



TOWN OF SOUTHERN SHORES
TOWN COUNCIL WORKSHOP MEETING

5375 N. Virginia Dare Trail, Southern Shores, NC 27949

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PITTS CENTER

Tuesday, August 17, 2021 at 9:00 AM

AGENDA

Call to Order

Pledge of Allegiance

Moment of Silence

Amendments to / Approval of Agenda

General Public Comment (Limit: 3 minutes per speaker.)

Business Items

1. Pavement Conditions Study & Capital Improvement Plan-SEPI

Council Comments

Adjourn

DRAFT

2021 PAVEMENT CONDITION SURVEY & CAPITAL IMPROVEMENT PLAN

SOUTHERN SHORES, NORTH CAROLINA

AUGUST 17, 2021

SEPI

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SECTION 1 – EXECUTIVE SUMMARY

The Town of Southern Shores retained SEPI Engineering and Construction, Inc. (SEPI) to perform a Pavement Condition Survey on the Town's Street system and develop maintenance recommendations for treatments on each street. The Town also wanted recommendations for Capital Improvement Plan funding options.

SEPI conducted a visual pavement condition survey in March and April and one hundred-sixty-three (163) street segments were created and evaluated. The SEPI staff performed the pavement condition survey of the town streets by collecting distress data in accordance with FHWA-RD-03-031, Distress Identification Manual for the Long-Term Pavement Performance Project (June 2003)

The assessment of the Town's streets found that 12% of the Town's Street network is in Excellent condition, 15% is in Good condition and 73% is in Fair condition. No roads sections were rated as Poor or Failed.

Consequently, most of the Town's Street system falls into the average category and is well suited for overlays and mill and fill operations with limited structural deficiencies that will require reconstruction. To accomplish the goals of improving the overall condition of Town roads, SEPI recommends a mix of rehabilitation and preventative maintenance activities. SEPI has developed 2 Capital Improvement Plan (CIP) Options for 2 budgetary levels.

Option 1 (\$675K) includes work on 38 miles of road and improves the system from approximately 27% Good/Excellent to 53% Good/Excellent. This improvement mostly comes from the conversion of fair roads to good. Some fair fall into Poor (20%) with this option at the end of the plan due to a funding shortfall.

Option 2 includes work on 57 miles of road and improves the system to 99% Good/Excellent. A similar approach as Option 1 is utilized but the increased budget allows for more extensive rehabilitation and a resulting higher performance.

SECTION 2 – INTRODUCTION

2.1 PAVEMENT MANAGEMENT SYSTEM

A municipality's pavement network allows residents and commerce to move from place to place, provides for efficient response time during emergencies, and offers safe bus routes to get children to school. Paved roads are often a municipality's primary mode of transportation. For this reason, maintaining and preserving the condition of the pavement should be a top priority.

What is a pavement management system? A pavement management system is a long-term, formalized approach to gathering information about a municipality's roadway network. The system is used to measure a municipality's entire road network, evaluate its road conditions, and log this data in a comprehensive database. The data is then analyzed and used to develop several important tracking metrics, including the average Pavement Condition Index (PCI). The backlog of needs is expressed in both miles and dollars. The idea is to take a comprehensive, long-range view of a municipality's roadway assets. Decision makers then can use the data to make informed roadway repair and maintenance decisions, prioritizing work to ensure the best return on investment.

When used effectively, a pavement management system is a cost-effective tool for improving pavement conditions and maximizing the limited roadway repair and reinvestment dollars available to municipalities (see Figure 1 below). A pavement management system can also help to build a case for additional funding for roadway infrastructure. The SEPI Team developed this report to assist Southern Shores staff to build a pavement management system that provides the level of service desired by the Town.

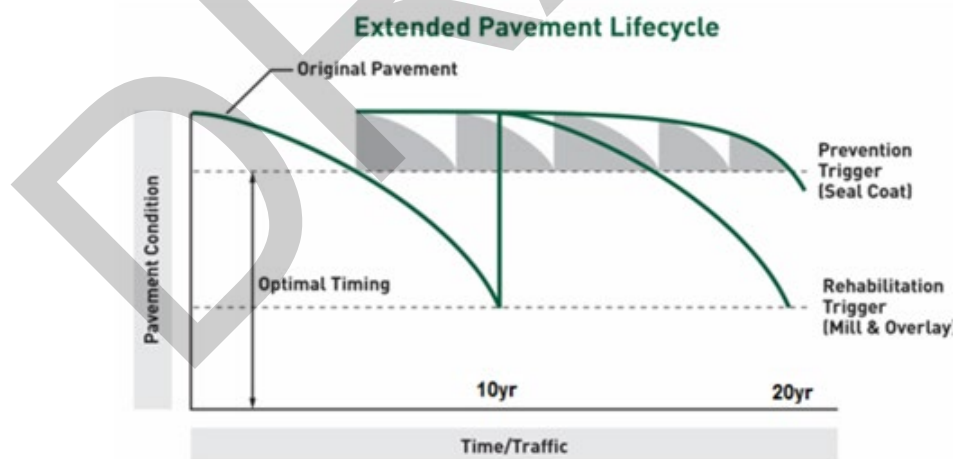


Figure 1 above demonstrates how pavement deteriorates over time to the point rehabilitation is necessary at a high cost. However, if treated earlier and more frequently in its life, pavement condition is maintained at a higher level and less expensive cost overall.

2.2 PAVEMENT CONDITION SURVEY

In March 2021 the Town of Southern Shores retained SEPI to perform a Pavement Condition Survey on the Town’s Street system and to develop pavement maintenance treatment options along with the associated estimated treatment costs. Town staff indicated that no previous pavement condition study results were available for historical or comparative purposes.

In accordance with the latest Town Powell Bill map, the Town of Southern Shores maintains approximately 37 miles of paved and unpaved roadways. The Town’s roadway network predominantly serves residential and rental (tourist) traffic along with some heavy-duty trucks such as delivery, sanitation, and construction vehicles. The Town provided SEPI with a list of streets and SEPI conducted a visual pavement condition survey in April and May of 2021. Our condition assessment included collecting street properties i.e., street name, to/from descriptions, block number, length, width, type of pavement, whether sidewalks or curb and gutter were present and asphalt pavement distresses. There was also an element to evaluate a parking area and walking path along NC 12.

2.3 PAVEMENT CONDITION SURVEY METHODOLOGY

SEPI’s pavement management system utilizes observed distresses collected in accordance with FHWA-RD-03-031, Distress Identification Manual for the Long-Term Pavement Performance Project (June 2003), and ASTM D6433-18 for calculating a pavement condition index (PCI). Each street segment is ridden and observed for the following pavement distresses: fatigue cracking, transverse cracking, block cracking, reflective cracking, rutting and roughness, raveling and oxidation, and potholes and patching. Each distress level is measured for severity and extent according to the LTPP Method for conducting a Pavement Condition Survey (distress definitions are included in Section 2.4). The quantity of a distress type at each severity level is used to determine deduct values for each distress type and severity level combination. This is done by assessing the quantity and severity of a distress against deduct value curves for each distress/severity. Examples of deduct value curves can be found in ASTM D6433-18. The result is a deduction in PCI value for each distress and an overall PCI value for each road segment.

The data from the observations on the rated streets is entered into SEPI’s pavement management program which generates a Pavement Condition Index (PCI) for each street segment. Streets are listed based on Pavement Condition Index (PCI) assigned as the "SEPI PCI" attribute within the database. Figure 2 represents the numerical ranges and categories for street segments.

| PCI CATEGORIES | |
|----------------|-----------|
| 100-90 | Excellent |
| 89-70 | Good |
| 69-45 | Fair |
| 44-20 | Poor |
| <20 | Failed |

Figure 2

The PCI is a numerical indicator that rates the surface condition of the pavement. The PCI provides a measure of the present condition of the pavement based on the distress observed on the surface of the pavement. It provides an objective and rational basis for determining maintenance and repair needs and priorities. Continuous monitoring of the PCI is used to establish the rate of pavement deterioration, which permits early identification of major rehabilitation needs. The PCI provides feedback on pavement performance for validation or improvement of current maintenance procedures.

2.4 PAVEMENT DISTRESSES

The following distress definitions are related to all pavements and were the basis of our pavement condition survey.

Fatigue Cracking: A load associated structural failure due to excessive deflections or bending of the HMA layer. This type of failure is generally full depth and extends from the bottom of the pavement upwards. Fatigue cracking is typically observed along wheel paths initially and may present as intermittent longitudinal cracking at low severity. Two primary things must occur for Fatigue Cracking to develop. First, excessive traffic loading and second, deficient pavement system strength. Poor drainage and infiltration of water can exasperate fatigue cracking by weakening the underlying base or subgrade. As fatigue cracking becomes higher in intensity, cracks usually become an interconnected system resembling alligator skin or chicken wire. If left unresolved, fatigue cracking typically progresses from low to high severity unless the primary causes of distress are addressed. The rate of progression is entirely dependent upon the scale and frequency of loading versus the thickness and strength of pavement and subgrade in place. See figures 3 & 4 below for an example of moderate to high intensity fatigue cracking.



Figures 3 & 4: Fatigue Cracking as seen on First Avenue and Mizzen Mast

Transverse and Block Cracking: Transverse cracking (Figure 5) is a distress associated with shrinkage and daily temperature cycling. Transverse cracks develop across a road segment and are not load associated but generally extend through the full depth of the pavement. Transverse cracking can become block cracking (Figure 6) as a pavement ages and becomes less able to resist dimensional changes without cracking. Transverse cracks become closer together and more frequent while also being broken into smaller longitudinal sections or blocks. The initiation and further development of Transverse and Block cracking is a factor of the asphalt mixture characteristics, level of oxidation, and intensity of climate cycles. This type of distress is usually relatively slow in its progression but can develop into fatigue cracking or potholes due to water infiltration especially in thin pavement sections with poor drainage or bird baths.



Figures 5 & 6: Block Cracking and Transverse Cracking as seen on Ocean Boulevard and Ginguite Trail

Patching and Potholes: Patching is indicated on a street when the surface of the existing pavement has been repaired by replacing or covering up part of the old asphalt with new asphalt. This can be done by surface patching or full depth (dig out) patching. The quality and condition of the patch are considered in evaluating patching—*failing patches* (Figures 7 & 8) are the only ones evaluated. If not done carefully and properly, patching can lead to a rougher riding road.

Potholes are failures in the pavement resulting in an open hole in the pavement. They are caused by various issues, and care to determine the root cause is essential to choosing the correct repair method. The size and frequency of potholes are considered when evaluating the streets.



Figures 7 & 8: Patching that is failing (patches sinking and cracking)

Surface Distresses

Raveling and Oxidation: Raveling is the surface distress known as the partial or total loss of the pavement wearing surface caused by the loss of asphalt binder, aggregate, or fines. Raveling is seen more often on AST or BST streets or slurry seal type streets than on plant mix asphalt surfaces. Raveling leads to rougher riding streets and the loss of skid resistance due to loose particles on the surface. Raveling can lead to water intrusion into the underlying pavement layers and subgrade if not properly repaired.

The surface distress known as oxidation (Figure 9) is the hardening and aging of the asphalt cement or binder. Visually the asphalt turns from a black color to a lighter gray color with time as the asphalt weathers. The surface binder has been worn away by traffic to expose the aggregate. The pavement stiffens and becomes more brittle. This weathering of the asphalt usually covers the entire surface and pitting can become evident. Oxidation can be seen where the asphalt has turned a much lighter gray than when first placed.



Figure 9: Oxidation versus newer pavement (top of picture)

Rutting and Roughness: Rutting is a depression type failure normally found in the wheel path(s) resulting from consolidation or lateral movement of any of the pavement layers or the subgrade under traffic loads. It is caused by insufficient pavement thickness; lack of proper compaction of the asphalt, stone base or subgrade; improper asphalt mix types; or weakening of the pavement system due to moisture infiltration. Pavement uplift and shearing can occur in more serious rutting instances. Rutting can present safety concerns due to trapping water on the roadway and should be evaluated carefully to determine the root cause.

Roughness (Figure 10) is what the public perceives as the rideability of a street. One of the most important aspects of a street to the traveling public, roughness is also sometimes referred to as smoothness and is first controlled by the initial construction quality. An initially smooth street tends to stay smooth longer, and deteriorate more slowly, than an initially bumpy street. The street should be properly maintained and repaired to prevent rough riding roads. Special attention to the smoothness of patching and crack sealing, and timely repair of potholes is important, or the public will observe the street as a poor or bumpy road.



Figure 10: Tree roots affecting ride quality on E. Holly Trail

SECTION 3 – GENERAL OBSERVATIONS

3.1 ROAD CONDITION OVERVIEW

The results of the pavement condition survey indicate that Southern Shores' street system is in a fair but aging condition and is well suited for preservation and minor rehabilitation repair treatments. The assessment found that 12% (4.41 miles) of the Town's street network is in Excellent condition and 15% (5.47 miles) is in Good condition and 73% (26.81 miles) is in Fair condition. The remaining portion of the network is rated as 0% Poor and 0% Failed. Figure 11 below provides a summary of the PCI results.

| PCI Category | PCI Range | Powell Bill Streets | | |
|--------------|-----------|---------------------|----------------|------------|
| | | # of Sections | Length (miles) | % of Miles |
| Excellent | 100 to 90 | 25 | 4.41 | 12 |
| Good | 89 to 70 | 30 | 5.44 | 15 |
| Fair | 69 to 45 | 107 | 26.81 | 73 |
| Poor | 44 to 20 | 0 | 0 | 0 |
| Failed | <20 | 0 | 0 | 0 |
| TOTALS | | | | |

Figure 11: PCI Summary-Total Street System

The top three distresses observed and recorded during the pavement assessment were fatigue cracking, surface distresses, and transverse cracking. These three distresses reflect the natural aging process of pavements that have not been part of a pavement maintenance program. These aging roads are also naturally becoming less flexible due to oxidation and stiffening of the asphalt liquid that holds the roads together. Failure to timely treat these distresses may ultimately lead to structural failures and more costly repairs. Table 1 provides an overall summary and breakdown of each distress type measured, the frequency of occurrence and severity.

| Distress Items | Class A | | Class B | | Class C | | Total Street System | | |
|--|--------------|----------------|--------------|----------------|-------------|----------------|---------------------|----------------|---------|
| | Miles | % of Miles | Miles | % of Miles | Miles | % of Miles | Miles | % | Item 1. |
| Fatigue Cracking (FC) | | | | | | | | | |
| A. High | 1.04 | 10.26% | 0.49 | 2.05% | 0.07 | 2.39% | 1.59 | 4.34% | |
| B. Medium | 6.39 | 63.28% | 17.61 | 73.98% | 1.80 | 65.26% | 25.80 | 70.38% | |
| C. Low | 2.03 | 20.09% | 2.41 | 10.12% | 0.33 | 11.94% | 4.77 | 13.00% | |
| D. None | 0.64 | 6.37% | 3.30 | 13.84% | 0.56 | 20.42% | 4.50 | 12.28% | |
| <i>Total</i> | <i>10.09</i> | <i>100.00%</i> | <i>23.81</i> | <i>100.00%</i> | <i>2.75</i> | <i>100.00%</i> | <i>36.66</i> | <i>100.00%</i> | |
| Transverse Cracking (TC) | | | | | | | | | |
| A. High | 0.00 | 0.00% | 3.00 | 12.62% | 0.52 | 18.88% | 3.52 | 9.61% | |
| B. Medium | 7.41 | 73.36% | 14.56 | 61.15% | 0.80 | 28.98% | 22.76 | 62.10% | |
| C. Low | 2.15 | 21.28% | 1.61 | 6.74% | 0.43 | 15.47% | 4.18 | 11.40% | |
| D. None | 0.54 | 5.36% | 4.64 | 19.49% | 1.01 | 36.67% | 6.19 | 16.89% | |
| <i>Total</i> | <i>10.09</i> | <i>100.00%</i> | <i>23.81</i> | <i>100.00%</i> | <i>2.75</i> | <i>100.00%</i> | <i>36.66</i> | <i>100.00%</i> | |
| Surface Defects (SD) | | | | | | | | | |
| A. High | 0.00 | 0.00% | 0.92 | 3.88% | 0.12 | 4.23% | 1.04 | 2.84% | |
| B. Medium | 6.44 | 63.77% | 15.75 | 66.16% | 1.12 | 40.68% | 23.31 | 63.59% | |
| C. Low | 3.01 | 29.86% | 3.69 | 15.51% | 1.19 | 43.09% | 7.89 | 21.54% | |
| D. None | 0.64 | 6.37% | 3.44 | 14.44% | 0.33 | 12.01% | 4.41 | 12.04% | |
| <i>Total</i> | <i>10.09</i> | <i>100.00%</i> | <i>23.81</i> | <i>100.00%</i> | <i>2.75</i> | <i>100.00%</i> | <i>36.66</i> | <i>100.00%</i> | |
| Patch Deterioration/Potholes (PP) | | | | | | | | | |
| A. High | 0.87 | 8.63% | 2.37 | 9.94% | 0.22 | 7.93% | 3.46 | 9.43% | |
| B. Medium | 2.46 | 24.36% | 5.64 | 23.69% | 0.15 | 5.34% | 8.25 | 22.50% | |
| C. Low | 4.05 | 40.12% | 5.10 | 21.41% | 0.48 | 17.43% | 9.63 | 26.26% | |
| D. None | 2.71 | 26.89% | 10.70 | 44.95% | 1.91 | 69.30% | 15.33 | 41.81% | |
| <i>Total</i> | <i>10.09</i> | <i>100.00%</i> | <i>23.81</i> | <i>100.00%</i> | <i>2.75</i> | <i>100.00%</i> | <i>36.66</i> | <i>100.00%</i> | |
| Rutting/Roughness (RR) | | | | | | | | | |
| A. High | 1.04 | 10.26% | 2.56 | 10.77% | 0.23 | 8.52% | 3.84 | 10.46% | |
| B. Medium | 1.43 | 14.12% | 6.22 | 26.14% | 0.48 | 17.59% | 8.13 | 22.19% | |
| C. Low | 0.83 | 8.26% | 2.02 | 8.47% | 0.30 | 10.81% | 3.15 | 8.59% | |
| D. None | 6.80 | 67.35% | 13.00 | 54.62% | 1.74 | 63.08% | 21.54 | 58.76% | |
| <i>Total</i> | <i>10.09</i> | <i>100.00%</i> | <i>23.81</i> | <i>100.00%</i> | <i>2.75</i> | <i>100.00%</i> | <i>36.66</i> | <i>100.00%</i> | |
| Block Cracking (BC) | | | | | | | | | |
| A. High | 0.00 | 0.00% | 0.00 | 0.00% | 0.00 | 0.00% | 0.00 | 0.00% | |
| B. Medium | 8.20 | 81.28% | 18.09 | 75.98% | 1.32 | 48.02% | 27.62 | 75.34% | |
| C. Low | 0.43 | 4.22% | 0.69 | 2.88% | 0.00 | 0.00% | 1.11 | 3.03% | |
| D. None | 1.46 | 14.51% | 5.03 | 21.14% | 1.43 | 51.98% | 7.93 | 21.63% | |
| <i>Total</i> | <i>10.09</i> | <i>100.00%</i> | <i>23.81</i> | <i>100.00%</i> | <i>2.75</i> | <i>100.00%</i> | <i>36.66</i> | <i>100.00%</i> | |
| Reflective Cracking (RC) | | | | | | | | | |
| A. High | 0.00 | 0.00% | 0.00 | 0.00% | 0.00 | 0.00% | 0.00 | 0.00% | |
| B. Medium | 0.00 | 0.00% | 0.00 | 0.00% | 0.00 | 0.00% | 0.00 | 0.00% | |
| C. Low | 0.00 | 0.00% | 0.00 | 0.00% | 0.00 | 0.00% | 0.00 | 0.00% | |
| D. None | 10.09 | 100.00% | 23.81 | 100.00% | 2.75 | 100.00% | 36.66 | 100.00% | |
| <i>Total</i> | <i>10.09</i> | <i>100.00%</i> | <i>23.81</i> | <i>100.00%</i> | <i>2.75</i> | <i>100.00%</i> | <i>36.66</i> | <i>100.00%</i> | |

Table 1: Pavement Condition Survey Distress Summary

SECTION 4 – MAINTENANCE RECOMMENDATIONS

4.1 STRATEGIC APPROACH

Studies have shown that the right treatment on the right road at the right time is the best use of limited maintenance dollars. However, for most public agencies there are typically more maintenance needs than funds available. Therefore, maintenance activities need to be prioritized to maximize available funding. **One strategy is to allocate funds and plan maintenance activities that focus on keeping the good roads good. Keeping good roads good with cost effective and proactive treatments is the general concept of pavement preservation.**

SEPI has seen great success with a mixed pavement maintenance program often heavily utilizing pavement preservation. Pavement preservation is a planned system of treating pavements to maximize their useful life. All pavements require some form of maintenance due to the effects of traffic and the environment on the exposed pavement materials over time. For example, applying a relatively low-cost surface treatment to a pavement with light to moderate distresses can efficiently increase the life of a pavement.

The most obvious benefit of pavement preservation is the extended service life of the pavement. Other benefits of a pavement preservation program are the ability to impact significant portions of the system by utilizing lower cost treatments, better forecasting of maintenance cost demands, fewer premature pavement failures, keeping good roads good, and reduced user inconveniences due to construction.

Having a successfully implemented program of yearly preservation treatments is the ultimate goal of most pavement management plans, if funding is available. Given the current conditions of the system in Southern Shores (mostly Fair) the strategic approach of this plan is to first make more good roads hopefully at a rate faster than the currently Fair roads deteriorate. If this can be accomplished, then ultimately pavement preservation will phase into being the majority of the work. For cases where an owner organization does not have enough money to make more good roads, preservation can still be utilized to slow the rate of deterioration. The main concept here is that preservation is mostly intended to keep good roads good, and rehabilitation (structural treatments) generally help create more good roads. The 2 options of CIP's presented below will show how different funding levels utilize similar but different fixes to maximize the future predicted conditions of the system.

4.2 PAVEMENT TREATMENT OPTIONS

The exclusive purpose of the SEPI pavement management plan is to preserve pavements, delay future deterioration, and improve overall conditions cost-effectively and efficiently. Since SEPI determined that the overall system health of the Town's roads was majority fair, the main goal of the recommended treatment options is to raise the overall condition of the Town's network by applying cost-effective treatments to correct pavement deficiencies. In accordance with our discussions with Southern Shores staff and their expectations for level of service and aesthetics along with balancing risk of treatment success, we have selected 5 treatment type options:

1. Full Depth Patching

Full Depth Patching (FDP) is accomplished by removing the existing pavement generally a minimum of 7 feet wide through its “full depth”. Depths of 6 to 8 inches are anticipated for use in these CIP options. The existing material is removed utilizing a milling machine for expedited construction and clean “cuts”. New asphalt is placed back into the excavation in compacted lifts, reconstructing the pavement. If unstable subgrade conditions are encountered, this can be mitigated by undercutting the excavation and adding additional asphalt, graded aggregate base or open graded stone, dependent on conditions and contract specifications. FDP extends the useful life of the pavement by focusing on rehabilitating isolated structural failures. This treatment is frequently utilized on areas of fatigue cracking and potholes but may also be effective on rutting and isolated cracking or high intensity transverse cracking. FDP is not intended to rebuild the entire roadway and alternative methods of rehabilitation or reconstruction should be considered once FDP quantities exceed 25 – 50% of the roadway.

2. Rehabilitation Minor – Overlay

Rehabilitation with a minor overlay consists of first leveling and patching the roadway. Patching is as described above and may include some shallower (surface) patching if distresses are present and are located primarily in the near surface (2 inches) of the pavement. Surface patching should not be utilized to fix structural deficiencies. Leveling consists of placing a relatively thin but variable thickness, of typically sand asphalt, to fill in depressions or correct localized drainage issues (bird baths). Patching and leveling is then covered with a 1.25 to 1.5 inch thick overlay to improve the condition of the roadway, provide additional structure and increase remaining service life. Overlays are utilized on pavements in the good and fair categories that do not have excessive amounts or high intensity cracking present. Overlays with patching and leveling are a cost effective way to make more good and excellent roads from fair candidates.

3. Rehabilitation Major – Mill and Fill 2in

Rehabilitation Major Mill and Fill of 2 inches is an adaptation of the overlay treatment. This method of rehabilitation includes patching but eliminates leveling and surface patching due to the removal of the entire pavement surface in a uniform 2in cut with a milling machine. Milling removes the weathered and cracked asphalt surface course which is replaced with new materials. Milling allows for tying into existing grades and has less complications when working in curb and gutter areas or locations with lots of driveways. Mill and fill 2in operations are suited for higher traffic volume pavements in fair condition and lower traffic volume pavements in fair and poor condition. This type of treatment is necessary to rehabilitate distresses that are to severe or more frequently occurring than a minor overlay would be suitable for.

4. Rehabilitation Major – Mill and Fill 2in with Buildup

Rehabilitation Major Mill and Fill 2in with Buildup includes all aspects of a typical mill and fill 2in but adds the additional structure of another course of asphalt. This will effectively increase the structural capacity of the roadway, help to resist any reflective cracking and provide a like new roadway appearance and ride quality. This type of treatment is utilized on pavements on the lower end of the Fair scale and into the Poor category.

5. Thin Lifts

Asphalt Thin Lifts are a relatively thin application of typically sand asphalt intended to be placed on roads in the bottom of the good category to keep them good. Thin lifts provide very little structural improvement and as such are not intended to fix structural deficiencies. Thin lifts can be utilized to seal minor/low intensity cracking and provide increased pavement life.

It should be noted that reconstruction is typically a 6th category that is included in a treatment option menu. This category is for roads that have failed and require the complete replacement of the pavement structure with a new equivalent structure. Although some streets in the Town’s network could benefit from reconstruction, the number of candidates is small, and the relatively low volume of traffic further minimizes the mandatory candidates and allows most of those streets to be repaired and repaved rather than reconstructed.

| | | MAINTENANCE TIER | REPAIR TYPES |
|---------------|------------------|----------------------|--|
| 100-90 | Excellent | Do Nothing | None |
| 89-70 | Good | Preservation | FDP, Surface Patching, Thin Lifts |
| 69-45 | Fair | Minor Rehabilitation | FDP, Overlays, Mill and Fill 2in, Mill and Fill 2in with Buildup |
| 44-20 | Poor | Major Rehabilitation | Mill and Fill 2in, Mill and Fill 2in with Buildup, Increased Patching and Leveling |
| <20 | Failed | Reconstruction | Reconstruction Varies after Evaluating the Individual Street Failure Types |

Maintenance Treatment Matrix

4.3 CAPITOL IMPROVEMENT PLAN (CIP) METHODOLOGY

SEPI developed recommended options for the CIP based on funding levels of \$675,000 and \$1,000,000 yearly budget. The general concept of the plans is to improve the system to the greatest extent possible for each funding level utilizing the treatment options identified in section 4.2. The current condition of all Town owned roadways was rated in accordance with Sections 2 and 3 of this report and then further each roadway was categorized into one (1) of three (3) groups. These groups were created with the help of Southern Shores staff to help classify local importance by amount of traffic volume, presence of trucks, connectivity of the community and resilience of the system. The results were categories A, B and C with category A being given more importance than B and so on for C.

The optional CIP plans gave particular attention to A then B then C, attempting to never let A go to poor. Heavier rehabilitation treatments were used on A then B then C to allow for appropriate levels of project risk during construction and future performance predictions. Roadway segments were selected as “worst first” when possible, but this does not always allow for touching the necessary number or length of roads. More roads must be touched/rehabilitated/preserved resulting in improvements than the number of roads that are deteriorating in order to have improvement in the end for the entire system. Rate of deterioration further impacts this as generally bad roads deteriorate faster than good roads. These plans attempt to assign a mix of fixes that equals overall improvement at the end of the analysis term. The following describes specifically how treatments were selected during the development of the plan.

Category A/B/C Roads (Good):

- Thin Lift

Category A Roads (Fair):

- If PCI less than 60 = Mill and Fill 2in with Build up
- If PCI >= 60 and Fair = Mill and Fill 2in
- FDP if conditions warrant

Category B/C Roads (Fair):

- If PCI >= 60 and Fair = Overlay
- If PCI < 60 and Fair = Mill and Fill 2in
- FDP if conditions warrant

Category A/B Roads (Poor):

- Mill and Fill 2in with Build up
- FDP if conditions warrant

Category C Roads (Poor):

- Mill and Fill 2in
- FDP if conditions warrant

Unit costs utilized for each of these treatments are below in Table 2.

| Maintenance | Cost |
|---|-------------|
| Full Depth Patching | \$100.00/SY |
| Rehab Minor - Overlay | \$22.00/SY |
| Rehab Major – Mill and Fill 2in | \$28.00/SY |
| Rehab Major – Mill and Fill 2in w/ Buildup | \$46.00/SY |
| Thin Lift | \$15.00/SY |

Table 2

For Fair and good pavements, one alternative treatment that has proven to be very successful both regionally and nationally is microsurfacing. Microsurfacing (also known as a type of slurry seal) is a mixture of asphalt emulsion and fine aggregate that is applied uniformly to the pavement with specialized equipment. Microsurfacing is a preventative maintenance treatment that less expensive (approximately \$9.00/SY) than Thin Lift. It provides a relatively low-cost treatment that is similar in appearance to Hot Mix Asphalt and can be utilized in lieu of aggregate surface treatments. As more good roads are produced in the system it will be crucial to keep them good. Lower cost treatments that can cover more area are key to accomplishing this. Microsurfacing may be more appropriate for the Category A, moderate volume, moderate speed applications than an aggregate surface treatment due to its differences in surface characteristics. Please see figure 18 below for a picture of typical microsurfacing.



Figure 18: Typical Microsurfacing Paving Crew

It should be noted that due to the specialty nature of microsurfacing, sufficient contract quantities would be necessary to generate contractor interest and project viability. Our conversations with the industry indicate that contract quantities including a minimum five (5) miles of microsurfacing would be preferred for mobilization of the equipment and to keep costs reasonable. If the Town is interested in learning more about this type of treatment, we will be prepared to provide additional information when requested.

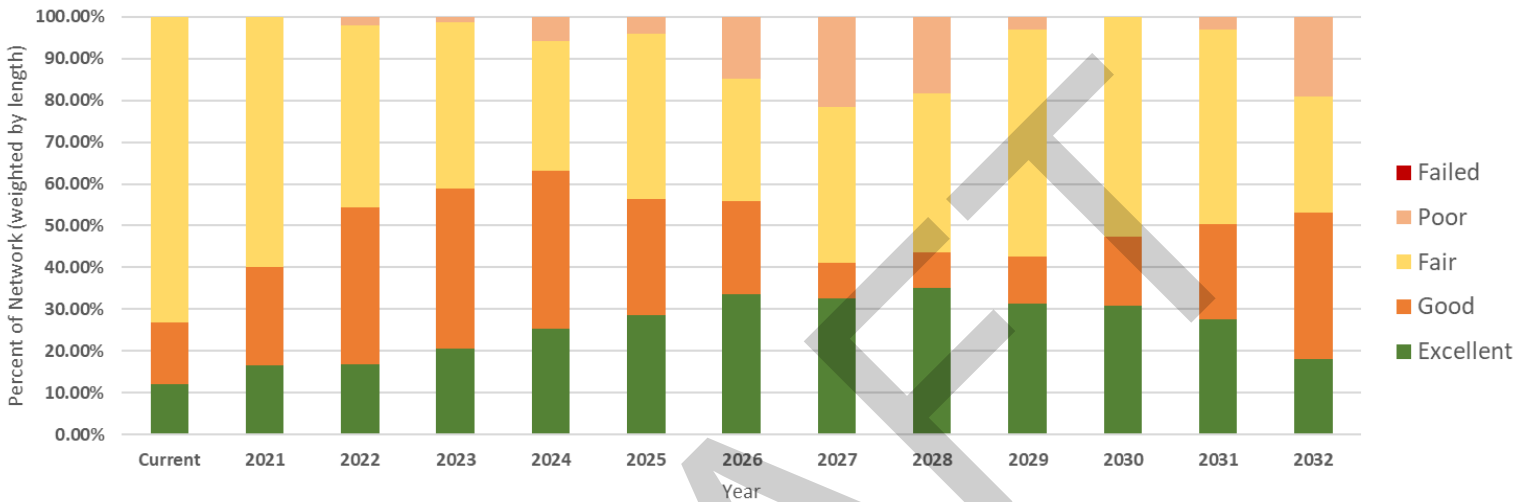
4.4 CIP PLAN DETAILS AND DISCUSSION

Key highlights of the options are as follows:

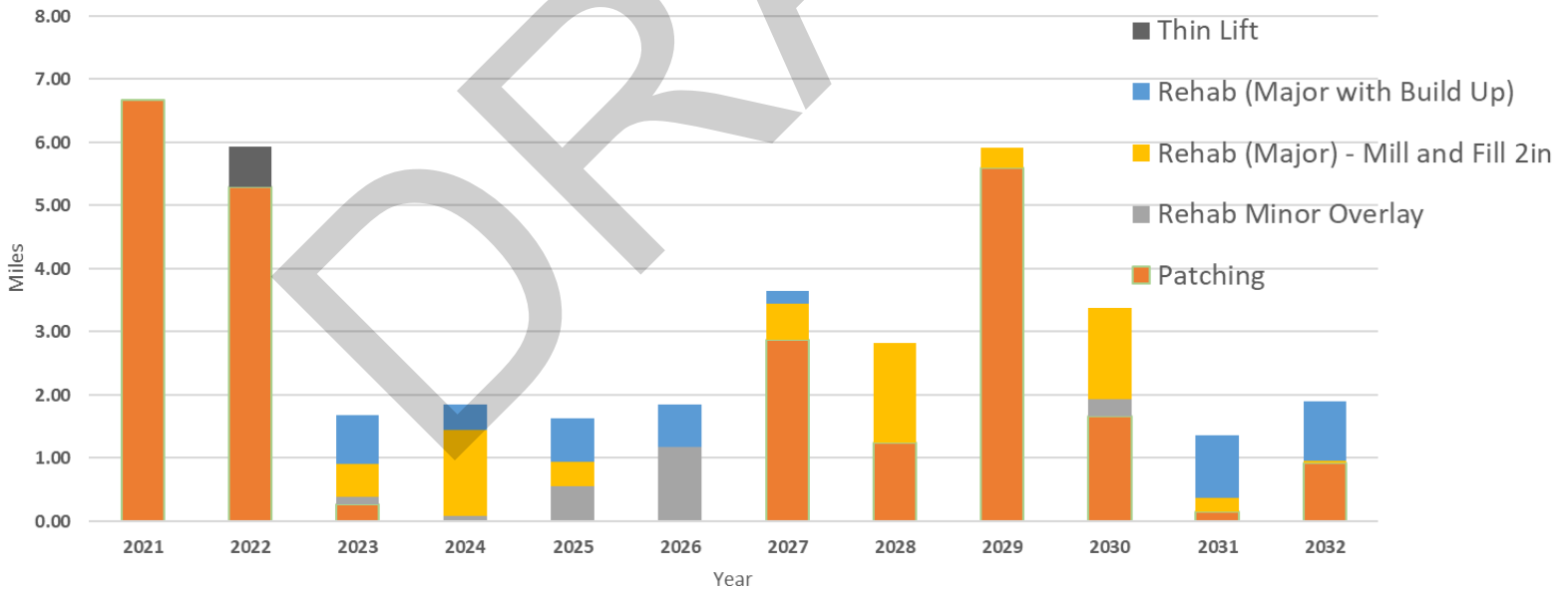
1. Full Depth Patching (FDP) in the first 2 years of the plan accomplishes several goals upfront. Elimination of high intensity fatigue cracking and potholes. Touches significant mileage in the system. Creates attractive winter work contracts for local contractors with adequate quantities for acceptable unit price contracts. Verifies unit prices early in the program. Brings all but 1 Category A road into the Good condition reducing maintenance requests for the Town.
2. Groups similar work activities together yearly in an attempt to create favorable contracting conditions.
3. Option 1 (\$675K) includes work on 38 miles of road and improves the system from approximately 27% Good/Excellent to 53% Good/Excellent. This improvement mostly comes from the conversion of fair roads to good. Some fair roads fall into the Poor (20%) category late in the plan due to a funding shortfall
4. Option 2 includes work on 57 miles of road and improves the system to 99% Good/Excellent. Similar approach as Option 1 but and increased budget allows for more extensive rehabilitation and resulting increased performance.

Summaries of the plans, Options 1 and 2, along with the predicted performance, cost and types of treatments are presented in the following figures. Detailed listing of each road segment and treatment type by year and Optional plan are presented in the report Appendix:

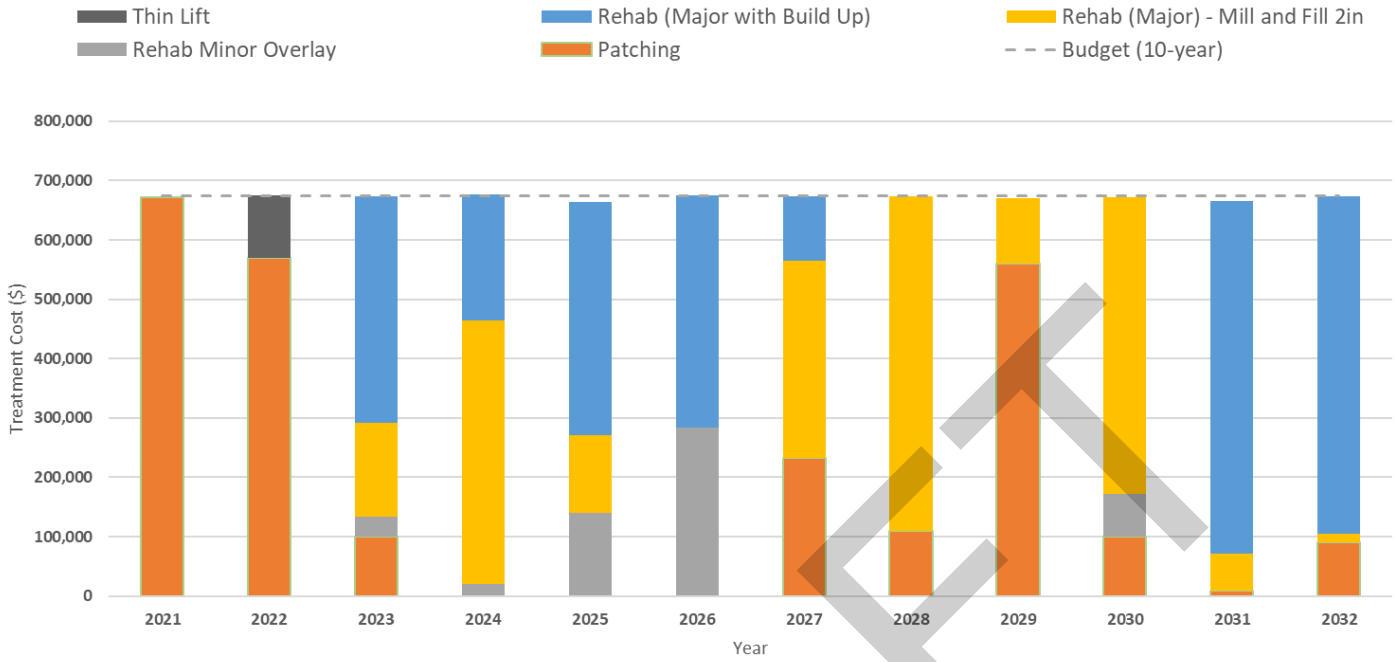
Condition Summary by Year - Option 1



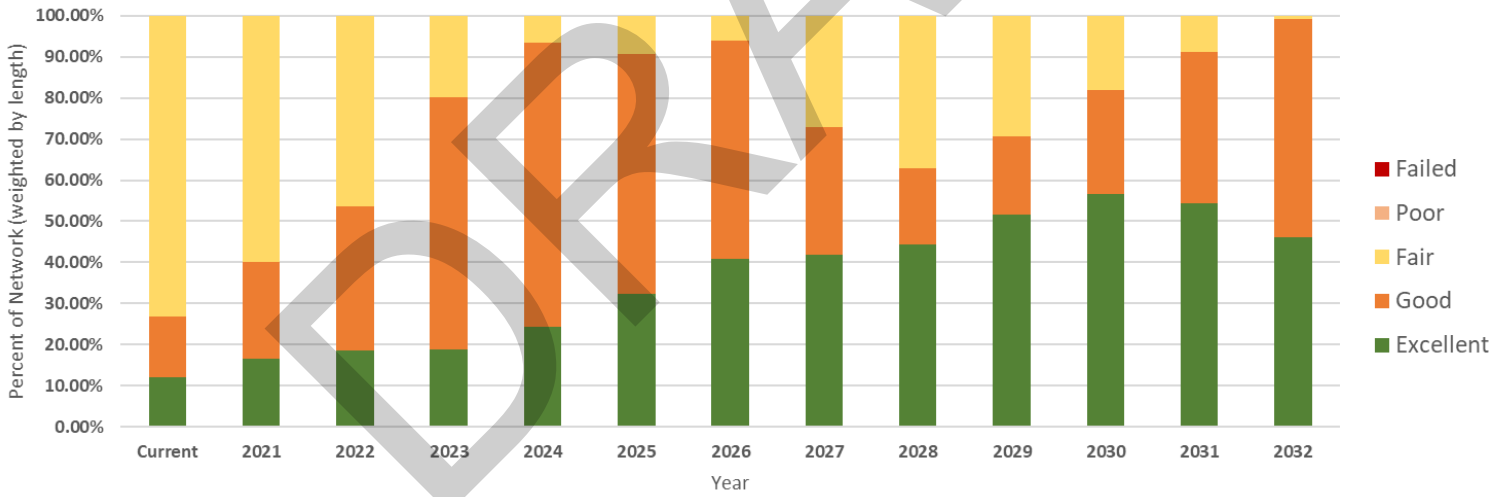
Miles by Treatment Type - Option 1



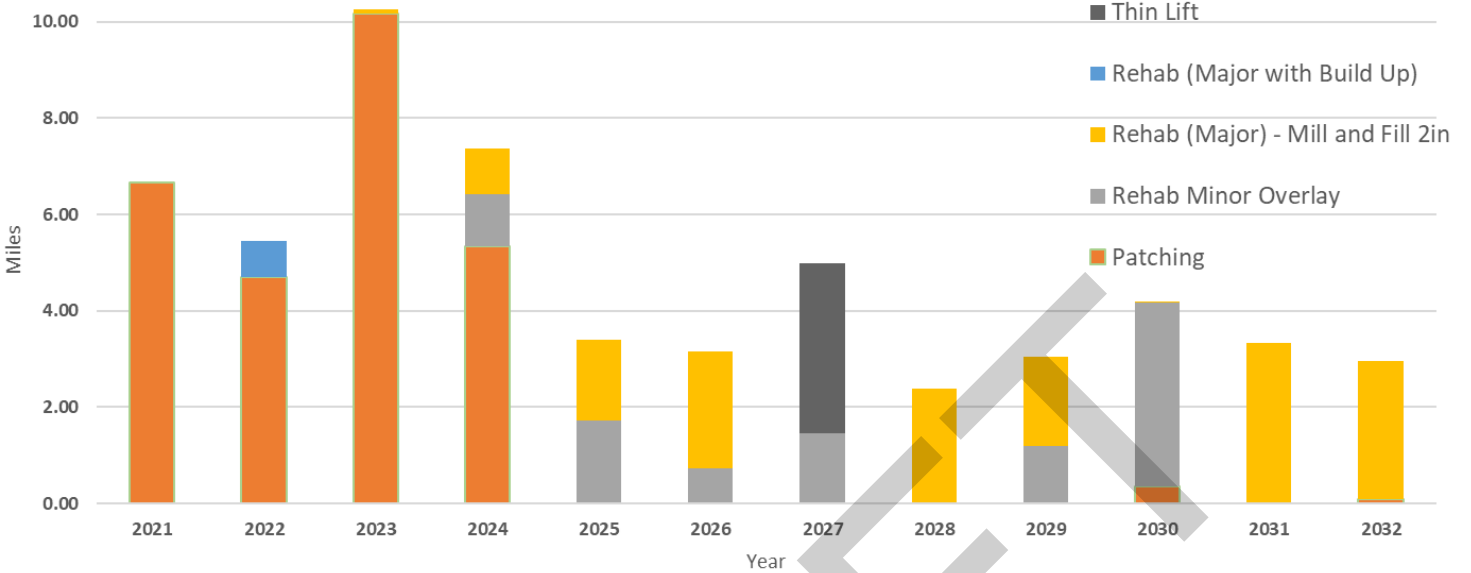
Costs by Treatment Type - Option 1



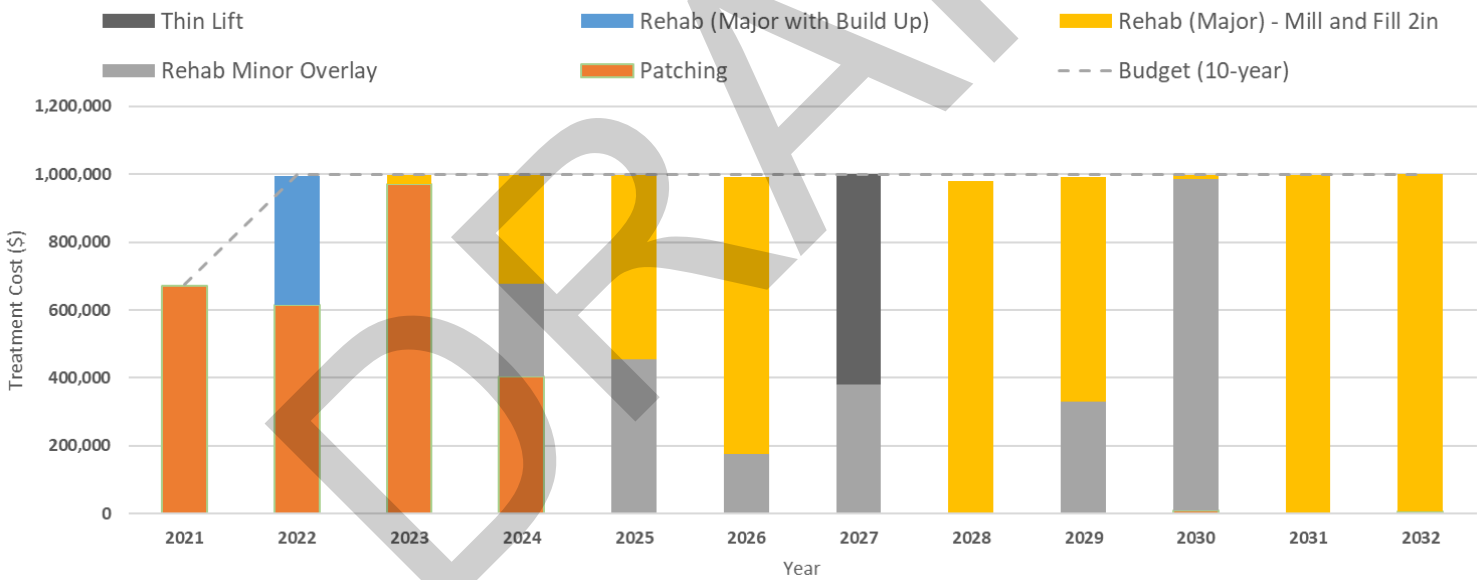
Condition Summary by Year - Option 2



Miles by Treatment Type - Option 2



Costs by Treatment Type - Option 2



We understand that implementation of Option 2 would require the Town of Southern Shores to significantly increase funding for this “catch-up” scenario. We recommend the work be done under the supervision of certified inspectors. Certified inspectors play a vital role in municipalities getting the product they are paying for on the ground, within specifications, and with cost efficiency.

Further, SEPI encourages that the Town implement the recommended pavement maintenance strategy in phases and organize needed contracts in the following order:

- Patching – Since the Capital Plan calls for a great deal of prep work such as patching, we recommend patching be done in one of two ways: 1) Partner with the local NCDOT office with to have their crews review the streets and patch the areas of need; or 2) Let a contract to patch areas under the supervision of a certified inspector. The inspector and their engineer can mark the areas to be patched in the field prior to letting the contract. The contract can be properly managed through inspection for both quality and quantity control.
- Asphalt Paving – Since there are various roads that need leveling prior to preservation, an asphalt paving contract should follow the patching contract. Consideration could be given to let the two contracts together if desired. This contract would include the leveling plus any resurfacing or milling and filling with asphalt.
- As mentioned previously, given the number of relatively short sections of roadways within this system, it would also be beneficial to consider letting contracts with like type roads requiring the same treatments. This will help to establish better prices through an economy of scale.
- Meet with local contractors to discuss up coming work opportunities and give an outlook of work to come in this plan.
- Determine methods and procedures for contract preparation and construction management.
- Consider holding back a percentage of budget yearly to account for change order contingencies. 5 to 10 percent of the total contract amount is typically sufficient.

After implementation of the preferred CIP Option, SEPI recommends that the Town of Southern Shores continue to follow the pavement preservation philosophy outlined in this report. The Town's approach should combine traditional medium to long-term strategies (reconstruction and resurfacing) with short-term preventative maintenance strategies to achieve the highest level of service while maximizing available funds each year. The experienced SEPI Team is available to assist the Town with future planning if desired.

Lastly, SEPI recommends that the Town of Southern Shores plan for future pavement condition surveys on regular five (5) year intervals so that the status of the road system can be monitored, and maintenance plans altered as necessary.

In addition to the pavement preservation practices referenced above, the SEPI team also identified a need for drainage improvements on the shoulders and the ditches in Southern Shores. High shoulders should be cut down and shaped to direct the water into the ditches. There are places where the ditches are not draining properly which can create issues in the road subgrade. We recommend some funding be set aside to address the drainage issues prior to pavement improvements.

Confirmation of these recommendations should be done in the field prior to developing a project or yearly program activities. The recommended repairs are best judgements given the current pavement conditions and projected performance, but other needs such as utility repairs, conditions of curb and gutter, drainage, and traffic volume may dictate a variation of the activity.

Field observations by an engineer are highly recommended prior to project development because of the ever-changing characteristics associated with pavement maintenance. **This final evaluation prior to letting a contract is vital to ensuring the right treatment on the right road at the right time and will help to ensure forecasted budgetary needs are as accurate as they can be.**

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SECTION 5 – MULTI-USE PATH / CHICAHAWK TRAIL PARKING LOT

Multi-use Path along NC12

SEPI assessors also reviewed the 3.7 mile multi-use path along NC 12 for condition and pavement distresses. The path appears to be in fair condition and is routinely utilized daily. The path appears to be older pavement, with little to no maintenance work done throughout its life.

The asphalt is oxidizing, becoming less flexible, leading to transverse cracking (Figure A) present throughout the length of the path. There are also various areas of edge cracking (Figure B) particularly where the edge of the asphalt is unsupported (low shoulders) by gravel or earthen material.

If left unrepaired, these types of failures will increase, cracks will become wider, there will be more water intrusion, and the likelihood of further issues also increases. We recommend a crack sealing program for the transverse cracking. If the cracks are significant (greater than ½ inch), we recommend the use of mastic sealant which has been utilized successfully by NCDOT in the Eastern part of the State.

The edge cracking will likely require removal and replacement via patching. Once the areas are repaired, all low shoulder areas should also be remediated by bringing in earthen material to provide edge support. Seeding will be required to prevent erosion and stabilize the area. Low shoulders in other areas where edge cracking has not yet occurred should be repaired the same way as they can create a hazard for pedestrians and cycling traffic.



Figure A - Transverse Cracking



Figure B – Edge Cracking

There are several other issues present on the path. Right now, the greatest area of concern is the cracking and buckling of the pavement (Figures C & D) due to tree root intrusion, particularly in the more northern reaches of the path where the shaded road canopy is located. The cracks will worsen with time and become larger and thereby higher and more likely to create issues such as a tripping hazard to foot traffic or a very bumpy, uneven ride for bike traffic. SEPI recommends milling the asphalt in these areas and removing the roots as soon as funds are available. The area can be patched back to its original elevation with two (2”) inches of surface course asphalt.



Figure C – Root intrusion cracks



Figure D – More cracking due to roots

Another prevalent issue, particularly on the southern end of the path, is the raveling of asphalt (Figure E) from the edges. These areas are narrowing the path and grasses (Figure F) in some cases have covered parts of the path due to this problem. This could be a workmanship issue, but staff are suspicious that it could have happened during home construction where materials were stored beside the road and wear and tear of equipment use could have created the problem. While not a dangerous issue for users, these areas should be monitored and plans for future repair considered.



Figure E – Raveling of asphalt edges



Figure F – Grasses spreading across path

Additionally, there are several areas where the ADA ramp crossings (raised domes) have edges missing or broken off due to use of heavier equipment on the path. These should also be noted and monitored on a yearly basis to ensure they are not worsening to the point of not functioning properly.

In conclusion, in its current condition the path is functioning as intended and is certainly an asset to the Town. Planning and budgeting for repairs should begin before areas deteriorate to unsafe situations. The greatest concern is the root buckling because it can create an unsafe situation for all users. SEPI recommends the Town consultant with an arborist to help make recommendations on the most effective practices in tree root removal as a part of the multi-use path repair strategy.

Timeline Recommendations for Repair

- Fund repairs for root intrusion as soon as possible because these areas present the biggest hazard to those using the path. Plan to spray areas of grass intrusion (see Figure F) also.
- Repair areas of low shoulders as soon as possible to correct the hazard for users and to prevent edge cracking of unsupported pavement.
- Fund repairs for sealing cracks larger than ¼" to prevent water intrusion and further asphalt deterioration. This should be done as quickly as possible but no more than 1-3 years.
- Plan to repave (minimum of 1 ¼" overlay) the entire path-after making repairs-in the next 5-7 years. Spray all areas of grass intrusion and kill weeds and grasses prior to repaving. Add earthen material to edges of pavement for lateral support. Seed to establish grasses to stabilize material.

Chicahauk Beach Access Trail Parking Lot

The current condition of the asphalt parking lot with porous parking areas is fair and typical of an aging low volume car parking area. Parking lots in general are highly susceptible to transverse cracking, oxidation and localized drainage issues all leading to problem spots in the pavement. This parking area is serviceable but in need of a plan to keep issues that are currently serviceable from becoming more significant problems. The types of failures present suggest that the parking area is not significantly deficient in structure as most of the cracking is random in nature other than in areas where drainage appears to be an issue. We recommend the following as a plan for rehabilitation.

- FDP and level as necessary to address isolated failures and drainage issues.
- Perform crack sealing
- Remove thermoplastic pavement markings
- Seal the surface of the pavement with a slurry seal
- Replace thermoplastic pavement markings

SECTION 6 – ACKNOWLEDGEMENTS

SEPI Engineering and Construction would like to thank the Town of Southern Shores for this opportunity. The Town staff was professional, conscientious, knowledgeable, and very supportive of the SEPI Team. The background information and open discussions with staff provided also helped ensure a very successful project. It would be a pleasure to work with Southern Shores again should our services be needed.

The SEPI team has a wide range of expertise, offering unique solutions to our clients across North Carolina and the Southeast. SEPI staff is prepared to offer engineering solutions to our clients in most all Civil Engineering disciplines. Our goal is not just to meet the needs of our clients, but also to exceed them. SEPI offers sustainable, earnest, practical, and innovative service lines to a wide range of clients. We have offices in Raleigh, Charlotte, and Wilmington in North Carolina; Charleston and Beaufort in South Carolina; and Palmetto and Fort Lauderdale in Florida.

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APPENDIX A

TOWN OF SOUTHERN SHORES
CAPITAL IMPROVEMENT PLAN_OPTION 1

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| Year 2021 | Option 1 | | | | | |
|------------|-----------------|----------------|-----------------|------------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment2 | Cost 2021 | Class |
| 51 | HILLCREST DR | SEA OATS TRL | HICKORY TRL | Patching | \$97,366.62 | A |
| 128 | TRINITIE TRL | CHICAHAUK TRL | EAGLES NEST LN | Patching | \$55,332.42 | A |
| 90 | HILLCREST DR | HICKORY TRL | E DOGWOOD TRL | Patching | \$51,493.75 | A |
| 153 | S DOGWOOD TRL | GINGUITE TRL | TEAL CT | Patching | \$12,233.09 | A |
| 26 | SEA OATS TRL | SOUNDVIEW TRL | NC 12 | Patching | \$25,932.03 | A |
| 111 | S DOGWOOD TRL | YAUPON TRL | FAIRWAY DR | Patching | \$53,383.01 | A |
| 130 | S DOGWOOD TRL | FAIRWAY DR | GINGUITE TRL | Patching | \$106,850.86 | A |
| 95 | S DOGWOOD TRL | E DOGWOOD TRL | YAUPON TRL | Patching | \$7,782.09 | A |
| 11 | HAPPY INDIAN LN | HIGH DUNE LOOP | DEAD END | Patching | \$3,591.91 | B |
| 33 | SOUNDVIEW TRL | SEA OATS TRL | NORTH DUNE LOOP | Patching | \$22,736.71 | B |
| 54 | 6TH AVE | NC 12 | 6TH AVE | Patching | \$80,840.17 | B |
| 12 | HIGH DUNE LOOP | SPINDRIFT TRL | SPINDRIFT TRL | Patching | \$60,981.32 | B |
| 58 | 4TH AVE | NC 12 | 4TH AVE | Patching | \$0.00 | B |
| 29 | 12TH AVE | NC 12 | 12TH AVE | Patching | \$18,783.71 | B |
| 53 | 6TH AVE | DEAD END | DEAD END | Patching | \$4,744.98 | B |
| 50 | 7TH AVE | NC 12 | 7TH AVE | Patching | \$18,243.96 | B |
| 121 | FAIRWAY DR | S DOGWOOD TRL | EOM | Patching | \$13,635.00 | B |
| 142 | GRAVEY POND LN | DEAD END | DEAD END | Patching | \$5,267.09 | B |
| 126 | TURTLE POND CT | POTESKEET TRL | DEAD END | Patching | \$9,735.09 | C |
| 81 | WOODLAND DR | E DOGWOOD TRL | N WOODLAND DR | Patching | \$16,065.24 | C |
| 92 | MIZZENMAST LN | SEA OATS LN | DEAD END | Patching | \$6,577.52 | C |
| | | | | | \$671,576.57 | Yearly Total |

| Year 2022 | Option 1 | | | | | |
|---------------|---------------------|-------------------|--------------------|------------------|--------------|-----------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2022) | Cost (2022) | Class |
| 71 | HICKORY TRL | HILLCREST DR | WAX MYRTLE TRL | Patching | \$16,216.57 | A |
| 69 | HICKORY TRL | WAX MYRTLE TRL | NC 12 | Patching | \$12,209.70 | A |
| 84 | E DOGWOOD TRL | BAYBERRY TRL | WAX MYRTLE TRL | Patching | \$67,692.75 | A |
| 125 | CHICAHOUK TRL | CLAM SHELL TRL | SPINDRIFT TRL | Patching | \$238,628.05 | A |
| 38 | SEA OATS TRL | SOUNDVIEW TRL | HILLCREST DR | Patching | \$32,675.09 | A |
| 82 | E DOGWOOD TRL | N DOGWOOD TRL | BAYBERRY TRL | Patching | \$14,094.72 | A |
| 86 | SEA OATS TRL | HICKORY TRL | E DOGWOOD TRL | Patching | \$50,011.31 | A |
| 68 | SEA OATS TRL | HILLCREST DR | HICKORY TRL | Patching | \$19,834.52 | A |
| 157 | S DOGWOOD TRL | TEAL CT | CROATAN HWY | Patching | \$15,117.13 | A |
| 47 | HILLCREST DR | SEA OATS TRL | NC 12 | Patching | \$4,929.07 | A |
| 5 | BAYBERRY TRL | E DOGWOOD TRL | SCUPPERNONG LN | Patching | \$28,230.51 | B |
| 16 | TALL CLIFF LN | HIGH DUNE LOOP | DEAD END | Patching | \$4,266.98 | B |
| 110 | W HOLLY TRL | HOLLY TRL | DEAD END | Patching | \$13,218.50 | B |
| 66 | PURPLE MARTIN LN | OCEAN BLVD | DEAD END | Patching | \$4,037.51 | B |
| 48 | 8TH AVE | NC 12 | 8TH AVE | Patching | \$5,768.43 | B |
| 37 | 11TH AVE | SEA OATS TRL | NC 12 | Patching | \$16,935.74 | B |
| 35 | 11TH AVE | NC 12 | 11TH AVE | Patching | \$19,998.03 | B |
| 44 | 9TH AVE | NC 12 | DEAD END | Patching | \$5,883.08 | B |
| 33 | SOUNDVIEW TRL | SEA OATS TRL | NORTH DUNE LOOP | Thin Lift | \$45,923.65 | B |
| 54 | 6TH AVE | NC 12 | 6TH AVE | Thin Lift | \$32,656.23 | B |
| 122 | TWISTED TREE CT | POTESKEET TRL | DEAD END | Thin Lift | \$9,772.62 | C |
| 151 | YUCCA LN | CYPRESS LN | JUNIPER TRL | Thin Lift | \$17,471.90 | C |
| | | | | | \$675,572.09 | Yearly Total |

| Year 2023 | Option 1 | | | | | |
|------------|------------------|-----------------|--------------|-----------------------------------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2023) | Cost (2023) | Class |
| 65 | HICKORY TRL | NC 12 | DEAD END | Patching | \$100,946.35 | A |
| 64 | 1ST AVE | NC 12 | 1ST AVE | Rehab (Major with Build Up) | \$121,384.11 | B |
| 74 | CIRCLE DR | HICKORY TRL | HICKORY TRL | Rehab (Major with Build Up) | \$259,915.53 | B |
| 11 | HAPPY INDIAN LN | HIGH DUNE LOOP | DEAD END | Rehab Minor Overlay | \$32,234.76 | B |
| 55 | 5TH AVE | DEAD END | DEAD END | Rehab (Major) - Mill and Fill 2in | \$8,448.13 | B |
| 60 | 3RD AVE | NC 12 | 3RD AVE | Rehab (Major) - Mill and Fill 2in | \$68,688.82 | B |
| 59 | 3RD AVE | DEAD END | DEAD END | Rehab (Major) - Mill and Fill 2in | \$7,918.69 | B |
| 32 | SOUNDVIEW TRL | NORTH DUNE LOOP | SEA OATS TRL | Rehab (Major) - Mill and Fill 2in | \$18,445.58 | B |
| 13 | OCEAN VIEW LOOP | OCEANVIEW LOOP | NC 12 | Rehab (Major) - Mill and Fill 2in | \$28,489.90 | B |
| 124 | GOOSE FEATHER LN | CHICHAUK TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$26,409.22 | C |
| | | | | | | |
| | | | | | \$672,881.09 | Yearly Total |

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| Year 2024 | Option 1 | | | | | |
|------------|-------------------|-----------------|----------------|-----------------------------------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2024) | Cost (2024) | Class |
| 80 | OCEAN BLVD | PERIWINKLE PL | E DOGWOOD TRL | Rehab (Major with Build Up) | \$125,010.46 | B |
| 77 | PERIWINKLE PL | NC 12 | OCEAN BLVD | Rehab (Major with Build Up) | \$86,715.88 | B |
| 6 | OCEAN BLVD | DOLPHIN RUN | PORPOISE RUN | Rehab (Major) - Mill and Fill 2in | \$76,460.89 | B |
| 108 | OCEAN BLVD | PORPOISE RUN | NC 12 | Rehab (Major) - Mill and Fill 2in | \$79,902.58 | B |
| 79 | SANDFIDDLER CT | NC 12 | DEAD END | Rehab (Major) - Mill and Fill 2in | \$38,743.43 | B |
| 14 | SPINDRIFT TRL | HIGH DUNE LOOP | DEAD END | Rehab (Major) - Mill and Fill 2in | \$164,442.71 | B |
| 9 | PORPOISE RUN | WAX MYRTLE TRL | NC 12 | Rehab (Major) - Mill and Fill 2in | \$23,639.65 | B |
| 8 | PORPOISE RUN | NC 12 | OCEAN BLVD | Rehab Minor Overlay | \$19,652.86 | B |
| 61 | 2ND AVE | DEAD END | DEAD END | Rehab (Major) - Mill and Fill 2in | \$6,169.16 | B |
| 36 | 10TH AVE | DEAD END | DEAD END | Rehab (Major) - Mill and Fill 2in | \$10,911.61 | B |
| 150 | HAPPY INDIAN CT | HAPPY INDIAN LN | DEAD END | Rehab (Major) - Mill and Fill 2in | \$10,164.09 | C |
| 103 | BRIGHT LANTERN LN | SEA OATS LN | DEAD END | Rehab (Major) - Mill and Fill 2in | \$18,195.80 | C |
| 172 | KINGFISHER CT | KINGFISHER TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$15,966.59 | C |
| | | | | | \$675,975.71 | Yearly Total |
| Year 2025 | Option 1 | | | | | |
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2025) | Cost (2025) | Class |
| 65 | HICKORY TRL | NC 12 | DEAD END | Rehab Minor Overlay | \$60,371.80 | A |
| 26 | SEA OATS TRL | SOUNDVIEW TRL | NC 12 | Rehab Minor Overlay | \$79,079.85 | A |
| 63 | 1ST AVE | DEAD END | DEAD END | Rehab (Major with Build Up) | \$20,421.86 | B |
| 127 | CLAM SHELL TRL | CHICAHAIK TRL | OTTER SLIDE LN | Rehab (Major with Build Up) | \$373,302.25 | B |
| 43 | KINGFISHER TRL | SOUNDVIEW TRL | SEA OATS TRL | Rehab (Major) - Mill and Fill 2in | \$87,494.64 | C |
| 120 | OYSTER BED LN | POTESKEET TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$27,564.44 | C |
| 119 | BENT OAK CT | POTESKEET TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$16,277.93 | C |
| | | | | | \$664,512.77 | Yearly Total |

Item 1.

| Year 2026 | Option 1 | | | | | |
|------------|------------------|---------------|---------------|-----------------------------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2026) | Cost (2026) | Class |
| 51 | HILLCREST DR | SEA OATS TRL | HICKORY TRL | Rehab Minor Overlay | \$179,848.69 | A |
| 45 | HILLCREST DR | NC 12 | DEAD END | Rehab Minor Overlay | \$57,078.74 | A |
| 133 | PUDDING PAN LN | SPINDRIFT TRL | DEAD END | Rehab (Major with Build Up) | \$213,150.51 | B |
| 1 | SEA OATS LN | E DOGWOOD TRL | DEAD END | Rehab (Major with Build Up) | \$177,766.36 | B |
| 81 | WOODLAND DR | E DOGWOOD TRL | N WOODLAND DR | Rehab Minor Overlay | \$29,674.57 | C |
| 149 | POINT COMFORT LN | GINGUITE TRL | DEAD END | Rehab Minor Overlay | \$17,094.83 | C |
| | | | | | | |
| | | | | | | |
| | | | | | \$674,613.70 | Yearly Total |

| Year 2027 | Option 1 | | | | | |
|------------|-------------------|----------------|----------------|-----------------------------------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2027) | Cost (2027) | Class |
| 71 | HICKORY TRL | HILLCREST DR | WAX MYRTLE TRL | Rehab (Major) - Mill and Fill 2in | \$38,105.77 | A |
| 69 | HICKORY TRL | WAX MYRTLE TRL | NC 12 | Rehab (Major) - Mill and Fill 2in | \$28,690.40 | A |
| 84 | E DOGWOOD TRL | BAYBERRY TRL | WAX MYRTLE TRL | Rehab (Major) - Mill and Fill 2in | \$265,107.82 | A |
| 56 | 5TH AVE | NC 12 | 5TH AVE | Rehab (Major with Build Up) | \$108,373.06 | B |
| 171 | OTTER SLIDE LN | CLAM SHELL TRL | CHICHAUK TRL | Patching | \$22,607.57 | B |
| 155 | WILD PONY LN | SPINDRIFT TRL | DEAD END | Patching | \$8,139.48 | B |
| 49 | 7TH AVE | DEAD END | DEAD END | Patching | \$3,085.13 | B |
| 18 | OCEAN VIEW LOOP | DEAD END | DEAD END | Patching | \$24,360.34 | B |
| 129 | SPINDRIFT TRL | CHICHAUK TRL | HIGH DUNE LOOP | Patching | \$54,998.83 | B |
| 134 | CROOKED BACK LOOP | CHICHAUK TRL | PUDDING PAN LN | Patching | \$49,758.70 | B |
| 85 | WAX MYRTLE TRL | HICKORY TRL | E DOGWOOD TRL | Patching | \$49,973.30 | B |
| 89 | POMPANO CT | OCEAN BLVD | DEAD END | Patching | \$4,604.74 | B |
| 57 | 4TH AVE | DEAD END | DEAD END | Patching | \$2,743.53 | B |
| 31 | 11TH AVE | DEAD END | DEAD END | Patching | \$3,016.10 | B |
| 28 | 12TH AVE | DEAD END | DEAD END | Patching | \$2,591.80 | B |
| 46 | 8TH AVE | DEAD END | DEAD END | Patching | \$4,786.49 | B |
| 107 | E HOLLY TRL | HOLLY TRL | DEAD END | Patching | \$2,736.28 | B |
| | | | | | | |
| | | | | | \$673,679.34 | Yearly Total |

| Year 2028 | Option 1 | | | | | |
|------------|-----------------|----------------|----------------|-----------------------------------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2028) | Cost (2028) | Class |
| 125 | CHICHAUK TRL | CLAM SHELL TRL | SPINDRIFT TRL | Rehab (Major) - Mill and Fill 2in | \$188,656.53 | A |
| 38 | SEA OATS TRL | SOUNDVIEW TRL | HILLCREST DR | Rehab (Major) - Mill and Fill 2in | \$129,162.72 | A |
| 128 | TRINITIE TRL | CHICHAUK TRL | EAGLES NEST LN | Rehab (Major) - Mill and Fill 2in | \$220,891.39 | A |
| 87 | OCEAN BLVD | E DOGWOOD TRL | DOLPHIN RUN | Patching | \$23,462.75 | B |
| 34 | NORTH DUNE LOOP | SOUNDVIEW TRL | SOUNDVIEW TRL | Patching | \$37,152.74 | B |
| 40 | 9TH AVE | DEAD END | DEAD END | Patching | \$3,000.65 | B |
| 158 | SKYLINE RD | NC 12 | DEAD END | Patching | \$46,689.81 | B |
| 139 | LAND FALL LOOP | SPINDRIFT TRL | SPINDRIFT TRL | Rehab (Major) - Mill and Fill 2in | \$23,806.49 | C |
| | | | | | | |
| | | | | | \$672,823.08 | Yearly Total |

| 2029 | Option 1 | | | | | |
|------------|----------------|----------------|-----------------|-----------------------------------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2029) | Cost (2029) | Class |
| 39 | 10TH AVE | NC 12 | 10TH AVE | Patching | \$19,960.18 | B |
| 138 | TEA PLANT CT | PUDDING PAN LN | DEAD END | Patching | \$8,029.75 | B |
| 100 | WAX MYRTLE TRL | E DOGWOOD TRL | PORPOISE RUN | Patching | \$38,784.94 | B |
| 70 | WAX MYRTLE TRL | HILLCREST DR | HICKORY TRL | Patching | \$109,457.99 | B |
| 24 | 13TH AVE | DEAD END | DEAD END | Patching | \$3,452.46 | B |
| 99 | DOLPHIN RUN | WAX MYRTLE TRL | NC 12 | Patching | \$6,626.40 | B |
| 52 | N DOGWOOD TRL | E DOGWOOD TRL | DEAD END | Patching | \$104,277.77 | B |
| 21 | DUCK WOODS DR | CROATAN HWY | DEAD END | Patching | \$139,470.75 | B |
| 78 | N WOODLAND DR | DEAD END | DEAD END | Patching | \$33,401.50 | B |
| 94 | DOLPHIN RUN | NC 12 | OCEAN BLVD | Patching | \$14,271.36 | B |
| 23 | GINGUITE TRL | PINTAIL TRL | S DOGWOOD TRAIL | Patching | \$81,775.36 | B |
| 154 | TEAL CT | S DOGWOOD TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$14,782.79 | C |
| 104 | TROUT RUN | NC 12 | OCEAN BLVD | Rehab (Major) - Mill and Fill 2in | \$33,625.08 | C |
| 145 | LAST HUNT LN | HIGH DUNE LOOP | DEAD END | Rehab (Major) - Mill and Fill 2in | \$22,846.13 | C |
| 160 | WOOD DUCK CT | S DOGWOOD TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$14,905.07 | C |
| 159 | BLUE PETE CT | S DOGWOOD TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$13,416.46 | C |
| 27 | SEA OATS CT | SEA OATS TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$11,581.67 | C |
| | | | | | | |
| | | | | | \$670,665.66 | Yearly Total |

Item 1.

| Year 2030 | Option 1 | | | | | |
|------------|-----------------|----------------|-----------------|-----------------------------------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2030) | Cost (2030) | Class |
| 33 | SOUNDVIEW TRL | SEA OATS TRL | NORTH DUNE LOOP | Rehab Minor Overlay | \$72,637.40 | B |
| 171 | OTTER SLIDE LN | CLAM SHELL TRL | CHICAHAWK TRL | Patching | \$23,241.42 | B |
| 155 | WILD PONY LN | SPINDRIFT TRL | DEAD END | Patching | \$8,367.69 | B |
| 49 | 7TH AVE | DEAD END | DEAD END | Patching | \$3,171.63 | B |
| 18 | OCEAN VIEW LOOP | DEAD END | DEAD END | Rehab (Major) - Mill and Fill 2in | \$93,495.13 | B |
| 129 | SPINDRIFT TRL | CHICAHAWK TRL | HIGH DUNE LOOP | Rehab (Major) - Mill and Fill 2in | \$211,085.85 | B |
| 87 | OCEAN BLVD | E DOGWOOD TRL | DOLPHIN RUN | Rehab (Major) - Mill and Fill 2in | \$89,216.38 | B |
| 39 | 10TH AVE | NC 12 | 10TH AVE | Rehab (Major) - Mill and Fill 2in | \$75,201.65 | B |
| 138 | TEA PLANT CT | PUDDING PAN LN | DEAD END | Rehab (Major) - Mill and Fill 2in | \$30,252.76 | B |
| 62 | 2ND AVE | NC 12 | 2ND AVE | Patching | \$20,627.58 | B |
| 67 | OCEAN BLVD | HICKORY TRL | PERIWINKLE PL | Patching | \$22,568.97 | B |
| 42 | 9TH AVE | NC 12 | 9TH AVE | Patching | \$6,789.65 | B |
| 25 | 13TH AVE | NC 12 | 13TH AVE | Patching | \$7,029.91 | B |
| 41 | 10TH AVE | NC 12 | DEAD END | Patching | \$7,800.05 | B |
| | | | | | | |
| | | | | | \$671,486.07 | Yearly Total |

| Year 2031 | Option 1 | | | | | |
|------------|---------------|--------------|---------------|-----------------------------------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2031) | Cost (2031) | Class |
| 90 | HILLCREST DR | HICKORY TRL | E DOGWOOD TRL | Rehab (Major with Build Up) | \$347,098.46 | A |
| 153 | S DOGWOOD TRL | GINGUITE TRL | TEAL CT | Rehab (Major with Build Up) | \$247,374.94 | A |
| 58 | 4TH AVE | NC 12 | 4TH AVE | Rehab (Major) - Mill and Fill 2in | \$62,358.52 | B |
| 53 | 6TH AVE | DEAD END | DEAD END | Patching | \$5,214.78 | B |
| 30 | 12TH AVE | NC 12 | DEAD END | Patching | \$3,342.80 | B |
| | | | | | | |
| | | | | | \$665,389.50 | Yearly Total |

| Year 2032 | Option 1 | | | | | |
|------------|-------------------|---------------|----------------|-----------------------------------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2032) | Cost (2030) | Class |
| 112 | CHICHAUK TRL | CLAMSHELL TRL | DEAD END | Rehab (Major with Build Up) | \$250,019.09 | A |
| 134 | CROOKED BACK LOOP | CHICHAUK TRL | PUDDING PAN LN | Rehab (Major with Build Up) | \$319,447.77 | B |
| 85 | WAX MYRTLE TRL | HICKORY TRL | E DOGWOOD TRL | Patching | \$52,308.50 | B |
| 34 | NORTH DUNE LOOP | SOUNDVIEW TRL | SOUNDVIEW TRL | Patching | \$38,528.77 | B |
| 162 | WIDGEON CT | S DOGWOOD TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$13,514.33 | C |
| | | | | | \$673,818.46 | Yearly Total |

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APPENDIX B

DRAFT

TOWN OF SOUTHERN SHORES
CAPITAL IMPROVEMENT PLAN_OPTION 2

| Year 2021 | Option 2 | | | | | |
|------------|-----------------|----------------|-----------------|-----------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment | Cost 2021 | Class |
| 51 | HILLCREST DR | SEA OATS TRL | HICKORY TRL | Patching | \$97,366.62 | A |
| 128 | TRINITIE TRL | CHICHAUK TRL | EAGLES NEST LN | Patching | \$55,332.42 | A |
| 90 | HILLCREST DR | HICKORY TRL | E DOGWOOD TRL | Patching | \$51,493.75 | A |
| 153 | S DOGWOOD TRL | GINGUITE TRL | TEAL CT | Patching | \$12,233.09 | A |
| 26 | SEA OATS TRL | SOUNDVIEW TRL | NC 12 | Patching | \$25,932.03 | A |
| 111 | S DOGWOOD TRL | YAUPON TRL | FAIRWAY DR | Patching | \$53,383.01 | A |
| 130 | S DOGWOOD TRL | FAIRWAY DR | GINGUITE TRL | Patching | \$106,850.86 | A |
| 95 | S DOGWOOD TRL | E DOGWOOD TRL | YAUPON TRL | Patching | \$7,782.09 | A |
| 11 | HAPPY INDIAN LN | HIGH DUNE LOOP | DEAD END | Patching | \$3,591.91 | B |
| 33 | SOUNDVIEW TRL | SEA OATS TRL | NORTH DUNE LOOP | Patching | \$22,736.71 | B |
| 54 | 6TH AVE | NC 12 | 6TH AVE | Patching | \$80,840.17 | B |
| 12 | HIGH DUNE LOOP | SPINDRIFT TRL | SPINDRIFT TRL | Patching | \$60,981.32 | B |
| 29 | 12TH AVE | NC 12 | 12TH AVE | Patching | \$18,783.71 | B |
| 53 | 6TH AVE | DEAD END | DEAD END | Patching | \$4,744.98 | B |
| 50 | 7TH AVE | NC 12 | 7TH AVE | Patching | \$18,243.96 | B |
| 121 | FAIRWAY DR | S DOGWOOD TRL | EOM | Patching | \$13,635.00 | B |
| 142 | GRAVEY POND LN | DEAD END | DEAD END | Patching | \$5,267.09 | B |
| 126 | TURTLE POND CT | POTESKEET TRL | DEAD END | Patching | \$9,735.09 | C |
| 81 | WOODLAND DR | E DOGWOOD TRL | N WOODLAND DR | Patching | \$16,065.24 | C |
| 92 | MIZZENMAST LN | SEA OATS LN | DEAD END | Patching | \$6,577.52 | C |
| | | | | | \$671,576.57 | Yearly Total |

| Year 2022 | Option 2 | | | | | |
|------------|-----------------|----------------|----------------|-----------------------------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2022) | Cost (2022) | Class |
| 65 | HICKORY TRL | NC 12 | DEAD END | Patching | \$99,966.29 | A |
| 71 | HICKORY TRL | HILLCREST DR | WAX MYRTLE TRL | Patching | \$16,216.57 | A |
| 69 | HICKORY TRL | WAX MYRTLE TRL | NC 12 | Patching | \$12,209.70 | A |
| 84 | E DOGWOOD TRL | BAYBERRY TRL | WAX MYRTLE TRL | Patching | \$67,692.75 | A |
| 125 | CHICHAUK TRL | CLAM SHELL TRL | SPINDRIFT TRL | Patching | \$238,628.05 | A |
| 38 | SEA OATS TRL | SOUNDVIEW TRL | HILLCREST DR | Patching | \$32,675.09 | A |
| 82 | E DOGWOOD TRL | N DOGWOOD TRL | BAYBERRY TRL | Patching | \$14,094.72 | A |
| 86 | SEA OATS TRL | HICKORY TRL | E DOGWOOD TRL | Patching | \$50,011.31 | A |
| 68 | SEA OATS TRL | HILLCREST DR | HICKORY TRL | Patching | \$19,834.52 | A |
| 157 | S DOGWOOD TRL | TEAL CT | CROATAN HWY | Patching | \$15,117.13 | A |
| 47 | HILLCREST DR | SEA OATS TRL | NC 12 | Patching | \$4,929.07 | A |
| 64 | 1ST AVE | NC 12 | 1ST AVE | Rehab (Major with Build Up) | \$120,205.62 | B |
| 74 | CIRCLE DR | HICKORY TRL | HICKORY TRL | Rehab (Major with Build Up) | \$257,392.08 | B |
| 80 | OCEAN BLVD | PERIWINKLE PL | E DOGWOOD TRL | Patching | \$19,990.18 | B |
| 77 | PERIWINKLE PL | NC 12 | OCEAN BLVD | Patching | \$13,866.57 | B |
| 63 | 1ST AVE | DEAD END | DEAD END | Patching | \$3,234.52 | B |
| 11 | HAPPY INDIAN LN | HIGH DUNE LOOP | DEAD END | Patching | \$3,627.48 | B |
| 55 | 5TH AVE | DEAD END | DEAD END | Patching | \$3,734.87 | B |
| | | | | | \$993,426.52 | Yearly Total |

| Year 2023 | Option 2 | | | | | |
|------------|----------------|---------------|----------------|------------------|-------------|-------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2023) | Cost (2023) | Class |
| 60 | 3RD AVE | NC 12 | 3RD AVE | Patching | \$30,664.65 | B |
| 133 | PUDDING PAN LN | SPINDRIFT TRL | DEAD END | Patching | \$33,769.23 | B |
| 127 | CLAM SHELL TRL | CHICHAUK TRL | OTTER SLIDE LN | Patching | \$59,705.17 | B |
| 1 | SEA OATS LN | E DOGWOOD TRL | DEAD END | Patching | \$28,163.35 | B |
| 59 | 3RD AVE | DEAD END | DEAD END | Patching | \$2,121.08 | B |
| 56 | 5TH AVE | NC 12 | 5TH AVE | Patching | \$28,348.30 | B |

| | | | | | | |
|-----|----------------------|--------------------|-------------------|-----------------------------------|--------------|---|
| 171 | OTTER SLIDE LN | CLAM SHELL TRL | CHICHAUK TRL | Patching | \$21,762.42 | B |
| 32 | SOUNDVIEW TRL | NORTH DUNE LOOP | SEA OATS TRL | Patching | \$4,940.78 | B |
| 155 | WILD PONY LN | SPINDRIFT TRL | DEAD END | Patching | \$7,835.20 | B |
| 49 | 7TH AVE | DEAD END | DEAD END | Patching | \$2,969.80 | B |
| 6 | OCEAN BLVD | DOLPHIN RUN | PORPOISE RUN | Patching | \$33,806.11 | B |
| 108 | OCEAN BLVD | PORPOISE RUN | NC 12 | Patching | \$35,327.81 | B |
| 79 | SANDFIDDLER CT | NC 12 | DEAD END | Patching | \$17,129.87 | B |
| 14 | SPINDRIFT TRL | HIGH DUNE LOOP | DEAD END | Patching | \$43,623.62 | B |
| 18 | OCEAN VIEW LOOP | DEAD END | DEAD END | Patching | \$23,449.67 | B |
| 129 | SPINDRIFT TRL | CHICHAUK TRL | HIGH DUNE LOOP | Patching | \$52,942.80 | B |
| 87 | OCEAN BLVD | E DOGWOOD TRL | DOLPHIN RUN | Patching | \$22,376.51 | B |
| 9 | PORPOISE RUN | WAX MYRTLE TRL | NC 12 | Patching | \$6,271.16 | B |
| 8 | PORPOISE RUN | NC 12 | OCEAN BLVD | Patching | \$11,059.03 | B |
| 134 | CROOKED BACK LOOP | CHICHAUK TRL | PUDDING PAN LN | Patching | \$47,898.56 | B |
| 85 | WAX MYRTLE TRL | HICKORY TRL | E DOGWOOD TRL | Patching | \$48,105.14 | B |
| 34 | NORTH DUNE LOOP | SOUNDVIEW TRL | SOUNDVIEW TRL | Patching | \$35,432.71 | B |
| 61 | 2ND AVE | DEAD END | DEAD END | Patching | \$2,727.61 | B |
| 36 | 10TH AVE | DEAD END | DEAD END | Patching | \$2,894.65 | B |
| 39 | 10TH AVE | NC 12 | 10TH AVE | Patching | \$18,861.45 | B |
| 40 | 9TH AVE | DEAD END | DEAD END | Patching | \$2,861.73 | B |
| 158 | SKYLINE RD | NC 12 | DEAD END | Patching | \$44,528.24 | B |
| 138 | TEA PLANT CT | PUDDING PAN LN | DEAD END | Patching | \$7,587.74 | B |
| 100 | WAX MYRTLE TRL | E DOGWOOD TRL | PORPOISE RUN | Patching | \$36,649.99 | B |
| 70 | WAX MYRTLE TRL | HILLCREST DR | HICKORY TRL | Patching | \$103,432.78 | B |
| 24 | 13TH AVE | DEAD END | DEAD END | Patching | \$3,262.42 | B |
| 99 | DOLPHIN RUN | WAX MYRTLE TRL | NC 12 | Patching | \$6,261.64 | B |
| 52 | N DOGWOOD TRL | E DOGWOOD TRL | DEAD END | Patching | \$98,537.71 | B |
| 62 | 2ND AVE | NC 12 | 2ND AVE | Patching | \$19,314.92 | B |
| 67 | OCEAN BLVD | HICKORY TRL | PERIWINKLE PL | Patching | \$21,132.76 | B |
| 89 | POMPANO CT | OCEAN BLVD | DEAD END | Patching | \$4,432.60 | B |
| 124 | GOOSE FEATHER LN | CHICHAUK TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$26,409.22 | C |
| | | | | | | |

| Year 2024 | Option 2 | | | | | |
|------------|-------------------|-----------------|-----------------|-----------------------------------|--------------|-------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2024) | Cost (2024) | Class |
| 80 | OCEAN BLVD | PERIWINKLE PL | E DOGWOOD TRL | Rehab Minor Overlay | \$59,787.61 | B |
| 77 | PERIWINKLE PL | NC 12 | OCEAN BLVD | Rehab Minor Overlay | \$41,472.81 | B |
| 63 | 1ST AVE | DEAD END | DEAD END | Rehab Minor Overlay | \$9,673.96 | B |
| 55 | 5TH AVE | DEAD END | DEAD END | Rehab Minor Overlay | \$6,702.26 | B |
| 60 | 3RD AVE | NC 12 | 3RD AVE | Rehab Minor Overlay | \$54,493.77 | B |
| 133 | PUDDING PAN LN | SPINDRIFT TRL | DEAD END | Rehab Minor Overlay | \$100,018.12 | B |
| 13 | OCEAN VIEW LOOP | OCEANVIEW LOOP | NC 12 | Patching | \$12,842.19 | B |
| 21 | DUCK WOODS DR | CROATAN HWY | DEAD END | Patching | \$133,073.01 | B |
| 42 | 9TH AVE | NC 12 | 9TH AVE | Patching | \$6,419.31 | B |
| 57 | 4TH AVE | DEAD END | DEAD END | Patching | \$2,666.61 | B |
| 78 | N WOODLAND DR | DEAD END | DEAD END | Patching | \$31,869.33 | B |
| 31 | 11TH AVE | DEAD END | DEAD END | Patching | \$2,931.54 | B |
| 28 | 12TH AVE | DEAD END | DEAD END | Patching | \$2,519.13 | B |
| 46 | 8TH AVE | DEAD END | DEAD END | Patching | \$4,652.29 | B |
| 25 | 13TH AVE | NC 12 | 13TH AVE | Patching | \$6,646.46 | B |
| 94 | DOLPHIN RUN | NC 12 | OCEAN BLVD | Patching | \$13,616.71 | B |
| 23 | GINGUITE TRL | PINTAIL TRL | S DOGWOOD TRAIL | Patching | \$78,024.19 | B |
| 5 | BAYBERRY TRL | E DOGWOOD TRL | SCUPPERNONG LN | Patching | \$28,784.05 | B |
| 16 | TALL CLIFF LN | HIGH DUNE LOOP | DEAD END | Patching | \$4,350.65 | B |
| 110 | W HOLLY TRL | HOLLY TRL | DEAD END | Patching | \$13,477.68 | B |
| 66 | PURPLE MARTIN LN | OCEAN BLVD | DEAD END | Patching | \$4,116.68 | B |
| 107 | E HOLLY TRL | HOLLY TRL | DEAD END | Patching | \$2,659.56 | B |
| 48 | 8TH AVE | NC 12 | 8TH AVE | Patching | \$5,881.53 | B |
| 72 | SAND PIPER LN | OCEAN BLVD | DEAD END | Rehab (Major) - Mill and Fill 2in | \$16,632.29 | B |
| 37 | 11TH AVE | SEA OATS TRL | NC 12 | Patching | \$17,267.81 | B |
| 41 | 10TH AVE | NC 12 | DEAD END | Patching | \$7,374.60 | B |
| 35 | 11TH AVE | NC 12 | 11TH AVE | Patching | \$20,390.15 | B |
| 44 | 9TH AVE | NC 12 | DEAD END | Patching | \$5,998.43 | B |
| 150 | HAPPY INDIAN CT | HAPPY INDIAN LN | DEAD END | Rehab (Major) - Mill and Fill 2in | \$10,164.09 | C |
| 103 | BRIGHT LANTERN LN | SEA OATS LN | DEAD END | Rehab (Major) - Mill and Fill 2in | \$18,195.80 | C |
| 172 | KINGFISHER CT | KINGFISHER TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$15,966.59 | C |
| 43 | KINGFISHER TRL | SOUNDVIEW TRL | SEA OATS TRL | Rehab (Major) - Mill and Fill 2in | \$86,661.36 | C |
| 120 | OYSTER BED LN | POTESKEET TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$27,301.92 | C |
| 119 | BENT OAK CT | POTESKEET TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$16,122.91 | C |
| 139 | LAND FALL LOOP | SPINDRIFT TRL | SPINDRIFT TRL | Rehab (Major) - Mill and Fill 2in | \$22,924.77 | C |
| 149 | POINT COMFORT LN | GINGUITE TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$21,346.55 | C |
| 154 | TEAL CT | S DOGWOOD TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$14,104.68 | C |

| | | | | | | |
|-----|--------------|------------------|------------|-----------------------------------|--------------|-----------------|
| 104 | TROUT RUN | NC 12 | OCEAN BLVD | Rehab (Major) - Mill and Fill 2in | \$32,082.65 | C |
| 160 | WOOD DUCK CT | S DOGWOOD TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$14,221.35 | C |
| 159 | BLUE PETE CT | S DOGWOOD TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$12,801.03 | C |
| 27 | SEA OATS CT | SEA OATS TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$11,050.40 | C |
| | | | | | | |
| | | | | | \$997,286.83 | Yearly Total |

| Year 2025 | Option 2 | | | | | |
|------------|-----------------|-------------------|--------------------|-----------------------------------|--------------|-----------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2025) | Cost (2025) | Class |
| 65 | HICKORY TRL | NC 12 | DEAD END | Rehab (Major) - Mill and Fill 2in | \$76,836.83 | A |
| 51 | HILLCREST DR | SEA OATS TRL | HICKORY TRL | Rehab (Major) - Mill and Fill 2in | \$226,738.91 | A |
| 90 | HILLCREST DR | HICKORY TRL | E DOGWOOD TRL | Rehab (Major) - Mill and Fill 2in | \$199,856.93 | A |
| 127 | CLAM SHELL TRL | CHICHAUK TRL | OTTER SLIDE LN | Rehab Minor Overlay | \$178,535.86 | B |
| 1 | SEA OATS LN | E DOGWOOD TRL | DEAD END | Rehab Minor Overlay | \$84,216.63 | B |
| 59 | 3RD AVE | DEAD END | DEAD END | Rehab Minor Overlay | \$6,342.64 | B |
| 56 | 5TH AVE | NC 12 | 5TH AVE | Rehab Minor Overlay | \$50,861.80 | B |
| 33 | SOUNDVIEW TRL | SEA OATS TRL | NORTH DUNE LOOP | Rehab Minor Overlay | \$69,335.70 | B |
| 171 | OTTER SLIDE LN | CLAM SHELL TRL | CHICHAUK TRL | Rehab Minor Overlay | \$65,075.98 | B |
| 145 | LAST HUNT LN | HIGH DUNE LOOP | DEAD END | Rehab (Major) - Mill and Fill 2in | \$22,007.74 | C |
| 122 | TWISTED TREE CT | POTESKEET TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$18,778.76 | C |
| | | | | | | |
| | | | | | \$998,587.78 | Yearly Total |

| Year 2026 | Option 2 | | | | | |
|-----------|----------------|-----------------|----------------|-----------------------------------|--------------|--------------|
| SectionID | StreetName | BEG_DESC | END_DESC | Treatment (2026) | Cost (2026) | Class |
| 128 | TRINITIE TRL | CHICHAUK TRL | EAGLES NEST LN | Rehab (Major) - Mill and Fill 2in | \$216,800.81 | A |
| 153 | S DOGWOOD TRL | GINGUITE TRL | TEAL CT | Rehab (Major) - Mill and Fill 2in | \$143,793.34 | A |
| 26 | SEA OATS TRL | SOUNDVIEW TRL | NC 12 | Rehab (Major) - Mill and Fill 2in | \$101,605.63 | A |
| 112 | CHICHAUK TRL | CLAMSHELL TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$144,032.74 | A |
| 45 | HILLCREST DR | NC 12 | DEAD END | Rehab (Major) - Mill and Fill 2in | \$72,645.67 | A |
| 15 | TRINITIE TRL | DEER PATH LN | SWEETGUM LN | Rehab (Major) - Mill and Fill 2in | \$71,147.91 | A |
| 32 | SOUNDVIEW TRL | NORTH DUNE LOOP | SEA OATS TRL | Rehab Minor Overlay | \$14,915.08 | B |
| 155 | WILD PONY LN | SPINDRIFT TRL | DEAD END | Rehab Minor Overlay | \$70,958.01 | B |
| 54 | 6TH AVE | NC 12 | 6TH AVE | Rehab (Major) - Mill and Fill 2in | \$63,348.81 | B |
| 49 | 7TH AVE | DEAD END | DEAD END | Rehab Minor Overlay | \$8,965.13 | B |
| 53 | 6TH AVE | DEAD END | DEAD END | Rehab Minor Overlay | \$8,764.60 | B |
| 115 | TALL PINE LN | TALL PINE LN | S DOGWOOD TRL | Rehab Minor Overlay | \$13,805.67 | B |
| 126 | TURTLE POND CT | POTESKEET TRL | DEAD END | Rehab Minor Overlay | \$17,981.97 | C |
| 81 | WOODLAND DR | E DOGWOOD TRL | N WOODLAND DR | Rehab Minor Overlay | \$29,674.57 | C |
| 92 | MIZZENMAST LN | SEA OATS LN | DEAD END | Rehab Minor Overlay | \$12,149.53 | C |
| | | | | | | |
| | | | | | \$990,589.47 | Yearly Total |

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| Year 2027 | Option 2 | | | | | |
|------------|-------------------|---------------|----------------|---------------------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2027) | Cost (2027) | Class |
| 134 | CROOKED BACK LOOP | CHICHAUK TRL | PUDDING PAN LN | Thin Lift | \$99,517.40 | B |
| 85 | WAX MYRTLE TRL | HICKORY TRL | E DOGWOOD TRL | Thin Lift | \$99,946.59 | B |
| 34 | NORTH DUNE LOOP | SOUNDVIEW TRL | SOUNDVIEW TRL | Thin Lift | \$73,617.47 | B |
| 61 | 2ND AVE | DEAD END | DEAD END | Thin Lift | \$3,400.24 | B |
| 36 | 10TH AVE | DEAD END | DEAD END | Thin Lift | \$6,014.13 | B |
| 39 | 10TH AVE | NC 12 | 10TH AVE | Thin Lift | \$39,187.87 | B |
| 158 | SKYLINE RD | NC 12 | DEAD END | Thin Lift | \$92,514.99 | B |
| 100 | WAX MYRTLE TRL | E DOGWOOD TRL | PORPOISE RUN | Thin Lift | \$76,146.59 | B |
| 70 | WAX MYRTLE TRL | HILLCREST DR | HICKORY TRL | Thin Lift | \$128,939.50 | B |
| 12 | HIGH DUNE LOOP | SPINDRIFT TRL | SPINDRIFT TRL | Rehab Minor Overlay | \$189,504.97 | B |
| 58 | 4TH AVE | NC 12 | 4TH AVE | Rehab Minor Overlay | \$47,230.36 | B |
| 29 | 12TH AVE | NC 12 | 12TH AVE | Rehab Minor Overlay | \$58,372.10 | B |
| 50 | 7TH AVE | NC 12 | 7TH AVE | Rehab Minor Overlay | \$56,694.77 | B |
| 30 | 12TH AVE | NC 12 | DEAD END | Rehab Minor Overlay | \$28,356.56 | B |
| | | | | | \$999,443.54 | Yearly Total |

| Year 2028 | Option 2 | | | | | |
|------------|---------------|----------------|----------------|-----------------------------------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2028) | Cost (2028) | Class |
| 69 | HICKORY TRL | WAX MYRTLE TRL | NC 12 | Rehab (Major) - Mill and Fill 2in | 28958.54 | A |
| 84 | E DOGWOOD TRL | BAYBERRY TRL | WAX MYRTLE TRL | Rehab (Major) - Mill and Fill 2in | 267585.46 | A |
| 125 | CHICHAUK TRL | CLAM SHELL TRL | SPINDRIFT TRL | Rehab (Major) - Mill and Fill 2in | 188656.53 | A |
| 38 | SEA OATS TRL | SOUNDVIEW TRL | HILLCREST DR | Rehab (Major) - Mill and Fill 2in | 129162.72 | A |
| 82 | E DOGWOOD TRL | N DOGWOOD TRL | BAYBERRY TRL | Rehab (Major) - Mill and Fill 2in | \$167,146.75 | A |
| 86 | SEA OATS TRL | HICKORY TRL | E DOGWOOD TRL | Rehab (Major) - Mill and Fill 2in | \$197,691.77 | A |
| | | | | | \$979,201.77 | Yearly Total |

| Year 2029 | Option 2 | | | | | |
|------------|-----------------|----------------|----------------|-----------------------------------|--------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2029) | Cost (2029) | Class |
| 71 | HICKORY TRL | HILLCREST DR | WAX MYRTLE TRL | Rehab (Major) - Mill and Fill 2in | \$38,818.03 | A |
| 68 | SEA OATS TRL | HILLCREST DR | HICKORY TRL | Rehab (Major) - Mill and Fill 2in | \$237,391.92 | A |
| 157 | S DOGWOOD TRL | TEAL CT | CROATAN HWY | Rehab (Major) - Mill and Fill 2in | \$180,931.32 | A |
| 47 | HILLCREST DR | SEA OATS TRL | NC 12 | Rehab (Major) - Mill and Fill 2in | \$58,994.26 | A |
| 75 | HICKORY TRL | HILLCREST DR | E DOGWOOD TRL | Rehab (Major) - Mill and Fill 2in | \$146,108.54 | A |
| 11 | HAPPY INDIAN LN | HIGH DUNE LOOP | DEAD END | Rehab Minor Overlay | \$34,112.52 | B |
| 6 | OCEAN BLVD | DOLPHIN RUN | PORPOISE RUN | Rehab Minor Overlay | \$62,964.70 | B |
| 108 | OCEAN BLVD | PORPOISE RUN | NC 12 | Rehab Minor Overlay | \$65,798.90 | B |
| 79 | SANDFIDDLER CT | NC 12 | DEAD END | Rehab Minor Overlay | \$31,904.79 | B |
| 14 | SPINDRIFT TRL | HIGH DUNE LOOP | DEAD END | Rehab Minor Overlay | \$135,416.76 | B |
| | | | | | \$992,441.74 | Yearly Total |

| Year 2030 | Option 2 | | | | | |
|------------|------------------|----------------|-----------------|-----------------------------------|--------------|-------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2030) | Cost (2030) | Class |
| 40 | 9TH AVE | DEAD END | DEAD END | Rehab (Major) - Mill and Fill 2in | \$11,409.87 | B |
| 94 | DOLPHIN RUN | NC 12 | OCEAN BLVD | Rehab Minor Overlay | \$25,348.03 | B |
| 23 | GINGUITE TRL | PINTAIL TRL | S DOGWOOD TRAIL | Rehab Minor Overlay | \$242,075.06 | B |
| 5 | BAYBERRY TRL | E DOGWOOD TRL | SCUPPERNONG LN | Rehab Minor Overlay | \$89,304.37 | B |
| 16 | TALL CLIFF LN | HIGH DUNE LOOP | DEAD END | Rehab Minor Overlay | \$40,494.52 | B |
| 110 | W HOLLY TRL | HOLLY TRL | DEAD END | Rehab Minor Overlay | \$41,815.37 | B |
| 66 | PURPLE MARTIN LN | OCEAN BLVD | DEAD END | Rehab Minor Overlay | \$12,772.27 | B |
| 107 | E HOLLY TRL | HOLLY TRL | DEAD END | Rehab Minor Overlay | \$24,754.41 | B |
| 48 | 8TH AVE | NC 12 | 8TH AVE | Rehab Minor Overlay | \$54,743.50 | B |
| 37 | 11TH AVE | SEA OATS TRL | NC 12 | Rehab Minor Overlay | \$53,574.49 | B |
| 73 | MOCKINGBIRD LN | OCEAN BLVD | DEAD END | Rehab Minor Overlay | \$13,846.06 | B |
| 41 | 10TH AVE | NC 12 | DEAD END | Rehab Minor Overlay | \$22,880.16 | B |
| 35 | 11TH AVE | NC 12 | 11TH AVE | Rehab Minor Overlay | \$63,261.74 | B |
| 44 | 9TH AVE | NC 12 | DEAD END | Rehab Minor Overlay | \$18,610.53 | B |
| 164 | FERN LN | JUNIPER TRL | CYPRESS LN | Patching | \$5,168.45 | B |
| 152 | CYPRESS LN | SWEETGUM LN | FERN LN | Patching | \$5,884.97 | B |
| 151 | YUCCA LN | CYPRESS LN | JUNIPER TRL | Rehab Minor Overlay | \$27,635.30 | C |

Item 1.

| | | | | | | |
|-----|----------------|---------------|---------------|---------------------|--------------|--------------|
| 97 | BIRCH LN | HOLLY TRL | DEAD END | Rehab Minor Overlay | \$21,579.32 | C |
| 22 | PINTAIL TRL | GINGUITE TRL | S DOGWOOD TRL | Rehab Minor Overlay | \$41,868.67 | C |
| 3 | LIVE OAK LN | HOLLY TRL | DEAD END | Rehab Minor Overlay | \$16,267.07 | C |
| 88 | LOBLOLLY LN | HOLLY TRL | DEAD END | Rehab Minor Overlay | \$12,066.79 | C |
| 136 | OLD PASSAGE LN | POTESKEET TRL | TRINITIE TRL | Rehab Minor Overlay | \$30,011.93 | C |
| 148 | EAGLES NEST LN | TRINITIE TRL | DEAD END | Rehab Minor Overlay | \$27,980.52 | C |
| 162 | WIDGEON CT | S DOGWOOD TRL | DEAD END | Rehab Minor Overlay | \$10,428.79 | C |
| 17 | SWEETGUM LN | CYPRESS LN | TRINITIE TRL | Rehab Minor Overlay | \$22,753.41 | C |
| 98 | SASSAFRAS LN | S DOGWOOD TRL | DEAD END | Rehab Minor Overlay | \$10,425.23 | C |
| 76 | REDBAY LN | HICKORY TRL | DEAD END | Rehab Minor Overlay | \$35,698.31 | C |
| 163 | PINTAIL CT | PINTAIL TRL | DEAD END | Rehab Minor Overlay | \$13,783.38 | C |
| | | | | | | |
| | | | | | \$996,442.52 | Yearly Total |

| Year 2031 | Option 2 | | | | | | |
|------------|-----------------|----------------|----------------|------------|-----------------------------------|--------------|-------|
| Section ID | Street Name | BEG_DESC | END_DESC | PCI (2031) | Treatment (2031) | Cost (2031) | Class |
| 18 | OCEAN VIEW LOOP | DEAD END | DEAD END | 95 | Rehab (Major) - Mill and Fill 2in | \$94,345.09 | B |
| 129 | SPINDRIFT TRL | CHICHAUK TRL | HIGH DUNE LOOP | 95 | Rehab (Major) - Mill and Fill 2in | \$213,004.81 | B |
| 13 | OCEAN VIEW LOOP | OCEANVIEW LOOP | NC 12 | 95 | Rehab (Major) - Mill and Fill 2in | \$30,702.71 | B |
| 87 | OCEAN BLVD | E DOGWOOD TRL | DOLPHIN RUN | 95 | Rehab (Major) - Mill and Fill 2in | \$90,027.44 | B |
| 9 | PORPOISE RUN | WAX MYRTLE TRL | NC 12 | 95 | Rehab (Major) - Mill and Fill 2in | \$25,230.78 | B |
| 8 | PORPOISE RUN | NC 12 | OCEAN BLVD | 95 | Rehab (Major) - Mill and Fill 2in | \$26,696.28 | B |
| 24 | 13TH AVE | DEAD END | DEAD END | 95 | Rehab (Major) - Mill and Fill 2in | \$13,125.70 | B |
| 52 | N DOGWOOD TRL | E DOGWOOD TRL | DEAD END | 95 | Rehab (Major) - Mill and Fill 2in | \$237,868.13 | B |
| 62 | 2ND AVE | NC 12 | 2ND AVE | 95 | Rehab (Major) - Mill and Fill 2in | \$77,709.73 | B |
| 67 | OCEAN BLVD | HICKORY TRL | PERIWINKLE PL | 95 | Rehab (Major) - Mill and Fill 2in | \$85,023.46 | B |
| 89 | POMPANO CT | OCEAN BLVD | DEAD END | 95 | Rehab (Major) - Mill and Fill 2in | \$17,833.67 | B |
| 42 | 9TH AVE | NC 12 | 9TH AVE | 95 | Rehab (Major) - Mill and Fill 2in | \$76,735.40 | B |
| 57 | 4TH AVE | DEAD END | DEAD END | 95 | Rehab (Major) - Mill and Fill 2in | \$10,625.42 | B |
| | | | | | | | |
| | | | | | | \$998,928.62 | |

| Year 2032 | Option 2 | | | | | |
|------------|----------------|----------------|----------|-----------------------------------|----------------|--------------|
| Section ID | Street Name | BEG_DESC | END_DESC | Treatment (2032) | Cost (2030) | Class |
| 99 | DOLPHIN RUN | WAX MYRTLE TRL | NC 12 | Patching | \$6,808.77 | B |
| 21 | DUCK WOODS DR | CROATAN HWY | DEAD END | Rehab (Major) - Mill and Fill 2in | \$535,021.75 | B |
| 78 | N WOODLAND DR | DEAD END | DEAD END | Rehab (Major) - Mill and Fill 2in | \$128,131.03 | B |
| 31 | 11TH AVE | DEAD END | DEAD END | Rehab (Major) - Mill and Fill 2in | \$11,786.30 | B |
| 28 | 12TH AVE | DEAD END | DEAD END | Rehab (Major) - Mill and Fill 2in | \$10,128.21 | B |
| 46 | 8TH AVE | DEAD END | DEAD END | Rehab (Major) - Mill and Fill 2in | \$18,704.58 | B |
| 25 | 13TH AVE | NC 12 | 13TH AVE | Rehab (Major) - Mill and Fill 2in | \$80,166.49 | B |
| 147 | DEER PATH LN | DEAD END | DEAD END | Rehab (Major) - Mill and Fill 2in | \$57,576.31 | B |
| 161 | PALMETTO LN | JUNIPER TRL | DEAD END | Rehab (Major) - Mill and Fill 2in | \$86,361.52 | B |
| 142 | GRAVEY POND LN | DEAD END | DEAD END | Rehab (Major) - Mill and Fill 2in | \$65,416.23 | B |
| | | | | | | |
| | | | | | \$1,000,101.19 | Yearly Total |

DRAFT

APPENDIX C

2021 TOWN OF SOUTHERN SHORES
PAVEMENT CONDITION SURVEY
ALPHABETICAL LIST OF SEGMENTS

DRAFT

Appendix C - Alphabetical List of Segments

| SectionID | Street Name | CL | BEG_DESC | END_DESC | FC | TC | PP | SD | RR | BC | Length (ft) | Width (ft) | SqYd | PCI | CURB | Sidewalk |
|-----------|-------------------|----|----------------|----------------|--------------|---------------|-------------|----------------|------------|--------------|-------------|------------|---------|--------|-------|------------|
| 36 | 10TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 210.78 | 16 | 374.71 | 64.65 | False | None |
| 39 | 10TH AVE | B | NC 12 | 10TH AVE | MEDIUM/5-10 | MEDIUM/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 1,373.41 | 16 | 2441.61 | 64.65 | False | None |
| 41 | 10TH AVE | B | NC 12 | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | NONE | LOW/EXTREME | NONE | MEDIUM/5-10 | 531.82 | 16 | 945.46 | 67.74 | False | None |
| 31 | 11TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/0-5 | 211.41 | 16 | 375.84 | 65.78 | False | None |
| 35 | 11TH AVE | B | NC 12 | 11TH AVE | MEDIUM/5-10 | MEDIUM/HIGH | NONE | LOW/EXTREME | NONE | MEDIUM/5-10 | 1,307.06 | 18 | 2614.12 | 67.74 | False | None |
| 37 | 11TH AVE | B | SEA OATS TRL | NC 12 | MEDIUM/5-10 | MEDIUM/HIGH | MEDIUM/0-5 | LOW/EXTREME | NONE | MEDIUM/5-10 | 996.22 | 20 | 2213.82 | 67.64 | False | None |
| 28 | 12TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/0-5 | 170.98 | 17 | 322.97 | 65.78 | False | None |
| 29 | 12TH AVE | B | NC 12 | 12TH AVE | LOW/5-10 | MEDIUM/MEDIUM | HIGH/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/0-5 | 1,239.85 | 18 | 2479.7 | 65.85 | False | None |
| 30 | 12TH AVE | B | NC 12 | DEAD END | LOW/0-5 | MEDIUM/MEDIUM | NONE | LOW/EXTREME | MEDIUM/LOW | MEDIUM/0-5 | 542.08 | 20 | 1204.61 | 78.86 | False | None |
| 24 | 13TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | NONE | MEDIUM/EXTREME | NONE | LOW/0-5 | 190.04 | 20 | 422.32 | 64.90 | False | None |
| 25 | 13TH AVE | B | NC 12 | 13TH AVE | LOW/0-5 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 1,150.35 | 20 | 2556.33 | 65.99 | False | None |
| 63 | 1ST AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | HIGH/MEDIUM | NONE | HIGH/EXTREME | NONE | MEDIUM/10-25 | 211.41 | 18 | 422.81 | 50.44 | FALSE | None |
| 64 | 1ST AVE | B | NC 12 | 1ST AVE | MEDIUM/25-50 | HIGH/MEDIUM | MEDIUM/5-10 | HIGH/EXTREME | LOW/LOW | MEDIUM/10-25 | 1,280.96 | 18 | 2561.93 | 47.97 | FALSE | None |
| 61 | 2ND AVE | B | DEAD END | DEAD END | MEDIUM/10-25 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 119.17 | 16 | 211.85 | 64.53 | FALSE | None |
| 62 | 2ND AVE | B | NC 12 | 2ND AVE | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 1,250.16 | 18 | 2500.31 | 65.11 | FALSE | None |
| 59 | 3RD AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | HIGH/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 205.93 | 12 | 274.57 | 55.03 | False | None |
| 60 | 3RD AVE | B | NC 12 | 3RD AVE | MEDIUM/10-25 | HIGH/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 1,190.86 | 18 | 2381.72 | 54.50 | FALSE | None |
| 57 | 4TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | LOW/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 192.30 | 16 | 341.87 | 65.58 | False | None |
| 58 | 4TH AVE | B | NC 12 | 4TH AVE | NONE | MEDIUM/MEDIUM | HIGH/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 1,128.59 | 16 | 2006.39 | 65.28 | False | None |
| 55 | 5TH AVE | B | DEAD END | DEAD END | MEDIUM/10-25 | HIGH/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 219.70 | 12 | 292.93 | 54.40 | False | None |
| 56 | 5TH AVE | B | NC 12 | 5TH AVE | MEDIUM/10-25 | HIGH/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | NONE | 1,100.90 | 18 | 2201.81 | 55.13 | False | None |
| 53 | 6TH AVE | B | DEAD END | DEAD END | MEDIUM/10-25 | MEDIUM/HIGH | HIGH/0-5 | LOW/EXTREME | NONE | MEDIUM/5-10 | 281.88 | 12 | 375.84 | 66.81 | False | None |
| 54 | 6TH AVE | B | NC 12 | 6TH AVE | MEDIUM/25-50 | MEDIUM/HIGH | HIGH/0-5 | LOW/EXTREME | NONE | MEDIUM/10-25 | 1,129.97 | 17 | 2134.39 | 55.69 | False | None |
| 49 | 7TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | HIGH/HIGH | NONE | LOW/EXTREME | LOW/LOW | MEDIUM/10-25 | 288.33 | 12 | 384.44 | 56.04 | False | None |
| 50 | 7TH AVE | B | NC 12 | 7TH AVE | MEDIUM/5-10 | MEDIUM/HIGH | HIGH/0-5 | LOW/EXTREME | NONE | MEDIUM/5-10 | 1,204.22 | 18 | 2408.44 | 67.54 | False | None |
| 46 | 8TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | LOW/0-5 | 335.50 | 16 | 596.45 | 65.82 | False | None |
| 48 | 8TH AVE | B | NC 12 | 8TH AVE | LOW/0-5 | LOW/MEDIUM | NONE | MEDIUM/EXTREME | NONE | LOW/0-5 | 1,272.45 | 16 | 2262.13 | 66.90 | False | None |
| 40 | 9TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 208.38 | 16 | 370.45 | 64.65 | False | None |
| 42 | 9TH AVE | B | NC 12 | 9TH AVE | LOW/0-5 | MEDIUM/HIGH | NONE | MEDIUM/EXTREME | NONE | LOW/0-5 | 1,388.79 | 16 | 2468.96 | 65.40 | False | None |
| 44 | 9TH AVE | B | NC 12 | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | LOW/0-5 | LOW/EXTREME | NONE | LOW/0-5 | 432.58 | 16 | 769.03 | 67.95 | False | None |
| 5 | BAYBERRY TRL | B | E DOGWOOD TRL | SCUPPERNONG LN | MEDIUM/5-10 | LOW/LOW | MEDIUM/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/5-10 | 1,845.13 | 18 | 3690.26 | 66.02 | False | None |
| 20 | BEAR TRACK LN | C | TRINITIE TRL | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 256.58 | 22 | 627.2 | 100.00 | False | None |
| 105 | BEECH TREE TRL | B | E DOGWOOD TRL | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 2,158.16 | 18 | 4316.31 | 100.00 | False | None |
| 119 | BENT OAK CT | C | POTESKEET TRL | DEAD END | MEDIUM/10-25 | MEDIUM/LOW | NONE | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/0-5 | 249.15 | 20 | 553.67 | 65.28 | False | None |
| 97 | BIRCH LN | C | HOLLY TRL | DEAD END | MEDIUM/5-10 | NONE | NONE | LOW/EXTREME | HIGH/LOW | NONE | 668.78 | 12 | 891.71 | 81.19 | False | None |
| 159 | BLUE PETE CT | C | S DOGWOOD TRL | DEAD END | LOW/0-5 | MEDIUM/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/0-5 | 197.82 | 20 | 439.6 | 67.26 | False | None |
| 103 | BRIGHT LANTERN LN | C | SEA OATS LN | DEAD END | MEDIUM/5-10 | HIGH/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 281.19 | 20 | 624.86 | 55.39 | False | None |
| 112 | CHICAHUK TRL | A | CLAMSHELL TRL | DEAD END | MEDIUM/5-10 | LOW/LOW | NONE | LOW/EXTREME | HIGH/LOW | NONE | 2,183.78 | 20 | 4852.86 | 81.03 | False | None |
| 125 | CHICAHUK TRL | A | CLAM SHELL TRL | SPINDRIFT TRL | LOW/25-50 | MEDIUM/MEDIUM | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 2,807.39 | 20 | 6238.64 | 64.51 | False | Both Sides |
| 74 | CIRCLE DR | B | HICKORY TRL | HICKORY TRL | MEDIUM/25-50 | MEDIUM/MEDIUM | MEDIUM/5-10 | HIGH/EXTREME | LOW/LOW | MEDIUM/10-25 | 2,742.88 | 18 | 5485.76 | 48.42 | FALSE | None |
| 123 | CLAM SHELL TRL | B | OTTER SLIDE LN | CHICAHUK TRL | NONE | NONE | NONE | NONE | NONE | NONE | 916.74 | 20 | 2037.21 | 100.00 | FALSE | None |
| 127 | CLAM SHELL TRL | B | CHICAHUK TRL | OTTER SLIDE LN | MEDIUM/5-10 | HIGH/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/5-10 | 3,477.97 | 20 | 7728.83 | 54.99 | False | None |
| 134 | CROOKED BACK LOOP | B | CHICAHUK TRL | PUDDING PAN LN | MEDIUM/5-10 | MEDIUM/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 2,790.21 | 20 | 6200.46 | 64.16 | False | None |
| 152 | CYPRESS LN | B | SWEETGUM LN | FERN LN | MEDIUM/0-5 | NONE | NONE | LOW/EXTREME | LOW/LOW | NONE | 963.00 | 20 | 2139.99 | 82.25 | FALSE | None |
| 146 | DEER PATH LN | B | DEER PATH LN | TRINITIE TRL | MEDIUM/0-5 | NONE | NONE | LOW/EXTREME | NONE | NONE | 364.04 | 20 | 808.97 | 82.75 | False | None |
| 147 | DEER PATH LN | B | DEAD END | DEAD END | MEDIUM/0-5 | LOW/LOW | MEDIUM/0-5 | LOW/EXTREME | NONE | NONE | 869.67 | 19 | 1835.98 | 82.38 | False | None |
| 93 | DEWBERRY LN | C | BAYBERRY TRL | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 174.82 | 18 | 349.65 | 100.00 | True | None |
| 94 | DOLPHIN RUN | B | NC 12 | OCEAN BLVD | MEDIUM/10-25 | MEDIUM/LOW | NONE | LOW/EXTREME | NONE | MEDIUM/25-50 | 589.18 | 16 | 1047.44 | 66.01 | False | None |

| | | | | | | | | | | | | | | | | |
|-----|------------------|---|-----------------|-----------------|--------------|---------------|------------|----------------|------------|--------------|----------|----|----------|--------|-------|----------|
| 99 | DOLPHIN RUN | B | WAX MYRTLE TRL | NC 12 | MEDIUM/5-10 | MEDIUM/MEDIUM | MEDIUM/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/5-10 | 455.94 | 16 | 810.57 | 65.07 | False | None |
| 21 | DUCK WOODS DR | B | CROATAN HWY | DEAD END | MEDIUM/5-10 | MEDIUM/LOW | LOW/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/10-25 | 7,677.29 | 20 | 17060.64 | 65.38 | False | None |
| 82 | E DOGWOOD TRL | A | N DOGWOOD TRL | BAYBERRY TRL | MEDIUM/0-5 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/10-25 | 2,487.30 | 20 | 5527.34 | 64.97 | False | One Side |
| 83 | E DOGWOOD TRL | A | NC 12 | OCEAN BLVD | NONE | NONE | NONE | NONE | NONE | NONE | 700.48 | 18 | 1400.96 | 100.00 | False | One Side |
| 84 | E DOGWOOD TRL | A | BAYBERRY TRL | WAX MYRTLE TRL | MEDIUM/5-10 | MEDIUM/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 1,990.96 | 40 | 8848.73 | 64.16 | True | One Side |
| 107 | E HOLLY TRL | B | HOLLY TRL | DEAD END | LOW/0-5 | NONE | MEDIUM/0-5 | MEDIUM/EXTREME | HIGH/LOW | NONE | 575.39 | 16 | 1022.91 | 66.54 | False | None |
| 148 | EAGLES NEST LN | C | TRINITIE TRL | DEAD END | MEDIUM/0-5 | NONE | NONE | LOW/EXTREME | LOW/LOW | NONE | 650.37 | 16 | 1156.22 | 82.25 | False | None |
| 121 | FAIRWAY DR | B | S DOGWOOD TRL | EOM | HIGH/5-10 | MEDIUM/MEDIUM | NONE | LOW/EXTREME | MEDIUM/LOW | MEDIUM/10-25 | 900.00 | 18 | 1800 | 77.66 | False | None |
| 164 | FERN LN | B | JUNIPER TRL | CYPRESS LN | MEDIUM/0-5 | MEDIUM/LOW | NONE | LOW/EXTREME | MEDIUM/LOW | NONE | 939.72 | 18 | 1879.44 | 81.57 | False | None |
| 101 | FOX GRAPE LN | B | BAYBERRY TRL | N FOX GRAPE LN | NONE | NONE | NONE | NONE | NONE | NONE | 540.53 | 18 | 1081.05 | 100.00 | False | None |
| 23 | GINGUITE TRL | B | PINTAIL TRL | S DOGWOOD TRAIL | MEDIUM/5-10 | MEDIUM/LOW | MEDIUM/0-5 | LOW/EXTREME | HIGH/LOW | MEDIUM/25-50 | 4,501.40 | 20 | 10003.1 | 66.02 | False | None |
| 124 | GOOSE FEATHER LN | C | CHICHAUK TRL | DEAD END | MEDIUM/5-10 | HIGH/HIGH | NONE | HIGH/EXTREME | NONE | MEDIUM/5-10 | 457.86 | 18 | 915.72 | 49.74 | False | None |
| 142 | GRAVEY POND LN | B | DEAD END | DEAD END | HIGH/0-5 | NONE | NONE | LOW/EXTREME | NONE | NONE | 1,042.99 | 18 | 2085.98 | 82.50 | False | None |
| 143 | GRAVEY POND LN | B | TRINITIE TRL | GRAVEY POND LN | NONE | NONE | NONE | NONE | NONE | NONE | 334.07 | 20 | 742.38 | 100.00 | False | None |
| 113 | GRAY SQUIRREL LN | C | POTESKEET LOOP | CHICHAUK TRL | NONE | NONE | NONE | NONE | LOW/LOW | NONE | 499.61 | 20 | 1110.25 | 93.00 | False | None |
| 150 | HAPPY INDIAN CT | C | HAPPY INDIAN LN | DEAD END | MEDIUM/0-5 | MEDIUM/LOW | NONE | HIGH/EXTREME | MEDIUM/LOW | MEDIUM/0-5 | 157.07 | 20 | 349.04 | 52.50 | False | None |
| 11 | HAPPY INDIAN LN | B | HIGH DUNE LOOP | DEAD END | HIGH/0-5 | MEDIUM/MEDIUM | LOW/0-5 | HIGH/EXTREME | NONE | MEDIUM/0-5 | 640.14 | 20 | 1422.54 | 51.97 | False | None |
| 65 | HICKORY TRL | A | NC 12 | DEAD END | MEDIUM/25-50 | MEDIUM/MEDIUM | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 1,383.62 | 17 | 2613.5 | 55.51 | False | None |
| 69 | HICKORY TRL | A | WAX MYRTLE TRL | NC 12 | MEDIUM/10-25 | MEDIUM/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 430.93 | 20 | 957.62 | 64.01 | False | |
| 71 | HICKORY TRL | A | HILLCREST DR | WAX MYRTLE TRL | MEDIUM/10-25 | MEDIUM/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 602.47 | 19 | 1271.89 | 63.57 | False | None |
| 75 | HICKORY TRL | A | HILLCREST DR | E DOGWOOD TRL | LOW/0-5 | NONE | MEDIUM/0-5 | LOW/EXTREME | NONE | NONE | 2,154.29 | 20 | 4787.3 | 82.69 | False | None |
| 12 | HIGH DUNE LOOP | B | SPINDRIFT TRL | SPINDRIFT TRL | MEDIUM/5-10 | MEDIUM/MEDIUM | HIGH/0-5 | MEDIUM/EXTREME | HIGH/LOW | MEDIUM/0-5 | 3,622.65 | 20 | 8050.34 | 64.91 | False | None |
| 45 | HILLCREST DR | A | NC 12 | DEAD END | LOW/0-5 | LOW/MEDIUM | NONE | LOW/EXTREME | NONE | LOW/0-5 | 1,376.79 | 16 | 2447.63 | 81.90 | False | One Side |
| 47 | HILLCREST DR | A | SEA OATS TRL | NC 12 | LOW/0-5 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | LOW/0-5 | 869.84 | 20 | 1932.97 | 66.32 | False | None |
| 51 | HILLCREST DR | A | SEA OATS TRL | HICKORY TRL | MEDIUM/10-25 | MEDIUM/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 3,856.10 | 18 | 7712.21 | 62.78 | True | None |
| 90 | HILLCREST DR | A | HICKORY TRL | E DOGWOOD TRL | MEDIUM/5-10 | MEDIUM/MEDIUM | HIGH/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 3,059.03 | 20 | 6797.85 | 65.37 | False | None |
| 137 | HOLLOW BEACH CT | C | OLD PASSAGE LN | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 320.29 | 18 | 640.58 | 100.00 | False | None |
| 2 | HOLLY TRL | B | E DOGWOOD TRL | HOLLY TRL | NONE | NONE | NONE | NONE | NONE | NONE | 2,748.20 | 20 | 6107.1 | 100.00 | False | None |
| 4 | HONEYSUCKLE LN | B | BAYBERRY TRL | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 746.06 | 18 | 1492.13 | 100.00 | False | None |
| 19 | JUNIPER TRL | A | SWEETGUM LN | CROATAN HWY | NONE | LOW/LOW | NONE | NONE | NONE | NONE | 2,693.16 | 22 | 6583.27 | 96.00 | False | One Side |
| 172 | KINGFISHER CT | C | KINGFISHER TRL | DEAD END | MEDIUM/5-10 | HIGH/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 246.74 | 20 | 548.3 | 55.45 | True | None |
| 43 | KINGFISHER TRL | C | SOUNDVIEW TRL | SEA OATS TRL | MEDIUM/5-10 | HIGH/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 1,339.20 | 20 | 2976.01 | 55.45 | True | None |
| 139 | LAND FALL LOOP | C | SPINDRIFT TRL | SPINDRIFT TRL | LOW/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/0-5 | 354.26 | 20 | 787.25 | 65.57 | False | None |
| 145 | LAST HUNT LN | C | HIGH DUNE LOOP | DEAD END | MEDIUM/0-5 | MEDIUM/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/0-5 | 336.85 | 20 | 748.56 | 67.17 | False | None |
| 3 | LIVE OAK LN | C | HOLLY TRL | DEAD END | LOW/0-5 | LOW/LOW | NONE | LOW/EXTREME | MEDIUM/LOW | NONE | 355.87 | 17 | 672.19 | 81.82 | False | None |
| 88 | LOBLOLLY LN | C | HOLLY TRL | DEAD END | LOW/0-5 | NONE | NONE | LOW/EXTREME | MEDIUM/LOW | NONE | 249.31 | 18 | 498.63 | 82.03 | False | None |
| 7 | MISTLETOE LN | C | BAYBERRY TRL | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 495.20 | 17 | 935.38 | 100.00 | False | None |
| 92 | MIZZENMAST LN | C | SEA OATS LN | DEAD END | MEDIUM/10-25 | MEDIUM/MEDIUM | HIGH/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 234.45 | 20 | 520.99 | 64.70 | False | None |
| 73 | MOCKINGBIRD LN | B | OCEAN BLVD | DEAD END | NONE | LOW/LOW | NONE | MEDIUM/EXTREME | NONE | NONE | 343.29 | 15 | 572.15 | 67.67 | False | None |
| 52 | N DOGWOOD TRL | B | E DOGWOOD TRL | DEAD END | MEDIUM/10-25 | MEDIUM/LOW | LOW/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/5-10 | 5,740.06 | 12 | 7653.41 | 65.09 | False | None |
| 96 | N FOX GRAPE LN | B | FOX GRAPE LN | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 352.42 | 18 | 704.84 | 100.00 | False | None |
| 78 | N WOODLAND DR | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/LOW | LOW/0-5 | MEDIUM/EXTREME | HIGH/LOW | MEDIUM/5-10 | 2,298.27 | 16 | 4085.81 | 65.64 | False | None |
| 34 | NORTH DUNE LOOP | B | SOUNDVIEW TRL | SOUNDVIEW TRL | MEDIUM/5-10 | MEDIUM/HIGH | LOW/0-5 | MEDIUM/EXTREME | LOW/LOW | MEDIUM/5-10 | 2,064.04 | 20 | 4586.76 | 64.39 | True | None |
| 6 | OCEAN BLVD | B | DOLPHIN RUN | PORPOISE RUN | MEDIUM/10-25 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 1,312.86 | 18 | 2625.72 | 63.46 | False | None |
| 67 | OCEAN BLVD | B | HICKORY TRL | PERIWINKLE PL | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 1,231.03 | 20 | 2735.63 | 65.11 | False | None |
| 80 | OCEAN BLVD | B | PERIWINKLE PL | E DOGWOOD TRL | MEDIUM/5-10 | MEDIUM/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/50-75 | 1,306.55 | 18 | 2613.09 | 49.49 | False | None |
| 87 | OCEAN BLVD | B | E DOGWOOD TRL | DOLPHIN RUN | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 1,372.09 | 19 | 2896.64 | 63.94 | False | None |
| 108 | OCEAN BLVD | B | PORPOISE RUN | NC 12 | MEDIUM/10-25 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 1,234.76 | 20 | 2743.91 | 63.46 | False | None |
| 13 | OCEAN VIEW LOOP | B | OCEANVIEW LOOP | NC 12 | MEDIUM/10-25 | MEDIUM/LOW | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 444.54 | 20 | 987.86 | 63.86 | False | None |
| 18 | OCEAN VIEW LOOP | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/MEDIUM | LOW/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/25-50 | 1,366.00 | 20 | 3035.56 | 63.54 | False | None |
| 136 | OLD PASSAGE LN | C | POTESKEET TRL | TRINITIE TRL | NONE | NONE | NONE | LOW/EXTREME | MEDIUM/LOW | NONE | 558.07 | 20 | 1240.16 | 82.08 | False | None |

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|-----|------------------|---|------------------|-----------------|--------------|---------------|------------|----------------|------------|--------------|----------|----|---------|--------|-------|----------|
| 131 | OSPREY LN | B | OSPREY LN | S DOGWOOD TRL | NONE | NONE | NONE | NONE | NONE | NONE | 213.11 | 18 | 426.23 | 100.00 | False | None |
| 132 | OSPREY LN | B | DEAD END | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 1,009.50 | 18 | 2019.01 | 100.00 | False | None |
| 171 | OTTER SLIDE LN | B | CLAM SHELL TRL | CHICAHOUK TRL | MEDIUM/5-10 | HIGH/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 1,267.71 | 20 | 2817.14 | 55.39 | False | None |
| 120 | OYSTER BED LN | C | POTESKEET TRL | DEAD END | MEDIUM/5-10 | HIGH/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 421.90 | 20 | 937.57 | 55.49 | False | None |
| 161 | PALMETTO LN | B | JUNIPER TRL | DEAD END | NONE | NONE | NONE | LOW/EXTREME | LOW/LOW | NONE | 1,376.94 | 18 | 2753.88 | 82.42 | False | None |
| 77 | PERIWINKLE PL | B | NC 12 | OCEAN BLVD | MEDIUM/5-10 | MEDIUM/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/50-75 | 815.68 | 20 | 1812.62 | 49.49 | False | None |
| 163 | PINTAIL CT | C | PINTAIL TRL | DEAD END | LOW/0-5 | NONE | NONE | LOW/EXTREME | NONE | NONE | 256.30 | 20 | 569.56 | 82.92 | True | None |
| 22 | PINTAIL TRL | C | GINGUITE TRL | S DOGWOOD TRL | MEDIUM/5-10 | MEDIUM/LOW | LOW/0-5 | LOW/EXTREME | NONE | MEDIUM/5-10 | 778.55 | 20 | 1730.11 | 81.45 | False | None |
| 149 | POINT COMFORT LN | C | GINGUITE TRL | DEAD END | MEDIUM/5-10 | LOW/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 366.53 | 18 | 733.05 | 66.61 | False | None |
| 89 | POMPANO CT | B | OCEAN BLVD | DEAD END | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/5-10 | 368.87 | 14 | 573.8 | 65.16 | False | None |
| 8 | PORPOISE RUN | B | NC 12 | OCEAN BLVD | MEDIUM/10-25 | MEDIUM/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 483.16 | 16 | 858.95 | 63.96 | True | None |
| 9 | PORPOISE RUN | B | WAX MYRTLE TRL | NC 12 | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 456.64 | 16 | 811.8 | 63.94 | False | None |
| 116 | POTESKEET LOOP | B | GRAY SQUIRREL LN | POTESKEET LOOP | NONE | NONE | NONE | NONE | NONE | NONE | 384.89 | 18 | 769.79 | 100.00 | False | None |
| 117 | POTESKEET LOOP | B | GRAY SQUIRRL LN | POTESKEET TRL | NONE | NONE | NONE | NONE | LOW/LOW | NONE | 1,490.66 | 18 | 2981.32 | 93.00 | False | None |
| 118 | POTESKEET TRL | B | POTESKEET LOOP | OLD PASSAGE LN | LOW/0-5 | NONE | NONE | NONE | NONE | NONE | 2,799.87 | 20 | 6221.94 | 99.00 | False | None |
| 144 | POTESKEET TRL | B | OLD PASSAGE LN | TRINITIE TRL | LOW/0-5 | NONE | NONE | NONE | NONE | NONE | 1,145.21 | 20 | 2544.92 | 99.00 | False | None |
| 133 | PUDDING PAN LN | B | SPINDRIFT TRL | DEAD END | MEDIUM/5-10 | HIGH/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 1,967.14 | 20 | 4371.42 | 54.93 | False | None |
| 66 | PURPLE MARTIN LN | B | OCEAN BLVD | DEAD END | MEDIUM/5-10 | LOW/LOW | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 339.29 | 14 | 527.78 | 66.51 | FALSE | None |
| 76 | REDBAY LN | C | HICKORY TRL | DEAD END | MEDIUM/0-5 | NONE | NONE | LOW/EXTREME | NONE | NONE | 780.95 | 17 | 1475.14 | 82.75 | False | None |
| 95 | S DOGWOOD TRL | A | E DOGWOOD TRL | YAUPON TRL | MEDIUM/0-5 | MEDIUM/MEDIUM | LOW/0-5 | LOW/EXTREME | LOW/LOW | MEDIUM/0-5 | 1,459.90 | 19 | 3082.02 | 78.98 | False | One Side |
| 111 | S DOGWOOD TRL | A | YAUPON TRL | FAIRWAY DR | MEDIUM/10-25 | MEDIUM/LOW | LOW/0-5 | LOW/EXTREME | NONE | MEDIUM/0-5 | 2,114.18 | 18 | 4228.36 | 77.08 | False | One Side |
| 130 | S DOGWOOD TRL | A | FAIRWAY DR | GINGUITE TRL | MEDIUM/10-25 | LOW/LOW | LOW/0-5 | LOW/EXTREME | NONE | MEDIUM/0-5 | 4,009.00 | 19 | 8463.43 | 77.24 | True | One Side |
| 153 | S DOGWOOD TRL | A | GINGUITE TRL | TEAL CT | HIGH/0-5 | MEDIUM/MEDIUM | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 2,180.16 | 20 | 4844.79 | 65.68 | False | One Side |
| 157 | S DOGWOOD TRL | A | TEAL CT | CROATAN HWY | MEDIUM/0-5 | MEDIUM/MEDIUM | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 2,667.73 | 20 | 5928.29 | 65.87 | False | One Side |
| 102 | S FOX GRAPE LN | B | FOX GRAPE LN | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 247.66 | 18 | 495.31 | 100.00 | True | None |
| 72 | SAND PIPER LN | B | OCEAN BLVD | DEAD END | NONE | MEDIUM/LOW | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 342.70 | 15 | 571.16 | 66.90 | False | None |
| 79 | SANDFIDDLER CT | B | NC 12 | DEAD END | MEDIUM/10-25 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 598.71 | 20 | 1330.48 | 63.46 | False | None |
| 98 | SASSAFRAS LN | C | S DOGWOOD TRL | DEAD END | LOW/0-5 | LOW/LOW | NONE | LOW/EXTREME | NONE | NONE | 323.10 | 12 | 430.79 | 82.61 | False | None |
| 10 | SCUPPERNONG LN | B | BAYBERRY TRL | NC 12 | NONE | NONE | NONE | NONE | NONE | MEDIUM/5-10 | 396.24 | 20 | 880.52 | 93.00 | False | None |
| 27 | SEA OATS CT | C | SEA OATS TRL | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | LOW/0-5 | LOW/EXTREME | NONE | MEDIUM/5-10 | 170.77 | 20 | 379.48 | 67.70 | False | None |
| 1 | SEA OATS LN | B | E DOGWOOD TRL | DEAD END | MEDIUM/5-10 | HIGH/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/5-10 | 1,640.58 | 20 | 3645.74 | 54.99 | False | None |
| 26 | SEA OATS TRL | A | SOUNDVIEW TRL | NC 12 | MEDIUM/5-10 | MEDIUM/HIGH | HIGH/0-5 | LOW/EXTREME | MEDIUM/LOW | MEDIUM/10-25 | 1,540.52 | 20 | 3423.37 | 66.74 | False | None |
| 38 | SEA OATS TRL | A | SOUNDVIEW TRL | HILLCREST DR | MEDIUM/5-10 | MEDIUM/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 1,922.06 | 20 | 4271.25 | 64.62 | False | None |
| 68 | SEA OATS TRL | A | HILLCREST DR | HICKORY TRL | LOW/0-5 | MEDIUM/MEDIUM | LOW/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/5-10 | 3,500.21 | 20 | 7778.24 | 65.45 | False | None |
| 86 | SEA OATS TRL | A | HICKORY TRL | E DOGWOOD TRL | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | LOW/LOW | MEDIUM/5-10 | 2,941.84 | 20 | 6537.43 | 65.34 | False | None |
| 158 | SKYLINE RD | B | NC 12 | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 2,882.09 | 18 | 5764.17 | 64.65 | False | None |
| 32 | SOUNDVIEW TRL | B | NORTH DUNE LOOP | SEA OATS TRL | MEDIUM/5-10 | HIGH/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 287.81 | 20 | 639.58 | 55.39 | True | None |
| 33 | SOUNDVIEW TRL | B | SEA OATS TRL | NORTH DUNE LOOP | MEDIUM/5-10 | HIGH/HIGH | HIGH/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 1,350.70 | 20 | 3001.55 | 55.29 | False | None |
| 14 | SPINDRIFT TRL | B | HIGH DUNE LOOP | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | HIGH/0-5 | MEDIUM/EXTREME | HIGH/LOW | MEDIUM/10-25 | 2,541.18 | 20 | 5647.07 | 63.49 | False | None |
| 129 | SPINDRIFT TRL | B | CHICAHOUK TRL | HIGH DUNE LOOP | MEDIUM/5-10 | MEDIUM/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/10-25 | 3,084.05 | 20 | 6853.44 | 63.74 | False | None |
| 17 | SWEETGUM LN | C | CYPRESS LN | TRINITIE TRL | NONE | NONE | NONE | LOW/EXTREME | LOW/LOW | NONE | 423.10 | 20 | 940.22 | 82.42 | False | None |
| 16 | TALL CLIFF LN | B | HIGH DUNE LOOP | DEAD END | MEDIUM/0-5 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/0-5 | 753.00 | 20 | 1673.33 | 66.17 | False | None |
| 114 | TALL PINE LN | B | DEAD END | DEAD END | LOW/0-5 | NONE | NONE | LOW/EXTREME | NONE | NONE | 795.40 | 12 | 1060.54 | 82.92 | False | None |
| 115 | TALL PINE LN | B | TALL PINE LN | S DOGWOOD TRL | LOW/0-5 | NONE | NONE | LOW/EXTREME | LOW/LOW | NONE | 444.01 | 12 | 592.01 | 82.36 | False | None |
| 138 | TEA PLANT CT | B | PUDDING PAN LN | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 442.00 | 20 | 982.23 | 64.65 | False | None |
| 154 | TEAL CT | C | S DOGWOOD TRL | DEAD END | NONE | MEDIUM/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 242.18 | 18 | 484.36 | 67.03 | False | None |
| 15 | TRINITIE TRL | A | DEER PATH LN | SWEETGUM LN | MEDIUM/0-5 | LOW/LOW | NONE | LOW/EXTREME | NONE | MEDIUM/0-5 | 1,078.73 | 20 | 2397.17 | 82.42 | False | One Side |
| 128 | TRINITIE TRL | A | CHICAHOUK TRL | EAGLES NEST LN | HIGH/5-10 | MEDIUM/LOW | LOW/0-5 | MEDIUM/EXTREME | HIGH/LOW | MEDIUM/10-25 | 3,287.07 | 20 | 7304.61 | 64.89 | False | One Side |
| 104 | TROUT RUN | C | NC 12 | OCEAN BLVD | MEDIUM/0-5 | MEDIUM/LOW | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | NONE | 495.78 | 20 | 1101.74 | 67.13 | False | None |
| 126 | TURTLE POND CT | C | POTESKEET TRL | DEAD END | HIGH/10-25 | LOW/LOW | HIGH/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/0-5 | 346.99 | 20 | 771.1 | 63.28 | False | None |
| 122 | TWISTED TREE CT | C | POTESKEET TRL | DEAD END | MEDIUM/10-25 | LOW/LOW | NONE | LOW/EXTREME | MEDIUM/LOW | NONE | 287.43 | 20 | 638.73 | 76.81 | False | None |

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|-----|----------------|---|---------------|---------------|--------------|---------------|------------|----------------|------------|--------------|----------|----|---------|--------|-------|------|
| 110 | W HOLLY TRL | B | HOLLY TRL | DEAD END | MEDIUM/5-10 | NONE | MEDIUM/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/0-5 | 777.56 | 20 | 1727.91 | 66.34 | False | None |
| 70 | WAX MYRTLE TRL | B | HILLCREST DR | HICKORY TRL | MEDIUM/10-25 | LOW/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 3,615.13 | 20 | 8033.61 | 64.86 | False | None |
| 85 | WAX MYRTLE TRL | B | HICKORY TRL | E DOGWOOD TRL | MEDIUM/5-10 | MEDIUM/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 2,802.24 | 20 | 6227.2 | 64.16 | False | None |
| 100 | WAX MYRTLE TRL | B | E DOGWOOD TRL | PORPOISE RUN | MEDIUM/5-10 | MEDIUM/MEDIUM | MEDIUM/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/10-25 | 2,668.69 | 16 | 4744.34 | 64.65 | False | None |
| 162 | WIDGEON CT | C | S DOGWOOD TRL | DEAD END | MEDIUM/0-5 | MEDIUM/LOW | NONE | LOW/EXTREME | NONE | NONE | 193.92 | 20 | 430.94 | 82.25 | False | None |
| 155 | WILD PONY LN | B | SPINDRIFT TRL | DEAD END | LOW/0-5 | HIGH/HIGH | NONE | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/0-5 | 1,369.26 | 20 | 3042.8 | 55.61 | False | None |
| 140 | WILD SWAN LN | B | WILD SWAN LN | S DOGWOOD TRL | NONE | NONE | NONE | NONE | NONE | NONE | 326.31 | 18 | 652.62 | 100.00 | False | None |
| 141 | WILD SWAN LN | B | DEAD END | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 741.52 | 16 | 1318.25 | 100.00 | False | None |
| 160 | WOOD DUCK CT | C | S DOGWOOD TRL | DEAD END | MEDIUM/0-5 | MEDIUM/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/0-5 | 231.33 | 19 | 488.37 | 67.17 | False | None |
| 81 | WOODLAND DR | C | E DOGWOOD TRL | N WOODLAND DR | MEDIUM/10-25 | MEDIUM/MEDIUM | HIGH/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 572.62 | 20 | 1272.49 | 64.33 | False | None |
| 106 | YAUPON TRL | B | S DOGWOOD TRL | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 1,604.95 | 14 | 2496.6 | 100.00 | False | None |
| 151 | YUCCA LN | C | CYPRESS LN | JUNIPER TRL | MEDIUM/5-10 | LOW/LOW | NONE | LOW/EXTREME | HIGH/LOW | NONE | 570.98 | 18 | 1141.95 | 81.03 | False | None |

DRAFT

APPENDIX D

2021 TOWN OF SOUTHERN SHORES
PAVEMENT CONDITION SURVEY
RANKED LIST OF SEGMENTS

DRAFT

Appendix D - Ranked List of Segments

| SectionID | Street Name | CL | BEG_DESC | END_DESC | FC | TC | PP | SD | RR | BC | Length (ft) | Width (ft) | SqYd | PCI | CURB | Sidewalk |
|-----------|------------------|----|------------------|----------------|-------------|---------------|------------|-------------|------------|-------------|-------------|------------|---------|--------|-------|----------|
| 20 | BEAR TRACK LN | C | TRINITIE TRL | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 256.58 | 22 | 627.2 | 100.00 | False | None |
| 105 | BEECH TREE TRL | B | E DOGWOOD TRL | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 2,158.16 | 18 | 4316.31 | 100.00 | False | None |
| 123 | CLAM SHELL TRL | B | OTTER SLIDE LN | CHICAHUK TRL | NONE | NONE | NONE | NONE | NONE | NONE | 916.74 | 20 | 2037.21 | 100.00 | False | None |
| 93 | DEWBERRY LN | C | BAYBERRY TRL | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 174.82 | 18 | 349.65 | 100.00 | True | None |
| 83 | E DOGWOOD TRL | A | NC 12 | OCEAN BLVD | NONE | NONE | NONE | NONE | NONE | NONE | 700.48 | 18 | 1400.96 | 100.00 | False | One Side |
| 101 | FOX GRAPE LN | B | BAYBERRY TRL | N FOX GRAPE LN | NONE | NONE | NONE | NONE | NONE | NONE | 540.53 | 18 | 1081.05 | 100.00 | False | None |
| 143 | GRAVEY POND LN | B | TRINITIE TRL | GRAVEY POND LN | NONE | NONE | NONE | NONE | NONE | NONE | 334.07 | 20 | 742.38 | 100.00 | False | None |
| 137 | HOLLOW BEACH CT | C | OLD PASSAGE LN | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 320.29 | 18 | 640.58 | 100.00 | False | None |
| 2 | HOLLY TRL | B | E DOGWOOD TRL | HOLLY TRL | NONE | NONE | NONE | NONE | NONE | NONE | 2,748.20 | 20 | 6107.1 | 100.00 | False | None |
| 4 | HONEYSUCKLE LN | B | BAYBERRY TRL | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 746.06 | 18 | 1492.13 | 100.00 | False | None |
| 7 | MISTLETOE LN | C | BAYBERRY TRL | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 495.20 | 17 | 935.38 | 100.00 | False | None |
| 96 | N FOX GRAPE LN | B | FOX GRAPE LN | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 352.42 | 18 | 704.84 | 100.00 | False | None |
| 131 | OSPREY LN | B | OSPREY LN | S DOGWOOD TRL | NONE | NONE | NONE | NONE | NONE | NONE | 213.11 | 18 | 426.23 | 100.00 | False | None |
| 132 | OSPREY LN | B | DEAD END | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 1,009.50 | 18 | 2019.01 | 100.00 | False | None |
| 116 | POTESKEET LOOP | B | GRAY SQUIRREL LN | POTESKEET LOOP | NONE | NONE | NONE | NONE | NONE | NONE | 384.89 | 18 | 769.79 | 100.00 | False | None |
| 102 | S FOX GRAPE LN | B | FOX GRAPE LN | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 247.66 | 18 | 495.31 | 100.00 | True | None |
| 140 | WILD SWAN LN | B | WILD SWAN LN | S DOGWOOD TRL | NONE | NONE | NONE | NONE | NONE | NONE | 326.31 | 18 | 652.62 | 100.00 | False | None |
| 141 | WILD SWAN LN | B | DEAD END | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 741.52 | 16 | 1318.25 | 100.00 | False | None |
| 106 | YAUPON TRL | B | S DOGWOOD TRL | DEAD END | NONE | NONE | NONE | NONE | NONE | NONE | 1,604.95 | 14 | 2496.6 | 100.00 | False | None |
| 118 | POTESKEET TRL | B | POTESKEET LOOP | OLD PASSAGE LN | LOW/0-5 | NONE | NONE | NONE | NONE | NONE | 2,799.87 | 20 | 6221.94 | 99.00 | False | None |
| 144 | POTESKEET TRL | B | OLD PASSAGE LN | TRINITIE TRL | LOW/0-5 | NONE | NONE | NONE | NONE | NONE | 1,145.21 | 20 | 2544.92 | 99.00 | False | None |
| 19 | JUNIPER TRL | A | SWEETGUM LN | CROATAN HWY | NONE | LOW/LOW | NONE | NONE | NONE | NONE | 2,693.16 | 22 | 6583.27 | 96.00 | False | One Side |
| 113 | GRAY SQUIRREL LN | C | POTESKEET LOOP | CHICAHUK TRL | NONE | NONE | NONE | NONE | LOW/LOW | NONE | 499.61 | 20 | 1110.25 | 93.00 | False | None |
| 117 | POTESKEET LOOP | B | GRAY SQUIRRL LN | POTESKEET TRL | NONE | NONE | NONE | NONE | LOW/LOW | NONE | 1,490.66 | 18 | 2981.32 | 93.00 | False | None |
| 10 | SCUPPERNONG LN | B | BAYBERRY TRL | NC 12 | NONE | NONE | NONE | NONE | NONE | MEDIUM/5-10 | 396.24 | 20 | 880.52 | 93.00 | False | None |
| 163 | PINTAIL CT | C | PINTAIL TRL | DEAD END | LOW/0-5 | NONE | NONE | LOW/EXTREME | NONE | NONE | 256.30 | 20 | 569.56 | 82.92 | True | None |
| 114 | TALL PINE LN | B | DEAD END | DEAD END | LOW/0-5 | NONE | NONE | LOW/EXTREME | NONE | NONE | 795.40 | 12 | 1060.54 | 82.92 | False | None |
| 146 | DEER PATH LN | B | DEER PATH LN | TRINITIE TRL | MEDIUM/0-5 | NONE | NONE | LOW/EXTREME | NONE | NONE | 364.04 | 20 | 808.97 | 82.75 | False | None |
| 76 | REDBAY LN | C | HICKORY TRL | DEAD END | MEDIUM/0-5 | NONE | NONE | LOW/EXTREME | NONE | NONE | 780.95 | 17 | 1475.14 | 82.75 | False | None |
| 75 | HICKORY TRL | A | HILLCREST DR | E DOGWOOD TRL | LOW/0-5 | NONE | MEDIUM/0-5 | LOW/EXTREME | NONE | NONE | 2,154.29 | 20 | 4787.3 | 82.69 | False | None |
| 98 | SASSAFRAS LN | C | S DOGWOOD TRL | DEAD END | LOW/0-5 | LOW/LOW | NONE | LOW/EXTREME | NONE | NONE | 323.10 | 12 | 430.79 | 82.61 | False | None |
| 142 | GRAVEY POND LN | B | DEAD END | DEAD END | HIGH/0-5 | NONE | NONE | LOW/EXTREME | NONE | NONE | 1,042.99 | 18 | 2085.98 | 82.50 | False | None |
| 161 | PALMETTO LN | B | JUNIPER TRL | DEAD END | NONE | NONE | NONE | LOW/EXTREME | LOW/LOW | NONE | 1,376.94 | 18 | 2753.88 | 82.42 | False | None |
| 17 | SWEETGUM LN | C | CYPRESS LN | TRINITIE TRL | NONE | NONE | NONE | LOW/EXTREME | LOW/LOW | NONE | 423.10 | 20 | 940.22 | 82.42 | False | None |
| 15 | TRINITIE TRL | A | DEER PATH LN | SWEETGUM LN | MEDIUM/0-5 | LOW/LOW | NONE | LOW/EXTREME | NONE | MEDIUM/0-5 | 1,078.73 | 20 | 2397.17 | 82.42 | False | One Side |
| 147 | DEER PATH LN | B | DEAD END | DEAD END | MEDIUM/0-5 | LOW/LOW | MEDIUM/0-5 | LOW/EXTREME | NONE | NONE | 869.67 | 19 | 1835.98 | 82.38 | False | None |
| 115 | TALL PINE LN | B | TALL PINE LN | S DOGWOOD TRL | LOW/0-5 | NONE | NONE | LOW/EXTREME | LOW/LOW | NONE | 444.01 | 12 | 592.01 | 82.36 | False | None |
| 152 | CYPRESS LN | B | SWEETGUM LN | FERN LN | MEDIUM/0-5 | NONE | NONE | LOW/EXTREME | LOW/LOW | NONE | 963.00 | 20 | 2139.99 | 82.25 | False | None |
| 148 | EAGLES NEST LN | C | TRINITIE TRL | DEAD END | MEDIUM/0-5 | NONE | NONE | LOW/EXTREME | LOW/LOW | NONE | 650.37 | 16 | 1156.22 | 82.25 | False | None |
| 162 | WIDGEON CT | C | S DOGWOOD TRL | DEAD END | MEDIUM/0-5 | MEDIUM/LOW | NONE | LOW/EXTREME | NONE | NONE | 193.92 | 20 | 430.94 | 82.25 | False | None |
| 136 | OLD PASSAGE LN | C | POTESKEET TRL | TRINITIE TRL | NONE | NONE | NONE | LOW/EXTREME | MEDIUM/LOW | NONE | 558.07 | 20 | 1240.16 | 82.08 | False | None |
| 88 | LOBLOLLY LN | C | HOLLY TRL | DEAD END | LOW/0-5 | NONE | NONE | LOW/EXTREME | MEDIUM/LOW | NONE | 249.31 | 18 | 498.63 | 82.03 | False | None |
| 45 | HILLCREST DR | A | NC 12 | DEAD END | LOW/0-5 | LOW/MEDIUM | NONE | LOW/EXTREME | NONE | LOW/0-5 | 1,376.79 | 16 | 2447.63 | 81.90 | False | One Side |
| 3 | LIVE OAK LN | C | HOLLY TRL | DEAD END | LOW/0-5 | LOW/LOW | NONE | LOW/EXTREME | MEDIUM/LOW | NONE | 355.87 | 17 | 672.19 | 81.82 | False | None |
| 164 | FERN LN | B | JUNIPER TRL | CYPRESS LN | MEDIUM/0-5 | MEDIUM/LOW | NONE | LOW/EXTREME | MEDIUM/LOW | NONE | 939.72 | 18 | 1879.44 | 81.57 | False | None |
| 22 | PINTAIL TRL | C | GINGUITE TRL | S DOGWOOD TRL | MEDIUM/5-10 | MEDIUM/LOW | LOW/0-5 | LOW/EXTREME | NONE | MEDIUM/5-10 | 778.55 | 20 | 1730.11 | 81.45 | False | None |
| 97 | BIRCH LN | C | HOLLY TRL | DEAD END | MEDIUM/5-10 | NONE | NONE | LOW/EXTREME | HIGH/LOW | NONE | 668.78 | 12 | 891.71 | 81.19 | False | None |
| 112 | CHICAHUK TRL | A | CLAMSHELL TRL | DEAD END | MEDIUM/5-10 | LOW/LOW | NONE | LOW/EXTREME | HIGH/LOW | NONE | 2,183.78 | 20 | 4852.86 | 81.03 | False | None |
| 151 | YUCCA LN | C | CYPRESS LN | JUNIPER TRL | MEDIUM/5-10 | LOW/LOW | NONE | LOW/EXTREME | HIGH/LOW | NONE | 570.98 | 18 | 1141.95 | 81.03 | False | None |
| 95 | S DOGWOOD TRL | A | E DOGWOOD TRL | YAUPON TRL | MEDIUM/0-5 | MEDIUM/MEDIUM | LOW/0-5 | LOW/EXTREME | LOW/LOW | MEDIUM/0-5 | 1,459.90 | 19 | 3082.02 | 78.98 | False | One Side |

| | | | | | | | | | | | | | | | | | |
|-----|------------------|---|----------------|-----------------|--------------|---------------|------------|----------------|------------|--------------|----------|----|----------|-------|-------|----------|---------|
| 30 | 12TH AVE | B | NC 12 | DEAD END | LOW/0-5 | MEDIUM/MEDIUM | NONE | LOW/EXTREME | MEDIUM/LOW | MEDIUM/0-5 | 542.08 | 20 | 1204.61 | 78.86 | False | None | Item 1. |
| 121 | FAIRWAY DR | B | S DOGWOOD TRL | EOM | HIGH/5-10 | MEDIUM/MEDIUM | NONE | LOW/EXTREME | MEDIUM/LOW | MEDIUM/10-25 | 900.00 | 18 | 1800 | 77.66 | False | None | |
| 130 | S DOGWOOD TRL | A | FAIRWAY DR | GINGUITE TRL | MEDIUM/10-25 | LOW/LOW | LOW/0-5 | LOW/EXTREME | NONE | MEDIUM/0-5 | 4,009.00 | 19 | 8463.43 | 77.24 | True | One Side | |
| 111 | S DOGWOOD TRL | A | YAUPON TRL | FAIRWAY DR | MEDIUM/10-25 | MEDIUM/LOW | LOW/0-5 | LOW/EXTREME | NONE | MEDIUM/0-5 | 2,114.18 | 18 | 4228.36 | 77.08 | False | One Side | |
| 122 | TWISTED TREE CT | C | POTESKEET TRL | DEAD END | MEDIUM/10-25 | LOW/LOW | NONE | LOW/EXTREME | MEDIUM/LOW | NONE | 287.43 | 20 | 638.73 | 76.81 | False | None | |
| 44 | 9TH AVE | B | NC 12 | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | LOW/0-5 | LOW/EXTREME | NONE | LOW/0-5 | 432.58 | 16 | 769.03 | 67.95 | False | None | |
| 41 | 10TH AVE | B | NC 12 | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | NONE | LOW/EXTREME | NONE | MEDIUM/5-10 | 531.82 | 16 | 945.46 | 67.74 | False | None | |
| 35 | 11TH AVE | B | NC 12 | 11TH AVE | MEDIUM/5-10 | MEDIUM/HIGH | NONE | LOW/EXTREME | NONE | MEDIUM/5-10 | 1,307.06 | 18 | 2614.12 | 67.74 | False | None | |
| 27 | SEA OATS CT | C | SEA OATS TRL | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | LOW/0-5 | LOW/EXTREME | NONE | MEDIUM/5-10 | 170.77 | 20 | 379.48 | 67.70 | False | None | |
| 73 | MOCKINGBIRD LN | B | OCEAN BLVD | DEAD END | NONE | LOW/LOW | NONE | MEDIUM/EXTREME | NONE | NONE | 343.29 | 15 | 572.15 | 67.67 | False | None | |
| 37 | 11TH AVE | B | SEA OATS TRL | NC 12 | MEDIUM/5-10 | MEDIUM/HIGH | MEDIUM/0-5 | LOW/EXTREME | NONE | MEDIUM/5-10 | 996.22 | 20 | 2213.82 | 67.64 | False | None | |
| 50 | 7TH AVE | B | NC 12 | 7TH AVE | MEDIUM/5-10 | MEDIUM/HIGH | HIGH/0-5 | LOW/EXTREME | NONE | MEDIUM/5-10 | 1,204.22 | 18 | 2408.44 | 67.54 | False | None | |
| 159 | BLUE PETE CT | C | S DOGWOOD TRL | DEAD END | LOW/0-5 | MEDIUM/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/0-5 | 197.82 | 20 | 439.6 | 67.26 | False | None | |
| 145 | LAST HUNT LN | C | HIGH DUNE LOOP | DEAD END | MEDIUM/0-5 | MEDIUM/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/0-5 | 336.85 | 20 | 748.56 | 67.17 | False | None | |
| 160 | WOOD DUCK CT | C | S DOGWOOD TRL | DEAD END | MEDIUM/0-5 | MEDIUM/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/0-5 | 231.33 | 19 | 488.37 | 67.17 | False | None | |
| 104 | TROUT RUN | C | NC 12 | OCEAN BLVD | MEDIUM/0-5 | MEDIUM/LOW | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | NONE | 495.78 | 20 | 1101.74 | 67.13 | False | None | |
| 154 | TEAL CT | C | S DOGWOOD TRL | DEAD END | NONE | MEDIUM/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 242.18 | 18 | 484.36 | 67.03 | False | None | |
| 48 | 8TH AVE | B | NC 12 | 8TH AVE | LOW/0-5 | LOW/MEDIUM | NONE | MEDIUM/EXTREME | NONE | LOW/0-5 | 1,272.45 | 16 | 2262.13 | 66.90 | False | None | |
| 72 | SAND PIPER LN | B | OCEAN BLVD | DEAD END | NONE | MEDIUM/LOW | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 342.70 | 15 | 571.16 | 66.90 | False | None | |
| 53 | 6TH AVE | B | DEAD END | DEAD END | MEDIUM/10-25 | MEDIUM/HIGH | HIGH/0-5 | LOW/EXTREME | NONE | MEDIUM/5-10 | 281.88 | 12 | 375.84 | 66.81 | False | None | |
| 26 | SEA OATS TRL | A | SOUNDVIEW TRL | NC 12 | MEDIUM/5-10 | MEDIUM/HIGH | HIGH/0-5 | LOW/EXTREME | MEDIUM/LOW | MEDIUM/10-25 | 1,540.52 | 20 | 3423.37 | 66.74 | False | None | |
| 149 | POINT COMFORT LN | C | GINGUITE TRL | DEAD END | MEDIUM/5-10 | LOW/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 366.53 | 18 | 733.05 | 66.61 | False | None | |
| 107 | E HOLLY TRL | B | HOLLY TRL | DEAD END | LOW/0-5 | NONE | MEDIUM/0-5 | MEDIUM/EXTREME | HIGH/LOW | NONE | 575.39 | 16 | 1022.91 | 66.54 | False | None | |
| 66 | PURPLE MARTIN LN | B | OCEAN BLVD | DEAD END | MEDIUM/5-10 | LOW/LOW | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 339.29 | 14 | 527.78 | 66.51 | FALSE | None | |
| 110 | W HOLLY TRL | B | HOLLY TRL | DEAD END | MEDIUM/5-10 | NONE | MEDIUM/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/0-5 | 777.56 | 20 | 1727.91 | 66.34 | False | None | |
| 47 | HILLCREST DR | A | SEA OATS TRL | NC 12 | LOW/0-5 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | LOW/0-5 | 869.84 | 20 | 1932.97 | 66.32 | False | None | |
| 16 | TALL CLIFF LN | B | HIGH DUNE LOOP | DEAD END | MEDIUM/0-5 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/0-5 | 753.00 | 20 | 1673.33 | 66.17 | False | None | |
| 5 | BAYBERRY TRL | B | E DOGWOOD TRL | SCUPPERNONG LN | MEDIUM/5-10 | LOW/LOW | MEDIUM/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/5-10 | 1,845.13 | 18 | 3690.26 | 66.02 | False | None | |
| 23 | GINGUITE TRL | B | PINTAIL TRL | S DOGWOOD TRAIL | MEDIUM/5-10 | MEDIUM/LOW | MEDIUM/0-5 | LOW/EXTREME | HIGH/LOW | MEDIUM/25-50 | 4,501.40 | 20 | 10003.1 | 66.02 | False | None | |
| 94 | DOLPHIN RUN | B | NC 12 | OCEAN BLVD | MEDIUM/10-25 | MEDIUM/LOW | NONE | LOW/EXTREME | NONE | MEDIUM/25-50 | 589.18 | 16 | 1047.44 | 66.01 | False | None | |
| 25 | 13TH AVE | B | NC 12 | 13TH AVE | LOW/0-5 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 1,150.35 | 20 | 2556.33 | 65.99 | False | None | |
| 157 | S DOGWOOD TRL | A | TEAL CT | CROATAN HWY | MEDIUM/0-5 | MEDIUM/MEDIUM | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 2,667.73 | 20 | 5928.29 | 65.87 | False | One Side | |
| 29 | 12TH AVE | B | NC 12 | 12TH AVE | LOW/5-10 | MEDIUM/MEDIUM | HIGH/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/0-5 | 1,239.85 | 18 | 2479.7 | 65.85 | False | None | |
| 46 | 8TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | LOW/0-5 | 335.50 | 16 | 596.45 | 65.82 | False | None | |
| 31 | 11TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/0-5 | 211.41 | 16 | 375.84 | 65.78 | False | None | |
| 28 | 12TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/0-5 | 170.98 | 17 | 322.97 | 65.78 | False | None | |
| 153 | S DOGWOOD TRL | A | GINGUITE TRL | TEAL CT | HIGH/0-5 | MEDIUM/MEDIUM | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 2,180.16 | 20 | 4844.79 | 65.68 | False | One Side | |
| 78 | N WOODLAND DR | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/LOW | LOW/0-5 | MEDIUM/EXTREME | HIGH/LOW | MEDIUM/5-10 | 2,298.27 | 16 | 4085.81 | 65.64 | False | None | |
| 57 | 4TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | LOW/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 192.30 | 16 | 341.87 | 65.58 | False | None | |
| 139 | LAND FALL LOOP | C | SPINDRIFT TRL | SPINDRIFT TRL | LOW/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/0-5 | 354.26 | 20 | 787.25 | 65.57 | False | None | |
| 68 | SEA OATS TRL | A | HILLCREST DR | HICKORY TRL | LOW/0-5 | MEDIUM/MEDIUM | LOW/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/5-10 | 3,500.21 | 20 | 7778.24 | 65.45 | False | None | |
| 42 | 9TH AVE | B | NC 12 | 9TH AVE | LOW/0-5 | MEDIUM/HIGH | NONE | MEDIUM/EXTREME | NONE | LOW/0-5 | 1,388.79 | 16 | 2468.96 | 65.40 | False | None | |
| 21 | DUCK WOODS DR | B | CROATAN HWY | DEAD END | MEDIUM/5-10 | MEDIUM/LOW | LOW/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/10-25 | 7,677.29 | 20 | 17060.64 | 65.38 | False | None | |
| 90 | HILLCREST DR | A | HICKORY TRL | E DOGWOOD TRL | MEDIUM/5-10 | MEDIUM/MEDIUM | HIGH/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 3,059.03 | 20 | 6797.85 | 65.37 | False | None | |
| 86 | SEA OATS TRL | A | HICKORY TRL | E DOGWOOD TRL | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | LOW/LOW | MEDIUM/5-10 | 2,941.84 | 20 | 6537.43 | 65.34 | False | None | |
| 119 | BENT OAK CT | C | POTESKEET TRL | DEAD END | MEDIUM/10-25 | MEDIUM/LOW | NONE | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/0-5 | 249.15 | 20 | 553.67 | 65.28 | False | None | |
| 58 | 4TH AVE | B | NC 12 | 4TH AVE | NONE | MEDIUM/MEDIUM | HIGH/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 1,128.59 | 16 | 2006.39 | 65.28 | False | None | |
| 89 | POMPANO CT | B | OCEAN BLVD | DEAD END | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/5-10 | 368.87 | 14 | 573.8 | 65.16 | False | None | |
| 62 | 2ND AVE | B | NC 12 | 2ND AVE | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 1,250.16 | 18 | 2500.31 | 65.11 | | None | |
| 67 | OCEAN BLVD | B | HICKORY TRL | PERIWINKLE PL | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 1,231.03 | 20 | 2735.63 | 65.11 | False | None | |
| 52 | N DOGWOOD TRL | B | E DOGWOOD TRL | DEAD END | MEDIUM/10-25 | MEDIUM/LOW | LOW/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/5-10 | 5,740.06 | 12 | 7653.41 | 65.09 | False | None | |
| 99 | DOLPHIN RUN | B | WAX MYRTLE TRL | NC 12 | MEDIUM/5-10 | MEDIUM/MEDIUM | MEDIUM/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/5-10 | 455.94 | 16 | 810.57 | 65.07 | False | None | |
| 82 | E DOGWOOD TRL | A | N DOGWOOD TRL | BAYBERRY TRL | MEDIUM/0-5 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/10-25 | 2,487.30 | 20 | 5527.34 | 64.97 | False | One Side | |
| 12 | HIGH DUNE LOOP | B | SPINDRIFT TRL | SPINDRIFT TRL | MEDIUM/5-10 | MEDIUM/MEDIUM | HIGH/0-5 | MEDIUM/EXTREME | HIGH/LOW | MEDIUM/0-5 | 3,622.65 | 20 | 8050.34 | 64.91 | False | None | |

| | | | | | | | | | | | | | | | | |
|-----|-------------------|---|-----------------|-----------------|--------------|---------------|------------|----------------|------------|--------------|----------|----|---------|-------|-------|------------|
| 24 | 13TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | NONE | MEDIUM/EXTREME | NONE | LOW/0-5 | 190.04 | 20 | 422.32 | 64.90 | False | None |
| 128 | TRINITIE TRL | A | CHICAHUK TRL | EAGLES NEST LN | HIGH/5-10 | MEDIUM/LOW | LOW/0-5 | MEDIUM/EXTREME | HIGH/LOW | MEDIUM/10-25 | 3,287.07 | 20 | 7304.61 | 64.89 | False | One Side |
| 70 | WAX MYRTLE TRL | B | HILLCREST DR | HICKORY TRL | MEDIUM/10-25 | LOW/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 3,615.13 | 20 | 8033.61 | 64.86 | False | None |
| 92 | MIZZENMAST LN | C | SEA OATS LN | DEAD END | MEDIUM/10-25 | MEDIUM/MEDIUM | HIGH/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 234.45 | 20 | 520.99 | 64.70 | False | None |
| 36 | 10TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 210.78 | 16 | 374.71 | 64.65 | False | None |
| 39 | 10TH AVE | B | NC 12 | 10TH AVE | MEDIUM/5-10 | MEDIUM/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 1,373.41 | 16 | 2441.61 | 64.65 | False | None |
| 40 | 9TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 208.38 | 16 | 370.45 | 64.65 | False | None |
| 158 | SKYLINE RD | B | NC 12 | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 2,882.09 | 18 | 5764.17 | 64.65 | False | None |
| 138 | TEA PLANT CT | B | PUDDING PAN LN | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 442.00 | 20 | 982.23 | 64.65 | False | None |
| 100 | WAX MYRTLE TRL | B | E DOGWOOD TRL | PORPOISE RUN | MEDIUM/5-10 | MEDIUM/MEDIUM | MEDIUM/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/10-25 | 2,668.69 | 16 | 4744.34 | 64.65 | False | None |
| 38 | SEA OATS TRL | A | SOUNDVIEW TRL | HILLCREST DR | MEDIUM/5-10 | MEDIUM/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 1,922.06 | 20 | 4271.25 | 64.62 | False | None |
| 61 | 2ND AVE | B | DEAD END | DEAD END | MEDIUM/10-25 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 119.17 | 16 | 211.85 | 64.53 | FALSE | None |
| 125 | CHICAHUK TRL | A | CLAM SHELL TRL | SPINDRIFT TRL | LOW/25-50 | MEDIUM/MEDIUM | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 2,807.39 | 20 | 6238.64 | 64.51 | False | Both Sides |
| 34 | NORTH DUNE LOOP | B | SOUNDVIEW TRL | SOUNDVIEW TRL | MEDIUM/5-10 | MEDIUM/HIGH | LOW/0-5 | MEDIUM/EXTREME | LOW/LOW | MEDIUM/5-10 | 2,064.04 | 20 | 4586.76 | 64.39 | True | None |
| 81 | WOODLAND DR | C | E DOGWOOD TRL | N WOODLAND DR | MEDIUM/10-25 | MEDIUM/MEDIUM | HIGH/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 572.62 | 20 | 1272.49 | 64.33 | False | None |
| 134 | CROOKED BACK LOOP | B | CHICAHUK TRL | PUDDING PAN LN | MEDIUM/5-10 | MEDIUM/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 2,790.21 | 20 | 6200.46 | 64.16 | False | None |
| 84 | E DOGWOOD TRL | A | BAYBERRY TRL | WAX MYRTLE TRL | MEDIUM/5-10 | MEDIUM/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 1,990.96 | 40 | 8848.73 | 64.16 | True | One Side |
| 85 | WAX MYRTLE TRL | B | HICKORY TRL | E DOGWOOD TRL | MEDIUM/5-10 | MEDIUM/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 2,802.24 | 20 | 6227.2 | 64.16 | False | None |
| 69 | HICKORY TRL | A | WAX MYRTLE TRL | NC 12 | MEDIUM/10-25 | MEDIUM/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 430.93 | 20 | 957.62 | 64.01 | False | None |
| 8 | PORPOISE RUN | B | NC 12 | OCEAN BLVD | MEDIUM/10-25 | MEDIUM/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 483.16 | 16 | 858.95 | 63.96 | True | None |
| 87 | OCEAN BLVD | B | E DOGWOOD TRL | DOLPHIN RUN | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 1,372.09 | 19 | 2896.64 | 63.94 | False | None |
| 9 | PORPOISE RUN | B | WAX MYRTLE TRL | NC 12 | MEDIUM/5-10 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 456.64 | 16 | 811.8 | 63.94 | False | None |
| 13 | OCEAN VIEW LOOP | B | OCEANVIEW LOOP | NC 12 | MEDIUM/10-25 | MEDIUM/LOW | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 444.54 | 20 | 987.86 | 63.86 | False | None |
| 129 | SPINDRIFT TRL | B | CHICAHUK TRL | HIGH DUNE LOOP | MEDIUM/5-10 | MEDIUM/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/10-25 | 3,084.05 | 20 | 6853.44 | 63.74 | False | None |
| 71 | HICKORY TRL | A | HILLCREST DR | WAX MYRTLE TRL | MEDIUM/10-25 | MEDIUM/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 602.47 | 19 | 1271.89 | 63.57 | False | None |
| 18 | OCEAN VIEW LOOP | B | DEAD END | DEAD END | MEDIUM/5-10 | MEDIUM/MEDIUM | LOW/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/25-50 | 1,366.00 | 20 | 3035.56 | 63.54 | False | None |
| 14 | SPINDRIFT TRL | B | HIGH DUNE LOOP | DEAD END | MEDIUM/5-10 | MEDIUM/HIGH | HIGH/0-5 | MEDIUM/EXTREME | HIGH/LOW | MEDIUM/10-25 | 2,541.18 | 20 | 5647.07 | 63.49 | False | None |
| 6 | OCEAN BLVD | B | DOLPHIN RUN | PORPOISE RUN | MEDIUM/10-25 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 1,312.86 | 18 | 2625.72 | 63.46 | False | None |
| 108 | OCEAN BLVD | B | PORPOISE RUN | NC 12 | MEDIUM/10-25 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 1,234.76 | 20 | 2743.91 | 63.46 | False | None |
| 79 | SANDFIDDLER CT | B | NC 12 | DEAD END | MEDIUM/10-25 | MEDIUM/MEDIUM | NONE | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 598.71 | 20 | 1330.48 | 63.46 | False | None |
| 126 | TURTLE POND CT | C | POTESKEET TRL | DEAD END | HIGH/10-25 | LOW/LOW | HIGH/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/0-5 | 346.99 | 20 | 771.1 | 63.28 | False | None |
| 51 | HILLCREST DR | A | SEA OATS TRL | HICKORY TRL | MEDIUM/10-25 | MEDIUM/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/25-50 | 3,856.10 | 18 | 7712.21 | 62.78 | True | None |
| 49 | 7TH AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | HIGH/HIGH | NONE | LOW/EXTREME | LOW/LOW | MEDIUM/10-25 | 288.33 | 12 | 384.44 | 56.04 | False | None |
| 54 | 6TH AVE | B | NC 12 | 6TH AVE | MEDIUM/25-50 | MEDIUM/HIGH | HIGH/0-5 | LOW/EXTREME | NONE | MEDIUM/10-25 | 1,129.97 | 17 | 2134.39 | 55.69 | False | None |
| 155 | WILD PONY LN | B | SPINDRIFT TRL | DEAD END | LOW/0-5 | HIGH/HIGH | NONE | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/0-5 | 1,369.26 | 20 | 3042.8 | 55.61 | False | None |
| 65 | HICKORY TRL | A | NC 12 | DEAD END | MEDIUM/25-50 | MEDIUM/MEDIUM | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 1,383.62 | 17 | 2613.5 | 55.51 | False | None |
| 120 | OYSTER BED LN | C | POTESKEET TRL | DEAD END | MEDIUM/5-10 | HIGH/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 421.90 | 20 | 937.57 | 55.49 | False | None |
| 172 | KINGFISHER CT | C | KINGFISHER TRL | DEAD END | MEDIUM/5-10 | HIGH/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 246.74 | 20 | 548.3 | 55.45 | True | None |
| 43 | KINGFISHER TRL | C | SOUNDVIEW TRL | SEA OATS TRL | MEDIUM/5-10 | HIGH/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 1,339.20 | 20 | 2976.01 | 55.45 | True | None |
| 103 | BRIGHT LANTERN LN | C | SEA OATS LN | DEAD END | MEDIUM/5-10 | HIGH/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 281.19 | 20 | 624.86 | 55.39 | False | None |
| 171 | OTTER SLIDE LN | B | CLAM SHELL TRL | CHICAHUK TRL | MEDIUM/5-10 | HIGH/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 1,267.71 | 20 | 2817.14 | 55.39 | False | None |
| 32 | SOUNDVIEW TRL | B | NORTH DUNE LOOP | SEA OATS TRL | MEDIUM/5-10 | HIGH/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 287.81 | 20 | 639.58 | 55.39 | True | None |
| 33 | SOUNDVIEW TRL | B | SEA OATS TRL | NORTH DUNE LOOP | MEDIUM/5-10 | HIGH/HIGH | HIGH/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/5-10 | 1,350.70 | 20 | 3001.55 | 55.29 | False | None |
| 56 | 5TH AVE | B | NC 12 | 5TH AVE | MEDIUM/10-25 | HIGH/HIGH | LOW/0-5 | MEDIUM/EXTREME | NONE | NONE | 1,100.90 | 18 | 2201.81 | 55.13 | False | None |
| 59 | 3RD AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | HIGH/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 205.93 | 12 | 274.57 | 55.03 | False | None |
| 127 | CLAM SHELL TRL | B | CHICAHUK TRL | OTTER SLIDE LN | MEDIUM/5-10 | HIGH/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/5-10 | 3,477.97 | 20 | 7728.83 | 54.99 | False | None |
| 1 | SEA OATS LN | B | E DOGWOOD TRL | DEAD END | MEDIUM/5-10 | HIGH/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | MEDIUM/LOW | MEDIUM/5-10 | 1,640.58 | 20 | 3645.74 | 54.99 | False | None |
| 133 | PUDDING PAN LN | B | SPINDRIFT TRL | DEAD END | MEDIUM/5-10 | HIGH/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 1,967.14 | 20 | 4371.42 | 54.93 | False | None |
| 60 | 3RD AVE | B | NC 12 | 3RD AVE | MEDIUM/10-25 | HIGH/HIGH | NONE | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 1,190.86 | 18 | 2381.72 | 54.50 | FALSE | None |
| 55 | 5TH AVE | B | DEAD END | DEAD END | MEDIUM/10-25 | HIGH/HIGH | MEDIUM/0-5 | MEDIUM/EXTREME | NONE | MEDIUM/10-25 | 219.70 | 12 | 292.93 | 54.40 | False | None |
| 150 | HAPPY INDIAN CT | C | HAPPY INDIAN LN | DEAD END | MEDIUM/0-5 | MEDIUM/LOW | NONE | HIGH/EXTREME | MEDIUM/LOW | MEDIUM/0-5 | 157.07 | 20 | 349.04 | 52.50 | FALSE | None |
| 11 | HAPPY INDIAN LN | B | HIGH DUNE LOOP | DEAD END | HIGH/0-5 | MEDIUM/MEDIUM | LOW/0-5 | HIGH/EXTREME | NONE | MEDIUM/0-5 | 640.14 | 20 | 1422.54 | 51.97 | False | None |
| 63 | 1ST AVE | B | DEAD END | DEAD END | MEDIUM/5-10 | HIGH/MEDIUM | NONE | HIGH/EXTREME | NONE | MEDIUM/10-25 | 211.41 | 18 | 422.81 | 50.44 | FALSE | None |
| 124 | GOOSE FEATHER LN | C | CHICAHUK TRL | DEAD END | MEDIUM/5-10 | HIGH/HIGH | NONE | HIGH/EXTREME | NONE | MEDIUM/5-10 | 457.86 | 18 | 915.72 | 49.74 | False | None |

Item 1.

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|----|---------------|---|---------------|---------------|--------------|---------------|-------------|----------------|---------|--------------|----------|----|---------|-------|-------|------|
| 80 | OCEAN BLVD | B | PERIWINKLE PL | E DOGWOOD TRL | MEDIUM/5-10 | MEDIUM/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/50-75 | 1,306.55 | 18 | 2613.09 | 49.49 | False | None |
| 77 | PERIWINKLE PL | B | NC 12 | OCEAN BLVD | MEDIUM/5-10 | MEDIUM/LOW | NONE | MEDIUM/EXTREME | NONE | MEDIUM/50-75 | 815.68 | 20 | 1812.62 | 49.49 | FALSE | None |
| 74 | CIRCLE DR | B | HICKORY TRL | HICKORY TRL | MEDIUM/25-50 | MEDIUM/MEDIUM | MEDIUM/5-10 | HIGH/EXTREME | LOW/LOW | MEDIUM/10-25 | 2,742.88 | 18 | 5485.76 | 48.42 | FALSE | None |
| 64 | 1ST AVE | B | NC 12 | 1ST AVE | MEDIUM/25-50 | HIGH/MEDIUM | MEDIUM/5-10 | HIGH/EXTREME | LOW/LOW | MEDIUM/10-25 | 1,280.96 | 18 | 2561.93 | 47.97 | False | None |

Item 1.

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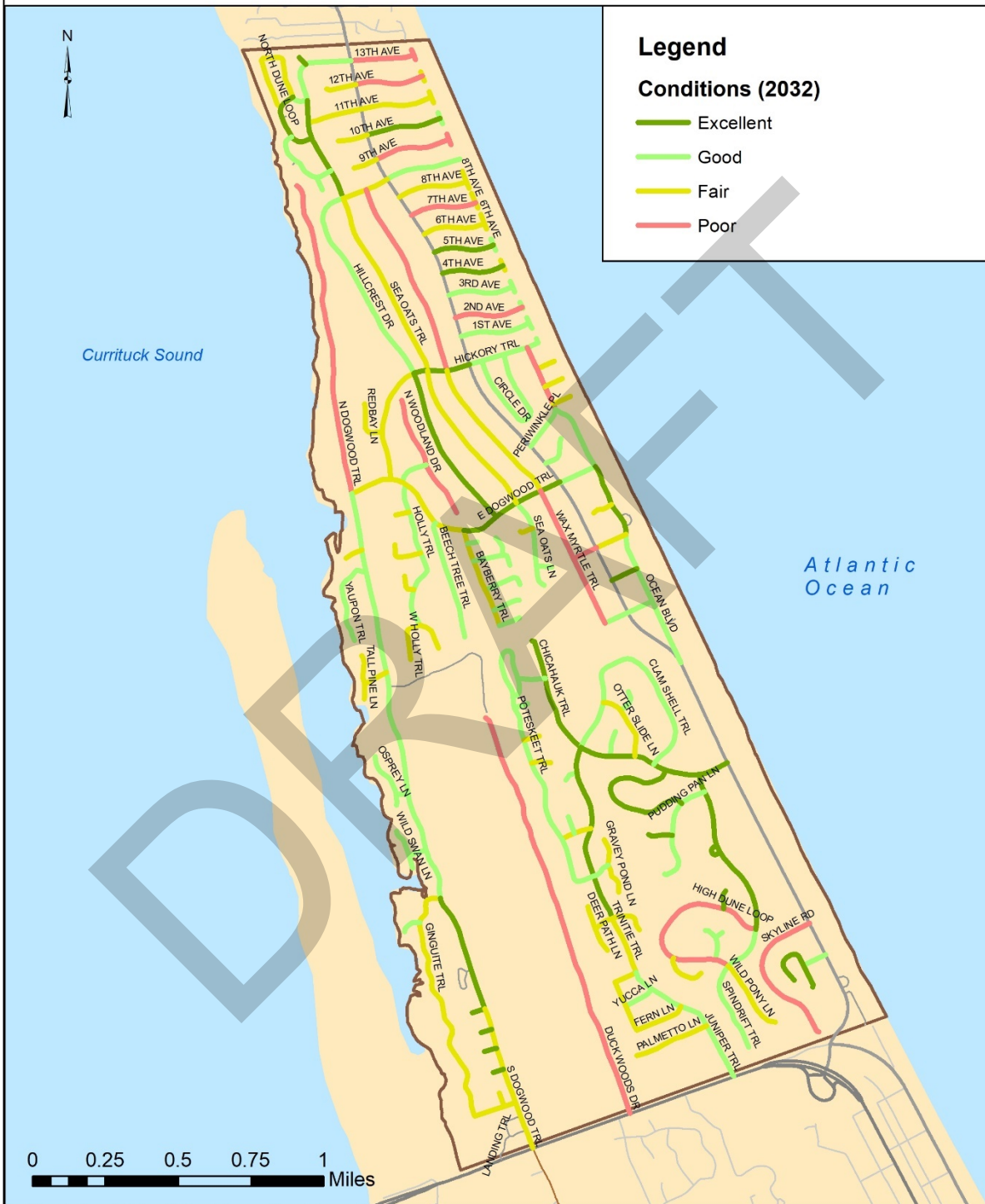
APPENDIX E

DRAFT

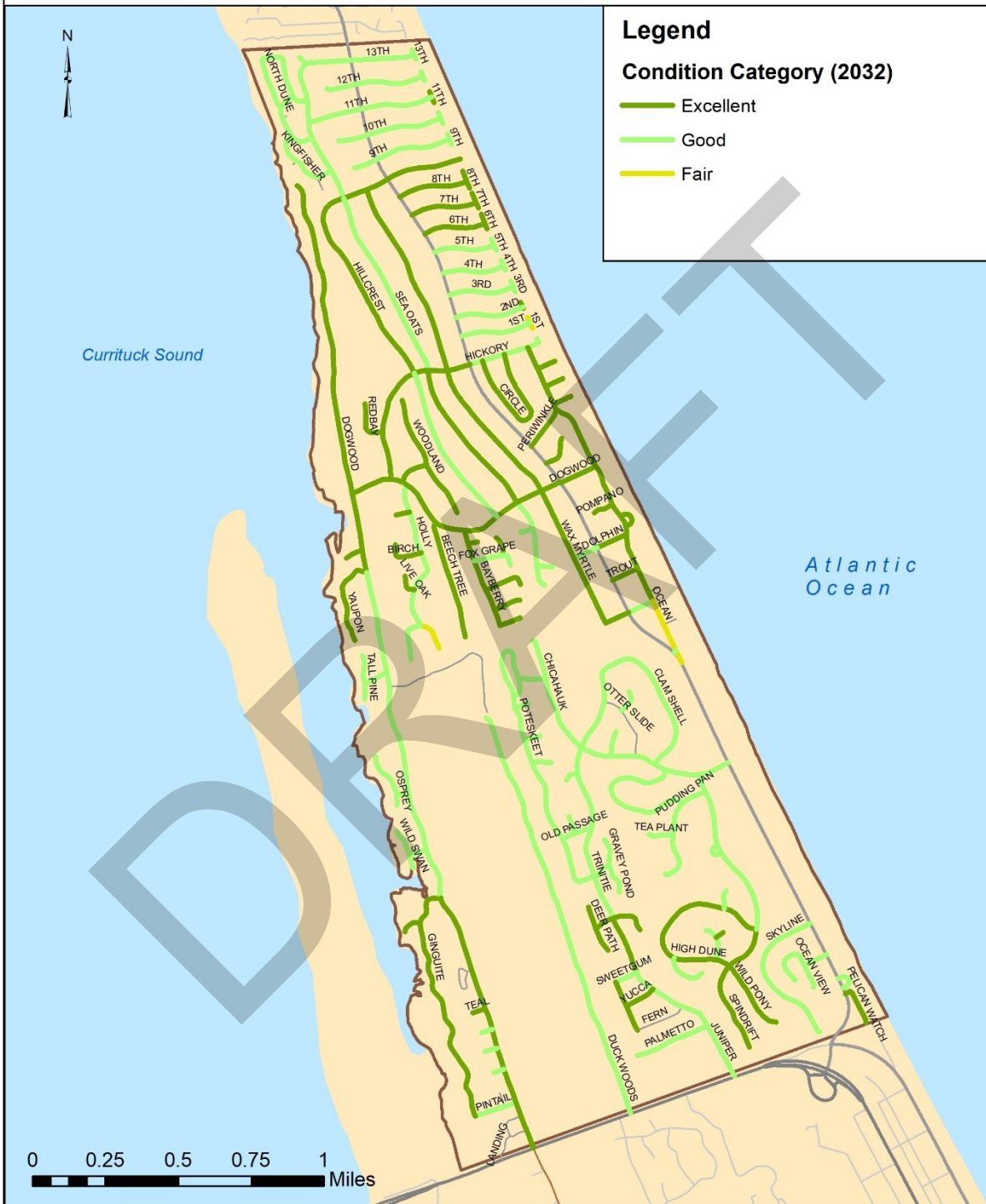
2021 Town of Southern Shores
Pavement Condition Survey
SOUTHERN SHORES MAPS_PCI



Town of Southern Shores Year 2032 Conditions - Option 1



Town of Southern Shores Year 2032 Conditions - Option 2

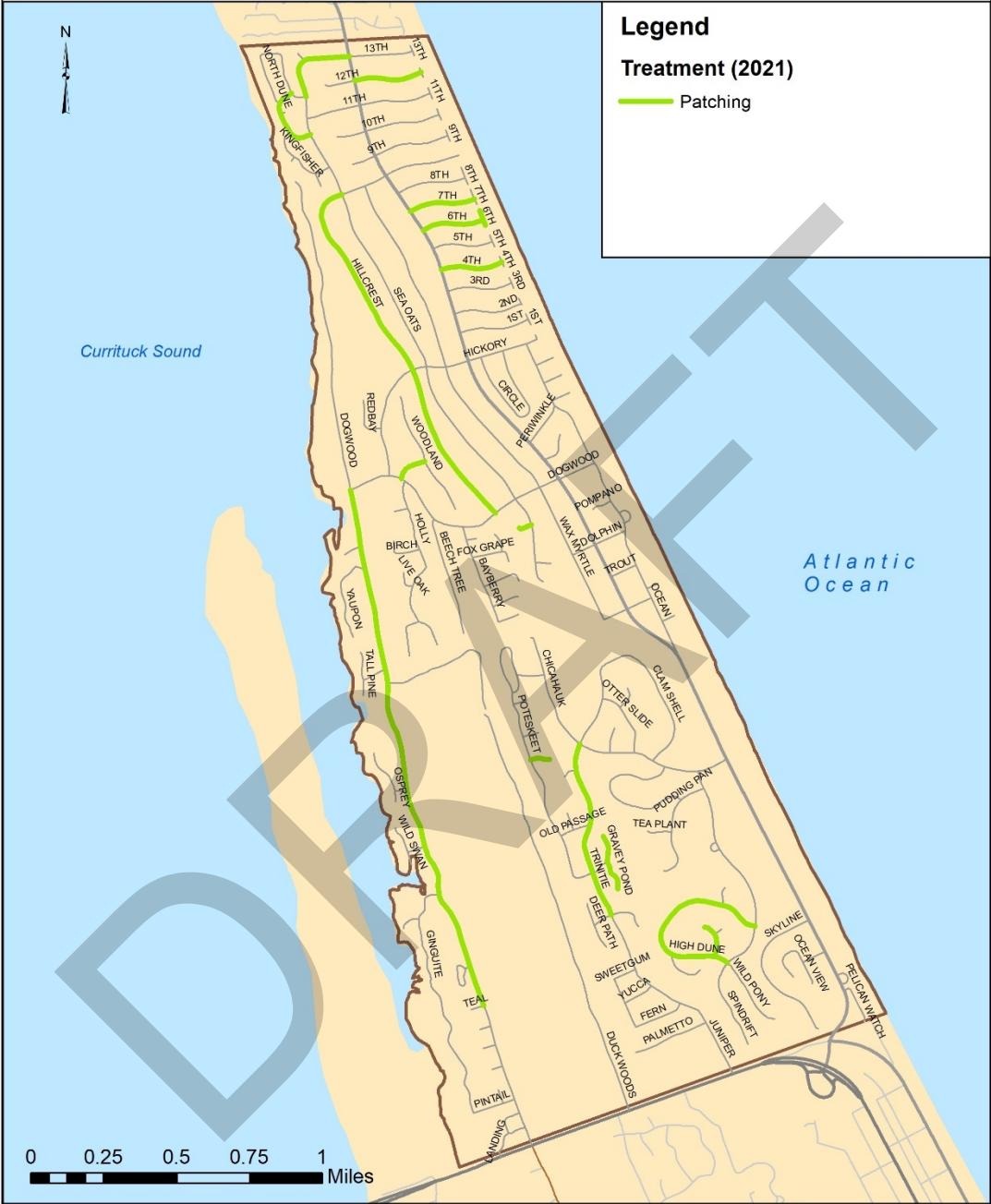


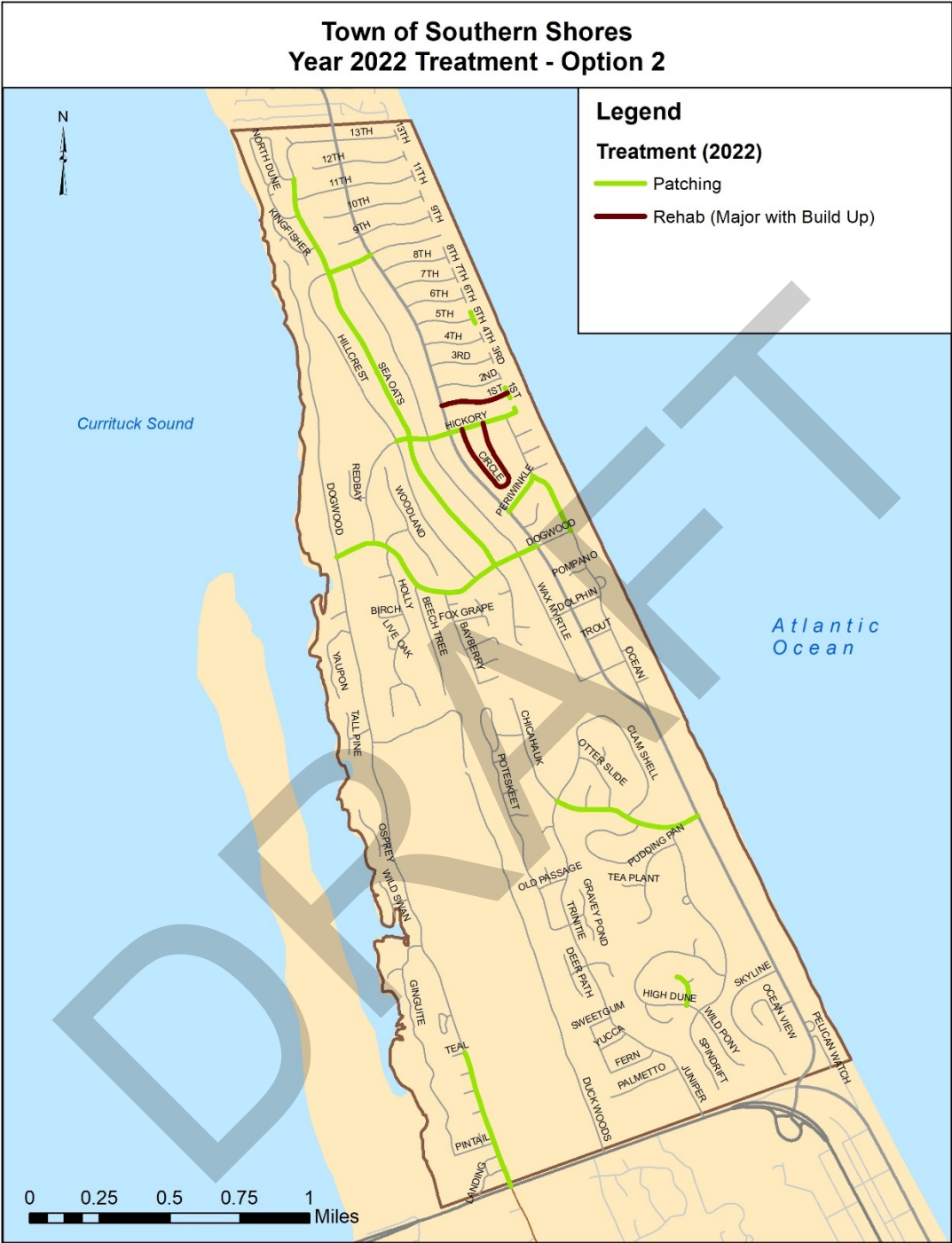
APPENDIX F

DRAFT

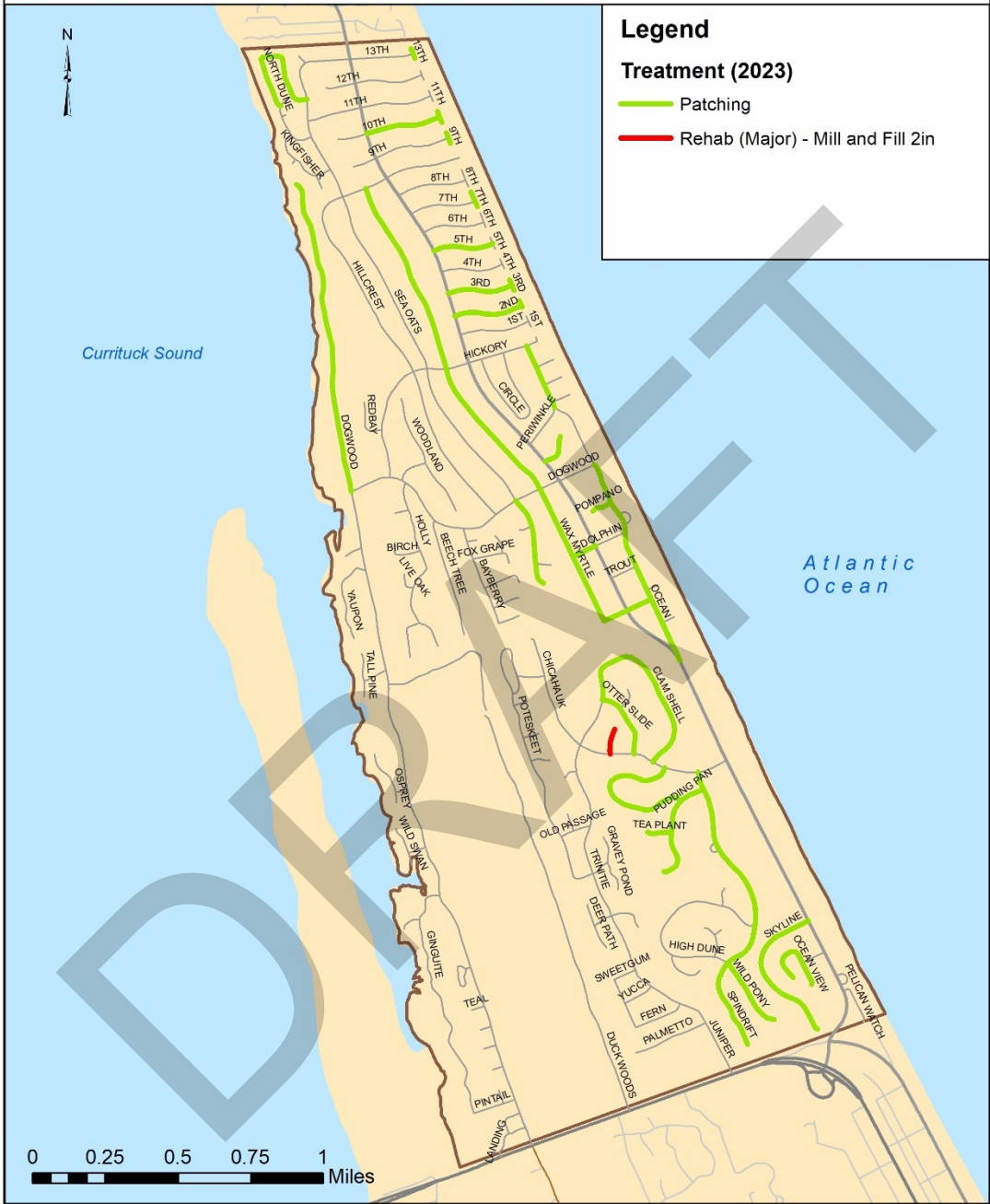
2021 Town of Southern Shores
Pavement Condition Survey SOUTHERN SHORES
MAPS_Treatments

Town of Southern Shores Year 2021 Treatment - Option 2

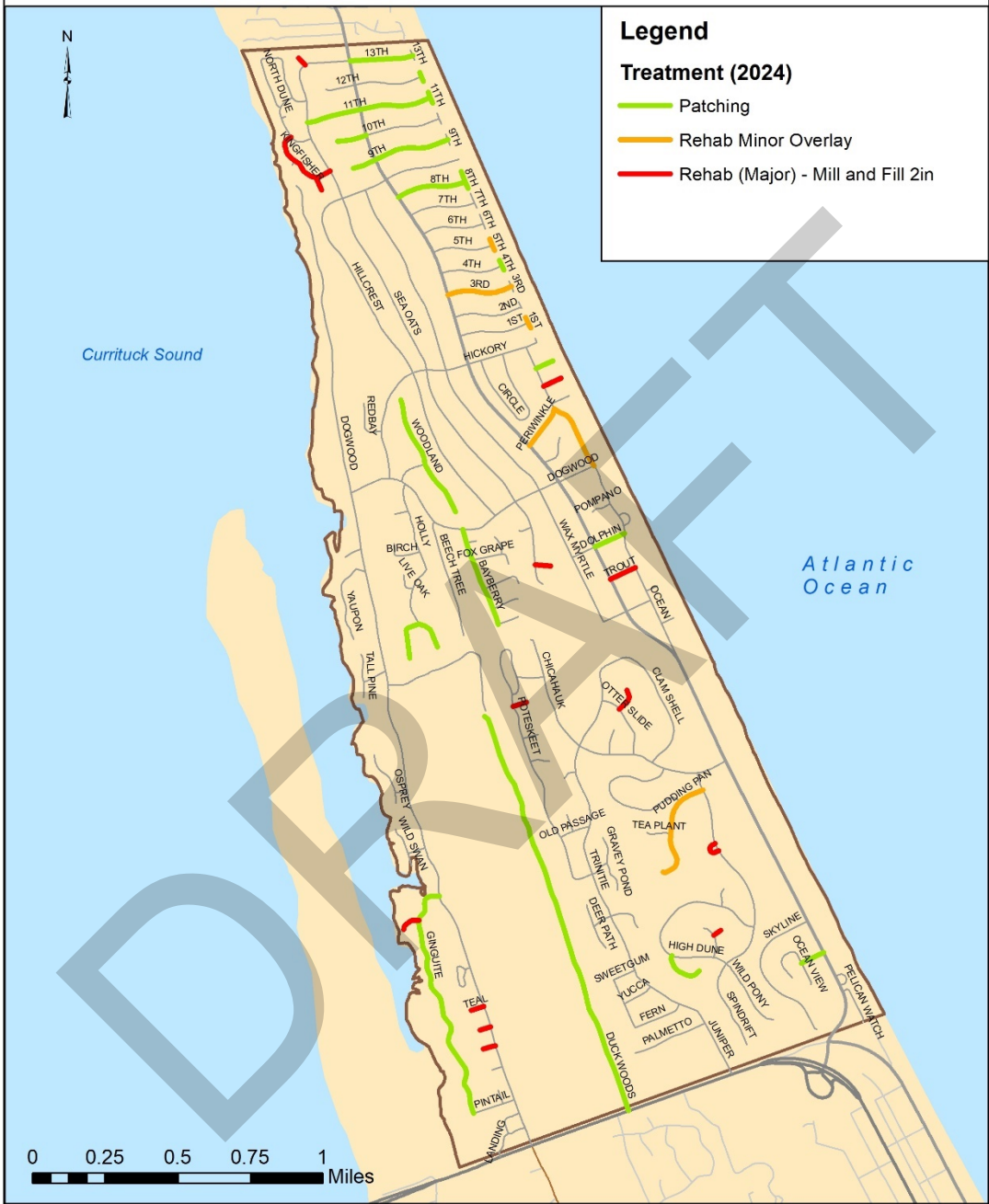




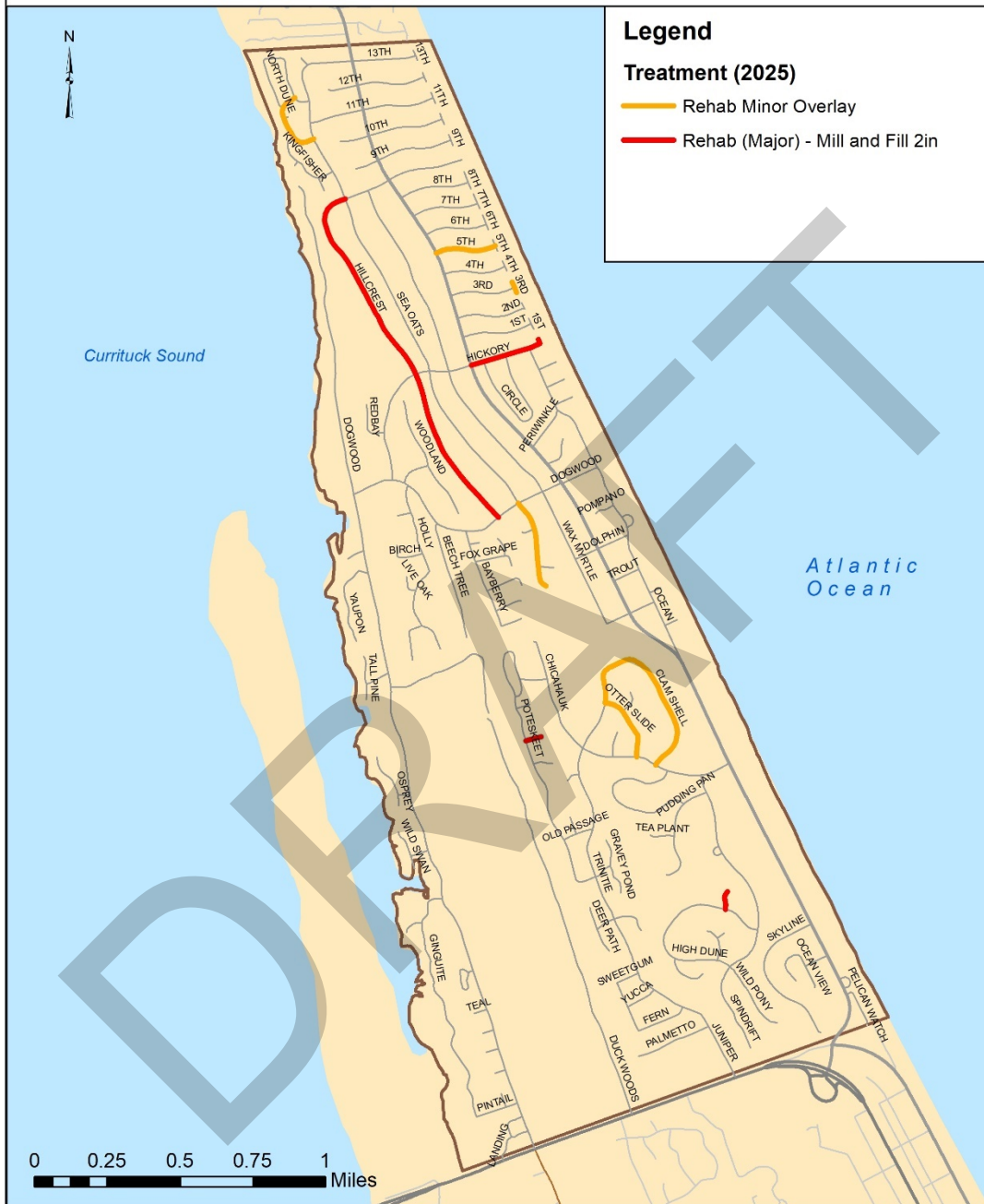
**Town of Southern Shores
Year 2023 Treatment - Option 2**



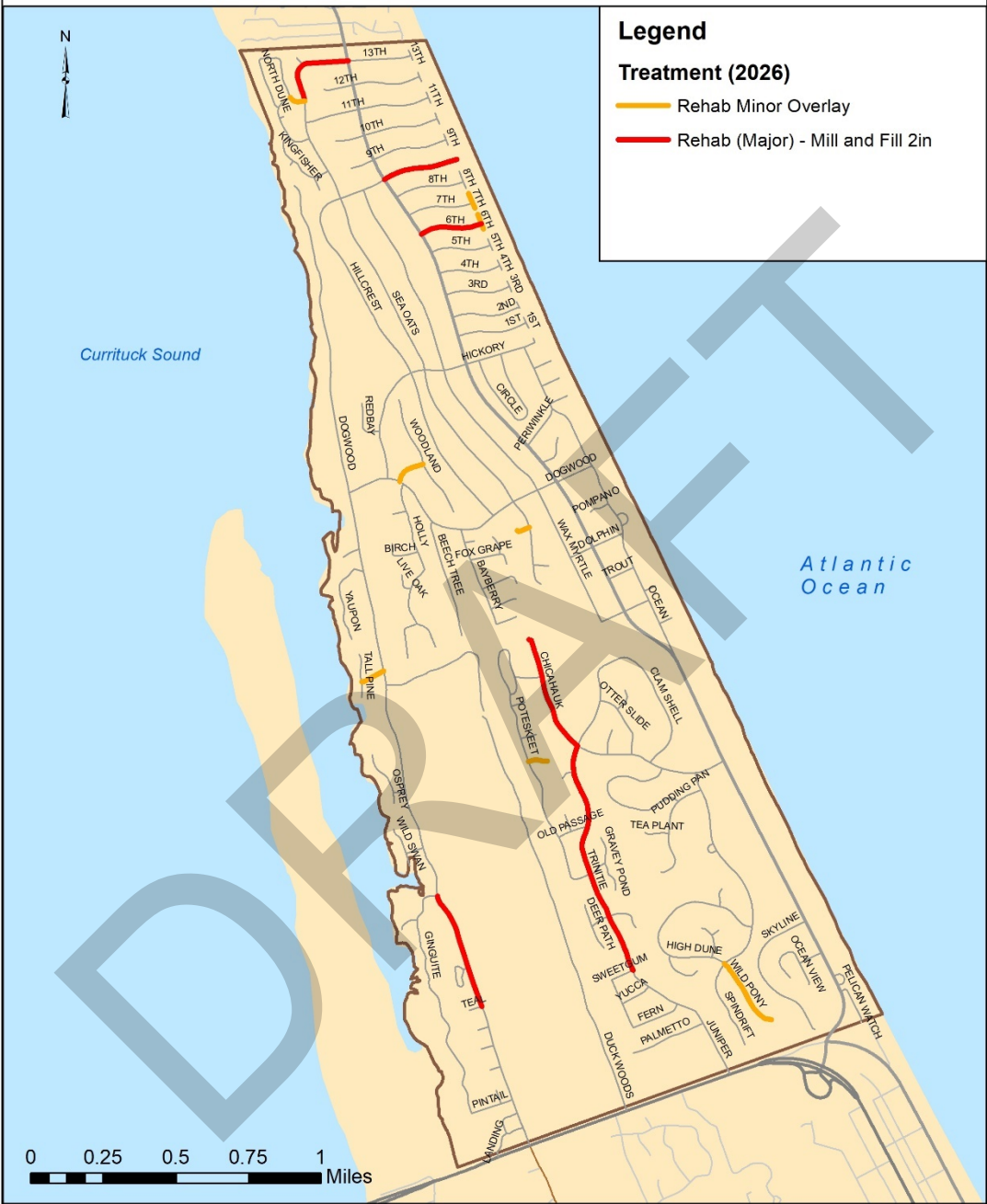
Town of Southern Shores Year 2024 Treatment - Option 2



Town of Southern Shores Year 2025 Treatment - Option 2



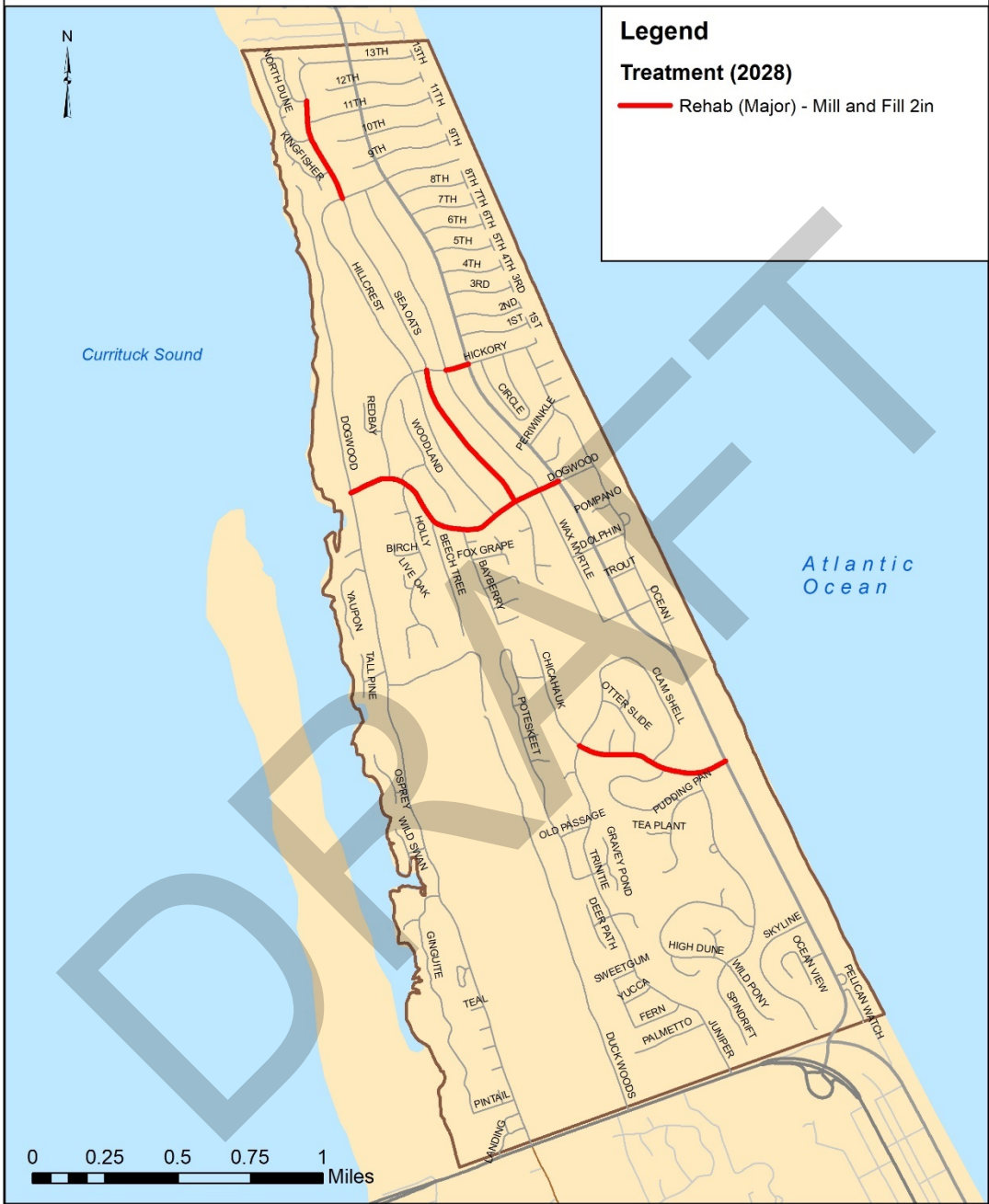
Town of Southern Shores Year 2026 Treatment - Option 2



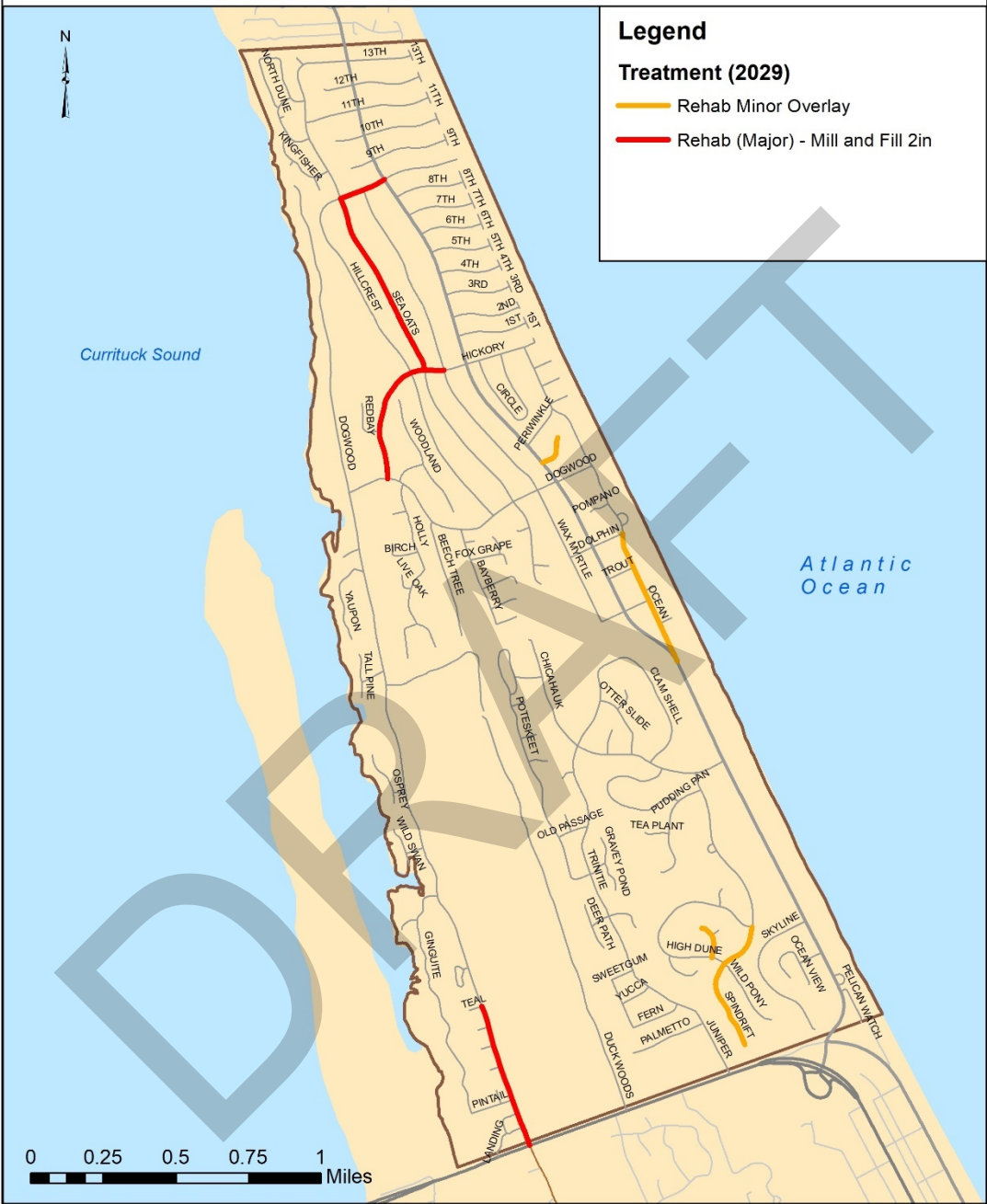
Town of Southern Shores Year 2027 Treatment - Option 2



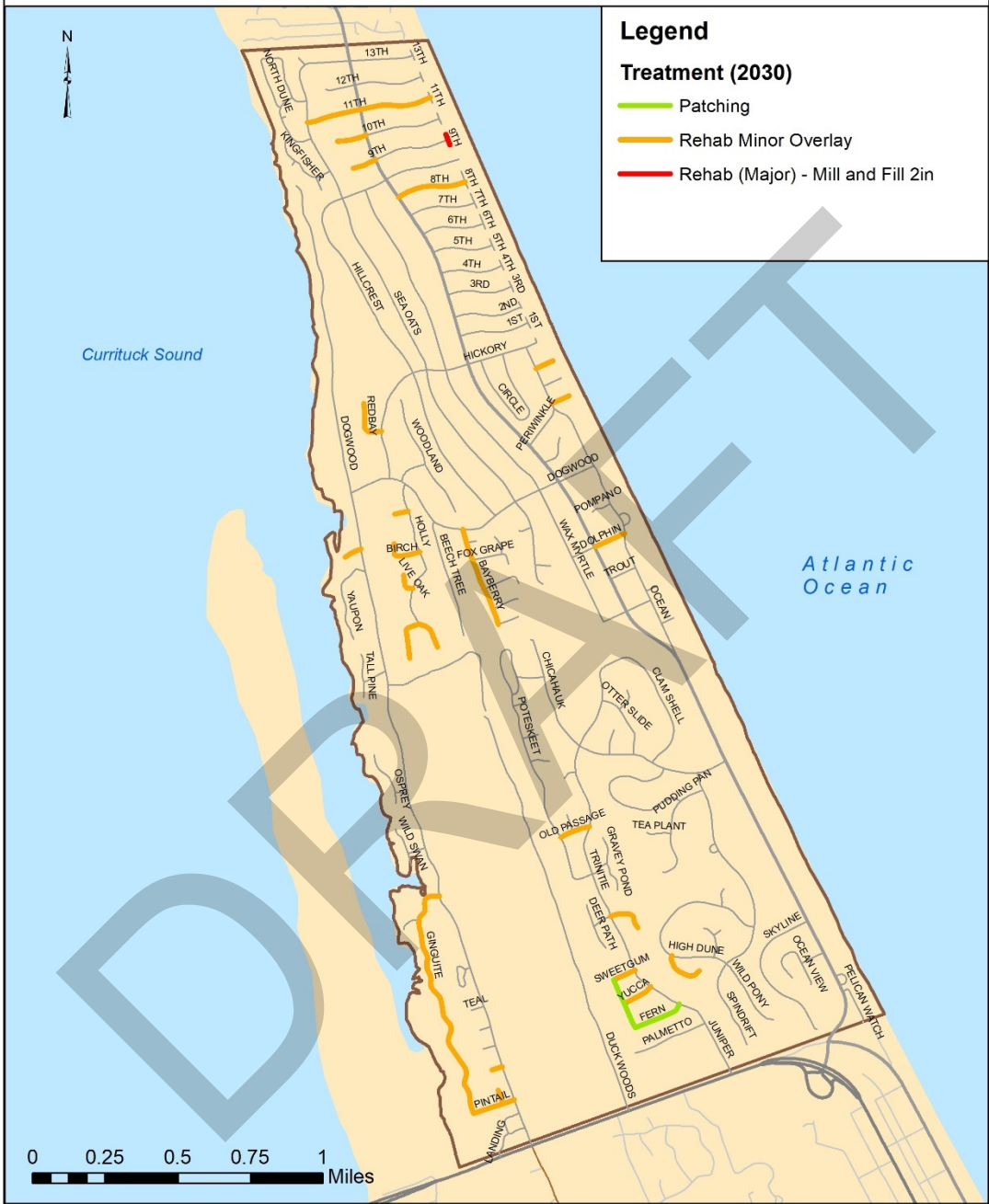
Town of Southern Shores Year 2028 Treatment - Option 2



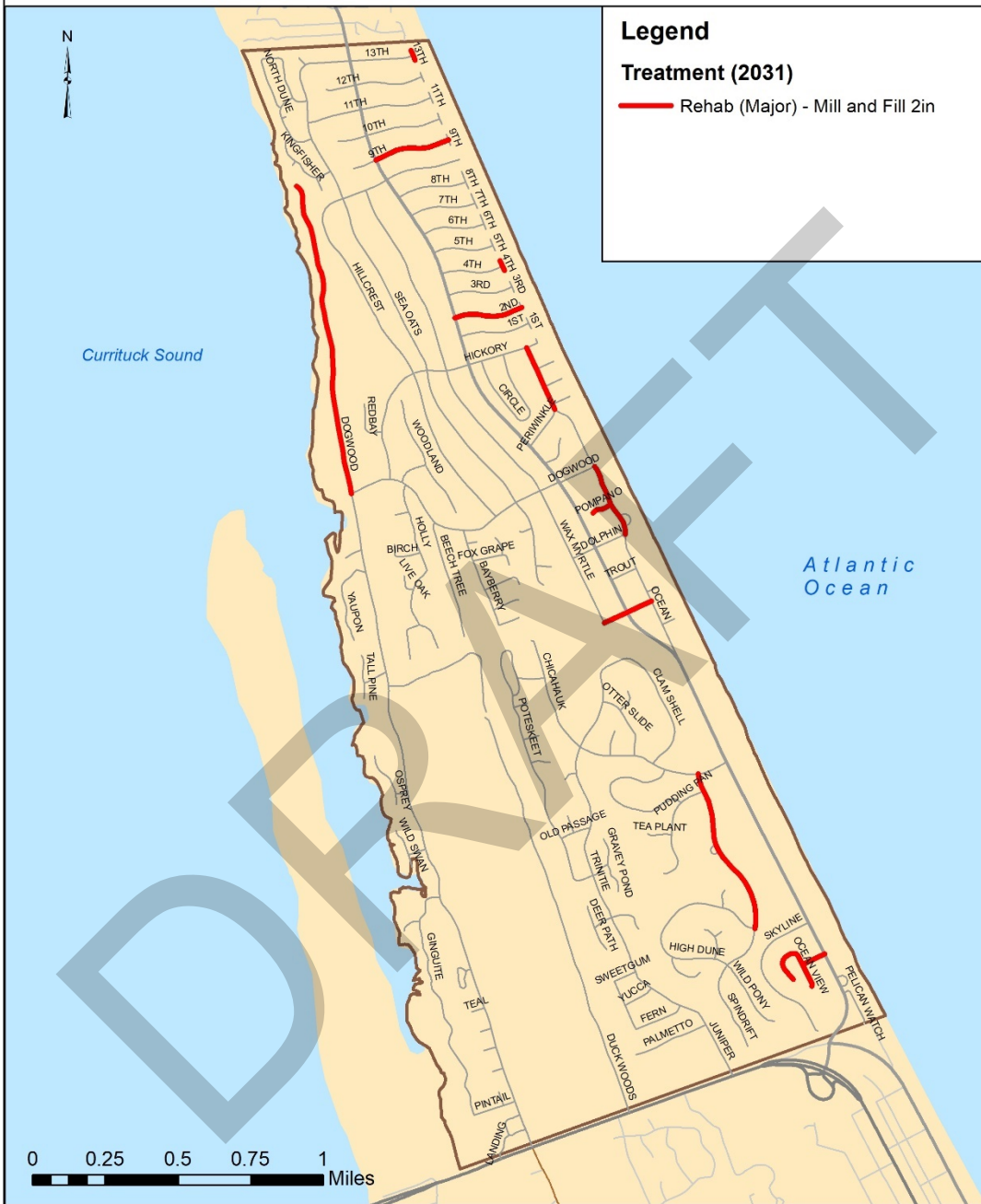
Town of Southern Shores Year 2029 Treatment - Option 2



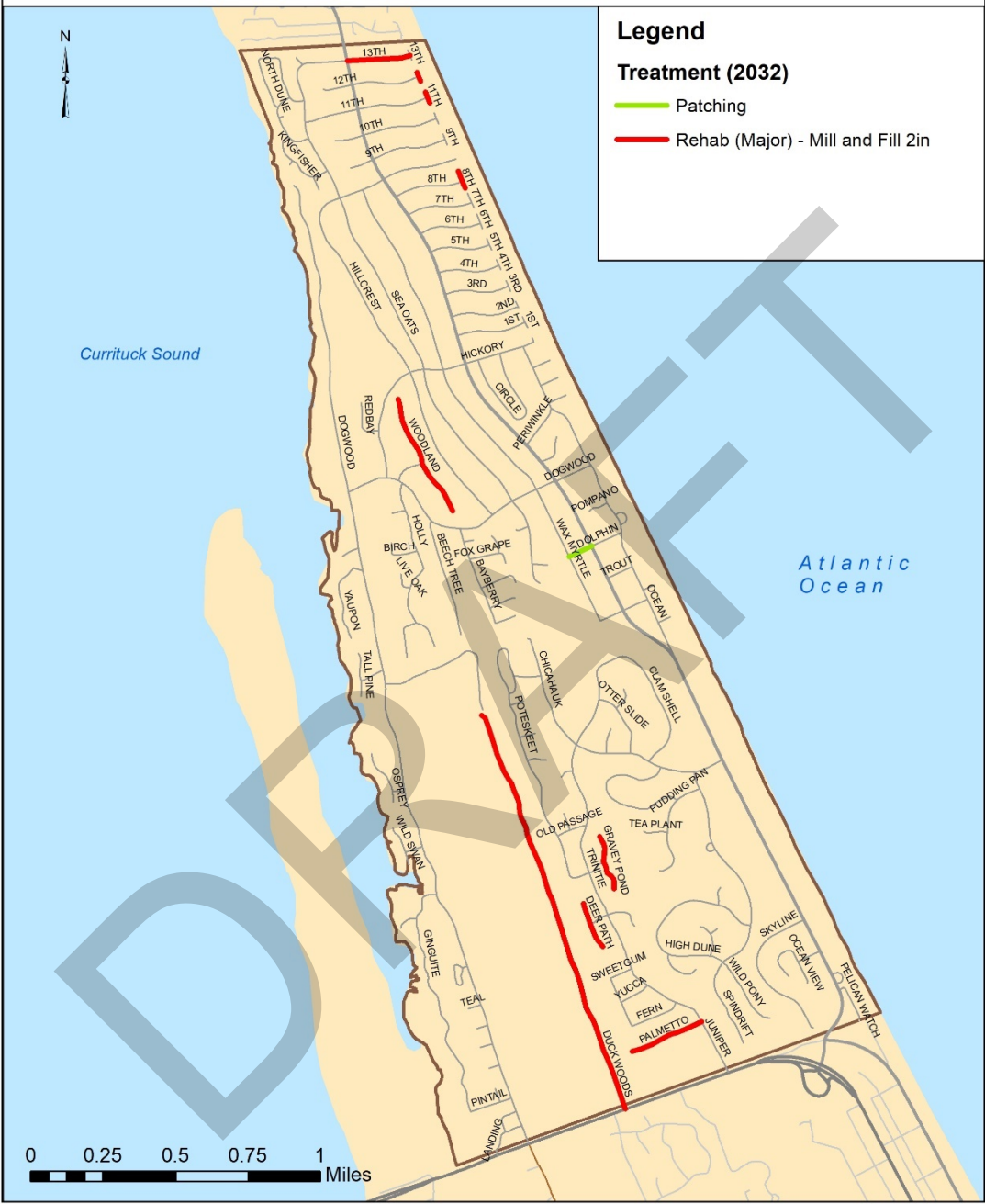
Town of Southern Shores Year 2030 Treatment - Option 2



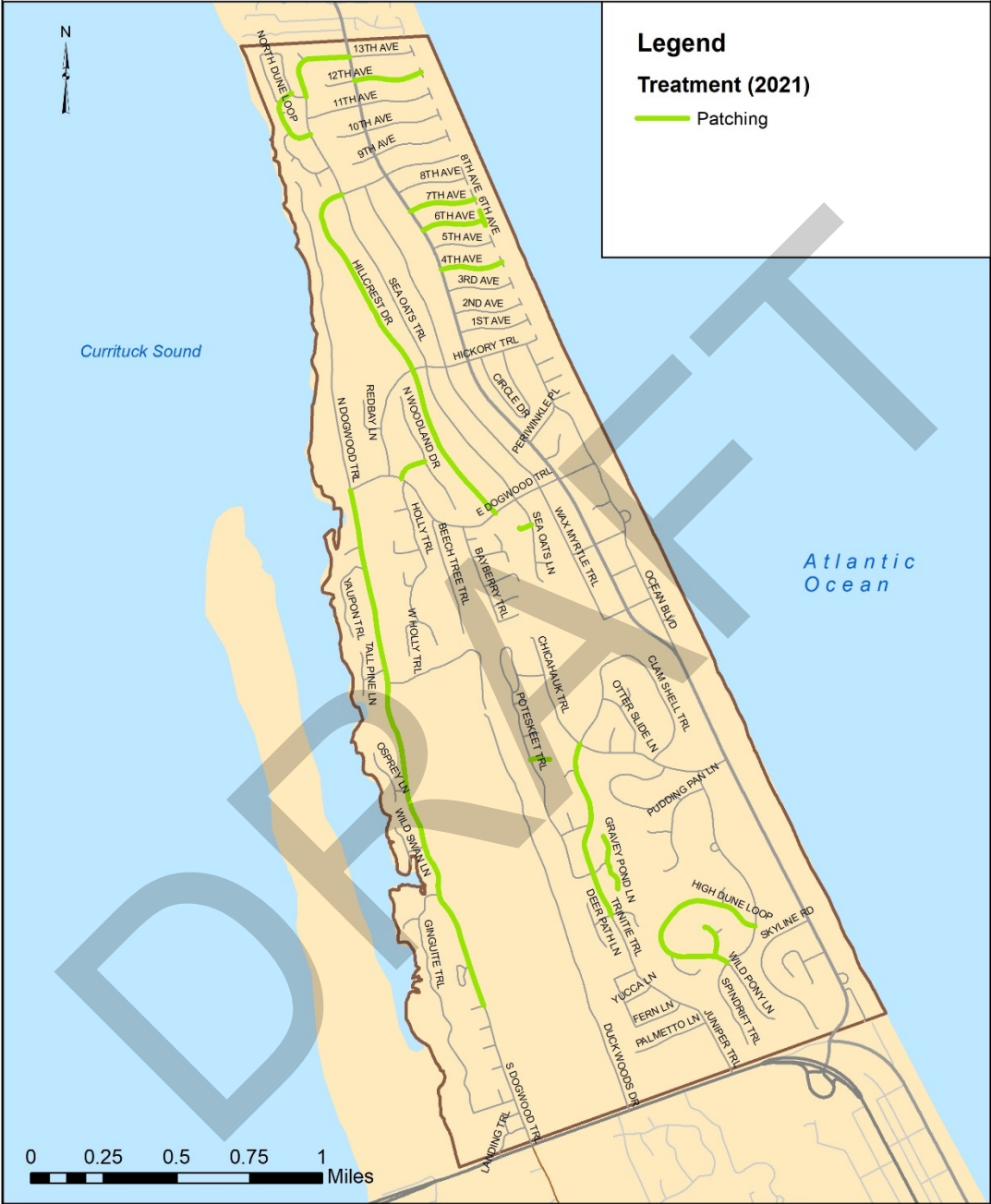
Town of Southern Shores Year 2031 Treatment - Option 2



Town of Southern Shores Year 2032 Treatment - Option 2



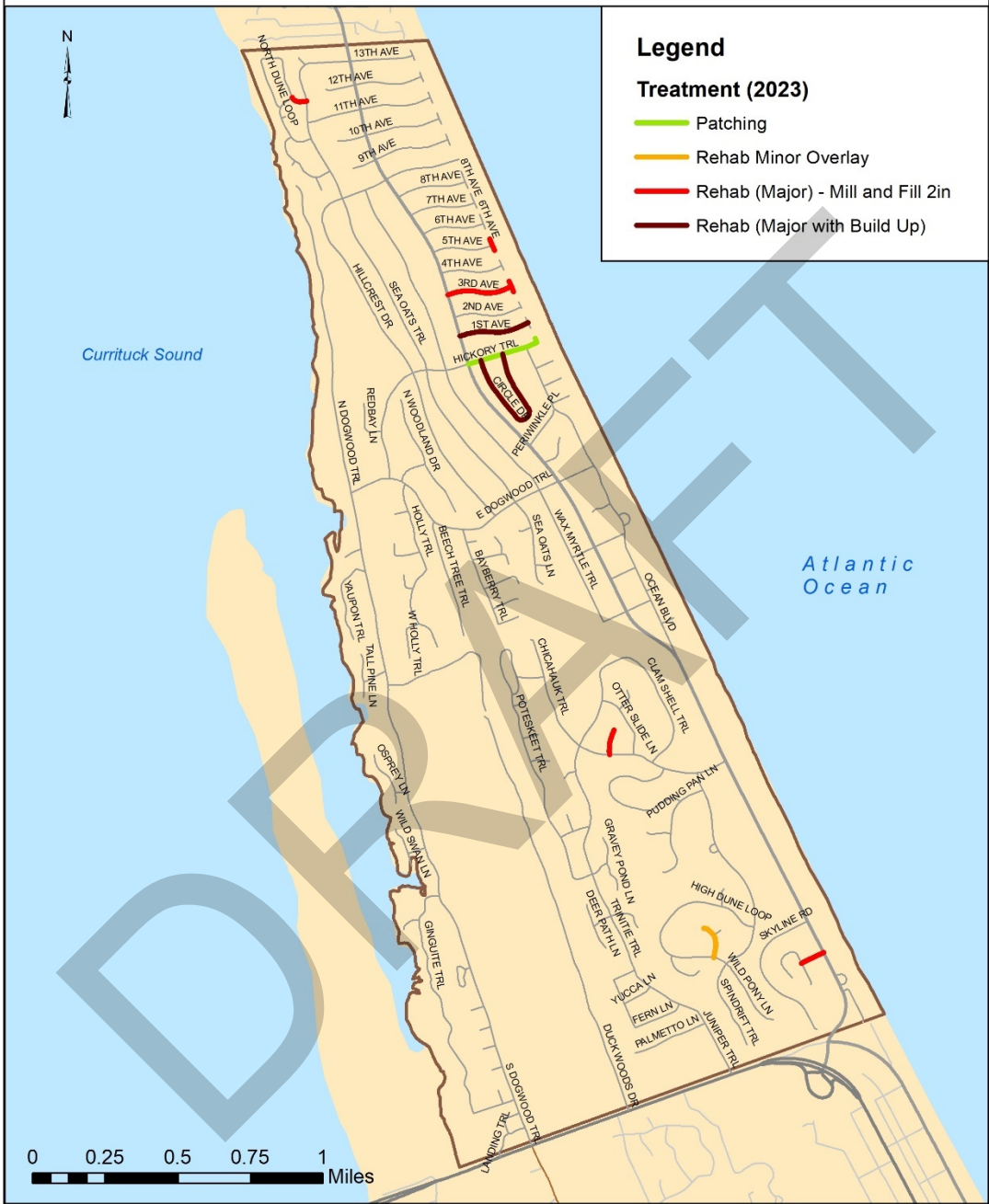
Town of Southern Shores Year 2021 Treatment - Option 1



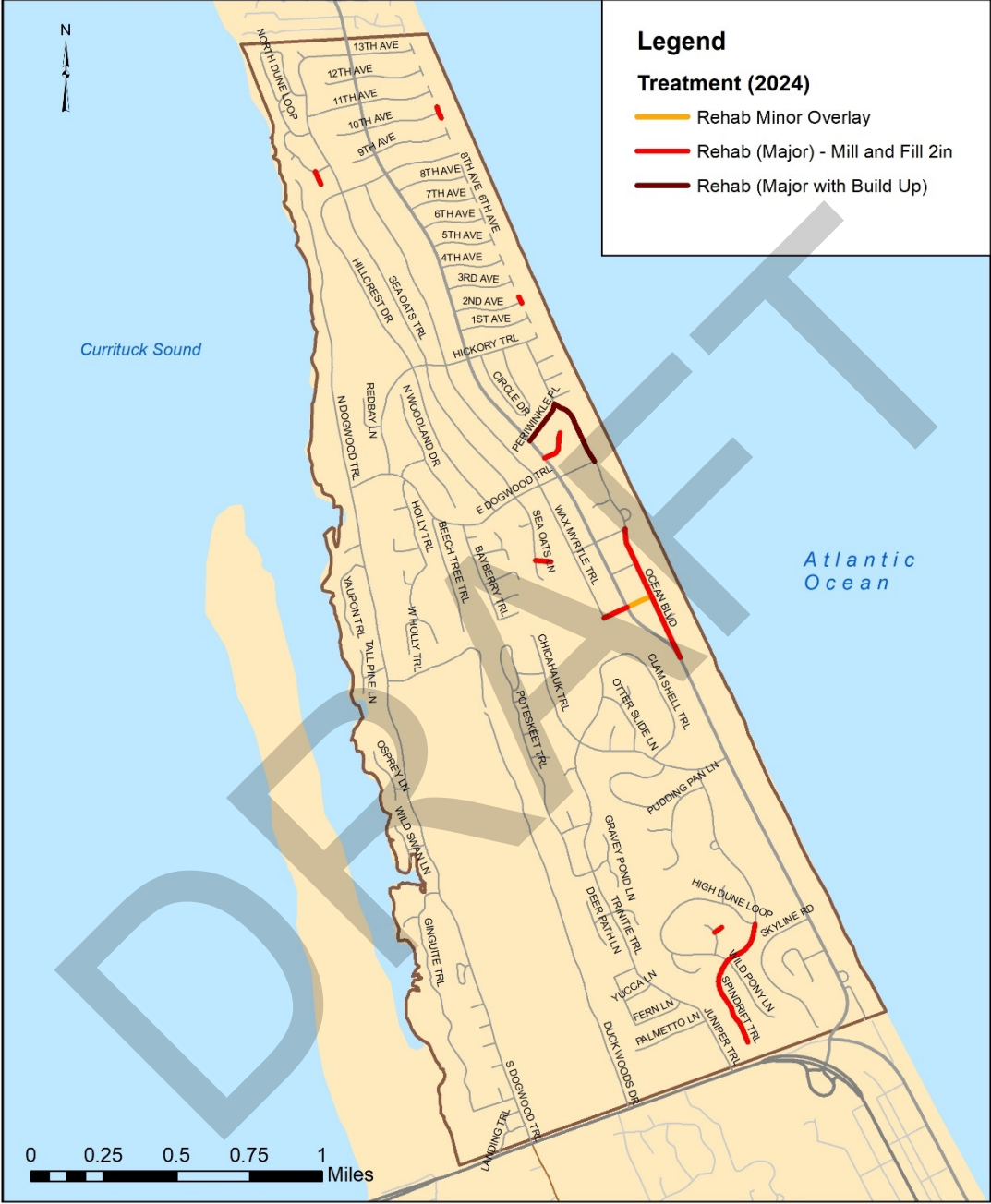
Town of Southern Shores Year 2022 Treatment - Option 1



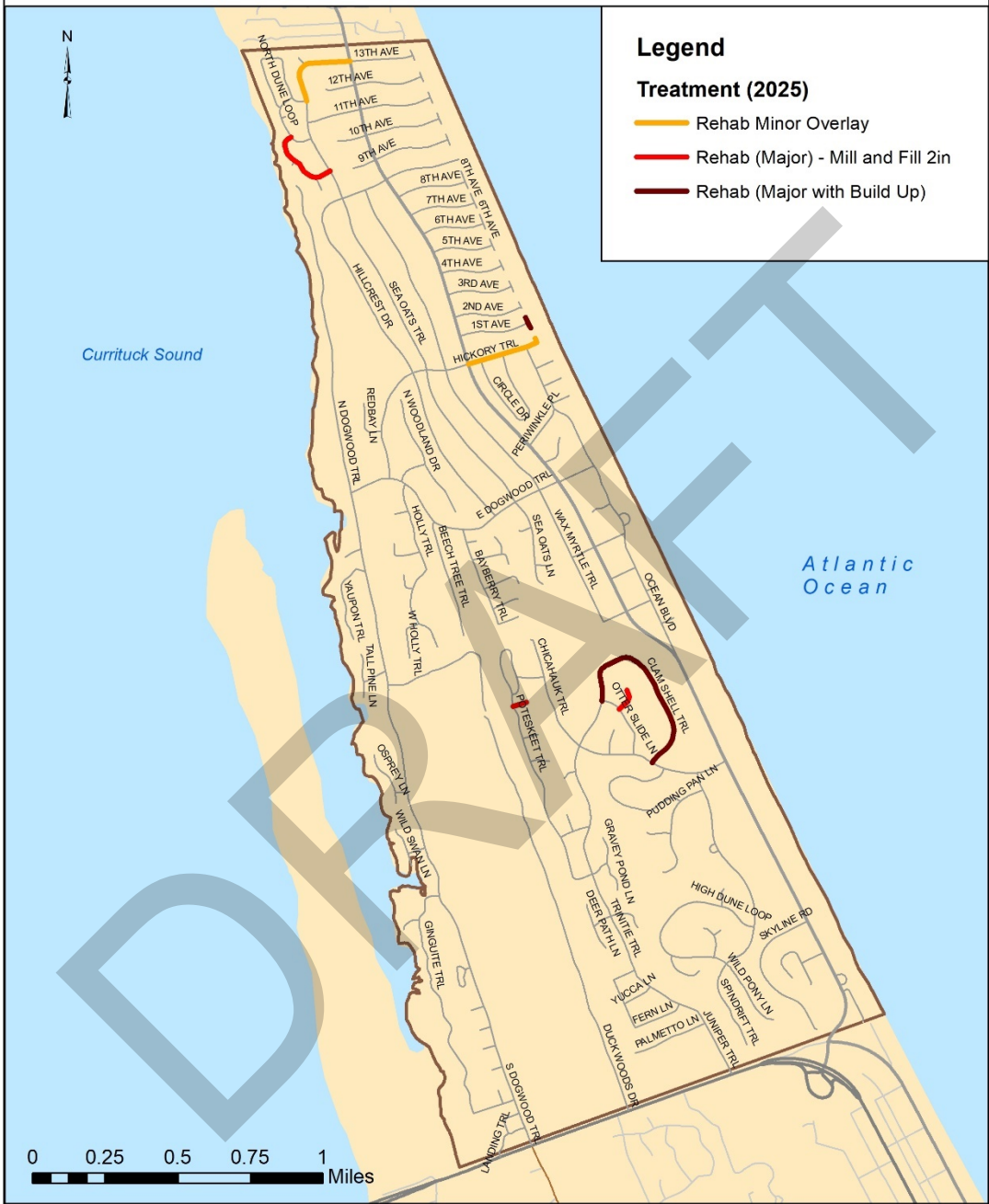
Town of Southern Shores Year 2023 Treatment - Option 1



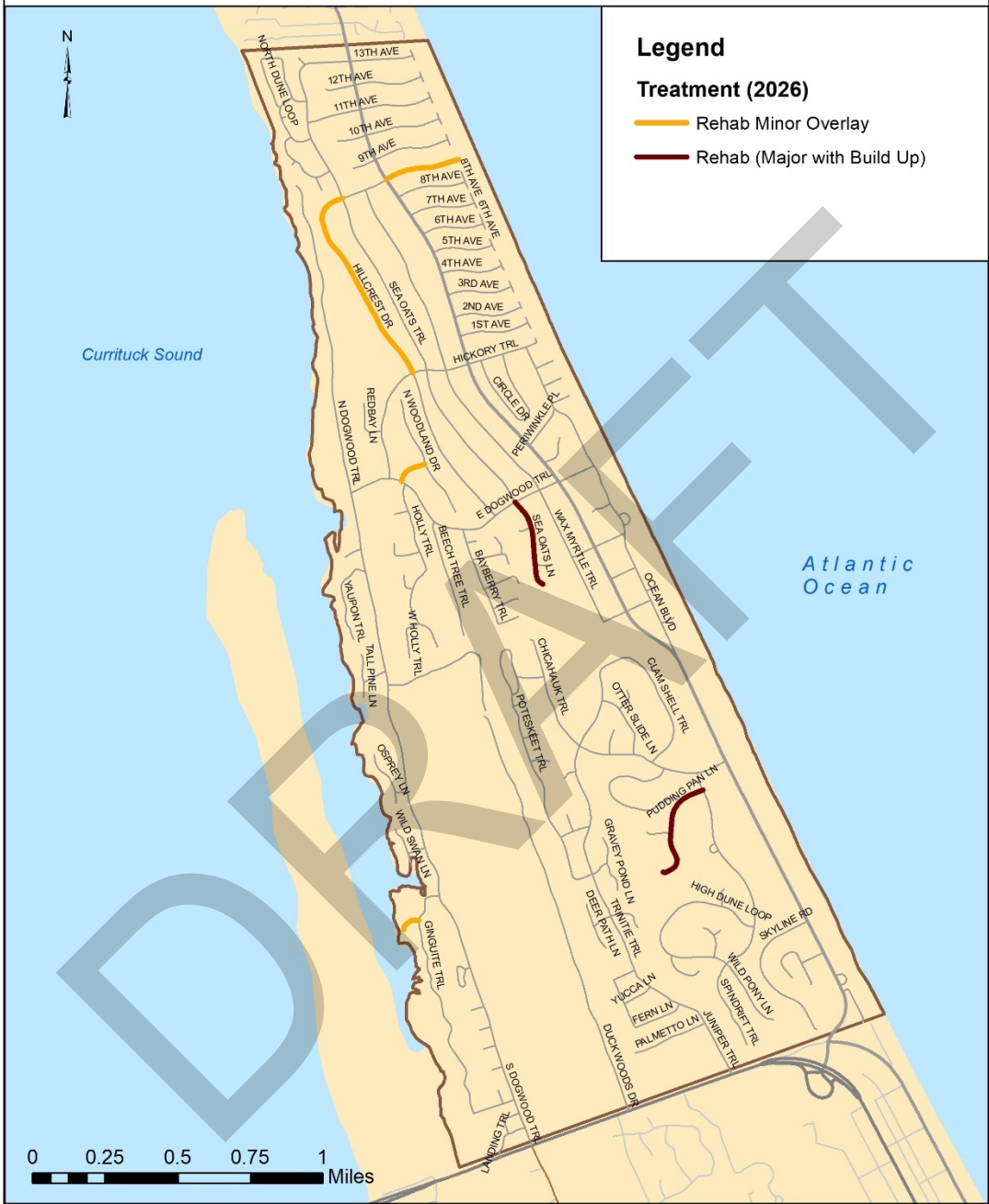
Town of Southern Shores Year 2024 Treatment - Option 1



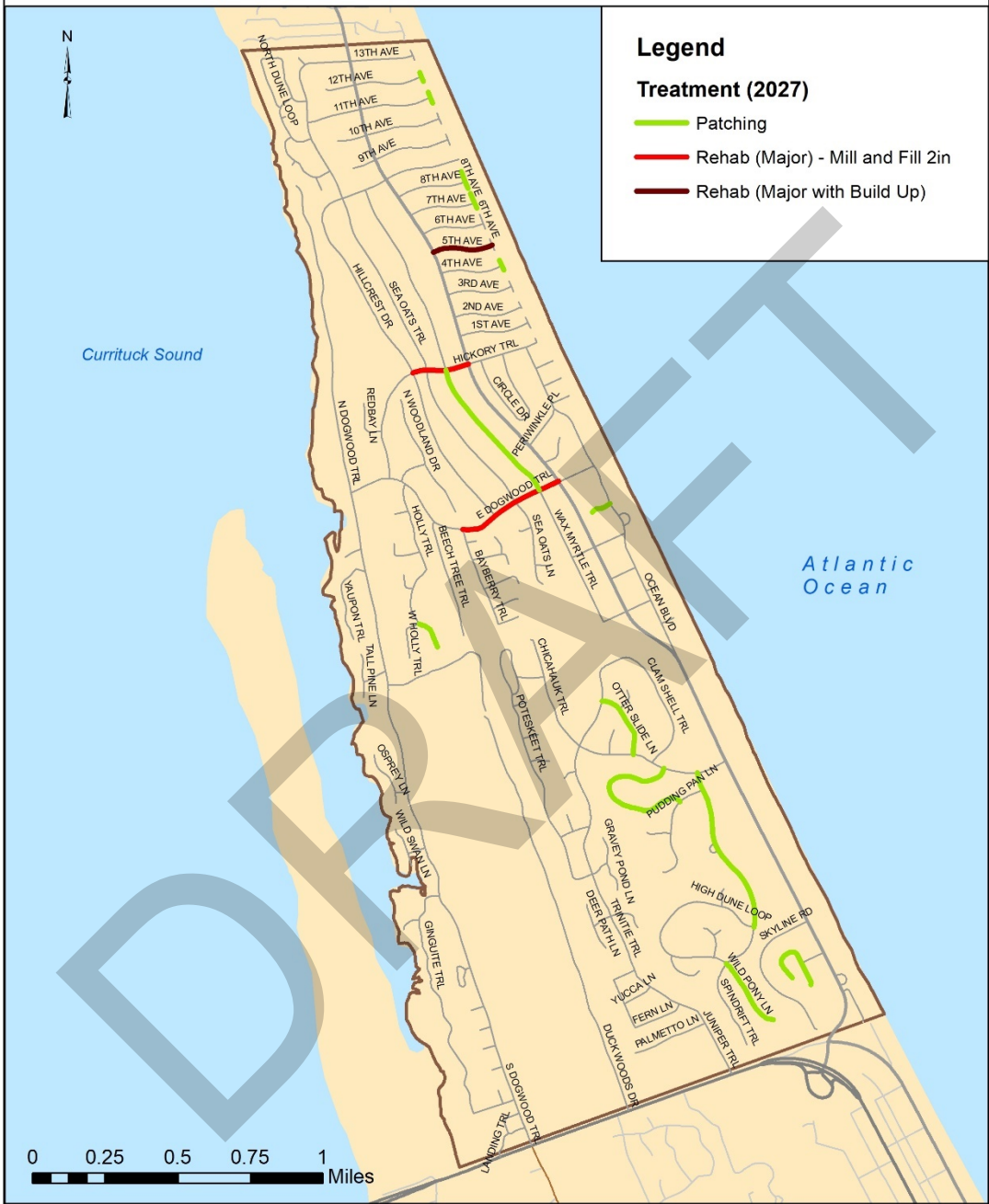
Town of Southern Shores Year 2025 Treatment - Option 1



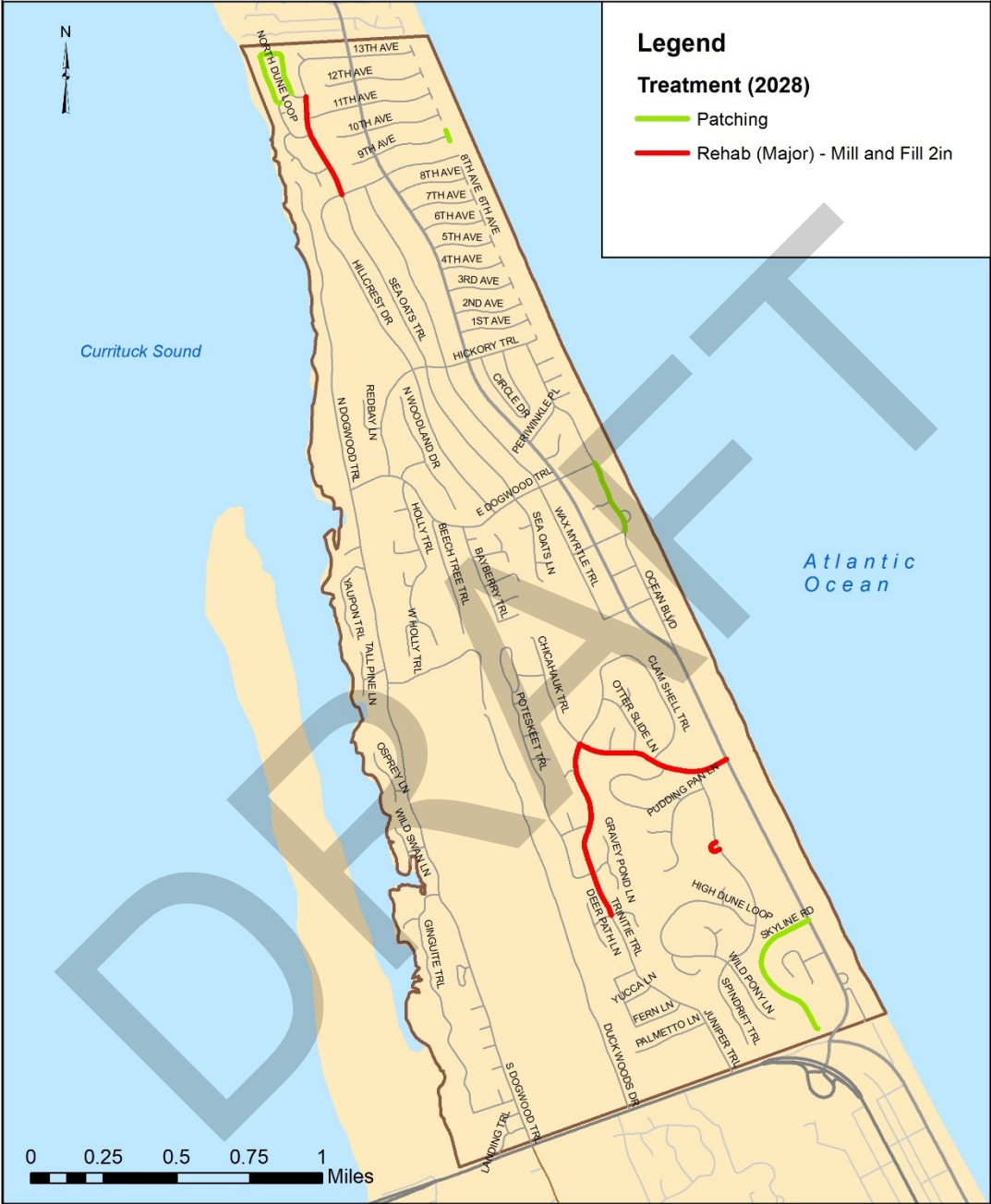
Town of Southern Shores Year 2026 Treatment - Option 1



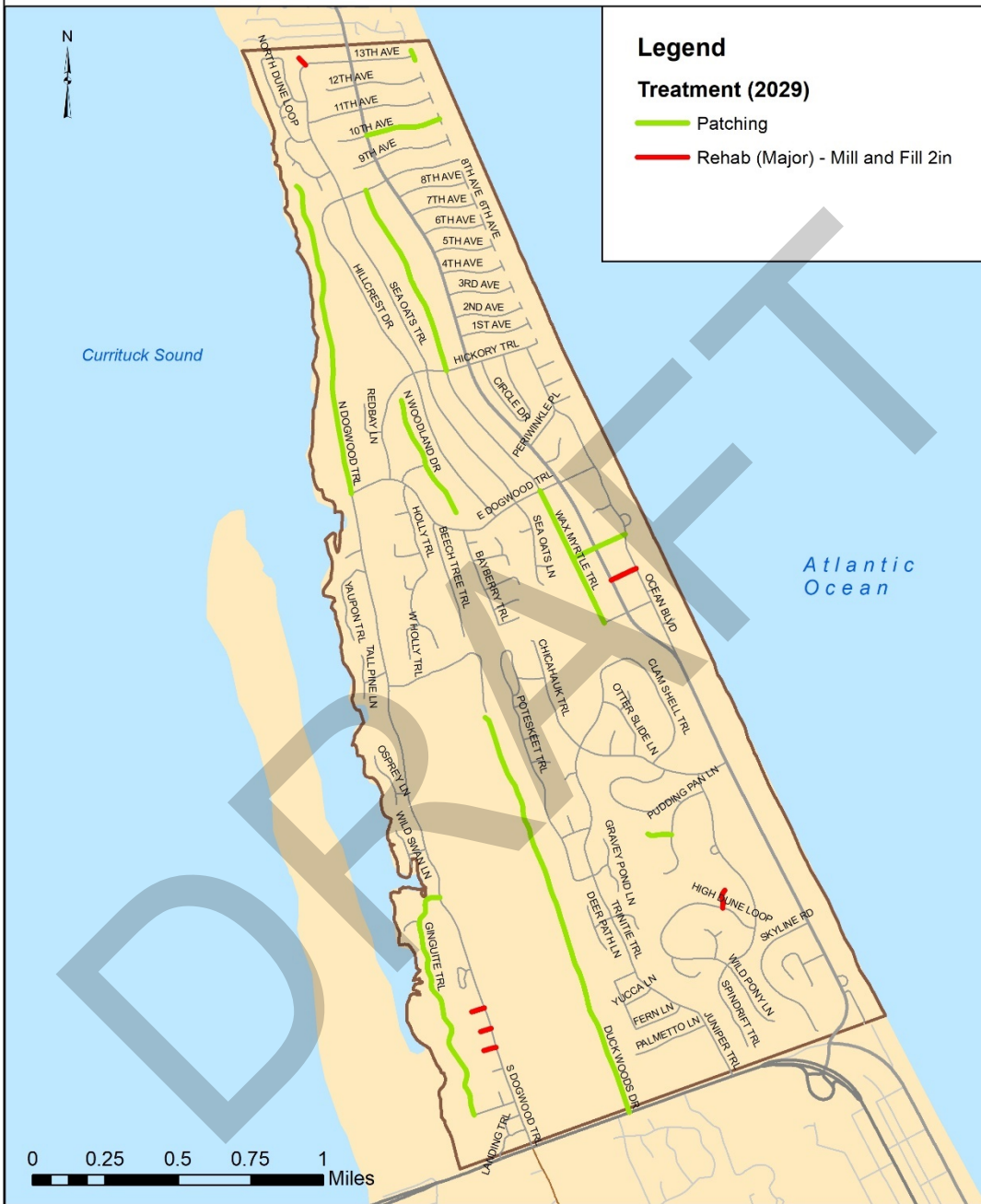
Town of Southern Shores Year 2027 Treatment - Option 1



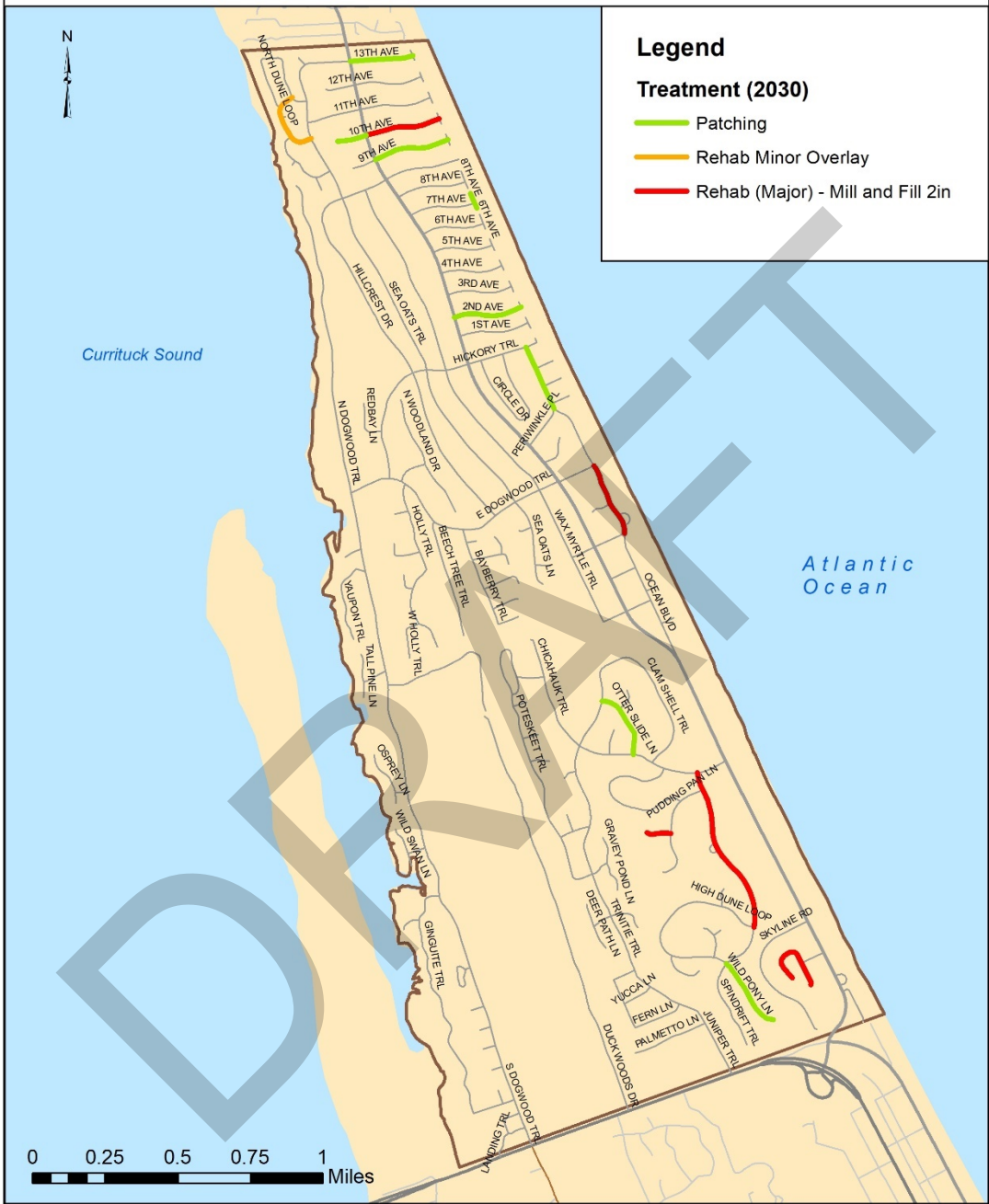
Town of Southern Shores Year 2028 Treatment - Option 1



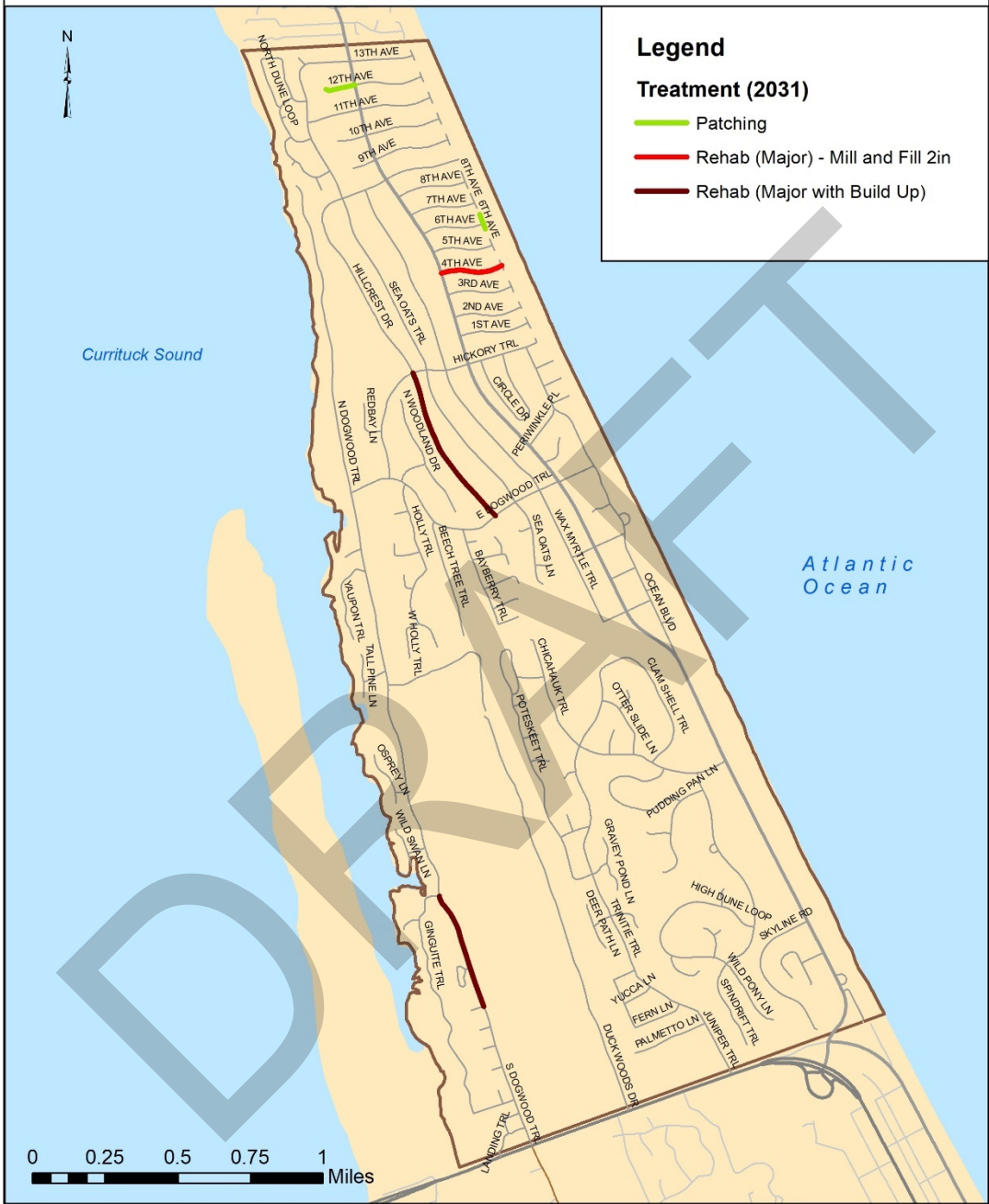
Town of Southern Shores Year 2029 Treatment - Option 1



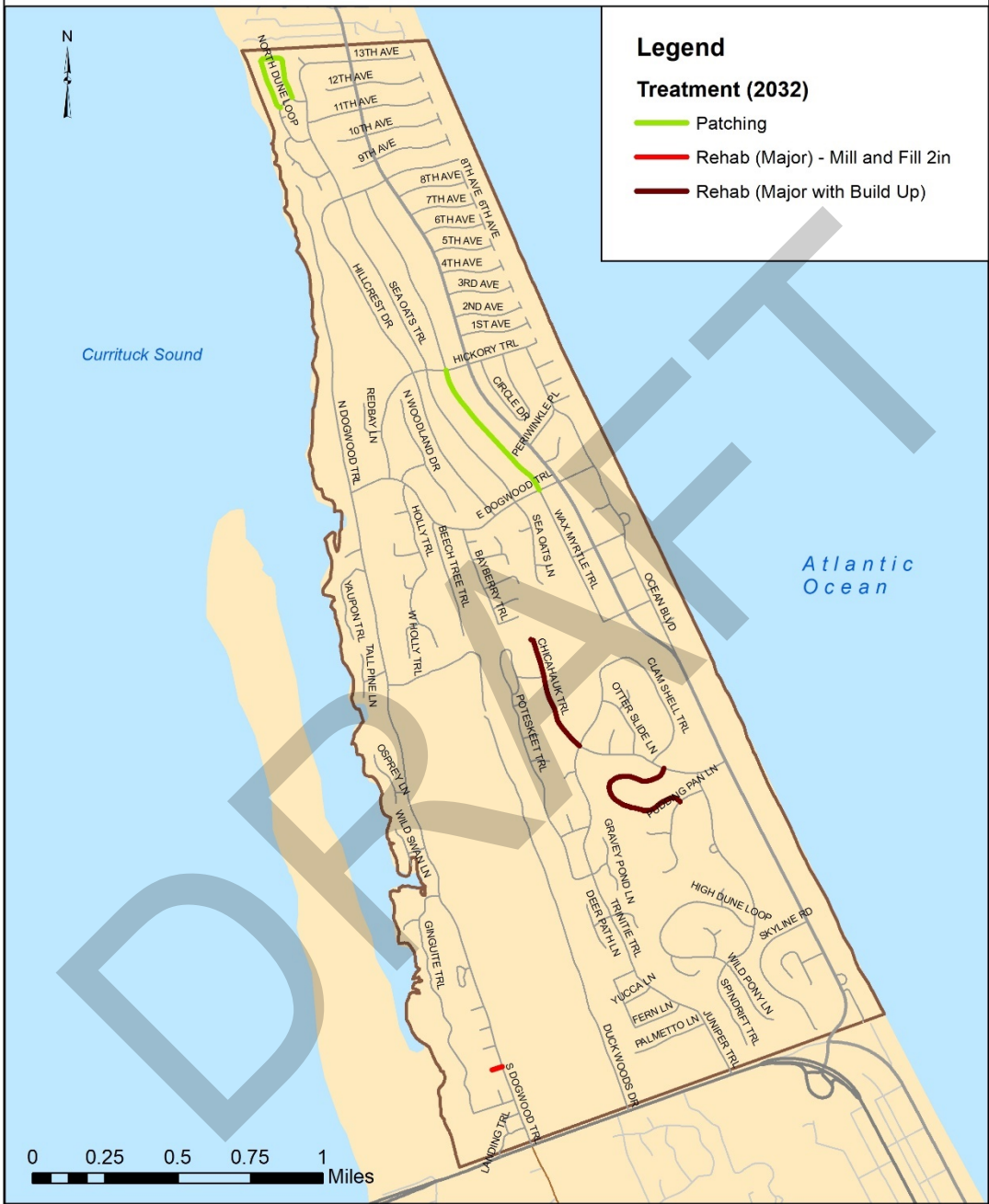
Town of Southern Shores Year 2030 Treatment - Option 1



Town of Southern Shores Year 2031 Treatment - Option 1



Town of Southern Shores Year 2032 Treatment - Option 1



| Distress Severity/Extent Definitions Flexible Pavement (P) | | | | | | |
|---|--------------|----------|----------------|----------|--------------|----------|
| Distress | Rating Level | | Rating Level | | Rating Level | |
| | SEV | EXT | SEV | EXT | SEV | EXT |
| FATIGUE CRACKING / DEFECTS (FC) | LOW/0-5 | 0-5% | MEDIUM/0-5 | 0-5% | HIGH/0-5 | 0-5% |
| | LOW/5-10 | 5-10% | MEDIUM/5-10 | 5-10% | HIGH/5-10 | 5-10% |
| | LOW/10-25 | 10-25% | MEDIUM/10-25 | 10-25% | HIGH/10-25 | 10-25% |
| | LOW/25-50 | 25-50% | MEDIUM/25-50 | 25-50% | HIGH/25-50 | 25-50% |
| | LOW/50-75 | 50-75% | MEDIUM/50-75 | 50-75% | HIGH/50-75 | 50-75% |
| | LOW/75-100 | 75-100% | MEDIUM/75-100 | 75-100% | HIGH/75-100 | 75-100% |
| TRANSVERSE CRACKING (TC) | SEV | EXT | SEV | EXT | SEV | EXT |
| | LOW/LOW | >100' | MEDIUM/LOW | >100' | HIGH/LOW | >100' |
| | LOW/MEDIUM | 100'-50' | MEDIUM/MEDIUM | 100'-50' | HIGH/MEDIUM | 100'-50' |
| | LOW/HIGH | 50'-25' | MEDIUM/HIGH | 50'-25' | HIGH/HIGH | 50'-25' |
| | LOW/EXTREME | <25' | MEDIUM/EXTREME | <25' | HIGH/EXTREME | <25' |
| BLOCK CRACKING (BC) | SEV | EXT | SEV | EXT | SEV | EXT |
| | LOW/0-5 | 0-5% | MEDIUM/0-5 | 0-5% | HIGH/0-5 | 0-5% |
| | LOW/5-10 | 5-10% | MEDIUM/5-10 | 5-10% | HIGH/5-10 | 5-10% |
| | LOW/10-25 | 10-25% | MEDIUM/10-25 | 10-25% | HIGH/10-25 | 10-25% |
| | LOW/25-50 | 25-50% | MEDIUM/25-50 | 25-50% | HIGH/25-50 | 25-50% |
| | LOW/50-75 | 50-75% | MEDIUM/50-75 | 50-75% | HIGH/50-75 | 50-75% |
| | LOW/75-100 | 75-100% | MEDIUM/75-100 | 75-100% | HIGH/75-100 | 75-100% |
| PATCH DETERIORATION / POTHoles (PP) | SEV | EXT | SEV | EXT | SEV | EXT |
| | LOW/0-5 | 0-5% | MEDIUM/0-5 | 0-5% | HIGH/0-5 | 0-5% |
| | LOW/5-10 | 5-10% | MEDIUM/5-10 | 5-10% | HIGH/5-10 | 5-10% |
| | LOW/10-25 | 10-25% | MEDIUM/10-25 | 10-25% | HIGH/10-25 | 10-25% |
| | LOW/25-50 | 25-50% | MEDIUM/25-50 | 25-50% | HIGH/25-50 | 25-50% |
| | LOW/50-75 | 50-75% | MEDIUM/50-75 | 50-75% | HIGH/50-75 | 50-75% |
| | LOW/75-100 | 75-100% | MEDIUM/75-100 | 75-100% | HIGH/75-100 | 75-100% |
| SURFACE DEFECTS (SD) | SEV | EXT | SEV | EXT | SEV | EXT |
| | LOW/LOW | <25% | MEDIUM/LOW | <25% | HIGH/LOW | <25% |
| | LOW/MEDIUM | 25-50% | MEDIUM/MEDIUM | 25-50% | HIGH/MEDIUM | 25-50% |
| | LOW/HIGH | 50-75% | MEDIUM/HIGH | 50-75% | HIGH/HIGH | 50-75% |
| | LOW/EXTREME | 75-100% | MEDIUM/EXTREME | 75-100% | HIGH/EXTREME | 75-100% |
| RUTTING/ROUGHNESS (RR) | SEV | EXT | SEV | EXT | SEV | EXT |
| | LOW/LOW | <25% | MEDIUM/LOW | <25% | HIGH/LOW | <25% |
| | LOW/MEDIUM | 25-50% | MEDIUM/MEDIUM | 25-50% | HIGH/MEDIUM | 25-50% |
| | LOW/HIGH | 50-75% | MEDIUM/HIGH | 50-75% | HIGH/HIGH | 50-75% |
| | LOW/EXTREME | 75-100% | MEDIUM/EXTREME | 75-100% | HIGH/EXTREME | 75-100% |