Maintenance	2,600	Martin Luther King Jr Avenue	State
57	27.5	57.0	1,304	21.0	27,384	Neighborhood Center Street	Asphalt	Light Rehabilitation	45,200	East Forrest Avenue	State
157	20	93.0	1,278	30.0	38,340	Primary Street	Asphalt	Minor to No Repair	2,200	North George Street	State
158	20	100.0	6,912	30.0	207,360	Primary Street	Asphalt	Minor to No Repair	0	South George Street	State
132	16	94.0	1,214	24.0	29,136	Major Collector Street	Asphalt	Minor to No Repair	1,700	South West Street	State
151	8	93.8	1,954	30.0	58,620	Neighborhood Center Street	Asphalt	Minor to No Repair	3,300	Citizens Way	State
77	4	94.3	1,832	24.0	43,968	Neighborhood Street	Asphalt	Minor to No Repair	2,500	Hillside Drive	State
146	4	92.8	2,344	25.0	58,608	Neighborhood Street	Asphalt	Minor to No Repair	3,300	Washington Patriots Drive	Private
150	4	100.0	312	25.0	7,800	Neighborhood Street	Asphalt	Minor to No Repair	0	Bruce Drive	Private
152	4	98.5	148	25.0	3,700	Neighborhood Street	Asphalt	Minor to No Repair	300	Dodson Drive	Private
153	4	99.9	1,014	25.0	25,350	Neighborhood Street	Asphalt	Minor to No Repair	1,400	Dunlap Drive	Private
155	4	99.5	803	25.0	20,075	Neighborhood Street	Asphalt	Minor to No Repair	1,200	Eldon Drive	Private
140	4	94.5	2,930	11.0	32,230	Neighborhood Street	Gravel	Minor to No Repair	1,800	Vinton Lane	Private
55	4	100.0	565	28.0	15,820	Neighborhood Street	Asphalt	Minor to No Repair	0	Deerbrook Drive	Bond
109	4	95.8	803	28.0	22,484	Neighborhood Street	Asphalt	Minor to No Repair	1,300	Payne Street	Bond
138	13.75	82.7	1,610	27.0	43,470	Neighborhood Street	Asphalt	Preventitive Maintenance	5,300	Union Ridge Drive	Bond
35	8	100.0	4,092	26.0	106,392	Neighborhood Center Street	Asphalt	Minor to No Repair	0	Candlewood Drive	Bond
84	8	96.7	6,721	17.0	114,257	Neighborhood Center Street	Asphalt	Minor to No Repair	6,300	Lord Fairfax Street	Bond
129	8	86.0	348	10.0	3,480	Neighborhood Center Street	Asphalt	Minor to No Repair	500	South Mount Parvo Avenue	Abandoned
115	4	100.0	1,769	10.0	17,690	Neighborhood Street	Asphalt	Minor to No Repair	0	Rosemont Way	

MUNICIPAL STREET LISTING CITY OF CHARLES TOWN

STREET NAME	LENGTH	1 OR 2 WAY	MUNICIPAL REFERENCE
Ball Circle	0.1	1	
Brownville Lane	0.32	1	.09 is one way; .13 is two way
Corbin Circle	0.11	1	
Haversack Circle	0.12	1	Technically one way
Hessy Court	0.12	1	E North Street (one-way)
Johnson Street	0.06	1	W Liberty Street to W Washington Street
N Charles Street	0.06	1	W Washington Street to W Liberty Street
N Mt. Parvo Ave	0.06	1	W Liberty Street to Congress Street W
South Charles Street	0.06	1	W Washington Street to W Congress Street
W Academy Street	0.26	1	Augustine Avenue to S Seminary Street
Total 1 Way Miles:	1.27		
4th Circle	0.04	2	
4TH Street	0.07	2	
Alla Willa Drive	0.1	2	E Washington Street to 111 Alla Willa Drive (SR 922)
Ann Street (no dir prefix)	0.07	2	S Lawrence Street to S Charles Street
Bailey Brooks Way	0.09	2	
Barksdale Court	0.06	2	
Barksdale Drive	0.69	2	
Barley Lane	0.12	2	
Battlefield Drive	0.22	2	
Baylor Street	0.05	2	W Washington Street
Beckwith Street	0.21	2	Beckwith Alley to E Wall Street
Bell Place	0.07	2	N Samuel Street to N Mildred Street
Belvedere Drive	0.37	2	Crescent Drive to Citizens Way
Blakeley Place	0.13	2	Mordington Avenue to S George Street
Bouldin Road	0.26	2	
Braddock Street	0.36	2	
Bramble Drive	0.08	2	
Brooke Street	0.18	2	Hunter Street to Morrison Street
Bruce Drive	0.06	2	Crescent Drive
Bullskin Street	0.39	2	
Burberry Lane	0.3	2	
Burnlea Road	0.19	2	
Butler Street	0.24	2	
Calmes Street	0.37	2	
Campbell Drive	0.5	2	0.05 is divided Blvd
Candlewood Drive	0.8	2	divided Blvd and includes circle
Caperton Drive	0.12	2	
Casorsa Drive	0.25	2	Burberry Lane to Courier Drive
Center Street	0.13	2	Maple Street to Higgs Blvd
Chadwick Drive	0.21	2	
Cherry Tree Drive	0.29	2	Prospect Avenue
Citizens Way	0.37	2	SR 115/4
Cold Storage Road	0.52	2	Summit Point Road (Private lane?)
Colonial Drive	0.28	2	

Colston Drive	0.22	2	
Courier Drive	0.3	2	Barksdale Drive to Candlewood Drive
Court Street	0.06	2	E Liberty to E Washington Street
Crab Apple Tree Court	0.05	2	
Craighill Drive	0.46	2	
Crawford Drive	0.07	2	Holmes Drive
Crawford Way	0.06	2	Crawford to Citizens Way
Creamery Place	0.11	2	Augustine Avenue to Dead End
Cresent Drive	0.34	2	
Crosswinds Court	0.02	2	
Crosswinds Drive	0.62	2	.09 is dual blvd entry to subdivision
Davenport Street	0.08	2	Martin Luther King, Jr. to Dead End
Davis Street	0.43	2	
Deerbrook Drive	0.11	2	
Dodson Drive	0.03	2	
Doseff Court	0.02	2	Citizens Way
Dunlap Drive	0.19	2	Eldon Drive to Dodson Drive
E Forrest Avenue	0.21	2	S Mildred Street to Jefferson Avenue
E Wall Street	0.2	2	Georger Street to Samuel Street
Eagle Avenue	0.3	2	Martin Luther King, Jr. Blvd to N Water Street
East Academy Street	0.29	2	
East Avis Street	0.29	2	
East Congress Street	0.29	2	stet
East First Avenue	0.39	2	N George Street to S Reymann Street
East Liberty Street	0.41	2	
East North Street	0.38	2	stet
East Washington Street	1.55	2	SR 51
Edaw Drive	0.1	2	
Eldon Drive	0.15	2	Dunlap to Crescent Drive
Fairleigh Drive	0.24	2	
Featherstone Drive	0.14	2	
Federal Way	0.08	2	
Flag Court	0.04	2	Barksdale drive
Flowing Springs Way	0.18	2	E Washington Street To New Peach Tree Court
Grassy Meadows Road	0.08	2	
Graywood Lane	0.05	2	Barksdale Drive
Green Street	0.07	2	S Samuel Street to S Mildred Street
Hickory Tree Court	0.11	2	
Higgs Blvd	0.14	2	Park Street to West
Hillside Drive	0.32	2	SR 9/69
Holly Springs Drive	0.15	2	
Holmes Drive	0.06	2	Not to be cofused with Holmes Way
Holmes Way	0.05	2	Not to be confused with Holmes Drive
Hughs Road	0.54	2	
Hunter Street	0.52	2	S George Street to Eastern Corp Bdry
Jenkins Way	0.12	2	
Lincoln Drive	0.08	2	From E Washington Street
Lord Fairfax Street	1.3	2	Dual Boulevard aligment .65 each side

Maple Avenue	0.12	2	W Liberty Street to Park Street
Maple Tree Drive	0.05	2	Willow Spring Drive
Marting Luther Kind Jr Avenue	0.17	2	
Mason Street	0.3	2	S George Street to S Seminary Street
Moore Court	0.06	2	
Mordington Avenue	0.3	2	S West Street to S George Street
Mordington Circle	0.03	2	
Morgan Street	0.04	2	
Morison Street	0.61	2	Fourth Street to Dead End
Mulberry Tree Street	0.14	2	Prospect Avenue
N Church Street	0.12	2	E North Street to E Forrest Avenue
N Mildred Street	0.25	2	Ranson Corp Bdry to S Dead End
N Preston Street	0.16	2	E North Street to Ranson Corp Bdry
N Samuel Street	0.25	2	Ranson Corp Bdry to S of Shutter Street
N Seminary Street	0.12	2	E North Street to E Forrest Avenue
N Water Street	0.15	2	Eagle Avenue to West Liberty Street
N West Street	0.16	2	
Nathaniel Drive	0.17	2	S Samuel Street
North Charles Street	0.06	2	W Liberty Street to W North Street
North George Street	0.25	2	
North Lawrence Street	0.25	2	
Northwinds Drive	0.27	2	
Oden Drive	0.11	2	
Okanagan Drive	0.26	2	Burberry Lane to Courier Drive
Old Opera House Way	0.06	2	W North Street to W Liberty Street
Park Street	0.09	2	Maple Street to Higgs Blvd
Payne Street	0.17	2	
Penticton Way	0.19	2	Okanagan to Barksdale (Dual blvd alignment)
Perry Drive	0.23	2	
Prospect Hill Blvd	1.21	2	dual Boulevard aligment .60 each way
Revere Drive	0.24	2	
Rider Court	0.08	2	Morison Street to End of Rider Court
Rosemont Way	0.07	2	N Water Street to City Limits
S Lawrence Street	0.25	2	Ranson Corp Boundary to W Ann Street
S Water Street	0.12	2	W Washington Stree to W Avis Street
Santmyer Way	0.28	2	Dual Boulevard alignment 0.14 each way
Seaton Lane	1.13	2	
Shutt Court	0.07	2	
Shutter Street	0.2	2	
Silverleaf Drive	0.13	2	
Somerset Blvd	1.13	2	Keyes Ferry Road to Marlow Road
South Charles Street	0.18	2	W Congress Street to Ann Street
South Church Street	0.5	2	
South Fritts Way	0.06	2	
South George Street	1.24	2	George Street to S Corp Bdry
South George Street Ext	0.16	2	
South Mildred Street	0.58	2	
South Mt Parvo Avenue	0.07	2	

South Reymann Street	0.03	2	E First Avenue to City Line w/Ranson
South Samuel Street	0.83	2	
South Seminary Street	0.5	2	
South West Street	0.23	2	
Southwinds Drive	0.12	2	
Spanos Drive	0.15	2	
Spring Dale Drive	0.13	2	
Sternway Drive	0.14	2	
Tornworth	0.12	2	Casora Drive to Candlewood Drive
Union Ridge Drive	0.3	2	
Valley Place	0.07	2	N George Street to N Samuel Street
Vinton Lane	0.64	2	Augustine Avenue
Vista Court	0.08	2	
W Avis Street	0.22	2	S Water Street to S Lawrence Street
W Congress Street	0.35	2	S Mount Parvo Avenue to S Seminary Street
W Liberty Street	0.45	2	Maple Avenue to Dead End
W North Street	0.22	2	N West Street to Hessey Street
Washington Patriots Drive	0.44	2	
Weirick Row	0.12	2	Mordington Avenue to Dead End
West Washington Street	0.69	2	
Westwinds Court	0.03	2	
Willow Spring Drive	0.82	2	Flowing Springs Way to Prospect Avenue
Total 2 Way Miles:	**38.65**		

IN	STREET NAME	OUT	STREET NAME	Length
115/4	Citizens Way	13/3	Huyett (WB Only)	1.21
51	E Washington	26	Keyes Ferry Rd	0.26
51	MLK Jr Avenue	51	Middleway Pike	0.08
115	N George Street	36	Old Cave Road	0.15
115	S George Street	340/8	Prospect Avenue	0.26
115/2	P/O S Samuel Street	340/8	Somerset Blvd	1.13
13, 51	W Washington	13	Summit Point Road (WB Only)	0.65
922	Alla Willa	340	William L Wilson	2.76

OUT

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

Meeting: 04/27/26
Department: Infrastructure Committee
Category: Report
Initiator:

SCHEDULED

AGENDA ITEM (ID #)

2026-1426: Maintenance Director Report

ATTACHMENTS:

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

Meeting: 04/27/26
Department: Infrastructure Committee
Initiator:

SCHEDULED

AGENDA ITEM (ID #)

2026-1427: City App Requests

ATTACHMENTS:

- Anonymous Request for Left Hand Turn Movement Signal at Intersections - 14 April 2026.pdf

RECEIVED
APR 14 2026
BY:

4-6-2026

To whom this may Concern in the Traffic divison of Charles Town, & ALL so to the city MANAGER MR John Nissel, To Start with if ANY one has notice or ever brought the subject up about the traffic Lights AT the Corner's of WASHINGTON & Geroge Street & ALSO the Corner's of Liberty & Geroge, whats wrong with the Lights.?

HAS ANY one ever thought or talk about or thinking about, ITs come to the Attention of ALot of folks about this issue,

Now these Lights needs A left Hand Turn Ligh to go, when you Are try to make A left, & car or Truck get Threw that Light unless some one lets you go, there has been NEAR miss of getting hit. not only that, it backs up Vehicles, this Town & County is growing fast. these are the 2 worse Lights right now, there others too but these 2 A're A priority &, yes I know Everthing cost money, this is A SAfety Issue. Longer this goes it will cost more down the Road. I Hope that this get some Consideintion ASAP Thank You, Concerns of Safety of CHARLES Town WV. Thank U

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

SCHEDULED

AGENDA ITEM (ID #)

Meeting: 04/27/26
Department: Infrastructure Committee
Category: Report
Initiator:

2026-1428: Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) - Transportation Improvement Plan

https://hepmpo.com/wp-content/uploads/2026/03/HEPMPO-FY2025-2028-TIP-Revision-10-2026-03-18v2_reduced.pdf

ATTACHMENTS:

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

Meeting: 04/27/26
Department: Infrastructure Committee
Category: Report
Initiator:

SCHEDULED

AGENDA ITEM (ID #)

2026-1429: Resident Requests from City Council Public Comment

* Speeding on S. Samuel Street
* Lighting at 661 S. George Street

ATTACHMENTS:

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

SCHEDULED

Meeting: 04/27/26
Department: Infrastructure Committee
Category: Report
Initiator:

AGENDA ITEM (ID #)

2026-1430: Pneumatic Tube and Speed Radar Data and Future Placement

ATTACHMENTS:

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

SCHEDULED

Meeting: 04/27/26
Department: Infrastructure Committee
Category: Report
Initiator:

AGENDA ITEM (ID #)

2026-1431: Other Project Updates

ATTACHMENTS: