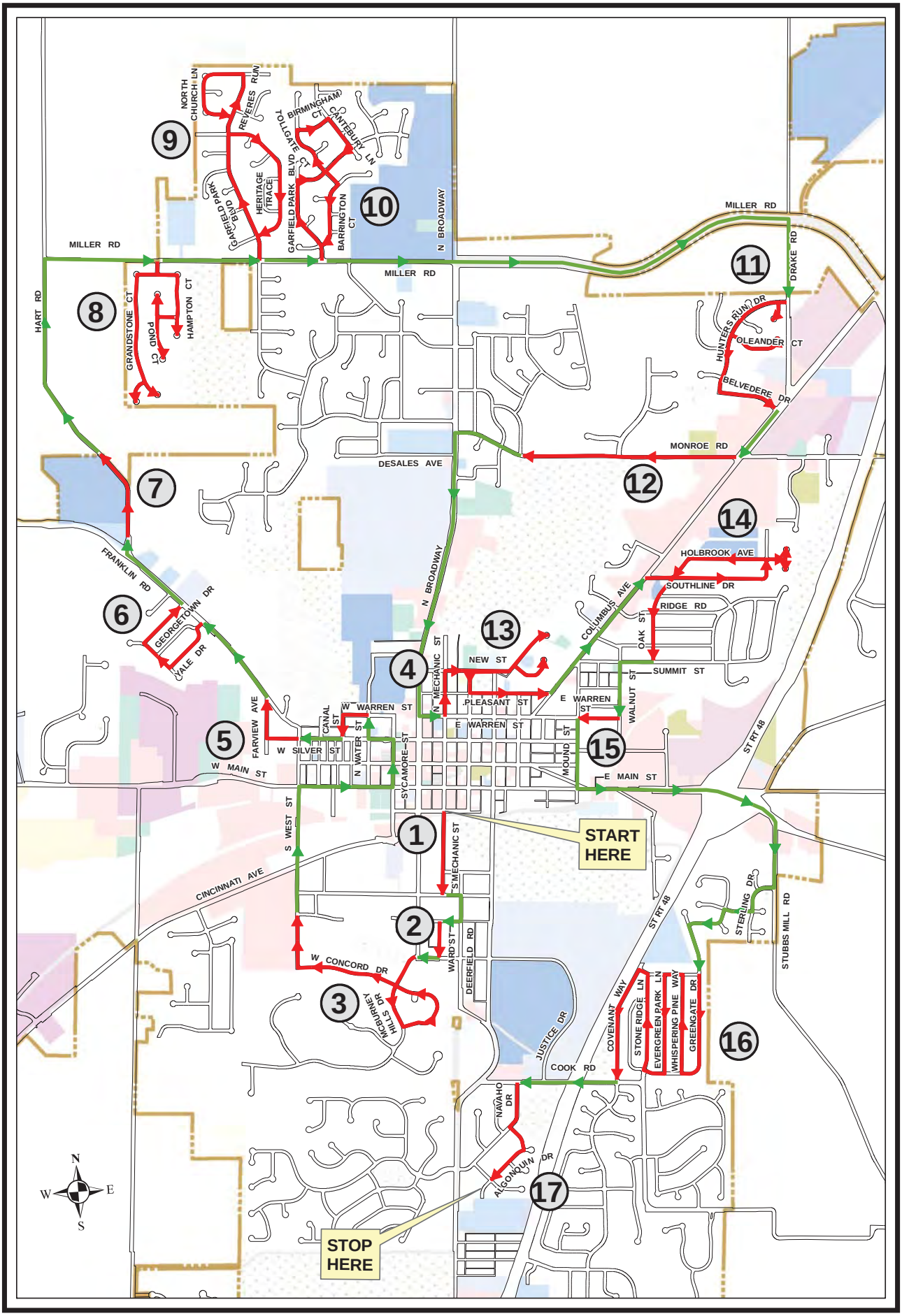
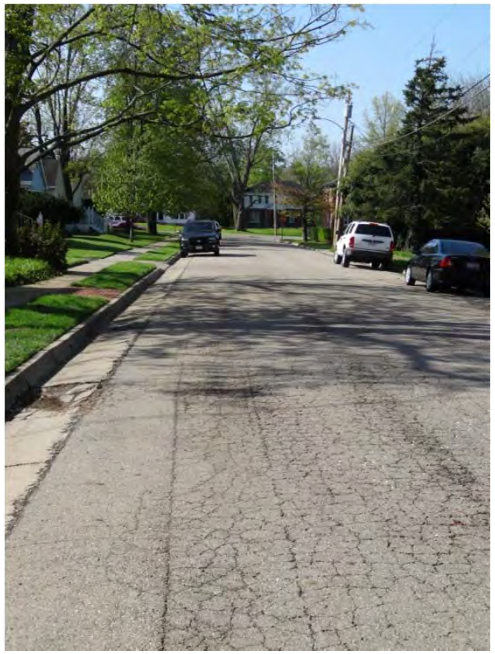


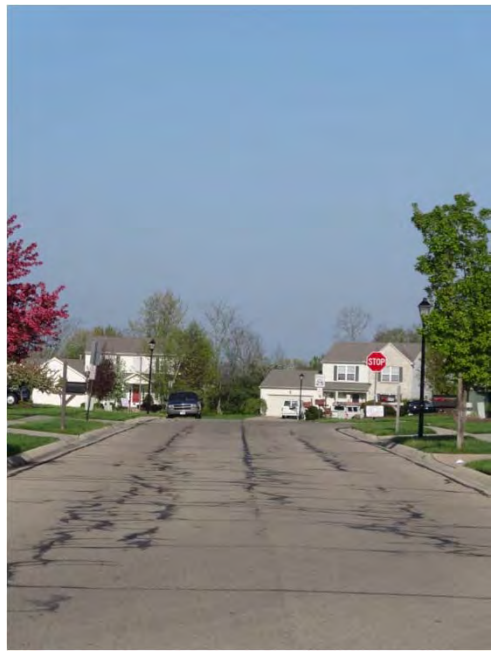
ROADWAY MAINTENANCE BACKLOG
DRIVING TOUR

Red and **Green** arrow lines represent the driving path with the **Red** lined areas representing the specific roadways of tour

APPROXIMATE TOUR TIME - 1 HR 15 MINUTES

Roadway Maintenance Backlog
Driving Tour





Driving Tour Directions

- The attached map provides the driving tour route. Starting at South Street and South Mechanic Street at the railroad tracks, follow the Red and Green arrow lines. Stopping point is the intersection of Algonquin & Iroquois.

- The Red arrow line areas represent the specific roadways (Tour Area) to be viewed as part of the driving tour. The Green arrow lines represent the travel path to follow to each red lined tour area.

- The full tour should take approx 1 Hour

35 Year Roadway Life Expectancy

(Depending on traffic load, some streets could last shorter or longer than expected)

- ROADWAY RESURFACING NEEDED @ 10-15 YEAR PERIOD

  CONSISTS OF REMOVAL/REPLACEMENT OF TOP 2”

- ROADWAY RESURFACING NEEDED @ 18 -25 YEAR PERIOD

  CONSISTS OF REMOVAL/REPLACEMENT OF TOP 4” - 6”

- ROADWAY RECONSTRUCTION NEEDED @ 35 YEAR PERIOD

  CONSISTS OF COMPLETE RECONSTRUCTION

- 94.7 CENTERLINE MILES (CLM) OF ROADWAY INVENTORIED

- 7.9 CLM REQUIRED TO BE RESURFACED OR RECONSTRUCTED PER YEAR TO MAINTAIN A SATISFACTORY LEVEL OF SERVICE

- CITY AVERAGES 2.7 CLM OF PAVING PER YEAR WHICH IS A 66% BACKLOG PER YEAR

- The Tour Areas represent roadways that have been in service for the 10 to 15 year typical service life.

- Due to a lack of funding, none of the roadways within the Tour Areas are included within the 5 Year Capital Improvement Plan.

- These roadways total 13.47 Center Line Miles

Total Cost for Resurfacing	$4.8M
Total Cost for Concrete Repairs	$3.3M
Total Cost	$8.1M

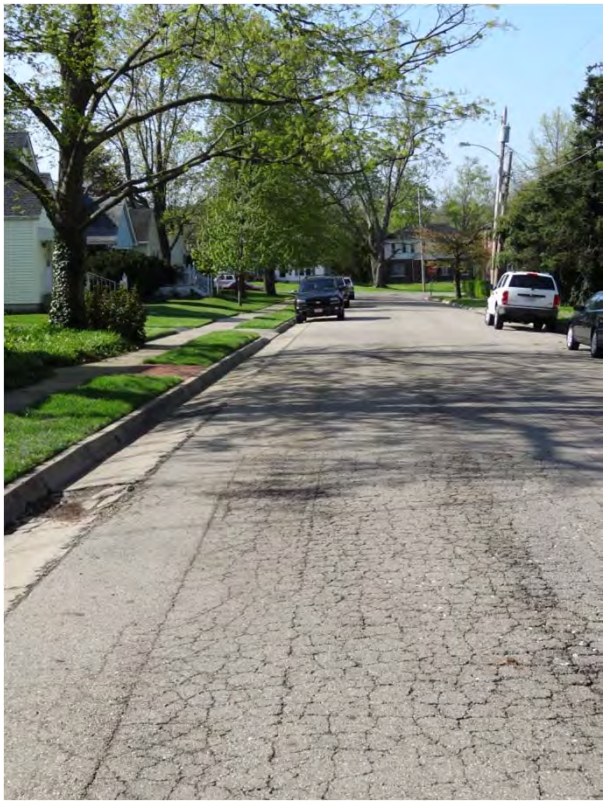
- If our roadways are unable to be maintained, pavement failures will begin and reach a point where the roadway will require reconstruction, which costs 4 times more that resurfacing.

Roadway Tour Area No. 1

Tour Area 1
South Mechanic Street

- Last pavement work in late 1960's
- Pavement conditions require resurfacing
- Resurfacing/Concrete Costs - $146.0k
- Reconstruction Costs $575.0k

Roadway Tour Area No. 2



Tour Area 2
Ward Street

- Pavement conditions require resurfacing quickly approaching reconstruction condition
- Resurfacing/Concrete Costs $66.0k
- Reconstruction Costs $262.0k

Roadway Tour Area No. 3

Tour Area 3
McBurney Hills

- Constructed in 1950's – 1970's
- No resurfacing on record for E Concord / McBurney Drive
- W Concord Resurfaced in 2003
- Resurfacing/Concrete Costs $ 630.0k
- Reconstruction Costs $2,791.0k

Roadway Tour Area No. 4

Tour Area 4
W Warren Street / Canal Street

- Constructed in 1950's - Resurfaced in 1985

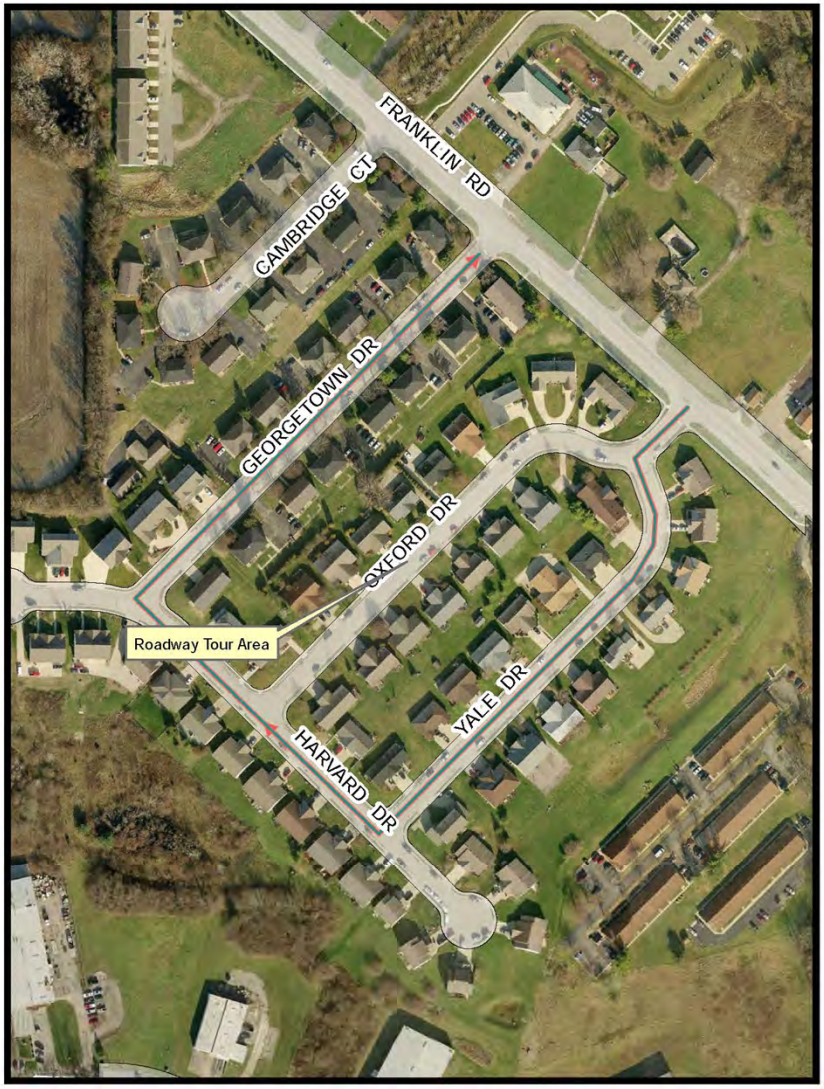
- Resurfacing/Concrete Costs $ 93.0k
- Reconstruction Costs $368.0k

Roadway Tour Area No. 5

Tour Area 5
W Silver Street / Farview Avenue

- Constructed in 1950's - Resurfaced in 1985

- Resurfacing/Concrete Costs $326.0k
- Reconstruction Costs $923.0k



Roadway Tour Area No. 6

Tour Area 6
American Village

Constructed in late 1970's to late 1990's
No record of any resurfacing

Resurfacing/Concrete Costs	$ 838.0k
Reconstruction Costs	$2,100.0k

CITY OF LEBANON

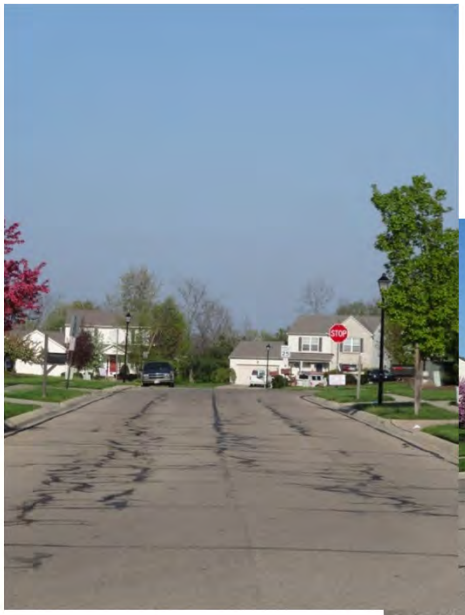
Roadway Tour Area No. 7

Tour Area 7
Hart Road

Widening improvements with Bowman Elementary in 2006
Connector project will reconstruct to church parking lot

Resurfacing/Concrete Costs	$219.0k
Reconstruction Costs	$866.0k

Roadway Tour Area No. 8



Tour Area 8
Millers Crossing

- Constructed in 1997-2002
- Pavement has reached the 10 to15 year age for resurfacing.

- Resurfacing/Concrete Costs $1,003.0k
- Reconstruction Costs $3,200.0k

Roadway Tour Area No. 9

Tour Area 9
Revere's Run

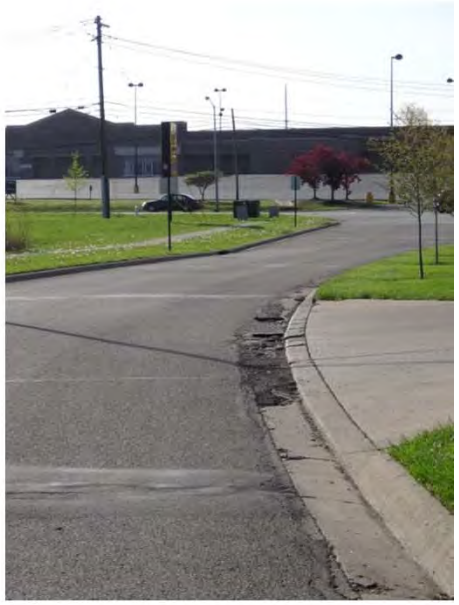
- Constructed in 1994-2004
- Pavement has reached the 10 to15 year age for resurfacing
- Worst soils for supporting roadways located in this area
- Resurfacing/Concrete Costs $ 896.0k
- Reconstruction Costs $3,500.0k

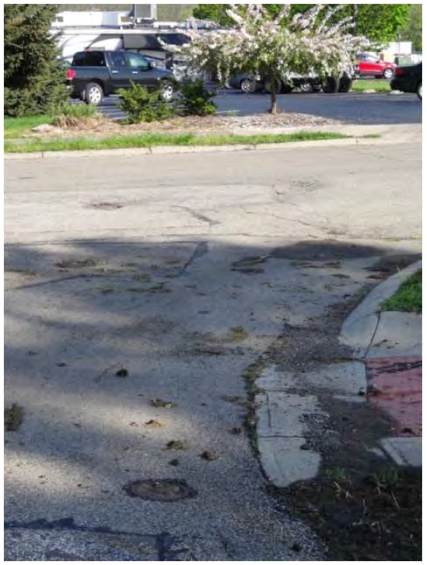
Roadway Tour Area No. 10

Tour Area 10
Garfield Park

- Constructed in 1993-2003
- Pavement has reached the 10 to15 year age for resurfacing
- Worst soils for supporting roadways located in this area
- Resurfacing/Concrete Costs $ 741.0k
- Reconstruction Costs $2,900.0k

Roadway Tour Area No. 11

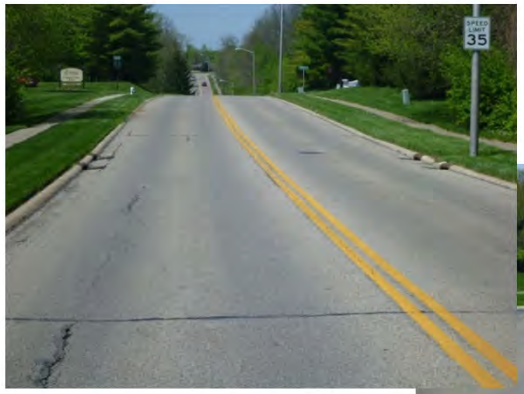




Tour Area 11
Drakewood

- Constructed in 1991-1993
- Pavement has passed the 10 to15 year age for resurfacing by 5 years
- No resurfacing efforts on record
- Resurfacing/Concrete Costs $ 605.0k
- Reconstruction Costs $2,400.0k

Roadway Tour Area No. 12

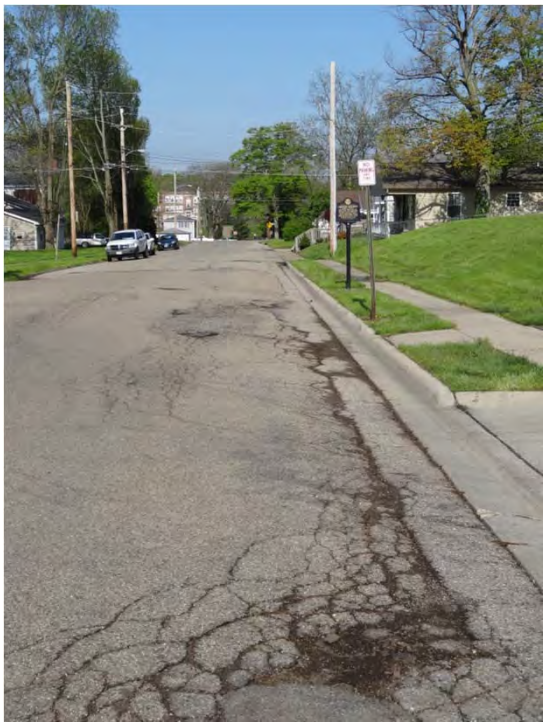


Tour Area 12
Monroe Road

- Overlayed in 1992 – No pavement removed, new surface course placed over top existing pavement and gutter plate

- Resurfacing/Concrete Costs $ 289.0k
- Reconstruction Costs $1,100.0k

Roadway Tour Area No. 13



Tour Area 13
Pleasant Square Area

- Some streets resurfaced in 1988 & 1991
- New Street in need of reconstruction due to high crown and lack of storm sewer

- Resurfacing/Concrete Costs $ 792.0k
- Reconstruction Costs $3,100.0k

Roadway Tour Area No. 14

Tour Area 14
Southline Drive/Holbrook Ave/Oak Street

- Holbrook & Oak resurfaced in 1988 & Southline in 2003
- Resurfacing/Concrete Costs $ 495.0k
- Reconstruction Costs $1,900.0k

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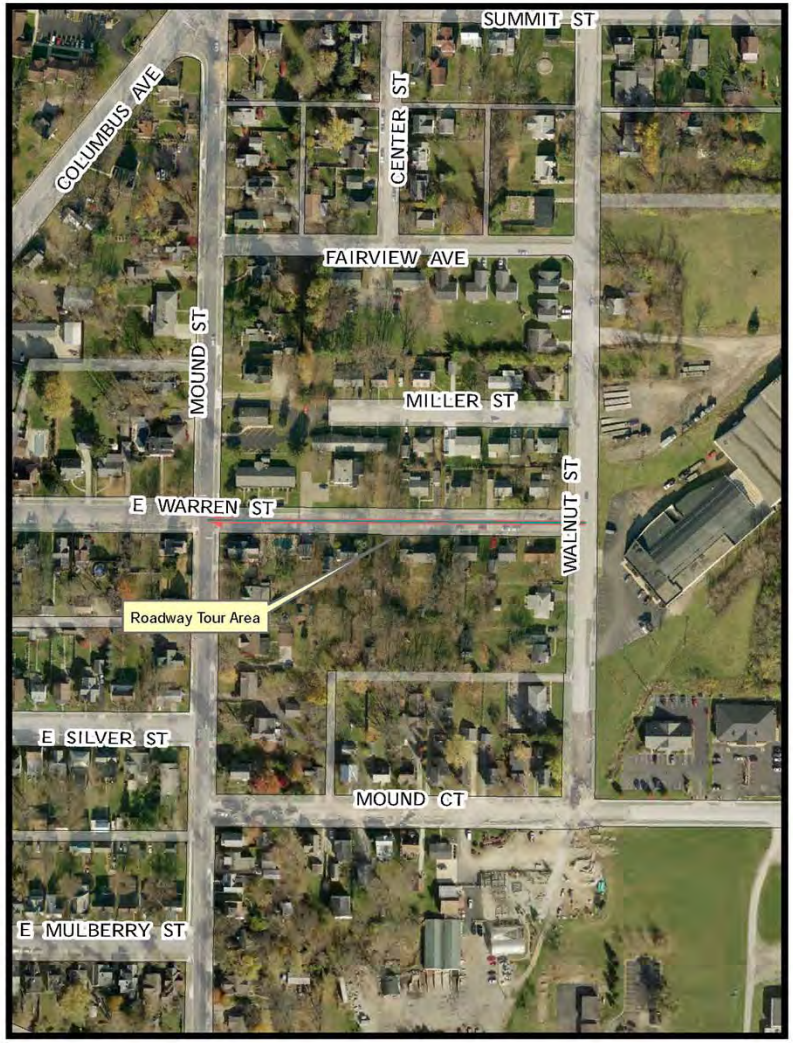


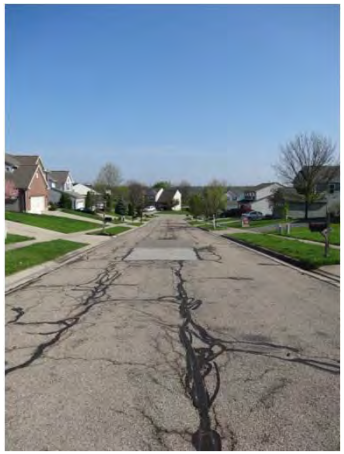
Roadway Tour Area No. 15

Tour Area 15
East Warren Street

- Resurfaced in 1985
- Lack of storm sewer at intersection of Walnut Street prohibits proper drainage

- Resurfacing/Concrete Costs $ 85.0k
- Reconstruction Costs $338.0k

Roadway Tour Area No. 16



Tour Area 16
Stone Ridge

- Constructed in 1994 - 2003
- Pavement has reached the 10 to15 year age for resurfacing
- Covenant Way has reached re-construction condition
- Resurfacing/Concrete Costs $1,270.0k
- Reconstruction Costs $5,001.0k

Roadway Tour Area No. 17

Tour Area 17
Tecumseh Trails

- Constructed in late 1970's
- Navaho was resurfaced in 2011 with a service life of 10 years expected
- Algonquin & Wyandot were resurfaced in 2003 and Algonquin has reached reconstruction condition

- Resurfacing/Concrete Costs $140.0k
- Reconstruction Costs $557.0k