

# FINAL REPORT JULY 1, 2008

## SOUTHERN SHORES ROAD EVALUATION COMMITTEE

### MEMBERSHIP:

David Peckens, Chair  
Ron Barbaro, Secretary  
Dave Curtis  
Hal Denny  
Bob and Elsa Edwards  
Frank Klahre  
Ron Slesinski - resigned

### I. PURPOSE:

The Southern Shores Road Evaluation Committee, (SSREC), was commissioned on June 5, 2007, as a subcommittee of the SS Planning Board for the purpose of inspecting road surfaces, and prioritizing their need for repair. An amendment to this charge was made by the Council directing the committee to coordinate its activities with the Storm Water Management Committee.

### II. WHAT WE DID

- a) A total of 170 roads or segments thereof were divided into six "Work Lists". Working one list at the time, on a reasonable schedule, all roads/segments in Southern Shores, were inspected by the eight committee members, acting independently, They used a 1, (worst) - through 10, (best) scale, based on the Pavement Surface Evaluation and Rating, (PASER), Manual published by the Transportation Information Center at the University of Wisconsin – Madison. The evaluation criteria is shown in Table I. A copy of the manual is provided as Appendix D

According to this scale..

- "1" = "failed road surface"- (greatest need of extensive repair),  
"10" = "new", road surface (least need for repair)

- b) This effort yielded six **individual rankings** for each street/segment inspected. The individual rankings were averaged to give a single **average ranking** for each street/segment. The average ranking was reviewed in meeting and approved to give the single **Consensus Ranking** for each street/segment The *consensus rankings* for all street/segments evaluated is given in Appendix B- "List of 170"

- c) The "**consensus**" rankings in the List of 170 were used to identify those street/segments which were ranked in categories 1 - 5, the lowest and worst. These sites were gathered into a list of 18 roads/segments which, in the opinion of the committee, are most in need of extensive repair. This "List of 18" is provided in Table II.
- d) Reliability of data collected was evaluated using "average deviation from the mean" procedure described and discussed in Appendix A.

### **III. WHAT WE FOUND:**

#### **A. Regarding the general condition of road surfaces in Southern Shores**

Table I shows the "Criteria" used to evaluate the surface condition of all roadways in Southern Shores.

**Table I : EVALUATION CRITERIA (PASER MANUAL)**

**RANK CATEGORY GENERAL CONDITION/TREATMENT MEASURES**

1.	"Failed"	Severe/Extensive loss of surface integrity
2.	"VERY POOR"	Severe distortion, Alligator cracking (25% + of surface) Needs reconstruction with base repair
3.	"POOR"	Closely spaced cracking, raveling (erosion), Alligator cracks (less than 25%). Patches in poor condition, moderate distortion Need patches/repair - possibly milling, removal of deterioration
4.	"FAIR"	Severe surface raveling (erosion), Wheel pattern cracking; Block cracking (50%), slight distortion - Significant aging.- signs of need for strengthening Would benefit from structural "overlay" (2" +)
5.	"FAIR".	Surface aging moderate raveling, open (1/2") cracking, - longitudinal cracks at road edges; Block cracking (less than 50%) Aging but sound surface Needs seal-coat or thin overlay (2-")
6.	"GOOD"	Slight raveling; open 1/4 to 1/2") longitudinal cracks some less than 10' apart; occasional patch in good condition. flushing or polishing. Some signs of aging, structurally sound Could extend life with seal-coat

7. "GOOD" Very slight/no raveling; some traffic wear, open (1/4") longitudinal cracks; transverse cracks , open (1/4"), spaced 10 or more feet apart; very few patches in excellent condition. First signs of aging, Maintain with routine crack filling
8. "VERY GOOD" No longitudinal cracks, except as reflection of pavement joints  
No open cracks occasional transverse, sealed crack or open less than 1/4 " Recent seal-coat or cold mix, Little or no maintenance needed
9. "EXCELLENT" Recent overlay - like new. Little or no maintenance required.
10. "EXCELLENT" New construction - Little or no maintenance required

**NOTE:** *Minor variations in road surface quality parameters, such as the presence/absence of alligator cracking, or the extent of effected area, result in duplication -splitting - of fair and good categories.*

A "Consensus" value, or ranking, was developed for each of the 170 roads or road segments evaluated. The surfaces evaluated and corresponding "consensus values" are given in Appendix B These data were used to develop **Figure 1**, which shows the distribution, or number of street/segments, in each of the ranking categories; and **Figure 2** which shows these same data on a percentage basis.

**These charted data show that:**

- a) 152 of 170 or 89.4 % of roads/segments evaluated in Southern Shores fall into good through excellent categories (6-10). (NOTE: many of these roads exhibited need for some type/degree of repair)
- b) Twenty five, (approx 15 %) are "NEW" or "LIKE NEW".
- c) There are **NO** roads, in category 1 - "FAILED"
- d) There is **one** road segment, (0.06%), in category 2 - "VERY POOR" - # 22 Chicahauk Tr from Trinite to cul-de-sac , this finding is consistent with the finding of the Storm Water Management Committee This category indicates the need for reconstruction
- e) There are **four** roads/segments (2.4%), in category "3" - "POOR" condition
- f) There are **two**, roads/segments (1.2%), in category "4"- "FAIR" condition:
- g) A total of **18** roads/segments, (10.6%), are the "VERY POOR", "POOR" and "FAIR" categories, ie. 2 through 5,

**B). Regarding prioritization of need for repair**

The 18 street/segments placed in evaluation categories 1 through 5..(Very Poor; Poor; or Fair), were culled from the List of 170.to creat a new short list of road surfaces in *greatest need of major* repair. This "**List of 18**" is presented as **Table II**.

**TABLE II "LIST OF 18" -  
STREET/SEGMENTS MOST IN NEED OF EXTENSIVE REPAIR**

List of 170		
RANK	ID No.	Site Name
1	None	None
2	22	Chicahauk Tr.- Trinitie Tr. to cul-de-sac
3	19	Poteskeet Tr.- Trinitie Tr. to Old Passage
3	19B	Poteskeet Tr.- Turtle Pond to Poteskeet Loop
3	26	Dear Path Ln
3	32	Hollow Beach Ct.
4	19A	Poteskeet Tr - Old Passage to Turtle Pond
4	37A	Hickory Tr.- Redbay Ln to House # 45
5	20	Poteskeet Loop
5	28	Gravey Pond Ln
5	29	Bear Track Ln
5	35	Hickory Tr.- E. Dogwood to Redbay Ln
5	41 B	Hillcrest Dr. # 268 to # 296
5	42 A	Hillcrest Dr. # 298 to # 314
5	49	Kingfisher Tr.- Sound View to Sea Oats
5	64B	Wax Myrtle Tr. - House # 190 to Dolphin Run
5	74	Periwinkle Pl
5	108	Duck Woods Dr, - House #56 to House # 80
5	157	Mistletoe Ln

## **Table 2 shows that :**

1. Again, there are no "failed" - Category 1, roadways in Southern Shores.
2. Chicahauk Trail, (from Trinitie to cul-de-sac), is the highest priority surface in the "list of 18", by consensus of the committee. Listing in category 2 indicates the need for reconstruction. Following N.C. Rt. 12 , this roadway was also highest priority with the Storm Water Management committee.
3. There is ample supply of roadways in need of **major** repair,
4. The proximity of several roadway/segments thereof requiring major repair, may provide the opportunity to combine projects in an effort to minimize costs and maximize distribution of benefits.

The Committee had ranked 170 roadways and identified, on a rational basis, those 18 which were in greatest need of major repair, but was uncomfortable with two related issues: a) further prioritization of repair needs, without engineering basis, and b) that adequate consideration be given roadways with significant problems, but which did not make the List of 18. .

*NOTE: The committee attempted, then abandoned, an effort to further prioritize the List of 18, as best left to the expertise available in engineering firms. We believe such expert prioritization might minimize labor and materials cost by accurately identifying the cause, nature and extent of repair required, and by bundling several projects rather than following a specific ranking order.*

### **C) Regarding “Bad spots” on other roads**

What about roads, or segments thereof, not on the "List of 18", but which have serious need for substantial, if less extensive, repair/treatment. The committee culled these sites from the 170 sites inspected, and incorporated them into **APPENDIX C “OPPORTUNITIES LIST”**. Many of these sites may have already been recognized and attended to by our town maintenance team. Never-the-less, the committee provides this data to indicate the opportunity to invest “high return” dollars, mostly in the form of routine maintenance, which may extend the useful life of the street, and spread the term for future street repair investment. Again the Committee elected to identify the “Bad Spots” without prioritization

## **IV. Recommendations**

The committee advises the reader that our data, while remarkably consistent among all evaluators, represent a snapshot in time, intended to focus the effort of those more expert in roadway repair, construction, safety, and related budgeting

1. The sole roadway segment placed in the "Very Poor" category, Chichahauk Tr. from Trinitie to the cul-de-sac, be reconstructed, as a matter of highest priority.

2. Further prioritization of the List of 18, or the Opportunity List be left to those who are more expert in such matters.

**NOTE:** The committee believes such expert prioritization might minimize labor and materials cost by accurately identifying the cause/nature and extent of repair required, and by bundling several projects rather than following a specific ranking order.

3. The findings of the Storm-water Management committee be given due regard in any road repair, reconstruction projects undertaken.

### **Footnotes**

\***PASER MANUAL** *Pavement Surface Evaluation and Rating - Asphalt Roads*, a manual with figures and descriptive prose, published by the Transportation Information Center at University of Wisconsin - Madison, 432 North Lake Street, Madison WI 53706(copy attached), was used to provide evaluation and ranking guidance to the committee.

\*\* Two members acted independently, but shared a single vote in the poll). The seven independent values were reduced to six (6), with the resignation of one of the committee members

**APPENDIXES -**  
**ROADS EVALUATION REPORT 2008**

**APPENDIX A: PROJECT METHODOLOGY AND  
TESTING DATA RELIABILITY**  
\* ATTACHED

**APPENDIX B: CONSENSUS VALUES- “LIST OF 170”**  
\* ATTACHED

**APPENDIX C: OPPORTUNITIES LIST**  
\* ATTACHED

**APPENDIX D: PASER MANUAL**  
\* ATTACHED

# APPENDIX A

## I) METHODOLOGY and DATA RELIABILITY

### A) DEVELOPING RANKINGS : Calculations described)

- a) Working independently, the \*six committee members inspected each of 168 sites listed in 6 working lists, and assigned a "individual rank" to each, using the ranking guide from the PASER Manual  
eg. (item 88 in list 4) individual rankings were [9,9,7,9,9,9]
  - b) Individual rankings assigned to a given street./segment, were averaged, to give a single **average rank** for that road/segment...  
eg.  $\text{sum}[9,9,7,9,9,9] = 52$  ; divided by 6 = **9.00 (rounded)**
  - c) The averaged rankings were reviewed in meeting, and were typically affirmed, to give a single **consensus rank** for each street or segment thereof
  - d) All roads/segments which were *consensus ranked* at the 1,2,3,4,or 5 level, were placed on a List of Highest Priority, - large scale repairs, (reflecting the area of impacted roadway). This list, named "**List of 18**"
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### B) CALCULATING AVERAGE DEVIATION FROM THE MEAN

- a) It is calculated by subtracting each independent ranking from the average ranking for that road/segment  
eg: from above data; average of set = 9.00; and individual rankings = [9,9,7,9,9,9]  
then [9 - each individual rank] gives individual deviations = [0,0,2,0,0,0].  
these deviations are averaged, [2/6], to give average deviation for the set ="0.33"  
Finally the average deviations for each of the 164 sets (road/segment), were averaged to give average deviation from the mean for all data (see below)
- b) NOT ALL DATA ARE WITHIN THE AVERAGE DEVIATION  
In the data presented in the report, the Average deviation of a 50% sample of the rankings was found to be "0.71" and it was noted that not all individual rankings lie within the "average" deviation of 0.71:  
eg. one set of individual rankings was [4,7,4,9,9,7] which averages to '7.0'  
*but:* the deviations, [3,0,3,2,2,0], were significant and the average deviation climbed to "1.67" for this particular road segment. Well above the average for all data, calculated using a 50% sample. This significant lack of agreement among individual rankings was considered, and found to be related to individual estimations of the road surface area effected. Such discrepancies were not rare.

### C) Data Reliability - "Deviation from the mean"

In order to estimate the reliability of the committee' evaluations, we calculated "average deviation from the mean" for 100% of the data collected. This "average deviation" is a rough measure of the agreement among the rankings of the same site, offered by different individuals. ie. how "close" were the independently collected - individual rankings.. The smaller the value the more "reliable" the data. The "average deviations" for 100% of the committee data was determined to be "**0.67**". suggesting remarkable uniformity, especially in light of the committees' level of expertise in such matters. This remarkably close agreement, is attributed to the use of the "PASER" manual.

**Interpretation:** the value "0.67" means that "**on average**" - individual rankings of a given road/segment, was within one unit, (actually, 0.67, unit - above or below), the average ranking for that road/segment.. It does NOT mean however that all individual rankings always fell within the range of 0.67 units Occasional elevated deviation values, (1.10 -1.97), were encountered, which denoted significant differences among individual rankings . They were identified, discussed, and resolved. . See Methodology example in *this appendix*.

Of the 170 sites evaluated, 23 produced deviations greater than 1.0 and in only five of those was the deviation found to be significant; that is - a slight (3%), change in one evaluators data, could have placed the site on the list of roads most in need of extensive repair. These sites, are included in a list of sites, where timely application of routine maintenance affords the opportunity to extend the useful life of the road surface. This "opportunity list" was expanded to include a limited number of similar "opportunity sites" noted in the committees inspections. It is intended to facilitate "preventative maintenance", at sights where rapid and costly decay appeared to be imminent. Said may already have been initiated, by the Southern Shores maintenance team.

## **APPENDIX B**

### **“List of 170” Consensus Values Southern Shores Road Evaluation Committee**

<b>No.</b>	<b>Score</b>	<b>Road or Road Segment</b>
1.	10	So. Dogwood Tr. -- Rt. 158 to north end of Ball field
2.	8	So. Dogwood Tr. -- North end of ball field to South Cemetery entrance
3.	8	So. Dogwood Tr. -- South Cemetery entrance to Osprey Ln.
4.	8	So. Dogwood Tr. -- Osprey Ln. to south End of first bridge
6.	8	Widgeon Ct.
7.	7	Wood Duck Ct.
8.	7	Blue Pete Ct.
9.	7	Teal Ct.
10.	8	Pintail Tr.
11.	6	Pintail Ct.
12.	6	Ginguite Tr. -- Church entrance to House no. 28
13A.	8	Ginguite Tr. -- House No. 28 to Pt. Comfort Ln.
13B.	8	Ginguite Tr. -- Pt. Comfort Ln. to So. Dogwood Tr.
14.	8	Pt. Comfort Ln.
15.	7	Wild Swan Ln.
16.	7	Fairway Dr. -- So. Dogwood Tr. to start of private road
17.	7	Osprey Ln.
18.	3	Poteskeet Tr. -- Trinity Tr. to Old Passage
19A.	4	Poteskeet Tr. -- Old Passage to Turtle Pond Ct.
19B.	3	Poteskeet Tr. -- Turtle Pond Ct. to Poteskeet Loop
20.	5	Poteskeet Loop
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- 21. 6 Gray Squirrel
- 22. 2 Chicahawk Trail -- Trinitie to cul-de-sac
- 23. 9 Trinitie Trail -- North end of Bridge to Poteskeet Tr.
- 24. 8 Trinitie Trail -- Poteskeet Tr. to Old Passage
- 25. 8 Trinitie Trail -- Old Passage to Chicahawk Tr.
- 26. 3 Dear Path Ln.
- 27. 9 Eagles Nest Ln.
- 28. 5 Gravey Pond Ln.
- 29. 5 Bear Track Ln.
- 30. 7 Bent Oak
- 31. 6 Old Passage
- 32. 3 Hollow Beach Ct.
- 33. 6 Turtle Pond Ct.
- 34. 6 Twisted Tree Ct.
- 35. 5 Hickory Tr. -- Ea. Dogwood Tr. to Redbay Ln.
- 36. 10 Redbay Ln.
- 37A. 4 Hickory Tr. -- Redbay Ln. to House No. 45
- 37B. 7 Hickory Tr. -- House No. 45 to Hillcrest Dr.
- 38. 7 Hickory Tr. -- Hillcrest Dr. to Duck Road
- 39. 8 Hillcrest Dr. -- Ea. Dogwood Tr. to House No. 240
- 40. 8 Hillcrest Dr. -- House No. 242 to Hickory Tr.
- 41A. 7 Hillcrest Dr. -- Hickory Tr. to House No. 268
- 41B. 5 Hillcrest Dr. -- House No 268 to House No. 296
- 42A. 5 Hillcrest Dr. -- House No. 298 to House No. 314
- 42B. 8 Hillcrest Dr. -- House No. 314 to Sea Oats Tr.
- 43. 7 Hillcrest Dr. -- Sea Oats Tr. to Duck Road
- 44. 7 Sea Oats Tr. -- Hillcrest Tr. to 11 Th. Ave

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- 45. 7 Sea Oats Tr. -- 11 Th. Ave to Sea Oats Ct.
- 46. 7 Sea Oats Ct.
- 47. 6 North Dune Loop -- Sound View Tr. to Sound View Tr.
- 48. 6 Sound View Tr. -- Sea Oats Tr. to Sea Oats Tr.
- 49. 5 Kingfisher Tr. -- Sound View Tr. to sea oats Tr.
- 50. 6 Kingfisher Ct.
- 51. 8 Sea Oats Tr. -- E a. Dogwood Tr. to House No.240
- 52. 8 Sea Oats Tr. -- House No. 242 to Hickory Tr.
- 53. 8 Sea Oats Tr. -- Hickory Tr. to House No. 296
- 54. 8 Sea Oats Tr. -- House No. 298 to Hillcrest Tr.
- 55. 6 Sea Oats Tr. -- Duck Road West to Sea Oats Ct.
- 56. 6 Twelfth Ave. W -- Duck Road West to cul-de-sac
- 57. 7 Eleventh Ave. W -- Duck Road West to Sea Oats Tr.
- 58. 8 Tenth Ave. W -- Duck Road West to cul-de-sac
- 59. 7 Ninth Ave. W -- Duck Road West to cul-de-sac
- 60. 8 Wax Myrtle Trail -- Hillcrest Dr. to House No. 298
- 61. 8 Wax Myrtle Trail -- House No. 296 to Hickory Trail
- 62. 8 Wax Myrtle Trail -- Hickory Trail to House No. 242
- 63. 8 Wax Myrtle Trail -- House No. 240 to Ea. Dogwood Tr.
- 64A. 8 Wax Myrtle Trail -- Ea. Dogwood Tr. to House No.190
- 64B. 5 Wax Myrtle Trail -- House No. 190 to Dolphin Run
- 65. 6 Wax Myrtle Trail -- Dolphin Run to Porpoise Run
- 66. 8 Hickory Trail -- Duck Road to Oceanfront
- 67. 8 Circle Dr. W -- Hickory Trail to SSCA Beach Acc.
- 68. 8 Circle Dr. E -- SSCA Beach Acc. to Hickory Trail
- 69. 6 Ocean Blvd. -- Hickory Trail to Periwinkle Pl.

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- 70. 8 Purple Martin Ln.
- 71. 7 Sandpiper Ln.
- 72. 7 Mockingbird Ln.
- 73. 6 Ocean Blvd. -- Periwinkle Pl. to Ea. Dogwood Tr.
- 74. 5 Periwinkle Pl.
- 75. 8 Sandfiddler Ct.
- 76 6 Ea. Dogwood Tr. -- Duck Road to Oceanfront
- 77. 7 Ocean Blvd. -- Ea. Dogwood Tr. to Dolphin Run
- 78. 7 Dolphin Run -- Duck Road to Oceanfront
- 79. 7 Ocean Blvd. -- Dolphin Run to Trout Run
- 80. 9 Trout Run -- Duck Road to Oceanfront
- 81. 6 Ocean Blvd. -- Trout Run to Porpoise Run
- 82. 7 Porpoise Run -- Duck Road to Oceanfront
- 83. 6 Ocean Blvd. -- Porpoise Run to Duck Road
- 84. 7 Porpoise Run -- Duck Road to Wax Myrtle
- 84 9 Thirteenth Ave. E. -- Duck Road East to Oceanfront
- 85 9 Twelfth Ave. E. -- Duck Road East to Oceanfront
- 86 9 Eleventh Ave. E. -- Duck Road East to Oceanfront
- 87 9 Tenth Ave. E. -- Duck Road East to Oceanfront
- 88 9 Ninth Ave. E. -- Duck Road East to Oceanfront
- 89 9 Eighth Ave. E. -- Duck Road East to Oceanfront
- 90 8 Seventh Ave. E. -- Duck Road East to Oceanfront
- 91. 7 Sixth Ave. E. -- Duck Road East to Oceanfront
- 92. 7 Fifth Ave. E. -- Duck Road East to Oceanfront
- 93. 8 Fourth Ave. E. -- Duck Road East to Oceanfront
- 94. 8 Third Ave. E. -- Duck Road East to Oceanfront
- 95. 8 Second Ave. E. -- Duck Road East to Oceanfront

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- 96. 7 First Ave. E. -- Duck Road East to Oceanfront
- 97. 6 Skyline Road -- Duck Road to Bicycle Path
- 98. 7 Skyline Road -- Bicycle Path to Cul-de-sac
- 99. 7 Ocean View Loop
- 100. 9 Juniper Trail -- 158 to Fern Lane
- 101. 9 Juniper Trail -- Fern Lane to Bridge
- 102. 8 Palmetto Lane
- 103. 8 Fern Lane
- 104. 7 Yucca Lane
- 105. 9 Cyprus Lane
- 106. 9 Sweet Gum Lane
- 107. 9 Duck Woods Dr. -- 158 to House No. 54
- 108. 5 Duck Woods Dr. -- From House No. 56 to House No. 80
- 110. 8 Duck Woods Dr. -- From House No. 82 to House No. 102
- 111. 9 Duck Woods Dr. -- From House No. 104 to Cul-de-sac
- 112. 8 Chicahawk Trail -- Ocean Blvd to Crooked Back Loop
- 113. 7 Chicahawk Trail -- Crooked Back Lp. to Trinity-Clam Shell
- 114. 8 Clam Shell Trail -- Chicahawk Tr. to House No. 122
- 115. 8 Clam Shell Trail -- House No. 126 to Bike Path
- 116. 7 Clam Shell Trail -- Bike Path to Otter Slide Ln.
- 117. 7 Clam Shell Trail -- Otter Slide Ln. to Chicahawk Trail
- 118. 7 Otter Slide Lain.
- 119. 7 Otter Bed Lain.
- 120. 7 Goose Feather
- 121. 7 Crooked Back Loop
- 122. 7 Pudding Pan Lain

- 123. 7 Tea Plant Court
- 124. 9 Spindrift Trail -- Chicahauk Trail to Land Fall Loop
- 125. 7 Land Fall Loop
- 126. 8 Spindrift Trail -- Land Fall Loop to High Dune Loop
- 127. 8 High Dune Loop
- 128. 8 Spindrift Trail -- High Dune Loop to Wild Pony Lane
- 129. 7 Spindrift Trail -- Wild Pony Lane to Cul-de-sac
- 130. 8 Wild Pony Lane
- 131A. 8 Happy Indian Ct
- 131B. 8 Happy Indian Tr
- 132. 9 Tall Cliff Lane
- 133. 8 Last Hunt Ct.
- 134. 9 South Dogwood Trail -- Tall Pine Bridge to Yaupon Trail
- 135. 8 South Dogwood Trail -- Yaupon Trail to East Dogwood Trl.
- 136. 9 Tall Pine Lane
- 137. 7 Yaupon Trail
- 138. 8 Sassafras Lane
- 139. 7 North Dogwood Trail -- East Dogwood Trl. to Bathing Beach
- 140. 7 North Dogwood Trail -- Bathing Beach to House No 302
- 141. 7 North Dogwood Trail -- House No 302 to Cul-de-sac
- 142. 8 East Dogwood Trail -- South Dogwood Trl. to Holly Trl.
- 143. 9 Holly Trail -- East Dogwood Trl. to Beach Ln.
- 144. 9 Holly Trail -- Birch Lane to West Holly Trail
- 145. 8 East Holly Trail
- 146. 8 West Holly Trail
- 147. 8 Live Oak Lane
- 148. 8 Birch Lane

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| 149. | 9 | Loblolly Lane   |
| 150. | 8 | East Dogwood -- Trail Holly Tr. to Bayberry Trail     |
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| 151. | 7 | Woodland Drive  |
| 152. | 7 | Beach Tree Trail -- East Dogwood Tr. to House No. 154 |
| 153. | 8 | Beach Tree Trail -- House No. 156 to Cul-de-sac       |
| 154. | 7 | Bayberry Trail -- East Dogwood Trail to Honeycycle Ln |
| 155. | 8 | Bayberry Trail -- Honeycycle Ln. to Scuppernong Ln.   |
| 156. | 6 | Scuppernong Lain                                      |
| 157. | 5 | Mistletoe Lane  |
| 158. | 6 | Honeysuckle Lane                                      |
| 159. | 7 | Fox Grape Lane  |
| 160. | 7 | Dewberry Lane   |
| 161. | 9 | East Dogwood Trail -- Bayberry Trl. to Duck Road      |
| 162. | 7 | Sea Oats Lane   |
| 163. | 7 | Mizzen Mast Lane                                      |
| 164. | 6 | Bright Lantern Lane                                   |

## APPENDIX C

### "OPPORTUNITIES LIST"

#### List of Repair Work

June 8, 2008

List of 170

Reference

<u>No.</u>	<u>Street</u>	<u>Recommended Work</u>
6.	Widgeon Ct.	Crumbling Edges at Cul-de-sac
7.	Wood Duck Ct.	Bad Crack near Dogwood – Across whole street
8.	Blue Pete Ct.	Cul-de-sac - Large amount of edge cracking
11.	Pintail Ct.	Cul-de-sac – Edge crumbling , Pot Hole at corner Pintail Trail
14.	Pt. Comfort Ln.	Edge crumbling at cul-de-sac
15.	Wild Swan Ln.	Surface cracking on north end - Tree root
17.	Osprey Ln.	Pot Hole at South edge of Dogwood intersection, at the “T” Bad cracking
18.	Poteskeet Tr. Trinitie Tr. to Old Passage	Pot Hole at House #77 Center of road
19A.	Poteskeet Tr. Old Passage to Turtle Pond Ct.	Pot Hole at House #88 East Side of road
19B.	Poteskeet Tr. Turtle Pond Ct. to Poteskeet Loop	Pot Hole at House #110 East side of road and Pot Hole at intersection with Bent Oak Ct.
22	Intersection – Trinitie and Chickahauk and Clam Shell	Repair dips and level
37A.	Hickory Tr. Redbay Ln. to House No. 45	At Mail Box #44 Bad Patch with Broken surface

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| <b>48.</b>  | <b>Sound View Tr.<br/>Sea Oats Tr.<br/>to Sea Oats Tr.</b> | <b>Pot Hole at Northern Intersection with Sea Oats<br/>Tr. Needs Repair</b>                           |
| <b>59</b>   | <b>Ninth Ave</b>   | <b>Edge repair between #s 34 - 35</b>   |
| <b>71.</b>  | <b>Sandpiper Ln.</b>                                       | <b>Pot Hole at "T"</b>  |
| <b>72.</b>  | <b>Mockingbird Ln.</b>                                     | <b>Pot Hole at "T"</b>  |
| <b>76</b>   | <b>E. Dogwood Tr</b>                                       | <b>Leveling needed at firehouse</b>   |
| <b>78A.</b> | <b>Pompano Ct.</b>   | <b>At Cul-de-sac Large Pot Hole</b>   |
| <b>88.</b>  | <b>Ninth Ave. E.<br/>Duck Road East<br/>to Oceanfront</b>  | <b>Pot Hole at edge House #29</b>   |
| <b>92.</b>  | <b>Fifth Ave. E.<br/>Duck Road East<br/>To Oceanfront</b>  | <b>Edge Cracking at "T" in front of #2</b>  |
| <b>99.</b>  | <b>Ocean View Loop</b>                                     | <b>Both North and South Cul-de-sac's Need<br/>extensive Edge Work</b>                                 |
| <b>103</b>  | <b>Fern Ln</b>   | <b>Repair between Juniper and # 4</b>   |
| <b>121.</b> | <b>Crooked Back Loop</b>                                   | <b>Bad Cracking at Driveway of House #151</b>   |
| <b>129.</b> | <b>Spindrifft Trail<br/>Wild Pony La<br/>to Cul-de-sac</b> | <b>Bad Bumps at House #22 Should be filled<br/>and Smoothed</b>                                       |
| <b>131.</b> | <b>Happy Indian Ct.</b>                                    | <b>Bad edge Deterioration at the Intersection with<br/>High Dune Ln. Cul-de-sac has Edge Cracking</b> |
| <b>132.</b> | <b>Tall Cliff Lane</b>                                     | <b>Small Pot Hole at the Intersection of High<br/>Dune Loop</b>                                       |
| <b>133.</b> | <b>Last Hunt Ct.</b>                                       | <b>Small Pot Hole at the Intersection of High<br/>Dune Loop</b>                                       |
| <b>137.</b> | <b>Yaupon Trail</b>  | <b>At House #147 Root crossing Road<br/>Pot hole at # 153</b>   |

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|-------------|---|---|
| <b>139.</b> | <b>North Dogwood Trail<br/>East Dogwood Trail. to<br/>Bathing Beach</b> | <b>Large Pot Hole 10 Ft. long at House #284</b>                                 |
| <b>145.</b> | <b>East Holly Trail</b>   | <b>Pot Hole at House #137</b>   |
| <b>148.</b> | <b>Birch Lane</b>   | <b>Pot Hole at House #1</b>   |
| <b>155.</b> | <b>Bayberry Trail<br/>Honeysuckle Ln. to<br/>Scuppernong Ln.</b>        | <b>At House #155 Large Root under Road</b>                                      |
| <b>158.</b> | <b>Honeysuckle Lane</b>   | <b>At House #48 a Number of large Bumps that can<br/>be Filled and Smoothed</b> |
| <b>163.</b> | <b>Mizzen Mast Lane</b>   | <b>At cul-de-sac two holes in pavement that need<br/>to be resurfaced</b>       |