



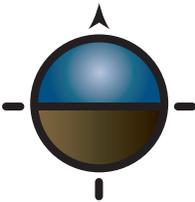
# Village of Indian Point Road Inspections Stone County, Missouri

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**GRE**  
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**VILLAGE OF INDIAN POINT ROAD INSPECTIONS  
ENGINEERING REPORT**

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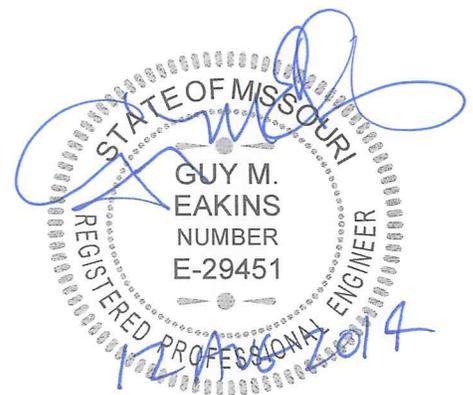
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## **1. INTRODUCTION**

The Village of Indian Point has commissioned Great River Engineering to perform a Road Assessment Study of the Village's public roads. Approximately 17.7 miles of roadway was evaluated with a total of 138 inspections during the course of this study.

The conditions of the Village's roadways are generally in fair to good condition with a few exceptions. These exceptions are areas that need surface sealed, crack sealed, and/or undergo full depth replacement.

Below is a list of terms used in this report:

1. yd<sup>2</sup> = square yards – Area of pavement is usually measured in square yards.
2. yd<sup>3</sup> = cubic yards – Volume of gravel is usually measured in cubic yards.
3. Cut Out or Full Depth – refers to removing the full depth of the asphalt which includes aggregate base, base material, and asphalt surface.
4. Settled Pavement – The soil underneath the asphalt will lose water over time and cause the asphalt to decrease in elevation.
5. Patched Pavement – An area of pavement that has previously been repaired and a clear patch is left behind.
6. Sealed Pavement – A bituminous seal (liquid asphalt) is laid over the surface of existing asphalt to keep it from drying out and cracking.
7. Crack Sealing – A bituminous seal (liquid asphalt) is laid over an area of cracked pavement to prevent moisture from entering the cracks.
8. Alligator Cracking – An area of pavement that has dried and developed interconnected cracking that resembles alligator skin.
9. Lateral Cracking – An area of pavement that develops cracking along its width due to longitudinal tension or strain along the length of the road.
10. Rutting – A section of pavement that has been pushed down due to increased load or heavy traffic.

## **2. INSPECTIONS**

Great River conducted field investigations and inspections on all of the roads maintained by the Village. The purpose of the inspections was to document the existing conditions and to develop recommendations for maintenance and/or repair to extend their useful life. No assessment was made as to the existing design or safety of these roads as a separate study with this intent was commissioned by the Village in 2006.

The Village has provided Great River with Ordinance No. 90-3 from April 1990 which establishes road and street classifications and a priority rating system. A copy of this ordinance is included in

Appendix A. This ordinance shows which roads the Village is to maintain as well as their rating as a Major, Collector, or Minor road. Upon the completion of the inspections, it is believed that the Ordinance needs to be updated. Many of the roads may have had their names changed or have been added to the roads the Village maintains. Also, the inspections included as part of this report covered a total of approximately 17.7 miles of roadway that was believed to be maintained by the Village. The Ordinance from 1990 lists only 12.3 miles of Village maintenance roads. It is recommended that the Village update their list of maintenance roads per a new ordinance.

A map of inspection locations is included in Exhibit 1. The results of the road inspections are included in Appendix B. The associated pictures for each of these inspections are included in Exhibit 3 of this report.

A map of the road classifications is included in Exhibit 2. A list of the roads, their type, and their individual corrective actions are listed below:

## **2.1 Major Roads**

### Indian Point Road

Indian Point Road is approximately 2.4 miles long and has a width that varies from 18 to 25 feet. It is generally in fair to good condition except at locations of inspections numbered 14, 19, 20, 21, 22, and 23. Inspection number 14 shows an area of approximately 2 square yards (yd<sup>2</sup>) of pavement damage that needs repaired. A 1 yd<sup>2</sup> patch is needed at inspection number 19. Inspection number 20 shows a pothole in the west lane that needs cut out, stabilized and patched with an area of approximately 22 yd<sup>2</sup>. Inspection number 21 shows a 14 yd<sup>2</sup> section of roadway that has settled. It will need to be cut out and patched. Inspection number 22 also shows a 2 yd<sup>2</sup> section of roadway that has settled. It will need to cut out and patched. Inspection number 23 shows multiple sections of roadway with ruts or settlement. The area of these sections totals approximately 28 yd<sup>2</sup>. These areas will require patches. There are also a few areas of Indian Point Road that would benefit from drainage improvements.

## **2.2 Collector Roads**

### John The Diver Trail

John The Diver Trail is approximately 0.8 miles long and has a width that varies from 18 to 20 feet. It is generally in fair condition.

### Indian Creek Circle

Indian Creek Circle is approximately 0.9 miles long and has a width that varies from 10 to 16 feet. It is generally in fair condition except at the far west end of the loop between inspection numbers 37, 38, and 39. There is approximately 1,120 yd<sup>2</sup> of roadway that needs to be replaced.

### Long Lonesome Road

Long Lonesome Road is approximately 1.0 miles long and has a width that varies from 16 to 18 feet. It is generally in fair to good condition except for two locations that suffer from rutting and shoulder drop-off. Inspection number 42 has an area of approximately 27 yd<sup>2</sup> of roadway that needs cut out and replaced due to rutting. Inspection number 45 has an area of approximately 15 yd<sup>2</sup> of roadway that needs replaced due to shoulder drop-off.

### Jakes Creek Trail

Jakes Creek Trail is approximately 1.3 miles long and has a width that varies from 16 to 18 feet.

It is generally in poor to fair condition. Inspection number 48 has an area of approximately 9 yd<sup>2</sup> of roadway that needs to be cut out and replaced due to rutting and broken pavement. Inspection number 50 has an area of approximately 6 yd<sup>2</sup> of roadway that needs to be cut out and replaced due to broken pavement. Inspection number 53 has an area of approximately 27 yd<sup>2</sup> of roadway that needs to be replaced due to broken pavement and pavement that was cut out and replaced with backfill.

#### Stillwater Trail

Stillwater Trail is approximately 0.4 miles long and has a width that varies from 14 to 17 feet. It is generally in fair condition except the far west end. There is an area of patched pavement that needs to be sealed.

#### Harbor Lane

Harbor Lane is approximately 0.5 miles long and has a width that varies from 16 to 18 feet. It is generally in fair to good condition except two areas with broken pavement, rutting, and pushing that need to be repaired. Inspection number 95 has an area of approximately 7 yd<sup>2</sup> of roadway that needs to be replaced due to rutting and broken pavement. Inspection number 96 has an area of approximately 3 yd<sup>2</sup> of roadway that needs to be cut out and replaced due to rutting.

#### Dogwood Park Trail

Dogwood Park Trail is approximately 0.4 miles long and has a width that varies from 15 to 18 feet. It is generally in fair to good condition except at the far east end. There are two sections of the roadway that has been cut out and replaced with backfill. These areas are approximately 11 yd<sup>2</sup>.

#### Cave Lane

Cave Lane is approximately 0.7 miles long and has a width of 16 feet. It is generally in fair condition except for two areas at the far south end. These areas are approximately 4 yd<sup>2</sup> and need to be cut out and replaced due to broken pavement.

#### Indian Lane

Indian Lane is approximately 0.5 miles long and has a width that varies from 14 to 16 feet. It is in fair condition.

#### Table Rock Circle

Table Rock Circle is approximately 1.5 miles long and has a width that varies from 16 to 22 feet. It is generally in fair to good condition except for one area west of the intersection of Table Rock Circle and Indian Lane. There is an area of approximately 3 yd<sup>2</sup> that needs to be replaced due to broken pavement.

### **2.3 Minor Roads**

#### Crow's Nest Road

Crow's Nest Road is approximately 0.6 miles long and has a width that varies from 11 to 17 feet. It is generally in fair to good condition except along its southern end between inspection numbers 24 and 27. There is approximately 1,000 yd<sup>2</sup> of roadway that needs to be replaced.

#### Hilltop Lane

Hilltop Lane is approximately 0.4 miles long and has a width of 18 feet. It is generally in fair to good condition.

#### Meadow Hills Lane

Meadow Hills Lane is approximately 0.2 miles long and has a width that varies from 10 to 16 feet. It is generally in poor to fair condition. About half of its length is asphalt while the other is gravel. The majority of the gravel section is in poor condition with noticeable rutting. The gravel section is approximately 600 feet long and 10 feet wide. Approximately 40 cubic yards (yd<sup>3</sup>) of gravel will be needed to repair the gravel section.

#### Treehouse Lane

Treehouse Lane is approximately 0.5 miles long and has a width that varies from 15 to 22 feet. It is generally in good condition. The majority of Treehouse Lane is concrete with asphalt filled cracks.

#### Rock Lane

Rock Lane is approximately 0.3 miles long and has a width that varies from 16 to 18 feet. The majority of Rock Lane is in good condition.

#### Elm Lane

Elm Lane is approximately 0.3 miles long and has a width of 14 feet. It is generally in fair condition except at the far south end. There is an area of approximately 6 yd<sup>2</sup> that needs cut out and replaced due to broken pavement.

#### Birch Lane

Birch Lane is approximately 0.1 miles long and has a width that varies from 14 to 16 feet. It is a gravel road and approximately 600 feet long and 15 feet wide. The majority of Birch Lane is in fair condition except a few ruts and potholes that need repaired. Approximately 60 yd<sup>3</sup> of gravel will be needed to repair the ruts and potholes.

#### Sycamore Lane

Sycamore Lane is approximately 0.2 miles long and has a width of 14 feet. It is in fair condition.

#### Magnolia Lane

Magnolia Lane is approximately 0.2 miles long and has a width that varies from 14 to 16 feet. It is generally in fair condition. At the intersection of Magnolia Lane and Mimosa Lane, there is an area of approximately 3 yd<sup>2</sup> that needs replaced due to broken pavement.

#### Spruce Lane

Spruce Lane is approximately 0.3 miles long and has a width of 14 feet. It is generally in good condition.

#### Mimosa Lane

Mimosa Lane is approximately 0.1 miles long and has a width of 14 feet. It is generally in good condition.

#### Hickory Lane

Hickory Lane is approximately 0.2 miles long and has a width that varies from 14 to 16 feet. It is generally in poor to fair condition. Roughly half of Hickory Lane is gravel and half asphalt. The gravel section will need approximately 40 yd<sup>3</sup> of gravel to repair ruts and potholes.

#### Cherry Lane

Cherry Lane is approximately 0.2 miles long and has a width that varies from 16 to 20 feet. It is

generally in fair condition except at the north end. There is an area of approximately 5 yd<sup>2</sup> of roadway that needs to be cut out and replaced due to broken pavement.

#### Ridge Drive

Ridge Drive is approximately 0.3 miles long and has a width that varies from 15 to 18 feet. It is generally in poor to fair condition. There is an area of approximately 3 yd<sup>2</sup> of roadway near the north end of Ridge Drive that needs replaced due to broken pavement.

#### Bentree Lane

Bentree Lane is approximately 0.1 miles long and has a width that varies from 14 to 16 feet. It is generally in fair condition except one area at inspection number 85. There is an area of approximately 17 yd<sup>2</sup> of roadway that needs to be cut out and replaced due to broken pavement.

#### Shady Cove Lane

Shady Cove Lane is approximately 0.1 miles long and has a width that varies from 14 to 16 feet. It is generally in fair condition.

#### Map Lane

Map Lane is approximately 0.4 miles long and has a width of 14 feet. It is generally in poor condition. There are many potholes that have a total of approximately 10 yd<sup>2</sup> that need to be replaced.

#### Rockwood Lane

Rockwood Lane is approximately 0.3 miles long and has a width that varies from 16 to 18 feet. It is generally in poor condition. There are many areas of broken pavement, potholes, and patches that total an area of approximately 9 yd<sup>2</sup>.

#### Chinquapin Circle East

Chinquapin Circle East is approximately 0.3 miles long and has a width that varies from 14 to 16 feet. It is generally in poor to fair condition. There are areas of broken pavement that will require approximately 9 yd<sup>2</sup> of replacement asphalt.

#### Chinquapin Circle West

Chinquapin Circle West is approximately 0.1 miles long and has a width of 16 feet. It is in good condition.

#### Locust Lane

Locust Lane is approximately 0.2 miles long and has a width of 16 feet. It is generally in fair condition except at the far west end. There is an area of approximately 2 yd<sup>2</sup> that needs to be repaired due to broken pavement.

#### Myrtle Lane

Myrtle Lane is approximately 0.1 miles long and has a width that varies from 16 to 18 feet. It is generally in fair condition except one area at inspection number 112. There is an area of approximately 50 yd<sup>2</sup> of roadway that needs repaired due to rutting.

#### Wolfe Lane

Wolfe Lane is approximately 0.4 miles long and has a width that varies from 12 to 15 feet. Most of Wolfe Lane is gravel. It is generally in poor condition with many ruts and potholes. It will require approximately 75 yd<sup>3</sup> of gravel to repair. The rest of Wolfe Lane is asphalt.

Heller Lane

Heller Lane is approximately 0.1 miles long and has a width of 15 feet. It is generally in fair condition.

Buzan Lane

Buzan Lane is approximately 0.3 miles long. The north half of Buzan Lane is gravel and in poor to very poor condition. There are many ruts and potholes. It will require approximately 125 yd<sup>3</sup> of gravel to repair. The south half of Buzan Lane is asphalt and is generally in fair condition except at the far south end. There is an area of approximately 2 yd<sup>2</sup> that needs repaired due to broken pavement.

Moon Lane

Moon Lane is approximately 0.2 miles long and has a width of 10 feet. It is in very poor condition. It is a gravel road that is overgrown with noticeable ruts and potholes. It will require approximately 140 yd<sup>3</sup> of gravel to repair.

Mayden Lane

Mayden Lane is approximately 0.5 miles long and has a width of 14 feet. The north half is gravel and in poor condition. There are many ruts and potholes that need repaired. It will require approximately 70 yd<sup>3</sup> of gravel to repair. The south half is asphalt and in fair condition.

Caps Cove Lane

Caps Cove Lane is approximately 0.3 miles long and has a width that varies from 11 to 16 feet. It is generally in fair to good condition.

### **3. RECOMMENDED IMPROVEMENTS**

There are many improvements that can be made to the Village of Indian Point's roadways. It is recommended that the Major and Collector Roads be given more attention because they contain the majority of the Village's traffic flow. There are some areas of Indian Point Road and many of the Collector Roads that need attention.

It is also recommended that the Village fill and seal all of the cracking along all of the roadways. This will generally increase their useful life by approximately 5 years.

Some Minor Roads have portions that need to be replaced or completely reconstructed. This will increase the stability and usefulness of the roads.

It is generally recommended that an asphalt road be bituminous sealed every 4 to 8 years. Approximately every 7 years the Village should return and lay a full width bituminous seal on the asphalt roadways. It is recommended that the Village schedule to seal between 15-20% of their asphalt roads per year.

### **4. SUMMARY**

Great River talked with Village staff who mentioned that the Village may be able to dedicate between \$50,000 and \$100,000 per year to maintain their roads. We have developed a multi-year

plan that works within this level of funding. This plan takes into account all of the roadways maintained by the Village as well as a yearly inflation rate of approximately 2 percent.

This Engineering Report includes documentation of the inspections of the Village of Indian Point's roadways. These inspections include the deficiencies of each of the roads the Village maintains. The appropriate repairs to be made for each year of the 7-year plan are listed below:

- Year 1 Repair issues on Major roads, repair major issues on Collector and Minor roads, and lay a bituminous seal over Indian Point Road.
- Year 2 Lay a bituminous seal over 15 percent of roads, repair issues on Collector roads, and repair major issues on Minor roads.
- Year 3 Lay a bituminous seal over 15 percent of roads and repair issues on asphalt and gravel Minor roads.
- Year 4 Lay a bituminous seal over 15 percent of roads and reconstruct the section of Indian Creek Circle between Inspection Numbers 37 to 39.
- Year 5 Lay a bituminous seal over 15 percent of roads.
- Year 6 Lay a bituminous seal over 15 percent of roads and reconstruct the section of Crow's Nest Road between Inspection Numbers 24 to 27.
- Year 7 Lay a bituminous seal over 15 percent of roads.

Two different alternatives were analyzed to seal the worst portions of the asphalt roadways.

The first alternative is Microsurfacing. Microsurfacing is a 3/8 inch structural surface overlay. It seals and adds a small amount of structural stability to the roadway. A typical asphalt surface overlay is 2 inches thick. This would not be efficient for most of the Village's roadways. The majority of the Village's roadways need a bituminous seal but not additional structural stability. Microsurfacing is estimated to cost approximately \$3.25 per square yard. There is approximately 175,000 square yards of asphalt roadway in the Village of Indian Point. That would total \$568,750 to microsurface all of Indian Point's roads.

The second alternative is a bituminous seal. It is a thin layer of liquid asphalt that will fill in the alligator cracking. A bituminous seal is estimated to cost approximately \$1.50 per square yard. That would total \$262,500 to seal all of Indian Point's roads.

The recommended alternative is to use a bituminous seal over all of the roadways over a 7 year period. This will allow each of the Village's roadways to be scheduled for sealing every 7 years. This will also allow for traffic flow to continue during each sealing process because only a portion of the roads will be closed at any one time.

Broken pavement and lateral cracking needs to be repaired before a road can be sealed.

Over the course of this plan, it is assumed that other problems will arise that will need to be repaired. Some of these may include cleaning out ditches, fixing damaged culverts, and patching new broken pavement. There has been \$5,000 added to most of the year's budgets to handle these problems. The year's that do not include these miscellaneous expenses have larger projects that may not allow for extra funding elsewhere.

A preliminary opinion of probable construction cost for each year of this plan is included in Appendix C.

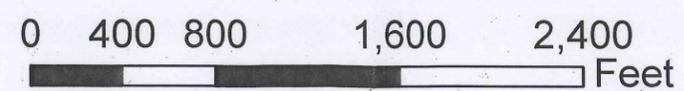
This plan is suggested in light of the current condition of the Village's roadways. It is possible that these conditions may change over the next few years. It is recommended that the Village continually monitor the roads and adjust this plan as necessary.

## EXHIBITS



# Village of Indian Point - Inspection Locations

Exhibit 1





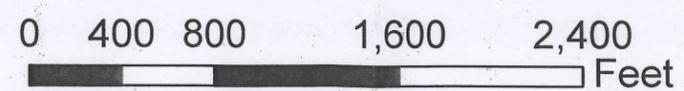
**Legend**

Road Classification

- Major
- Collector
- Minor

**Village of Indian Point - Road Classifications**

Exhibit 2



**APPENDIX A**  
**VILLAGE OF INDIAN POINT ORDINANCE No. 90-3**

Draft D  
April 1990

BILL NO. 90-3

ORDINANCE NO. 90-3

AN ORDINANCE TO ESTABLISH ROAD AND STREET CLASSIFICATION  
AND PRIORITY RATING SYSTEM

WHEREAS, the Board of Trustees of the Village of Indian Point, MO., desires to establish a road and street classification and priority rating system.

NOW THEREFORE, Be it ordained by the Board of Trustees of the Village of Indian Point, MO., as follows:

SECTION 1 Road and Street Priority Rating and Classification Policy

All roads and streets will be rated and classified by the road and street committee. Any property owner with a complaint about a rating or classification of a road or street can file a formal complaint by appearing in person before the Board of Trustees at any regular village meeting and stating their complaint. After a full discussion the Board of Trustees must vote for the road committee to (or not to) rerate or reclassify the road or street. If the vote is for rerating or reclassifying, the Board of Trustees Chairman will appoint himself or another trustee to join the road committee for the rerating or reclassifying of this road. This rating will remain final and it is understood that it may go up or down in its rating.

1) AND APPROVED BY THE BOARD OF TRUSTEES

SECTION 2 Priority of Repairs.

The road and street committee will make all recommendations for work to be performed to the Board of Trustees for their vote. It is understood that the priority rating and classifying is only a guide line for repair priority. The Road and Street Committee may recommend repairs on a road or street with a lower priority or classification before a road with a higher number or classification. A percentage of each years road budget will be allocated to both collector and minor roads after 1990.

SECTION 3 Actual Street Classification.

A list of roads and streets classified will be approved by vote of the Trustees. This list will be replaced as is deemed necessary by the Board of Trustees, numbered and dated.

SECTION 4 Road Condition Survey.

Road and street surveys as rated by the Road and Street Committee and approved by vote of the Board of Trustees. To be updated as the committee deems necessary or as requested by the Board of Trustees by vote. To be numbered and dated for each road.

? NOT CLEAR?

SECTION 5 Classification of Roads and Streets

Major- Through road feeding connector and minor roads.

Collector- Leading off the major main road feeding other connector and minor roads. Serving one or more major business and more than five homes.

Minor - All other roads not classified as major or collector roads and accepted as village maintenance roads and streets.

April 1990  
Number \_\_\_\_\_

SECTION 6 Road and Street Classification

<u>MAJOR</u>		Miles	Res.	Bus.
Indian Point Road -	From Crows Nest Resort to Corps of Eng. line			
	Total Major	2 .4		
<u>COLLECTOR</u>				
Alpine Road -	From IPR to Fox Fire Road intersection	.7	25	3
White Wing Road -	From IPR to entrance of Artilla Cove Resort	1.1	41	4
Stillwater Road -	From IPR to Stillwaters intersection	.4	42	2
Dogwood Estates -	From IPR to Indian Point Lodge intersection	.35	18	1
Trails End Road -	From IPR to Table Rock Beach Road	.5	11	1
Table Rock Beach -	From IPR around loop	1.4	73	3
	Total Collector	4.4		

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EXHIBIT A

Minor Roads

	Miles	Res.	Bus.
Crows Nest Road	.9	1	1
Stocks Point area	1.1	16	0
White Wing Meadow	.3	9	0
Stillwaters Area	.6	41	0
Dogwood Estates	.5	12	0
Table Rock Beach	1.5	11	0
Caps Cove	.4	18	0
Coleman-Corvair	.1	3	3
Rockwood	.1	2	1
Total Minor	5.5	<u>113</u>	5
Total Village Maintenance Roads	12.3		- 118

"NOTE" In the winter of 1990-1991 the Road Committee will make its recommendations as to the exact minor roads to be accepted as village maintenance roads.

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SECTION 7 Street Priority Rating System

<u>Description</u>		<u>Points</u>
Type of Street	Major _____	6
	Collector _____	4
	Minor _____	1
 Street Condition		
	Very Good _____	1
	Good _____	4
	Fair _____	6
	Poor _____	8
	Very Poor _____	10
 Recent Major Improvement		
	1989 _____	1
	1988 _____	2
	1987 _____	3
	1986 _____	4
 Business Served		
	One _____	2
	Two _____	6
	Three _____	8
	More than three _____	10
 Dwellings Served		
	1-5 _____	2
	6-10 _____	4
	11-20 _____	6
	21-50 _____	8
	51-75 _____	9
	76-over _____	10

Number \_\_\_\_\_  
Date \_\_\_\_\_

SECTION 8 Road and Street Survey

STREET NAME: \_\_\_\_\_ LENGTH: \_\_\_\_\_ FT. / MI.

FROM: \_\_\_\_\_ (STREET)

TO: \_\_\_\_\_ (STREET)

PTS.

TYPE OF STREET \_\_\_\_\_ MAJOR \_\_\_\_\_ COLLECTOR \_\_\_\_\_ MINOR \_\_\_\_\_

CONDITION:

\_\_\_\_\_ VERY POOR: \_\_\_\_\_ EXTREMELY DETERIORATED,  
\_\_\_\_\_ COMPLETE RECONSTRUCTION \_\_\_\_\_

\_\_\_\_\_ POOR: \_\_\_\_\_ EXTENSIVE BASE, \_\_\_\_\_ PATCHING,  
\_\_\_\_\_ RESURFACING \_\_\_\_\_

\_\_\_\_\_ FAIR: \_\_\_\_\_ ROUGH, \_\_\_\_\_ RUTS,  
\_\_\_\_\_ MAP CRACKING, \_\_\_\_\_ POT HOLES,  
\_\_\_\_\_ SOME BASE, \_\_\_\_\_ PATCHING,  
\_\_\_\_\_ PATCHING, LEVELING, \_\_\_\_\_ RESURFACING \_\_\_\_\_

\_\_\_\_\_ GOOD: \_\_\_\_\_ SMOOTH, \_\_\_\_\_ FEW SIGNS OF DETERIORATION,  
\_\_\_\_\_ FINE RANDOM CRACKS \_\_\_\_\_

\_\_\_\_\_ VERY GOOD \_\_\_\_\_ RECENTLY PAVED, \_\_\_\_\_ YEAR, \_\_\_\_\_ TYPE \_\_\_\_\_

RECENT IMPROVEMENTS

1989 \_\_\_\_\_  
1988 \_\_\_\_\_  
1987 \_\_\_\_\_  
1986 \_\_\_\_\_

BUSINESSES SERVED

1 \_\_\_\_\_  
2 \_\_\_\_\_  
3 \_\_\_\_\_  
MORE THAN 3 \_\_\_\_\_

DWELLINGS SERVED

1-5 \_\_\_\_\_  
6-10 \_\_\_\_\_  
11-20 \_\_\_\_\_  
MORE THAN 20 \_\_\_\_\_

INSPECTED BY \_\_\_\_\_ DATE \_\_\_\_\_ PRIORITY # \_\_\_\_\_

**APPENDIX B**  
**RESULTS OF INSPECTIONS**

Inspection Number	Road Name	Pavement Markings	Traffic Controls	Posted Speed Limit?	Speed Limit (mph)	Observed Traffic Count (estimated vehicles per minute over a 5 minute period)	Special Traffic Generators	One Lane Bridge?	Sharp Curves?	Drainage	Pavement Type	Road Width (ft)	Road Profile	Distress	Percent Distressed	Shoulders	Pavement Condition	Comments
1	Indian Point Rd	Edge Striping, Center Line, Street Name	Other Hazard Signs	Yes	30	5 to 9	Resorts, Taverns/ Restaurants, Other Commercial Establishments, Grocery Stores	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	25	Crowned	None	0%	None	7-8 Good	
2	Indian Point Rd	Center Line, Edge Striping, Street Name	None	Yes	40	5 to 9	Grocery Stores, Resorts, Taverns/ Restaurants, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	25	Slight Grade (0-10%)	None	0%	None	7-8 Good	
3	Indian Point Rd	Center Line, Edge Striping	None	Yes	40	5 to 9	Grocery Stores, Resorts, Taverns/ Restaurants, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	23	Crowned	None	0%	None	7-8 Good	
4	Indian Point Rd	Center Line, Edge Striping	None	Yes	40	5 to 9	Grocery Stores, Resorts, Taverns/ Restaurants, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	23	Crowned	None	0%	None	7-8 Good	
5	Indian Point Rd	Center Line, Edge Striping	None	Yes	40	5 to 9	Grocery Stores, Resorts, Taverns/ Restaurants, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	22	Graded to One Side	None	0%	None	7-8 Good	
6	Indian Point Rd	Center Line, Edge Striping	Other Hazard Signs	Yes	40	5 to 9	Grocery Stores, Resorts, Taverns/ Restaurants, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	23	Crowned	Alligator Cracking	1 - 25%	None	7-8 Good	
7	Indian Point Rd	Center Line, Edge Striping	Other Hazard Signs	Yes	40	5 to 9	Grocery Stores, Resorts, Taverns/ Restaurants, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	23	Crowned	None	0%	None	7-8 Good	
8	Indian Point Rd	Center Line, Edge Striping	Other Hazard Signs	Yes	40	5 to 9	Other Commercial Establishments, Taverns/ Restaurants, Grocery Stores, Gas Stations	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	24	Crowned	Alligator Cracking	1 - 25%	None	7-8 Good	
9	Indian Point Rd	Center Line, Edge Striping, Turning Lane, Street Name	Other Hazard Signs	Yes	40	5 to 9	Resorts, Grocery Stores, Taverns/ Restaurants, Other Commercial Establishments	No	No	None	Asphalt (flexible) [FA]	25	Crowned	None	0%	None	7-8 Good	
10	Indian Point Rd	Center Line, Edge Striping	Other Hazard Signs	Yes	40	5 to 9	Gas Stations, Grocery Stores, Taverns/ Restaurants, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	22	Flat	Frequent Patches	1 - 25%	None	7-8 Good	
11	Indian Point Rd	Center Line, Edge Striping, Street Name	Other Hazard Signs	Yes	40	5 to 9	Grocery Stores, Resorts, Taverns/ Restaurants, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	22	Crowned	None	0%	None	7-8 Good	
12	Indian Point Rd	Edge Striping, Center Line, Street Name	Other Hazard Signs	Yes	40	5 to 9	Grocery Stores, Resorts, Taverns/ Restaurants, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	22	Crowned	Alligator Cracking	1 - 25%	None	7-8 Good	
13	Indian Point Rd	Street Name, Center Line, Edge Striping	None	Yes	40	5 to 9	Grocery Stores, Resorts, Taverns/ Restaurants, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	22	Crowned	None	0%	None	7-8 Good	Ponding water in ditch on east side of road - needs culvert added.
14	Indian Point Rd	Center Line, Edge Striping	Other Hazard Signs	Yes	40	5 to 9	Grocery Stores, Resorts, Taverns/ Restaurants, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	22	Crowned	Potholes, Broken Pavement	1 - 25%	None	7-8 Good	Also a spot where ditches and drainage from the east side of road surfaces and runs westerly across road - could benefit from ditch improvements and culverts.
15	Indian Point Rd	Center Line, Edge Striping	Other Hazard Signs	Yes	40	5 to 9	Grocery Stores, Resorts, Taverns/ Restaurants, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	23	Crowned	None	0%	None	7-8 Good	Clogged culvert on driveway in east side of road causing Ponding water in east ditch - needs cleaned or replaced.
16	Indian Point Rd	Center Line, Edge Striping, Street Name	Other Hazard Signs	Yes	40	5 to 9	Grocery Stores, Resorts, Taverns/ Restaurants, Other Commercial Establishments	No	Yes	Open Drainage Ditch	Asphalt (flexible) [FA]	19	Crowned	None	0%	None	7-8 Good	

Inspection Number	Road Name	Pavement Markings	Traffic Controls	Posted Speed Limit?	Speed Limit (mph)	Observed Traffic Count (estimated vehicles per minute over a 5 minute period)	Special Traffic Generators	One Lane Bridge?	Sharp Curves?	Drainage	Pavement Type	Road Width (ft)	Road Profile	Distress	Percent Distressed	Shoulders	Pavement Condition	Comments
17	Indian Point Rd	Center Line, Edge Striping, Turning Lane, Street Name	Other Hazard Signs	Yes	40	5 to 9	Grocery Stores, Resorts, Taverns/ Restaurants, Other Commercial Establishments	No	Yes	Open Drainage Ditch	Asphalt (flexible) [FA]	25	Crowned	None	0%	None	7-8 Good	
18	Indian Point Rd	Center Line, Edge Striping	None	Yes	20	5 to 9	Grocery Stores, Resorts, Taverns/ Restaurants, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	20	Sunken	Rutting	1 - 25%	None	6 Fair	
19	Indian Point Rd	Center Line, Edge Striping	None	Yes	20	5 to 9	Other Commercial Establishments, Taverns/ Restaurants, Resorts, Grocery Stores	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	21	Sunken	Rutting, Alligator Cracking	1 - 25%	None	6 Fair	
20	Indian Point Rd	Edge Striping, Street Name	None	Yes	20	5 to 9	Other Commercial Establishments, Taverns/ Restaurants, Grocery Stores, Gas Stations	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	18	Crowned	Alligator Cracking, Potholes, Broken Pavement	1 - 25%	None	6 Fair	
21	Indian Point Rd	Edge Striping	None	Yes	20	5 to 9	Other Commercial Establishments, Taverns/ Restaurants, Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	19	Crowned	Alligator Cracking, Settlement	1 - 25%	None	6 Fair	
22	Indian Point Rd	Edge Striping	None	Yes	20	5 to 9	Other Commercial Establishments, Taverns/ Restaurants, Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	18	Crowned	Settlement	1 - 25%	None	7-8 Good	
23	Indian Point Rd	Edge Striping	None	Yes	20	5 to 9	Other Commercial Establishments, Taverns/ Restaurants	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	18	Graded to One Side	Alligator Cracking, Rutting, Settlement	26 - 50%	None	3-5 Poor	
24	Crow's Nest Rd	None	None	Yes	30	Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	11	Slight Grade (0-10%)	Frequent Patches, Potholes, Broken Pavement, Rutting, Shoving, Widening Drop-Off	51 - 75%	None	1-2 Very Poor	
25	Crow's Nest Rd	None	None	Yes	30	Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Alligator Cracking, Frequent Patches, Potholes, Broken Pavement, Rutting	51 - 75%	None	1-2 Very Poor	
26	Crow's Nest Rd	Center Line, Edge Striping	None	Yes	30	Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Potholes, Broken Pavement, Alligator Cracking	51 - 75%	None	1-2 Very Poor	
27	Crow's Nest Rd	Center Line	None	Yes	30	Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Potholes, Broken Pavement, Alligator Cracking	26 - 50%	None	3-5 Poor	
28	Crow's Nest Rd	Center Line, Edge Striping	None	Yes	30	Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Alligator Cracking	1 - 25%	None	6 Fair	
29	Crow's Nest Rd	Center Line, Edge Striping	None	Yes	30	Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	
30	Crow's Nest Rd	Center Line	None	Yes	30	1 to 4	Resorts	No	No	Washout	Asphalt (flexible) [FA]	17	Slight Grade (0-10%)	Widening Drop-Off	1 - 25%	None	6 Fair	
31	Crow's Nest Rd	None	None	Yes	30	1 to 4	Resorts	No	No	Washout	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	None	0%	None	7-8 Good	
32	John The Diver Tr	Center Line, Edge Striping	Stop or Yield Signs	Yes	35	1 to 4	Resorts	No	No	Washout	Asphalt (flexible) [FA]	20	Slight Grade (0-10%)	Faulting	1 - 25%	None	6 Fair	
33	John The Diver Tr	Center Line, Edge Striping	Other Hazard Signs	Yes	35	Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Alligator Cracking, Faulting	1 - 25%	None	6 Fair	
34	John The Diver Tr	Center Line, Edge Striping	Stop or Yield Signs	Yes	35	Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Faulting, Alligator Cracking	1 - 25%	None	6 Fair	
35	John The Diver Tr	Edge Striping, Center Line	Stop or Yield Signs	Yes	35	Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Faulting	1 - 25%	None	6 Fair	
36	Indian Creek Cir	Edge Striping	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	15	Flat	Faulting, Corrigating or Washboarding	26 - 50%	None	6 Fair	
37	Indian Creek Cir	Edge Striping	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	15	Slight Grade (0-10%)	Shoving, Alligator Cracking, Potholes, Broken Pavement	1 - 25%	None	3-5 Poor	
38	Indian Creek Cir	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	10	Slight Grade (0-10%)	Faulting, Alligator Cracking, Frequent Patches, Potholes, Broken Pavement, Widening Drop-Off	Over 75%	None	1-2 Very Poor	

Inspection Number	Road Name	Pavement Markings	Traffic Controls	Posted Speed Limit?	Speed Limit (mph)	Observed Traffic Count (estimated vehicles per minute over a 5 minute period)	Special Traffic Generators	One Lane Bridge?	Sharp Curves?	Drainage	Pavement Type	Road Width (ft)	Road Profile	Distress	Percent Distressed	Shoulders	Pavement Condition	Comments
39	Indian Creek Cir	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	10	Slight Grade (0-10%)	Frequent Patches, Potholes, Broken Pavement	Over 75%	None	1-2 Very Poor	
40	Indian Creek Cir	Edge Striping	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Faulting, Alligator Cracking	1 - 25%	None	6 Fair	
41	Long Lonesome Rd	Center Line, Edge Striping	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Faulting	1 - 25%	None	6 Fair	
42	Long Lonesome Rd	Center Line, Edge Striping	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Rutting, Faulting, Alligator Cracking	1 - 25%	None	3-5 Poor	
43	Long Lonesome Rd	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	17	Slight Grade (0-10%)	Faulting, Potholes, Broken Pavement	1 - 25%	None	6 Fair	
44	Long Lonesome Rd	Center Line	Other Hazard Signs	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	17	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	
45	Long Lonesome Rd	None	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Faulting, Widening Drop-Off	26 - 50%	None	3-5 Poor	
46	Jakes Creek Tr	Edge Striping, Center Line	Stop or Yield Signs, Other Hazard Signs	Yes	25	5 to 9	Resorts, Grocery Stores, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Alligator Cracking, Faulting	1 - 25%	None	6 Fair	
47	Jakes Creek Tr	Edge Striping	Stop or Yield Signs, Other Hazard Signs	Yes	25	5 to 9	Resorts, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Alligator Cracking, Faulting, Rutting	1 - 25%	None	6 Fair	
48	Jakes Creek Tr	Center Line, Edge Striping	Other Hazard Signs	Yes	25	1 to 4	Resorts, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Alligator Cracking, Faulting, Potholes, Broken Pavement	1 - 25%	None, Guiderail	3-5 Poor	
49	Jakes Creek Tr	Center Line, Edge Striping	Other Hazard Signs	Yes	25	1 to 4	Resorts	No	No	Washout	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Faulting, Alligator Cracking, Frequent Patches	26 - 50%	None, Guiderail	6 Fair	
50	Jakes Creek Tr	Edge Striping	Other Hazard Signs	Yes	25	1 to 4	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Frequent Patches, Potholes, Broken Pavement, Faulting, Alligator Cracking	51 - 75%	None, Guiderail	3-5 Poor	
51	Jakes Creek Tr	Center Line, Edge Striping	Other Hazard Signs	Yes	25	Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Faulting, Corrigating or Washboarding	1 - 25%	None	6 Fair	
52	Jakes Creek Tr	Center Line, Edge Striping	None	Yes	25	Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Alligator Cracking, Faulting	1 - 25%	None	6 Fair	
53	Jakes Creek Tr	Center Line	Other Hazard Signs	Yes	25	Fewer than 2	Resorts	No	No	Washout	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Potholes, Broken Pavement, Faulting, Alligator Cracking	26 - 50%	None	3-5 Poor	
54	Hilltop Ln	None	Other Hazard Signs, Stop or Yield Signs	Yes	10	1 to 4	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Alligator Cracking	1 - 25%	None	6 Fair	
55	Hilltop Ln	None	None	Yes	10	Fewer than 1	Resorts	No	No	Curb Without Gutter	Asphalt (flexible) [FA]	18	Graded to One Side	Faulting	1 - 25%	None	7-8 Good	
56	Hilltop Ln	None	None	Yes	10	Fewer than 1	Resorts	No	No	Curb Without Gutter	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Alligator Cracking, Frequent Patches	1 - 25%	None	6 Fair	
57	Meadow Hills Ln	Center Line	Other Hazard Signs	Yes	10	1 to 4	Resorts	No	No	Washout	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Faulting, Alligator Cracking	26 - 50%	None	6 Fair	
58	Meadow Hills Ln	None	None	Yes	10	Fewer than 1	Resorts	No	No	Washout	Gravel [GR]	10	Slight Grade (0-10%)	Rutting	Over 75%	None	3-5 Poor	
59	Treehouse Ln	None	None	Yes	10	Fewer than 1	Resorts	No	No	Curb Without Gutter	Concrete (rigid) [RC]	15	Steep Grade (>10%)	None	0%	None	7-8 Good	
60	Treehouse Ln	None	None	Yes	10	1 to 4	Resorts	No	No	Curb Without Gutter	Concrete (rigid) [RC]	18	Steep Grade (>10%)	None	0%	None	7-8 Good	
61	Treehouse Ln	None	None	Yes	10	1 to 4	Resorts	No	No	Curb and Gutter	Concrete (rigid) [RC]	22	Steep Grade (>10%)	None	0%	None	7-8 Good	
62	Rock Ln	None	Other Hazard Signs, Stop or Yield Signs	No		1 to 4	Resorts	No	No	Washout	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	
63	Rock Ln	None	None	No		1 to 4	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	

Inspection Number	Road Name	Pavement Markings	Traffic Controls	Posted Speed Limit?	Speed Limit (mph)	Observed Traffic Count (estimated vehicles per minute over a 5 minute period)	Special Traffic Generators	One Lane Bridge?	Sharp Curves?	Drainage	Pavement Type	Road Width (ft)	Road Profile	Distress	Percent Distressed	Shoulders	Pavement Condition	Comments
64	Rock Ln	None	None	No		1 to 4	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	
65	Stillwater Tr	None	Stop or Yield Signs	Yes	35	1 to 4	Resorts	No	No	Washout	Asphalt (flexible) [FA]	17	Slight Grade (0-10%)	Faulting	1 - 25%	None	6 Fair	
66	Stillwater Tr	None	None	Yes	35	1 to 4	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	15	Slight Grade (0-10%)	Faulting, Frequent Patches, Alligator Cracking	1 - 25%	None	6 Fair	
67	Stillwater Tr	None	None	Yes	35	Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Faulting, Alligator Cracking, Rutting	26 - 50%	None	3-5 Poor	
68	Elm Ln	None	None	No		1 to 4	Resorts	No	No	Washout	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Potholes, Broken Pavement, Faulting	1 - 25%	None	3-5 Poor	
69	Elm Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Faulting, Potholes, Broken Pavement, Alligator Cracking, Frequent Patches, Potholes, Broken Pavement	26 - 50%	None	6 Fair	
70	Elm Ln	None	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Faulting, Alligator Cracking	26 - 50%	None	6 Fair	
71	Sycamore Ln	None	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Faulting, Alligator Cracking	26 - 50%	None	6 Fair	
72	Birch Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Gravel [GR]	14	Slight Grade (0-10%)	Rutting	1 - 25%	None	6 Fair	
73	Birch Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Gravel [GR]	16	Slight Grade (0-10%)	Rutting	26 - 50%	None	6 Fair	
74	Magnolia Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Faulting, Alligator Cracking	26 - 50%	None	6 Fair	
75	Magnolia Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	16	Steep Grade (>10%)	Alligator Cracking, Potholes, Broken Pavement	1 - 25%	None	6 Fair	
76	Spruce Ln	None	None	No		Fewer than 1	Resorts	No	No	Curb Without Gutter	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	
77	Mimosa Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	
78	Hickory Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Faulting, Corrigating or Washboarding, Rutting, Frequent Patches	26 - 50%	None	3-5 Poor	
79	Hickory Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Gravel [GR]	16	Slight Grade (0-10%)	Potholes, Broken Pavement	26 - 50%	None	3-5 Poor	
80	Cherry Ln	None	None	No		Fewer than 1	Resorts	No	No	Curb Without Gutter	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Alligator Cracking, Faulting, Potholes, Broken Pavement	51 - 75%	None	3-5 Poor	
81	Cherry Ln	None	Stop or Yield Signs	No		Fewer than 1	Resorts	No	No	Curb Without Gutter	Asphalt (flexible) [FA]	20	Slight Grade (0-10%)	Faulting, Frequent Patches	1 - 25%	None	6 Fair	
82	Ridge Dr	Center Line	Stop or Yield Signs	No		1 to 4	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Faulting, Alligator Cracking, Potholes, Broken Pavement	26 - 50%	None	3-5 Poor	
83	Ridge Dr	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	15	Slight Grade (0-10%)	Faulting, Alligator Cracking, Corrigating or Washboarding	26 - 50%	None	6 Fair	
84	Bentree Ln	None	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	12	Slight Grade (0-10%)	Faulting, Alligator Cracking	26 - 50%	None	6 Fair	
85	Bentree Ln	None	Stop or Yield Signs	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Faulting, Alligator Cracking, Potholes, Broken Pavement	26 - 50%	None	3-5 Poor	
86	Shady Cove Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Faulting, Alligator Cracking, Frequent Patches	26 - 50%	None	6 Fair	

Inspection Number	Road Name	Pavement Markings	Traffic Controls	Posted Speed Limit?	Speed Limit (mph)	Observed Traffic Count (estimated vehicles per minute over a 5 minute period)	Special Traffic Generators	One Lane Bridge?	Sharp Curves?	Drainage	Pavement Type	Road Width (ft)	Road Profile	Distress	Percent Distressed	Shoulders	Pavement Condition	Comments
87	Shady Cove Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Faulting, Frequent Patches	1 - 25%	None	6 Fair	
88	Map Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Faulting, Rutting, Potholes, Broken Pavement, Corrigating or Washboarding	51 - 75%	None	3-5 Poor	
89	Map Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	14	Steep Grade (>10%)	Rutting, Faulting, Alligator Cracking, Corrigating or Washboarding, Potholes, Broken Pavement	51 - 75%	None	3-5 Poor	
90	Map Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	14	Steep Grade (>10%)	Alligator Cracking, Faulting, Corrigating or Washboarding, Rutting	51 - 75%	None	3-5 Poor	
91	Rockwood Ln	None	Other Hazard Signs	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	16	Steep Grade (>10%)	Alligator Cracking, Corrigating or Washboarding, Faulting, Potholes, Broken Pavement	Over 75%	None	3-5 Poor	
92	Rockwood Ln	None	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	18	Steep Grade (>10%)	Alligator Cracking, Corrigating or Washboarding, Faulting, Frequent Patches, Potholes, Broken Pavement	Over 75%	None	3-5 Poor	
93	Rockwood Ln	None	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	18	Steep Grade (>10%)	Alligator Cracking, Corrigating or Washboarding, Faulting, Frequent Patches, Potholes, Broken Pavement	26 - 50%	None	3-5 Poor	
94	Harbor Ln	None	Other Hazard Signs	Yes	20	Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	16	Graded to One Side	Alligator Cracking, Faulting, Frequent Patches	26 - 50%	Paved, 3 ft or more	6 Fair	
95	Harbor Ln	Center Line	Other Hazard Signs	Yes	20	Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Alligator Cracking, Faulting, Potholes, Broken Pavement, Rutting	26 - 50%	None	3-5 Poor	
96	Harbor Ln	Edge Striping, Center Line	Other Hazard Signs	Yes	20	Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Faulting, Alligator Cracking, Rutting, Shoving	26 - 50%	None	3-5 Poor	
97	Harbor Ln	Edge Striping, Center Line	Stop or Yield Signs	Yes	20	Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Alligator Cracking, Faulting	1 - 25%	None	7-8 Good	
98	Dogwood Park Tr	None	None	Yes	30	1 to 4	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Potholes, Broken Pavement, Alligator Cracking	1 - 25%	None	3-5 Poor	
99	Dogwood Park Tr	None	None	Yes	30	1 to 4	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	15	Slight Grade (0-10%)	Faulting, Potholes, Broken Pavement	1 - 25%	None	6 Fair	
100	Dogwood Park Tr	None	Stop or Yield Signs	Yes	30	1 to 4	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	
101	Chiguapin Cir East	Center Line	None	No		Fewer than 1	Resorts	No	No	Curb Without Gutter	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Potholes, Broken Pavement, Alligator Cracking, Faulting	1 - 25%	None	6 Fair	
102	Chiguapin Cir East	Center Line	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Potholes, Broken Pavement, Alligator Cracking, Faulting	26 - 50%	None	3-5 Poor	
103	Chiguapin Cir East	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Faulting, Alligator Cracking	26 - 50%	None	6 Fair	
104	Chinquapin Cir West	None	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	

Inspection Number	Road Name	Pavement Markings	Traffic Controls	Posted Speed Limit?	Speed Limit (mph)	Observed Traffic Count (estimated vehicles per minute over a 5 minute period)	Special Traffic Generators	One Lane Bridge?	Sharp Curves?	Drainage	Pavement Type	Road Width (ft)	Road Profile	Distress	Percent Distressed	Shoulders	Pavement Condition	Comments
105	Locust Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Potholes, Broken Pavement, Faulting	1 - 25%	None	3-5 Poor	
106	Locust Ln	None	Stop or Yield Signs	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Alligator Cracking, Faulting	1 - 25%	None	6 Fair	
107	Cave Ln	None	Stop or Yield Signs	No		1 to 4	Resorts	No	No	Washout	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Faulting, Alligator Cracking	26 - 50%	None	6 Fair	
108	Cave Ln	None	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Faulting, Alligator Cracking	1 - 25%	None	6 Fair	
109	Cave Ln	None	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Faulting, Alligator Cracking, Potholes, Broken Pavement	26 - 50%	None	3-5 Poor	
110	Cave Ln	None	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Alligator Cracking, Faulting, Potholes, Broken Pavement	26 - 50%	None	3-5 Poor	
111	Myrtle Ln	None	Stop or Yield Signs	No		1 to 4	Taverns/ Restaurants, Resorts	No	No	Washout	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Faulting, Alligator Cracking, Potholes, Broken Pavement	26 - 50%	None	6 Fair	
112	Myrtle Ln	Center Line	None	No		1 to 4	Resorts, Taverns/ Restaurants	No	No	Washout	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Faulting, Alligator Cracking, Rutting	51 - 75%	None	3-5 Poor	
113	Myrtle Ln	Center Line	None	No		1 to 4	Resorts, Taverns/ Restaurants	No	No	Washout	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Faulting, Alligator Cracking	26 - 50%	Paved, 3 ft or more	6 Fair	
114	Wolfe Ln	Center Line	Stop or Yield Signs, Other Hazard Signs	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	15	Slight Grade (0-10%)	Alligator Cracking, Faulting	1 - 25%	None	6 Fair	
115	Wolfe Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Gravel [GR]	12	Slight Grade (0-10%)	Rutting, Potholes, Broken Pavement	51 - 75%	None	3-5 Poor	
116	Wolfe Ln	None	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Gravel [GR]	12	Slight Grade (0-10%)	Rutting, Potholes, Broken Pavement	51 - 75%	None	3-5 Poor	
117	Buzan Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Gravel [GR]	10	Slight Grade (0-10%)	Rutting	Over 75%	None	1-2 Very Poor	
118	Buzan Ln	Center Line	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	17	Slight Grade (0-10%)	Alligator Cracking, Faulting, Potholes, Broken Pavement	26 - 50%	None	3-5 Poor	
119	Buzan Ln	Center Line	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	17	Slight Grade (0-10%)	Alligator Cracking, Faulting	26 - 50%	None	6 Fair	
120	Indian Ln	None	Stop or Yield Signs	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	15	Steep Grade (>10%)	Faulting, Alligator Cracking	1 - 25%	None	6 Fair	
121	Indian Ln	None	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Faulting, Alligator Cracking	1 - 25%	None	6 Fair	
122	Indian Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Faulting	1 - 25%	None	6 Fair	
123	Heller Ln	None	Stop or Yield Signs	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	15	Slight Grade (0-10%)	Faulting, Alligator Cracking	26 - 50%	None	6 Fair	
124	Moon Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Gravel [GR]	10	Slight Grade (0-10%)	Potholes, Broken Pavement, Rutting	Over 75%	None	1-2 Very Poor	
125	Mayden Ln	None	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	14	Slight Grade (0-10%)	Alligator Cracking, Faulting, Rutting	26 - 50%	None	6 Fair	
126	Mayden Ln	None	None	No		Fewer than 1	Resorts	No	No	Washout	Gravel [GR]	14	Slight Grade (0-10%)	Potholes, Broken Pavement, Rutting, Corrigating or Washboarding	51 - 75%	None	3-5 Poor	
127	Caps Cove Ln	Edge Striping	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	11	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	
128	Caps Cove Ln	Edge Striping	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	11	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	

Inspection Number	Road Name	Pavement Markings	Traffic Controls	Posted Speed Limit?	Speed Limit (mph)	Observed Traffic Count (estimated vehicles per minute over a 5 minute period)	Special Traffic Generators	One Lane Bridge?	Sharp Curves?	Drainage	Pavement Type	Road Width (ft)	Road Profile	Distress	Percent Distressed	Shoulders	Pavement Condition	Comments
129	Caps Cove Ln	Edge Striping	None	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	11	Slight Grade (0-10%)	Faulting, Alligator Cracking	1 - 25%	None	6 Fair	
130	Caps Cove Ln	Edge Striping, Center Line	Stop or Yield Signs, Other Hazard Signs	No		Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Alligator Cracking, Faulting	26 - 50%	None	6 Fair	
131	Table Rock Cir	Center Line, Edge Striping	Stop or Yield Signs, Other Hazard Signs	Yes	25	1 to 4	Resorts, Other Commercial Establishments	No	No	Washout	Asphalt (flexible) [FA]	22	Slight Grade (0-10%)	Faulting, Alligator Cracking	1 - 25%	None	6 Fair	
132	Table Rock Cir	Edge Striping, Center Line	Other Hazard Signs	Yes	25	1 to 4	Resorts, Other Commercial Establishments	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	17	Graded to One Side	Alligator Cracking, Faulting, Potholes, Broken Pavement	1 - 25%	None	3-5 Poor	
133	Table Rock Cir	Edge Striping, Center Line	Other Hazard Signs	Yes	25	Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	16	Slight Grade (0-10%)	Faulting, Alligator Cracking	1 - 25%	None	6 Fair	
134	Table Rock Cir	Center Line, Edge Striping	None	Yes	25	Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	17	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	
135	Table Rock Cir	Edge Striping, Center Line	Other Hazard Signs	Yes	25	Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	19	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	
136	Table Rock Cir	Center Line, Edge Striping	Other Hazard Signs	Yes	25	Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	18	Slight Grade (0-10%)	Faulting, Alligator Cracking	1 - 25%	None	6 Fair	
137	Table Rock Cir	Center Line, Edge Striping	Other Hazard Signs	Yes	25	Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	19	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	
138	Table Rock Cir	Center Line, Edge Striping	Stop or Yield Signs	Yes	25	Fewer than 1	Resorts	No	No	Open Drainage Ditch	Asphalt (flexible) [FA]	19	Slight Grade (0-10%)	Faulting	1 - 25%	None	7-8 Good	

**APPENDIX C**  
**PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST**

Preliminary Opinion of Probable Construction Cost  
Multi-Year Plan

Description	Unit	Quantity	Unit Price	Cost
<b>Year 1: Repair issues on Major roads, repair major issues on Collector and Minor roads, and lay a bituminous seal over Indian Point Road.</b>				
Indian Point Road - Repair areas of broken pavement	SY	69	\$70.00	\$4,830.00
Indian Point Road - Repair drainage ditches and add culverts where necessary	LS	1	\$10,000.00	\$10,000.00
Jakes Creek Trail - Repair broken pavement at Inspection No. 48 and 53	SY	36	\$70.00	\$2,520.00
Ridge Drive - Repair broken pavement at Inspection No. 82	SY	3	\$70.00	\$210.00
Harbor Lane - Repair broken pavement at Inspection No. 95 and 96	SY	10	\$70.00	\$700.00
Dogwood Park Trail - Repair sections of broken pavement at Inspection No. 98	SY	11	\$70.00	\$770.00
Table Rock Circle - Repair broken pavement at Inspection No. 132	SY	3	\$70.00	\$210.00
Bentree Lane - Repair broken pavement at Inspection No. 85	SY	17	\$70.00	\$1,190.00
Lay a bituminous seal over Indian Point Road (approximately 18 percent of the Village's roadway area)	SY	30,976	\$1.50	\$46,464.00
Pavement Striping for Indian Point Road	LF	50,700	\$0.30	\$15,210.00
Subtotal Year 1				\$82,104.00
15 % Contingency				\$12,315.60
Total Year 1				\$94,419.60
<b>Year 2: Lay a bituminous seal over 15 percent of roads, repair issues on Collector roads, and repair major issues on Minor roads.</b>				
Lay a bituminous seal over approximately 15 percent of the Village roadways	SY	26,250	\$1.53	\$40,162.50
Pavement Striping for sealed roadways	LF	28,050	\$0.31	\$8,583.30
Repair remaining issues on Collector Roads	SY	52	\$71.40	\$3,712.80
Elm Lane - Repair broken pavement at Inspection No. 68	SY	6	\$71.40	\$428.40
Magnolia Lane - Repair broken pavement at Inspection No. 75	SY	3	\$71.40	\$214.20
Hickory Lane - Repair ruts at Inspection No. 79	CY	40	\$45.90	\$1,836.00
Map Lane - Repair broken pavement at Inspection No. 89 and 90	SY	10	\$71.40	\$714.00
Chinquapin Circle East - Repair sections of broken pavement at Inspection No. 102	SY	9	\$71.40	\$642.60
Myrtle Lane - Repair broken pavement at Inspection No. 112	SY	50	\$71.40	\$3,570.00
Miscellaneous issues that need repaired as they arise	LS	1	\$5,000.00	\$5,000.00
Subtotal Year 2				\$64,863.80
15 % Contingency				\$9,729.57
Total Year 2				\$74,593.37
<b>Year 3: Lay a bituminous seal over 15 percent of roads and repair issues on asphalt and gravel Minor roads.</b>				
Lay a bituminous seal over approximately 15 percent of the Village	SY	26,250	\$1.56	\$40,965.75
Pavement Striping for sealed roadways	LF	28,050	\$0.31	\$8,754.97
Repair all remaining issues on Minor Roads - Asphalt	SY	18	\$72.83	\$1,310.90
Repair all remaining issues on Minor Roads - Gravel	CY	24	\$46.82	\$1,123.63
Miscellaneous issues that need repaired as they arise	LS	1	\$5,000.00	\$5,000.00
Subtotal Year 3				\$57,155.25
15 % Contingency				\$8,573.29
Total Year 3				\$65,728.54

Preliminary Opinion of Probable Construction Cost  
Multi-Year Plan

Description	Unit	Quantity	Unit Price	Cost
<b>Year 4: Lay a bituminous seal over 15 percent of roads and reconstruct the section of Indian Creek Circle between Inspection Numbers 37 to 39.</b>				
Lay a bituminous seal over approximately 15 percent of the Village roadways	SY	26,250	\$1.59	\$41,785.07
Pavement Striping for sealed roadways	LF	28,050	\$0.32	\$8,930.07
Reconstruct the section of Indian Creek Circle between Inspection Numbers 37 to 39	SY	1,120	\$52.02	\$58,262.40
				Subtotal Year 4
				15 % Contingency
				Total Year 4
<b>Year 5: Lay a bituminous seal over 15 percent of roads.</b>				
Lay a bituminous seal over approximately 15 percent of the Village roadways	SY	26,250	\$1.62	\$42,620.77
Pavement Striping for sealed roadways	LF	28,050	\$0.32	\$9,108.67
Miscellaneous issues that need repaired as they arise	LS	1	\$5,000.00	\$5,000.00
				Subtotal Year 5
				15 % Contingency
				Total Year 5
<b>Year 6: Lay a bituminous seal over 15 percent of roads and reconstruct the section of Crow's Nest Road between Inspection Numbers 24 to 27.</b>				
Lay a bituminous seal over approximately 15 percent of the Village roadways	SY	26,250	\$1.66	\$43,473.18
Pavement Striping for sealed roadways	LF	28,050	\$0.33	\$9,290.84
Reconstruct the section of Crow's Nest Road between Inspection Numbers 24 to 27	SY	1,000	\$54.12	\$54,121.61
				Subtotal Year 6
				15 % Contingency
				Total Year 6
<b>Year 7: Lay a bituminous seal over 15 percent of roads.</b>				
Lay a bituminous seal over approximately 15 percent of the Village roadways	SY	26,250	\$1.69	\$44,342.65
Pavement Striping for sealed roadways	LF	28,050	\$0.34	\$9,476.66
Miscellaneous issues that need repaired as they arise	LS	1	\$5,000.00	\$5,000.00
				Subtotal Year 7
				15 % Contingency
				Total Year 7

Opinions of Probable Construction Cost are made on the basis of Engineer's experience and qualifications and represent Engineer's best judgment as an experienced and qualified professional generally familiar with the construction industry. However, since Engineer has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractors' methods of determining prices, or over competitive bidding or market conditions, Engineer cannot and does not guarantee that proposals, bids, or actual Construction Cost will not vary from Opinions of Probable Construction Cost prepared by Engineer.