

**Results of the Town of Holden Beach
2024 Pavement Condition Survey**

**Final Report
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Results of the
Town of Holden Beach
2024 Pavement Condition Survey

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The Town of Holden Beach

Analysis of the Results of the 2024 Pavement Condition Survey

Executive Summary

This report presents the results from a Pavement Condition Survey and analyzes the maintenance needs for the Town of Holden Beach's street system. Right Angle Engineering, Inc. conducted the visual survey of the public (non-State maintained) streets that are maintained by the Town of Holden Beach. The results from this survey were used to determine maintenance needs and estimate their costs.

Recommended maintenance activities for the street system are presented in Appendix B. A priority listing, provided in Appendix C, is based on Pavement Condition Ratings (PCR's). The priority listing does not account for high volume or low volume streets. Streets are categorized by the Town as either low (Class A) or high (Class B) volume streets. Certain Class A or Class B streets may have higher or lower importance for the Town based upon the number of dwelling units served, commercial traffic using the street, or projected land development and traffic growth. Based on field observations, it is assumed that the streets surveyed would be considered Class A streets. We do not anticipate that there are any Class B streets maintained by the Town of Holden Beach at this time.

A. Street Inventory

The Town-maintained street system consists of approximately 12.8 miles of total paved asphalt roadway. As previously mentioned, all of the subject streets are Class A (low volume) roads. Approximately 1.6% of the streets have sidewalk along one side only, while none of the streets have sidewalks on both sides. We did not observe any streets with curb and gutters. All of the Town-maintained paved streets have an asphalt surface.

B. Pavement Condition

The two primary distress types that require maintenance are alligator cracking and patching. Over 66% of the street system exhibits some degree of alligator cracking while approximately 6% of the system requires some asphalt patching. Some areas of light block/transverse cracking, reflective cracking, rutting, raveling, and bleeding were noted. In addition, the ride quality of some areas was observed to be slightly rough.

C. Maintenance Needs

Of the 12.8 miles of streets inspected, approximately 25% are in need of maintenance. The survey indicated a total estimated maintenance need for plant mix resurfacing of \$1,021,874. This represents an average of \$72,350 per mile for the entire town street system. It should be noted that **this cost estimate is for pavement repair only**. Additional costs can be incurred for drainage improvements, administration, utility adjustments, work zone traffic control, and other items. Please note that these costs are variable and can increase the total project cost significantly.

I. Introduction

Pavement Condition Survey and Management System

Right Angle Engineering used a method similar to that developed by the Institute for Transportation Research and Education (ITRE) for the NCDOT to visually inspect eight types of pavement distress and rate the severity of these distresses. A computer program uses the data from the visual inspections and determines the maintenance needs and costs for each section of roadway.

At the request of several municipalities, NCDOT has made this Pavement Management System available for North Carolina municipalities. ITRE modified the survey for municipal streets and has conducted it in many municipalities. The fact that these cities and towns are able to analyze their pavement problems in the same manner as NCDOT permits an easy exchange of technology and training.

Information provided by the Pavement Condition Survey and Management System typically includes:

- A complete inventory of bituminous paved streets with length, width, type of pavement, shoulder, and curb and gutter information. Additional information can include sidewalks, utilities, right-of-way, etc.
- Pavement distresses, by type and magnitude, along with the Pavement Condition Ratings (PCR's) for each of the streets.
- Recommended maintenance activities and anticipated repair costs.
- Two separate lists of streets: Alphabetical and Priority, which is prioritized by Pavement Condition Rating (PCR).

This information is advantageous for municipalities because:

- The survey is an objective evaluation of eight types of 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 engineering investigation, testing, or pavement reconstruction.
- The computerized approach permits the Municipality to vary the types of maintenance activities to allow budget planning for different levels of maintenance service.

II. Pavement Condition Survey

A. Procedures

The procedures used for pavement condition surveys include:

- Inventory the physical characteristics of each of the Municipality's streets. These characteristics include length, width, pavement type, curb and gutter, sidewalk locations, or any other information the Municipality requires.
- Identify homogeneous street sections. The survey is conducted from beginning to end, but new sections can be formed where changes occur in street width, pavement type, curb and gutter sections, or pavement condition.
- Evaluate pavement distress on each street. 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 of the section having each severity of pavement distress. The other distresses are measured as an overall condition and categorized as light, moderate, or severe distress level. See Appendix A for descriptions of distress types and severities.
- Categorize the type of traffic on each street. The Municipality assigns all streets as either Class A or Class B streets. Class A streets are typically low-volume residential streets. Class B streets are more heavily traveled and receive a higher level of maintenance and repair than Class A streets.
- Enter the collected information into a computer database management system.

B. 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 compiled for the Town of Holden Beach is shown in Table 1 on the next page. The following are some observations from the survey.

- The predominant distress type was found to be Alligator cracking. Alligator cracking was noted on 66% of the street system. Over 39% was at a moderate or severe level. This is the most critical pavement distress and requires the most immediate attention.
- Distressed asphalt that requires asphalt patching was noted on approximately 6% of the street system.
- Light raveling was noted on approximately 2.1% of the street system. No moderate or severe raveling was observed.
- No rutting or reflective cracking was observed within the street system.
- Light Block/Transverse cracking was noted on 22.5% of the street system. No moderate or severe block/transverse cracking was observed within the street system.
- Slightly rough ride quality was present on approximately 4.4% of the street system.
- Maintenance efforts should be focused on high-priority routine maintenance and resurfacing. Emphasis in this area should improve the overall maintenance level of the street system.

**Table 1
Pavement Condition Survey Distress Summary
Town of Holden Beach**

Distress Items	Class A Streets		Class B Streets		Total Street System	
	Miles	Percent of Miles	Miles	Percent of Miles	Miles	Percent of Miles
Alligator Cracking						
A. None	4.3	33.6			4.3	33.6
B. Light	8.4	65.3			8.4	65.3
C. Moderate	3.6	28.0			3.6	28.0
D. Severe	1.5	11.6			1.5	11.6
Block/Transverse Cracking						
A. None	9.9	77.3			9.9	77.3
B. Light	2.9	22.5			2.9	22.5
Reflective Cracking						
A. None	12.8	100.0			12.8	100.0
Rutting						
A. None	12.8	100.0			12.8	100.0
Raveling						
A. None	12.5	97.7			12.5	97.7
B. Light	0.3	2.1			0.3	2.1
Bleeding						
A. None	11.9	93.0			11.9	93.0
B. Light	0.9	7.0			0.9	7.0
Ride Quality						
A. Average	12.2	95.3			12.2	95.3
B. Slightly Rough	0.6	4.4			0.6	4.4
Patching						
A. None	8.4	65.8			8.4	65.8
B. Light	4.2	32.9			4.2	32.9
C. Moderate	0.2	1.3			0.2	1.3
TOTAL	12.8	100			12.8	100

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

The type of distress that was observed on each street is shown on both listings provided in Appendix C. The first listing is alphabetized and the second listing is prioritized based on ascending Pavement Condition Rating (PCR) values.

The type and amount of distress that was observed on each street 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
Below 50	Very Poor

Each street 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 and B streets. Deduct values for the severity levels of each distress are given below in Table 2.

**Table 2
Deduct Values For Pavement Condition Rating**

Pavement Distress	SEVERITY			
	None (N)	Light (L)	Moderate (M)	Severe (S)
Alligator Cracking (Multiplied by percent)	0	25	60	99
Block/Transverse Cracking	0	5	20	35
Reflective Cracking	0	5	10	20
Rutting	0	5	15	25
Raveling	0	5	25	35
Bleeding	0	5	15	25
Ride Quality	0	0	10	25
Patching	0	5	10	15

For Example: A street 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:

$$PCR = 100 - (AL) (0.2 \times 25) - (RT) (15) - (PA) (5) = 75$$

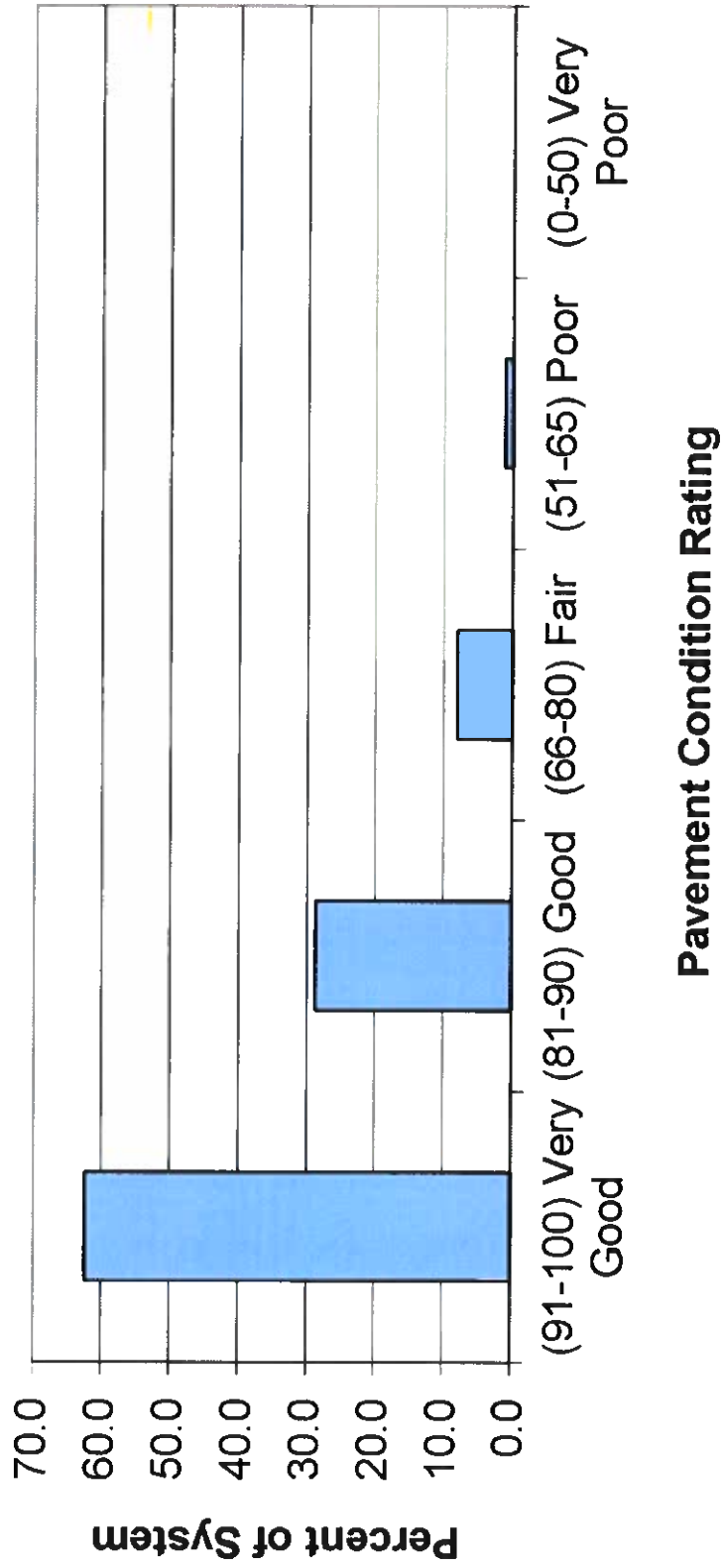
The priority listing provided in Appendix C lists the streets from lowest to highest PCR value. This listing permits the engineering staff to easily visualize the critical streets within their street system. It also identifies critical street problems where engineering inspection and analysis is needed. The bar graph shown on the next page in Figure 1 illustrates the percentage of streets in the Town of Holden Beach that had PCR's within each severity category. The graph shows that approximately 91% of the streets were found to be in good or very good condition, while approximately 1% were noted to be in poor or very poor condition.

Please note that the priority listing is sorted by PCR and does not differentiate between Class A and Class B streets. This is of no consequence at this time since no Class B streets are included in this report.

A comparison of a street'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 PCR should increase after an overlay or a declining PCR may be stabilized with a crack-pouring program.

Town of Holden Beach, NC

Figure 1 - General Condition of Total Asphalt Street System



III. Pavement Maintenance

A. Maintenance Activities

The type of maintenance activities used to mitigate various distress types are listed below in Table 3. These activities are commonly accepted for cost-effective minimum levels of maintenance service. They include crack pouring, skin patching, full-depth patching, joint repair, resurfacing portions of a street (short overlay), and complete resurfacing of a street with 1", 1.5" or 2" of plant mix. The maximum maintenance repair used in the survey is a 2" plant mix. When this occurs, there is major structural failure and further engineering analysis is needed to determine proper pavement rehabilitation.

**Table 3
Maintenance Activities**

Type of Pavement Distress	CLASS A			CLASS B		
	Light (L)	Moderate (M)	Severe (S)	Light (L)	Moderate (M)	Severe (S)
Alligator Cracking (AL, AM, AS)	None	4' Skin Patch	4' Full-Depth Patch	None	8' Skin Patch	8' Full-Depth Patch
Block/Transverse Cracking (BK)	None	Crack Pouring	1.5" PM Resurfacing	None	1.5" PM Resurfacing	1.5" PM Resurfacing
Reflective Cracking (RF)	None	Crack Pouring	Joint Repair	None	Crack Pouring	Joint Repair
Rutting (RT)	None	None	1.5" PM Resurfacing	None	Short Overlay	1.5" PM Resurfacing
Raveling (RV)	None	1.5" PM Resurfacing	1.5" PM Resurfacing	None	1.5" PM Resurfacing	1.5" PM Resurfacing
Bleeding (BL)	None	None	1.5" PM Resurfacing	None	None	1.5" PM Resurfacing
Ride Quality (RQ)	None	None	1.5" PM Resurfacing	None	None	1.5" PM Resurfacing
Patching (PA)	None	None	Short Overlay	None	None	1.5" PM Resurfacing

If a high percentage of the pavement surface has alligator cracking, resurfacing is recommended as shown below in Table 4. All severe alligator cracking should be repaired with full-depth patching prior to resurfacing.

**Table 4
Maintenance for a High Percentage of Alligator Cracking**

Class	Condition	Resurfacing
A	AM & AS \geq 50% AM & AS \geq 50% plus M or S Rutting	1.5" PM Resurfacing 2" PM Resurfacing
B	AM & AS \geq 30% AM & AS \geq 30% plus M or S Rutting	1.5" PM Resurfacing 2" PM Resurfacing

B. Unit Costs for Maintenance Activities

The unit costs for maintenance activities are shown below in Table 5. Although they are considered to be reasonable average costs for most municipalities, unit costs can be adjusted easily. The unit costs for crack pouring and joint repair are based on a 24-foot wide pavement.

Table 5
Unit Costs for Maintenance Activities

Activity	Cost
Crack Pouring	\$8,000 per mile
Joint Repair	\$8,500 per lane mile
Plant Mix Skin Patching	\$15.00 per square yard
Full-Depth Patching	\$400.00 per ton
Seal	\$2.00 per square yard
Plant Mix Resurfacing	\$30.00 per square yard

C. Maintenance Needs

A comparative table with a summary of maintenance needs for 2024 is shown on the next page in Table 6. A total of 12.8 miles were surveyed and rated within the Town of Holden Beach, and approximately 25% of the street system was found to be in need of some repair. The estimated cost for repairing the Town of Holden Beach's street system is \$1,021,874. Considering the entire street system, the overall cost per mile for the Town of Holden Beach is \$72,350. These activities are based on objective descriptions of conditions existing at the time of the survey. Because computer analysis determines the major maintenance activity for these conditions, there may be isolated distresses that are not evident in the results.

These maintenance activities can be categorized as either routine maintenance or resurfacing. Routine maintenance limits the detrimental effects of traffic loads and weather conditions. These activities include crack pouring, joint repair, patching, and short overlays. Resurfacing adds a new layer to the pavement's structure and improves its load carrying capacity.

Figure 2 on page 11 illustrates the amount of each maintenance activity as a percentage of the total street system mileage. Approximately 25% of the system is in need of resurfacing.

Figure 3 on page 12 illustrates how the total cost is distributed among the various types of maintenance activities. Each of the streets in need of repair require asphalt resurfacing. However, asphalt patching may also be required on a street before it can be resurfaced. The cost of this patching is included in the resurfacing cost estimates.

**Table 6
Summary Table of Suggested Maintenance Activities for the
Town of Holden Beach**

Maintenance Activity	MILES		COST		
	Total Miles	Percentage of Miles	Cost Per Mile	Total Cost	Percentage of Cost
Crack Pouring	0.0	0.0	\$0	\$0	0.0
Joint Repair	0.0	0.0	\$0	\$0	0.0
Skin Patch	0.0	0.0	\$0	\$0	0.0
Full-Depth Patch	0.0	0.0	\$0	\$0	0.0
Short Overlay	0.0	0.0	\$0	\$0	0.0
1" Plant Mix Resurfacing	0.0	0.0	\$0	\$0	0.0
1" Plant Mix & Seal	0.0	0.0	\$0	\$0	0.0
1.5" Plant Mix Resurfacing	3.2	25.0	\$319,336	\$1,021,874	100.0
Total Maintenance	3.2	25.0	\$319,336	\$1,021,874	100.0
Total Miles - No Repairs	9.6	75.0			
Total Street System	12.8	100.0	\$72,350	\$1,021,874	

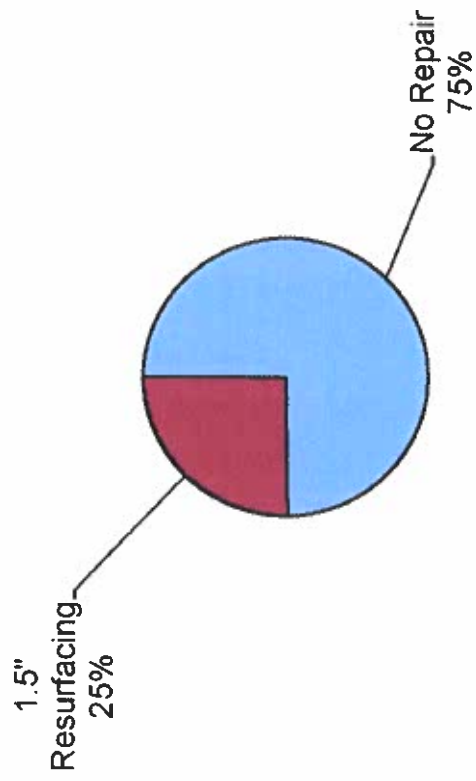
Note - Columns may not add up exactly due to rounding.

The results of the Pavement Condition Survey shown on the listings in Appendix C have a code symbol in the maintenance activity column defining the controlling maintenance activity for each street. The code symbols are as follows:

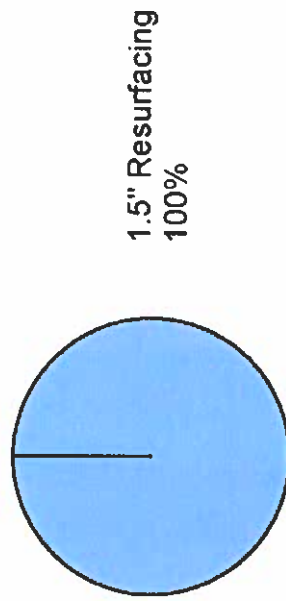
CP = Crack Pouring	PM1 = 1" Plant Mix Resurfacing
JR = Joint Repair	PM1+S = 1" Plant Mix and BST Seal
SKP = Skin Patching	PM1.5 = 1.5" Plant Mix Resurfacing
FDP = Full-Depth Patching	PM2 = 2" Plant Mix Resurfacing
SO = Short Overlay	

Figure 4 on page 13 shows a breakdown of total estimated maintenance cost by routine maintenance and resurfacing. Resurfacing accounts for approximately all of the total maintenance cost. Again, patching will be required on individual streets prior to resurfacing.

Town of Holden Beach, NC
Figure 2

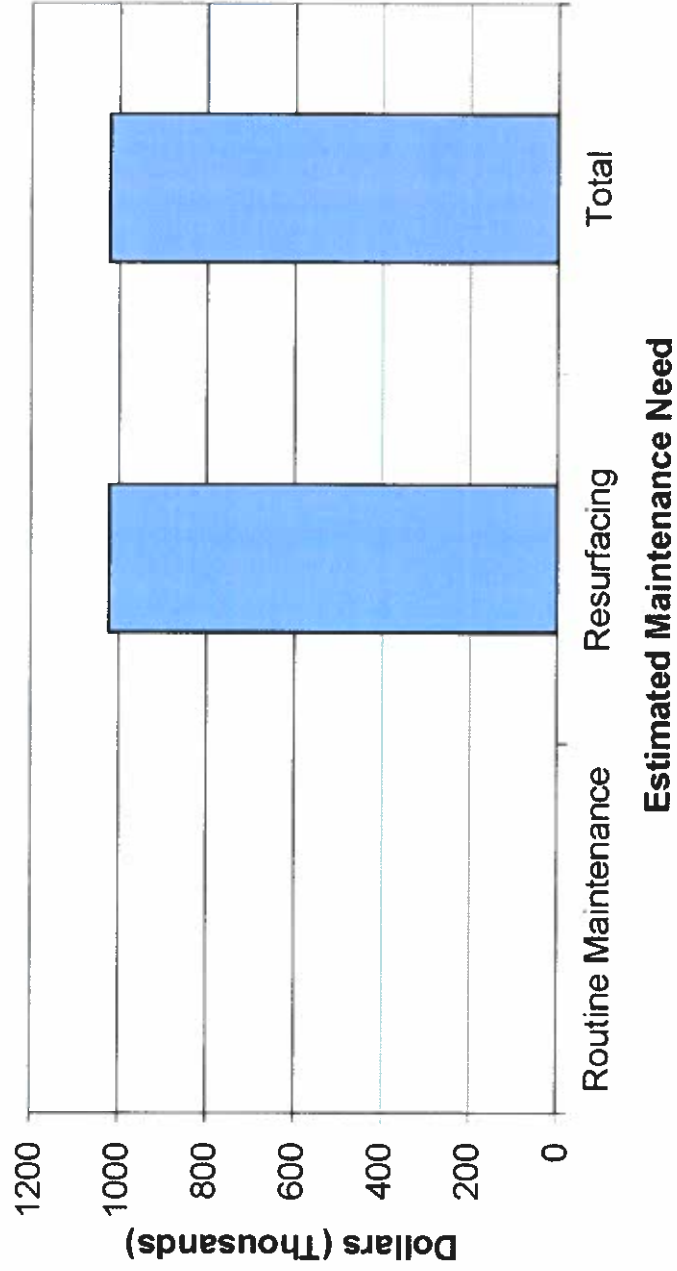


Town of Holden Beach, NC
Figure 3



Town of Holden Beach, NC

Figure 4



D. Routine Maintenance

Routine maintenance limits the detrimental effects of traffic loads and weather conditions. These important maintenance activities are included where the pavement distresses are not present in sufficient magnitude to warrant complete plant mix resurfacing. Routine maintenance includes crack pouring, joint repair, patching, and short overlays.

The Pavement Condition Survey indicates that there are 4.8 miles of streets in need of resurfacing. Due to the anticipated progress of street repairs, funds for the routine maintenance of streets that are in the good to very good range would be better used for patching and resurfacing of streets in the very poor to fair range.

The following sections define the routine maintenance for the Town of Holden Beach.

- **Crack Pouring**

Crack pouring is needed for moderate block/transverse cracking on Class A streets and moderate reflective cracking on all streets. Block cracking is not a structural failure and does not usually progress rapidly. Cracks are generally caused by shrinkage of the asphalt concrete 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 also includes cracks that have been sealed previously but are beginning to open back up. 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 pouring program is required. Crack pouring can be a very cost-effective expenditure of funds.

There are no streets requiring crack pouring.

- **Skin Patching**

Skin patching is recommended for the repair of isolated locations of moderate alligator cracking. It seals the surface and slows the rate of deterioration. Alligator cracking is a structural failure of the pavement and can deteriorate rapidly if proper maintenance is not performed.

There are no streets in need of skin patching.

- **Full-Depth Patching**

Full-depth patching is required to repair 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, full-depth asphalt can be used.

Currently most of the areas that require full depth patching are located on streets that also require resurfacing. Since the cost of patching has been included in the estimated resurfacing costs, it is not broken down on a individual street basis.

There may be isolated areas of streets that need immediate attention and are not listed on streets to be resurfaced. It is anticipated that the costs for full depth asphalt patching in these areas is low compared to the extensive costs of resurfacing. Therefore, they are not included in this report

An on-going patching program is needed for the Town of Holden Beach. 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 streets, are recommended on Class A streets with severe patching in combination with a slightly rough ride quality, and on Class B streets with moderate rutting.

There are no streets requiring a short overlay.

- **Joint Repair**

Joint repair is needed for severe reflective cracking. Reflective cracking occurs when cracking at the joints of an old concrete pavement reflect to the surface of an asphalt overlay. Often repairs must be made to the Portland cement concrete pavement below the surface. Slab stabilization may also be required if pumping is present.

There are no streets requiring joint repair.

E. Resurfacing

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

Plant mix resurfacing is recommended for 3.2 miles of streets. The total estimated cost for this work is \$1,021,874. This is a cost of \$319,336 per mile, representing most of the total maintenance need. Considering the entire street system, the cost for resurfacing these streets is \$72,350 per mile. FDP for streets that require resurfacing is addressed in Section D.

This section will address resurfacing activities by the type of distress that requires it. A comparative table of plant mix resurfacing needed in 2024 is shown in Table 7 on page 18. A brief discussion of the resurfacing by pavement distress type follows.

- **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. Since alligator cracking represents a structural failure, it will progress rapidly unless properly repaired, perhaps to the point that the street may require complete pavement reconstruction. Alligator cracking should be given top priority for repair.

Resurfacing is typically indicated when 30% of a Class B street or 50% of a Class A street has moderate and/or severe alligator cracking. The severe cracking is always corrected with full-depth patching. The street listing in Appendix C includes the cost of full-depth patching when required in the cost estimate of resurfacing. When light or no rutting exists with alligator cracking, a 1" plant mix resurfacing is recommended. When moderate or severe rutting exists with alligator cracking, a 2" plant mix resurfacing is recommended. For this study, 1.5" plant mix is used for all streets.

Alligator Cracking Plus Light or No Rutting (1.5" PM): There are 3.2 miles of streets requiring resurfacing due to a high percentage of moderate and/or severe alligator cracking in combination with light to no rutting, and other deficiencies. The estimated cost for this resurfacing is \$1,021,874.

Alligator Cracking Plus Moderate or Severe Rutting (2" PM): There are no streets requiring resurfacing because of a high percentage of moderate and severe alligator cracking in combination with moderate or severe rutting at this time.

- **Block/Transverse Cracking**

Block/Transverse cracking is not load associated but is caused by the shrinkage of asphalt concrete 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.

Resurfacing with a 1" plant mix would be needed to repair moderate block/transverse cracking, although crack pouring is a cost-effective alternative on Class A streets. Generally, resurfacing Class A streets due to moderate cracking would be a low priority, unless municipal officials have seen a continued increase in the cracking and/or there is difficulty keeping it crack-poured because of heavy traffic volumes. Severe block/transverse cracking requires a seal coat application followed by a 1" plant mix resurfacing. It is not practical or cost effective to crack-pour severe block cracking.

Severe Block/Transverse Cracking (1" PM): There are no streets requiring resurfacing due to severe block cracking at this time.

Moderate Block/Transverse Cracking (1" PM): There are no streets requiring resurfacing due to moderate block cracking at this time.

- **Raveling**

Raveling typically occurs on BST (bituminous surface treatment) streets but can also develop on older plant mix streets. It 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.

There are no streets requiring resurfacing due to moderate raveling at this time.

- **Rutting**

Rutting is defined as 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 subgrade consolidate due to traffic loads. Rutting represents a structural failure and often occurs in conjunction with alligator cracking. To repair severe rutting, a 1.5" plant mix resurfacing is recommended on Class B streets and a 1" plant mix resurfacing on Class A streets.

There are no streets requiring resurfacing due to rutting at this time.

- **Bleeding**

Bleeding is caused by excess liquid asphalt on the pavement surface. Bleeding can cause an unsafe condition due to reduction of skid resistance. A 1" plant mix resurfacing is recommended where severe bleeding is recognized.

There are no streets requiring resurfacing due to bleeding at this time.

- **Rough Ride Quality**

Rough Ride Quality is a relative indication of roughness and how the street rides to the public. Rough ride quality can be caused by any number of factors including rutting, cracking, utility cuts, localized dips, or poor patching. Improving severe ride quality requires a 1" plant mix resurfacing, but other repairs may also be required.

There are no streets requiring resurfacing due to rough 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 on Class B streets, a 1" plant mix resurfacing is suggested.

There are no streets requiring resurfacing due to patching at this time.

**Table 7
Plant Mix Resurfacing Summary
Town of Holden Beach**

Major Pavement Distress	MILES		COST	
	Total Miles	Percentage of Miles	Cost Per Mile	Total Cost
Alligator Cracking + Moderate and/or Severe Rutting (2" PM)	0.0	0.0	\$0	\$0
Alligator Cracking + Minor Rutting(1.5" PM)	3.2	25.0	\$319,336	\$1,021,874
Severe Block Cracking (1" PM & Seal)	0.0	0.0	\$0	\$0
Moderate Block Cracking Class B (1" PM)	0.0	0.0	\$0	\$0
Severe Rutting Class A Streets (1" PM)	0.0	0.0	\$0	\$0
Moderate Raveling (1" PM)	0.0	0.0	\$0	\$0
Severe Bleeding (1" PM)	0.0	0.0	\$0	\$0
Severe Ride Quality (1" PM)	0.0	0.0	\$0	\$0
Severe Patching (1" PM)	0.0	0.0	\$0	\$0
Total Resurfacing	3.2	25.0	\$319,336	\$1,021,874
Total Street System	12.8	100.0	\$72,350	\$1,021,874

NOTE - Columns may not add up exactly due to rounding.

IV. Summary of 2024 Pavement Condition Survey Results for the Town of Holden Beach

A. Use of Survey Results

The Pavement Condition Survey is an objective evaluation of the amount and severity of eight types of pavement distress. The results of the survey should never be used arbitrarily. There is no substitute for in-the-field engineering judgment and experience in determining the types of maintenance activities needed. The street listings should be used as a guide for planning and scheduling maintenance activities. It is important to understand how the results were calculated before using this information.

B. Priorities

Although all recommended maintenance activities are needed right away, often there are more maintenance needs than funds available. Therefore, the types of maintenance should be prioritized. High Priority maintenance should include skin patching, short overlays, full-depth patching, crack pouring, and resurfacing of alligator cracking and rutting. Medium Priority maintenance includes resurfacing of severe block/transverse cracking, severe raveling, and severe bleeding. Low Priority maintenance should consist of resurfacing for moderate block/transverse cracking, moderate raveling, rough ride quality, and severe patching. Table 8 shown below lists these levels of priority with the anticipated cost for each level and the cost per mile for work in that priority range.

**Table 8
Priority by Type of Maintenance for the
Town of Holden Beach**

Priorities	MILES	COST		
	Total Miles	Cost Per Mile	Total Cost	Percentage Of Cost
<u>HIGH PRIORITY</u> : Preventive Maintenance, Resurfacing Alligator Cracking and Rutting	3.2	\$319,336	\$1,021,874	100.0
<u>MEDIUM PRIORITY</u> : Resurfacing Severe Block/Transverse Cracking, Raveling and Bleeding	0.0	\$0	\$0	0.0
<u>LOW PRIORITY</u> : Resurfacing Moderate Block/Transverse and Raveling; Resurfacing Severe Ride Quality and Patching	0.0	\$0	\$0	0.0
Total Repairs	3.2	\$319,336	\$1,021,874	100.0
Total Street System	12.8	\$72,350	\$1,021,874	

Due to the condition of streets in the Town of Holden Beach, pavement maintenance efforts and funds should be dedicated towards preventive maintenance and structural repair. This emphasis would reduce the rate of deterioration on pavements that exhibit light distress levels and it would improve the overall condition of the street system. Preventive maintenance and structural repair would also reduce the maintenance cost per mile in future years.

C. For the Future

The Pavement Condition Survey is an excellent beginning for implementation of a Pavement Management System. It provides an objective evaluation of the municipal street system, measuring all major types of pavement distress. The recommended maintenance plan resulting from this evaluation depends upon many factors. Inadequate pavement thickness, unanticipated truck loads, and poor drainage accelerate the deterioration. Therefore, it is reasonable and prudent to conduct these surveys periodically to monitor the condition of the street system.

Such periodic surveys indicate the rate of deterioration and the effects of resurfacing and street maintenance activities. Additionally, these periodical surveys make it possible to build up a history of all maintenance activities to assist in planning for more cost-effective maintenance procedures.

D. Acknowledgment

Right Angle Engineering the Town's cooperation during the pavement survey. Necessary maps, general information, and transportation needs supplied by the Town were essential for the Pavement Condition Survey and preparation of this report.

APPENDIX A

Town of Holden Beach 2024 Pavement Condition Survey

Pavement Distress Conditions

Pavement Distress Conditions:

The pavement distresses measured in the survey are defined, and color photographs are shown, following this brief description of each pavement distress and why it occurs.

1. 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.
2. 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 poured. When the pavement has a significant amount of this distress, it should be resurfaced.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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.
8. 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.

APPENDIX B

Town of Holden Beach 2024 Pavement Condition Survey

Summary Tables

**Table 1
Pavement Condition Survey Maintenance Needs Summary
Town of Holden Beach**

Repair Items	Class A Streets				Total Street System					
	Miles	Percent of Miles	Cost Per Mile	Total Cost	Percent of Cost	Miles	Percent of Miles	Cost Per Mile	Total Cost	Percent of Cost
Crack Pour	0.0	0.0	\$0	\$0	0	0.0	0.0	\$0	\$0	0
Joint Repair	0.0	0.0	\$0	\$0	0	0.0	0.0	\$0	\$0	0
Skin Patching	0.0	0.0	\$0	\$0	0	0.0	0.0	\$0	\$0	0
Full Depth Patch	0.0	0.0	\$0	\$0	0	0.0	0.0	\$0	\$0	0
Short Overlay	0.0	0.0	\$0	\$0	0	0.0	0.0	\$0	\$0	0
1.5" Plant Mix	3.2	25.0	\$319,336	\$1,021,874	100.0	3.2	25.0	\$319,336	\$1,021,874	100.0
1" PM & Seal	0.0	0.0	\$0	\$0	0	0.0	0.0	\$0	\$0	0
2" Plant Mix	0.0	0.0	\$0	\$0	0	0.0	0.0	\$0	\$0	0
Total Repairs	3.2	25.0	\$319,336	\$1,021,874	100.0	3.2	38.0	\$319,336	\$1,021,874	100.0
No Repair	9.6	75.0	0	0	0	9.6	62.0	0	0	0
TOTALS	12.8	100.0	\$319,336	\$1,021,874	100.0	12.8	100.0	\$319,336	\$1,021,874	100.0

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

Table 2
Pavement Condition Survey Cost & Condition Rating Summary
Town of Holden Beach

Type of Street	Length (Miles)	Length (Lane Mi.)	Average Rating	Avg Cost per Mile	Avg Cost per Lane Mi.	Total Cost
Class A	12.8	25.6	92	\$72,350	\$36,175	\$1,021,874
Class B						
Total	12.8	25.6	92	\$72,350	\$36,175	\$1,021,874

Table 3
Pavement Condition Survey Distress Summary
Town of Holden Beach

Distress Items	Class A Streets		Class B Streets		Total Street System	
	Miles	Percent of Miles	Miles	Percent of Miles	Miles	Percent of Miles
Alligator Cracking						
A. None	4.3	33.6			4.3	33.6
B. Light	8.4	65.3			8.4	65.3
C. Moderate	3.6	28.0			3.6	28.0
D. Severe	1.5	11.6			1.5	11.6
Block/Transverse Cracking						
A. None	9.9	77.3			9.9	77.3
B. Light	2.9	22.5			2.9	22.5
Reflective Cracking						
A. None	12.8	100.0			12.8	100.0
Rutting						
A. None	12.8	100.0			12.8	100.0
Raveling						
A. None	12.5	97.7			12.5	97.7
B. Light	0.3	2.1			0.3	2.1
Bleeding						
A. None	11.9	93.0			11.9	93.0
B. Light	0.9	7.0			0.9	7.0
Ride Quality						
A. Average	12.2	95.3			12.2	95.3
B. Slightly Rough	0.6	4.4			0.6	4.4
Patching						
A. None	8.4	65.8			8.4	65.8
B. Light	4.2	32.9			4.2	32.9
C. Moderate	0.2	1.3			0.2	1.3
TOTAL	12.8	100.0			12.8	100.0

NOTE - Columns may not add up exactly due to rounding

APPENDIX C

Town of Holden Beach 2024 Pavement Condition Survey

Legend

Alphabetical Listing

Priority Listing

Pavement Management System

Legend for Alphabetical 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 is 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
CV - 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.

The classes are:

A - Local and collector functional classification.
B - Arterial functional classification.

BLK Block number.

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 beginning 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
Chg Width	End Concrete
Chg Pvmt	Bridge

Other descriptions are used as needed.

- END DESC** This describes the location where the section ends. Again, this would generally be an intersection with another street. It should be completed as described under BEG DESCRIPTION.
- LEN** This is the length of the section measured in feet.
- 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) | U - Unpaved |
| B - Bituminous Surface Treatment (BST) | D - Brick |
| C - Portland Cement Concrete Pavement (PCC) | |
- The survey evaluates streets with plant mix surfaces and bituminous surface treatments.
- WI** Pavement Width. This is the width of the section measured in feet from edge of pavement to edge of pavement.
- L** Number of Travel Lanes. This is the number of through travel lanes that exist on the section.
- C** Location of Curb and Gutter. This shows the amount of curb and gutter existing on each section. It is shown as follows:
- | |
|-----------------------------------|
| 0 - No curb and gutter |
| 1 - Curb and gutter on one side |
| 2 - Curb and gutter on both sides |
- CT** Curb Type.
- | |
|----------------------------------------------------------------------------------------|
| SC – Standard Curb and gutter (J type curb) |
| VC – Vertical Concrete (includes standard curb and gutter where gutter has been paved) |
| AC – Asphalt Curb |
| CR – Concrete Rolled curb and gutter (Valley Curb) |
- UC** Total number of utility cuts existing on each section.
- SWK/L** Sidewalks (Left side).
- | |
|-----------------------------------------------------------------------------------|
| 0 - No sidewalk on Left side |
| 10 thru 100 – Percentage of sidewalk present on the Left side (in 10% increments) |
- SWK/R** Sidewalks (Right side). This is shown in the same manner as SWK/L.

DISTRESS:

**AN, AL,
AM, AS** Alligator Cracking: None, Light, Moderate, and Severe

Alligator Cracking is rated as a percentage of the 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%. The appropriate percentages should be placed under None, Light, Moderate, and Severe. These percentages should always add up to 100%.

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

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

See Appendix A for a description of each severity level.

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
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.

SY Estimated square yardage of full-depth patching required.

TOTAL COST Total cost of maintenance repair needed.

ACTIVITY Major Maintenance activity required. The following abbreviations are used:

- CP - Crack Pouring
- SKP - Skin Patching
- FDP - Full-Depth Patching
- SO - Short Overlay
- PM1 - 1" Plant Mix Resurfacing
- PM1+S - 1" Plant Mix Resurfacing and a BST Seal
- PM1.5 - 1.5" Plant Mix Resurfacing
- PM2 - 2" Plant Mix Resurfacing

Pavement Management System
Town of Holden Beach
 Alphabetical Listing

STREET	TP	BEGINNING DESC	END DESC	LENGTH	CL	P	WI	L	C	CT	UC	SWKL	SWKR	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	SY	TOTAL COST	ACTIVITY
A SOUTH	A	AVE OCEAN VIEW BLVD EAST	McCRAY ST	240	A	U	20	2	0	0	0	0	0	0														
B NORTH	A	AVE OCEAN VIEW BLVD EAST	McCRAY ST	250	A	U	20	1	0	0	0	0	0	0														
BENDIGO		OCEAN VIEW BLVD EAST	END	175	A	U	20	2	0	0	0	0	0	0														
BLOCKADE RUNNER	DR	OCEAN VIEW BLVD EAST	END	784	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	L	N	L	N	95		
BOYD	ST	OCEAN VIEW BLVD WEST	BRUNSWICK AVE WEST	310	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	N	L	N	100			
BOYD	ST	BRUNSWICK AVE WEST	GERDA AVE	247	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	N	L	N	100			
BOYD	ST	LOIS AVE	END	157	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	N	L	N	100			
BOYD	ST	GERDA AVE	LOIS AVE	133	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	N	L	N	100			
BRUNSWICK EAST	AVE	HALSTEAD ST	FERRY RD NORTH	1142	A	P	20	2	0	0	0	0	0	8	2	0	0	N	N	N	N	L	L	N	90			
BRUNSWICK EAST	AVE	QUINTON ST	HALSTEAD ST	588	A	P	20	2	0	0	0	0	0	8	2	0	0	N	N	N	N	L	L	N	90			
BRUNSWICK EAST	AVE	JORDAN BLVD	QUINTON ST	380	A	P	20	2	0	0	0	0	0	8	2	0	0	N	N	N	N	L	L	N	90			
BRUNSWICK WEST	AVE	NEPTUNE DR	BOYD ST	1645	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	L	L	N	95			
BRUNSWICK WEST	AVE	MARKER 55 DR	SAND SPUR LN	1060	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	L	L	N	95			
BRUNSWICK WEST	AVE	DELANEY ST	YACHT WATCH DR	785	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	L	L	N	95			
BRUNSWICK WEST	AVE	BOYD ST	ROGER ST	736	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	L	L	N	95			
BRUNSWICK WEST	AVE	ROGER ST	DELANEY ST	731	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	L	L	N	95			
BRUNSWICK WEST	AVE	DAVIS ST	HOLDEN BEACH RD	706	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	L	L	N	95			
BRUNSWICK WEST	AVE	SAND SPUR LN	NEPTUNE DR	346	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	L	L	N	95			
BRUNSWICK WEST	AVE	ROTHSCHILD ST	DAVIS ST	285	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	L	L	N	95			
BRUNSWICK WEST	AVE	HIGHPOINT ST	MARKER 55 DR	247	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	L	L	N	95			
BRUNSWICK WEST	AVE	YACHT WATCH DR	ROTHSCHILD ST	201	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	L	L	N	95			
BURLINGTON	ST	OCEAN VIEW BLVD WEST	END	884	A	P	20	2	0	0	0	0	0	7	1	1	1	N	N	N	N	L	N	82	1954	49100	PM1.5	
BY THE SEA	DR	OCEAN VIEW BLVD WEST	END	645	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
C SOUTH	AVE	OCEAN VIEW BLVD EAST	END	360	A	P	20	2	0	0	0	0	0	7	1	2	0	N	N	N	N	L	N	86	578	17334	PM1.5	
CANAL	DR	CRAB ST	CONCH ST	265	A	U	20	2	0	0	0	0	0	0	0	0	0											
CANAL	DR	FERRY RD	SHRIMP ST	260	A	U	20	2	0	0	0	0	0	0	0	0												
CANAL	DR	SHRIMP ST	CRAB ST	250	A	U	20	2	0	0	0	0	0	0	0	0												
CAROLINA	AVE	HALSTEAD ST	END	747	A	P	20	2	0	0	0	0	0	8	1	1	0	N	N	N	N	L	N	92				
CAROLINA	AVE	QUINTON ST	HALSTEAD ST	804	A	P	20	2	0	0	0	0	0	8	1	1	0	N	N	N	N	L	N	92				
CAROLINA	AVE	HOLDEN BEACH RD	QUINTON ST	416	A	P	20	2	0	0	0	0	0	8	1	1	0	N	N	N	N	L	N	92				
CHARLOTTE	ST	OCEAN VIEW BLVD WEST	END	1000	A	P	20	2	0	0	0	0	0	7	0	2	1	N	N	N	N	L	N	78	2222	55550	PM1.5	
CLIPPERSHIP	DR	OCEAN VIEW BLVD WEST	END	650	A	P	20	2	0	0	0	0	0	8	2	0	0	L	N	N	N	L	N	85	1444	36100	PM1.5	
COLE	ST	OCEAN VIEW BLVD EAST	END	360	A	P	20	2	0	0	0	0	0	8	2	0	0	L	N	N	N	L	N	85	900	24000	PM1.5	
CONCH	ST	OCEAN VIEW BLVD EAST	CANAL DR	1020	A	P	20	2	0	0	0	0	0	10	0	0	0	L	N	N	N	L	N	95				
CRAB	ST	OCEAN VIEW BLVD EAST	CANAL DR	980	A	P	20	2	0	0	0	0	0	9	1	0	0	N	N	N	N	L	N	98				
D NORTH	AVE	OCEAN VIEW BLVD EAST	McCRAY ST	150	A	U	20	2	0	0	0	0	0	0	0	0												
DAVIS	ST	OCEAN VIEW BLVD EAST	BRUNSWICK AVE WEST	315	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
DAVIS	ST	BRUNSWICK AVE WEST	END	283	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
DEAL	ST	OCEAN VIEW BLVD WEST	END	480	A	U	20	2	0	0	0	0	0	0	0	0												
DELANEY (SAILORS)	ST	BRUNSWICK AVE WEST	YACHT WATCH DR	193	A	P	20	2	0	0	0	0	0	8	1	1	0	N	N	N	N	L	N	91				
DELANEY	ST	OCEAN VIEW BLVD WEST	BRUNSWICK AVE WEST	310	A	U	10	1	0	0	0	0	0	0	0	0												
DOLPHIN	DR	OCEAN VIEW BLVD WEST	END	1419	A	P	20	2	0	0	0	0	0	9	1	0	0	L	N	N	N	L	N	93				
DURHAM	ST	OCEAN VIEW BLVD WEST	END	975	A	P	20	2	0	0	0	0	0	9	1	0	0	N	N	N	N	L	N	93				
E NORTH	AVE	OCEAN VIEW BLVD EAST	McCRAY ST	150	A	U	20	1	0	0	0	0	0	0	0	0												
ELIZABETH	ST	OCEAN VIEW BLVD EAST	END	187	A	P	20	2	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
FAYETTEVILLE	ST	OCEAN VIEW BLVD WEST	END	778	A	P	20	2	0	0	0	0	0	7	2	1	0	L	N	N	N	L	N	84	1722	46500	PM1.5	
FERRY NORTH	RD	GOLDEN DUNE WAY	CANAL DR	583	A	P	20	2	0	0	0	0	0	8	1	1	0	L	N	N	N	L	N	87	1318	41500	PM1.5	

Pavement Management System
Town of Holden Beach
 Alphabetical Listing

STREET	TP	BEGINNING DESC	END DESC	LENGTH	CL	P	WM	L	C	CT	UC	SWKL	SWKR	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	SY	TOTAL COST	ACTIVITY	
FERRY NORTH	RD	OCEAN VIEW BLVD. EAST	BRUNSWICK AVE. EAST	545	A	P	20	2	0	0	0	0	0	0	8	1	1	0	L	N	N	N	L	N	87	1212	38150	PM1.5	
FERRY NORTH	RD	BRUNSWICK AVE. EAST	GOLDEN DUNE WAY	454	A	P	20	2	0	0	0	0	0	0	8	1	1	0	L	N	N	N	L	N	87	1009	31780	PM1.5	
FERRY SOUTH	RD	OCEAN VIEW BLVD. EAST	END	155	A	U	20	2	0	0	0	0	0	0	0														
FRIGATE	DR	OCEAN VIEW BLVD. WEST	END	700	A	P	20	2	0	0	0	0	0	0	8	1	1	0	N	N	N	N	L	N	92				
GERDA	AVE	BOYD ST	ROGER ST	735	A	P	20	2	0	0	0	0	0	0	7	1	2	0	N	N	N	N	L	L	81	1633	51450	PM1.5	
GOLDEN DUNE	WAY	FERRY RD	END	600	A	P	20	2	0	0	0	0	0	0	7	2	1	0	N	N	N	N	L	N	89				
GREENSBORO	ST	OCEAN VIEW BLVD. WEST	END	2775	A	P	20	2	0	0	0	0	0	0	7	2	1	0	N	N	N	N	L	L	84	6167	166500	PM1.5	
HALSTEAD	ST	OCEAN VIEW BLVD. EAST	BRUNSWICK AVE. EAST	327	A	P	20	2	0	0	0	0	0	0	9	1	0	0	N	N	N	N	L	N	98				
HALSTEAD	ST	BRUNSWICK AVE. EAST	CAROLINA AVE.	247	A	P	20	2	0	0	0	0	0	0	9	1	0	0	N	N	N	N	L	N	98				
HALSTEAD	ST	CAROLINA AVE.	SOUTH SHORE DR.	213	A	P	20	2	0	0	0	0	0	0	9	1	0	0	N	N	N	N	L	N	98				
HERON	DR	SWORDFISH DR	END	850	A	P	20	2	0	0	0	0	0	0	6	4	0	0	N	N	N	N	L	N	75	1445	39000	PM1.5	
HERON LANDING WYND	DR	SWORDFISH DR	END	875	A	P	20	2	0	0	0	0	0	0	8	2	0	0	N	N	N	N	L	M	80	1944	48600	PM1.5	
HIGH POINT	ST	BRUNSWICK AVE. WEST	END	2223	A	P	20	2	0	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
HIGH POINT	ST	OCEAN VIEW BLVD. WEST	BRUNSWICK AVE. WEST	308	A	P	20	2	0	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
HOLDEN	ST	OCEAN VIEW BLVD. EAST	END	170	A	P	20	2	0	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
IRONHAGE	DR	OCEAN VIEW BLVD. EAST	END	900	A	U	20	2	0	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
JORDAN	BLVD	OCEAN VIEW BLVD. EAST	BRUNSWICK AVE. EAST	410	A	P	30	2	0	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
JORDAN	BLVD	BRUNSWICK AVE. EAST	END	306	A	P	30	2	0	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
JORDAN	DR	OCEAN VIEW BLVD. WEST	END	1180	A	P	20	2	0	0	0	0	0	0	9	1	0	0	L	N	N	N	L	N	93				
LOIS	AVE	BOYD ST	ROGER ST	735	A	P	20	2	0	0	0	0	0	0	7	1	1	1	N	N	N	N	L	L	77	1533	44100	PM1.5	
LUMBERTON	ST	OCEAN VIEW BLVD. WEST	END	740	A	P	20	2	0	0	0	0	0	0	7	1	1	1	N	N	N	N	L	L	77	1533	44100	PM1.5	
MARLER 55	DR	BRUNSWICK AVE. WEST	END	674	A	P	20	2	0	0	0	0	0	0	7	3	0	0	N	N	N	N	L	L	77	1533	44100	PM1.5	
MARLIN	DR	OCEAN VIEW BLVD. WEST	END	1398	A	P	20	2	0	0	0	0	0	0	9	1	0	0	N	N	N	N	L	N	88	1497	45000	PM1.5	
MARSH WALK	ST	OCEAN VIEW BLVD. WEST	END	660	A	P	20	2	0	0	0	0	0	0	9	1	0	0	N	N	N	N	L	N	98				
MCCRAY	ST	AVENUE D	OCEAN VIEW AVE. EAST	550	A	U	20	2	0	0	0	0	0	0	9	1	0	0	N	N	N	N	L	N	98				
MULLET	ST	OCEAN VIEW BLVD. EAST	END	540	A	U	20	2	0	0	0	0	0	0	0														
NEPTUNE	DR	OCEAN VIEW BLVD. WEST	BRUNSWICK AVE. WEST	276	A	P	20	2	0	0	0	0	0	0	8	2	0	0	L	N	N	N	L	N	90				
OCEAN VIEW EAST	BLVD	AVENUE A	AVENUE C	1050	A	U	20	1	0	0	0	0	100	0															
POINT WEST	DR	OCEAN VIEW BLVD. WEST	TIDE RIDGE DR	432	A	P	20	2	0	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
QUINTON	ST	OCEAN VIEW BLVD. EAST	BRUNSWICK AVE. EAST	330	A	P	20	2	0	0	0	0	0	0	9	1	0	0	N	N	N	N	L	N	98				
QUINTON	ST	BRUNSWICK AVE. EAST	CAROLINA AVE	224	A	P	20	2	0	0	0	0	0	0	9	1	0	0	N	N	N	N	L	N	98				
QUINTON	ST	CAROLINA AVE	SOUTH SHORE DR	103	A	P	20	2	0	0	0	0	0	0	9	1	0	0	N	N	N	N	L	N	98				
RALEIGH	ST	OCEAN VIEW BLVD. WEST	END	600	A	P	20	2	0	0	0	0	0	0	8	2	0	0	L	N	N	N	L	N	99				
RANGER	ST	OCEAN VIEW BLVD. EAST	END	156	A	P	20	2	0	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
ROGER	ST	OCEAN VIEW BLVD. WEST	BRUNSWICK AVE. WEST	298	A	P	20	2	0	0	0	0	0	0	7	2	1	0	N	N	N	N	L	N	89				
ROGER	ST	BRUNSWICK AVE. WEST	GERDA AVE	247	A	P	20	2	0	0	0	0	0	0	7	2	1	0	N	N	N	N	L	N	89				
ROGER	ST	GERDA AVE.	LOIS AVE	142	A	P	20	2	0	0	0	0	0	0	7	2	1	0	N	N	N	N	L	N	89				
ROGER	ST	LOIS AVE	END	113	A	P	20	2	0	0	0	0	0	0	7	2	1	0	N	N	N	N	L	N	89				
ROTHCHILD	ST	OCEAN VIEW BLVD. WEST	BRUNSWICK AVE. WEST	336	A	P	20	2	0	0	0	0	0	0	6	1	1	0	N	N	N	N	L	N	89				
SAILFISH	DR	OCEAN VIEW BLVD. WEST	END	2436	A	P	20	2	0	0	0	0	0	0	10	0	0	0	L	N	N	N	L	N	95				
SALISBURY	ST	OCEAN VIEW BLVD. WEST	END	866	A	P	20	2	0	0	0	0	0	0	10	0	0	0	L	N	N	N	L	N	95				
SAND DOLLAR	DR	OCEAN VIEW BLVD. WEST	END	1827	A	P	20	2	0	0	0	0	0	0	8	1	0	1	N	N	N	N	L	N	73	4282	96350	PM1.5	
SAND DUNE	LN	SAND SPUR LN	END	356	A	P	18	2	0	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
SAND DUNE	LN	BEGINNING	SAND SPUR LN	271	A	P	18	2	0	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
SAND PIPER	LN	SAND SPUR LN	END	357	A	P	18	2	0	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
SAND PIPER	LN	BEGINNING	SAND SPUR LN	265	A	P	18	2	0	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				
SAND SPUR	LN	SAND PIPER LN	SAND DUNE LN	244	A	P	20	2	0	0	0	0	0	0	10	0	0	0	N	N	N	N	L	N	100				

Pavement Management System
Town of Holden Beach
 Alphabetical Listing

STREET	TP	BEGINNING DESC	END DESC	LENGTH	CL	P	WH	L	C	CT	UC	SWKL	SWKR	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	SY	TOTAL COST	ACTIVITY
SAND SPUR	LN	BRUNSWICK AVE WEST	SAND PIPER LN	238	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	N	100			
SANDFORD	ST	OCEAN VIEW BLVD WEST	END	860	A	P	20	2	0	0	0	0	0	3	1	0	0	0	N	N	N	N	N	N	93			
SCHOONER	DR	OCEAN VIEW BLVD WEST	END	352	A	P	20	2	0	0	0	0	0	10	1	0	0	0	N	N	N	N	N	N	98			
SCOTCH BONNET	DR	OCEAN VIEW BLVD WEST	END	1875	A	P	20	2	0	0	0	0	0	8	1	1	0	0	N	N	N	N	N	N	92			
SEA GULL	ST	OCEAN VIEW BLVD WEST	END	1125	A	U	20	2	0	0	0	0	0	0	0	0	0	0	N	N	N	N	N	N				
SEASIDE	DR	OCEAN VIEW BLVD WEST	END	515	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	N	95			
SEAVIEW	DR	OCEAN VIEW BLVD WEST	END	513	A	P	20	2	0	0	0	0	0	8	2	0	0	0	N	N	N	N	N	N	90			
SHELL	DR	OCEAN VIEW BLVD WEST	END	525	A	P	20	2	0	0	0	0	0	7	3	0	0	0	N	N	N	N	N	N	88	1167	35600	PM1.5
SHRIMP	ST	OCEAN VIEW BLVD EAST	CANAL DR	1001	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	N	95			
SOUTH SHORE	DR	HALSTEAD ST	END	863	A	P	20	2	0	0	0	0	0	8	2	0	0	0	N	N	N	N	N	N	90			
SOUTH SHORE	DR	QUINTON ST	HALSTEAD ST	662	A	P	20	2	0	0	0	0	0	8	2	0	0	0	N	N	N	N	N	N	90			
SOUTH SHORE	DR	HOLDEN BEACH RD	QUINTON ST	415	A	P	20	2	0	0	0	0	0	8	2	0	0	0	N	N	N	N	N	N	90			
STARFISH	DR	OCEAN VIEW BLVD WEST	END	1200	A	P	20	2	0	0	0	0	0	8	2	0	0	0	N	N	N	N	N	N	95			
SUNSHINE	LN	OCEAN VIEW BLVD WEST	END	420	A	P	20	2	0	0	0	0	0	8	1	1	0	0	N	N	N	N	N	N	92			
SWORDFISH	DR	HERON LANDING WYND	END	931	A	P	20	2	0	0	0	0	0	6	4	0	0	0	N	N	N	N	N	N	75	2070	55860	PM1.5
SWORDFISH	DR	OCEAN VIEW BLVD WEST	HERON DR	326	A	P	20	2	0	0	0	0	0	8	2	0	0	0	N	N	N	N	N	N	90			
SWORDFISH	DR	HERON DR	HERON LANDING WYND	690	A	P	20	2	0	0	0	0	0	8	2	0	0	0	N	N	N	N	N	N	90			
TARPON	DR	OCEAN VIEW BLVD WEST	END	1402	A	P	20	2	0	0	0	0	0	8	2	0	0	0	N	N	N	N	N	N	90			
TIDE RIDGE	DR	BEGINNING	POINT WEST DR	567	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	N	100			
TIDE RIDGE	DR	POINT WEST DR	END	482	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	N	100			
TUJUA	DR	OCEAN VIEW BLVD WEST	END	1450	A	P	20	2	0	0	0	0	0	7	2	0	1	0	N	N	N	N	N	N	75	3222	87000	PM1.5
WINDJAMMER	DR	OCEAN VIEW BLVD WEST	END	375	A	U	20	2	0	0	0	0	0	0	0	0	0	0	N	N	N	N	N	N				
YACHT WATCH	DR	DELANEY ST	BRUNSWICK AVE WEST	907	A	P	20	2	0	0	0	0	0	8	1	1	0	0	N	N	N	N	N	N	92			
YACHT WATCH	DR	ROGER ST	DELANEY ST	733	A	P	20	2	0	0	0	0	0	8	1	1	0	0	N	N	N	N	N	N	92			

Pavement Management System
Town of Holden Beach
 PCR Listing

STREET	TP	BEGINNING DESC	END DESC	LENGTH	CL	P	WH	L	C	CT	UC	SWKL	SWKR	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	SY	TOTAL COST	ACTIVITY
SAND DOLLAR	DR	OCEAN VIEW BLVD WEST	END	1927	A	P	20	2	0	0	0	0	0	0	8	1	0	1	N	N	N	N	M	L	73	4282	96350	PM1.5
HERON	DR	SWORDFISH DR	END	650	A	P	20	2	0	0	0	0	0	6	4	0	0	N	N	N	N	L	M	M	75	1445	39000	PM1.5
SWORDFISH	DR	HERON LANDING WYND	END	931	A	P	20	2	0	0	0	0	0	6	4	0	0	N	N	N	N	L	M	M	75	2070	55860	PM1.5
TUNA	DR	OCEAN VIEW BLVD WEST	END	1450	A	P	20	2	0	0	0	0	0	7	2	0	1	L	N	N	N	L	L	L	75	3222	87000	PM1.5
LOUIS	AVE	BOYD ST	ROGER ST	735	A	P	20	2	0	0	0	0	0	7	1	1	1	N	N	N	N	L	L	L	77	1633	44100	PM1.5
LUMBERTON	ST	OCEAN VIEW BLVD WEST	END	740	A	P	20	2	0	0	0	0	0	7	1	1	1	N	N	N	N	L	L	L	77	1644	44100	PM1.5
CHARLOTTE	ST	OCEAN VIEW BLVD WEST	END	1000	A	P	20	2	0	0	0	0	0	7	0	2	1	N	N	N	N	L	L	N	78	2222	55550	PM1.5
HERON LANDING WYND	SWORDFISH DR	END	875	A	P	20	2	0	0	0	0	0	0	8	2	0	0	N	N	N	N	L	N	L	80	1944	46600	PM1.5
GERDA	AVE	BOYD ST	ROGER ST	739	A	P	20	2	0	0	0	0	0	7	1	2	0	N	N	N	N	L	M	L	81	1833	51450	PM1.5
BURLINGTON	ST	OCEAN VIEW BLVD WEST	END	884	A	P	20	2	0	0	0	0	0	7	1	1	1	N	N	N	N	L	L	N	82	1984	49100	PM1.5
FAYETTEVILLE	ST	OCEAN VIEW BLVD WEST	END	775	A	P	20	2	0	0	0	0	0	7	2	1	0	L	N	N	N	L	N	N	84	1722	48500	PM1.5
GREENSBORO	ST	OCEAN VIEW BLVD WEST	END	2775	A	P	20	2	0	0	0	0	0	7	2	1	0	N	N	N	N	L	L	L	84	6167	166500	PM1.5
CLIPPERSHIP	DR	OCEAN VIEW BLVD WEST	END	650	A	P	20	2	0	0	0	0	0	8	2	0	0	L	N	N	N	L	L	N	85	1444	36100	PM1.5
COLE	ST	OCEAN VIEW BLVD EAST	END	360	A	P	20	2	0	0	0	0	0	8	2	0	0	L	N	N	N	L	L	L	85	600	24000	PM1.5
C SOUTH	AVE	OCEAN VIEW BLVD EAST	END	260	A	P	20	2	0	0	0	0	0	7	1	2	0	N	N	N	N	L	N	L	86	578	17334	PM1.5
FERRY NORTH	RD	GOLDEN DUNE WAY	CANAL DR	593	A	P	20	2	0	0	0	0	0	8	1	1	0	L	N	N	N	L	N	N	87	1318	41500	PM1.5
FERRY NORTH	RD	OCEAN VIEW BLVD EAST	BRUNSWICK AVE EAST	545	A	P	20	2	0	0	0	0	0	8	1	1	0	L	N	N	N	L	N	N	87	1212	38150	PM1.5
FERRY NORTH	RD	BRUNSWICK AVE EAST	GOLDEN DUNE WAY	454	A	P	20	2	0	0	0	0	0	8	1	1	0	L	N	N	N	L	N	N	87	1009	31780	PM1.5
MARKER 55	DR	BRUNSWICK AVE WEST	END	674	A	P	20	2	0	0	0	0	0	7	3	0	0	L	N	N	N	L	L	N	88	1497	45800	PM1.5
SHELL	DR	OCEAN VIEW BLVD WEST	END	525	A	P	20	2	0	0	0	0	0	7	3	0	0	L	N	N	N	L	L	N	88	1167	35000	PM1.5
GOLDEN DUNE	WAY	FERRY RD	END	600	A	P	20	2	0	0	0	0	0	7	2	1	0	N	N	N	N	L	N	N	89			
ROGER	ST	OCEAN VIEW BLVD WEST	BRUNSWICK AVE WEST	298	A	P	20	2	0	0	0	0	0	7	2	1	0	N	N	N	N	L	N	N	89			
ROGER	ST	BRUNSWICK AVE WEST	GERDA AVE	247	A	P	20	2	0	0	0	0	0	7	2	1	0	N	N	N	N	L	N	N	89			
ROGER	ST	LOIS AVE	LOIS AVE	142	A	P	20	2	0	0	0	0	0	7	2	1	0	N	N	N	N	L	N	N	89			
ROGER	ST	LOIS AVE	END	113	A	P	20	2	0	0	0	0	0	7	2	1	0	N	N	N	N	L	N	N	89			
BRUNSWICK EAST	AVE	HALSTEAD ST	FERRY RD NORTH	1142	A	P	20	2	0	0	0	0	0	8	2	0	0	N	N	N	N	L	L	N	90			
BRUNSWICK EAST	AVE	QUINTON ST	HALSTEAD ST	588	A	P	20	2	0	0	0	0	0	8	2	0	0	N	N	N	N	L	L	N	90			
BRUNSWICK EAST	AVE	JORDAN BLVD	QUINTON ST	380	A	P	20	2	0	0	0	0	0	8	2	0	0	N	N	N	N	L	L	N	90			
NEPTUNE	DR	OCEAN VIEW BLVD WEST	BRUNSWICK AVE WEST	276	A	P	20	2	0	0	0	0	0	8	2	0	0	L	N	N	N	L	L	N	90			
RALEIGH	ST	OCEAN VIEW BLVD WEST	END	800	A	P	20	2	0	0	0	0	0	8	2	0	0	L	N	N	N	L	L	N	90			
SEAVIEW	DR	OCEAN VIEW BLVD WEST	END	513	A	P	20	2	0	0	0	0	0	8	2	0	0	L	N	N	N	L	L	N	90			
SOUTH SHORE	DR	HALSTEAD ST	END	863	A	P	20	2	0	0	0	0	0	8	2	0	0	L	N	N	N	L	L	N	90			
SOUTH SHORE	DR	HOLDEN BEACH RD	QUINTON ST	662	A	P	20	2	0	0	0	0	0	8	2	0	0	N	N	N	N	L	L	N	90			
SOUTH SHORE	DR	HOLDEN BEACH RD	QUINTON ST	415	A	P	20	2	0	0	0	0	0	8	2	0	0	N	N	N	N	L	L	N	90			
SWORDFISH	DR	OCEAN VIEW BLVD WEST	HERON DR	926	A	P	20	2	0	0	0	0	0	8	2	0	0	N	N	N	N	L	L	N	90			
SWORDFISH	DR	HERON DR	HERON LANDING WYND	690	A	P	20	2	0	0	0	0	0	8	2	0	0	N	N	N	N	L	L	N	90			
TARPON	DR	OCEAN VIEW BLVD WEST	END	1402	A	P	20	2	0	0	0	0	0	8	2	0	0	N	N	N	N	L	L	N	90			
CAROLINA	AVE	HALSTEAD ST	END	747	A	P	20	2	0	0	0	0	0	8	1	1	0	N	N	N	N	L	L	N	92			
CAROLINA	AVE	QUINTON ST	HALSTEAD ST	604	A	P	20	2	0	0	0	0	0	8	1	1	0	N	N	N	N	L	L	N	92			
CAROLINA	AVE	HOLDEN BEACH RD	QUINTON ST	416	A	P	20	2	0	0	0	0	0	8	1	1	0	N	N	N	N	L	L	N	92			
DELANEY (SAILORS)	ST	BRUNSWICK AVE WEST	YACHT WATCH DR	193	A	P	20	2	0	0	0	0	0	8	1	1	0	N	N	N	N	L	L	N	92			
FRIGATE	DR	OCEAN VIEW BLVD WEST	END	700	A	P	20	2	0	0	0	0	0	8	1	1	0	N	N	N	N	L	L	N	92			
ROTHCHILD	ST	OCEAN VIEW BLVD WEST	BRUNSWICK AVE WEST	336	A	P	20	2	0	0	0	0	0	8	1	1	0	N	N	N	N	L	L	N	92			
SCOTCH BONNET	DR	OCEAN VIEW BLVD WEST	END	1875	A	P	20	2	0	0	0	0	0	8	1	1	0	N	N	N	N	L	L	N	92			
SUNSHINE	LN	OCEAN VIEW BLVD WEST	END	420	A	P	20	2	0	0	0	0	0	8	1	1	0	N	N	N	N	L	L	N	92			
YACHT WATCH	DR	DELANEY ST	BRUNSWICK AVE WEST	907	A	P	20	2	0	0	0	0	0	8	1	1	0	N	N	N	N	L	L	N	92			
YACHT WATCH	DR	ROGER ST	DELANEY ST	733	A	P	20	2	0	0	0	0	0	8	1	1	0	N	N	N	N	L	L	N	92			

Pavement Management System
Town of Holden Beach
PCR Listing

STREET	TP	BEGINNING DESC	END DESC	LENGTH	CL	P	WI	L	C	CT	UC	SWKL	SWKR	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	SY	TOTAL COST	ACTIVITY
DOLPHIN	DR	OCEAN VIEW BLVD WEST	END	1419	A	P	20	2	0	0	0	0	0	9	1	0	0	0	L	N	N	N	N	L	N	93		
DURHAM	ST	OCEAN VIEW BLVD WEST	END	975	A	P	20	2	0	0	0	0	0	9	1	0	0	0	N	N	N	N	N	L	L	93		
LIONS PAW	DR	OCEAN VIEW BLVD WEST	END	1180	A	P	20	2	0	0	0	0	0	9	1	0	0	0	L	N	N	N	N	L	N	93		
SANDFORD	ST	OCEAN VIEW BLVD WEST	END	850	A	P	20	2	0	0	0	0	0	9	1	0	0	0	L	N	N	N	N	L	N	93		
BLOCKADE RUNNER	DR	OCEAN VIEW BLVD EAST	END	784	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	95		
BRUNSWICK WEST	AVE	NEPTUNE DR	BOYD ST	1645	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	L	95		
BRUNSWICK WEST	AVE	MARKER 55 DR	SAND SPUR LN	1080	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	L	95		
BRUNSWICK WEST	AVE	DELANEY ST	YACHT WATCH DR	785	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	L	95		
BRUNSWICK WEST	AVE	BOYD ST	ROGER ST	731	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	L	95		
BRUNSWICK WEST	AVE	DAVIS ST	DELANEY ST	726	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	L	95		
BRUNSWICK WEST	AVE	ROTHSCHILD ST	HOLDEN BEACH RD	706	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	L	95		
BRUNSWICK WEST	AVE	SAND SPUR LN	NEPTUNE DR	346	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	L	95		
BRUNSWICK WEST	AVE	HIGHPOINT ST	DAVIS ST	285	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	L	95		
BRUNSWICK WEST	AVE	MARKER 55 DR	MARKER 55 DR	247	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	L	95		
BRUNSWICK WEST	AVE	YACHT WATCH DR	ROTHSCHILD ST	201	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	L	95		
CONCH	ST	OCEAN VIEW BLVD EAST	CANAL DR	1020	A	P	20	2	0	0	0	0	0	10	0	0	0	0	L	N	N	N	N	L	N	95		
SALISBURY	DR	OCEAN VIEW BLVD WEST	END	2436	A	P	20	2	0	0	0	0	0	10	0	0	0	0	L	N	N	N	N	L	N	95		
SEASIDE	DR	OCEAN VIEW BLVD WEST	END	856	A	P	20	2	0	0	0	0	0	10	0	0	0	0	L	N	N	N	N	L	N	95		
SHRIMP	ST	OCEAN VIEW BLVD EAST	CANAL DR	1001	A	P	20	2	0	0	0	0	0	10	0	0	0	0	L	N	N	N	N	L	N	95		
STARFISH	DR	OCEAN VIEW BLVD WEST	END	1280	A	P	20	2	0	0	0	0	0	8	2	0	0	0	N	N	N	N	N	L	N	95		
CRAB	ST	OCEAN VIEW BLVD EAST	CANAL DR	980	A	P	20	2	0	0	0	0	0	9	1	0	0	0	N	N	N	N	N	L	N	98		
MALSTEAD	ST	OCEAN VIEW BLVD EAST	BRUNSWICK AVE EAST	327	A	P	20	2	0	0	0	0	0	9	1	0	0	0	N	N	N	N	N	L	N	98		
HALSTEAD	ST	BRUNSWICK AVE EAST	CAROLINA AVE	247	A	P	20	2	0	0	0	0	0	9	1	0	0	0	N	N	N	N	N	L	N	98		
MALSTEAD	ST	CAROLINA AVE	SOUTH SHORE DR	213	A	P	20	2	0	0	0	0	0	9	1	0	0	0	N	N	N	N	N	L	N	98		
MARLIN	DR	OCEAN VIEW BLVD WEST	END	1398	A	P	20	2	0	0	0	0	0	9	1	0	0	0	N	N	N	N	N	L	N	98		
MARSH WALK	OCEAN VIEW BLVD WEST	END	660	A	P	20	2	0	0	0	0	0	0	9	1	0	0	0	N	N	N	N	N	L	N	98		
QUINTON	ST	OCEAN VIEW BLVD EAST	BRUNSWICK AVE EAST	330	A	P	20	2	0	0	0	0	0	9	1	0	0	0	N	N	N	N	N	L	N	98		
QUINTON	ST	BRUNSWICK AVE EAST	CAROLINA AVE	224	A	P	20	2	0	0	0	0	0	9	1	0	0	0	N	N	N	N	N	L	N	98		
QUINTON	ST	CAROLINA AVE	SOUTH SHORE DR	193	A	P	20	2	0	0	0	0	0	9	1	0	0	0	N	N	N	N	N	L	N	98		
SCHOONER	DR	OCEAN VIEW BLVD WEST	END	352	A	P	20	2	0	0	0	0	0	10	1	0	0	0	N	N	N	N	N	L	N	98		
BOYD	ST	OCEAN VIEW BLVD WEST	BRUNSWICK AVE WEST	310	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
BOYD	ST	BRUNSWICK AVE WEST	GERDA AVE	247	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
BOYD	ST	LOIS AVE	END	157	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
BOYD	ST	GERDA AVE	LOIS AVE	133	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
BY THE SEA	DR	OCEAN VIEW BLVD WEST	END	645	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
DAVIS	ST	OCEAN VIEW BLVD EAST	BRUNSWICK AVE WEST	315	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
DAVIS	ST	BRUNSWICK AVE WEST	END	293	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
ELIZABETH	ST	OCEAN VIEW BLVD EAST	END	157	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
HIGH POINT	ST	BRUNSWICK AVE WEST	END	2233	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
HIGH POINT	ST	OCEAN VIEW BLVD WEST	BRUNSWICK AVE WEST	308	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
HOLDEN	ST	OCEAN VIEW BLVD EAST	END	170	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
JORDAN	BLVD	OCEAN VIEW BLVD EAST	BRUNSWICK AVE EAST	410	A	P	30	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
JORDAN	BLVD	BRUNSWICK AVE EAST	END	306	A	P	30	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
POINT WEST	DR	OCEAN VIEW BLVD WEST	TIDE RIDGE DR	432	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
RANGER	ST	OCEAN VIEW BLVD EAST	END	156	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		
SAND DUNE	LN	SAND SPUR LN	END	358	A	P	18	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	N	L	N	100		

Pavement Management System
Town of Holden Beach
PCR Listing

STREET	TP	BEGINNING DESC	END DESC	LENGTH	CL	P	WI	L	C	CT	UC	SWKL	SWKR	AN	AL	AM	AS	BK	RF	RT	RV	BL	RQ	PA	PCR	SY	TOTAL COST	ACTIVITY
SAND DUNE LN	P	BEGINNING	SPUR LN	271	A	P	18	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	L	N	100			
SAND PIPER LN	P	SPUR LN	END	357	A	P	16	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	L	N	100			
SAND PIPER LN	P	BEGINNING	SPUR LN	285	A	P	18	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	L	N	100			
SAND SPUR LN	P	SPUR LN	DUNE LN	244	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	L	N	100			
SAND SPUR LN	P	BRUNSWICK AVE WEST	PIPERS LN	238	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	L	N	100			
TIDE RIDGE DR	P	BEGINNING	WEST DR	507	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	L	N	100			
TIDE RIDGE AVE	P	WEST DR	END	482	A	P	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	L	N	100			
B NORTH	U	OCEAN VIEW BLVD EAST	MCCRAY ST	240	A	U	20	2	0	0	0	0	0	10	0	0	0	0	N	N	N	N	L	N	100			
B NORTH AVE	U	OCEAN VIEW BLVD EAST	MCCRAY ST	250	A	U	20	1	0	0	0	0	0	0	0	0	0	0										
BENDIGO	U	OCEAN VIEW BLVD EAST	END	175	A	U	20	2	0	0	0	0	0	0	0	0	0	0										
CANAL	U	CRAB ST	CONCH ST	265	A	U	20	2	0	0	0	0	0	0	0	0	0	0										
CANAL	U	FERRY RD	SHRIMP ST	260	A	U	20	2	0	0	0	0	0	0	0	0	0	0										
CANAL	U	SHRIMP ST	CRAB ST	250	A	U	20	2	0	0	0	0	0	0	0	0	0	0										
D NORTH	U	OCEAN VIEW BLVD EAST	MCCRAY ST	158	A	U	20	2	0	0	0	0	0	0	0	0	0	0										
DEAL	U	OCEAN VIEW BLVD WEST	END	480	A	U	20	2	0	0	0	0	0	0	0	0	0	0										
DELANNE	U	OCEAN VIEW BLVD WEST	BRUNSWICK AVE WEST	310	A	U	10	1	0	0	0	0	0	0	0	0	0	0										
E NORTH	U	OCEAN VIEW BLVD EAST	MCCRAY ST	150	A	U	20	1	0	0	0	0	0	0	0	0	0	0										
FERRY SOUTH	U	OCEAN VIEW BLVD EAST	END	155	A	U	20	2	0	0	0	0	0	0	0	0	0	0										
IRONAGE	U	OCEAN VIEW BLVD EAST	END	500	A	U	20	2	0	0	0	0	0	0	0	0	0	0										
MCCRAY	U	AVENUE D	OCEAN VIEW AVE EAST	550	A	U	20	2	0	0	0	0	0	0	0	0	0	0										
MULLET	U	OCEAN VIEW BLVD EAST	END	540	A	U	20	2	0	0	0	0	0	0	0	0	0	0										
OCEAN VIEW EAST	U	BLVD AVENUE A	AVENUE C	1050	A	U	20	1	0	0	0	0	0	0	0	0	0	0							100			
SFA GULL	U	OCEAN VIEW BLVD WEST	END	1125	A	U	20	2	0	0	0	0	0	0	0	0	0	0										
WINDJAMMER	U	OCEAN VIEW BLVD WEST	END	375	A	U	20	2	0	0	0	0	0	0	0	0	0	0										