

DUNDEE PAVEMENT MANAGEMENT REPORT



MAY 2012 UPDATE

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CITY OF DUNDEE

STREET INVENTORY, CONDITION, AND CAPITAL MAINTENANCE PLAN (CMP) 2012

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DUNDEE STREET CMP – March 2012

FINAL REPORT

I. INTRODUCTION

The purpose of this project is to update the existing inventory of the street system of the City of Dundee including an evaluation of the condition of the paving on those streets. The City Engineer performed a detailed field evaluation in January 2012. This "field data" was then incorporated into a Pavement Management Model (spreadsheet) to be prioritized for maintenance/preservation projects. Cost estimates were then developed for recommended treatments for each street segment. The final report provides a prioritized list of projects and their estimated cost.

II. TRANSPORTATION PLAN

Kittleson & Assoc., Inc. in partnership with URS, OTAK, Inc., and Cogan-Owens-Cogan developed the current transportation system plan for the City of Dundee in 2003. It identifies a functional classification system with arterial streets, collector streets, and local streets. This functional classification of streets will be used in the prioritization of proposed projects.

III. METHODOLOGY

The specific methodology of the street condition survey incorporates techniques and principles from the following publications:

- "Pavement Condition Index Distress Identification Manual For Asphalt And Surface Treatment Pavements" prepared by Metropolitan Transportation Commission & ERES Consultants, Inc., second edition, July 1988.
- Strategic Highway Research Program (SHRP) studies. ISBN 0-309-05607-1
- Pavement Management for Airports, Roads, and Parking Lots, M.Y. Shahin, 1994.

Field data was collected by car survey of each street in the City. Streets were divided into segments (usually one block or longer in length) characterized by relative uniformity in condition and level of improvements. Data sheets were developed for each segment (see Appendix 1) documenting the existing level of improvement and condition of the surface. Surface condition was evaluated in terms of longitudinal cracking, transverse cracking, alligator cracking, raveling of pavement edges, wheel rutting, and pavement surface erosion or spalling. Based on the severity of pavement distress, the pavement is rated from very good (new pavement), good, fair, poor, to very poor. (See Appendix 2 for descriptions.) The information collected on the segment data sheets is then entered into the "Dundee Street Inventory" portion of the spreadsheet model. (See Table 1)

IV. STREET INVENTORY AND CONDITION REPORT

The "Dundee Street Inventory and Condition Report", (Table 1) was developed to record and integrate data from the Transportation Plan, and the Condition Data Sheets (Appendix 1). This table is organized by street name in numeric and alphabetical order with a street segment number assigned to each segment. The Condition Data Sheets are organized in the same manner and have the segment number identified as well. The street segment number is used to identify the particular segment or project throughout the rest of the report. The City of Dundee has approximately 12 miles of surfaced streets including asphalt pavement, oil mat, and a small amount of gravel surface. The overall condition of the surfaced streets is shown in the following table. Values in the "Total Length" column are approximate.

CONDITION SUMMARY 2008

	Total Length	Percent of Total
Very Good (VG)	0.86 miles	7% of total
Good (G)	7.37 miles	59% of total
Fair (F)	3.27 miles	26% of total
Poor (P)	0.76 miles	6% of total
Very Poor (VP)	0.30 miles	2 % of total

CONDITION SUMMARY 2012

	Total Length	Percent of Total
Very Good (VG)	3.0 miles	25% of total
Good (G)	5.54 miles	46% of total
Fair (F)	2.26 miles	19% of total
Poor (P)	1.34 miles	10% of total
Very Poor (VP)	0.0 miles	0.0 % of total

V. PROJECT COSTS AND PRESERVATION STRATEGIES

Project costs were developed from a database maintained by the City Engineer which uses real cost data from projects, which have been bid, in the area. In addition an Internet based database was consulted to check these costs. These cost estimates are to be used for planning and budgeting purposes. As the City moves toward implementation of a given project a more detailed project level analysis should be completed to determine the appropriateness of the recommended treatment, measured quantities and probable cost of the project. Following is a description of each treatment and criteria for its application.

PAVEMENT PRESERVATION STRATEGIES

Crack Sealing

This treatment involves cleaning cracks (over 1/8" wide) using a "hot lance" to blow out debris, burn grass and weeds, and dry the crack. Immediately after cleaning the crack is filled with a specialized elastomeric sealing compound and smoothed with a squeegee. Traffic can be allowed on the new treatment in five minutes. Crack sealing is an inexpensive and very cost effective preservation strategy by itself for streets in good condition and in conjunction with other surface treatments. An effective crack sealing program will provide for treatment of appropriate streets every one to two years.

TRMSS (Tire Rubber Modified Surface Seal)

This is a recently evolved treatment using approximately 10% ground tire rubber which is incorporated into an asphalt emulsion with sand. After cleaning of the pavement surface the cold TRMSS emulsion is spread evenly over the existing asphalt surface creating a thin black sealing membrane. Traffic can be allowed on the newly treated pavement in 1 to 2 hours depending on temperature and humidity. The treatment will last 3 – 5 years in moderate to heavy traffic areas. It is expected to last at least 5 to 7 years on the Dundee City Streets which have low traffic volumes. This is a cost effective treatment for streets in fair or better condition. TRMSS may be applied after crack sealing where appropriate. Multiple applications of TRMSS can be applied over the years if rutting, alligating, or other structural defects have not developed.

Slurry Seal

This is a well established pavement preservation treatment which uses a specialized truck with bins for cold asphalt emulsion and for aggregate. After the existing asphalt surface has been cleaned the slurry seal is mixed and then spread by the specialized truck. Slurry seal replaces the surface wearing course with a layer of asphalt / aggregate mix which is up to 3/8" thick (size of the largest aggregate particles). Slurry seal treatments are generally applied after crack sealing. The appearance of newly applied slurry seal is black. Service life of a slurry seal may vary from 5 to 10 years. Multiple applications of slurry seal may be applied over the years. Eventually repeated layering may require grinding to restore the street surface profile and maintain curb exposure. Slurry sealing is an effective maintenance technique for streets which are in fair to good condition.

Chip Seal / Oil Mat

Some of Dundee's streets were constructed using "oil mat" which involves placing a layer of aggregate the spraying liquid asphalt topped by another layer of aggregate. The last layer is always aggregate. Properly designed and placed oil mat may provide performance similar to hot asphalt paving at somewhat lower cost. A similar process referred to as a "chip seal" involves placing a single layer of liquid asphalt over existing pavement and placing a

single layer of rock over the asphalt. The result is what initially appears to be a gravel surface which is then rolled and swept. This treatment is most appropriate on non curbed streets but can also be applied to curbed streets if there is provision to protect drainage structures from loose rock as well as removing loose rock to avoid chipped paint on vehicles traveling on the newly applied surface. After a "break in period" of several months a chip seal will take on the dark gray appearance of asphalt concrete.

Asphalt Overlay

Hot mix asphalt overlay is the premier treatment for restoring and preserving existing pavements. A mix design incorporating and mixing hot liquid asphalt with hot graded aggregates in a large rotating steel drum produces the "hot mix asphalt" which is then trucked to the project site and placed in one or more layers over the existing pre-prepared surface. Typical treatments in Dundee utilize a 1" leveling course of asphalt which is then covered by a 1 ½ - 2" overlay. The overlay is then rolled using heavy mechanical rollers often with vibrating drums to assist in achieving compaction. Traffic can be allowed onto the newly placed asphalt after 4 to 6 hours depending on ambient temperature. In most cases several applications of hot mix asphalt may be applied to a street over a number of years. Repeated applications will change the grade profile of the street causing drainage problems and problems for the driving public. When this begins to occur asphalt is removed by grinding before additional layers are applied. An asphalt overlay should last from 10 years to more than twenty years depending on the underlying structure and traffic loads.

VI. RECOMMENDED CAPITAL MAINTENANCE PLAN

The Capital Maintenance Plan is represented by Tables 2 through 5 and identifies the recommended treatment for each street segment and totals the cost for those treatments. The total Capital Maintenance Plan cost is estimated to be \$924,221 in 2012 dollars.

The City of Dundee has an existing adopted capital improvements program developed as an outgrowth of the October 2003 Transportation System Plan; The projects proposed in this updated report are recommended to be adopted in addition to the City's existing project list for street improvements.

VII. TABLES

- TABLE 1 - DUNDEE STREET INVENTORY
- TABLE 2- OVERLAY PROJECTS 2012
- TABLE 3 - TRMSS PROJECTS 2012
- TABLE 4 - SLURRY SEAL PROJECTS 2012
- TABLE 5 - CHIP SEAL PROJECTS 2012

City of Dundee Street Capital Maintenance Plan

Table 1 Street Inventory

Street	Segment No.	Segment		Section	Curbs		Sidewalk		Class	Segment		
		From	To		Length (ft.)	Width (ft)	Left	Right		Left	Right	Surface
1st Street	1	Hwy. 99	Hemlock St.	1,500	33	Yes	Yes	Yes	Yes	collector	AC	Very Good
1st Street	2	Hemlock St.	Dogwood St.	650	35	Yes	Yes	no	Yes	collector	AC	Very Good
1st Street	3	Alder St.	Walnut St.	500	34	Yes	Yes	no	no	local	AC	Poor
2nd Street	4	Alder St.	Walnut St.	450	35	Yes	Yes	no	no	local	AC	Fair
2nd Place	5	Alder St.	West End	200	31	Yes	Yes	Yes	Yes	local	AC	Very Good
3rd Street	6	W&P RR	Hwy. 99	200	34	no	Yes	no	no	local	Gravel	
3rd Street	7	Hwy. 99	Hemlock St.	1,140	20	no	no	no	no	local	AC	Poor
3rd Street	8	Hemlock St.	Hawthorne St.	500	34	Yes	Yes	no	Yes	local	AC	Good
5th Street	9	Edwards Rd.	W&P RR	620	36	Yes	Yes	Yes	partial	collector	AC	Very Good
5th Street	10	W&P RR	Hwy. 99	200	36	Yes	Yes	Yes	Yes	collector	AC	Very Good
5th Street	11	Hwy. 99	Post Office	500	31	Yes	Yes	Yes	Yes	Collector	AC	Very Good
5th Street	12	Post Office	Upland Dr.	1,300	37	no	Yes	no	no	collector	AC	Good
6th Street	13	East End	Edwards Road	540	34	Yes	Yes	Yes	Yes	local	AC	Good
7th Street	14	Edwards Rd.	Locust St.	520	17	no	no	no	no	local	AC	Good
7th Street	15	Hwy. 99	Alder St.	1,725	33	Yes	Yes	partial	partial	collector	AC	Good
7th Street	16	Alder St.	Viewcrest Dr.	900	34	Yes	Yes	Yes	Yes	local	AC	Good
8th Street	17	East End	Edwards Road	545	34	Yes	Yes	no	Yes	collector	AC	Good
8th Street	18	Edwards Rd.	W&P RR	1,200	16	no	no	no	no	local	AC	Fair
8th Street	19	W&P RR	Hwy. 99	200	30	no	no	no	no	local	Gravel	
8th Street	20	Hwy. 99	Linden Ln.	740							Unimproved	
9th Street	21	Edwards Rd.	Locust St.	900	17	no	no	no	no	local	AC	Good
9th Street	22	Hwy. 99	Alder St.	1,300	22	no	no	Yes	no	local	AC	Good
10th Street	23	Edwards Rd.	Cedar St.	600	28	no	Yes	no	Yes	collector	AC	Good
10th Street	24	Cedar St.	Hwy. 99	1,260	17	no	no	no	no	collector	AC	Very Good
10th Street	25	Hwy. 99	West End	100						local	Unimproved	
11th Street	26	Beech St.	Elim St.	460	12	no	no	no	no	local	AC	Fair
11th Street	27	Hwy. 99	James Ct.	560	33	Yes	Yes	Yes	Yes	collector	AC	Good
11th Street	28	James Ct.	Alder St.	500	33	Yes	Yes	Yes	Yes	collector	AC	Good
11th Street	29	Alder St.	West End	1,000	33	Yes	Yes	Yes	no	collector	AC	Good
12th Street	30	Maple St.	Hwy. 99	240	18	no	no	no	no	local	AC	Good
13th Street	31	Alder St.	West End	600	35	Yes	Yes	partial	partial	local	AC	Poor
Alder Street	32	Neiderberger	13th St.	600	36	Yes	Yes	Yes	no	collector	Part AC	Very Good
Alder Street	33	13th St.	11th St.	620	25	Yes	no	Yes	no	collector	AC	Good
Alder Street	34	11th St.	9th St.	1,020	22	no	no	no	no	collector	AC	Good
Alder Street	35	9th St.	7th St.	780	20	no	no	no	no	collector	AC	Fair
Alder Street	36	7th St.	Upland Dr.	500	25	no	no	no	no	collector	AC	Very Good
Alder Street	37	Upland Dr.	2nd Place	400	35	Yes	Yes	Yes	no	collector	AC	Very Good
Alder Street	38	2nd Place	1st Street	620	34	Yes	Yes	Yes	no	collector	AC	Very Good
Alder Street	39	1st St.	Viewmont Dr.	480	34	Yes	Yes	no	no	collector	AC	Very Good
Alpine Street	40	Ione St.	North End	850	31	Yes	Yes	partial	no	local	AC	Fair
Arrowhead Pl.	41	West End	Viewcrest Dr.	380	34	Yes	Yes	Yes	Yes	local	AC	Very Good
Ash Street	42	Parks Dr.	North End	300	33	Yes	Yes	Yes	Yes	local	AC	Good

City of Dundee Street Capital Maintenance Plan

Table 1 Street Inventory

Street	Segment No.	Segment		Section	Curbs		Sidewalk		Class	Segment		
		From	To		Length (ft.)	Width (ft.)	Left	Right		Left	Right	Surface
Beech Street	43	South End	10th St.	360	34	yes	yes	partial	no	local	AC	Good
Birch Street	44	3rd St.	1st Street	600	34	yes	yes	yes	yes	local	AC	Good
Boysen Lane	45	8th St.	6th St.	840	34	yes	yes	yes	yes	local	AC	Good
Brier Avenue	46	South End	1st Street	440	34	yes	yes	no	no	local	AC	Very Good
Brier Avenue	47	1st St.	Viewmont Dr.	640	34	yes	yes	no	no	local	AC	Fair
Canyon Drive	48	1st St.	North End	440	33	yes	yes	no	no	local	AC	Poor
Carmel Circle	49	1st St.	North End	480	30	yes	yes	yes	yes	local	AC	Very Good
Carmen Hghts	50	9th St.	7th St.	540	34	yes	yes	yes	yes	local	AC	Good
Cedar Street	51	Parks Dr.	10th St.	740	17	no	no	no	no	local	AC	Fair
Cedar Street	52	9th St.	7th St.	740	19	no	no	no	no	local	AC	Fair
Chardonay St.	53	1st St.	North End	540	31	yes	yes	yes	yes	local	AC	Very Good
Charles Street	54	Neiderberger	11th St.	1,220	31	yes	yes	no	no	local	AC	Fair
Cherry Street	55	1st St.	Plum St.	440	33	yes	yes	yes	no	local	AC	Good
Dogwood Drive	56	5th St.	1st Street	740	33	yes	yes	partial	no	collector	AC	Very Good
Dogwood Drive	57	1st St.	Viewmont Dr.	640	24	no	no	no	no	collector	AC	Poor
Edwards Road	58	Parks Dr.	10th St.	280	19	no	no	no	no	collector	AC	Very Good
Edwards Road	59	10th St.	8th St.	825	34	yes	no	yes	no	collector	AC	Good
Edwards Road	60	8th St.	5th St.	1,260	35	yes	yes	yes	yes	collector	AC	Good
Edwards Road	61	5th St.	North End	1,220	17	no	no	no	no	local	AC	Good
Elm Street	62	11th St.	7th St.	1,180	18	no	no	no	no	local	AC	Good
Elm Street	63	7th St.	6th St.	400	36	yes	yes	yes	no	local	AC	Good
Falconcrest Dr.	64	11th St.	Tomahawk Pl.	970	34	yes	yes	yes	yes	local	AC	Good
Fir Court	65	South End	11th St.	700	33	yes	yes	yes	yes	local	AC	Good
Graystone Drive	66	7th St.	North End	360	36	yes	yes	partial	yes	local	AC	Very Good
Hawthorne Ct.	67	3rd St.	North End	420	27	yes	yes	no	yes	local	AC	Very Good
Hemlock Street	68	3rd St.	1st Street	600	32	yes	yes	no	no	local	AC	Fair
Ione Street	69	1st St.	North End	800	32	yes	yes	no	partial	local	AC	Very Good
James Court	70	South End	11th St.	260	34	yes	yes	yes	yes	local	AC	Fair
Laurel Street	71	1st St.	Viewmont Dr.	600	31	yes	yes	no	no	local	AC	Fair
Linden Lane	72	9th St.	7th St.	680	22	no	no	no	no	local	AC	Fair
Locust Street	73	11th St.	7th St.	1,260	17	no	no	no	no	local	AC	Fair
Locust Street	74	7th St.	5th St.	660	36	yes	yes	yes	no	local	AC	Fair
Logan Lane	75	8th St.	6th St.	840	34	yes	yes	yes	yes	local	AC	Good
Maple Street	76	Parks Dr.	11th St.	800	22	no	no	no	no	local	Gravel	
Maple Street	77	11th St.	10th St.	300	19	no	no	no	no	local	AC	Fair
Maple Street	78	10th St.	8th St.	660	18	no	no	no	no	local	AC	Good
Maple Street	79	7th St.	North End	920	36	yes	yes	no	yes	local	AC	Good
Myrtle Street	80	Neiderberger	11th St.	1,220	31	yes	yes	yes	yes	local	AC	Fair
Namitz Court	81	3rd St.	North End	300	34	yes	yes	yes	yes	local	AC	Very Good
Oak Street	82	10th St.	9th St.	300	34	yes	yes	no	no	local	AC	Good
Oliver Court	83	1st St.	West End	480	34	yes	yes	yes	yes	local	AC	Very Good
Peach Street	84	1st St.	Plum St.	400	33	yes	yes	no	yes	local	AC	Good

City of Dundee Street Capital Maintenance Plan

Table 1 Street Inventory

Street	Segment No.	Segment		Section Width (ft.)	Curbs		Sidewalk		Class	Segment	
		From	To		Length (ft.)	Left	Right	Left		Right	Surface
Plum Street	85	Cherry St.	Peach St.	33	yes	yes	yes	no	local	AC	Good
Red Hills Drive	86	9th St.	Upland Dr.	20	no	no	no	no	local	AC	Poor
Red Hills Drive	87	Upland Dr.W	Upland Dr. E	15	no	no	no	no	local	AC	Very Good
Scotsman Court	88	South End	7th St.	34	yes	yes	yes	yes	local	AC	Good
Spruce Street	89	3rd St.	North End	28	yes	yes	no	yes	local	AC	Very Good
Tomahawk Place	90	Viewcrest Dr.	West End	34	yes	yes	yes	yes	local	AC	Good
Upland Drive	91	Red Hills Dr.	Walnut St.	18	no	no	no	no	local	AC	Very Good
Upland Drive	92	Walnut Ave.	Alder St.	20	no	no	no	no	local	AC	Good
Upland Drive	93	Alder St.	5th St.	36	yes	yes	yes	no	collector	AC	Very Good
Viewcrest Drive	94	Falconcrest	9th St.	34	yes	yes	yes	yes	local	AC	Good
Viewcrest Drive	95	9th St.	North End	34	yes	yes	yes	yes	local	AC	Good
Viewmont Drive	96	Dogwood Dr.	West End	20	no	no	no	no	local	AC	Poor
Walnut Drive	97	Upland Dr.	1st Street	19	no	no	no	no	local	AC	Poor
Walnut Drive	98	1st St.	Viewmont Dr.	19	no	no	no	no	local	Oil Mat	Poor

Total Improved Length (feet) 67,005 = 12.7 miles

City of Dundee Street Capital Maintenance Plan

Table 2 - Overlay Projects 2012

Street	Segment No.	Ranking	Segment Length (ft.)	Segment Width (ft)	Segment (sf)	Overlay		Grinding		Total Segment Cost	
						Unit Price/sy	Cost	Appl.	Unit Price/ft		Cost
Myrtle Street (1)	80	1	1,220	31	37820	\$ 15.00	\$ 63,033	2	\$ 6.60	\$ 16,104	\$ 79,137
Alder Street (2)	35	2	780	20	15600	\$ 15.00	\$ 26,000	0	\$ 6.60	\$ -	\$ 26,000
Locust Street (3)	74	2	660	36	23760	\$ 15.00	\$ 39,600	2	\$ 6.60	\$ 8,712	\$ 48,312
Locust Street (3)	73	2	1,260	17	21420	\$ 15.00	\$ 35,700	0	\$ 6.60	\$ -	\$ 35,700
2nd Street	4	3	450	35	15750	\$ 15.00	\$ 26,250	1	\$ 6.60	\$ 2,970	\$ 29,220
11th Street	26	3	460	12	5520	\$ 15.00	\$ 9,200	0	\$ 6.60	\$ -	\$ 9,200
Alpine Street	40	3	850	31	26350	\$ 15.00	\$ 43,917	2	\$ 6.60	\$ 11,220	\$ 55,137
Brier Avenue	47	3	640	34	21760	\$ 15.00	\$ 36,267	2	\$ 6.60	\$ 8,448	\$ 44,715
Charles Street (1)	54	3	1,220	31	37820	\$ 15.00	\$ 63,033	2	\$ 6.60	\$ 16,104	\$ 79,137
Hemlock Street (1)	68	3	600	32	19200	\$ 15.00	\$ 32,000	2	\$ 6.60	\$ 7,920	\$ 39,920
Laurel Street	71	3	600	31	18600	\$ 15.00	\$ 31,000	2	\$ 6.60	\$ 7,920	\$ 38,920
Linden Lane (4)	72	3	680	22	14960	\$ 15.00	\$ 24,933	0	\$ 6.60	\$ -	\$ 24,933
Maple Street	77	3	300	19	5700	\$ 15.00	\$ 9,500	0	\$ 6.60	\$ -	\$ 9,500
James Court	70	3	260	34	8840	\$ 15.00	\$ 14,733	0	\$ 6.60	\$ -	\$ 14,733
Dogwood Drive (1)	57	4	640	24	15360	\$ 15.00	\$ 25,600	0	\$ 6.60	\$ -	\$ 25,600
3rd Street (5)	7	5	1,140	20	22800	\$ 15.00	\$ 38,000	0	\$ 6.60	\$ -	\$ 38,000
Walnut Drive (4)	97	5	780	19	14820	\$ 15.00	\$ 24,700	0	\$ 6.60	\$ -	\$ 24,700
Walnut Drive (4)	98	5	700	19	13300	\$ 15.00	\$ 22,167	0	\$ 6.60	\$ -	\$ 22,167
1st St. (3)	3	6	500	34	17000	\$ 15.00	\$ 28,333	2	\$ 6.60	\$ 6,600	\$ 34,933
13th Street (1)	31	6	600	35	21000	\$ 15.00	\$ 35,000	2	\$ 6.60	\$ 7,920	\$ 42,920
Canyon Drive (3)	48	6	440	33	14520	\$ 15.00	\$ 24,200	2	\$ 6.60	\$ 5,808	\$ 30,008

Total Capital Maintenance = \$ 653,167 \$ 99,726 \$ 752,893

- Notes: (1) Possible Special City Allotment Grant candidate.
 (2) Potential half-street improvement on east side with future subdivision.
 (3) Waterline improvement required prior to overlay.
 (4) Possible candidate for chip seal treatment.
 (5) Street Reserve Fund project - regrade of approach to 99W may be required.

City of Dundee Street Capital Maintenance Plan

Table 3 TRMSS PROJECTS 2012

Street	Segment No.	Segment Length (ft.)	Segment Width (ft.)	Segment (sf)	TRMSS		Segment Cost	
					Unit Price/sy	Cost		
6th Street	13	540	34	18360	\$ 1.25	\$ 2,550	\$ 2,550	
7th Street	15	1,725	33	56925	\$ 1.25	\$ 7,906	\$ 7,906	
8th Street	17	545	34	18530	\$ 1.25	\$ 2,574	\$ 2,574	
Ash Street	42	300	33	9900	\$ 1.25	\$ 1,375	\$ 1,375	
Birch Street	44	600	34	20400	\$ 1.25	\$ 2,833	\$ 2,833	
Boysen Lane	45	840	34	28560	\$ 1.25	\$ 3,967	\$ 3,967	
Carmen Hghts	50	540	34	18360	\$ 1.25	\$ 2,550	\$ 2,550	
Edwards Road	60	1,260	35	44100	\$ 1.25	\$ 6,125	\$ 6,125	
Logan Lane	75	840	34	28560	\$ 1.25	\$ 3,967	\$ 3,967	
							\$	33,847

Table 4 SLURRY SEAL PROJECTS 2012

Street	Segment No.	Segment Length (ft.)	Segment Width (ft.)	Segment (sf)	SLURRY SEAL		Segment Cost	
					Unit Price/sy	Cost		
7th Street	16	900	34	30600	\$ 2.50	\$ 8,500	\$ 8,500	
9th Street	22	1,300	22	28600	\$ 2.50	\$ 7,944	\$ 7,944	
							\$	16,444

Table 5 CHIP SEAL PROJECTS 2012

Street	Segment No.	Segment Length (ft.)	Segment Width (ft.)	Segment (sf)	CHIP SEAL		Segment Cost	
					Unit Price/sy	Cost		
Red Hills Drive	86	1400	20	28000	\$ 6.00	\$ 18,667	\$ 39,407	
Viewmont Drive	96	2,600	20	52000	\$ 6.00	\$ 34,667	\$ 77,630	
							\$	117,037

* Assumes minimum 1-inch asphalt overlay to provide even surface for chip seal treatment, actual surface preparation may involve less work.

Appendix 1 – Street Condition Data Sheets

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment # **1**

Street: **1st Street** Class: **Collector**

Section From: **Hwy 99W** To: **Hemlock Street**

Section Length: **1,500 (ft)** Width: **33 (ft)**

Surface Type: **A/C**

Curbs: Yes Gutter: No Sidewalk: Yes

Defects: Type Location Dimensions

- No Visible defects 99 to Ione (Very good)
- Longitudinal Crack Ione to Hemlock (2) @ edge of panels
- Additional cracking @ Birch Street intersection

Road Condition: Very Good X Good Fair Poor Very Poor

Last Major Work: Reconstruction May 1996

Recommendations:

 Re-evaluate in 5 years

 X Crack Seal Minor cracking 99w to Ione – need touch up, about 50 lbs

 Slurry Seal Slurry seal defect @ Oliver Ct – warranty inspect May 2012

 Overlay _____

 Reconstruct _____

Notes: Crack seal completed Oct 2009 – 1120 lbs/Tune up May 2011 – 200 lbs
Slurry seal completed Ione to Hemlock – Jun 2011

Segment # **2**

Street: **1st Street** Class: **Collector**

Section From: **Hemlock Street** To: **Dogwood Drive**

Section Length: **650 (ft)** Width: **35 (ft)**

Surface Type: **A/C**

Curbs: Yes Gutter: No Sidewalk: Right

Defects: Type Location Dimensions

- No defects detected
- _____
- _____

Road Condition: Very Good X Good Fair Poor Very Poor

Last Major Work: Overlay – Aug 2011/SCA Project – Sidewalk Constructed North Side

Recommendations:

 X Re-evaluate in 5 years

 Crack Seal _____

 Slurry Seal _____

 Overlay _____

 Reconstruct _____

Notes: Crack sealed Oct 2009 – 1160 lbs (uphill lane incomplete)
Overlay completed Aug 2011

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment #	3				
Street:	1st Street	Class:	Local		
Section From:	Alder Street	To:	Walnut Avenue		
Section Length:	500 (ft)	Width:	34 (ft)		
Surface Type:	A/C				
Curbs: Yes		Gutter: No	Sidewalk: No		
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>		
	1. <u>Longitudinal & trans cracking</u>				
	2. <u>Rutting/alligating/exposed aggregate</u>				
	3. <u>Sewer trench</u>				
Road Condition:	Very Good	Good	Fair	Poor <u>X</u>	Very Poor
Last Major Work:	New Construction Feb 1972				
Recommendations:	<input type="checkbox"/> Re-evaluate in 5 years <input checked="" type="checkbox"/> Crack Seal <u>Alligating is moderate – seal long cracks only</u> <input type="checkbox"/> Slurry Seal <input checked="" type="checkbox"/> Overlay <u>Grind/level course/overlay</u> <input checked="" type="checkbox"/> Reconstruct <u>Dig out repair @Walnut – 10' x 10'</u>				
Notes:	Existing A/C waterline to be replaced with ductile iron prior to overlay.				

Segment #	4				
Street:	2nd Street	Class:	Local		
Section From:	Alder Street	To:	Walnut Avenue		
Section Length:	450 (ft)	Width:	35 (ft)		
Surface Type:	A/C				
Curbs: Yes		Gutter: No	Sidewalk: No		
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>		
	1. <u>Depressed sewer trenches on north side</u>				
	2. <u>Moderate alligating, severe at Walnut</u>				
	3. <u>Exposed aggregate, becoming more severe</u>				
Road Condition:	Very Good	Good	Fair <u>X</u>	Poor	Very Poor
Last Major Work:	Unknown; ¼ St (waterline) south side - 2006				
Recommendations:	<input type="checkbox"/> Re-evaluate in 5 years (Condition moving to Poor) <input type="checkbox"/> Crack Seal <input type="checkbox"/> Slurry Seal <input checked="" type="checkbox"/> Overlay <u>Grind north side & panel edge/level course/25' wide overlay</u> <input type="checkbox"/> Reconstruct				
Notes:	Constructed in 1974 New panel on south side (2006 water line)				

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment #	5				
Street:	2nd Place	Class:	Local		
Section From:	Alder Street	To:	W - end		
Section Length:	200 (ft)	Width:	31 (ft)		
Surface Type:	A/C				
Curbs: Yes	Gutter: No	Sidewalk: Yes			
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>		
1.	<u>No visible defects</u>				
2.	_____				
3.	_____				
Road Condition:	Very Good <input checked="" type="checkbox"/>	Good	Fair	Poor	Very Poor
Last Major Work:	Constructed in 1974 – Overlay 2009				
Recommendations:	_____				
	<input checked="" type="checkbox"/> Re-evaluate in 5 years	_____			
	_____ Crack Seal	_____			
	_____ Slurry Seal	_____			
	_____ Overlay	_____			
	_____ Reconstruct	_____			
Notes:	_____				

Segment #	6				
Street:	3rd Street	Class:	Local		
Section From:	W&P RR	To:	Hwy 99W		
Section Length:	200 (ft)	Width:	34 (ft)		
Surface Type:	Gravel				
Curbs: No	Gutter: No	Sidewalk: No			
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>		
1.	<u>Old oil mat – mostly back to gravel/no pavement to preserve</u>				
2.	_____				
3.	_____				
Road Condition:	Very Good	Good	Fair	Poor	Very Poor
Last Major Work:	Unknown 80's Oil mat				
Recommendations:	_____				
	_____ Re-evaluate in 5 years	_____			
	_____ Crack Seal	_____			
	_____ Slurry Seal	_____			
	_____ Overlay	_____			
	_____ Reconstruct	_____			
Notes:	Serves three residences – New curb/radius to be installed at intersection to 99W in 2013 with ODOT Highway 99W preservation project.				

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment #	7				
Street:	3rd Street	Class:	Local		
Section From:	Hwy 99W	To:	Hemlock Street		
Section Length:	1140 (ft)	Width:	20 (ft)		
Surface Type:	A/C				
Curbs: No	Gutter: No	Sidewalk: No			
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>		
	1. <u>Deteriorating (spalling) overlay</u>				
	2. <u>Moderate alligating</u>				
	3. <u>Surface wear/exposed aggregate</u>				
Road Condition:	Very Good	Good	Fair	Poor <u>X</u>	Very Poor
Last Major Work:	Overlay - 1981				
Recommendations:	<input type="checkbox"/> Re-evaluate in 5 years <input checked="" type="checkbox"/> Crack Seal <u>Moderate to severe</u> <input type="checkbox"/> Slurry Seal _____ <input checked="" type="checkbox"/> Overlay <u>Chip seal candidate until major improvement</u> <input checked="" type="checkbox"/> Reconstruct <u>(5%) at Namitz Court</u>				
Notes:	Escrow account for Namitz Court subdivision 3 rd Street frontage improvements – waiting for future regrade/reconstruction on 3 rd for improved approach to 99W?				

Segment #	8				
Street:	3rd Street	Class:	Local		
Section From:	Hemlock Street	To:	Hawthorne Court		
Section Length:	500 (ft)	Width:	34 (ft)		
Surface Type:	A/C				
Curbs: Yes	Gutter: No	Sidewalk: Partial Right			
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>		
	1. <u>Inspect intersection at Hawthorne Court annually – severe alligating sealed prior</u>				
	2. <u>to slurry seal in 2011</u>				
	3. _____				
Road Condition:	Very Good	Good <u>X</u>	Fair	Poor	Very Poor
Last Major Work:	Constructed – Nov 1991 w/Slurry Seal Treatment				
Recommendations:	<input checked="" type="checkbox"/> Re-evaluate annually <input type="checkbox"/> Crack Seal _____ <input type="checkbox"/> Slurry Seal <u>Warranty inspection – May 2012</u> <input type="checkbox"/> Overlay _____ <input type="checkbox"/> Reconstruct _____				
Notes:	1991 construction asphalt over-rolled – slurry seal applied to compensate. Crack seal (200 lbs) – May 2011; Slurry seal – Jun 2011				

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment #	9		
Street:	5th Street	Class:	Collector
Section From:	Edwards Road	To:	W&P RR
Section Length:	620 (ft)	Width:	36 (ft)
Surface Type:	A/C		
Curbs: No	Gutter: No	Sidewalk: Left/Partial Right	
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>
	1. <u>Minor cracking near RR</u>		
	2. _____		
	3. _____		
Road Condition:	Very Good <input checked="" type="checkbox"/>	Good	Fair Poor Very Poor
Last Major Work:	Install Railroad Crossing Sep 1987 Overlay Sep 2009		
Recommendations:	<input checked="" type="checkbox"/> Re-evaluate in 2 years <input checked="" type="checkbox"/> Crack Seal _____ _____ Slurry Seal _____ _____ Overlay _____ _____ Reconstruct _____		
Notes: New sidewalk installed on south side between Locust and Edwards as part of the 2009 SCA project.			

Segment #	10		
Street:	5th Street	Class:	Collector
Section From:	W&P RR	To:	Hwy 99W
Section Length:	200 (ft)	Width:	36 (ft)
Surface Type:	A/C		
Curbs: Yes	Gutter: No	Sidewalk: Yes	
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>
	1. <u>Minor cracking near RR</u>		
	2. _____		
	3. _____		
Road Condition:	Very Good <input checked="" type="checkbox"/>	Good	Fair Poor Very Poor
Last Major Work:	Reconstructed 2009		
Recommendations:	<input checked="" type="checkbox"/> Re-evaluate in 2 years <input checked="" type="checkbox"/> Crack Seal _____ _____ Slurry Seal _____ _____ Overlay _____ _____ Reconstruct _____		
Notes: Reconstruction in 2009 with ODOT Signalization Improvement project. 5 th Street radius at 99W intersection altered and traffic island installed.			

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment #	11		
Street:	5 th Street	Class:	Collector
Section From:	Hwy 99W	To:	Post Office (W-end)
Section Length:	500 (ft)	Width:	31 (ft)
Surface Type:	A/C		
Curbs: Yes	Gutter: No	Sidewalk: Yes	
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>
1.	<u>Seam separation between City 2009 overlay and ODOT turning lane</u>		
2.	<u>ODOT project set manhole too shallow</u>		
3.	<u>Pedestrian tactile strip at SW corner crosswalk to 99W does not drain well</u>		
Road Condition:	Very Good <u>X</u>	Good	Fair
		Poor	Very Poor
Last Major Work:	Reconstructed 1980 Overlay 2009		
Recommendations:	<input type="checkbox"/> Re-evaluate in 5 years <input checked="" type="checkbox"/> Crack Seal _____ <input type="checkbox"/> Slurry Seal _____ <input type="checkbox"/> Overlay _____ <input type="checkbox"/> Reconstruct _____		
Notes:	Turning lane constructed on west side approaching 99W as part of the 2009 ODOT Signalization Improvement project at 5 th Street.		

Segment #	12		
Street:	5 th Street	Class:	Collector
Section From:	Post Office	To:	Upland Drive
Section Length:	1,300 (ft)	Width:	37 (ft)
Surface Type:	A/C		
Curbs: Left Partial, Right	Gutter: Left Partial	Sidewalk: Partial	
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>
1.	<u>Reflective cracking, alligating at west end</u>		
2.	_____		
3.	_____		
Road Condition:	Very Good	Good <u>X</u>	Fair
		Poor	Very Poor
Last Major Work:	Reconstructed 1988		
Recommendations:	<input type="checkbox"/> Re-evaluate in 5 years <input checked="" type="checkbox"/> Crack Seal <u>New cracking penetrating surface under slurry seal</u> <input type="checkbox"/> Slurry Seal <u>Patch failed slurry seal in front of Post Office</u> <input type="checkbox"/> Overlay _____ <input type="checkbox"/> Reconstruct _____		
Notes:	1/4 Street west 400 feet upper end widen/constructed w/ curbs in 2007. New sidewalk on west side from Upland about 400 feet. Crack and slurry seal, Jul and Aug 2008.		

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment #	13		
Street:	6th Street	Class:	Local
Section From:	E - end	To:	Edwards Road
Section Length:	540 (ft)	Width:	34 (ft)
Surface Type:	A/C		
Curbs: Yes		Gutter: Yes	Sidewalk: Yes
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>
	1. <u>No obvious defects</u>		
	2. <u>Minor cracks sealed</u>		
	3. _____		
Road Condition:	Very Good	Good <u>X</u>	Fair Poor Very Poor
Last Major Work:	New Construction Apr 1996		
Recommendations:	_____ Re-evaluate in 5 years		
	_____ Crack Seal		
	<u>X</u> Slurry Seal	<u>TRMSS (within 5 years)</u>	
	_____ Overlay		
	_____ Reconstruct		
Notes:	Minor crack seal May 2011 – 20 lbs		

Segment #	14		
Street:	7th Street	Class:	Local
Section From:	Edwards Road	To:	Locust Street
Section Length:	520 (ft)	Width:	17 (ft)
Surface Type:	A/C		
Curbs: No		Gutter: No	Sidewalk: No
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>
	1. <u>Minor cracking – longitudinal SE end along edge</u>		
	2. _____		
	3. _____		
Road Condition:	Very Good	Good <u>X</u>	Fair Poor Very Poor
Last Major Work:	Overlay - Oct 1999 1" level & 2" overlay		
Recommendations:	<u>X</u> Re-evaluate in 5 years		
	<u>X</u> Crack Seal		
	_____ Slurry Seal		
	_____ Overlay		
	_____ Reconstruct		
Notes:			

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment # **15**
 Street: **7th Street** Class: **Collector***
 Section From: **Hwy 99W** To: **Alder Street**
 Section Length: **1,725 (ft)** Width: **33 (ft)**
 Surface Type: **A/C**
 Curbs: Yes Gutter: **Partial** Sidewalk: **Partial**
 Defects: Type Location Dimensions

1. Existing sealed cracks expanding
2. Minor exposed aggregate
3. _____

Road Condition: Very Good Good X Fair Poor Very Poor

Last Major Work: Reconstructed Jan 1994

Recommendations:

- X Re-evaluate in 2 years
- _____ Crack Seal _____
- X Slurry Seal Good candidate for TRMSS – (between 99W and Linden)*
- _____ Overlay _____
- _____ Reconstruct _____

Notes: Skin patches/and crack seal Aug 2008. Crack seal Oct 2009 – 1360 lbs/Tune-up May 2011-240 lbs

*Experimental TRMSS application on street with commercial traffic. Re-evaluate in 2 years.

Segment # **16**
 Street: **7th Street** Class: **Local**
 Section From: **Alder Street** To: **Viewcrest Drive**
 Section Length: **900 (ft)** Width: **34 (ft)**
 Surface Type: **A/C**
 Curbs: Yes Gutter: **Yes** Sidewalk: **Yes**
 Defects: Type Location Dimensions

1. Few defects
2. _____
3. Slurry applied at construction of street next to Ridgeview Estates subdivision

Road Condition: Very Good Good X Fair Poor Very Poor

Last Major Work: New Construction Dec 1993

Recommendations:

- X Re-evaluate in 2 years
- _____ Crack Seal _____
- X Slurry Seal TRMSS (within 5 years) on non-slurried section
- _____ Overlay _____
- _____ Reconstruct _____

Notes: 200' west of Alder Street unimproved.

Crack seal Oct 2009 – 120 lbs/Tune-up May 2011 – 80lbs

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment # 17

Street: **8th Street** Class: **Collector***
 Section From: **E - End** To: **Edwards Road**
 Section Length: 545 (ft) Width: 34 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Right
 Defects: Type Location Dimensions

1. Minor cracking
2. _____
3. _____

Road Condition: Very Good Good X Fair Poor Very Poor

Last Major Work: New Construction Apr 1996

Recommendations:

- Re-evaluate in 5 years
- Crack Seal _____
- Slurry Seal TRMSS (within 5 years)
- Overlay _____
- Reconstruct _____

Notes: Dundee Landing Road

Crack seal Oct 2009 – 80lbs/Tune-up May 2011-20 lbs

Segment # 18

Street: **8th Street** Class: **Local**
 Section From: **Edwards Road** To: **W&P RR**
 Section Length: 1,200 (ft) Width: 16 (ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. Failed overlay at multiple locations where applied too thin – does not seem to be
2. expanding – 75’ east and west of Maple Street alligatored, overlay when repairs
3. are made – 125’ x 20’, about 30 cubic yards of asphalt

Road Condition: Very Good Good Fair X Poor Very Poor

Last Major Work: Oil Mat – 1981?

Recommendations:

- Re-evaluate in 2 years
- Crack Seal _____
- Slurry Seal _____
- Overlay _____
- Reconstruct (5%) Failed overlay locations

Notes: 1 block between RR and Maple – overlay 2004? 2009 overlay defective/claim on bond settled Apr 2011

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment #	19				
Street:	8th Street	Class:	Local		
Section From:	W&P RR	To:	Hwy 99W		
Section Length:	200 (ft)	Width:	30 (ft)		
Surface Type:	Gravel				
Curbs: No	Gutter: No	Sidewalk: No			
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>		
1.	Gravel – not evaluated				
2.	_____				
3.	_____				
Road Condition:	Very Good	Good	Fair	Poor	Very Poor
Last Major Work:	Unknown				
Recommendations:	_____				
	Re-evaluate in 5 years	_____			
	Crack Seal	_____			
	Slurry Seal	_____			
	Overlay	_____			
	Reconstruct	_____			

Notes: Well maintained gravel street – One residence. Passage over railroad tracks limited to Fire Department use – gated.

Segment #	20			
Street:	8th Street	Class:	Local	
Section From:	Hwy 99W	To:	Linden Lane	
Section Length:	740 (ft)	Width:	0 (ft)	
Surface Type:	Unimproved			
Curbs: No	Gutter: No	Sidewalk: No		
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>	
1.	_____			
2.	_____			
3.	_____			
Road Condition:	Unimproved			
Last Major Work:	None			
Recommendations:	_____			
	Re-evaluate in 5 years	_____		
	Crack Seal	_____		
	Slurry Seal	_____		
	Overlay	_____		
	Reconstruct	_____		

Notes: No plans for developing the right of way.

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Segment #	21		
Street:	9th Street	Class:	Local
Section From:	Edwards Road	To:	Locust Street
Section Length:	900 (ft)	Width:	17 (ft)
Surface Type:	A/C		
Curbs: No	Gutter: No	Sidewalk: No	
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>
1.	<u>No obvious defects, except minor cracking</u>		
2.	_____		
3.	_____		
Road Condition:	Very Good	Good <input checked="" type="checkbox"/>	Fair Poor Very Poor
Last Major Work:	Overlay – Nov. 1999		
Recommendations:	_____		
	<input checked="" type="checkbox"/> Re-evaluate in 5 years	_____	
	<input checked="" type="checkbox"/> Crack Seal	_____	
	<input type="checkbox"/> Slurry Seal	_____	
	<input type="checkbox"/> Overlay	_____	
	<input type="checkbox"/> Reconstruct	_____	
Notes:	_____		

Segment #	22		
Street:	9th Street	Class:	Local*
Section From:	Hwy 99W	To:	Alder Street
Section Length:	1,300 (ft)	Width:	22 (ft)
Surface Type:	A/C		
Curbs: No	Gutter: No	Sidewalk: Left	
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>
1.	<u>Utility cut cracks moderate</u>		
2.	<u>Alligating upper end (20%) west bound wheel path</u>		
3.	<u>Surface Wear – condition moving to Fair</u>		
Road Condition:	Very Good	Good <input checked="" type="checkbox"/>	Fair Poor Very Poor
Last Major Work:	Old county road. Overlay – 1999 1” level & 2” overlay		
Recommendations:	_____		
	<input checked="" type="checkbox"/> Re-evaluate in 2 years	_____	
	<input checked="" type="checkbox"/> Crack Seal	_____	
	<input checked="" type="checkbox"/> Slurry Seal	<u>Consider chip seal</u>	
	<input type="checkbox"/> Overlay	_____	
	<input type="checkbox"/> Reconstruct	<u>(Reconstruct if development triggers improvements)</u>	
Notes:	*Acts as collector – (TSP reroutes 9 th away from Highway 99W) Heavy traffic & trucks		

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment # **23**
 Street: **10th Street** Class: **Collector**
 Section From: **Edwards Road** To: **Cedar Street**
 Section Length: **600 (ft)** Width: **28 (ft)**
 Surface Type: **A/C**
 Curbs: Right Gutter: Right Sidewalk: Right
 Defects: Type Location Dimensions

1. Minor cracking and minor exposed aggregate
2. _____
3. _____

Road Condition: Very Good Good X Fair Poor Very Poor
 Last Major Work: Overlay - 1993
 Recommendations:
 Re-evaluate in 2 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes: Crack seal Oct 2009 – 280 lbs/Tune-up May 2011 – 40 lbs.

Segment # **24**
 Street: **10th Street** Class: **Collector**
 Section From: **Cedar Street** To: **Hwy 99W**
 Section Length: **1,260 (ft)** Width: **17 (ft)**
 Surface Type: **A/C**
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. Minor cracking
2. _____
3. _____

Road Condition: Very Good X Good Fair Poor Very Poor
 Last Major Work: Overlay – 1999
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes:

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Segment # **25**

Street: **10th Street** Class: **Local***
 Section From: **Hwy 99W** To: **W - end**
 Section Length: 100 (ft) Width: 0 (ft)
 Surface Type: Unimproved
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. Unimproved ROW/used as gravel driveway/parking area
2. _____
3. _____

Road Condition: Very Good Good Fair Poor Very Poor

Last Major Work: None

Recommendations:

- Re-evaluate in 5 years
- Crack Seal _____
- Slurry Seal _____
- Overlay _____
- Reconstruct _____

Notes: *TSP Future Collector Improvement to 9th Street.
 Woman's Club or Head Start future projects may require street improvements

Segment # **26**

Street: **11th Street** Class: **Local**
 Section From: **Beech Street** To: **Elm Street**
 Section Length: 460 (ft) Width: 12 (ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. Beech to Cedar deteriorating, condition fair/poor
2. Cedar to Elm – good, no visible defect
3. _____

Road Condition: Very Good Good Fair X Poor Very Poor

Last Major Work: Overlay – Nov 1994 1” level & 2” overlay Cedar to Elm

Recommendations:

- Re-evaluate in 5 years (Cedar to Elm)
- Crack Seal _____
- Slurry Seal _____
- Overlay Beech to Cedar
- Reconstruct _____

Notes: Beech to Cedar City Crew overlay

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Segment # **27**
 Street: **11th Street** Class: **Collector***
 Section From: **Hwy 99W** To: **James Court**
 Section Length: 560 (ft) Width: 33 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

- Broken pavement @ hwy.99 over storm 10' X 20'
- Exposed aggregate
-

Road Condition: Very Good Good X Fair Poor Very Poor
 Last Major Work: Reconstructed Jul 2003
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal Candidate for chip seal
 Overlay _____
 Reconstruct 10' X 20' section (ODOT 2013 Preservation Project?)

Notes: Reconstructed first 490' +/-
 Crack seal Oct 2009 – 120 lbs/Tune-up May 2011- 80 lbs

Segment # **28**
 Street: **11th Street** Class: **Collector***
 Section From: **James Court** To: **Alder Street**
 Section Length: 500 (ft) Width: 33 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

- No obvious defects
- Minor cracking
-

Road Condition: Very Good Good X Fair Poor Very Poor
 Last Major Work: ¾ Street constructed 1990, ¼ Street north side 2003 (SCA)
 Recommendations:
 Re-evaluate in 2 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes: Crack seal Oct 2009 – 120 lbs/Tune-up May 2011- 60 lbs

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Segment # **29**
 Street: **11th Street** Class: **Collector***
 Section From: **Alder Street** To: **W - end**
 Section Length: **1,000 (ft)** Width: **33 (ft)**
 Surface Type: **A/C**
 Curbs: Yes Gutter: No Sidewalk: Left
 Defects: Type Location Dimensions

- Very minor new cracks – Falconcrest intersection
- _____
- _____

Road Condition: Very Good Good X Fair Poor Very Poor
 Last Major Work: Overlay – Jan 1999
 Recommendations:
 Re-evaluate in 2 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes: Prior to 1980? County Road – Oil Mat, some reconstruction near Falcon Crest
 Crack seal Oct 2009 – 80lbs/Tune-up May 2011 – 60lbs

Segment # **30**
 Street: **12th Street** Class: **Local**
 Section From: **Maple Street** To: **Hwy 99W**
 Section Length: **240 (ft)** Width: **18 (ft)**
 Surface Type: **A/C**
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

- Moderate cracking
- _____
- _____

Road Condition: Very Good Good X Fair Poor Very Poor
 Last Major Work: Unknown 2005 +/-
 Recommendations:
 Re-evaluate in 2 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes: 1 block paved 2004? Between Hwy99W & RR.

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Segment # **31**
 Street: **13th Street** Class: **Local**
 Section From: **Alder Street** To: **W - end**
 Section Length: 600 (ft) Width: 35 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: No Sidewalk: Yes-2 lots
 Defects: Type Location Dimensions

- Severe surface wear/exposed aggregate
- Longitudinal & transverse cracking
-

Road Condition: Very Good Good Fair Poor X Very Poor
 Last Major Work: Constructed – 1968(Plat Date)?
 Recommendations:
 Re-evaluate in 5 years
 X Crack Seal _____
 Slurry Seal _____
 X Overlay 1½” – 2” Grind/level course/overlay
 Reconstruct _____

Notes: East 100’ gravel – improve with future extension of Alder Street
 Combine future overlay with SCA applications for Charles Street and Myrtle Street

Segment # **32**
 Street: **Alder Street** Class: **Collector**
 Section From: **Neiderberger Road** To: **13th Street**
 Section Length: 600(ft) Width: 36 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

-
-
-

Road Condition: Very Good X Good Fair Poor Very Poor
 Last Major Work: New Construction 2008 – Match West End Development
 Recommendations:
 X Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes: About 150’ unimproved at north end – ¾ street improvement will be required on east side with future new development project, include ¼ west side and unimproved 13th Street.

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Segment # **33**
 Street: **Alder Street** Class: **Collector**
 Section From: **13th Street** To: **11th Street**
 Section Length: 620(ft) Width: 25 (ft)
 Surface Type: Partial A/C - Mostly unimproved/large drainage ditch.
 Curbs: Left Gutter: Left Sidewalk: Left
 Defects: Type Location Dimensions

- Some exposed aggregate
- _____
- _____

Road Condition: Very Good Good X Fair Poor Very Poor
 Last Major Work: N/A
 Recommendations:
 Re-evaluate in 2 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes: 210' of paved surface 25' wide on north end with curbs and sidewalks.
 Crack seal Oct 2009 – 80 lbs

Segment # **34**
 Street: **Alder Street** Class: **Collector**
 Section From: **11th Street** To: **9th Street**
 Section Length: 1,020 (ft) Width: 22 (ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

- Slight cracking
- Slight alligating on west side of south end
- _____

Road Condition: Very Good Good X Fair Poor Very Poor
 Last Major Work: Overlay – 1999 1” level & 2” overlay
 Recommendations:
 Re-evaluate in 2 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes:

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Segment # **35**
 Street: **Alder Street** Class: **Collector**
 Section From: **9th Street** To: **7th Street**
 Section Length: **780 (ft)** Width: **20 (ft)**
 Surface Type: **A/C**
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

- Severe surface wear – worsening condition going to poor
- Severe cracking
- Moderate alligating 30+%

Road Condition: Very Good Good Fair X Poor Very Poor
 Last Major Work: Unknown
 Recommendations:
 Re-evaluate in 2 years
 Crack Seal _____
 Slurry Seal _____
 Overlay To preserve surface until future major improvement
 Reconstruct 30- 50% Depends on level of future improvements

Notes: Non-remonstrance agreements with properties on 9th Street – Anticipate future subdivision on property next to 11th Street. Returned 2007 awarded SCA grant.

Segment # **36**
 Street: **Alder Street** Class: **Collector**
 Section From: **7th Street** To: **Upland Drive**
 Section Length: **500 (ft)** Width: **25 (ft) w/Pedestrian Way**
 Surface Type: **A/C**
 Curbs: No Gutter: No Sidewalk: **Left Pedestrian Way**
 Defects: Type Location Dimensions

- No visible defects
- _____
- _____

Road Condition: Very Good X Good Fair Poor Very Poor
 Last Major Work: 2010 overlay with leveling course
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes: 2010 SCA included widening 5 feet for a pedestrian way on west side, marked with painted line and reflectors – included extension of existing storm drain line to 7th Street.

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Segment # **37**
 Street: **Alder Street** Class: **Collector**
 Section From: **Upland Drive** To: **2nd Place+100'**
 Section Length: 400 (ft) Width: 35 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: No Sidewalk: Left
 Defects: Type Location Dimensions

1. No visible defects
 2. _____
 3. _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: Constructed – 1974/Overlay - 2009
 Recommendations:
 Re-evaluate in 5 years
 _____ Crack Seal _____
 _____ Slurry Seal _____
 _____ Overlay _____
 _____ Reconstruct _____

Notes:

Segment # **38**
 Street: **Alder Street** Class: **Collector**
 Section From: **2nd Place+100'** To: **1st Street+120'**
 Section Length: 620 (ft) Width: 34 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Right Sidewalk: No
 Defects: Type Location Dimensions

1. No visible defects
 2. _____
 3. _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: Reconstructed/Overlay - 2007
 Recommendations:
 Re-evaluate in 5 years
 _____ Crack Seal _____
 _____ Slurry Seal _____
 _____ Overlay _____
 _____ Reconstruct _____

Notes: Segment abuts Vineyard Estates subdivision, ¾ street improvements plus overlay of existing surface. Sidewalks on right side to be installed with new homes.

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Segment #	39				
Street:	Alder Street	Class:	Collector		
Section From:	1st Street+120'	To:	Viewmont Drive		
Section Length:	480 (ft)	Width:	34 (ft)		
Surface Type:	A/C				
Curbs: Yes	Gutter: No	Sidewalk: No			
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>		
	1. <u>No visible defects</u>				
	2. _____				
	3. _____				
Road Condition:	Very Good <input checked="" type="checkbox"/>	Good	Fair	Poor	Very Poor
Last Major Work:	Constructed 1974/Overlay 2009				
Recommendations:	<input checked="" type="checkbox"/> Re-evaluate in 5 years <input type="checkbox"/> Crack Seal _____ <input type="checkbox"/> Slurry Seal _____ <input type="checkbox"/> Overlay _____ <input type="checkbox"/> Reconstruct _____				
Notes:					

Segment #	40				
Street:	Alpine Street	Class:	Local		
Section From:	Ione Street	To:	N - end		
Section Length:	850 (ft)	Width:	31 (ft)		
Surface Type:	A/C				
Curbs: Yes	Gutter: No	Sidewalk: Left-Partial			
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>		
	1. <u>Transverse & longitudinal cracking</u>				
	2. <u>Utility patches</u>				
	3. <u>Alligating/failure @ curve 50' full width moderate alligating</u>				

Road Condition:	Very Good	Good	Fair <input checked="" type="checkbox"/>	Poor	Very Poor
Last Major Work:	Crack seal – Mid-1990's				
Recommendations:	<input checked="" type="checkbox"/> Re-evaluate in 2 years <input checked="" type="checkbox"/> Crack Seal <u>Not alligatored areas</u> <input type="checkbox"/> Slurry Seal _____ <input checked="" type="checkbox"/> Overlay <u>Grind and overlay</u> <input type="checkbox"/> Reconstruct _____				
Notes:	Constructed 1967				

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Segment # **41**
 Street: **Arrowhead Place** Class: **Local**
 Section From: **W - end** To: **Viewcrest Drive**
 Section Length: 380 (ft) Width: 34 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

1. No visible defects
- _____
- _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: New Construction Mar 2002
 Recommendations:
 Re-evaluate in 5 years
 _____ Crack Seal _____
 _____ Slurry Seal _____
 _____ Overlay _____
 _____ Reconstruct _____

Notes: TRMSS sealer applied August 2011.

Segment # **42**
 Street: **Ash Street** Class: **Local**
 Section From: **Parks Drive** To: **N - end**
 Section Length: 300 (ft) Width: 33 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

1. Longitudinal crack in cul-de-sac, minor
- _____
- _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: New Construction Jun 1995
 Recommendations:
 _____ Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal TRMSS (within 5 years) – accumulated oil spots
 _____ Overlay _____
 _____ Reconstruct _____

Notes:

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Segment #	43		
Street:	Beech Street	Class:	Local
Section From:	11th Street	To:	10th Street
Section Length:	360 (ft)	Width:	34 (ft)
Surface Type:	A/C		
Curbs: Yes		Gutter: Yes	Sidewalk: Left-Partial
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>
1.	<u>No visible defects</u>		
2.	<u>Crack along gutter west side sealed</u>		
3.	_____		
Road Condition:	Very Good	Good <u>X</u>	Fair Poor Very Poor
Last Major Work:	New Construction Jul 1992		
Recommendations:	_____		
	<u>X</u> Re-evaluate in 2 years	_____	
	_____ Crack Seal	_____	
	_____ Slurry Seal	_____	
	_____ Overlay	_____	
	_____ Reconstruct	_____	
Notes:	Crack seal Oct 2009 – 400 lbs/Tune-up May 2011 – 80 lbs		

Segment #	44		
Street:	Birch Street	Class:	Local
Section From:	3rd Street	To:	1st Street
Section Length:	600 (ft)	Width:	34 (ft)
Surface Type:	A/C		
Curbs: Yes		Gutter: Yes	Sidewalk: Yes
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>
1.	<u>No visible defects</u>		
2.	<u>Rough pavement 10' x 34' at north end – should have been slurried with 1st St 2011</u>		
3.	_____		
Road Condition:	Very Good	Good <u>X</u>	Fair Poor Very Poor
Last Major Work:	New Construction Sep 1993		
Recommendations:	_____		
	_____ Re-evaluate in 5 years	_____	
	_____ Crack Seal	_____	
	<u>X</u> Slurry Seal	<u>TRMSS (within 5 years)</u>	
	_____ Overlay	_____	
	_____ Reconstruct	_____	
Notes:	_____		

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Segment #	45		
Street:	Boysen Lane	Class:	Local
Section From:	8th Street	To:	6th Street
Section Length:	840 (ft)	Width:	34 (ft)
Surface Type:	A/C		
Curbs: Yes		Gutter: Yes	
			Sidewalk: Yes
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>
	1. <u>No visible defects</u>		
	2. <u>Minor cracks sealed</u>		
	3. _____		
Road Condition:	Very Good	Good <u>X</u>	Fair Poor Very Poor
Last Major Work:	New Construction Apr 1996		
Recommendations:	_____ Re-evaluate in 5 years		
	_____ Crack Seal _____		
	<u>X</u> Slurry Seal	<u>TRMSS (within 5 years)</u>	
	_____ Overlay	_____	
	_____ Reconstruct	_____	
Notes:	Crack seal May 2011- 20 lbs		

Segment #	46		
Street:	Brier Avenue	Class:	Local
Section From:	S – end	To:	1st Street+120'
Section Length:	440 (ft)	Width:	34 (ft)
Surface Type:	A/C		
Curbs: Yes		Gutter: Yes	
			Sidewalk: No
Defects:	<u>Type</u>	<u>Location</u>	<u>Dimensions</u>
	1. <u>No visible defects</u>		
	2. _____		
	3. _____		
Road Condition:	Very Good <u>X</u>	Good Fair Poor Very Poor	
Last Major Work:	New Construction (Vineyard Estates) Jul 2007		
Recommendations:	<u>X</u> Re-evaluate in 5 years		
	_____ Crack Seal _____		
	_____ Slurry Seal _____		
	_____ Overlay _____		
	_____ Reconstruct _____		
Notes:	Sidewalks to be installed with new home construction.		

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Segment # **47**
 Street: **Brier Avenue** Class: **Local**
 Section From: **1st Street/Vinyard** To: **Viewmont Drive**
 Section Length: **640 (ft)** Width: **34 (ft)**
 Surface Type: **A/C**
 Curbs: Yes Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

- Cracking moderate and severe
- Some alligating developing
-

Road Condition: Very Good Good Fair X Poor Very Poor
 Last Major Work: Unknown Mid 70's +/-
 Recommendations:
 Re-evaluate in 5 years
 X Crack Seal Not alligatored areas
 Slurry Seal
 X Overlay with grind at curbs
 Reconstruct

Notes: Constructed 1974? Waterline replacement completed in 2010

Segment # **48**
 Street: **Canyon Drive** Class: **Local**
 Section From: **1st Street** To: **N - end**
 Section Length: **440 (ft)** Width: **33 (ft)**
 Surface Type: **A/C**
 Curbs: Yes Gutter: Yes Sidewalk: No
 Defects: Type Location Dimensions

- Extreme surface wear & exposed aggregate
- Utility patches
- Extensive alligating

Road Condition: Very Good Good Fair Poor X Very Poor
 Last Major Work: New Construction Feb 1972
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal
 Slurry Seal
 X Overlay Grind, leveling course, overlay
 Reconstruct

Notes: AC waterline to be replaced.

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Segment # **49**
 Street: **Carmel Circle** Class: **Local**
 Section From: **1st Street** To: **N - end**
 Section Length: 480 (ft) Width: 30 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

1. No visible defects
 2. _____
 3. _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: New Construction Aug 1992
 Recommendations:
 Re-evaluate in 5 years
 _____ Crack Seal _____
 _____ Slurry Seal _____
 _____ Overlay _____
 _____ Reconstruct _____

Notes: Crack seal Oct 2009 – 640 lbs/Tune up May 2011 – 80 lbs
 Slurry seal June 2011 – warranty inspection May 2012

Segment # **50**
 Street: **Carmen Heights Dr.** Class: **Local**
 Section From: **9th Street** To: **7th Street**
 Section Length: 540 (ft) Width: 34 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

1. No new/untreated defects
 2. _____
 3. _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: New Construction Oct 1994
 Recommendations:
 _____ Re-evaluate in 5 years
 _____ Crack Seal _____
 Slurry Seal TRMSS (within 5 years)
 _____ Overlay _____
 _____ Reconstruct _____

Notes: Water line installed/trench patch – 2010 on west side.
 Crack seal Oct 2009 – 80lbs/Tune-up May 2011 – 40lbs

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Segment # **51**
 Street: **Cedar Street** Class: **Local**
 Section From: **Parks Drive** To: **10th Street**
 Section Length: 740 (ft) Width: 17 (ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. Breakdown on edges
2. Water crossing/Storm crossings
3. _____

Road Condition: Very Good Good Fair X Poor Very Poor

Last Major Work: Overlay (City Crews) - 1991

Recommendations:

- X Re-evaluate in 2 years
- _____ Crack Seal _____
- _____ Slurry Seal _____
- _____ Overlay _____
- _____ Reconstruct _____

Notes: Crack seal Oct 2009 – 480lbs/Tune-up May 2011 – 40lbs

Segment # **52**
 Street: **Cedar Street** Class: **Local**
 Section From: **9th Street** To: **7th Street**
 Section Length: 740 (ft) Width: 19 (ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. No visible defects
2. _____
3. _____

Road Condition: Very Good X Good Fair Poor Very Poor

Last Major Work: Overlay - 1999

Recommendations:

- X Re-evaluate in 5 years
- _____ Crack Seal _____
- _____ Slurry Seal _____
- _____ Overlay _____
- _____ Reconstruct _____

Notes:

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Segment # **53**
 Street: **Chardonnay Street** Class: **Local**
 Section From: **1st Street** To: **N - end**
 Section Length: 540 (ft) Width: 31 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

- No new/untreated defects
-
-

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: New Construction Apr 1992
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes: Crack seal Oct 2009 – 400 lbs/Tune up May 2011 –160 lbs
 Slurry seal June 2011 – warranty inspection May 2012

Segment # **54**
 Street: **Charles Street** Class: **Local**
 Section From: **Neiderberger Road** To: **11th Street**
 Section Length: 1,220 (ft) Width: 31 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

- Severe surface wear, condition moving to poor
- Longitudinal cracking, traverse cracking moderate
- Alligating – heaving from tree roots

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: Unknown
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal Not alligatored areas
 Slurry Seal _____
 Overlay With grind, leveling course, overlay
 Reconstruct _____

Notes: Constructed - 1968
 Potential SCA candidate

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Segment # **55**
 Street: **Cherry Street** Class: **Local**
 Section From: **1st Street** To: **Plum Street**
 Section Length: 440 (ft) Width: 33 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: No Sidewalk: Left
 Defects: Type Location Dimensions

- No visible defects
- Cracks sealed
-

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: New Construction May 1992
 Recommendations:
 Re-evaluate in 2 years
 Crack Seal _____
 Slurry Seal Prior slurry – 1999?
 Overlay _____
 Reconstruct _____

Notes: Crack seal Oct 2009 – 440 lbs/Tune-up May 2011 – 80 lbs

Segment # **56**
 Street: **Dogwood Drive** Class: **Collector**
 Section From: **5th Street** To: **1st Street**
 Section Length: 740 (ft) Width: 33 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Left-Partial
 Defects: Type Location Dimensions

- No visible defects
-
-

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: Reconstructed Jul 2007
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes: Sidewalk on left side to be completed with new home construction.

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Segment # **57**
 Street: **Dogwood Drive** Class: **Local**
 Section From: **1st Street** To: **Viewmont Drive**
 Section Length: 640 (ft) Width: 24 (ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. Alligating severe
2. Pavement failed
3. _____

Road Condition: Very Good Good Fair Poor X Very Poor
 Last Major Work: Unknown
 Recommendations:
 _____ Re-evaluate in 5 years
 _____ Crack Seal _____
 _____ Slurry Seal _____
X Overlay Widen to include pedestrian way, level course, overlay
 _____ Reconstruct _____

Notes: First 120' +/- is new full street construction with Vineyard Estates
 Applied for 2012 SCA grant, not awarded, re-apply for 2013 SCA grant

Segment # **58**
 Street: **Edwards Road** Class: **Collector**
 Section From: **Parks Drive** To: **10th Street**
 Section Length: 280 (ft) Width: 19 (ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. No visible defects
2. _____
3. _____

Road Condition: Very Good X Good Fair Poor Very Poor
 Last Major Work: Overlay – Sep 2009
 Recommendations:
X Re-evaluate in 5 years
 _____ Crack Seal _____
 _____ Slurry Seal _____
 _____ Overlay _____
 _____ Reconstruct _____

Notes:

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Segment # **59**
 Street: **Edwards Road** Class: **Collector**
 Section From: **10th Street** To: **8th Street**
 Section Length: 825 (ft) Width: 34 (ft)
 Surface Type: A/C
 Curbs: Left Gutter: Left Sidewalk: Left
 Defects: Type Location Dimensions

- Moderate cracking between 9th and 8th
- _____
- _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: Reconstructed Jul 1996
 Recommendations:
 Re-evaluate in 2 years
 Crack Seal _____
 _____ Slurry Seal Possible TRMSS candidate
 _____ Overlay _____
 _____ Reconstruct _____

Notes:

Segment # **60**
 Street: **Edwards Road** Class: **Collector**
 Section From: **8th Street** To: **5th Street**
 Section Length: 1,260 (ft) Width: 36 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

- Slight new cracking
- _____
- _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: Reconstructed Jul 1996 – Nov 2009 curbs & sidewalks on west side
 Recommendations:
 Re-evaluate in 2 years
 _____ Crack Seal _____
 _____ Slurry Seal _____
 _____ Overlay Possible TRMSS candidate
 _____ Reconstruct _____

Notes: Crack seal Oct 2009 – 240 lbs/Tune-up May 2011 – 600 lbs (include 2009 asphalt seam from 2009 curb/sidewalk project)

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Segment # **61**
 Street: **Edwards Road** Class: **Local**
 Section From: **5th Street** To: **N - end**
 Section Length: 1,220 (ft) Width: 17 (ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. Heavy alligatoring north of 5th Street (truck traffic) for about 50'
2. Slight cracking (farm truck)
3. _____

Road Condition: Very Good Good X Fair Poor Very Poor

Last Major Work: Overlay - 1999

Recommendations:

- X Re-evaluate in 2 years
- _____ Crack Seal _____
- _____ Slurry Seal _____
- _____ Overlay _____
- _____ Reconstruct _____

Notes:

Segment # **62**
 Street: **Elm Street** Class: **Local**
 Section From: **11th Street** To: **7th Street**
 Section Length: 1,180 (ft) Width: 18 (ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. Light to moderate cracking 9th to 8th
2. _____
3. _____

Road Condition: Very Good Good X Fair Poor Very Poor

Last Major Work: Overlay – 1999 1” level 2” overlay

Recommendations:

- X Re-evaluate in 2 years
- X Crack Seal _____
- _____ Slurry Seal _____
- _____ Overlay _____
- _____ Reconstruct _____

Notes:

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Segment # **63**

Street: **Elm Street** Class: **Local**
 Section From: **7th Street** To: **6th Street**
 Section Length: 400 (ft) Width: 36 (ft)

Surface Type: A/C
 Curbs: Yes Gutter: No Sidewalk: Left

Defects: Type Location Dimensions

1. No new/untreated defects
2. _____
3. _____

Road Condition: Very Good Good X Fair Poor Very Poor

Last Major Work: New Construction 1980 (?)

Recommendations:

- X Re-evaluate in 2 years
- _____ Crack Seal _____
- _____ Slurry Seal _____
- _____ Overlay _____
- _____ Reconstruct _____

Notes: Crack seal – Oct 2009

Segment # **64**

Street: **Falconcrest Drive** Class: **Local**
 Section From: **11th Street** To: **Tomahawk Place**
 Section Length: 970 (ft) Width: 34 (ft)

Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes

Defects: Type Location Dimensions

1. Slight longitudinal cracking
2. _____
3. _____

Road Condition: Very Good Good X Fair Poor Very Poor

Last Major Work: New Construction Jan 1999

Recommendations:

- X Re-evaluate in 2 years
- X Crack Seal Touch up
- _____ Slurry Seal _____
- _____ Overlay _____
- _____ Reconstruct _____

Notes: Dec 2002 - Upper end constructed with Tomahawk
 Crack seal Oct 2009 – 40 lbs

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Segment # **65**
 Street: **Fir Court** Class: **Local**
 Section From: **S - end** To: **11th Street**
 Section Length: 700 (ft) Width: 33 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

1. No new untreated defects
2. _____
3. _____

Road Condition: Very Good Good X Fair Poor Very Poor
 Last Major Work: Constructed - 1997

Recommendations:

- X Re-evaluate in 2 years
- _____ Crack Seal _____
- _____ Slurry Seal _____
- _____ Overlay _____
- _____ Reconstruct _____

Notes: Crack seal prep for TRMSS applied in Jul 2010
 Crack seal tune-up May 2011 – 40 lbs

Segment # **66**
 Street: **Graystone Drive** Class: **Local**
 Section From: **7th Street** To: **N - end**
 Section Length: 360 (ft) Width: 36 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Partial
 Defects: Type Location Dimensions

1. Light longitudinal cracks
2. _____
3. _____

Road Condition: Very Good X Good Fair Poor Very Poor
 Last Major Work: New Construction Mar 2007

Recommendations:

- X Re-evaluate in 2 years
- X Crack Seal _____
- _____ Slurry Seal _____
- _____ Overlay _____
- _____ Reconstruct _____

Notes: Sidewalks to be installed with new home construction.

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Segment # **67**
 Street: **Hawthorne Court** Class: **Local**
 Section From: **3rd Street** To: **N - end**
 Section Length: **420 (ft)** Width: **27 (ft)**
 Surface Type: **A/C**
 Curbs: Yes Gutter: Yes Sidewalk: Right
 Defects: Type Location Dimensions

- No new untreated defects
-
-

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: New Construction Nov 1991
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes: 1991 construction asphalt over-rolled – slurry seal applied.
 Crack seal May 2011 – 320 lbs, Slurry seal June 2011- warrant inspection May 2012

Segment # **68**
 Street: **Hemlock Street** Class: **Local**
 Section From: **3rd Street** To: **1st Street**
 Section Length: **600 (ft)** Width: **32 (ft)**
 Surface Type: **A/C**
 Curbs: Yes Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

- Alligating moderate - increasing
- Longitudinal & trench cracks – sealed 1999
- New crack propagation

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: Unknown
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal _____
 Overlay With grind
 Reconstruct _____

Notes: Constructed – 1968?
 SCA candidate

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Segment # **71**
 Street: **Laurel Street** Class: **Local**
 Section From: **1st Street** To: **Viewmont Drive**
 Section Length: **600 (ft)** Width: **31 (ft)**
 Surface Type: **A/C**
 Curbs: Yes Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

- Severe surface wear
- Longitudinal cracking (2) lines
- Transverse cracking (severe) & alligating moderate

Road Condition: Very Good Good Fair X Poor Very Poor
 Last Major Work: Unknown Constructed 1980 +/-
 Recommendations:
 _____ Re-evaluate in 5 years
X Crack Seal Longitudinal cracks
 _____ Slurry Seal _____
X Overlay Edge grind, level course, overlay
 _____ Reconstruct _____

Notes: Water line replaced - 2011

Segment # **72**
 Street: **Linden Lane** Class: **Local**
 Section From: **9th Street** To: **7th Street**
 Section Length: **680 (ft)** Width: **22 (ft)**
 Surface Type: **A/C**
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

- Alligating
- Surface wear
- Transverse cracking moderate

Road Condition: Very Good Good Fair X Poor Very Poor
 Last Major Work: Overlay - 1981
 Recommendations:
 _____ Re-evaluate in 5 years
X Crack Seal Not alligatored areas
 _____ Slurry Seal _____
X Overlay Leveling course and overlay edges to 22 ft uniform width*
 _____ Reconstruct _____

Notes: * In lieu of overlay, possible skin patch with chip seal/oil mat

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Segment # **73**
 Street: **Locust Street** Class: **Local**
 Section From: **11th Street** To: **7th Street**
 Section Length: 1,260 (ft) Width: 17 (ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. 10th to 7th First 250" Alligator 50%
2. First 250' Surface Wear
3. 9th to 7th 1" & 2" 2006 – Very good from 50' north of 9th

Road Condition: Very Good Good Fair X Poor Very Poor
 Last Major Work: Overlay - 2006
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal _____
 Overlay 11th to 50' north of 9th Street
 Reconstruct _____

Notes: Constructed – 1970 between 11th and 10th Fair (-) overlay

Segment # **74**
 Street: **Locust Street** Class: **Local**
 Section From: **7th Street** To: **5th Street**
 Section Length: 660 (ft) Width: 36 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Left
 Defects: Type Location Dimensions

1. Long Crack (2) panel - increasing
2. Transverse crack moderate - increasing
3. Alligatoring light

Road Condition: Very Good Good Fair X Poor Very Poor
 Last Major Work: Overlay - 1980
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal Priority - moderate to heavy
 Slurry Seal _____
 Overlay Grind @ curb with skin patches
 Reconstruct _____

Notes:

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Segment # **75**
 Street: **Logan Lane** Class: **Local**
 Section From: **8th Street** To: **6th Street**
 Section Length: 840 (ft) Width: 34 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

- No visible defects
- _____
- _____

Road Condition: Very Good Good X Fair Poor Very Poor
 Last Major Work: New Construction Apr 1996
 Recommendations:
 _____ Re-evaluate in 5 years
 _____ Crack Seal _____
X Slurry Seal TRMSS (within 5 years)
 _____ Overlay _____
 _____ Reconstruct _____

Notes: Crack seal May 2011 – 20lbs

Segment # **76**
 Street: **Maple Street** Class: **Local**
 Section From: **Parks Drive** To: **11th Street**
 Section Length: 800 (ft) Width: 22 (ft)
 Surface Type: Gravel
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

- Paved first 100' +/- Heavy alligating
- Serious potholes – needs grading
- _____

Road Condition: Very Good Good Fair Poor Very Poor X
 Last Major Work: N/A
 Recommendations:
 _____ Re-evaluate in 5 years
 _____ Crack Seal _____
 _____ Slurry Seal _____
 _____ Overlay _____
 _____ Reconstruct _____

Notes: Future development will trigger full street improvements.

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Segment # **77**
 Street: **Maple Street** Class: **Local**
 Section From: **11th Street** To: **10th Street**
 Section Length: 300 (ft) Width: 19 (ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. Surface wear/rutting
2. Serious alligating 70%+
3. _____

Road Condition: Very Good Good Fair X Poor Very Poor

Last Major Work: Overlay - 1980

Recommendations:

- _____ Re-evaluate in 5 years
- _____ Crack Seal _____
- _____ Slurry Seal _____
- X Overlay With leveling course*
- _____ Reconstruct _____

Notes: *Possible chip seal to preserve surface until larger reconstruction project to include widening, curbs and sidewalks to accommodate new development.

Segment # **78**
 Street: **Maple Street** Class: **Local**
 Section From: **10th Street** To: **8th Street**
 Section Length: 660 (ft) Width: 18 (ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. No visible defects
2. _____
3. _____

Road Condition: Very Good Good X Fair Poor Very Poor

Last Major Work: Overlay – 2006 1” level & 2” overlay

Recommendations:

- X Re-evaluate in 5 years
- _____ Crack Seal _____
- _____ Slurry Seal _____
- _____ Overlay _____
- _____ Reconstruct _____

Notes:

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Segment # **79**
 Street: **Maple Street** Class: **Local**
 Section From: **7th Street** To: **N - end**
 Section Length: **920 (ft)** Width: **36 (ft)**
 Surface Type: **A/C**
 Curbs: Yes Gutter: No Sidewalk: Right
 Defects: Type Location Dimensions

- No new untreated defects
-
-

Road Condition: Very Good Good X Fair Poor Very Poor
 Last Major Work: Overlay - 1980
 Recommendations:
X Re-evaluate in 2 years
 _____ Crack Seal _____
 _____ Slurry Seal _____
 _____ Overlay _____
 _____ Reconstruct _____

Notes: Crack seal Oct 2009 – 1280 lbs/Tune-up May 2011 – 80 lbs

Segment # **80**
 Street: **Myrtle Street** Class: **Local**
 Section From: **Neiderberger Road** To: **11th Street**
 Section Length: **1,220 (ft)** Width: **31 (ft)**
 Surface Type: **A/C**
 Curbs: Yes Gutter: No Sidewalk: Yes
 Defects: Type Location Dimensions

- Severe surface wear – condition moving to poor
- Transverse cracking – tree root heaving
- Utility trench full length

Road Condition: Very Good Good Fair X Poor Very Poor
 Last Major Work: Unknown
 Recommendations:
 _____ Re-evaluate in 5 years
X Crack Seal _____
 _____ Slurry Seal _____
X Overlay Grind/level course/overlay
 _____ Reconstruct _____

Notes: Constructed 1968? (platted 9/68)
 Candidate for SCA grant, sidewalks affected by tree roots

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Segment # **81**
 Street: **Namitz Court** Class: **Local**
 Section From: **3rd Street** To: **N - end**
 Section Length: 300 (ft) Width: 34 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

1. No Visible defects
2. _____
3. _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: New Construction Feb 2004

Recommendations:
 Re-evaluate in 5 years
 _____ Crack Seal _____
 _____ Slurry Seal _____
 _____ Overlay _____
 _____ Reconstruct _____

Notes:

Segment # **82**
 Street: **Oak Street** Class: **Local**
 Section From: **10th Street** To: **9th Street**
 Section Length: 300 (ft) Width: 34 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: No
 Defects: Type Location Dimensions

1. No new untreated defects
2. _____
3. _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: New Construction May 1994

Recommendations:
 Re-evaluate in 2 years
 _____ Crack Seal _____
 _____ Slurry Seal _____
 _____ Overlay _____
 _____ Reconstruct _____

Notes: Crack seal May 2011 – 240 lbs

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Segment # **83**
 Street: **Oliver Court** Class: **Local**
 Section From: **1st Street** To: **W - end**
 Section Length: 480 (ft) Width: 34 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

1. Longitudinal & transverse cracking - moderate
2. _____
3. _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: New Construction Jun 2004
 Recommendations:
 Re-evaluate in 2 years
 Crack Seal _____
 _____ Slurry Seal _____
 _____ Overlay _____
 _____ Reconstruct _____

Notes: Additional storm water line installed after original construction due to excessive runoff.

Segment # **84**
 Street: **Peach Street** Class: **Local**
 Section From: **1st Street** To: **Plum Street**
 Section Length: 400 (ft) Width: 33 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: No Sidewalk: Right
 Defects: Type Location Dimensions

1. No new untreated defects
2. _____
3. _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: New Construction May 1992
 Recommendations:
 Re-evaluate in 2 years
 _____ Crack Seal _____
 _____ Slurry Seal Prior slurry – 1999?
 _____ Overlay _____
 _____ Reconstruct _____

Notes: Crack seal Oct 2009 – 640 lbs/Tune-up May 2011 – 80 lbs

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment # **85**
 Street: **Plum Street** Class: **Local**
 Section From: **Cherry Street** To: **Peach Street**
 Section Length: 245 (ft) Width: 33 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: No Sidewalk: Left
 Defects: Type Location Dimensions

1. No new untreated defects
2. _____
3. _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: New Construction May 1992
 Recommendations:
 Re-evaluate in 2 years
 _____ Crack Seal _____
 _____ Slurry Seal Prior slurry – 1999?
 _____ Overlay _____
 _____ Reconstruct _____

Notes: Crack seal Oct 2009 – 560 lbs/Tune-up May 2011 – 80 lbs

Segment # **86**
 Street: **Red Hills Drive** Class: **Local**
 Section From: **9th Street** To: **Upland Drive (West)**
 Section Length: 1,400 (ft) Width: 20 (ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. Alligatoring 85% +/-
2. Surface erosion
3. _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: Unknown
 Recommendations:
 _____ Re-evaluate in 5 years
 _____ Crack Seal _____
 _____ Slurry Seal _____
 Overlay Leveling course & overlay*
 _____ Reconstruct _____

Notes: Water service line replacement scheduled for 2008. Needs Drainage
 *Possible chip seal candidate

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment # **87**
 Street: **Red Hills Drive** Class: **Local**
 Section From: **Upland Drive (W)** To: **Upland Drive (East)**
 Section Length: **845 (ft)** Width: **15 - 16 (ft)**
 Surface Type: **A/C**
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

- Crack at joint: Upland & Red Hills east end – across from Upland Reservoir
- _____
- _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: Overlays 2009 and 2010
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes: 2009 overlay about 500 feet from east Upland intersection, 2010 overlay completes loop to west Upland intersection, where new water line was installed.

Segment # **88**
 Street: **Scotsman Court** Class: **Local**
 Section From: **S – end** To: **7th Street**
 Section Length: **300 (ft)** Width: **34(ft)**
 Surface Type: **A/C**
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

- Possible settling around manhole in cul-de-sac
- Condition good to very good
- _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: New Construction Mar 1999
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes:

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment # **89**
 Street: **Spruce Street** Class: **Local**
 Section From: **3rd Street** To: **N - end**
 Section Length: 400 (ft) Width: 28 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Right
 Defects: Type Location Dimensions

1. Slight new crack in cul-de-sac
2. _____
3. _____

Road Condition: Very Good Good Fair Poor Very Poor

Last Major Work: New Construction Nov 1991

Recommendations:

- Re-evaluate in 5 years
- Crack Seal _____
- Slurry Seal _____
- Overlay _____
- Reconstruct _____

Notes: 1991 construction asphalt over-rolled – slurry seal applied.
 Crack seal Oct 2009 – 320 lbs/Tune-up May 2011 – 280 lbs
 Slurry seal Jun 2011 – warrant inspection May 2012

Segment # **90**
 Street: **Tomahawk Place** Class: **Local**
 Section From: **Viewcrest Drive** To: **W - end**
 Section Length: 570 (ft) Width: 34 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

1. Cracking beginning to develop, mainly in cul-de-sac
2. _____
3. _____

Road Condition: Very Good Good Fair Poor Very Poor

Last Major Work: New Construction Dec 2002

Recommendations:

- Re-evaluate in 2 years
- Crack Seal _____
- Slurry Seal _____
- Overlay _____
- Reconstruct _____

Notes:

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Segment # **91**
 Street: **Upland Drive** Class: **Local**
 Section From: **Red Hills Drive (W)** To: **Walnut Avenue**
 Section Length: 590 (ft) Width: 18(ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

- No new defects noted
- _____
- _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: Overlay Aug 2010
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes: New 16" water main installed, overlay necessary as result of utility work.

Segment # **92**
 Street: **Upland Drive** Class: **Local**
 Section From: **Walnut Avenue** To: **Alder Street**
 Section Length: 600 (ft) Width: 20 (ft)
 Surface Type: A/C
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

- Longitudinal cracking full length of utility trench 600 ft +/-
- Traverse crack at utility crossing
- _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: Unknown Overlay 1999 1" level & 2" overlay
 Recommendations:
 Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes: Trench patch for new 16" water main – Aug 2010.

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment # **93**
 Street: **Upland Drive** Class: **Collector**
 Section From: **Alder Street** To: **5th Street**
 Section Length: 500 (ft) Width: 36 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Left
 Defects: Type Location Dimensions

1. Slight traverse cracking
2. _____
3. _____

Road Condition: Very Good Good Fair Poor Very Poor

Last Major Work: Reconstructed Jul 2007

Recommendations:

- Re-evaluate in 2 years
- Crack Seal _____
- Slurry Seal _____
- Overlay _____
- Reconstruct _____

Notes: Sidewalks to be completed on right side with new home construction.

Segment # **94**
 Street: **Viewcrest Drive** Class: **Local**
 Section From: **Falconcrest Drive** To: **9th Street**
 Section Length: 1,300 (ft) Width: 34 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

1. Traverse crack at joint 150 +/- south of Tomahawk
2. Significant cracking north of Tomahawk
3. _____

Road Condition: Very Good Good Fair Poor Very Poor

Last Major Work: New Construction 2002

Recommendations:

- Re-evaluate in 2 years
- Crack Seal Transverse crack at joint & north
- Slurry Seal _____
- Overlay _____
- Reconstruct _____

Notes:

CITY OF DUNDEE ROADWAY CONDITION DATA SHEET – MAY 2012

Segment # **95**
 Street: **Viewcrest Drive** Class: **Local**
 Section From: **9th Street** To: **N - end**
 Section Length: 720 (ft) Width: 34 (ft)
 Surface Type: A/C
 Curbs: Yes Gutter: Yes Sidewalk: Yes
 Defects: Type Location Dimensions

1. No new/untreated defects
2. Some deterioration of 2009 crack seal material
3. Slurry applied at construction of street next to Ridgeview Estates subdivision

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: New Construction Dec 1993

Recommendations:
 Re-evaluate in 2 years
 Crack Seal _____
 Slurry Seal _____
 Overlay _____
 Reconstruct _____

Notes: Crack seal Oct 2009 – 80 lbs (not include cul-de-sac north of 7th Street – that area was crack sealed in May 2011 – 160 lbs)/Tune-up May 2011 – 40 lbs.

Segment # **96**
 Street: **Viewmont Drive** Class: **Local**
 Section From: **Dogwood Drive** To: **W - end**
 Section Length: 2,600 (ft) Width: 20 (ft)
 Surface Type: Oil Mat
 Curbs: No Gutter: No Sidewalk: No
 Defects: Type Location Dimensions

1. Surface wear severe – top layer of chip seal spalling off
2. Potholing moderate
3. _____

Road Condition: Very Good Good Fair Poor Very Poor
 Last Major Work: Oil mat resurfaced - 1994

Recommendations:
 Re-evaluate in 5 years
 Crack Seal _____
 Slurry Seal _____
 Overlay Candidate for chip seal with skin patch
 Reconstruct _____

Notes: County Road No. 76 – City assumed jurisdiction in 1994 (Board Order 94-299)

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Segment # **97**

Street: **Walnut Drive** Class: **Local**
 Section From: **Upland Drive** To: **1st Street**
 Section Length: 780 (ft) Width: 19 (ft)

Surface Type: Oil Mat
 Curbs: No Gutter: No Sidewalk: No

Defects: Type Location Dimensions

1. Surface wear – condition moving to very poor
2. Alligating 90% - except utility trench from 2006
3. _____

Road Condition: Very Good Good Fair Poor X Very Poor

Last Major Work: Unknown

Recommendations:

- _____ Re-evaluate in 5 years
- _____ Crack Seal _____
- _____ Slurry Seal _____
- X Overlay Leveling course & overlay*
- _____ Reconstruct _____

Notes: Constructed 1964? (platted Oct 1964)

*Consider skin patch & chip seal

Segment # **98**

Street: **Walnut Drive** Class: **Local**
 Section From: **1st Street** To: **Viewmont Drive**
 Section Length: 700 (ft) Width: 19 (ft)

Surface Type: Oil Mat
 Curbs: No Gutter: No Sidewalk: No

Defects: Type Location Dimensions

1. Breakdown at edges
2. Alligating moderate
3. Shoulders contaminated

Road Condition: Very Good Good Fair Poor X Very Poor

Last Major Work: Overlay by city crews - 1994

Recommendations:

- _____ Re-evaluate in 5 years
- _____ Crack Seal _____
- _____ Slurry Seal _____
- X Overlay With leveling course – repair edges & redo shoulders
- _____ Reconstruct _____

Notes: No base rock. Possible chip seal candidate.

APPENDIX 2 DESCRIPTIONS of REPRESENTATIVE
SURFACE CONDITIONS AND PICTURES



1st St. from Lone St. facing east, Very Good Condition



1st St. from Lone St., facing east, Very Good Condition



Lone St. from 1st St., facing north, Fair Condition



Lone St. from 1st St., facing north, Fair Condition



Birch St. from 3rd St Good Condition



3rd St. from Birch St., facing east, Fair Condition



N.W. Dogwood, from one block north of 1st Street, Poor Condition



N.W. Dogwood, from one block north of 1st Street, Poor Condition (close up)



S.W. 5th St., from Dogwood St., facing S.E., Good Condition



S.E. 3rd St., facing north toward Hwy. 99, Very Poor Condition



S.E. 3rd St., Very Poor Condition (close up)



Red Hills Drive, from Alder St., facing north, Poor Condition



Red Hills Drive, from Alder St., facing north, Poor Condition, (close up)

Appendix 3

