

2018 PAVEMENT CONDITION SURVEY

Prepared For:



Town of Lake Lure

May 2018

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Town of Lake Lure 2018 Pavement Condition Survey

***Final Report
May 2018***

N.C. License # C-0430

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Town of Lake Lure, North Carolina

2018 Pavement Condition Survey

I. INTRODUCTION

LaBella Associates, P.C. (LaBella) is a consulting engineering firm with offices in Greensboro and Charlotte, North Carolina. LaBella specializes in serving public agency clients and offers a full range of municipal engineering services in transportation, infrastructure management, stormwater management, water and sewer, neighborhood improvements, architecture, solid waste and recycling, and construction administration disciplines.

LaBella was retained by the Town of Lake Lure (Town) to perform a pavement condition assessment of the Town street system. LaBella identified approximately 28.05 miles of Town maintained asphalt roadway (See Table 2 on page 7 for pavement surface type length totals). A visual pavement condition survey of these streets was conducted by LaBella. These street segments were rated by driving each segment on a block to block basis and observing eight common pavement surface distresses and their corresponding severity levels.

The data from the observations on the rated streets was compiled into an automated pavement management software program to generate a Pavement Condition Rating (PCR) for each street segment (see Table 7 on page 10 for methodology). In addition, recommended maintenance activities were identified to address the deficiency on each street segment. Recommended secondary, third, and fourth maintenance activities and costs, when applicable, were also calculated and entered into the final database. Costs for the recommended maintenance activities were calculated using current local unit maintenance costs developed in conjunction with the Town of Lake Lure (See Table 10, page 14).

Streets are listed based on Pavement Condition Ratings (PCRs) assigned as the "Rating" attribute within the database. Streets were categorized by the municipality as either low volume (Class A) or high volume (Class B) streets. Certain low volume or high volume streets may have higher or lower importance for the municipality based upon the number of dwelling units served, commercial traffic, or projected land development and traffic growth.

II. FINDINGS

The Town of Lake Lure's street system is in "Poor to Fair" condition with an overall weighted average PCR value of 64.3. This overall condition rating is below average when compared to other municipalities. To put this figure in perspective, the estimated weighted PCR value for NC municipalities is approximately 80. There are streets that exhibit moderate and severe alligator cracking. Street segments exhibiting 50% or more of moderate to severe alligator cracking should be analyzed in further detail for consideration of total reconstruction.

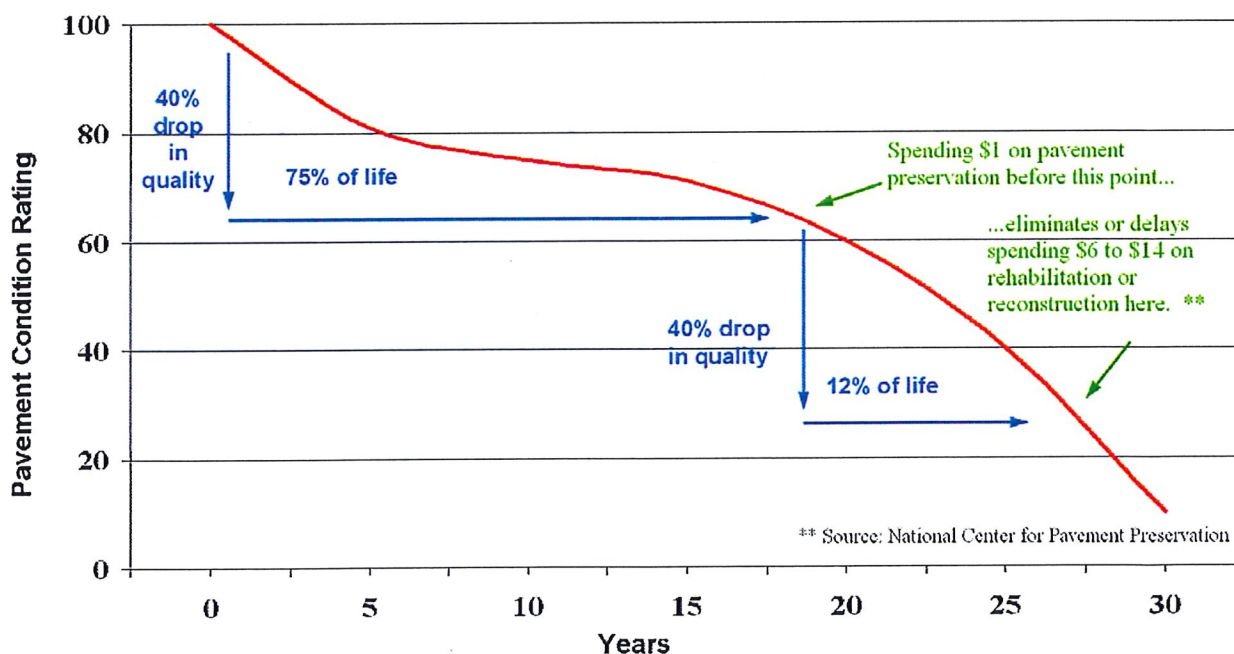
The primary maintenance needs are patching and resurfacing to correct moderate to severe alligator cracking, and moderate block cracking. Based upon the results of this survey, approximately 5.86 miles of streets or 21.3% of the rated street system is recommended for resurfacing within the next year. Resurfacing as well as other maintenance needs are determined based on the pavement distress, its severity level, and the traffic volume (low or high) of the street. Recommended maintenance activities for each pavement distress are detailed in Table 8 on page 13. Once these immediate needs

are addressed, LaBella recommends that Lake Lure resurface approximately 1.8 miles of street segments per year. This rate would provide the generally accepted optimum 15 year paving cycle. See Typical Pavement Deterioration Curve below. Such a cycle will allow the Town to maximize the effectiveness of its maintenance funds by providing for timely resurfacing of streets before they deteriorate to a point where more expensive rehabilitation or reconstruction is needed. It is LaBella's recommendation that this year's street maintenance funds be allocated to include resurfacing and high priority routine maintenance, primarily full-depth patching.

Approximately 72.7% (20 of 27.5 miles) of the rated streets in the Town of Lake Lure need some level of routine maintenance or resurfacing. This figure is above the average for North Carolina municipalities, which is approximately 47%. This survey indicated a total estimated maintenance need for full-depth patching and plant mix resurfacing of approximately \$2,358,864. This represents an average estimated expenditure of \$85,839 per mile for the entire rated Town street system. It should be noted that **this cost estimate is for pavement repair only**. Additional costs of 25-40% can be incurred for drainage improvements, administration, milling (prior to resurfacing), utility adjustments, work zone traffic control, and other items.

Without a continued financial commitment and dedicated funding for street maintenance and resurfacing efforts, pavement ratings will decrease. Ultimately, postponing recommended maintenance activities typically leads to pavement failures and subsequently costly major rehabilitation or reconstruction. As can be seen from the Typical Pavement Deterioration Curve below, spending \$1 on pavement preservation prior to a pavement condition rating of roughly 60 will eliminate or delay spending \$6 to \$14 on rehabilitation or reconstruction at a later date.

Typical Pavement Deterioration Curve



III. SUMMARY OF 2018 PAVEMENT CONDITION SURVEY

A. Procedures

The procedures used for this survey include:

- An inventory of the physical characteristics of selected segments of the municipality's streets. These characteristics include block number, length, number of lanes, width, type of pavement, location of sidewalk and curb and gutter existence per street segment side, and asphalt height above gutter.
- Evaluation of the surface pavement distresses on selected street segments. Alligator cracking, block/transverse cracking, reflective cracking, rutting, raveling, bleeding, ride quality, and patching are measured according to well-defined severity levels. Alligator cracking is measured in detail by the percentage in increments of ten percent (10%) of the segment having each severity level (Light, Moderate, or Severe) of this distress. The other distresses are measured as an overall condition and categorized as light, moderate, or severe in distress level.
- Categorizing of the type of traffic volume on each segment. The municipality assigns all streets as either low volume or high volume streets. Low volume streets are typically lightly traveled residential streets. High volume streets are more heavily traveled arterial collector streets and typically receive a higher level of maintenance and repair than low volume streets. All streets were designated as low volume by the Town.
- Entering and compilation of the collected field and post processing information into a usable database management system. This Microsoft™ Access application **USI Total Pavement Access (USI-TPA)** enables the user to sort and query the Town street system database by street name, high or low volume class, priority (high, medium, or low), rating (PCR), maintenance activity, and distress type to access estimated cost information of selected query data.

B. Pavement Condition

The predominant distress types that require maintenance are alligator cracking (the most critical pavement distress), patching and rough ride quality. Approximately 32.3% of the rated street system was noted as having some level of alligator cracking and approximately 82.0% of the rated street system exhibited some level of block cracking, but mostly light block cracking that does not require immediate action. Raveling was noted on approximately 22.3% of the rated streets; all in the form of light raveling (surface wear). Some sections of light rutting, patching, and slightly rough ride quality were also noted but generally require no maintenance independently. However, there were some sections of severe patching and this pavement distress will require some form of pavement maintenance.

C. Priorities

Although all recommended maintenance activities are needed right away, for most public agencies there are typically more maintenance needs than funds available. Therefore, the suggested types of maintenance should be prioritized. High Priority maintenance should include full-depth patching,

crack sealing, joint repair, short overlay, and resurfacing of alligator cracking and rutting. Medium Priority maintenance includes resurfacing of severe block/transverse cracking, severe reflective cracking, severe raveling, and severe bleeding. Low Priority maintenance typically consists of resurfacing of moderate block/transverse cracking, moderate reflective cracking, moderate raveling, rough ride quality, and moderate to severe patching. See Table 1 below.

Lake Lure should continue to dedicate its maintenance funding towards preventive maintenance practices and structural repair. This emphasis would reduce the rate of deterioration on pavements that exhibit light distress levels and it would extend the economic life of these streets by delaying the need for more costly maintenance or rehabilitation methods. Studies and empirical evidence from many agencies have shown that timely use of preventive maintenance practices is the most economically sound use of limited funds. Preventive maintenance and structural repair should also further reduce the maintenance cost per mile in future years. **Maintaining an aggressive crack sealing, patching, and resurfacing program should be a high priority for the Town of Lake Lure in tandem with allocating adequate funds and resources to accomplish this task.** Ultimately, postponing recommended maintenance activities typically leads to pavement failures and subsequently costly major rehabilitation or reconstruction.

In summary, LaBella recommends a continuation in current street maintenance funding. Lake Lure has current needs of approximately \$2,358,864 which does not include preparatory activities and administrative costs. This includes recommended resurfacing of 5.86 miles of street segments at a cost of approximately \$1,286,723. It is recommended that once the immediate resurfacing needs are met, the Town budget for annual resurfacing of about 1.8 miles of street segments per year in order to achieve a desired 15 year resurfacing cycle. This will require nearly \$395,200 annually at today's unit prices including preparatory patching. It is LaBella's recommendation that this year's and future street maintenance funds be distributed to include resurfacing and high priority routine maintenance. The Town currently has a need for routine maintenance measures of approximately \$1,072,141. It would be desirable to achieve sufficient funding to achieve the maintenance schedule recommended above. The Town should consider reviewing the budget for these measures annually in order to assure adequate funding for the optimum economic life of its street system.

Table 1
PRIORITY BY TYPE OF MAINTENANCE FOR THE TOWN OF LAKE LURE

PRIORITIES	Total Miles	Total Cost	Cost Per Mile	Percentage of Cost
<u>HIGH PRIORITY:</u> Routine Maintenance, Resurfacing of Alligator Cracking and Rutting	16.55	\$1,690,044	\$102,117	71.6
<u>MEDIUM PRIORITY:</u> Resurfacing of Severe Block/Transverse Cracking, Severe Reflective Cracking, Severe Raveling, and Severe Bleeding	0	\$0	\$0	0.0
<u>LOW PRIORITY:</u> Resurfacing of Moderate Block or Reflective Cracking and Raveling, Resurfacing of Severe Ride Quality and Patching	3.43	\$668,820	\$194,821	28.4
Total Repairs	19.98	\$2,358,864	\$118,044	100

D. Pavement Condition Survey and Management System

Information provided to the Town by our Pavement Condition Survey and Management System includes:

- An updated basic inventory of bituminous paved streets with block number, length, number of lanes, width, type of pavement, location of sidewalk and curb and gutter existence per street segment side, and asphalt height above gutter.
- Pavement distresses, by type and magnitude, along with the PCRs for each street segment.
- Recommended maintenance activities (primary and secondary) and anticipated repair costs.
- Digital copies of all data, reports, and charts.
- LaBella's Total Pavement Access (**USI-TPA**) application that enables the user to sort the Town database by street name, rating (PCR), maintenance activity, collected attributes and distress type. This program also allows the user to generate query summaries and alphabetical and rating (PCR) listings which can be printed to hard copy.
- One hard copy list of street sections that includes field inventory data, distress ratings and estimated repair function and cost data into an alphabetical listing and a listing of the street sections sorted by PCR from lowest to highest.
- Additionally, one hard copy list of street sections that includes field inventory data, distress ratings and estimated repair function and cost data for the high, medium, and low priorities highlighted in Table 1 on the previous page.

This information is advantageous for municipalities because:

- The survey is an objective evaluation of eight types of surface pavement distresses. Commonly accepted cost-effective maintenance practices are then recommended for repairing those pavement distresses.
- The survey permits the municipality to use its limited funds more cost efficiently for maintenance and resurfacing by prioritizing these activities.
- Streets with critical pavement distress are easily identified for further engineering investigation, testing, or pavement reconstruction.
- The database approach permits the municipality to vary the types of maintenance activities to allow budget planning for different levels of maintenance service.

E. Use of Survey Results

LaBella's Pavement Condition Survey is an objective evaluation of the amount and severity of eight types of pavement distresses. The inventory and analysis methods used for this project have been used for NCDOT and agencies throughout North Carolina and have proven to be valuable aids to street maintenance programs.

Municipal pavements are in a continuous state of deterioration. This deterioration rate depends upon many factors. Inadequate pavement thickness, unanticipated truckloads, and poor drainage

accelerate deterioration. Therefore, it is reasonable and prudent to conduct these surveys periodically (every 2 to 3 years) to monitor the condition of the street system.

Such periodic surveys not only indicate the rate of deterioration of the street system, but also provide the Town with a means to gauge the effectiveness of existing resurfacing programs and street maintenance activities. Additionally, these periodic surveys make it possible to build a history of all maintenance activities to assist in planning for more cost-effective maintenance procedures.

The results of the survey should never be used arbitrarily. There is no substitute for in-the-field engineering judgment and experience by Town personnel in determining the specific types of maintenance activities needed. The street ratings and recommended maintenance practices should be used as a guide for planning and scheduling maintenance activities.

It is the intent of this report to emphasize the importance of maintaining the Town roadway assets. Based on current industry pricing, it is estimated that the Town maintained streets, which are comprised of approximately 266,190 square yards of asphalt pavement, have an estimated value of \$8.24 million. To be a good steward of the Town street system, it is prudent that preventative maintenance practices continue and that a sustained financial investment be made to maintain these roadway assets. "There is no more fundamental transportation capital investment than system preservation – keeping existing infrastructure in good condition. If preservation investment is deferred, costs increase dramatically, leading to the saying 'pay me now or pay me more – lots more – later.'" - Washington Department of Transportation 2007 – 2026 Highway System Plan.

In an effort to further Lake Lure's preventative maintenance practices, the Town could look at adding the following maintenance activities:

<u>Maintenance Activities</u>	<u>Distress</u>	<u>Pavement Age</u>	<u>Benefit</u>
Fog Seal Coating Fog Seal Rejuvenator	Light Oxidation	1 to 5 years	Replenishes asphalt chemicals; extends pavement life
Slurry Seal Microsurfacing	Moderate Ravel	5 to 10 years	Seals pavement; Extends pavement life
BST Cape Seal	Severe Block Cracking	10 to 15 years	Seals cracks; Extends pavement life

The key to preventive maintenance is to use the right maintenance activity for the right pavement at the right time. When this is accomplished, maintenance funding is used to its fullest potential.

F. Acknowledgment

LaBella appreciates the Town of Lake Lure's cooperation during the pavement survey. David Arrowood and Chuck Ammacher were very helpful and instrumental in working with LaBella in supplying field data collection support and information required for preparation of this report.

IV. BASIC STREET INVENTORY DATA

Lake Lure has a total of 28.05 miles of Town maintained roadway that were identified by LaBella. This report addresses the 27.48 miles of paved asphalt roadway (Pavement Type = "P") streets that were rated. Table 2 lists the breakdown of surface types for all Town maintained streets, while tables 3 through 5 below list the basic inventory data for rated Town maintained street segments.

Table 2
PAVEMENT

Surface Type	Miles	Percent of System
Plant Mix Asphalt (P)	27.48	97.97
Unpaved (U)	0.57	2.03
Total	28.05	100.00

Table 3
SIDEWALK

Location	Length (linear mi)
Left Side	0
Right Side	0
Total	0

Table 4
CURB AND GUTTER

Location	Length (linear mi)
Left Side	0.17
Right Side	0.20
Total	0.37

Table 5
LOW AND HIGH VOLUME STREET BREAKDOWN

Volume	% Miles	Miles	Lane Miles	Avg Rating	Cost Per Mile	Total Cost	% Cost
Low	100	27.48	54.96	64.27	\$85,839	\$2,358,864	100
High	0.0	0.00	0.00	-	-	-	0.0
Total	100	27.48	54.96	64.27	\$85,839	\$2,358,864	100

V. FINDINGS AND SUPPORTING DATA

A. Results

The Pavement Condition Survey provides an objective evaluation by visual observation of eight types of pavement distress and the relative amount and severity of each type of distress. A pavement distress summary conducted for the Town of Lake Lure is shown in Table 6 on page 9. The following are some observations from the survey:

- Approximately 72.7% of the rated streets in Lake Lure are in need of some type of maintenance. The overall estimated cost for repairing these streets is \$2,358,864 or \$85,839 per mile system wide.
- The most predominant distress was found to be block cracking. Approximately 82.0% of the surveyed street system exhibits some level of block cracking. Approximately 1.8 miles (6.4%) exhibits moderate block cracking requiring crack sealing. Severe block cracking was not identified during our study. Light block cracking does not require immediate action, but may deteriorate further over time.
- The most structurally damaging and costliest distress to repair is alligator cracking. Approximately 32.3% of the rated street system exhibits some level of alligator cracking. About 4.9 miles (17.7%) of roadway exhibit a severe level requiring full-depth patching, and about 1.0 miles (3.8%) of roadway are at a moderate level also requiring full-depth patching. Alligator cracking is a high priority distress and is the most serious pavement distress, because it results from a structural pavement failure. Unless corrected, it will progress to the point of requiring complete pavement reconstruction.
- Some of the streets in Lake Lure exhibit some level of patching. Approximately 10.9% of the streets exhibit light patching while 20.8% of the streets exhibit moderate patching. Also, approximately 2.4% of the streets exhibit severe patching requiring a 1" plant mix resurfacing.

Table 6
PAVEMENT CONDITION SURVEY DISTRESS SUMMARY FOR RATED STREETS

Distress Items	Miles Low Volume	Miles High Volume	Total Miles	% Miles
1. Alligator Cracking				
None	18.62	0.00	18.62	67.7
Light	2.96	0.00	2.96	10.8
Moderate	1.04	0.00	1.04	3.8
Severe	4.86	0.00	4.86	17.7
2. Block Cracking				
None	4.94	0.00	4.94	18.0
Light	20.79	0.00	20.79	75.7
Moderate	1.75	0.00	1.75	6.4
Severe	0.00	0.00	0.00	0.0
3. Reflective Cracking				
None	27.48	0.00	27.48	100.0
Light	0.00	0.00	0.00	0.0
Moderate	0.00	0.00	0.00	0.0
Severe	0.00	0.00	0.00	0.0
4. Rutting				
None	12.78	0.00	12.78	46.5
Light	14.52	0.00	14.52	52.8
Moderate	0.18	0.00	0.18	0.6
Severe	0.00	0.00	0.00	0.0
5. Raveling				
None	21.36	0.00	21.36	77.7
Light	6.12	0.00	6.12	22.3
Moderate	0.00	0.00	0.00	0.0
Severe	0.00	0.00	0.00	0.0
6. Bleeding				
None	27.48	0.00	27.48	100.0
Light	0.00	0.00	0.00	0.0
Moderate	0.00	0.00	0.00	0.0
Severe	0.00	0.00	0.00	0.0
7. Ride Quality				
Average	23.59	0.00	23.59	85.9
Slightly Rough	3.88	0.00	3.88	14.1
Rough	0.00	0.00	0.00	0.0
8. Patching				
None	18.10	0.00	18.10	65.9
Light	3.01	0.00	3.01	10.9
Moderate	5.72	0.00	5.72	20.8
Severe	0.65	0.00	0.65	2.4
Total	27.48	0.00	27.48	100.00

Note: Columns may not add up exactly due to rounding.

The type of distress that was observed on each street segment is shown in the final database, the Access database application (**USI-TPA**), and hard copy street listings provided in Appendix B. A digital spreadsheet version of the database is also provided.

The type and amount of distress that was observed on each street segment was used to obtain a Pavement Condition Rating (PCR). This rating has a scale between 0 and 100 and a basic description of each category is as follows:

<u>Rating</u>	<u>General Condition</u>
91-100	Very Good
81-90	Good
66-80	Fair
51-65	Poor
0-50	Very Poor

Each street segment begins with a rating of 100 and points are deducted from this rating based on the type and severity of distress. Deductions are the same for Class A (low volume) and B (high volume) streets. Deduct values for the severity levels of each distress are given below in Table 7.

Table 7
DEDUCT VALUES

PAVEMENT DISTRESS	SEVERITY			
	None (N)	Light (L)	Moderate (M)	Severe (S)
Alligator Cracking (AL, AM, AS) (Multiplied by percent)	0	25	60	99
Block/Trans Cracking (BK)	0	5	20	35
Reflective Cracking (RF)	0	5	10	20
Rutting (RT)	0	5	15	25
Raveling (RV)	0	5	25	35
Bleeding (BL)	0	5	15	25
Ride Quality (RQ)	0	0	10	25
Patching (PA)	0	5	10	15

As an example, presume a street segment has the following pavement distresses: 20% Light Alligator Cracking (AL), Moderate Rutting (RT), Light Patching (PA), and no other pavement distresses. The Pavement Condition Rating would be:

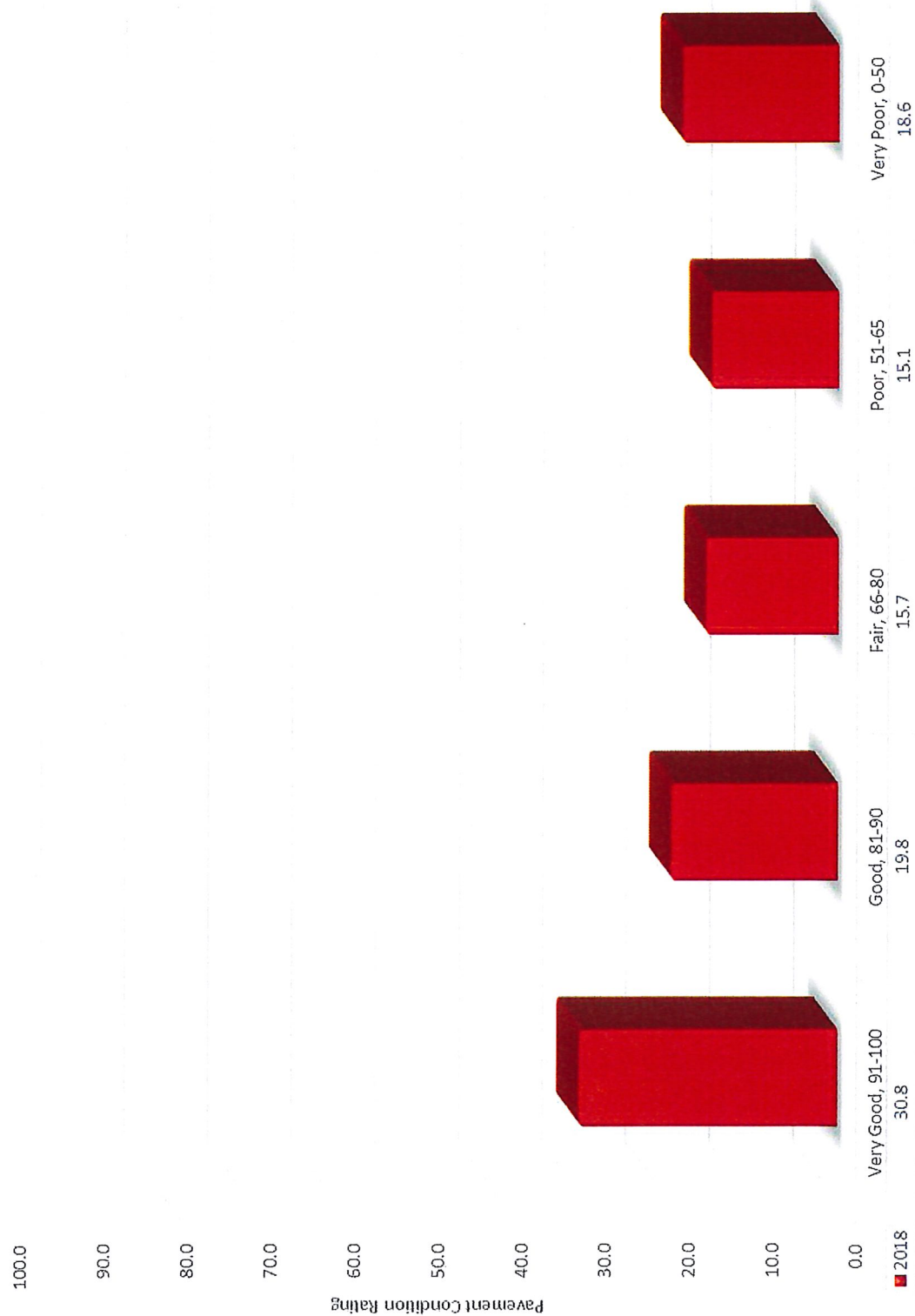
$$\begin{aligned} \text{PCR} &= 100 - (\text{AL}) - (\text{RT}) - (\text{PA}) \\ \text{PCR} &= 100 - (0.2 \times 25) - (15) - (5) = 75 \end{aligned}$$

Please note that the Pavement Condition Rating (PCR) does not differentiate between low volume and high volume streets. The same criteria is used to rate each street. However, the Town staff may want to separate these streets for analysis purposes. In regards to recommended maintenance activities, low volume and high volume streets are evaluated independently as shown in Table 8 on page 13. Depending on the street volume along with the pavement distress, the recommended maintenance activity may vary as shown in Table 8. Additionally, Table 9 on page 13 indicates how low volume and high volume streets are handled differently in regards to resurfacing needs when there is a high percentage of alligator cracking present and moderate or severe rutting.

The bar graph shown on the next page in Figure 1 illustrates the percentage of rated streets in the Town of Lake Lure that have PCRs in each condition category. As the bar graph illustrates, a high percentage of the rated street system is presently in very good or good condition. Approximately 50.6% of the rated streets in the Town of Lake Lure have a PCR that is considered in very good or good condition (PCR = 81-100), while approximately 33.7% of the rated street system was found to be in poor or very poor condition (PCR = 0-65). LaBella recommends that the Town set a goal of reducing the percentage of streets in very poor and poor condition to less than 15% within the next two years. Although the matter of reducing the streets in poor and very poor condition is important, the Town should also concentrate on streets in "Fair" condition, which includes 15.7% of the street system, (PCR = 66-80) where the cost of maintenance is more cost-effective.

If proper repairs and maintenance are not performed, a comparison of a street segment's rating over time will indicate the rate of pavement deterioration. The effects of maintenance practices may also be reflected in a comparison of PCR values. For instance, a street segment's PCR will increase after resurfacing or a declining PCR may be stabilized with patching or crack sealing.

Figure 1 - Breakdown of Streets into PCR Categories for 2018



VI. MAINTENANCE RECOMMENDATIONS

A. Maintenance Activities

The types of maintenance activities used in the Pavement Condition Survey analysis are listed below in Table 8. These activities are commonly accepted for cost-effective minimum levels of maintenance service. They include crack sealing, joint repair, full-depth patching, short overlay, and complete resurfacing of a street segment with a 1" plant mix (PM), a 1" PM and BST Seal, and 2" PM asphalt.

Table 8
MAINTENANCE ACTIVITIES

PAVEMENT DISTRESS	LOW VOLUME STREETS			HIGH VOLUME STREETS		
	Light (L)	Moderate (M)	Severe (S)	Light (L)	Moderate (M)	Severe (S)
Alligator Cracking (AL, AM, AS)	None	4' Wide Full-Depth Patch	4' Wide Full-Depth Patch	None	8' Wide Full-Depth Patch	8' Wide Full-Depth Patch
Block/Transverse Cracking (BK)	None	Crack Sealing	1" PM Resurfacing and BST Seal	None	1" PM Resurfacing	1" PM Resurfacing and BST Seal
Reflective Cracking (RF)	None	Crack Sealing	Joint Repair	None	Crack Sealing	Joint Repair
Rutting (RT)	None	None	1" PM Resurfacing	None	Short Overlay	1" PM Resurfacing
Raveling (RV)	None	1" PM Resurfacing	1" PM Resurfacing	None	1" PM Resurfacing	1" PM Resurfacing
Bleeding (BL)	None	None	1" PM Resurfacing	None	None	1" PM Resurfacing
Ride Quality (RQ)	None	1" PM Resurfacing	1" PM Resurfacing	None	1" PM Resurfacing	1" PM Resurfacing
Patching (PA)	None	None	1" PM Resurfacing	None	None	1" PM Resurfacing

If a high percentage of the pavement surface has alligator cracking, resurfacing is recommended as shown below in Table 9. All severe alligator cracking should be repaired with full-depth patching prior to resurfacing.

Table 9
MAINTENANCE FOR A HIGH PERCENTAGE OF ALLIGATOR CRACKING

VOLUME	CONDITION	RESURFACING
Low	AM & AS $\geq$ 50%	1" PM Resurfacing
	AM & AS $\geq$ 50% and M or S Rutting	2" PM Resurfacing
High	AM & AS $\geq$ 30%	1" PM Resurfacing
	AM & AS $\geq$ 30% and M or S Rutting	2" PM Resurfacing

B. Unit Costs for Maintenance Activities

The unit costs for maintenance activities are shown below in Table 10. These unit costs were provided by the Town of Lake Lure.

Table 10
UNIT COSTS FOR MAINTENANCE ACTIVITIES

ACTIVITY	COST (PER SQUARE YARD)
Crack Sealing	\$0.75
Joint Repair	\$0.75
Full-Depth Patch (4" Depth)	\$66.00
Short Overlay	\$8.50
1" Plant Mix Resurfacing	\$9.00
2" Plant Mix Resurfacing	\$12.00
BST Seal (<i>also known as chip seal</i>)	\$2.50

C. Maintenance Needs

A comparative table with a summary of maintenance needs for 2018 is shown on the next page in Table 11. These activities are based on objective descriptions of conditions existing at the time of the survey. Although the computer analysis determines the primary and secondary maintenance activities for these conditions, there may be isolated distresses that are not evident in the results. The secondary maintenance activities and costs included, when applicable, in the database and the USI-TPA Access application are subject to the primary totals.

Alligator cracking is a high priority distress and it accounts for approximately 50.4% of the recommended repair cost in the form of full-depth patching.

Figure 2, on page 16, illustrates the average system PCR for 2018.

Figure 3, on page 17, illustrates how the total mileage is distributed among the various recommended maintenance activities. Approximately 51.4% of the system's rated streets are recommended for full-depth patching and about 21.3% of the system's rated streets are recommended for resurfacing, primarily due to alligator cracking and moderate to severe block cracking.

Figure 4, on page 18, illustrates how the total cost is distributed among the various recommended maintenance activities. Approximately 54.5% of the system's cost is for maintenance in the form of resurfacing, as a primary maintenance activity that includes all necessary patching.

Figure 5, on page 19, illustrates how the total recommended repair cost is distributed between routine maintenance and resurfacing activities. Routine maintenance activities account for approximately 45.5% (\$1,072,141) of the estimated maintenance while resurfacing activities account for 54.5% (\$1,286,723) of the estimated maintenance needs.

Table 11**SUMMARY TABLE OF SUGGESTED PRIMARY MAINTENANCE ACTIVITIES FOR RATED STREETS**

PRIMARY ACTIVITY	MILES LO VOL	COST LO VOL	MILES HI VOL	COST HI VOL	TOTAL MILES	% MILES	TOTAL COST	COST/ MILE	% COST
Full-Depth Patching	14.12	\$1,072,141	0.00	\$0	14.12	51.4%	\$1,072,141	\$75,931	45.5%
RM* Total	14.12	\$1,072,141	0.00	\$0	14.12	51.4%	\$1,072,141	\$75,931	45.5%
1" PM	5.86	\$1,286,723	0.00	\$0	5.86	21.3%	\$1,286,723	\$219,577	54.5%
Resurface Total	5.86	\$1,286,723	0.00	\$0	5.86	21.3%	\$1,286,723	\$219,577	54.5%
Total Repair	19.99	\$2,358,864	0.00	\$0	19.99	72.7%	\$2,358,864	\$118,002	100%
No Repair	7.49	\$0	0.00	\$0	7.49	27.3%	\$0	\$0	0%
Total System	27.48	\$2,358,864	0.00	\$0	27.48	100%	\$2,358,864	\$85,839	100%

* RM is routine maintenance

Note: Columns may not add up exactly due to rounding.

The results of the Pavement Condition Survey in the provided database and street listings have a code symbol in the "Activity" column defining the controlling or primary maintenance activity for each street section. It should also be noted that a secondary maintenance activity has been incorporated into the database, when applicable, in the "Activity 2" field with associated cost data. A third and fourth activity and associated cost, when applicable, are also incorporated within the database as structured above. The code symbols are as follows:

CS = Crack Sealing

PM1 = 1" Plant Mix

JR = Joint Repair

PM1+S = 1" Plant Mix and BST Seal

FDP = Full-Depth Patching

SO = Short Overlay

These maintenance activities can be categorized as either routine maintenance or resurfacing. Routine maintenance limits the detrimental effects of traffic loads and weather conditions. For the Town of Lake Lure routine maintenance includes crack sealing, joint repair, full-depth patching, and short overlay. Resurfacing adds a new layer to the pavement's structure and improves its load carrying capacity.

Figure 2 - Average PCR Comparison by Survey Year



Figure 3 - Distribution of Maintenance Needs by Primary Repair Type
Percentage of Total Miles
Total Miles: 27.48

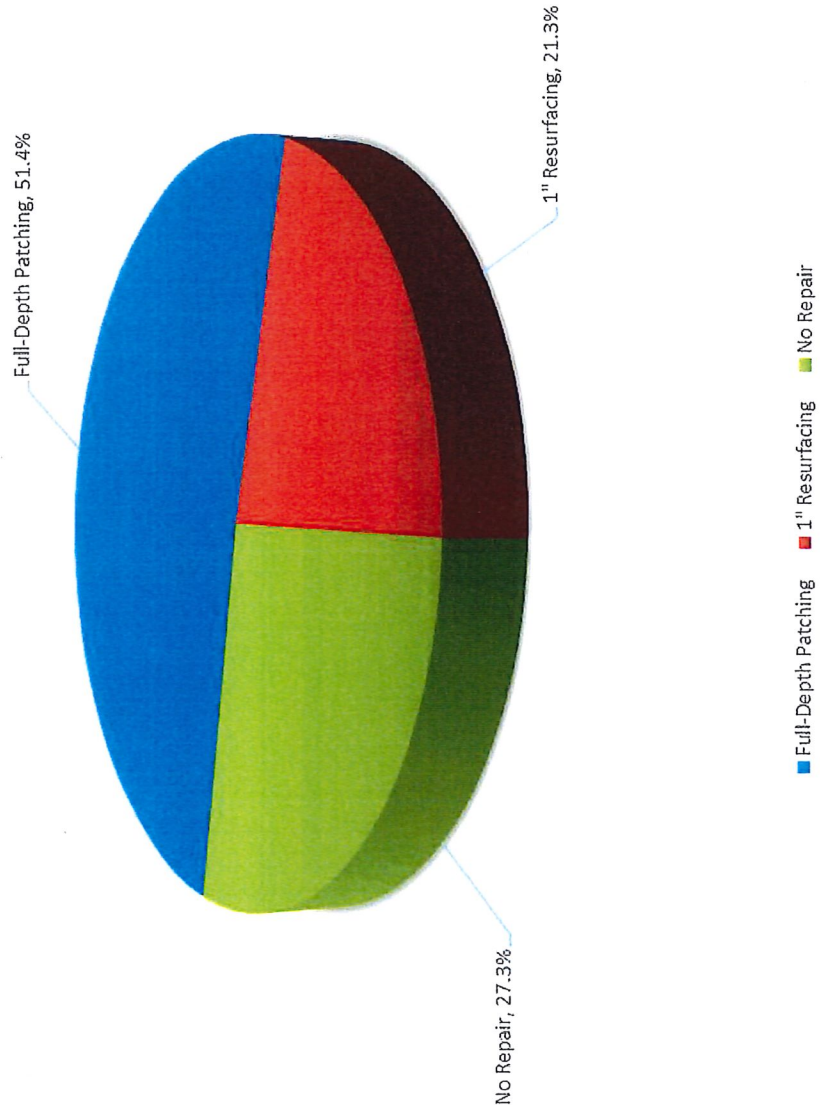


Figure 4 - Distribution of Maintenance Costs by Primary Repair Type
Percentage of Total Cost
Total Cost: \$2,358,864

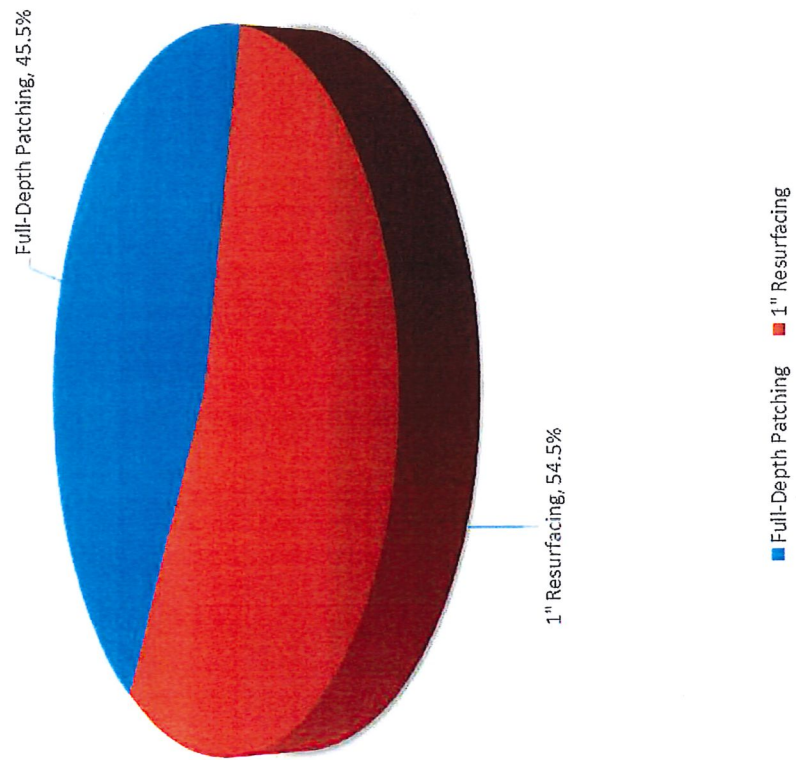
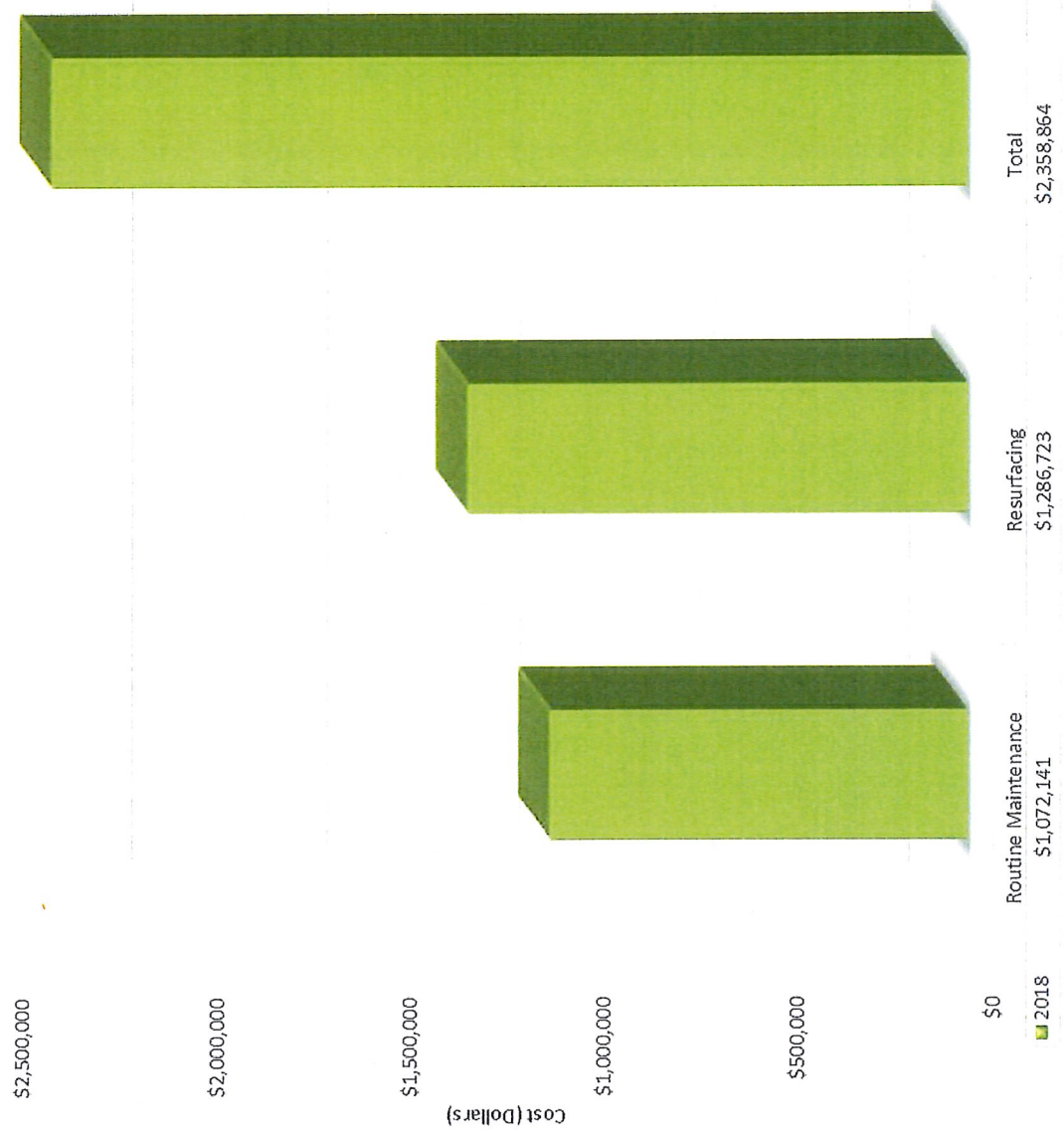


Figure 5 - Routine Maintenance vs. Resurfacing Cost



D. Routine Maintenance

These important maintenance activities are included where surface pavement distresses are not present in sufficient magnitude to warrant complete plant mix resurfacing. Routine maintenance includes crack sealing, joint repair, full-depth patching, and short overlay.

The Pavement Condition Survey indicates that there are approximately 14.1 miles of streets requiring routine maintenance. The estimated cost of this work is \$1,072,141 or \$75,931 per mile, accounting for roughly 45.5% of the estimated total street maintenance cost need.

The following section defines the routine maintenance for the Town of Lake Lure.

- **Crack Sealing**

Crack sealing is needed for moderate block/transverse cracking on low and high volume streets and moderate reflective cracking on low volume streets. Block cracking is not a structural failure and does not usually progress rapidly. Cracks are generally caused by shrinkage of the asphalt and daily temperature cycling. Traffic loads can increase the severity of block cracking if water is allowed to penetrate into the cracks. Therefore, it is very important to seal these cracks to prevent water penetration into the base materials. The definition of moderate block/transverse cracking includes cracks that have been sealed previously but are beginning to open back up. **Although crack sealing is generally an effective preventive maintenance measure, it should not be used in place of patching to seal moderate to severe alligator cracking.** LaBella recommends crack sealing as a secondary maintenance activity for 1.8 miles of street segments.

Even though it will result in a higher initial cost, the use of a rubberized asphalt crack sealant is recommended. Because cracks must be resealed periodically, a continuing crack sealing program is required. Crack sealing can be a very cost-effective expenditure of funds.

- **Joint Repair**

Joint Repair is recommended for severe reflective cracking on both low and high volume streets. Reflective cracking occurs when cracking at the joints of an old concrete pavement reflects to the surface of an asphalt overlay. Often repairs must be made to the Portland cement concrete pavement below the surface. Resealing or repairing of the concrete joints, either by crack pouring or major reconstruction of the old joint might be required. Slab stabilization may also be required if pumping is present. No severe reflective cracking was observed during the survey.

- **Full-Depth Patch**

Full-depth patching is required to repair moderate and severe alligator cracking. It involves the removal of the surface course, base course, and sub-grade, if necessary. New material should be placed in compacted lifts. Often, a full-depth asphalt repair can be used.

There are an estimated 25,638 square yards of full-depth patching needed in Lake Lure. Approximately 16,131 square yards (79 street segments) are recommended as a primary maintenance activity at an estimated cost of \$1,064,646, with the remaining 9,507 square yards recommended as a secondary activity. Where resurfacing is recommended, the cost of full-depth patching is included in the total resurfacing cost. Those repairs must be done prior to any resurfacing activity.

It is recommended that the Town of Lake Lure maintain an aggressive patching program. This type of maintenance is very cost-effective in extending the useful life of pavements. Delaying this type of maintenance will cause pavements to fail at a much faster rate. Many streets requiring patching may need resurfacing in the near future. However, timely and thorough patching can postpone the need for resurfacing.

- **Short Overlays**

Short overlays, or resurfacing portions of a street, are recommended on low volume streets with severe patching and on high volume streets with moderate rutting. No moderate rutting was observed during the survey.

E. Resurfacing

Plant mix resurfacing is a major maintenance activity. Plant mix resurfacing, combined with full-depth patching, is used to repair structural damage. It is recommended for a variety of pavement distresses, as severity and magnitude increase, and some distress types require more immediate attention than others. Because the funds available for street resurfacing are typically limited, resurfacing activities need to be addressed by the type of pavement distress that causes the need. This section will address resurfacing activities by the type of distress that requires it.

The Pavement Condition Survey indicates that there are approximately 5.9 miles of streets requiring resurfacing. The estimated cost of this work is \$1,286,723 or \$219,577 per mile, accounting for roughly 54.5% of the estimated total street maintenance cost need.

- **Alligator Cracking**

Alligator cracking is the most serious pavement distress. It is a structural pavement failure that may be caused by traffic overload, inadequate design thickness, base or sub-grade failure, poor drainage, or a combination of these factors. It should be given top priority for proper repair. It is a progressive failure, and unless corrected it may progress to the point that the street may require complete pavement reconstruction.

The Pavement Management program is set to determine the need for resurfacing when 30% of a segment on Class B (high volume) streets and 50% of a segment on Class A (low volume) streets has moderate and/or severe alligator cracking. The cost of full-depth patching is also included, where required, in the cost estimate of resurfacing. When light or no rutting exists with alligator cracking, a 1" plant mix resurfacing is recommended for low and high volume streets.

When moderate or severe rutting exists with alligator cracking, a 2" plant mix resurfacing is recommended. These streets are in very poor structural condition and may require reconstruction. Possibly, some engineering testing is needed to determine if there are subsurface problems.

- **Block/Transverse Cracking**

Block/Transverse cracking is not load associated but is caused by the shrinkage of asphalt and temperature fluctuations. The severity can increase if water penetrates into the cracks. Therefore, it is important to seal the block/transverse cracks to prevent water penetration into the pavement's base materials. Unless remedied, alligator cracking may develop. Severe block/transverse cracking requires a BST seal coat application followed by a 1" plant mix resurfacing.

- **Reflective Cracking**

Reflective cracking is generally not load associated but occurs on asphalt concrete which has been overlaid on old jointed concrete pavement. Reflective cracking is characterized by bulged joints above the riding surface and caused by movement of the concrete slab beneath the roadway surface. Where there is moderate reflective cracking on high volume streets, a 1" plant mix resurfacing is recommended. No moderate reflective cracking was observed during the survey.

- **Rutting**

Rutting is a surface depression that typically occurs in the wheel path(s) or at the edge of the pavement. It occurs when the pavement layers or sub-grade consolidate due to traffic loads. Rutting represents a structural failure and often occurs in conjunction with alligator cracking. To repair severe rutting, a 1" plant mix resurfacing is recommended. No severe rutting was observed during the survey.

- **Raveling**

Raveling typically occurs on, but not limited to, bituminous surface treated (BST) streets, sometimes referred to as "tar-and-gravel". Raveling is identified by the loss of aggregate particles from the pavement surface. The inability of the liquid asphalt to hold the aggregate in place causes raveling. Resurfacing is needed to seal the pavement and provide a new wearing surface. A 1" plant mix resurfacing is recommended for both the moderate and severe conditions. No moderate and/or severe raveling was observed during this survey.

- **Ride Quality**

Ride quality is a relative indication of roughness and how the street rides to the public. Any number of factors including rutting, cracking, utility cuts, localized dips, or poor patching can cause rough ride quality. Improving rough ride quality requires a 1" plant mix resurfacing, but other repairs may also be required. There are twelve (12) low volume street segments in the Lake Lure street system that exhibit moderate ride quality at this time.

- **Patching**

Patching is only an indication of the amount of surface area that has received some type of maintenance repair. The quality or condition of the patch is not considered in the evaluation. Severe patching indicates that a large amount of patching exists on the pavement. Resurfacing is recommended when patching covers more than 30% of a pavement's surface area. Where there is severe patching, a short overlay is recommended for low volume streets and a 1" plant mix resurfacing is recommended for high volume streets. There are three (3) low volume street segments in the Lake Lure street system that exhibit severe patching at this time.

2018 PAVEMENT CONDITION SURVEY

APPENDIX A

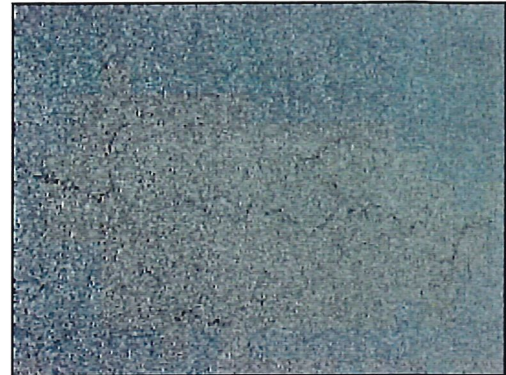
DISTRESS TYPE CLASSIFICATIONS



ALLIGATOR CRACKING

Alligator Cracking is a load associated structural failure that takes place in one or more of the pavement layers. When permanent pavement deformation (Rutting) occurs with Alligator Cracking, a serious failure is indicated. It is a continuing deterioration process. It can be caused by many factors, the most common of which are inadequate thickness of pavement structure for the existing number of commercial vehicles, a softening of the subgrade under the pavement, or related drainage problems. Depending upon the severity of Alligator Cracking and Rutting, the pavement may require surface patching, complete removal of the pavement in spots (full-depth patching), resurfacing, or complete pavement reconstruction.

LIGHT: Longitudinal disconnected hairline cracks about 1/8 inch wide running parallel to each other; initially may be only a single crack in the wheel path but could also look like an alligator pattern; sealant is acceptable for sealed cracks.



MODERATE: Longitudinal cracks in wheel path(s); cracks may be lightly spalled and are about 1/4 inch wide; sealant is not acceptable for sealed cracks (cracks opening back up).



SEVERE: Cracking has progressed so that pieces appear loose with severely spalled edges; cracks are 3/8 inch wide or larger; pumping of fines through the cracks may be visible on the surface; potholes may be present.



BLOCK/TRANSVERSE CRACKING

Block/Transverse Cracking indicates the pavement surface has hardened significantly. The cracking takes place with age, and the pavement cracks due to shrinkage. It is not a structural failure. The cracks should be sealed. When the pavement has a significant amount of this distress, it should be resurfaced.

LIGHT: Cracks, usually only transverse, are about 1/8 inch wide and are not spalled; block pattern may not be visible yet; sealant is acceptable if cracks have been poured; transverse cracks are usually 10-20 feet apart.



MODERATE: Block pattern may be visible with blocks 10 square feet or greater present; cracks may or may not be spalled; sealant is not acceptable if cracks have been poured (cracks opening back up); transverse cracks are usually 5-20 feet apart.



SEVERE: Cracks may be severely spalled with smaller blocks 2-10 square feet present; cracks usually about 1/2 wide or larger; transverse cracks may be 1-2 feet apart throughout portions of the surface.



REFLECTIVE CRACKING

Reflective Cracking occurs on an asphalt overlay that has been placed over a Portland Cement Concrete Pavement. The cracking at the joints of the old concrete pavement reflects to the asphalt surface. Resealing or repairing of the concrete joints, either by crack pouring or major reconstruction of the old joint, might be required. Slab stabilization may be required if pumping is present.

LIGHT: Cracks usually $\frac{1}{8}$ – $\frac{1}{4}$ inch wide; sealant is in satisfactory condition if present; cracks have little or no spalling; joints are usually not bumped up.



MODERATE: Cracks usually $\frac{3}{8}$ – $\frac{1}{2}$ inch wide; sealant is not acceptable for sealed cracks (cracks opening back up); cracks can be moderately spalled; joints may be bumped up $\frac{1}{2}$ – 1 inch high.



SEVERE: Cracks are usually over $\frac{1}{2}$ inch wide; cracks are severely spalled; joints may be bumped up over 1 inch high.



RUTTING

Rutting is a surface depression typically located in the wheel path(s) or at the edge of the pavement. It occurs when the pavement layers or subgrade consolidate due to traffic loads or because of softening of the surface pavement mix. Rutting represents a structural failure and often occurs with Alligator Cracking. It can be corrected by a leveling course or resurfacing.

LIGHT: Rutting 1/4 inch to less than 1/2 inch deep.



MODERATE: Rutting 1/2 inch to less than 1 inch deep.



SEVERE: Rutting 1 inch deep or larger.



RAVELING

Raveling is the wearing away of the pavement surface by dislodging of aggregate and loss of asphalt binder. It occurs primarily on BST (bituminous surface treatment) roads, but can occur on very old plant mix surfaces in part due to weathering. Severe Raveling requires a plant mix resurfacing. Although a plant mix resurfacing is required to repair moderate raveling, it is low priority.

LIGHT: Aggregate loss within the pavement lanes is not great; small amounts of pitting may be detected; aggregate or binder has started to wear away.



MODERATE: Some pitting or stripping evident; random stripping with small areas (less than one square foot) or strips of aggregate broken away.



SEVERE: Pitting and stripping very evident; aggregate accumulation may be a problem; large sections (greater than one square foot) of stripping with aggregate layer broken away.



BLEEDING

Bleeding is a film of bituminous material on the pavement surface caused by excess asphalt cement in the pavement. A plant mix resurfacing is usually required to correct this problem.

LIGHT: Condition is present on 10% - 25% of the section.



MODERATE: 26% - 50% of the section shows this condition.



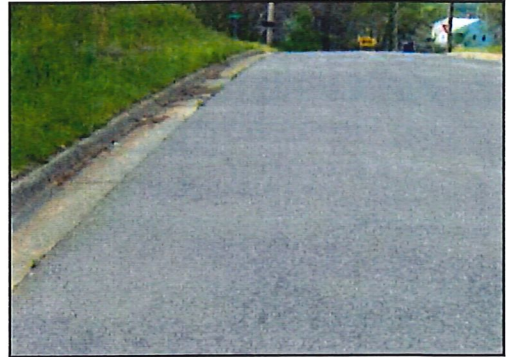
SEVERE: Over 50% of the section shows this condition.



RIDE QUALITY

Ride Quality is what the general public perceives as the indication of how well a road is holding up. Rough Ride Quality can be caused by many of the previously described pavement distresses, poor patching, utility cuts, etc.

AVERAGE: Section may have some isolated cases (up to 1/4 of the section) of bumps and dips.



SLIGHTLY ROUGH: 1/4 to 1/2 of the section is uneven with bumps, dips, rises and ruts; pavement may be broken or cracked.



ROUGH: Over 1/2 of the pavement is uneven and bumpy; rider is frequently jostled; rather large and frequent pavement failures may be present.



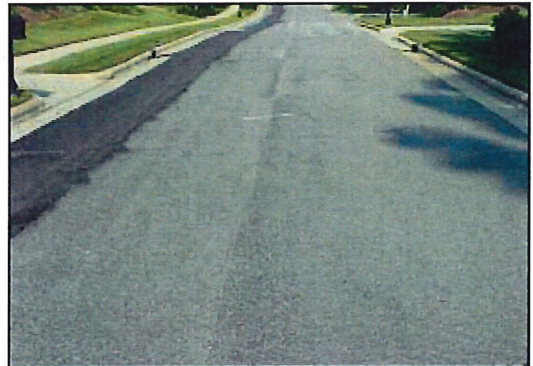
PATCHING

Patching represents the amount of patching that exists on the pavement. It may also represent utility cuts in the pavement. Patching is only an indication of the amount of surface area that has received some type of maintenance repair. The quality or condition of the patch is not considered in the evaluation. Large amounts might indicate the need for resurfacing.

LIGHT: Condition is present on 6% - 15% of the section.



MODERATE: Condition is present on 16% - 30% of the section.



SEVERE: Over 30% of the section is patched.



EDGE CRACKING

Edge Cracking is a form of Alligator Cracking that occurs on the pavement edge. It is characterized by crescent or longitudinal shaped cracks that intersect with the pavement edge. Edge Cracking is caused by many factors including inadequate/low shoulder, insufficient pavement widths, or insufficient pavement thickness.



EDGE CHANNELING

Edge Channeling is a form of roadway shoulder erosion that occurs on ribbon type pavement. It is characterized by a trench-like groove along the edge of pavement. Edge Channeling is typically caused by low shoulders in combination with water runoff. If not corrected, this shoulder defect eventually enables standing water to undermine the edge of pavement causing edge cracking and eventually pavement failure.



TREE ROOT CRACKING

Tree Root Cracking is a form of pavement cracking resulting from tree roots that encroach under the pavement surface. This type of pavement distress typically occurs at the edge of the pavement on older, ribbon type pavement streets that are populated with mature trees within the right-of-way. Severe Tree Root Cracking should be treated the same as severe alligator cracking. This would involve full-depth patching including the removal of tree roots.



2018 PAVEMENT CONDITION SURVEY

APPENDIX B

STREET LISTINGS

- ALPHABETICAL
- RATING (PCR)

May 2018

Prepared For: Town of Lake Lure

Prepared By: LaBella Associates, P.C.

2018 PAVEMENT CONDITION SURVEY

LEGEND AND STREET LISTINGS FOR APPENDIX B



Pavement Management System

Legend for Alphabetical, Rating (PCR), and Priority Listings

INVENTORY:

D Direction. This should be shown when a street has a designated direction as part of its street name, such as North Main Street or South Elm Street. One of the following letters is used to designate the directions:

N - North	E - East
S - South	W - West

STREET The name of the street as shown.

TP Street type. This designates a section of a street, boulevard, avenue, etc. The following standard abbreviations are used:

AL - Alley	EX - Extension	RD - Road
AV - Avenue	FR - Freeway	RN - Run
BT - Belt	HW - Highway	RW - Row
BV - Boulevard	KB - Knob	SQ - Square
CR - Circle	LN - Lane	ST - Street
CT - Court	LP - Loop	TE - Terrace
CO - Cove	PI - Pike	TP - Turnpike
DR - Drive	PK - Park	TR - Trail
DW - Driveway	PL - Place	WK - Walk
EP - Expressway	PW - Parkway	WY - Way

Other abbreviations are used as needed.

CL Class of street. Sections are classified according to traffic usage.

A - Low Volume, residential street
B - High Volume, arterial/collector streets

BLK Block number. Low block number for that section of street.

BEG DESC Begin description. This is the description of the beginning point of the street section. Most commonly, this is an intersection with another street.

If the section begins at a point other than an intersection, the begin point is described using the standard descriptions shown below:

Dead End	Private Prop
Beg Pvmt	Beg Median
End Pvmt	End Median
Cul de sac	Beg C&G
City Limit	End C&G
End Maint	Beg Concrete
R/R Trks	End Concrete
Chg Pvmt	Bridge

Other descriptions are used as needed.

END DESC	End description. This describes the location where the segment ends. Again, this would generally be an intersection with another street. It should be completed as described under BEG DESC.
LEN	Length of the street segment measured in feet, in TPA application as 'Length'. Note: Measurements based on GIS centerline data.
P	Pavement surface type. This describes the type of pavement surface that exists on the section. The type is filled in as shown below: P - Plant Mix Surface (PM)

DISTRESS:

**AN, AL,
AM, AS**

Alligator Cracking: None, Light, Moderate, and Severe

Alligator cracking is rated as a percentage of the street section that falls under the categories of None, Light, Moderate, and Severe. Percentages are shown as 1 = 10%, 2 = 20%, 3 = 30%, up to 10 = 100%. These percentages should always add up to 100%.

BK

Block/Transverse Cracking. This indicates the overall condition of the street section as follows:

N - None
L - Light
M - Moderate
S - Severe

RF

Reflective Cracking. This is shown in the same manner as BK.

RT

Rutting. This is shown in the same manner as BK.

RV

Raveling. This is shown in the same manner as BK.

BL

Bleeding. This is shown in the same manner as BK.

RQ

Ride Quality. The condition is designated as follows:

L - Average (including new)
M - Slightly Rough
S - Rough

PA

Patching. This is shown in the same manner as BK.

RESULTS:

PCR Pavement Condition Rating. A rating on a scale of 0 to 100 with 100 being the best. In TPA application as 'Rating'.

TOTAL COST Total cost of maintenance repair needed for that street section including secondary maintenance costs.

ACT-1 Primary maintenance activity required. The following abbreviations are used:

CS	-	Crack Sealing
FDP	-	Full-Depth Patch
PM1.5	-	1.5" Plant Mix Resurfacing
PM2	-	2" Plant Mix Resurfacing

ACT-2 Secondary maintenance activity required (included in Total Cost).

CS	-	Crack Sealing
FDP	-	Full-Depth Patch

2018 PAVEMENT CONDITION SURVEY

APPENDIX B

ALPHABETICAL STREET LISTING

Prepared For: Town of Lake Lure

Prepared By: LaBella Associates, P.C.

TOWN OF LAKE LURE 2018

TOWN STREETS WITH ALL CATEGORIES

Alphabetical Street Listing (Ascending)

Inventory										Distress														Results							
D	STREET	TP	CL	BLK	BEG DESC	END DESC	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2	
	ABBOTT	RD	A		101 SETON RD	DEAD END	573	P	16	2	0		N	N	0	6	2	0	2	N	N	N	N	N	N	L	N	75	\$6,732.00	FDP	
	ALLEN	DR	A		101 THOMAS DR	DEAD END	1188	P	14	2	0		N	N	0	6	2	1	1	L	N	L	L	N	M	M	44	\$30,624.00	PM1	FDP	
	ANGLERS	WY	A		101 SNUG HARBOR CIR	END MAINT	568	P	12	2	0		N	N	0	7	1	0	2	N	N	N	N	N	L	N	78	\$6,666.00	FDP		
	ARCADE	ST	A		139 KEETER LN	BOTTOMLESS POOLS DR	349	P	51	2	0		N	N	0	9	1	0	0	N	N	N	N	N	L	N	98	\$0.00			
	ARCADE	ST	A		139 KEETER LN	PROCTOR RD	253	P	51	2	2	SC	N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00			
	ARCADE	ST	A		139 PROCTOR RD	ARCADE ST	85	P	51	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00			
	ARCADE	ST	A		139 MEMORIAL HWY	PROCTOR RD	253	P	51	2	2	SC	N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00			
	ASA GRAY	DR	A		101 WASHBURN RD	LOWER COLLIER COBB DR	906	P	16	2	0		N	N	0	6	1	0	3	L	N	L	N	N	L	N	58	\$15,972.00	FDP		
	ASA GRAY	DR	A		101 ASA GRAY DR	DEAD END	1675	P	16	2	0		N	N	0	8	1	0	1	L	N	L	N	N	L	N	78	\$9,834.00	FDP		
	BEACH	ST	A		101 KEETER LN	BOTTOMLESS POOLS DR	345	U	10	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N					
	BLARNEY	RD	A		101 BUFFALO SHOALS RD	DEAD END	938	P	14	2	0		N	N	0	5	1	0	4	L	N	M	L	N	M	N	23	\$35,175.00	PM1	FDP	
	BOTTOMLESS POOLS	DR	A		117 BEACH ST	END MAINT	286	P	22	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00			
	BOTTOMLESS POOLS	DR	A		117 MEMORIAL HWY	LAKE LURE BV	28	P	22	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00			
	BOTTOMLESS POOLS	DR	A		117 LAKE LURE BV	ARCADE ST	111	P	22	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00			
	BOTTOMLESS POOLS	DR	A		117 ARCADE ST	BEACH ST	516	P	22	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00			
	BOYS CAMP	RD	A		389 BOULDER RUN DR	GARDEN LN	893	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00			
	BOYS CAMP	RD	A		389 SHERIDAN LN	CHAPEL POINT RD	610	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	L	N	95	\$0.00			
	BOYS CAMP	RD	A		389 GARDEN LN	CUT AWAY RD	3238	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	L	N	95	\$0.00			
	BOYS CAMP	RD	A		389 KELLERMAN PT	GARDEN LN	84	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00			
	BOYS CAMP	RD	A		389 PINE GABLES	SHERIDAN LN	389	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00			
	BOYS CAMP	RD	A		389 CHURCH ST	PINE GABLES	1275	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	L	N	95	\$0.00			
	BOYS CAMP	RD	A		389 MEMORIAL HWY	SEA WISH WY	722	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	L	N	95	\$0.00			
	BOYS CAMP	RD	A		389 HAPPY HALLOW LN	HOLLY SHELTER WY	57	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00			
	BOYS CAMP	RD	A		389 CHAPEL POINT RD	BOULDER RUN DR	2812	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	L	N	95	\$0.00			
	BOYS CAMP	RD	A		389 HOLLY SHELTER WY	CHURCH ST	232	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00			

Inventory

Distress

Results

D	STREET	TP	CL	BLK	BEG DESC	END DESC	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2
	BOYS CAMP	RD	A	389	SEA WISH WY	HAPPY HOLLOW LN	296	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	L	N	95	\$0.00		
	BURNT RIDGE	RD	A	389	SUGARBUSH POINT	END MAINT	150	P	16	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00		
	BURNT RIDGE	RD	A	389	CUT AWAY RD	SUGARBUSH POINT	2797	P	18	2	0		N	N	0	4	1	1	4	M	N	L	N	N	L	L	22	\$138,580.00	PM1	FDP
	BURROUGHS	RD	A	101	MEMORIAL HWY	DEAD END	520	P	21	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00		
	CHAPEL POINT	RD	A	101	FIREFLY COVE	LUREWOODS MANOR DR	1236	P	18	2	0		N	N	0	6	1	1	2	L	N	N	N	N	L	L	62	\$21,780.00	FDP	
	CHAPEL POINT	RD	A	101	BOYS CAMP RD	FIREFLY COVE	224	P	18	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	L	88	\$0.00		
	CHAPEL POINT	RD	A	101	LUREWOODS MANOR DR	DEAD END	2669	P	18	2	0		N	N	0	5	1	1	3	L	N	N	L	N	L	N	52	\$62,634.00	FDP	
	CHARLOTTE	DR	A	371	LURECREST DR	PICNIC POINT RD	25	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	L	N	95	\$0.00		
	CHARLOTTE	DR	A	371	STORM RIDGE DR	YACHT ISLAND DR	415	P	16	2	0		N	N	0	8	0	0	2	N	N	N	N	N	L	N	80	\$4,884.00	FDP	
	CHARLOTTE	DR	A	371	PLEASANT CIR	PICNIC POINT RD	116	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	L	N	95	\$0.00		
	CHARLOTTE	DR	A	371	WINDSONG LN	WANDERING LN	320	P	18	2	0		N	N	0	7	0	0	3	L	N	L	L	N	L	N	55	\$5,610.00	FDP	
	CHARLOTTE	DR	A	371	WANDERING LN	PLEASANT CIR	425	P	18	2	0		N	N	0	7	2	1	0	M	N	N	N	N	L	N	69	\$3,146.00	FDP	CS
	CHARLOTTE	DR	A	371	CHARLOTTE DR	STORM RIDGE DR	1097	P	16	2	0		N	N	0	6	1	0	3	L	N	L	N	N	L	N	58	\$19,272.00	FDP	
	CHARLOTTE	DR	A	371	SOUTHPOINTE DR	LAKERIDGE RD	925	P	18	2	0		N	N	0	7	1	0	2	L	N	N	N	N	L	N	73	\$10,824.00	FDP	
	CHARLOTTE	DR	A	371	MEMORIAL HWY	WINDSONG LN	200	P	16	2	0		N	N	0	9	0	0	1	L	N	N	N	N	L	N	85	\$1,188.00	FDP	
	CHARLOTTE	DR	A	371	CHARLOTTE DR	STORM RIDGE DR	124	P	18	2	0		N	N	0	9	1	0	0	N	N	N	N	N	L	N	98	\$0.00		
	CHARLOTTE	DR	A	371	LURECREST DR	SOUTHPOINTE DR	566	P	18	2	0		N	N	0	8	0	0	2	L	N	N	N	N	L	N	75	\$6,666.00	FDP	
	CHIMNEY CLIFFS	DR	A	101	MEMORIAL HWY	DEAD END	1945	P	16	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	L	88	\$0.00		
	CHURCH	ST	A	101	BOYS CAMP RD	DEAD END	721	P	12	2	0		N	N	0	10	0	0	0	L	N	L	L	N	L	N	85	\$0.00		
	CUT AWAY	RD	A	203	DEER TRAIL	NORTH SHORE DR	843	P	18	2	0		N	N	0	5	1	1	3	L	N	L	N	N	L	M	42	\$19,800.00	FDP	
	CUT AWAY	RD	A	203	PIRATES COVE	DEAD END	1152	P	18	2	0		N	N	0	5	2	0	3	L	N	L	L	N	L	M	40	\$20,262.00	FDP	
	CUT AWAY	RD	A	203	NORTH SHORE DR	BURNT RIDGE RD	264	P	18	2	0		N	N	0	8	1	1	0	L	N	N	N	N	L	N	86	\$1,584.00	FDP	
	CUT AWAY	RD	A	203	BOYS CAMP RD/VILLAGE BV	DEER TRAIL	1088	P	18	2	0		N	N	0	5	1	1	3	L	N	L	N	N	M	M	32	\$45,126.00	PM1	FDP
	CUT AWAY	RD	A	203	BURNT RIDGE RD	PIRATES CV	124	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00		
	DEERWOOD	DR	A	101	BUFFALO SHOALS RD	END MAINT	1724	P	16	2	0		N	N	0	7	1	0	2	L	N	L	N	N	L	L	63	\$20,196.00	FDP	
	DOCKSIDE	DR	A	223	MEMORIAL HWY	BASSWOOD DR	643	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$3,762.00	FDP	
	DOCKSIDE	DR	A	223	BASSWOOD DR	GENTLEWINDS LN	574	P	12	2	0		N	N	0	7	0	0	3	L	N	L	N	N	L	N	60	\$10,098.00	FDP	
	DOCKSIDE	DR	A	223	GENTLEWINDS LN	PICNIC POINT RD	251	P	14	2	0		N	N	0	10	0	0	0	L	N	N	N	N	L	N	95	\$0.00		

Inventory

Distress

Results

D	STREET	TP	CL	BLK	BEG DESC	END DESC	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2
	DOGWOOD	LN	A	101	SIDNEY LANIER DR	END MAINT	285	P	16	2	0		N	N	0	7	0	0	3	L	N	L	N	N	M	N	50	\$9,579.00	PM1	FDP
	EDWARDS	PT	A	101	BUFFALO SHOALS RD	DEAD END	291	P	14	2	0		N	N	0	5	1	0	4	L	N	L	N	N	L	N	48	\$6,864.00	FDP	
	FISHER	CT	A	101	PARAMONT WAY	DEAD END	237	P	12	2	0		N	N	0	7	1	0	2	L	N	L	N	N	L	N	68	\$2,772.00	FDP	
	FISHER	CT	A	101	MEMORIAL HWY	PARAMONT WAY	815	P	12	2	0		N	N	0	7	1	1	1	L	N	N	L	N	L	N	72	\$9,504.00	FDP	
	FRED A OLDS	RD	A	101	LUTHER BURBANK DR	WASHBURN RD	654	P	16	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00		
	GARNER	DR	A	101	HOLMES RD	DEAD END	971	P	14	2	0		N	N	0	7	2	0	1	L	N	N	N	N	L	N	80	\$5,676.00	FDP	
	GENE STRATTON PORTER	RD	A	101	MEMORIAL HWY	END MAINT	396	P	12	2	0		N	N	0	7	0	0	3	L	N	N	N	N	L	N	65	\$6,996.00	FDP	
	GENTLEWINDS	LN	A	101	DOCKSIDE DR	CUL DE SAC	433	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$2,508.00	FDP	
	HARRIS	RD	A	101	MEMORIAL HWY	MEMORIAL HWY	1869	P	16	2	0		N	N	0	5	2	1	2	L	N	L	N	N	L	N	59	\$32,868.00	FDP	
	HAVANERS	PT	A	101	HAVANERS POINT CR	END MAINT	27	P	16	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00		
	HAVNAERS POINT	CR	A	101	BUFFALO SHOALS RD	MCBRAYER CT	652	P	16	2	0		N	N	0	7	1	0	2	L	N	L	N	N	L	N	68	\$7,656.00	FDP	
	HAVNAERS POINT	CR	A	101	MCBRAYER CT	HAVNAERS POINT	91	P	16	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00		
	HAVNAERS POINT	CR	A	101	HAVNAERS POINT	BUFFALO SHOALS RD	688	P	14	2	0		N	N	0	3	0	0	7	N	N	L	L	N	L	N	21	\$37,878.00	PM1	FDP
	HAWTHORNE	DR	A	101	LAKE BLVD	DEAD END	1294	P	16	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$7,590.00	FDP	
	HAWTHORNE	DR	A	101	HOLMES RD	LAKE BLVD	393	P	17	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00		
	HOLMES	RD	A	205	RIDGEVIEW CIR	GARNER DR	285	P	16	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$1,650.00	FDP	
	HOLMES	RD	A	205	MEMORIAL HWY	RIDGEVIEW CIR	145	P	18	2	0		N	N	0	9	0	0	1	L	N	N	N	N	L	N	85	\$858.00	FDP	
	HOLMES	RD	A	205	HAWTHORNE DR	JOHNSON CIR	475	P	18	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	L	88	\$0.00		
	HOLMES	RD	A	205	SUMMER REST DR	HAWTHORNE DR	899	P	18	2	0		N	N	0	7	0	0	3	L	N	L	N	N	L	N	60	\$15,840.00	FDP	
	HOLMES	RD	A	205	CONROY CT	SUMMER REST DR	2714	P	18	2	0		N	N	0	4	1	1	4	L	N	N	N	N	L	N	47	\$128,448.00	PM1	FDP
	HOLMES	RD	A	205	GARNER DR	CONROY CT	190	P	18	2	0		N	N	0	9	0	0	1	N	N	N	N	N	L	N	90	\$1,122.00	FDP	
	HOLMES	RD	A	205	JOHNSON CIR	MEMORIAL HWY	535	P	18	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00		
	HUMMINGBIRD	CO	A	101	RIDGE RD	DEAD END	1418	P	15	2	0		N	N	0	5	0	0	5	L	N	L	N	M	N	26	\$62,847.00	PM1	FDP	
	JACK LONDON	CT	A	101	JACK LONDON RD	CUL DE SAC	543	P	14	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00		
	JACK LONDON	RD	A	117	MEMORIAL HWY	JACK LONDON CT	440	P	14	2	0		N	N	0	5	1	1	3	L	N	L	N	N	L	N	52	\$10,296.00	FDP	
	JACK LONDON	RD	A	117	JACK LONDON CT	DEAD END	367	P	14	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$2,178.00	FDP	
	JUSTICE	DR	A	101	MEMORIAL HWY	SILVER TREE LN	2562	P	16	2	0		N	N	0	4	0	0	6	L	N	L	N	L	M	16	\$131,151.00	PM1	FDP	
	JUSTICE	DR	A	101	HAPPI NEST LN	DEAD END	2117	P	16	2	0		N	N	0	5	2	1	2	M	N	L	N	N	L	N	44	\$40,047.00	FDP	CS

Inventory					Distress																			Results						
D	STREET	TP	CL	BLK	BEG DESC	END DESC	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2
	JUSTICE	DR	A	101	SILVER TREE LN	HAPPINEST LN	1768	P	16	2	0		N	N	0	4	2	1	3	M	N	L	L	N	L	M	19	\$43,871.00	FDP	CS
	KEETER	LN	A	101	BEACH ST	DEAD END	129	P	14	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00		
	KEETER	LN	A	101	ARCADE ST	BEACH ST	572	P	16	2	0		N	N	0	10	0	0	0	L	N	N	N	N	L	N	95	\$0.00		
	KILROY	DR	A		MARINA DR	DEAD END	624	U	15	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N				
	LAKE	BV	A	101	ANGEL OF THE LAKE	END MAINT	632	P	14	2	0		N	N	0	6	2	0	2	N	N	N	N	N	L	L	70	\$7,392.00	FDP	
	LAKE	BV	A	101	HAWTHORNE DR	ANGEL OF THE LAKE	206	P	14	2	0		N	N	0	7	1	1	1	L	N	L	N	N	L	N	72	\$2,376.00	FDP	
	LAKE LURE	BV	A		BOTTOMLESS POOLS RD	ARCADE ST	347	P	51	2	2	SC	N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00		
	LAKERIDGE	RD	A	139	LOST COVE DR	END MAINT	550	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$3,234.00	FDP	
	LAKERIDGE	RD	A	139	CHARLOTTE DR	LOST COVE DR	410	P	12	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00		
	LAKEVIEW	RD	A	119	MEMORIAL HWY	LAKEVIEW RD	273	P	14	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00		
	LAKEVIEW	RD	A	119	SHERWOOD DR	LAKEVIEW RD	527	P	14	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$3,102.00	FDP	
	LAKEVIEW	RD	A	119	LAKEVIEW RD	SHERWOOD DR	1891	P	14	2	0		N	N	0	7	2	0	1	L	N	L	N	N	L	N	75	\$11,088.00	FDP	
	LAUREL	LN	A	101	SNUG HARBOR CIR	DEAD END	1041	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$6,072.00	FDP	
	LOWER COLLIER COBB	DR	A	101	ASA GRAY DR	DEAD END	1503	P	16	2	0		N	N	0	7	1	0	2	N	N	L	N	N	L	N	73	\$17,622.00	FDP	
	LURECREST	DR	A	101	CHARLOTTE DR	END MAINT	229	P	12	2	0		N	N	0	5	1	1	3	L	N	N	L	N	L	N	52	\$5,346.00	FDP	
	LUREWOODS FOREST	RD	A	101	LUREWOODS MANOR DR	CUL DE SAC	356	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	L	95	\$0.00		
	LUREWOODS MANOR	DR	A	371	CHAPEL POINT RD	LUREWOODS FOREST RD	2767	P	21	2	0		N	N	0	5	1	1	3	L	N	L	N	N	M	M	32	\$123,048.00	PM1	FDP
	LUREWOODS MANOR	DR	A	371	LUREWOODS MANOR DR	CUL DE SAC	467	P	21	2	0		N	N	0	7	0	0	3	L	N	L	N	N	L	L	55	\$8,250.00	FDP	
	LUTHER BURBANK	DR	A	111	BEGIN GRAVEL	END GRAVEL	2062	U	16	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N				
	LUTHER BURBANK	DR	A	111	LUTHER BURBANK DR	SHADY GROVE LN	2025	P	14	2	0		N	N	0	5	1	1	3	L	N	L	L	N	L	M	37	\$47,520.00	FDP	
	LUTHER BURBANK	DR	A	111	LUTHER BURBANK DR	FRED A OLDS RD	506	P	14	2	0		N	N	0	9	0	0	1	L	N	L	N	N	L	N	80	\$2,970.00	FDP	
	LUTHER BURBANK	DR	A	111	BEGIN PVMT	SHADY GROVE LN	386	P	14	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00		
	LUTHER BURBANK	DR	A	111	WASHBURN RD	LUTHER BURBANK DR	103	P	20	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00		
	LUTHER BURBANK	DR	A	111	FRED A OLDS RD	END PVMT	1759	P	15	2	0		N	N	0	9	1	0	0	L	N	L	N	N	L	N	88	\$0.00		
	MARINA	DR	A	101	MEMORIAL HWY	MARINA DR	380	P	15	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00		
	MARINA	DR	A	101	KILROY DR	DEAD END	1152	P	15	2	0		N	N	0	7	2	0	1	L	N	N	N	N	L	N	80	\$6,732.00	FDP	
	MARK TWAIN	DR	A	101	GOTTLIEB GETAWAY	DEAD END	2048	P	14	2	0		N	N	0	8	1	0	1	L	N	L	N	N	L	L	73	\$12,012.00	FDP	
	MCCRAYER	CT	A	101	HAVNAERS POINT CIR	DEAD END	406	P	12	2	0		N	N	0	8	1	0	1	N	N	N	N	N	L	N	88	\$2,376.00	FDP	

Inventory										Distress										Results										
D	STREET	TP	CL	BLK	BEG DESC	END DESC	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2
	MOFFITT	RD	A	101	BUFFALO SHOALS RD	DEAD END	1008	P	16	2	0		N	N	0	4	1	1	4	M	N	L	N	N	L	N	27	\$47,040.00	PM1	FDP
	NEIGHBORLY	DR	A	101	BUFFALO SHOALS RD	DEAD END	529	P	16	2	0		N	N	0	4	2	1	3	L	N	L	N	N	M	L	34	\$20,868.00	PM1	FDP
	NORTH SHORE	DR	A	101	CUT AWAY RD	DEAD END	2373	P	16	2	0		N	N	0	5	1	1	3	L	N	L	L	N	L	M	37	\$55,704.00	FDP	
	OLD #20	HW	A		MEMORIAL HWY	DEAD END	2118	P	12	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00		
	OLD SAND BRANCH	RD	A	101	VILLAGE BLVD	HOLMSTREAD DR	3532	P	21	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00		
	PEARSON	CR	A	101	BUFFALO SHOALS RD	DEAD END	763	P	14	2	0		N	N	0	6	1	1	2	L	N	L	N	N	M	N	52	\$24,147.00	PM1	FDP
	PICNIC POINT	RD	A	101	CHARLOTTE DR	DOCKSIDE DR	658	P	12	2	0		N	N	0	7	0	0	3	L	N	L	N	N	L	N	60	\$11,616.00	FDP	
	PICNIC POINT	RD	A	101	ROCK POINT RD	DEAD END	357	P	12	2	0		N	N	0	9	0	0	1	L	N	N	N	N	L	N	85	\$2,112.00	FDP	
	PICNIC POINT	RD	A	101	DOCKSIDE DR	ROCK POINT RD	663	P	12	2	0		N	N	0	7	1	0	2	N	N	L	N	N	L	N	73	\$7,788.00	FDP	
	PLEASANT	CR	A	101	PLEASANT CIR	DEAD END	399	P	12	2	0		N	N	0	10	0	0	0	L	N	N	N	N	L	N	95	\$0.00		
	PLEASANT	CR	A	101	CHARLOTTE DR	WANDERING LN	140	P	14	2	0		N	N	0	9	0	1	0	N	N	N	N	N	L	N	94	\$792.00	FDP	
	PROCTOR	RD	A	100	ARCADE ST	CHG WIDTH	221	P	51	2	2	SC	N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00		
	PROCTOR	R	A	110	CHG WIDTH	ARCADE ST	102	P	18	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00		
	PROCTOR	R	A	110	ARCADE ST	LAGO VISTA DR	226	P	18	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00		
	PROCTOR	RD	A	159	LAGO VISTA DR	END MAINT	4997	P	18	2	0		N	N	0	5	2	1	2	L	N	L	L	N	L	N	54	\$87,912.00	FDP	
	RIDGE	RD	A	101	HUMMINGBIRD COVE	RIDGE RD	1195	P	16	2	0		N	N	0	7	1	0	2	L	N	L	N	N	L	M	58	\$13,992.00	FDP	
	RIDGE	RD	A	101	RIDGE RD	HUMMINGBIRD COVE	973	P	16	2	0		N	N	0	5	1	1	3	L	N	L	N	N	M	M	32	\$38,406.00	PM1	FDP
	RIDGE	RD	A	101	BUFFALO SHOALS RD	RIDGE RD SPLIT	243	P	16	2	0		N	N	0	9	1	0	0	N	N	N	N	N	L	N	98	\$0.00		
	RIDGEVIEW	CR	A	101	BERGLERS FOLLY	HOLMES RD	954	P	16	2	0		N	N	0	6	1	0	3	L	N	N	N	N	L	N	63	\$16,764.00	FDP	
	RIDGEVIEW	CR	A	101	JOHNSON CIR	BERGLERS FOLLY	775	P	16	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00		
	ROCK CREST	CO	A	101	BUFFALO SHOALS RD	DEAD END	480	P	12	2	0		N	N	0	6	0	0	4	L	N	L	N	N	M	N	40	\$17,046.00	PM1	FDP
	ROCK POINT	RD	A	101	PICNIC POINT RD	DEAD END	365	P	12	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00		
	SANDLEWOOD	DR	A	101	WINDSONG LN	WANDERING LN	289	P	12	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00		
	SETON	RD	A	101	ABBOTT RD	CURTISS DR	88	P	18	2	0		N	N	0	7	2	1	0	L	N	N	N	N	L	N	84	\$528.00	FDP	
	SETON	RD	A	101	MARK TWAIN DR	END MAINT	2080	P	16	2	0		N	N	0	5	3	1	1	N	N	L	N	N	L	N	72	\$24,420.00	FDP	
	SETON	RD	A	101	MEMORIAL HWY	ABBOTT RD	988	P	18	2	0		N	N	0	7	3	0	0	L	N	N	N	N	L	N	88	\$0.00		
	SETON	RD	A	101	CURTISS DR	CADDY LN	370	P	16	2	0		N	N	0	6	1	2	1	L	N	N	L	N	L	L	61	\$6,534.00	FDP	
	SETON	RD	A	101	CADDY LN	MARK TWAIN DR	934	P	16	2	0		N	N	0	5	2	0	3	N	N	N	L	N	L	L	55	\$16,434.00	FDP	

Inventory

Distress

Results

D	STREET	TP	CL	BLK	BEG DESC	END DESC	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2
	SHERIDAN	LN	A	101	BOYS CAMP RD	END PVMT	645	P	15	2	0		N	N	0	5	1	0	4	L	N	L	N	N	M	N	38	\$24,789.00	PM1	FDP
	SHERWOOD	DR	A	101	LAKEVIEW RD	END MAINT	346	P	14	2	0		N	N	0	6	2	0	2	L	N	L	N	N	M	N	55	\$8,934.00	PM1	FDP
	SIDNEY LANIER	DR	A	101	DOGWOOD LN	THOMAS A EDISON RD	1632	P	16	2	0		N	N	0	4	1	1	4	L	N	L	L	N	M	M	17	\$73,959.00	PM1	FDP
	SIDNEY LANIER	DR	A	101	WASHBURN RD	DOGWOOD LN	77	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00		
	SILVER TREE	LN	A	101	JUSTICE DR	DEAD END	1232	P	16	2	0		N	N	0	7	2	0	1	L	N	N	N	N	L	N	80	\$7,260.00	FDP	
	SLEEPY HILL	A		101	MEMORIAL HWY	DEAD END	457	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$2,706.00	FDP	
	SNUG HARBOR	CR	A	101	LAUREL LN	SNUG HARBOR CIR	714	P	14	2	0		N	N	0	7	1	0	2	L	N	N	N	N	L	L	68	\$8,382.00	FDP	
	SNUG HARBOR	CR	A	101	ANGLERS WAY	LAUREL LN	2378	P	14	2	0		N	N	0	4	3	0	3	L	N	L	N	N	L	M	43	\$41,844.00	FDP	
	SNUG HARBOR	CR	A	101	SNUG HARBOR CIR	ANGLERS WAY	644	P	18	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$3,762.00	FDP	
	SNUG HARBOR	CR	A	101	MEMORIAL HWY	SNUG HARBOR CIR	159	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	L	N	95	\$0.00		
	STORM RIDGE	DR	A	101	CHARLOTTE DR	CHARLOTTE DR	1358	P	12	2	0		N	N	0	6	2	0	2	L	N	L	N	N	M	N	55	\$32,205.00	PM1	FDP
	SUNSET COVE	RD	A	101	BUFFALO SHOALS RD	DEAD END	1548	P	12	2	0		N	N	0	4	2	1	3	L	N	L	L	N	L	M	34	\$36,366.00	FDP	
	THOMAS	DR	A	161	THOMAS DR	END MAINT	435	P	18	2	0		N	N	0	5	2	0	3	L	N	L	N	N	M	M	35	\$15,466.00	PM1	FDP
	THOMAS	DR	A	161	BUFFALO SHOALS RD	ALLEN DR	671	P	16	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	S	78	\$10,737.00	PM1	
	THOMAS A EDISON	RD	A	101	SIDNEY LANIER DR	DEAD END	2307	P	16	2	0		N	N	0	5	2	1	2	N	N	L	L	N	L	N	59	\$40,590.00	FDP	
	TRYON BAY	CR	A	101	MEMORIAL HWY	MEMORIAL HWY	3344	P	15	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00		
	UPPER COLLIER COBB	DR	A	101	WASHBURN RD	DEAD END	883	P	14	2	0		N	N	0	7	2	0	1	L	N	L	N	N	L	M	65	\$5,148.00	FDP	
	VILLAGE	BV	A	233	OLD SAND BRANCH RD	END MAINT	92	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00		
	VILLAGE	BV	A	233	CUT AWAY RD	OLD SAND BRANCH RD	685	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	N	100	\$0.00		
	WANDERING	LN	A	109	SANDLEWOOD DR	PLEASANT CIR	533	P	14	2	0		N	N	0	10	0	0	0	L	N	N	N	N	L	N	95	\$0.00		
	WANDERING	LN	A	109	CHARLOTTE DR	SANDLEWOOD DR	102	P	12	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00		
	WASHBURN	RD	A	101	UPPER COLLIER COBB DR	DEAD END	556	P	18	2	0		N	N	0	5	1	1	3	L	N	L	L	N	M	N	37	\$23,010.00	PM1	FDP
	WASHBURN	RD	A	101	MEMORIAL HWY	FREDA OLDS RD	139	P	18	2	0		N	N	0	9	0	0	1	N	N	N	N	N	L	N	90	\$792.00	FDP	
	WASHBURN	RD	A	101	LUTHER BURBANK DR	ASA GRAY DR	195	P	18	2	0		N	N	0	7	1	0	2	L	N	L	N	N	M	S	43	\$5,820.00	PM1	FDP
	WASHBURN	RD	A	101	MISTLETOE PARK	SIDNEY LANIER DR	271	P	18	2	0		N	N	0	9	0	0	1	L	N	N	N	N	L	M	75	\$1,584.00	FDP	
	WASHBURN	RD	A	101	SIDNEY LANIER DR	UPPER COLLIER COBB DR	2343	P	18	2	0		N	N	0	5	1	2	2	L	N	L	N	N	M	M	36	\$97,218.00	PM1	FDP
	WASHBURN	RD	A	101	ASA GRAY DR	MISTLETOE PARK	313	P	14	2	0		N	N	0	9	0	0	1	L	N	L	N	N	L	L	75	\$1,848.00	FDP	
	WASHBURN	RD	A	101	FRED A OLDS RD	LUTHER BURBANK DR	986	P	18	2	0		N	N	0	6	1	1	2	L	N	L	N	N	L	M	52	\$17,358.00	FDP	

Inventory														Distress														Results			
D	STREET	TP	CL	BLK	BEG DESC	END DESC	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2	
	WINDSONG	LN	A	127	CHARLOTTE DR	SANDLEWOOD DR	280	P	14	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92		\$0.00		
	WINDSONG	LN	A	127	SANDLEWOOD DR	CUL DE SAC	266	P	14	2	0		N	N	0	10	0	0	0	L	N	N	N	N	L	N	95		\$0.00		
	YACHT ISLAND	DR	A	101	CHARLOTTE DR	CHARLOTTE DR	1191	P	12	2	0		N	N	0	6	1	0	3	N	N	N	N	N	L	N	68	\$20,988.00	FDP		
	YOUNGS MTN	DR	A	651	ESTATES RD/SOUTH DR	YOUNG MTN DR	2571	P	18	2	0		N	N	0	4	2	1	3	N	N	L	N	N	M	S	29	\$106,602.00	PM1	FDP	
	YOUNGS MTN	DR	A	651	VALLEY VIEW CIR	KENS ROCK RD	185	P	18	2	0		N	N	0	9	1	0	0	L	N	N	N	L	N	92		\$0.00			
	YOUNGS MTN	DR	A	651	WHITE PINE DR	ESTATES RD/SOUTH DR	855	P	18	2	0		N	N	0	5	1	1	3	L	N	L	N	N	L	M	42	\$20,064.00	FDP		
	YOUNGS MTN	DR	A	651	VILLAGE RD	WHITE PINE DR	946	P	18	2	0		N	N	0	7	1	0	2	L	N	N	N	N	L	M	63	\$11,088.00	FDP		
	YOUNGS MTN	DR	A	651	BUFFALO CREEK RD	VILLAGE RD	653	P	18	2	0		N	N	0	7	1	1	1	L	N	N	N	N	L	N	77	\$7,656.00	FDP		
	YOUNGS MTN	DR	A	651	YOUNG MTN DR	VALLEY VIEW CIR	1118	P	18	2	0		N	N	0	7	1	0	2	M	N	L	L	N	L	L	43	\$14,811.00	FDP	CS	
	YOUNGS MTN	DR	A	651	KENS ROCK RD	YOUNGS MTN DR	465	P	18	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00			

2018 PAVEMENT CONDITION SURVEY

APPENDIX B

RATING (PCR) STREET LISTING

Prepared For: Town of Lake Lure

Prepared By: LaBella Associates, P.C.

TOWN OF LAKE LURE 2018

TOWN STREETS WITH ALL CATEGORIES

Rating (PCR) Order Street Listing (Ascending)

Note: This list does not include Concrete, Brick or Unpaved Streets.

Inventory			Distress																	Results													
D	STREET	TP	CL	BLK	BEG	DESC	END	DESC	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2	
	JUSTICE	DR	A	101	MEMORIAL HWY	SILVER TREE LN			2562	P	16	2	0		N	N	0	4	0	0	6	L	N	L	L	N	L	M	16		\$131,151.00	PM1	FDP
	SIDNEY LANIER	DR	A	101	DOGWOOD LN	THOMAS A EDISON RD			1632	P	16	2	0		N	N	0	4	1	1	4	L	N	L	L	N	M	M	17		\$73,959.00	PM1	FDP
	JUSTICE	DR	A	101	SILVER TREE LN	HAPPINEST LN			1768	P	16	2	0		N	N	0	4	2	1	3	M	N	L	L	N	L	M	19		\$43,871.00	FDP	CS
	HAVNAERS POINT	OR	A	101	HAVNAERS POINT	BUFFALO SHOALS RD			688	P	14	2	0		N	N	0	3	0	0	7	N	N	L	L	N	L	N	21		\$37,878.00	PM1	FDP
	BURNT RIDGE	RD	A	369	CUT AWAY RD	SUGARBUSH POINT			2797	P	18	2	0		N	N	0	4	1	1	4	M	N	L	N	N	L	L	22		\$136,580.00	PM1	FDP
	BLARNEY	RD	A	101	BUFFALO SHOALS RD	DEAD END			938	P	14	2	0		N	N	0	5	1	0	4	L	N	M	L	N	M	N	23		\$35,175.00	PM1	FDP
	HUMMINGBIRD	CO	A	101	RIDGE RD	DEAD END			1418	P	15	2	0		N	N	0	5	0	0	5	L	N	L	L	N	M	N	26		\$62,847.00	PM1	FDP
	MOFFITT	RD	A	101	BUFFALO SHOALS RD	DEAD END			1008	P	16	2	0		N	N	0	4	1	1	4	M	N	L	N	N	L	N	27		\$47,040.00	PM1	FDP
	YOUNGS MTN	DR	A	651	ESTATES RD/SOUTH DR	YOUNG MTN DR			2571	P	18	2	0		N	N	0	4	2	1	3	N	N	L	N	N	M	S	29		\$106,602.00	PM1	FDP
	LUREWOODS MANOR	DR	A	371	CHAPEL POINT RD	LUREWOODS FOREST RD			2767	P	21	2	0		N	N	0	5	1	1	3	L	N	L	N	N	M	M	32		\$123,048.00	PM1	FDP
	CUT AWAY	RD	A	203	BOYS CAMP RD/VILLAGE BV	DEER TRAIL			1088	P	18	2	0		N	N	0	5	1	1	3	L	N	L	N	N	M	M	32		\$45,126.00	PM1	FDP
	RIDGE	RD	A	101	RIDGE RD	HUMMINGBIRD COVE			973	P	16	2	0		N	N	0	5	1	1	3	L	N	L	N	N	M	M	32		\$38,406.00	PM1	FDP
	SUNSET COVE	RD	A	101	BUFFALO SHOALS RD	DEAD END			1548	P	12	2	0		N	N	0	4	2	1	3	L	N	L	L	N	L	M	34		\$36,366.00	FDP	
	NEIGHBORLY	DR	A	101	BUFFALO SHOALS RD	DEAD END			529	P	16	2	0		N	N	0	4	2	1	3	L	N	L	N	N	M	L	34		\$20,868.00	PM1	FDP
	THOMAS	DR	A	161	THOMAS DR	END MAINT			435	P	18	2	0		N	N	0	5	2	0	3	L	N	L	N	N	M	M	35		\$15,486.00	PM1	FDP
	WASHBURN	RD	A	101	SIDNEY LANIER DR	UPPER COLLIER COBB DR			2343	P	18	2	0		N	N	0	5	1	2	2	L	N	L	N	N	M	M	36		\$97,218.00	PM1	FDP
	NORTH SHORE	DR	A	101	CUT AWAY RD	DEAD END			2373	P	16	2	0		N	N	0	5	1	1	3	L	N	L	L	N	L	M	37		\$55,704.00	FDP	
	LUTHER BURBANK	DR	A	111	LUTHER BURBANK DR	SHADY GROVE LN			2025	P	14	2	0		N	N	0	5	1	1	3	L	N	L	L	N	L	M	37		\$47,520.00	FDP	
	WASHBURN	RD	A	101	UPPER COLLIER COBB DR	DEAD END			556	P	18	2	0		N	N	0	5	1	1	3	L	N	L	L	N	M	N	37		\$23,010.00	PM1	FDP
	SHERIDAN	LN	A	101	BOYS CAMP RD	END PVMT			645	P	15	2	0		N	N	0	5	1	0	4	L	N	L	N	N	M	N	38		\$24,789.00	PM1	FDP
	CUT AWAY	RD	A	203	PIRATES COVE	DEAD END			1152	P	18	2	0		N	N	0	5	2	0	3	L	N	L	L	N	L	M	40		\$20,262.00	FDP	
	ROCK CREST	CO	A	101	BUFFALO SHOALS RD	DEAD END			480	P	12	2	0		N	N	0	6	0	0	4	L	N	L	N	N	M	N	40		\$17,046.00	PM1	FDP
	YOUNGS MTN	DR	A	651	WHITE PINE DR	ESTATES RD/SOUTH DR			855	P	18	2	0		N	N	0	5	1	1	3	L	N	L	N	N	L	M	42		\$20,064.00	FDP	
	CUT AWAY	RD	A	203	DEER TRAIL	NORTH SHORE DR			843	P	18	2	0		N	N	0	5	1	1	3	L	N	L	N	N	L	M	42		\$19,800.00	FDP	
	SNUG HARBOR	OR	A	101	ANGLERS WAY	LAUREL LN			2378	P	14	2	0		N	N	0	4	3	0	3	L	N	L	N	N	L	M	43		\$41,844.00	FDP	
	YOUNGS MTN	DR	A	651	YOUNG MTN DR	VALLEY VIEW CIR			1118	P	18	2	0		N	N	0	7	1	0	2	M	N	L	N	L	L	L	43		\$14,811.00	FDP	CS
	WASHBURN	RD	A	101	LUTHER BURBANK DR	ASA GRAY DR			195	P	18	2	0		N	N	0	7	1	0	2	L	N	L	N	N	M	S	43		\$5,820.00	PM1	FDP
	JUSTICE	DR	A	101	HAPPI NEST LN	DEAD END			2117	P	16	2	0		N	N	0	5	2	1	2	M	N	L	N	N	L	N	44		\$40,047.00	FDP	CS

Inventory			Distress																Results											
D	STREET	TP	CL	BLK	BEG DESC	END DESC	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2
	ALLEN	DR	A	101	THOMAS DR	DEAD END	1188	P	14	2	0		N	N	0	6	2	1	1	L	N	L	L	N	M	M	44	\$30,624.00	PM1	FDP
	HOLMES	RD	A	205	CONROY CT	SUMMER REST DR	2714	P	18	2	0		N	N	0	4	1	1	4	L	N	N	N	N	L	N	47	\$128,448.00	PM1	FDP
	EDWARDS	PT	A	101	BUFFALO SHOALS RD	DEAD END	291	P	14	2	0		N	N	0	5	1	0	4	L	N	L	N	N	L	N	48	\$6,864.00	FDP	
	DOGWOOD	LN	A	101	SIDNEY LANIER DR	END MAINT	285	P	16	2	0		N	N	0	7	0	0	3	L	N	L	N	N	M	N	50	\$9,579.00	PM1	FDP
	CHAPEL POINT	RD	A	101	LUREWOODS MANOR DR	DEAD END	2669	P	18	2	0		N	N	0	5	1	1	3	L	N	N	L	N	L	N	52	\$62,634.00	FDP	
	PEARSON	CR	A	101	BUFFALO SHOALS RD	DEAD END	763	P	14	2	0		N	N	0	6	1	1	2	L	N	L	N	N	M	N	52	\$24,147.00	PM1	FDP
	WASHBURN	RD	A	101	FRED A OLDS RD	LUTHER BURBANK DR	986	P	18	2	0		N	N	0	6	1	1	2	L	N	L	N	N	L	M	52	\$17,358.00	FDP	
	JACK LONDON	RD	A	117	MEMORIAL HWY	JACK LONDON CT	440	P	14	2	0		N	N	0	5	1	1	3	L	N	L	N	N	L	N	52	\$10,296.00	FDP	
	LURECREST	DR	A	101	CHARLOTTE DR	END MAINT	229	P	12	2	0		N	N	0	5	1	1	3	L	N	N	L	N	L	N	52	\$5,346.00	FDP	
	PROCTOR	RD	A	159	LAGO VISTA DR	END MAINT	4997	P	18	2	0		N	N	0	5	2	1	2	L	N	L	L	N	L	N	54	\$87,912.00	FDP	
	STORM RIDGE	DR	A	101	CHARLOTTE DR	CHARLOTTE DR	1358	P	12	2	0		N	N	0	6	2	0	2	L	N	L	N	N	M	N	55	\$32,205.00	PM1	FDP
	SETON	RD	A	101	CADDY LN	MARK TWAIN DR	934	P	16	2	0		N	N	0	5	2	0	3	N	N	N	L	N	L	L	55	\$16,434.00	FDP	
	SHERWOOD	DR	A	101	LAKEVIEW RD	END MAINT	346	P	14	2	0		N	N	0	6	2	0	2	L	N	L	N	N	M	N	55	\$8,934.00	PM1	FDP
	LUREWOODS MANOR	DR	A	371	LUREWOODS MANOR DR	CUL DE SAC	467	P	21	2	0		N	N	0	7	0	0	3	L	N	L	N	N	L	L	55	\$8,250.00	FDP	
	CHARLOTTE	DR	A	371	WINDSONG LN	WANDERING LN	320	P	18	2	0		N	N	0	7	0	0	3	L	N	L	L	N	L	N	55	\$5,610.00	FDP	
	CHARLOTTE	DR	A	371	CHARLOTTE DR	STORM RIDGE DR	1097	P	16	2	0		N	N	0	6	1	0	3	L	N	L	N	N	L	N	58	\$19,272.00	FDP	
	ASA GRAY	DR	A	101	WASHBURN RD	LOWER COLLIER COBB DR	906	P	16	2	0		N	N	0	6	1	0	3	L	N	L	N	N	L	N	58	\$15,972.00	FDP	
	RIDGE	RD	A	101	HUMMINGBIRD COVE	RIDGE RD	1195	P	16	2	0		N	N	0	7	1	0	2	L	N	L	N	N	L	M	58	\$13,992.00	FDP	
	THOMAS A EDISON	RD	A	101	SIDNEY LANIER DR	DEAD END	2307	P	16	2	0		N	N	0	5	2	1	2	N	N	L	L	N	L	N	59	\$40,590.00	FDP	
	HARRIS	RD	A	101	MEMORIAL HWY	MEMORIAL HWY	1869	P	16	2	0		N	N	0	5	2	1	2	L	N	L	N	N	L	N	59	\$32,868.00	FDP	
	HOLMES	RD	A	205	SUMMER REST DR	HAWTHORNE DR	899	P	18	2	0		N	N	0	7	0	0	3	L	N	L	N	N	L	N	60	\$15,840.00	FDP	
	PICNIC POINT	RD	A	101	CHARLOTTE DR	DOCKSIDE DR	658	P	12	2	0		N	N	0	7	0	0	3	L	N	L	N	N	L	N	60	\$11,616.00	FDP	
	DOCKSIDE	DR	A	223	BASSWOOD DR	GENTLEWINDS LN	574	P	12	2	0		N	N	0	7	0	0	3	L	N	L	N	N	L	N	60	\$10,098.00	FDP	
	SETON	RD	A	101	CURTISS DR	CADDY LN	370	P	16	2	0		N	N	0	6	1	2	1	L	N	N	L	N	L	L	61	\$6,534.00	FDP	
	CHAPEL POINT	RD	A	101	FIREFLY COVE	LUREWOODS MANOR DR	1236	P	18	2	0		N	N	0	6	1	1	2	L	N	N	N	N	L	L	62	\$21,780.00	FDP	
	DEERWOOD	DR	A	101	BUFFALO SHOALS RD	END MAINT	1724	P	16	2	0		N	N	0	7	1	0	2	L	N	L	N	N	L	L	63	\$20,196.00	FDP	
	RIDGEVIEW	CR	A	101	BERGLERS FOLLY	HOLMES RD	954	P	16	2	0		N	N	0	6	1	0	3	L	N	N	N	N	L	N	63	\$16,764.00	FDP	
	YOUNGS MTN	DR	A	651	VILLAGE RD	WHITE PINE DR	946	P	18	2	0		N	N	0	7	1	0	2	L	N	N	N	N	L	M	63	\$11,088.00	FDP	
	GENE STRATTON PORTER	RD	A	101	MEMORIAL HWY	END MAINT	396	P	12	2	0		N	N	0	7	0	0	3	L	N	N	N	N	L	N	65	\$6,996.00	FDP	
	UPPER COLLIER COBB	DR	A	101	WASHBURN RD	DEAD END	883	P	14	2	0		N	N	0	7	2	0	1	L	N	L	N	N	L	M	65	\$5,148.00	FDP	
	YACHT ISLAND	DR	A	101	CHARLOTTE DR	CHARLOTTE DR	1191	P	12	2	0		N	N	0	6	1	0	3	N	N	N	N	N	L	N	68	\$20,986.00	FDP	
	SNUG HARBOR	CR	A	101	LAUREL LN	SNUG HARBOR CIR	714	P	14	2	0		N	N	0	7	1	0	2	L	N	N	N	N	L	L	68	\$8,382.00	FDP	

Inventory																											Distress													Results		
D	STREET	TP	CL	BLK	BEG DESC	END DESC	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2												
	HAYNAERS POINT	CR	A	101	BUFFALO SHOALS RD	MCBRAYER CT	652	P	16	2	0		N	N	0	7	1	0	2	L	N	L	N	N	L	N		68	\$7,656.00	FDP												
	FISHER	CT	A	101	PARAMONT WAY	DEAD END	237	P	12	2	0		N	N	0	7	1	0	2	L	N	L	N	N	L	N		68	\$2,772.00	FDP												
	CHARLOTTE	DR	A	371	WANDERING LN	PLEASANT CIR	425	P	18	2	0		N	N	0	7	2	1	0	M	N	N	N	N	L	N		69	\$3,146.00	FDP	CS											
	LAKE	BV	A	101	ANGEL OF THE LAKE	END MAINT	632	P	14	2	0		N	N	0	6	2	0	2	N	N	N	N	N	L	L		70	\$7,392.00	FDP												
	SETON	RD	A	101	MARK TWAIN DR	END MAINT	2080	P	16	2	0		N	N	0	5	3	1	1	N	N	L	N	N	L	N		72	\$24,420.00	FDP												
	FISHER	CT	A	101	MEMORIAL HWY	PARAMONT WAY	815	P	12	2	0		N	N	0	7	1	1	1	L	N	N	L	N	L	N		72	\$9,504.00	FDP												
	LAKE	BV	A	101	HAWTHORNE DR	ANGEL OF THE LAKE	206	P	14	2	0		N	N	0	7	1	1	1	L	N	L	N	N	L	N		72	\$2,376.00	FDP												
	LOWER COLLIER COBB	DR	A	101	ASA GRAY DR	DEAD END	1503	P	16	2	0		N	N	0	7	1	0	2	N	N	L	N	N	L	N		73	\$17,622.00	FDP												
	MARK TWAIN	DR	A	101	GOTTLIEB GETAWAY	DEAD END	2048	P	14	2	0		N	N	0	8	1	0	1	L	N	L	N	N	L	L		73	\$12,012.00	FDP												
	CHARLOTTE	DR	A	371	SOUTHPOINTE DR	LAKERIDGE RD	925	P	18	2	0		N	N	0	7	1	0	2	L	N	N	N	N	L	N		73	\$10,824.00	FDP												
	PICNIC POINT	RD	A	101	DOCKSIDE DR	ROCK POINT RD	663	P	12	2	0		N	N	0	7	1	0	2	N	N	L	N	N	L	N		73	\$7,788.00	FDP												
	LAKEVIEW	RD	A	119	LAKEVIEW RD	SHERWOOD DR	1891	P	14	2	0		N	N	0	7	2	0	1	L	N	L	N	N	L	N		75	\$11,088.00	FDP												
	ABBOTT	RD	A	101	SETON RD	DEAD END	573	P	16	2	0		N	N	0	6	2	0	2	N	N	N	N	L	N		75	\$6,732.00	FDP													
	CHARLOTTE	DR	A	371	LURECREST DR	SOUTHPOINTE DR	566	P	18	2	0		N	N	0	8	0	0	2	L	N	N	N	N	L	N		75	\$6,666.00	FDP												
	WASHBURN	RD	A	101	ASA GRAY DR	MISTLETOE PARK	313	P	14	2	0		N	N	0	9	0	0	1	L	N	L	N	N	L	L		75	\$1,848.00	FDP												
	WASHBURN	RD	A	101	MISTLETOE PARK	SIDNEY LANIER DR	271	P	18	2	0		N	N	0	9	0	0	1	L	N	N	N	N	L	M		75	\$1,584.00	FDP												
	YOUNGS MTN	DR	A	651	BUFFALO CREEK RD	VILLAGE RD	653	P	18	2	0		N	N	0	7	1	1	1	L	N	N	N	N	L	N		77	\$7,656.00	FDP												
	THOMAS	DR	A	161	BUFFALO SHOALS RD	ALLEN DR	671	P	16	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	S		78	\$10,737.00	PM1												
	ASA GRAY	DR	A	101	ASA GRAY DR	DEAD END	1675	P	16	2	0		N	N	0	8	1	0	1	L	N	L	N	N	L	N		78	\$9,834.00	FDP												
	ANGLERS	WY	A	101	SNUG HARBOR CIR	END MAINT	568	P	12	2	0		N	N	0	7	1	0	2	N	N	N	N	N	L	N		78	\$6,666.00	FDP												
	SILVER TREE	LN	A	101	JUSTICE DR	DEAD END	1232	P	16	2	0		N	N	0	7	2	0	1	L	N	N	N	N	L	N		80	\$7,260.00	FDP												
	MARINA	DR	A	101	KILROY DR	DEAD END	1152	P	15	2	0		N	N	0	7	2	0	1	L	N	N	N	N	L	N		80	\$6,732.00	FDP												
	GARNER	DR	A	101	HOLMES RD	DEAD END	971	P	14	2	0		N	N	0	7	2	0	1	L	N	N	N	N	L	N		80	\$5,676.00	FDP												
	CHARLOTTE	DR	A	371	STORM RIDGE DR	YACHT ISLAND DR	415	P	16	2	0		N	N	0	8	0	0	2	N	N	N	N	N	L	N		80	\$4,884.00	FDP												
	LUTHER BURBANK	DR	A	111	LUTHER BURBANK DR	FRED A OLDS RD	506	P	14	2	0		N	N	0	9	0	0	1	L	N	L	N	N	L	N		80	\$2,970.00	FDP												
	HAWTHORNE	DR	A	101	LAKE BLVD	DEAD END	1294	P	16	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N		83	\$7,590.00	FDP												
	LAUREL	LN	A	101	SNUG HARBOR CIR	DEAD END	1041	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N		83	\$6,072.00	FDP												
	DOCKSIDE	DR	A	223	MEMORIAL HWY	BASSWOOD DR	643	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N		83	\$3,762.00	FDP												
	SNUG HARBOR	CR	A	101	SNUG HARBOR CIR	ANGLERS WAY	644	P	18	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N		83	\$3,762.00	FDP												
	LAKERIDGE	RD	A	139	LOST COVE DR	END MAINT	550	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N		83	\$3,234.00	FDP												
	LAKEVIEW	RD	A	119	SHERWOOD DR	LAKEVIEW RD	527	P	14	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N		83	\$3,102.00	FDP												
	SLEEPY HILL	A		101	MEMORIAL HWY	DEAD END	457	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N		83	\$2,706.00	FDP												

Inventory			Distress														Results														
D	STREET	TP	CL	BLK	BEG DESC	END DESC	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2	
	GENTLEWINDS	LN	A	101	DOCKSIDE DR	CUL DE SAC	433	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	N	L	N	83	\$2,508.00	FDP	
	JACK LONDON	RD	A	117	JACK LONDON CT	DEAD END	367	P	14	2	0		N	N	0	8	1	0	1	L	N	N	N	N	N	L	N	83	\$2,178.00	FDP	
	HOLMES	RD	A	205	RIDGEVIEW CIR	GARNER DR	285	P	16	2	0		N	N	0	8	1	0	1	L	N	N	N	N	N	L	N	83	\$1,650.00	FDP	
	SETON	RD	A	101	ABBOTT RD	CURTISS DR	88	P	18	2	0		N	N	0	7	2	1	0	L	N	N	N	N	N	L	N	84	\$528.00	FDP	
	PICNIC POINT	RD	A	101	ROCK POINT RD	DEAD END	357	P	12	2	0		N	N	0	9	0	0	1	L	N	N	N	N	N	L	N	85	\$2,112.00	FDP	
	CHARLOTTE	DR	A	371	MEMORIAL HWY	WINDSONG LN	200	P	16	2	0		N	N	0	9	0	0	1	L	N	N	N	N	N	L	N	85	\$1,188.00	FDP	
	HOLMES	RD	A	205	MEMORIAL HWY	RIDGEVIEW CIR	145	P	18	2	0		N	N	0	9	0	0	1	L	N	N	N	N	N	L	N	85	\$858.00	FDP	
	CHURCH	ST	A	101	BOYS CAMP RD	DEAD END	721	P	12	2	0		N	N	0	10	0	0	0	L	N	L	L	N	L	N	85	\$0.00			
	CUT AWAY	RD	A	203	NORTH SHORE DR	BURNT RIDGE RD	264	P	18	2	0		N	N	0	8	1	1	0	L	N	N	N	N	L	N	86	\$1,584.00	FDP		
	MCBRAYER	CT	A	101	HAVNAERS POINT CIR	DEAD END	406	P	12	2	0		N	N	0	8	1	0	1	N	N	N	N	N	L	N	88	\$2,376.00	FDP		
	HOLMES	RD	A	205	HAWTHORNE DR	JOHNSON CIR	475	P	18	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	L	88	\$0.00			
	SETON	RD	A	101	MEMORIAL HWY	ABBOTT RD	988	P	18	2	0		N	N	0	7	3	0	0	L	N	N	N	N	L	N	88	\$0.00			
	LUTHER BURBANK	DR	A	111	FRED A OLDS RD	END PMVT	1759	P	15	2	0		N	N	0	9	1	0	0	L	N	L	N	N	L	N	88	\$0.00			
	CHIMNEY CLIFFS	DR	A	101	MEMORIAL HWY	DEAD END	1945	P	16	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	L	88	\$0.00			
	CHAPEL POINT	RD	A	101	BOYS CAMP RD	FIREFLY COVE	224	P	18	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	L	88	\$0.00			
	HOLMES	RD	A	205	GARNER DR	CONROY CT	190	P	18	2	0		N	N	0	9	0	0	1	N	N	N	N	N	L	N	90	\$1,122.00	FDP		
	WASHBURN	RD	A	101	MEMORIAL HWY	FREDA OLDS RD	139	P	18	2	0		N	N	0	9	0	0	1	N	N	N	N	N	L	N	90	\$792.00	FDP		
	LAKERIDGE	RD	A	139	CHARLOTTE DR	LOST COVE DR	410	P	12	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00			
	ARCADE	ST	A	139	MEMORIAL HWY	PROCTOR RD	253	P	51	2	2	SC	N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00			
	HOLMES	RD	A	205	JOHNSON CIR	MEMORIAL HWY	535	P	18	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00			
	PROCTOR	R	A	110	ARCADE ST	LAGO VISTA DR	226	P	18	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00			
	RIDGEVIEW	CR	A	101	JOHNSON CIR	BERGLERS FOLLY	775	P	16	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00			
	PROCTOR	RD	A	100	ARCADE ST	CHG WIDTH	221	P	51	2	2	SC	N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00			
	PROCTOR	R	A	110	CHG WIDTH	ARCADE ST	102	P	18	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00			
	BOTTOMLESS POOLS	DR	A	117	ARCADE ST	BEACH ST	516	P	22	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00			
	YOUNGS MTN	DR	A	651	KENS ROCK RD	YOUNGS MTN DR	465	P	18	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00			
	KEETER	LN	A	101	BEACH ST	DEAD END	129	P	14	2	0		N	N	0	8	2	0	0	L	N	N	N	N	L	N	90	\$0.00			
	ARCADE	ST	A	139	PROCTOR RD	ARCADE ST	85	P	51	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00			
	LAKEVIEW	RD	A	119	MEMORIAL HWY	LAKEVIEW RD	273	P	14	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00			
	WINDSONG	LN	A	127	CHARLOTTE DR	SANDLEWOOD DR	280	P	14	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00			
	JACK LONDON	CT	A	101	JACK LONDON RD	CUL DE SAC	543	P	14	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00			
	BOTTOMLESS POOLS	DR	A	117	LAKE LURE BV	ARCADE ST	111	P	22	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	N	92	\$0.00			

Inventory				Distress																Results												
D	STREET	TP	CL	BLK	BEG	DESC	END	DESC	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2
	LUTHER BURBANK	DR	A	111	BEGIN	PVMT		SHADY GROVE LN	386	P	14	2	0		N	N	0	9	1	0	0	L	N	N	N	N	N	L	N	92		\$0.00
	MARINA	DR	A	101	MEMORIAL	HWY		MARINA DR	380	P	15	2	0		N	N	0	9	1	0	0	L	N	N	N	N	N	L	N	92		\$0.00
	ARCADE	ST	A	139	KEETER	LN		PROCTOR RD	253	P	51	2	2	SC	N	N	0	9	1	0	0	L	N	N	N	N	N	L	N	92		\$0.00
	BOTTOMLESS POOLS	DR	A	117	MEMORIAL	HWY		LAKE LURE BV	28	P	22	2	0		N	N	0	9	1	0	0	L	N	N	N	N	N	L	N	92		\$0.00
	SANDLEWOOD	DR	A	101	WINDSONG	LN		WANDERING LN	289	P	12	2	0		N	N	0	9	1	0	0	L	N	N	N	N	N	L	N	92		\$0.00
	LAKE LURE	BV	A		BOTTOMLESS POOLS	RD		ARCADE ST	347	P	51	2	2	SC	N	N	0	9	1	0	0	L	N	N	N	N	N	L	N	92		\$0.00
	WANDERING	LN	A	109	CHARLOTTE	DR		SANDLEWOOD DR	102	P	12	2	0		N	N	0	9	1	0	0	L	N	N	N	N	N	L	N	92		\$0.00
	ROCK POINT	RD	A	101	PICNIC	POINT	RD	DEAD END	365	P	12	2	0		N	N	0	9	1	0	0	L	N	N	N	N	N	L	N	92		\$0.00
	YOUNGS MTN	DR	A	651	VALLEY	VIEW	CIR	KENS ROCK RD	185	P	18	2	0		N	N	0	9	1	0	0	L	N	N	N	N	N	L	N	92		\$0.00
	TRYON BAY	CR	A	101	MEMORIAL	HWY		MEMORIAL HWY	3344	P	15	2	0		N	N	0	9	1	0	0	L	N	N	N	N	N	L	N	92		\$0.00
	BURROUGHS	RD	A	101	MEMORIAL	HWY		DEAD END	520	P	21	2	0		N	N	0	9	1	0	0	L	N	N	N	N	N	L	N	92		\$0.00
	PLEASANT	CR	A	101	CHARLOTTE	DR		WANDERING LN	140	P	14	2	0		N	N	0	9	0	1	0	N	N	N	N	N	N	L	N	94	\$792.00	FDP
	WANDERING	LN	A	109	SANDLEWOOD	DR		PLEASANT CIR	533	P	14	2	0		N	N	0	10	0	0	0	L	N	N	N	N	N	L	N	95		\$0.00
	DOCKSIDE	DR	A	223	GENTLEWINDS	LN		PICNIC POINT RD	251	P	14	2	0		N	N	0	10	0	0	0	L	N	N	N	N	N	L	N	95		\$0.00
	SNUG HARBOR	CR	A	101	MEMORIAL	HWY		SNUG HARBOR CIR	159	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	N	L	N	95		\$0.00
	LUREWOODS FOREST	RD	A	101	LUREWOODS	MANOR	DR	CUL DE SAC	356	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	L	L	95		\$0.00	
	WINDSONG	LN	A	127	SANDLEWOOD	DR		CUL DE SAC	266	P	14	2	0		N	N	0	10	0	0	0	L	N	N	N	N	N	L	N	95		\$0.00
	BOYS CAMP	RD	A	389	SHERIDAN	LN		CHAPEL POINT RD	610	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	N	L	N	95		\$0.00
	BOYS CAMP	RD	A	389	MEMORIAL	HWY		SEA WISH WY	722	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	N	L	N	95		\$0.00
	BOYS CAMP	RD	A	389	SEA WISH	WY		HAPPY HOLLOW LN	296	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	N	L	N	95		\$0.00
	KEETER	LN	A	101	ARCADE	ST		BEACH ST	572	P	16	2	0		N	N	0	10	0	0	0	L	N	N	N	N	N	L	N	95		\$0.00
	CHARLOTTE	DR	A	371	LURECREST	DR		PICNIC POINT RD	25	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	N	L	N	95		\$0.00
	PLEASANT	CR	A	101	PLEASANT	CIR		DEAD END	399	P	12	2	0		N	N	0	10	0	0	0	L	N	N	N	N	N	L	N	95		\$0.00
	BOYS CAMP	RD	A	389	CHURCH	ST		PINE GABLES	1275	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	N	L	N	95		\$0.00
	CHARLOTTE	DR	A	371	PLEASANT	CIR		PICNIC POINT RD	116	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	N	L	N	95		\$0.00
	BOYS CAMP	RD	A	389	GARDEN	LN		CUT AWAY RD	3238	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	N	L	N	95		\$0.00
	BOYS CAMP	RD	A	389	CHAPEL	POINT	RD	BOULDER RUN DR	2812	P	18	2	0		N	N	0	10	0	0	0	L	N	N	N	N	N	L	N	95		\$0.00
	ARCADE	ST	A	139	KEETER	LN		BOTTOMLESS POOLS DR	349	P	51	2	0		N	N	0	9	1	0	0	N	N	N	N	N	N	L	N	98		\$0.00
	RIDGE	RD	A	101	BUFFALO	SHOALS	RD	RIDGE RD SPLIT	243	P	16	2	0		N	N	0	9	1	0	0	N	N	N	N	N	N	L	N	98		\$0.00
	CHARLOTTE	DR	A	371	CHARLOTTE	DR		STORM RIDGE DR	124	P	18	2	0		N	N	0	9	1	0	0	N	N	N	N	N	N	L	N	98		\$0.00
	FRED A OLDS	RD	A	101	LUTHER	BURBANK	DR	WASHBURN RD	654	P	16	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	VILLAGE	BV	A	233	CUT AWAY	RD		OLD SAND BRANCH RD	685	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00

Inventory				Distress																	Results											
D	STREET	TP	CL	BLK	BEG	DESC	END	DESC	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2
	HAWTHORNE	DR	A	101	HOLMES RD		LAKE BLVD		393	P	17	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	HAVANERS	PT	A	101	HAVANERS POINT CR		END MAINT		27	P	16	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	HAYNAERS POINT	CR	A	101	MCBRAYER CT		HAYNAERS POINT		91	P	16	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	VILLAGE	BV	A	233	OLD SAND BRANCH RD		END MAINT		92	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	OLD #20	HW	A		MEMORIAL HWY		DEAD END		2118	P	12	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	OLD SAND BRANCH	RD	A	101	VILLAGE BLVD		HOLMSTREAD DR		3532	P	21	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	BOYS CAMP	RD	A	389	PINE GABLES		SHERIDAN LN		389	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	BOYS CAMP	RD	A	389	KELLERMAN PT		GARDEN LN		84	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	BOYS CAMP	RD	A	389	HAPPY HALLOW LN		HOLLY SHELTER WY		57	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	BOYS CAMP	RD	A	389	HOLLY SHELTER WY		CHURCH ST		232	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	CUT AWAY	RD	A	203	BURNT RIDGE RD		PIRATES CV		124	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	SIDNEY LANIER	DR	A	101	WASHBURN RD		DOGWOOD LN		77	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	LUTHER BURBANK	DR	A	111	WASHBURN RD		LUTHER BURBANK DR		103	P	20	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	BOYS CAMP	RD	A	389	BOULDER RUN DR		GARDEN LN		893	P	18	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	BURNT RIDGE	RD	A	389	SUGARBUSH POINT		END MAINT		150	P	16	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00
	BOTTOMLESS POOLS	DR	A	117	BEACH ST		END MAINT		286	P	22	2	0		N	N	0	10	0	0	0	N	N	N	N	N	N	L	N	100		\$0.00

2018 PAVEMENT CONDITION SURVEY

APPENDIX C

STREET LISTINGS

- HIGH PRIORITY
- MEDIUM PRIORITY
- LOW PRIORITY

Prepared For: Town of Lake Lure

Prepared By: LaBella Associates, P.C.

TOWN OF LAKE LURE 2018

TOWN STREETS WITH ALL CATEGORIES

High Priority Street Listing (Alphabetical)

Note: This list does not include Concrete, Brick or Unpaved Streets.

Inventory										Distress														Results							
D STREET	TP	CL	BLK	BEG DESC	END DESC	PRIORITY	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2	
ABBOTT	RD	A	101	SETON RD	DEAD END	HIGH	573	P	16	2	0		N	N	0	6	2	0	2	N	N	N	N	N	N	N	N	75	\$6,732.00	FDP	
ANGLERS	WY	A	101	SNUG HARBOR CIR	END MAINT	HIGH	568	P	12	2	0		N	N	0	7	1	0	2	N	N	N	N	N	N	N	N	78	\$6,666.00	FDP	
ASA GRAY	DR	A	101	WASHBURN RD	LOWER COLLIER COBB DR	HIGH	906	P	16	2	0		N	N	0	6	1	0	3	L	N	L	N	N	N	N	N	58	\$15,972.00	FDP	
ASA GRAY	DR	A	101	ASA GRAY DR	DEAD END	HIGH	1675	P	16	2	0		N	N	0	8	1	0	1	L	N	L	N	N	N	N	N	78	\$9,834.00	FDP	
BURNT RIDGE	RD	A	369	CUT AWAY RD	SUGARBUSH POINT	HIGH	2797	P	18	2	0		N	N	0	4	1	1	4	M	N	L	N	N	L	L	22	\$136,580.00	PM1	FDP	
CHAPEL POINT	RD	A	101	LUREWOODS MANOR DR	DEAD END	HIGH	2669	P	18	2	0		N	N	0	5	1	1	3	L	N	N	L	N	L	N	52	\$62,634.00	FDP		
CHAPEL POINT	RD	A	101	FIREFLY COVE	LUREWOODS MANOR DR	HIGH	1236	P	18	2	0		N	N	0	6	1	1	2	L	N	N	N	N	L	L	62	\$21,780.00	FDP		
CHARLOTTE	DR	A	371	SOUTHPOINTE DR	LAKERIDGE RD	HIGH	925	P	18	2	0		N	N	0	7	1	0	2	L	N	N	N	N	L	N	73	\$10,824.00	FDP		
CHARLOTTE	DR	A	371	CHARLOTTE DR	STORM RIDGE DR	HIGH	1097	P	16	2	0		N	N	0	6	1	0	3	L	N	L	N	N	L	N	58	\$19,272.00	FDP		
CHARLOTTE	DR	A	371	WANDERING LN	PLEASANT CIR	HIGH	425	P	18	2	0		N	N	0	7	2	1	0	M	N	N	N	N	L	N	69	\$3,146.00	FDP	CS	
CHARLOTTE	DR	A	371	WINDSONG LN	WANDERING LN	HIGH	320	P	18	2	0		N	N	0	7	0	0	3	L	N	L	L	N	L	N	55	\$5,610.00	FDP		
CHARLOTTE	DR	A	371	MEMORIAL HWY	WINDSONG LN	HIGH	200	P	16	2	0		N	N	0	9	0	0	1	L	N	N	N	N	L	N	85	\$1,188.00	FDP		
CHARLOTTE	DR	A	371	LURECREST DR	SOUTHPOINTE DR	HIGH	566	P	18	2	0		N	N	0	8	0	0	2	L	N	N	N	N	L	N	75	\$6,666.00	FDP		
CHARLOTTE	DR	A	371	STORM RIDGE DR	YACHT ISLAND DR	HIGH	415	P	16	2	0		N	N	0	8	0	0	2	N	N	N	N	N	L	N	80	\$4,884.00	FDP		
CUT AWAY	RD	A	203	PIRATES COVE	DEAD END	HIGH	1152	P	18	2	0		N	N	0	5	2	0	3	L	N	L	L	N	L	M	40	\$20,262.00	FDP		
CUT AWAY	RD	A	203	DEER TRAIL	NORTH SHORE DR	HIGH	843	P	18	2	0		N	N	0	5	1	1	3	L	N	L	N	N	L	M	42	\$19,800.00	FDP		
CUT AWAY	RD	A	203	NORTH SHORE DR	BURNT RIDGE RD	HIGH	264	P	18	2	0		N	N	0	8	1	1	0	L	N	N	N	N	L	N	86	\$1,584.00	FDP		
DEERWOOD	DR	A	101	BUFFALO SHOALS RD	END MAINT	HIGH	1724	P	16	2	0		N	N	0	7	1	0	2	L	N	L	N	N	L	L	63	\$20,196.00	FDP		
DOCKSIDE	DR	A	223	MEMORIAL HWY	BASSWOOD DR	HIGH	643	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$3,762.00	FDP		
DOCKSIDE	DR	A	223	BASSWOOD DR	GENTLEWINDS LN	HIGH	574	P	12	2	0		N	N	0	7	0	0	3	L	N	L	N	N	L	N	60	\$10,098.00	FDP		
EDWARDS	PT	A	101	BUFFALO SHOALS RD	DEAD END	HIGH	291	P	14	2	0		N	N	0	5	1	0	4	L	N	L	N	N	L	N	48	\$6,864.00	FDP		
FISHER	CT	A	101	MEMORIAL HWY	PARAMONT WAY	HIGH	815	P	12	2	0		N	N	0	7	1	1	1	L	N	N	L	N	L	N	72	\$9,504.00	FDP		
FISHER	CT	A	101	PARAMONT WAY	DEAD END	HIGH	237	P	12	2	0		N	N	0	7	1	0	2	L	N	L	N	N	L	N	68	\$2,772.00	FDP		
GARNER	DR	A	101	HOLMES RD	DEAD END	HIGH	971	P	14	2	0		N	N	0	7	2	0	1	L	N	N	N	N	L	N	80	\$5,676.00	FDP		
GENE STRATTON PORTE	RD	A	101	MEMORIAL HWY	END MAINT	HIGH	396	P	12	2	0		N	N	0	7	0	0	3	L	N	N	N	N	L	N	65	\$6,996.00	FDP		
GENTLEWINDS	LN	A	101	DOCKSIDE DR	CUL DE SAC	HIGH	433	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$2,508.00	FDP		
HARRIS	RD	A	101	MEMORIAL HWY	MEMORIAL HWY	HIGH	1869	P	16	2	0		N	N	0	5	2	1	2	L	N	L	N	N	L	N	59	\$32,868.00	FDP		
HAVNAERS POINT	CR	A	101	BUFFALO SHOALS RD	MCBRAYER CT	HIGH	652	P	16	2	0		N	N	0	7	1	0	2	L	N	L	N	N	L	N	68	\$7,656.00	FDP		

Inventory

Distress

Results

D STREET	TP	CL	BLK	BEG DESC	END DESC	PRIORITY	LEN	P	W	L	C	CT	S-L	R-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2
HAYNAERS POINT	CR	A	101	HAYNAERS POINT	BUFFALO SHOALS RD	HIGH	688	P	14	2	0		N	N	0	3	0	0	7	N	N	L	L	N	L	N	21	\$37,878.00	PM1	FDP
HAWTHORNE	DR	A	101	LAKE BLVD	DEAD END	HIGH	1294	P	16	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$7,590.00	FDP	
HOLMES	RD	A	205	CONROY CT	SUMMER REST DR	HIGH	2714	P	18	2	0		N	N	0	4	1	1	4	L	N	N	N	N	L	N	47	\$128,448.00	PM1	FDP
HOLMES	RD	A	205	RIDGEVIEW CIR	GARNER DR	HIGH	285	P	16	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$1,650.00	FDP	
HOLMES	RD	A	205	MEMORIAL HWY	RIDGEVIEW CIR	HIGH	145	P	18	2	0		N	N	0	9	0	0	1	L	N	N	N	N	L	N	85	\$658.00	FDP	
HOLMES	RD	A	205	SUMMER REST DR	HAWTHORNE DR	HIGH	899	P	18	2	0		N	N	0	7	0	0	3	L	N	L	N	N	L	N	60	\$15,840.00	FDP	
HOLMES	RD	A	205	GARNER DR	CONROY CT	HIGH	190	P	18	2	0		N	N	0	9	0	0	1	N	N	N	N	N	L	N	90	\$1,122.00	FDP	
HUMMINGBIRD	CO	A	101	RIDGE RD	DEAD END	HIGH	1418	P	15	2	0		N	N	0	5	0	0	5	L	N	L	L	N	M	N	26	\$62,847.00	PM1	FDP
JACK LONDON	RD	A	117	MEMORIAL HWY	JACK LONDON CT	HIGH	440	P	14	2	0		N	N	0	5	1	1	3	L	N	L	N	N	L	N	52	\$10,296.00	FDP	
JACK LONDON	RD	A	117	JACK LONDON CT	DEAD END	HIGH	367	P	14	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$2,178.00	FDP	
JUSTICE	DR	A	101	SILVER TREE LN	HAPPINEST LN	HIGH	1768	P	16	2	0		N	N	0	4	2	1	3	M	N	L	L	N	L	M	19	\$43,871.00	FDP	CS
JUSTICE	DR	A	101	HAPPI NEST LN	DEAD END	HIGH	2117	P	16	2	0		N	N	0	5	2	1	2	M	N	L	N	N	L	N	44	\$40,047.00	FDP	CS
JUSTICE	DR	A	101	MEMORIAL HWY	SILVER TREE LN	HIGH	2562	P	16	2	0		N	N	0	4	0	0	6	L	N	L	L	N	L	M	16	\$131,151.00	PM1	FDP
LAKE	BV	A	101	HAWTHORNE DR	ANGEL OF THE LAKE	HIGH	206	P	14	2	0		N	N	0	7	1	1	1	L	N	L	N	N	L	N	72	\$2,376.00	FDP	
LAKE	BV	A	101	ANGEL OF THE LAKE	END MAINT	HIGH	632	P	14	2	0		N	N	0	6	2	0	2	N	N	N	N	N	L	L	70	\$7,392.00	FDP	
LAKERIDGE	RD	A	139	LOST COVE DR	END MAINT	HIGH	550	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$3,234.00	FDP	
LAKEVIEW	RD	A	119	SHERWOOD DR	LAKEVIEW RD	HIGH	527	P	14	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$3,102.00	FDP	
LAKEVIEW	RD	A	119	LAKEVIEW RD	SHERWOOD DR	HIGH	1891	P	14	2	0		N	N	0	7	2	0	1	L	N	L	N	N	L	N	75	\$11,089.00	FDP	
LAUREL	LN	A	101	SNUG HARBOR CIR	DEAD END	HIGH	1041	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$6,072.00	FDP	
LOWER COLLIER COBB	DR	A	101	ASA GRAY DR	DEAD END	HIGH	1503	P	16	2	0		N	N	0	7	1	0	2	N	N	L	N	N	L	N	73	\$17,622.00	FDP	
LURECREST	DR	A	101	CHARLOTTE DR	END MAINT	HIGH	229	P	12	2	0		N	N	0	5	1	1	3	L	N	N	L	N	L	N	52	\$5,346.00	FDP	
LUREWOODS MANOR	DR	A	371	LUREWOODS MANOR DR	CUL DE SAC	HIGH	467	P	21	2	0		N	N	0	7	0	0	3	L	N	L	N	N	L	L	55	\$8,250.00	FDP	
LUTHER BURBANK	DR	A	111	LUTHER BURBANK DR	FRED A OLDS RD	HIGH	506	P	14	2	0		N	N	0	9	0	0	1	L	N	L	N	N	L	N	80	\$2,970.00	FDP	
LUTHER BURBANK	DR	A	111	LUTHER BURBANK DR	SHADY GROVE LN	HIGH	2025	P	14	2	0		N	N	0	5	1	1	3	L	N	L	L	N	L	M	37	\$47,520.00	FDP	
MARINA	DR	A	101	KILROY DR	DEAD END	HIGH	1152	P	15	2	0		N	N	0	7	2	0	1	L	N	N	N	N	L	N	80	\$6,732.00	FDP	
MARK TWAIN	DR	A	101	GOTTILB GETAWAY	DEAD END	HIGH	2048	P	14	2	0		N	N	0	8	1	0	1	L	N	L	N	N	L	L	73	\$12,012.00	FDP	
MCBRAYER	CT	A	101	HAYNAERS POINT CIR	DEAD END	HIGH	406	P	12	2	0		N	N	0	8	1	0	1	N	N	N	N	N	L	N	88	\$2,376.00	FDP	
MOFFITT	RD	A	101	BUFFALO SHOALS RD	DEAD END	HIGH	1008	P	16	2	0		N	N	0	4	1	1	4	M	N	L	N	N	L	N	27	\$47,040.00	PM1	FDP
NORTH SHORE	DR	A	101	CUT AWAY RD	DEAD END	HIGH	2373	P	16	2	0		N	N	0	5	1	1	3	L	N	L	L	N	L	M	37	\$55,704.00	FDP	
PICNIC POINT	RD	A	101	ROCK POINT RD	DEAD END	HIGH	357	P	12	2	0		N	N	0	9	0	0	1	L	N	N	N	N	L	N	85	\$2,112.00	FDP	
PICNIC POINT	RD	A	101	CHARLOTTE DR	DOCKSIDE DR	HIGH	658	P	12	2	0		N	N	0	7	0	0	3	L	N	L	N	L	N	N	60	\$11,616.00	FDP	
PICNIC POINT	RD	A	101	DOCKSIDE DR	ROCK POINT RD	HIGH	663	P	12	2	0		N	N	0	7	1	0	2	N	N	L	N	N	L	N	73	\$7,788.00	FDP	

Inventory

Distress

Results

D STREET	TP	CL	BLK	BEG DESC	END DESC	PRIORITY	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2	
PLEASANT	CR	A	101	CHARLOTTE DR	WANDERING LN	HIGH	140	P	14	2	0		N	N	0	9	0	1	0	N	N	N	N	N	N	N	N	94	\$792.00	FDP	
PROCTOR	RD	A	159	LAGO VISTA DR	END MAINT	HIGH	4997	P	18	2	0		N	N	0	5	2	1	2	L	N	L	L	N	L	N	54	\$87,912.00	FDP		
RIDGE	RD	A	101	HUMMINGBIRD COVE	RIDGE RD	HIGH	1195	P	16	2	0		N	N	0	7	1	0	2	L	N	L	N	N	N	L	M	58	\$13,992.00	FDP	
RIDGEVIEW	CR	A	101	BERGLERS FOLLY	HOLMES RD	HIGH	954	P	16	2	0		N	N	0	6	1	0	3	L	N	N	N	N	N	N	63	\$16,764.00	FDP		
SETON	RD	A	101	MARK TWAIN DR	END MAINT	HIGH	2080	P	16	2	0		N	N	0	5	3	1	1	N	N	L	N	N	N	N	72	\$24,420.00	FDP		
SETON	RD	A	101	CADDY LN	MARK TWAIN DR	HIGH	934	P	16	2	0		N	N	0	5	2	0	3	N	N	N	L	N	L	L	55	\$16,434.00	FDP		
SETON	RD	A	101	ABBOTT RD	CURTISS DR	HIGH	88	P	18	2	0		N	N	0	7	2	1	0	L	N	N	N	N	L	N	84	\$528.00	FDP		
SETON	RD	A	101	CURTISS DR	CADDY LN	HIGH	370	P	16	2	0		N	N	0	6	1	2	1	L	N	N	L	N	L	L	61	\$6,534.00	FDP		
SIDNEY LANIER	DR	A	101	DOGWOOD LN	THOMAS A EDISON RD	HIGH	1632	P	16	2	0		N	N	0	4	1	1	4	L	N	L	L	N	M	M	17	\$73,959.00	PM1	FDP	
SILVER TREE	LN	A	101	JUSTICE DR	DEAD END	HIGH	1232	P	16	2	0		N	N	0	7	2	0	1	L	N	N	N	N	L	N	80	\$7,260.00	FDP		
SLEEPY HILL	A		101	MEMORIAL HWY	DEAD END	HIGH	457	P	12	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$2,706.00	FDP		
SNUG HARBOR	CR	A	101	ANGLERS WAY	LAUREL LN	HIGH	2378	P	14	2	0		N	N	0	4	3	0	3	L	N	L	N	N	L	M	43	\$41,844.00	FDP		
SNUG HARBOR	CR	A	101	SNUG HARBOR CIR	ANGLERS WAY	HIGH	644	P	18	2	0		N	N	0	8	1	0	1	L	N	N	N	N	L	N	83	\$3,762.00	FDP		
SNUG HARBOR	CR	A	101	LAUREL LN	SNUG HARBOR CIR	HIGH	714	P	14	2	0		N	N	0	7	1	0	2	L	N	N	N	N	L	L	68	\$8,382.00	FDP		
SUNSET COVE	RD	A	101	BUFFALO SHOALS RD	DEAD END	HIGH	1548	P	12	2	0		N	N	0	4	2	1	3	L	N	L	L	N	L	M	34	\$36,366.00	FDP		
THOMAS A EDISON	RD	A	101	SIDNEY LANIER DR	DEAD END	HIGH	2307	P	16	2	0		N	N	0	5	2	1	2	N	N	L	L	N	L	N	59	\$40,590.00	FDP		
UPPER COLLIER COBB	DR	A	101	WASHBURN RD	DEAD END	HIGH	883	P	14	2	0		N	N	0	7	2	0	1	L	N	L	N	N	L	M	65	\$5,148.00	FDP		
WASHBURN	RD	A	101	ASA GRAY DR	MISTLETOE PARK	HIGH	313	P	14	2	0		N	N	0	9	0	0	1	L	N	L	N	N	L	L	75	\$1,848.00	FDP		
WASHBURN	RD	A	101	MEMORIAL HWY	FREDA OLDS RD	HIGH	139	P	18	2	0		N	N	0	9	0	0	1	N	N	N	N	N	L	N	90	\$792.00	FDP		
WASHBURN	RD	A	101	MISTLETOE PARK	SIDNEY LANIER DR	HIGH	271	P	18	2	0		N	N	0	9	0	0	1	L	N	N	N	N	L	M	75	\$1,584.00	FDP		
WASHBURN	RD	A	101	FRED A OLDS RD	LUTHER BURBANK DR	HIGH	986	P	18	2	0		N	N	0	6	1	1	2	L	N	L	N	N	L	M	52	\$17,358.00	FDP		
YACHT ISLAND	DR	A	101	CHARLOTTE DR	CHARLOTTE DR	HIGH	1191	P	12	2	0		N	N	0	6	1	0	3	N	N	N	N	N	L	N	68	\$20,988.00	FDP		
YOUNGS MTN	DR	A	651	YOUNG MTN DR	VALLEY VIEW CIR	HIGH	1118	P	18	2	0		N	N	0	7	1	0	2	M	N	L	L	N	L	L	43	\$14,811.00	FDP	CS	
YOUNGS MTN	DR	A	651	WHITE PINE DR	ESTATES RD/SOUTH DR	HIGH	855	P	18	2	0		N	N	0	5	1	1	3	L	N	L	N	N	L	M	42	\$20,064.00	FDP		
YOUNGS MTN	DR	A	651	VILLAGE RD	WHITE PINE DR	HIGH	946	P	18	2	0		N	N	0	7	1	0	2	L	N	N	N	N	L	M	63	\$11,088.00	FDP		
YOUNGS MTN	DR	A	651	BUFFALO CREEK RD	VILLAGE RD	HIGH	653	P	18	2	0		N	N	0	7	1	1	1	L	N	N	N	N	L	N	77	\$7,656.00	FDP		



TOWN OF LAKE LURE 2018
TOWN STREETS WITH ALL CATEGORIES
Medium Priority Street Listing (Alphabetical)

Note: This list does not
include Concrete, Brick or
Unpaved Streets.

Inventory										Distress													Results										
D	STREET	TP	CL	BLK	BEG	DESC	END	DESC	PRIORITY	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2

TOWN OF LAKE LURE 2018

TOWN STREETS WITH ALL CATEGORIES

Low Priority Street Listing (Alphabetical)

Note: This list does not include Concrete, Brick or Unpaved Streets.

Inventory										Distress															Results							
D	STREET	TP	CL	BLK	BEG DESC	END DESC	PRIORITY	LEN	P	W	L	C	CT	S-L	S-R	AH	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	TOTAL COST	ACT-1	ACT-2	
	ALLEN	DR	A	101	THOMAS DR	DEAD END	LOW	1188	P	14	2	0		N	N	0	6	2	1	1	L	N	L	L	N	M	M	44		\$30,624.00	PM1	FDP
	BLARNEY	RD	A	101	BUFFALO SHOALS RD	DEAD END	LOW	938	P	14	2	0		N	N	0	5	1	0	4	L	N	M	L	N	M	N	23		\$35,175.00	PM1	FDP
	CUT AWAY	RD	A	203	BOYS CAMP RD/VILLAGE B	DEER TRAIL	LOW	1088	P	18	2	0		N	N	0	5	1	1	3	L	N	L	N	N	M	M	32		\$45,126.00	PM1	FDP
	DOGWOOD	LN	A	101	SIDNEY LANIER DR	END MAINT	LOW	285	P	16	2	0		N	N	0	7	0	0	3	L	N	L	N	N	M	N	50		\$9,579.00	PM1	FDP
	LUREWOODS MANOR	DR	A	371	CHAPEL POINT RD	LUREWOODS FOREST RD	LOW	2767	P	21	2	0		N	N	0	5	1	1	3	L	N	L	N	N	M	M	32		\$123,048.00	PM1	FDP
	NEIGHBORLY	DR	A	101	BUFFALO SHOALS RD	DEAD END	LOW	529	P	16	2	0		N	N	0	4	2	1	3	L	N	L	N	N	M	L	34		\$20,868.00	PM1	FDP
	PEARSON	CR	A	101	BUFFALO SHOALS RD	DEAD END	LOW	763	P	14	2	0		N	N	0	6	1	1	2	L	N	L	N	N	M	N	52		\$24,147.00	PM1	FDP
	RIDGE	RD	A	101	RIDGE RD	HUMMINGBIRD COVE	LOW	973	P	16	2	0		N	N	0	5	1	1	3	L	N	L	N	N	M	M	32		\$38,406.00	PM1	FDP
	ROCK CREST	CO	A	101	BUFFALO SHOALS RD	DEAD END	LOW	480	P	12	2	0		N	N	0	6	0	0	4	L	N	L	N	N	M	N	40		\$17,046.00	PM1	FDP
	SHERIDAN	LN	A	101	BOYS CAMP RD	END PVMT	LOW	645	P	15	2	0		N	N	0	5	1	0	4	L	N	L	N	N	M	N	38		\$24,789.00	PM1	FDP
	SHERWOOD	DR	A	101	LAKEVIEW RD	END MAINT	LOW	346	P	14	2	0		N	N	0	6	2	0	2	L	N	L	N	N	M	N	55		\$8,934.00	PM1	FDP
	STORM RIDGE	DR	A	101	CHARLOTTE DR	CHARLOTTE DR	LOW	1358	P	12	2	0		N	N	0	6	2	0	2	L	N	L	N	N	M	N	55		\$32,205.00	PM1	FDP
	THOMAS	DR	A	161	THOMAS DR	END MAINT	LOW	435	P	18	2	0		N	N	0	5	2	0	3	L	N	L	N	N	M	M	35		\$15,486.00	PM1	FDP
	THOMAS	DR	A	161	BUFFALO SHOALS RD	ALLEN DR	LOW	671	P	16	2	0		N	N	0	9	1	0	0	L	N	N	N	N	L	S	78		\$10,737.00	PM1	
	WASHBURN	RD	A	101	SIDNEY LANIER DR	UPPER COLLIER COBB DR	LOW	2343	P	18	2	0		N	N	0	5	1	2	2	L	N	L	N	N	M	M	36		\$97,218.00	PM1	FDP
	WASHBURN	RD	A	101	LUTHER BURBANK DR	ASA GRAY DR	LOW	195	P	18	2	0		N	N	0	7	1	0	2	L	N	L	N	N	M	S	43		\$5,820.00	PM1	FDP
	WASHBURN	RD	A	101	UPPER COLLIER COBB DR	DEAD END	LOW	556	P	18	2	0		N	N	0	5	1	1	3	L	N	L	N	N	M	N	37		\$23,010.00	PM1	FDP
	YOUNGS MTN	DR	A	651	ESTATES RD/SOUTH DR	YOUNG MTN DR	LOW	2571	P	18	2	0		N	N	0	4	2	1	3	N	N	L	N	N	M	S	29		\$106,602.00	PM1	FDP