

ROAD SURFACE MANAGEMENT SYSTEM ASSESSMENT (RSMS) For the TOWN OF MERRIMACK, NEW HAMPSHIRE



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1.0 ACKNOWLEDGEMENTS

The Nashua Regional Planning Commission (NRPC) wishes to acknowledge and thank the New Hampshire Statewide Asset Data Exchange System (SADES) for providing the technology platform, training, and support necessary to complete this project. SADES is a partnership between the University of New Hampshire Technology Transfer Center (UNHT²) and the New Hampshire Department of Transportation. Since 2014, UNHT² has supported all nine NH regional planning commissions in their efforts to provide Road Surface Management System (RSMS) assessments to their member communities. NRPC has benefited from this program, and we take pride in providing RSMS assessments to towns in the Nashua region.

2.0 INTRODUCTION

This Report prepared by the Nashua Regional Planning Commission (NRPC) contains the Road Surface Management System assessment (RSMS) completed for the Town of Merrimack by NRPC in 2021. Broadly, a RSMS is a data-driven process for managing roads. The RSMS includes an inventory of the road network and an analysis comparing repair strategies. In Section 3.0 of this Report, we describe the full RSMS process and its benefits. In section 4.0, we describe principals of pavement preservation this section also includes basic concepts for pavement management that are essential to this report.

This RSMS assessment has two project phases: a road inventory (Phase I), and a repair cost scenario comparison (Phase 2). The road inventory includes all paved, town-maintained. We describe field inventory procedures in Section 5.0 and inventory results in Section 6.0. Appendix A contains road inventory data with road priority value and road condition value. Supplementary materials, submitted with this report, contains digital spreadsheets and printed copies of data. Additional prints and digital copies of data associated with this Report are available by request from NRPC.

In Phase 2 of this project, we present repair cost scenarios to model pavement condition and repair cost over a 10-year period. Phase 2 applies only to paved, town-maintained roads. We describe our procedure for creating repair cost scenarios in Section 7.0, and in Section 8.0 we describe in detail two scenarios for road maintenance. We define scenario as a 10-year period with a fixed annual repair budget and a defined set of repairs. In each scenario, we select road segments for repair in a given year. We made selections by evaluating road condition and priority level. We also received input from the Town that guided our decision-making.

We hope this Report will assist the Town of Merrimack in planning for road maintenance. We do **NOT** intend this Report to constrain the Town's decision-making process of selecting road maintenance. Instead, we hope this Report will serve as a tool for Town officials to assess current and future road condition and as a guide for budgeting the cost of future repairs.

3.0 BENEFITS OF DEVELOPING A ROAD SURFACE MANAGEMENT SYSTEM

A Road Surface Management System (RSMS) assessment will offer immediate benefits to Town of Merrimack. Below, we document key benefits of a RSMS. These benefits will remain relevant years into the future. We hope to continue working with the Town of Merrimack to keep road data accurate and track the cost of repair. We recommend updating this Report in 5-10 years.

A. ROAD INVENTORY

A complete inventory of a Town-owned roads is critical for effective maintenance and planning. The Town of Merrimack owns 462 roads totaling 170.4 miles (166.3 miles paved and 4.1 miles unpaved). The Town's road network is both a critical asset and a major financial investment. The detailed road inventory in this Report will provide the Town with information on road condition, location, and structure that will enhance on-going road maintenance and future planning.

Tables and maps in Section 6.0 provide a summary of 2021 road inventory. Appendix A contains a condensed version of the 2021 road inventory with roads divided into sample segments approximately 0.25 miles in length. We list each road segment with their priority value, condition value, and other attributes. Refer to the supplemental materials included with this report for spreadsheet, PDF, and other digital data containing the complete road inventory.

B. PRIORITIZING MAINTENANCE NEEDS

In Appendix A of this Report, we list all paved, town-maintained roads. This list will assist the Town in prioritizing their immediate maintenance needs. Each road is broken down into 0.25-mile segments. There are 779 segments total, each with ten accompanying attributes: street name, segment ID, importance value, traffic value, width, number of lanes, length, 2021 PCI, priority, and class.

Segment ID is a unique number given to each 0.25-mile sample segment for identification. If a road is 0.25 miles or less, there is one segment ID per road and the segment ID is "1". If the road is greater than 0.25 miles, it is divided into multiple segments with sequential ID numbers. Importance value is a rating from 1 (low) - 5 (high) for how critical a road segment is to the Town's road network. Traffic Volume is a traffic rating from 1 (low) – 5 (high). PCI 2021 is the PCI (Pavement Condition Index) value for 2021. PCI is a pavement condition score from 0 (low) – 100 (high) from 2021. Priority is a computer-generated rating from 1 (low) to 100 (high) ranking paved roads for maintenance preference. Class is the functional classification assigned by the Town to each road. Each road is assigned one of four road class categories (subdivision, collector, minor arterial, major arterial) according to the service level it provides.

Refer to the supplemental materials, submitted with this report for a complete road inventory. In the complete inventory, we provide all road segments with 27 accompanying attribute fields that includes pavement defect ratings collected in the field.

C. JUSTIFYING MAINTENANCE BUDGET INCREASES

This Report will provide Town officials with a data-driven means for communicating road maintenance needs to elected officials and voters. In Section 7.0, we introduce four cost repair scenarios ("scenarios"), in which we assign repair treatments to roads for a 10-year period. Scenarios track both the condition of

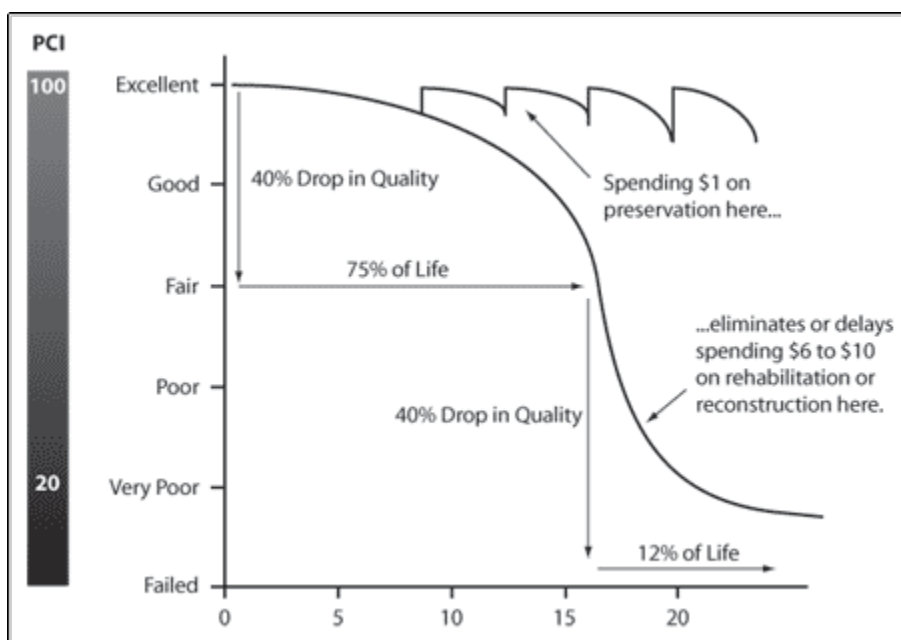
individual road segments and the condition of the entire road network factoring in repairs and pavement deterioration over time. In Section 8.0, we present the results of our scenarios. Our results will demonstrate how an increase in spending corresponds to an increase pavement quality across the Town's road network. These scenarios also communicate the consequences of deferred maintenance, both in terms of initial cost-savings and future pavement conditions.

D. MAKING EFFICIENT USE OF THE TOWN'S HIGHWAY BUDGET

After the cost of installation, new pavement initially requires relatively little maintenance and will therefore be of little cost to a town. For about 75% of a pavement's designed lifespan, maintenance costs are generally less than one-fifth of the cost of pavement rehabilitation. However, if pavement enters the rapid deterioration stage in the last quarter of its designed life, maintenance cost will dramatically increase. Because pavement deteriorates at different rates, there is an "art" to good maintenance management in knowing when a road has reached the critical 75% mark. Often if pavement deteriorates to a point of serious visible distress, it is beyond the critical cost point. A RSMS will help town officials track pavement deterioration across their road network. When critical pavement is identified, the RSMS will help town officials select cost effective maintenance strategies.

Figure 1 (below) shows pavement condition index (PCI) plotted over a 20-year period for hypothetical pavement). PCI is a pavement quality rating from 0 (low) – 100 (high). From year zero to 15 (75% of the pavement's life), the maintenance cost is about one quarter of the maintenance cost once the road has deteriorated beyond the 75% mark. Beyond the 75% mark, pavement deteriorates faster. During the first 75% of the roads lifespan (15 years), there is a 40% drop in quality. This road will drop another 40% in quality again shortly after passing the 75% mark of its service life.

FIGURE 1: PAVEMENT DETERIORATION



4.0 PAVEMENT PRESERVATION AND MAINTENANCE CONCEPTS

RSMS tools offer repair treatment types, organized into the following three general categories:

Preservation

Rehabilitation

Reconstruction

Preservation work to improve or sustain the condition of pavement done when pavement is already in good condition. In addition to improving the paved surface condition, preservation work also seals the paved surface and prevents water intrusion. Preservation work will extend pavement life; however, preservation work will not add capacity or structural integrity to a road. In our cost-repair scenarios (discussed in Sections 7.0 and 8.0) we use crack seal and bonded wearing course (BWC) as preservation treatments. Crack seal seals surface-level pavement cracks, making a water-tight surface. BWC is an ultra-thin asphalt overlay that also seals pavement and provides a durable, protective surface that will sustain high traffic volumes. Preservation work is generally a fraction of rehabilitation and reconstruction work and considerable cost savings are possible.

Rehabilitation is major repair work to the surface layer of pavement, leaving the existing base. This category of work may include patching and isolate repairs, shimming and leveling, overlay, milling, or other treatments. Rehabilitation work will extend pavement life and have some structural benefits. Rehabilitation is more expensive than preservation, but less expensive than reconstruction. We used two rehabilitative treatments in our cost-repair scenarios: shim and overlay and 1.5" hot mix asphalt (HMA) overlay. Shim and overlay refers to shim paving and 1.5" hot mix asphalt (HMA); herein referred to "shim and pave" as a rehabilitation treatment in repair cost budget scenarios.

Reconstruction is costly work that involves excavation and modification to the road base and the application of new pavement. This level of repair is required if there has been inadequate maintenance, poor drainage, or improper base materials in place. In Section 8.0, we use a full-depth reclamation treatment that includes soil injections for stabilization followed by a 3.5" asphalt overlay. This is the costliest repair option in our analyses, and The Town would like to reduce and limit the use of road reconstruction in favor of well-planned pavement preservation and rehabilitation work.

5.0 EVALUATION OF EXISTING ROADWAY CONDITIONS

In Summer of 2021, NRPC assessed of all paved, town-maintained roads in Merrimack. We divided each of the 462 paved, town-maintained roads into 779 segments, each approximately a 0.25 mile in length. We individually sampled each road segment. Dividing whole roads into smaller, sample segments is advantageous because it accounts for changes in pavement quality across a road, and it provides flexibility for when assigning maintenance in Phase II of this Report (Section 7.0 and 8.0).

Our field assessment included eight categories of pavement distress, and for each category we also evaluated for severity level and/or extent (Table 1), following a procedure developed by SADES (Figure 2).

TABLE 1: PAVED ROAD FIELD INVENTORY

Pavement Defect Category	Pavement Defect Attributes
Longitudinal or Transverse Cracking	Severity (No Defects, Low, Medium, High)
	Extent (Low, Medium, High)
Alligator Cracking	Severity (No Defects, Low, Medium, High)
	Extent (Low, Medium, High)
Edge Cracking	Severity (No Defects, Low, Medium, High)
	Extent (Low, Medium, High)
Patching or Potholes	Extent (No Defects, Low, Medium, High)
Drainage	Condition (Good, Fair, Poor)
Rutting	Severity (No Defects, Low, Medium, High)
	Extent (Low, Medium, High)
Roughness	Condition (Smooth, Noticeably Uneven, Rough, Very Rough)
Frost Heave Severity	Severity (None, Low, Medium, Severe)

6.0 2021 ROAD INVENTORY RESULTS

A. ROAD INVENTORY

Below is a summary of 2021 inventory of town-maintained, paved roads (Table 2; Figure 3; Figure 4). Using computer software, we generated a score called pavement condition index (PCI) to represent the condition of paved roads. PCI ranges from 0 (very poor condition) to 100 (perfect condition). PCI values are generated individually for each road segment based on our field observations of pavement defects. We classified segments with PCI or score from 0-69.99 as poor, 70-79.99 as fair, 80-89.99 as good, and 90-100 as excellent.

TABLE 2: 2021 PAVED CONDITIONS

Condition Category	Number of Road Segments	Sum of Length (Miles)	% Mileage
Excellent (≥ 90 PCI)	393	82.86	49.81%
Good (80 - 89 PCI)	105	53.67	32.26%
Fair (70 - 79 PCI)	251	22.89	13.76%
Poor (< 70 PCI)	30	6.92	4.16%
Total	779	166.34	100.00%

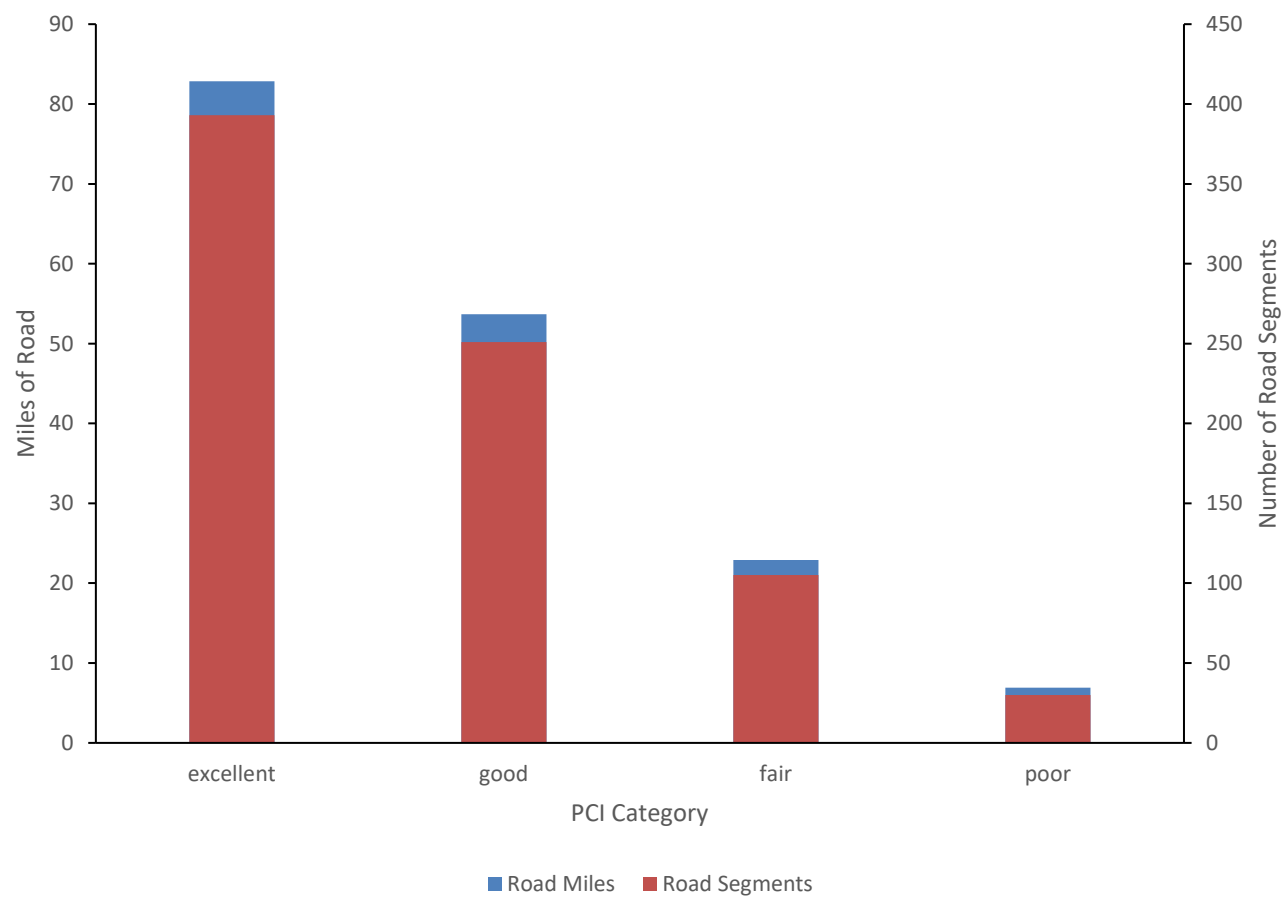
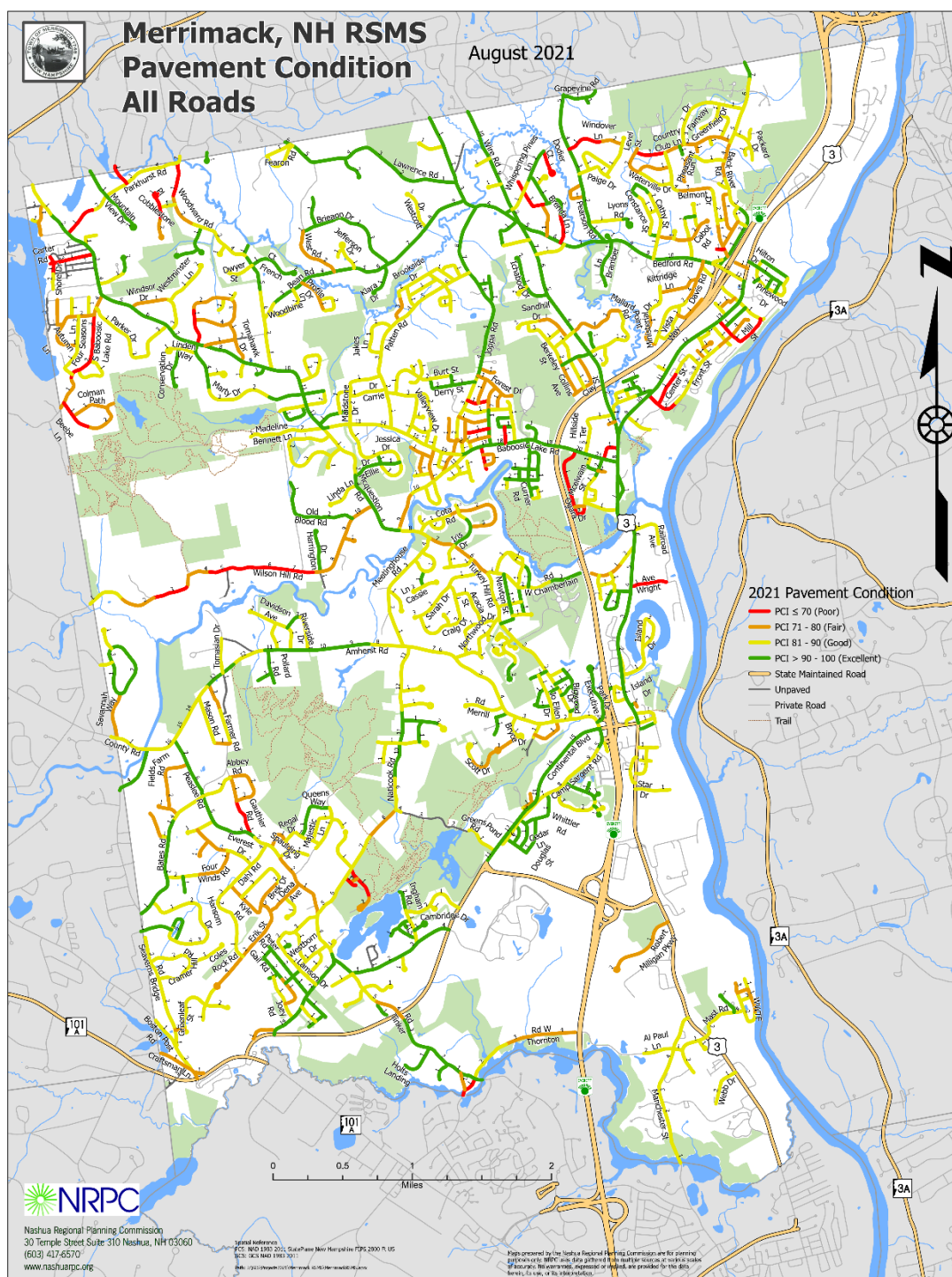
FIGURE 2: 2021 PAVED CONDITION

FIGURE 3: 2021 CONDITION ON TOWN-MAINTAINED PAVED ROADS

Paved road segments are labeled with Segment ID – See Paved Road Inventory for inventory detail

7.0 PAVEMENT FORECASTING AND ANALYSIS

To evaluate pavement condition and repairs over 10 years, we created cost repair scenarios ("Scenario"). Each scenario starts with the 2021 PCI value for each segment and subtracts 4% annually to represent the deterioration in pavement quality incurred over one year. Three keys decisions comprise a scenario: 1) which road segments get a repair, 2) repair type, and 3) repair year. When a repair is assigned to a road segment for a particular year, the PCI value for that segment increases according to the specifications below (Table 3). Software tracks the cost of each repair, which we used to create a 10-year budget for each scenario that we will present in Section 8.0.

TABLE 3: PAVEMENT REPAIR TREATMENTS

Repair	Repair Category	Repair Cost	Repair Unit	% Increase to PCI	Lifespan (Years)	Comments
Crack Seal	Preservation	\$0.40	Yard ²	60	2	Vendor price from 2020
Bonded Wearing Course	Preservation	\$6.75	Yard ²	80	10	default price, input provided by All States Materials Group
Shim and Overlay (subdivision)	Rehabilitate	\$7.47	Yard ²	80	8	Price provided by Town of Merrimack
Shim and Overlay (arterial, connector)	Rehabilitate	\$10.17	Yard ²	80	8	Price provided by Town of Merrimack
Overlay (1.5)	Rehabilitate	\$6.05	Yard ²	80	9	based on \$72/ton
FDR and pave 3.5" HMA w/ Injections	Reconstruction	\$20.92	Yard ²	95	18	Price provided by Town of Merrimack

Scenario 1 represents the Town's current paving practices projected 10 years. In Scenario 1, we used the repair types listed above (Table 3). Our repair budget for was \$1.2 million for year 2022 and in each subsequent year, we increased the budget \$50,000. This budget represents the towns regular paving budget. This scenario includes all paved, town-maintained roads.

In Scenario 2, we analyzed the Town's road network without the Daniel Webster (DW) Highway. We removed the DW Highway from the road network because the Town uses additional funds, separate from their regular paving budget, for maintenance and paving repair on the DW Highway. With the exception of the DW Highway, Scenario 2 is similar to Scenario 1; the repair budget is also \$1.2 million

plus \$50K annually and the road repair treatments are the same (table 3). Removing the DW Highway from the analysis created space in the budget for repairs on other Town roads.

In Scenario 3, we evaluated only the DW Highway separate from the rest of the road network. In Scenario 3, we assigned repairs to the DW Highway with the goal of keeping the road in the same condition it is presently in regardless of cost. In Scenario 4 also evaluated the only DW Highway again, in this scenario we limited the repair budget to \$50K per year (\$500K over 10 years).

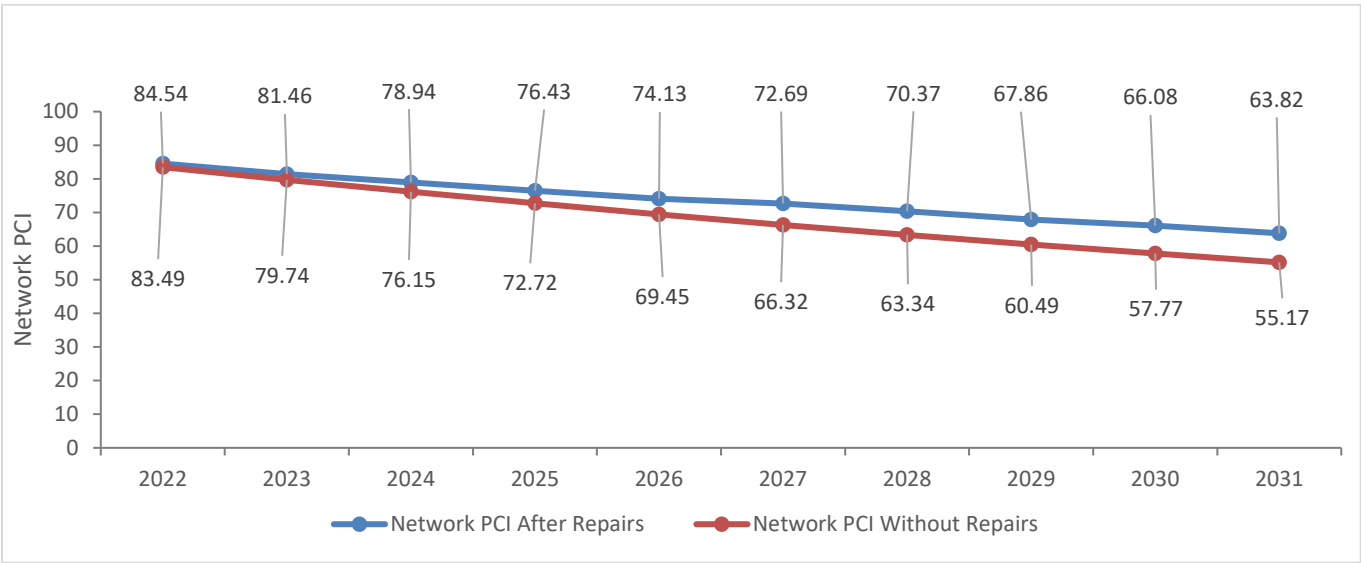
In Section 8.0, we briefly summarize the results of the four scenarios described above. Appendix B contains detailed results from Scenario 1. Appendix C contains detailed results from Scenario 2, Appendix D has detailed results from Scenario 3, and Appendix E contains detail results from Scenario 4. The supplementary documents, submitted with this report, contain additional information and data from each Scenario.

8.0 SCENARIO FORECASTING RESULTS

A. SCENARIO 1: ALL ROADS 2022 - 2031

In Scenario 1, we assigned repairs to road segments within a 10-year horizon. In this scenario the annual budget was \$1.2 million for the year 2022; and for each subsequent year, we increased the budget by \$50K. The road network for Scenario 1 includes all town roads, and all sample segments are weighted equally in network PCI calculations.

FIGURE 4: NETWORK PCI BY YEAR FOR SCENARIO 1



Over a 10-year period, network PCI decrease from 87.43, the network average entering 2022, to 63.82 in 2031. Without any repairs, the network PCI will fall to 55.17 after 10 years.

Appendix B contains detailed results for Scenario 1. In Appendix B, there are two tables for each year in the analysis (2022 -2031). Repair Detail tables in Appendix B have annual cost and mileage totals for each repair type repair type. Repair detail tables also have a “Annual Road Mile Extensions” value for each repair; this value is the lifespan of a repair times the number of miles treated.

Annual Road Mile Extensions = [Repair Lifespan (years)] X [miles treated]

The Annual Road Mile Extensions is a value equal to the number of miles (per year) that each repair “buys you” across the road network. This theory is built on the principle that every mile of pavement ages one year annually. Therefore, total Annual Road Mile Extensions should be greater or equal to the number of miles in the town road network (166.3 miles) to maintain the current condition across the road network. Analysis Detail tables in Appendix B contain the network PCI values and network PCI by road class (Major Arterial, Minor Arterial, Collector, Subdivision). Analysis Detail tables also list of roads treated by year. A comprehensive list with all road segments is available in the Analysis Detail report included with digital deliverables.

B. SCENARIO 2: ALL ROADS EXCEPT DANIEL WEBSTER HIGHWAY 2022 – 2031

In Scenario 2, we assigned repairs to road segments within a 10-year horizon. In this scenario the annual budget was \$1. million for the year 2022; and for each subsequent year, we increased the budget by \$50K. The road network for Scenario 2 includes all town roads except for the DW Highway, which the Town manages with a separate budget from the rest of their road network.

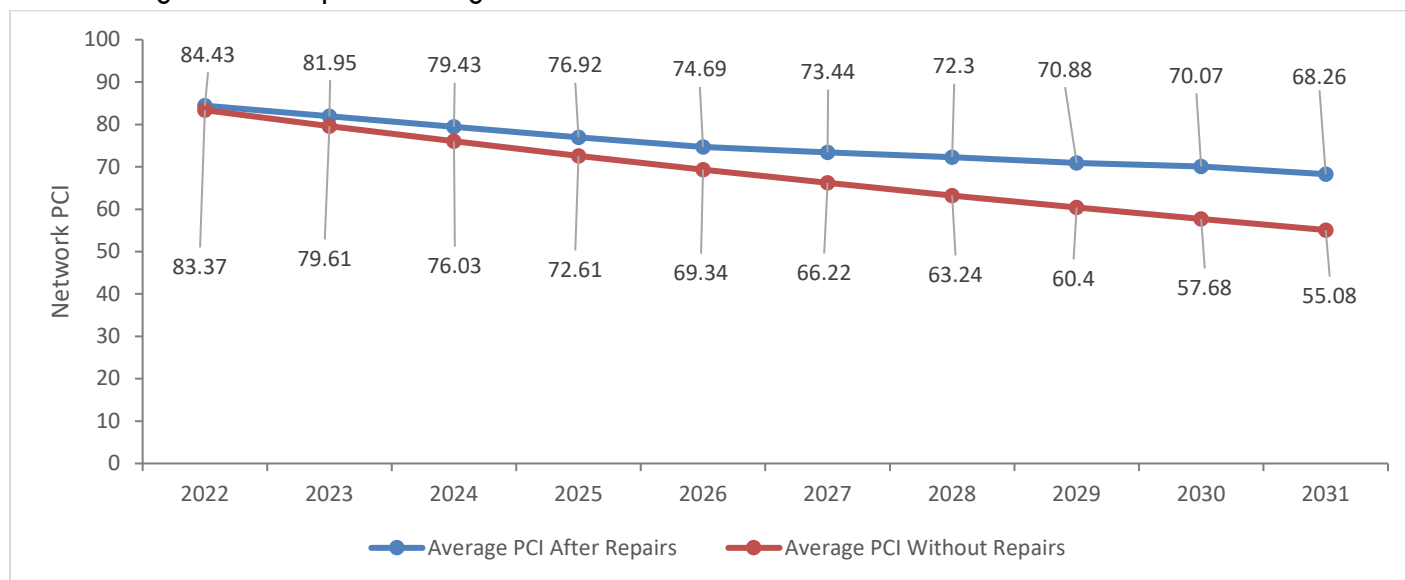


FIGURE 5: NETWORK PCI BY YEAR – SCENARIO 2

Over a 10-year period, network PCI will decrease from 87.43, the condition entering 2022, to 68.26 in 2031. Under this scenario, the road network PCI will be 4.44 points higher after 10 years than in Scenario 1. Without any repairs, the network PCI will fall to 55.08 after 10 years.

Appendix C contains detailed results for Scenario 2. Like with Scenario 1, there are two tables for each year in the analysis in Appendix C (2022 – 2031). Repair Detail tables in Appendix C have annual cost and mileage totals for each repair type. Repair detail tables also have a “Annual Road Mile Extensions” value for each repair; this value is the lifespan of a repair times the number of miles treated. Analysis Detail tables in Appendix C contain the network PCI values and network PCI by road class (Major Arterial, Minor Arterial, Collector, Subdivision). Analysis Detail tables also list of roads treated by year. A comprehensive list with all road segments is available in the Analysis Detail report included with digital deliverables.

C. SCENARIO 3: DANIEL WEBSTER HIGHWAY 2022 – 2031 NO BUDGET CONSTRAINTS

In Scenario 3, we analyzed only the Daniel Webster (DW) Highway. We used the same repair treatments as Scenarios 1 and 2. We did not use a budget constraint for this Scenario, meaning we used the amount of money necessary to maintain the approximate current condition.

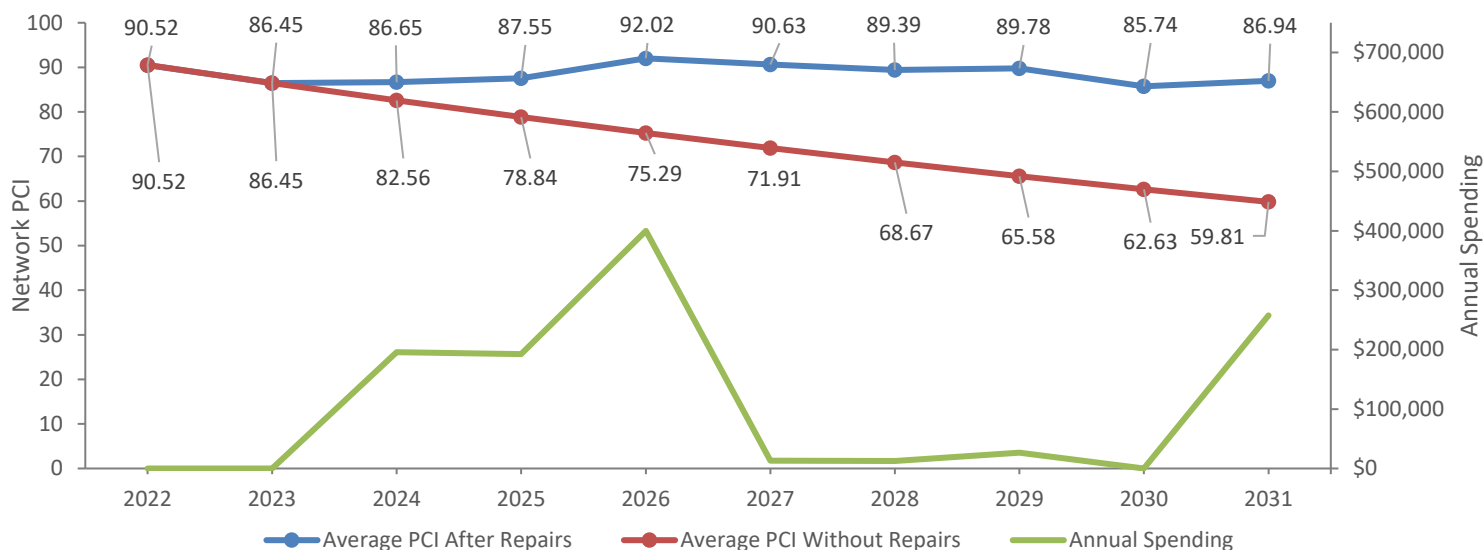


FIGURE 6: PCI FOR DANIEL WEBSTER HIGHWAY PCI BY YEAR – SCENARIO 2

The town-maintained portion of the DW Highway is approximately 8.28 miles (43,744 ft). In this Scenario, the network PCI for this portion of road remains relatively constant over a 10-year period. The Entering 2022 network PCI is 94.79, and after 10 years it drops slightly to 86.94 in 2031. In this Scenario, only preventative maintenance was used (bonded wearing course and crack seal). We selected these repairs because the road is in excellent or good condition throughout the analysis period.

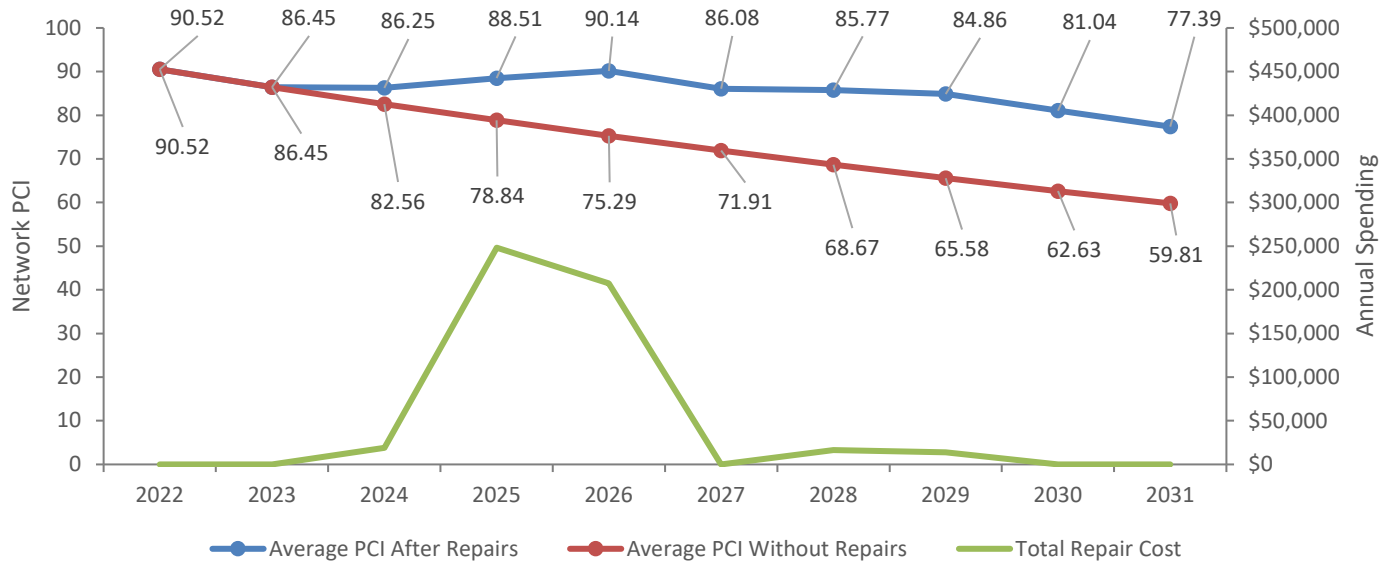
Although, preventative maintenance is the cheaper than routine maintenance and reconstruction, the cost still exceeds \$50K per year (\$500K over 10 years), which the town sets aside for maintenance of the DW Highway. The mileage treated by repair type and cost is for this Scenario is listed below (Table 4). Detailed results for this Scenario are given in Appendix D and in supplementary materials.

TABLE 4. MILES TREATED AND REPAIR COST – SCENARIO 3 DANIEL WEBSTER HIGHWAY

Treatment Type	Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Crack Seal	Length Treated Miles	0.00	0.00	0.00	0.00	0.00	1.02	1.01	1.61	0.00	0.00	3.63
Crack Seal	Length Treated Feet	0	0	0	0	0	5,361	5,318	8,512	0	0	19,191
Crack Seal	Cost	\$0	\$0	\$0	\$0	\$0	\$13,046	\$12,838	\$26,650	\$0	\$0	\$52,534
Bonded Wearing Course	Length Treated Miles	0.00	0.00	1.02	1.01	1.61	0.00	0.00	0.00	0.00	1.02	4.65
Bonded Wearing Course	Length Treated Feet	0	0	5361	5318	8512	0	0	0	0	5361	24,552
Bonded Wearing Course	Cost	\$0	\$0	\$195,709	\$192,598	\$399,800	\$0	\$0	\$0	\$0	\$257,540	\$1,045,647

D. SCENARIO 4: DANIEL WEBSTER HIGHWAY 2022 – 2031 WITH \$50K ANNUAL REPAIR BUDGET

In Scenario 4, we analyzed only the Daniel Webster (DW) Highway using the same repair treatments as previous scenarios. In Scenario 4, our budget \$50K per year or \$500K over 10 years. In this Scenario, \$50K is the annual repair budget (average).

**Figure 7: PCI for Daniel Webster Highway PCI By Year – Scenario 3**

In this Scenario, network PCI will decrease over a 10-year period. The Entering 2022 network PCI is 94.79, and after 10 years it drops to 77.39 in 2031. In this Scenario, only preventative maintenance was

used (bonded wearing course and crack seal). We selected these repairs because the road is in excellent or good condition for the most part of this analysis period.

Although, preventative maintenance is the cheaper than routine maintenance and reconstruction, the cost still exceeds \$50 K per year (\$500 K over 10 years), which the town sets aside for maintenance of the DW Highway. The mileage treated by repair type and cost is for this Scenario is listed below (Table 5). Detailed results for this Scenario are given in Appendix E and in supplementary materials.

**TABLE 5. MILES TREATED AND REPAIR COST – SCENARIO 4 DANIEL WEBSTER HIGHWAY
\$50K ANNUAL BUDGET**

Treatment Type	Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Crack Seal	Length Treated Miles	0.00	0.00	1.36	0.00	0.00	0.00	1.27	1.00	0.00	0.00	3.63
Crack Seal	Length Treated Feet	0	0	7,204	0	0	0	6,703	5,284	0	0	19,191
Crack Seal	Cost	0	0	\$18,962	\$0	\$0	\$0	\$16,549	\$13,830	\$0	\$0	\$49,342
Bonded Wearing Course	Length Treated Miles	0.00	0.00	0.00	1.27	1.00	0.00	0.00	0.00	0.00	0.00	2.27
Bonded Wearing Course	Length Treated Feet	0	0	0	6,703	5,284	0	0	0	0	0	11,987
Bonded Wearing Course	Cost	0	0	\$0	\$248,270	\$207,480	\$0	\$0	\$0	\$0	\$0	\$455,750

9.0 SUMMARY

A SCENARIO 1: ALL ROADS 2022 - 2031

This scenario used an annual repair budget of \$1.2 million for the year 2022 with \$50 K to the budget each year. Our goal for this Scenario was to extent the Town's current paving practices for 10 years and to achieve the best pavement conditions possible under our budget constraint. We used the network Pavement Condition Index (PCI) to evaluate pavement condition. Network PCI is the average PCI value of ALL a paved road segments in the road network (equal weight). We calculated a network PCI value each year in the analysis (2022 – 2031) before and after repairs occurred. We also calculated network PCI by road class (Major Arterial, Minor Arterial, Collector, Subdivision) for each year before and after repairs.

In this analysis (and all analyses in this report), our software takes the 2021 PCI for each road segments and subtracts 4% annually to simulate yearly deterioration to pavement. Our result shows that network PCI will decrease by 23.61 from 87.43, the network PCI entering 2022, to 63.82 in 2031. This decrease is mainly due to subdivision roads, where the network PCI will decrease from 86.29 entering 2022 to 63.82 entering 2031. This amount of decrease (-22.47) does not occur across all road classes. Major Arterial roads remain relatively constant after 10 year (-1.37); Minor Arterial roads decrease slightly over 10 years (-9.42); and Collector roads decrease moderately (-11.95) over 10 years.

One limitation of this analysis is that is that the same rate of decrease (4%) is applied to all road segments. In reality, subdivision roads have significantly lower traffic volumes and therefor will have a lower rate of deterioration. However, quantifying this difference is beyond the scope of this analysis.

B SCENARIO 2: ALL ROADS EXCEPT DANIEL WEBSTER HIGHWAY 2022 - 2031

This scenario used an annual repair budget of \$1.2 million for the year 2022 with \$50 K to the budget each year. Like Scenario 1, Our goal for Scenario 2 was to extent the Town's current paving practices for 10 years and to achieve the best pavement conditions possible under our budget constraint. Unlike Scenario 1, we removed Daniel Webster Highway (DW Highway) from the road network for this analysis. The purpose for removing DW Highway from the road network is that the Town uses a separate budget to manage repairs on this road. With the DW Highway out of the Town road network, there was budget space available for additional repairs that were applied to other roads. This Scenario examines the impact of those repairs without DW Highway in the road network.

Our results show that network PCI will decrease by 19.02 from 87.29, the network PCI entering 2022, to 68.27 in 2031. As expected, this decrease in network PCI is less than Scenario 1 because extra money is available. Like with Scenario 1, the decrease in network PCI is mainly due to subdivision roads, where the network PCI will decrease from 86.29 entering 2022 to 64.24 entering 2031. This amount of decrease (-22.05) does not occur across all road classes. Major Arterial roads remain relatively constant after 10 year (+3.00); Minor Arterial roads decrease slightly over 10 years (-8.44); and Collector roads decrease moderately (-8.56) over 10 years.

In Figure 8 (below), we compare the network PCI for Scenario 1 and Scenario 2.

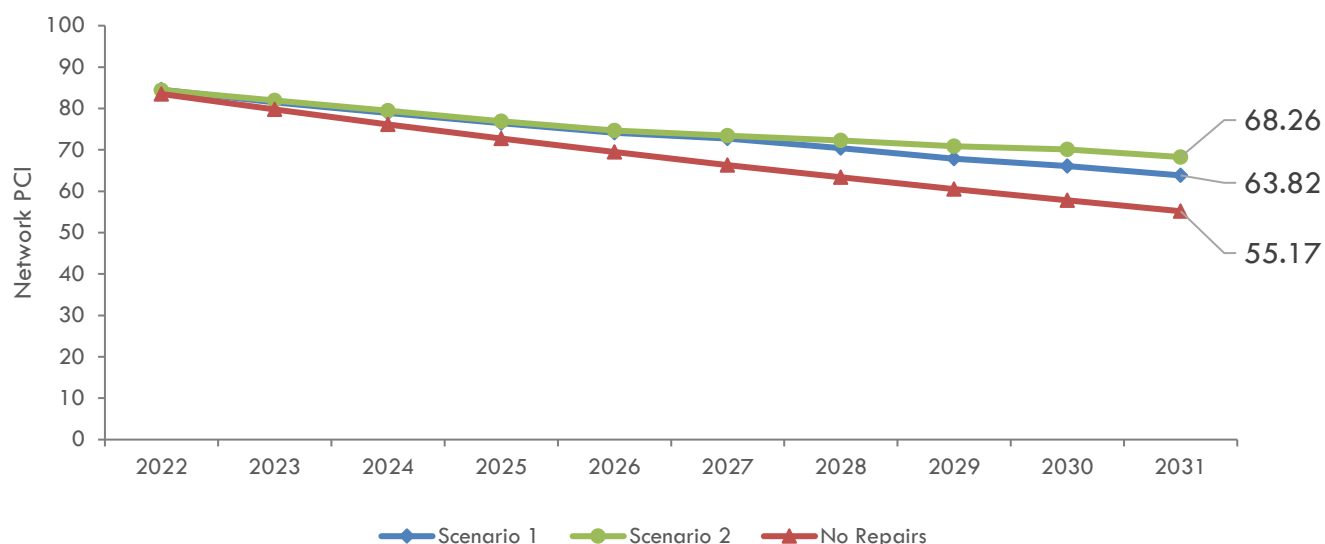


Figure 8: Network PCI For Scenario 1 and Scenario 2 Over 10 Years

C SCENARIO 3: DANIEL WEBSTER HIGHWAY 2022 – 2031 – NO BUDGET CONSTRAINTS

In this scenario, we extracted the Town-maintained portion of the Daniel Webster Highway (DW Highway) from the road network and analyzed only this area (8.28 miles). Our goal for this Scenario was to apply repairs so the condition of the road will not change significantly over 10-years. In this Scenario, we were not constrained by budget, meaning applied enough repairs necessary to keep the condition of the road constant.

In this Scenario, the network PCI entering 2022 is 94.79, and after 10 years it drops slightly to 86.94 in 2031. Total spending over 10 years in this Scenario is \$1,098,182, with an average of \$109,818 spent per year. Bonded wearing course is applied in four years (2024, 2025, 2026, and 2031). Crack seal is applied in three years (2027, 2028, and 2029).

D SCENARIO 4: DANIEL WEBSTER HIGHWAY 2022 – 2031 – \$50 K ANNUAL BUDGET

In this scenario, we extracted the Town-maintained portion of the Daniel Webster Highway (DW Highway) from the road network and analyzed only this area (8.28 miles). This analysis is similar to Scenario 3; however, in this Scenario we used an average annual budget of \$50 K (\$500 K total over 10 years). Our goal for this Scenario was to apply repairs and achieve the best possible pavement conditions over 10-years under our budget constraint.

In this Scenario, the network PCI entering 2022 is 94.79, and after 10 years it drops 17.40 to 77.39 in 2031. Total spending over 10 years in this Scenario is \$505,092, with an average of \$50,509 spent per year. Bonded wearing course is applied in two years (2025 and 2026). Crack seal is applied in three years (2024, 2028, and 2029).

In Figure 9, we compare the network PCI for the Town-maintained portion of the DW Highway over 10 years under Scenario 3 and Scenario 4.

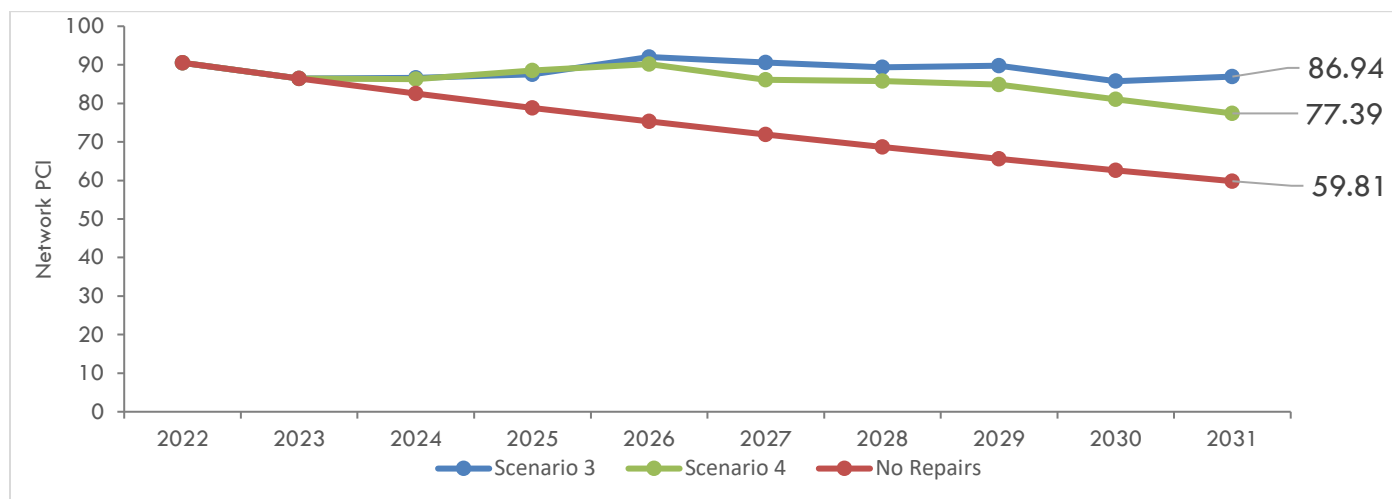


Figure 9: Network PCI For Scenario 3 and Scenario 4 Over 10 Years

APPENDIX A: ROAD INVENTORY:

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Abbey Rd	1	2	2	27	2	1318	82	34.5	Subdivision
Abbey Rd	2	2	2	27	2	1320	79	35.25	Subdivision
Abbey Rd	3	2	2	27	2	787	80	35	Subdivision
Acacia St	1	2	2	24	2	1771	83	34.25	Subdivision
Al Paul Ln	1	2	2	30	2	347	90	32.5	Subdivision
Al Paul Ln	2	2	2	25	2	1146	90	32.5	Subdivision
Aldrich Cir	1	1	1	24	2	472	90	17.5	Subdivision
Allen Rd	1	2	2	23	2	300	90	32.5	Subdivision
Amherst Rd	1	4	4	22	2	992	90	62.5	Minor Arterial
Amherst Rd	2	4	4	22	2	1319	90	62.5	Minor Arterial
Amherst Rd	3	4	4	26	2	1321	90	62.5	Minor Arterial
Amherst Rd	4	4	4	26	2	1321	85	63.75	Minor Arterial
Amherst Rd	5	4	4	26	2	1320	81	64.75	Minor Arterial
Amherst Rd	6	4	4	25	2	1319	81	64.75	Minor Arterial
Amherst Rd	7	4	4	25	2	1316	86	63.5	Minor Arterial
Amherst Rd	8	4	4	25	2	1321	90	62.5	Minor Arterial
Amherst Rd	9	4	4	25	2	1321	95	61.25	Minor Arterial
Amherst Rd	10	4	4	25	2	1321	95	61.25	Minor Arterial
Amherst Rd	11	4	4	25	2	1318	95	61.25	Minor Arterial
Amherst Rd	12	4	4	25	2	1322	90	62.5	Minor Arterial
Amherst Rd	13	4	4	25	2	1317	100	60	Minor Arterial
Amherst Rd	14	4	4	25	2	1322	90	62.5	Minor Arterial

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Amherst Rd	15	4	4	25	2	1048	90	62.5	Minor Arterial
Amherst Rd	16	4	4	25	2	1159	90	62.5	Minor Arterial
Angelo Ln	1	1	1	24	2	193	100	15	Subdivision
Arbor St	1	2	2	26	2	771	100	30	Subdivision
Ash Ln	1	1	1	25	2	708	89	17.75	Subdivision
Atherton Rd	1	2	2	25	2	971	90	32.5	Subdivision
Audubon Cir	1	1	1	24	2	457	90	17.5	Subdivision
Autumn Ln	1	2	2	24	2	1483	77	35.75	Subdivision
Baboosic Lake Rd	1	3	3	27	2	1321	90	47.5	Minor Arterial
Baboosic Lake Rd	2	3	3	27	2	1319	95	46.25	Minor Arterial
Baboosic Lake Rd	3	3	3	26	2	1320	95	46.25	Minor Arterial
Baboosic Lake Rd	4	3	3	27	2	1320	95	46.25	Minor Arterial
Baboosic Lake Rd	5	4	4	24	2	1320	95	61.25	Minor Arterial
Baboosic Lake Rd	6	4	4	25	2	1318	95	61.25	Minor Arterial
Baboosic Lake Rd	7	4	4	25	2	1324	95	61.25	Minor Arterial
Baboosic Lake Rd	8	4	4	25	2	1316	95	61.25	Minor Arterial
Baboosic Lake Rd	9	4	4	23	2	1322	100	60	Minor Arterial
Baboosic Lake Rd	10	4	4	23	2	1320	100	60	Minor Arterial
Baboosic Lake Rd	11	4	4	23	2	1319	95	61.25	Minor Arterial
Baboosic Lake Rd	12	4	4	23	2	1322	95	61.25	Minor Arterial
Baboosic Lake Rd	13	4	4	24	2	1320	87	63.25	Minor Arterial
Baboosic Lake Rd	14	4	4	24	2	1317	82	64.5	Minor Arterial
Baboosic Lake Rd	15	4	4	26	2	1321	81	64.75	Minor Arterial
Baboosic Lake Rd	16	4	4	26	2	1319	81	64.75	Minor Arterial

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Baboosic Lake Rd	17	4	4	29	2	1322	95	61.25	Minor Arterial
Baboosic Lake Rd	18	4	4	29	2	1321	100	60	Minor Arterial
Baboosic Lake Rd	19	4	4	29	2	1320	95	61.25	Minor Arterial
Baboosic Lake Rd	20	4	4	33	2	1319	100	60	Minor Arterial
Baboosic Lake Rd	21	4	4	40	2	892	100	60	Minor Arterial
Back River Rd	1	3	3	31	2	1321	100	45	Collector
Back River Rd	2	3	3	31	2	1318	100	45	Collector
Back River Rd	3	3	3	31	2	1318	90	47.5	Collector
Back River Rd	4	3	3	31	2	1323	80	50	Collector
Back River Rd	5	3	3	31	2	1319	89	47.75	Collector
Back River Rd	6	3	3	24	2	1318	86	48.5	Collector
Back River Rd	7	3	3	24	2	681	100	45	Collector
Balsam Ln	1	2	2	25	2	421	90	32.5	Subdivision
Bambi Trl	1	2	2	23	2	1043	82	34.5	Subdivision
Bancroft St	1	2	2	25	2	906	90	32.5	Subdivision
Bates Rd	1	2	2	25	2	1322	95	31.25	Subdivision
Bates Rd	2	2	2	24	2	1319	95	31.25	Subdivision
Bates Rd	3	2	2	24	2	1320	95	31.25	Subdivision
Bates Rd	4	2	2	24	2	1506	90	32.5	Subdivision
Beacon Dr	1	2	2	26	2	1803	90	32.5	Subdivision
Bean Rd	1	3	3	25	2	1318	87	48.25	Collector
Bean Rd	2	3	3	23	2	1321	89	47.75	Collector
Bean Rd	3	3	3	24	2	1317	95	46.25	Collector
Bean Rd	4	3	3	23	2	1319	95	46.25	Collector
Bean Rd	5	3	3	23	2	1318	95	46.25	Collector
Bean Rd	6	3	3	23	2	1319	95	46.25	Collector
Bean Rd	7	3	3	23	2	1323	95	46.25	Collector
Bean Rd	8	3	3	23	2	1319	95	46.25	Collector
Bean Rd	9	3	3	23	2	765	100	45	Collector
Beaver brook Dr	1	1	1	25	2	1037	90	17.5	Subdivision
Bedford Rd	1	3	3	27	2	1280	100	45	Collector
Bedford Rd	2	3	3	27	2	1318	95	46.25	Collector
Bedford Rd	3	3	3	24	2	1322	95	46.25	Collector
Bedford Rd	4	3	3	24	2	1319	95	46.25	Collector

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Bedford Rd	5	4	4	24	2	1320	94	61.5	Minor Arterial
Bedford Rd	6	4	4	25	2	1321	100	60	Minor Arterial
Bedford Rd	7	4	4	31	2	1319	100	60	Minor Arterial
Bedford Rd	8	4	4	31	2	1320	95	61.25	Minor Arterial
Bedford Rd	9	4	4	25	2	1320	95	61.25	Minor Arterial
Bedford Rd	10	4	4	25	2	1747	100	60	Minor Arterial
Bedford Rd	11	5	5	61	4	749	88	78	Minor Arterial
Bedford Rd	12	5	5	48	3	608	86	78.5	Minor Arterial
Beebe Ln	1	2	2	25	2	1320	69	37.75	Subdivision
Beebe Ln	2	2	2	23	2	1457	79	35.25	Subdivision
Beech St	1	2	2	26	2	1265	100	30	Subdivision
Belair Ave	1	2	2	25	2	1090	90	32.5	Subdivision
Belmont Dr	1	2	2	23	2	1320	74	36.5	Subdivision
Belmont Dr	2	2	2	25	2	1320	82	34.5	Subdivision
Belmont Dr	3	2	2	25	2	1320	77	35.75	Subdivision
Belmont Dr	4	2	2	25	2	1573	85	33.75	Subdivision
Berkeley St	1	2	2	25	2	1321	77	35.75	Subdivision
Berkeley St	2	2	2	25	2	1321	85	33.75	Subdivision
Berkeley St	3	2	2	25	2	829	87	33.25	Subdivision
Berry Ln	1	2	2	25	2	574	90	32.5	Subdivision
Bigwood Dr	1	2	2	25	2	1171	95	31.25	Subdivision
Bigwood Dr	2	2	2	25	2	568	95	31.25	Subdivision
Birch St	1	2	2	23	2	943	95	31.25	Subdivision
Birchwood Dr	1	2	2	25	2	923	63	39.25	Subdivision
Bishop St	1	4	2	24	2	450	100	46	Subdivision
Bishop St	2	4	2	19	2	269	76	52	Subdivision
Blair Rd	1	2	2	24	2	1228	100	30	Subdivision
Blueberry Ct	1	1	1	25	2	588	95	16.25	Subdivision
Bon Ave	1	2	2	25	2	612	95	31.25	Subdivision
Boston Post Rd	1	4	4	25	2	1370	85	63.75	Minor Arterial

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Boston Post Rd	2	4	4	25	2	956	90	62.5	Minor Arterial
Bow St	1	1	1	21	2	284	68	23	Subdivision
Bowman Ct	1	1	1	24	2	445	88	18	Subdivision
Bradford Dr	1	2	2	24	2	1108	79	35.25	Subdivision
Bramber Ln	1	2	2	24	2	1827	95	31.25	Subdivision
Brant Dr	1	1	1	24	2	789	95	16.25	Subdivision
Brek Dr	1	2	2	24	2	1322	77	35.75	Subdivision
Brek Dr	2	2	2	24	2	1321	87	33.25	Subdivision
Brek Dr	3	2	2	24	2	1014	84	34	Subdivision
Brenda Ln	1	2	2	24	2	1600	66	38.5	Subdivision
Brenda Ln	2	2	2	25	2	1042	100	30	Subdivision
Brenda Ln	3	2	2	25	2	1131	68	38	Subdivision
Brentwood Dr	1	4	3	30	2	381	80	58	Subdivision
Bretton Dr	1	2	2	22	2	856	82	34.5	Subdivision
Brewster St	1	2	2	24	2	370	93	31.75	Subdivision
Bridle Path	1	1	1	26	2	377	95	16.25	Subdivision
Brieann Dr	1	2	2	24	2	1328	95	31.25	Subdivision
Brieann Dr	2	2	2	24	2	1319	95	31.25	Subdivision
Brieann Dr	3	2	2	24	2	1589	95	31.25	Subdivision
Bristol St	1	2	2	23	2	351	90	32.5	Subdivision
Brookfield Dr	1	2	2	22	2	949	85	33.75	Subdivision
Brookside Dr	1	2	2	25	2	1319	90	32.5	Subdivision
Brookside Dr	2	2	2	25	2	1321	87	33.25	Subdivision
Brookside Dr	3	2	2	24	2	1036	78	35.5	Subdivision
Bryant Cir	1	1	1	25	2	570	89	17.75	Subdivision
Bryce Dr	1	2	2	24	2	1336	90	32.5	Subdivision
Buck Meadow Ln	1	2	2	24	2	1159	95	31.25	Subdivision
Burt St	1	2	2	24	2	1320	84	34	Subdivision
Burt St	2	2	2	24	2	1591	82	34.5	Subdivision
Butternut Ln	1	2	2	22	2	458	93	31.75	Subdivision
Cabot Rd	1	2	2	24	2	1322	75	36.25	Subdivision
Cabot Rd	2	2	2	25	2	1077	80	35	Subdivision
Cambridge Dr	1	2	2	25	2	1323	88	33	Subdivision
Cambridge Dr	2	2	2	25	2	1218	90	32.5	Subdivision
Camp Sargent Rd	1	3	3	33	2	1321	100	45	Minor Arterial

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Camp Sargent Rd	2	3	3	33	2	1320	100	45	Minor Arterial
Camp Sargent Rd	3	3	3	33	2	1319	100	45	Minor Arterial
Camp Sargent Rd	4	3	3	33	2	1097	100	45	Minor Arterial
Camp Sargent Rd	5	3	3	66	3	835	95	46.25	Minor Arterial
Camp Sargent Rd	6	3	3	25	2	1320	87	48.25	Minor Arterial
Camp Sargent Rd	7	3	3	25	2	1318	85	48.75	Minor Arterial
Camp Sargent Rd	8	3	3	25	2	1321	90	47.5	Minor Arterial
Camp Sargent Rd	9	3	3	25	2	1323	81	49.75	Minor Arterial
Candy Ln	1	2	2	24	2	993	87	33.25	Subdivision
Canterbury Way	1	2	2	23	2	1225	89	32.75	Subdivision
Caron St	1	2	2	24	2	696	82	34.5	Subdivision
Carriage Ln	1	2	2	24	2	1224	90	32.5	Subdivision
Carrie Dr	1	2	2	24	2	1409	84	34	Subdivision
Carter Rd	1	2	2	20	2	1672	49	42.75	Subdivision
Cassie Ln	1	1	1	24	2	739	90	17.5	Subdivision
Cassie Ln	2	1	1	24	2	611	87	18.25	Subdivision
Castleton Ct	1	1	1	24	2	815	85	18.75	Subdivision
Cathy St	1	2	2	22	2	1319	85	33.75	Subdivision
Cathy St	2	2	2	22	2	1363	87	33.25	Subdivision
Catskill Dr	1	1	1	24	2	1172	81	19.75	Subdivision
Cavalier Country Ln	1	1	1	25	2	557	90	17.5	Subdivision
Cedar Ln	1	2	2	26	2	1739	100	30	Subdivision
Center St	1	2	2	29	2	1320	63	39.25	Subdivision
Center St	2	2	2	29	2	1427	81	34.75	Subdivision
Chadsworth Ct	1	1	1	26	2	1124	88	18	Subdivision
Chapel Ln	1	2	2	21	2	602	90	32.5	Subdivision
Charles Rd	1	1	1	23	2	324	85	18.75	Subdivision
Chelsea Dr	1	2	2	25	2	379	91	32.25	Subdivision
Christina Rd	1	2	2	24	2	709	94	31.5	Subdivision

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Christopher Rd	1	2	2	19	2	923	95	31.25	Subdivision
Church St	1	3	2	29	2	884	70	45.5	Subdivision
Circle Dr	1	1	1	25	2	765	86	18.5	Subdivision
Clay St	1	2	2	23	2	1951	79	35.25	Subdivision
Cobblestone Pl	1	1	1	25	2	1320	65	23.75	Subdivision
Cobblestone Pl	2	1	1	25	2	1015	73	21.75	Subdivision
Coles Rock Rd	1	1	1	25	2	1702	89	17.75	Subdivision
Collins Ave	1	2	2	24	2	1963	85	33.75	Subdivision
Colman Path	1	2	2	23	2	1736	79	35.25	Subdivision
Columbia Cir	1	2	2	37	2	1322	95	31.25	Subdivision
Columbia Cir	2	2	2	37	2	1168	95	31.25	Subdivision
Conifer St	1	2	2	25	2	793	85	33.75	Subdivision
Conservation Dr	1	1	1	25	2	1682	95	16.25	Subdivision
Constance St	1	2	2	22	2	1641	82	34.5	Subdivision
Constance St	2	2	2	22	2	1087	100	30	Subdivision
Continental Blvd	11	5	5	76	4	1228	100	75	Major Arterial
Continental Blvd	12	5	5	53	4	1332	95	76.25	Major Arterial
Continental Blvd	13	5	5	53	4	1173	100	75	Major Arterial
Continental Blvd	14	5	5	43	4	1550	95	76.25	Major Arterial
Continental Blvd	15	5	5	68	4	1504	95	76.25	Major Arterial
Cota Rd	1	2	2	25	2	1322	84	34	Subdivision
Cota Rd	2	2	2	25	2	1322	80	35	Subdivision
Cota Rd	3	2	2	25	2	1965	75	36.25	Subdivision
Country Club Ln	1	2	2	24	2	1319	78	35.5	Subdivision
Country Club Ln	2	2	2	24	2	1320	78	35.5	Subdivision
Country Club Ln	3	2	2	24	2	1163	60	40	Subdivision
County Rd	1	3	3	25	2	1513	90	47.5	Subdivision
Courtland Dr	1	2	2	24	2	1556	90	32.5	Subdivision
Cowin Rd	1	1	1	25	2	823	95	16.25	Subdivision

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Craftsman Ln	1	4	4	46	2	1730	79	65.25	Subdivision
Craig Dr	1	2	2	24	2	1322	82	34.5	Subdivision
Craig Dr	2	2	2	24	2	1320	90	32.5	Subdivision
Craig Dr	3	2	2	24	2	850	90	32.5	Subdivision
Cramer Hill Rd	1	2	2	24	2	1320	90	32.5	Subdivision
Cramer Hill Rd	2	2	2	24	2	1951	84	34	Subdivision
Crane Ln	1	1	1	25	2	667	89	17.75	Subdivision
Cranston Cir	1	1	1	24	2	367	92	17	Subdivision
Crestview Cir	2	1	1	27	2	1129	95	16.25	Subdivision
Cross St	1	2	2	25	2	1127	84	34	Subdivision
Crows Nest Cir	1	1	1	25	2	967	100	15	Subdivision
Cummings Rd	1	1	1	25	2	1416	90	17.5	Subdivision
Currier Rd	1	2	2	23	2	1316	95	31.25	Subdivision
Currier Rd	2	2	2	23	2	948	95	31.25	Subdivision
Curt Rd	1	2	2	25	2	369	100	30	Subdivision
Cynthia Rd	1	2	2	24	2	778	90	32.5	Subdivision
Dahl Rd	1	2	2	25	2	1319	85	33.75	Subdivision
Dahl Rd	2	2	2	25	2	1319	85	33.75	Subdivision
Dahl Rd	3	2	2	25	2	1323	90	32.5	Subdivision
Dahl Rd	4	2	2	25	2	1430	81	34.75	Subdivision
Danbury Dr	1	2	2	24	2	1317	94	31.5	Subdivision
Danforth Rd	1	1	1	24	2	1202	90	17.5	Subdivision
Daniel Webster Dr	1	2	2	17	2	1145	87	33.25	Subdivision
Daniel Webster Hwy	1	5	5	88	4	1602	95	76.25	Major Arterial
Daniel Webster Hwy	2	5	5	38	2	1609	95	76.25	Major Arterial
Daniel Webster Hwy	3	5	5	54	2	1340	95	76.25	Major Arterial
Daniel Webster Hwy	4	5	5	39	2	1312	95	76.25	Major Arterial
Daniel Webster Hwy	5	5	5	40	3	1341	95	76.25	Major Arterial
Daniel Webster Hwy	6	5	5	45	2	1308	95	76.25	Major Arterial
Daniel Webster Hwy	7	5	5	39	2	1323	95	76.25	Major Arterial

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Daniel Webster Hwy	8	5	5	50	2	1341	95	76.25	Major Arterial
Daniel Webster Hwy	9	5	5	38	2	1313	95	76.25	Major Arterial
Daniel Webster Hwy	10	5	5	38	2	1342	95	76.25	Major Arterial
Daniel Webster Hwy	11	5	5	39	2	1362	95	76.25	Major Arterial
Daniel Webster Hwy	12	5	5	49	2	1345	95	76.25	Major Arterial
Daniel Webster Hwy	13	5	5	38	2	1310	92	77	Major Arterial
Daniel Webster Hwy	14	5	5	47	2	1344	95	76.25	Major Arterial
Danville Cir	1	1	1	25	2	408	94	16.5	Subdivision
Davidson Ave	1	2	2	24	2	1321	90	32.5	Subdivision
Davidson Ave	2	2	2	24	2	1311	90	32.5	Subdivision
Davis Rd	2	2	2	21	2	1320	86	33.5	Subdivision
Davis Rd	3	2	2	21	2	898	87	33.25	Subdivision
Davis Rd	4	2	2	21	2	1533	78	35.5	Subdivision
Dawn Ave	1	2	2	21	2	791	100	30	Subdivision
Deer Run	1	1	1	23	2	287	71	22.25	Subdivision
Deerwood Dr	1	2	2	24	2	781	80	35	Subdivision
Den Ave	1	2	2	25	2	575	90	32.5	Subdivision
Dena Ave	1	2	2	27	2	1523	78	35.5	Subdivision
Depot St	1	2	2	24	2	1185	82	34.5	Subdivision
Derry St	1	2	2	25	2	1321	95	31.25	Subdivision
Derry St	2	2	2	25	2	692	95	31.25	Subdivision
Dick Dr	1	2	2	24	2	785	95	31.25	Subdivision
Dirt Rd	1	1	1	25	2	523	90	17.5	Subdivision
Dodier Ct	1	1	1	26	2	1313	69	22.75	Subdivision
Dolly Rd	1	1	1	21	2	415	73	21.75	Subdivision
Douglas St	1	2	2	22	2	1374	100	30	Subdivision
Dover St	1	2	2	24	2	371	95	31.25	Subdivision
Drake Ln	1	1	1	24	2	916	86	18.5	Subdivision
Dray Coach Ct	1	1	1	27	2	1114	93	16.75	Subdivision
Drouin Way	1	1	1	21	2	900	90	17.5	Subdivision
Dumas Ln	1	1	1	24	2	1116	94	16.5	Subdivision
Dumpling Way	1	1	1	26	2	431	83	19.25	Subdivision

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Dunbarton Dr	1	1	1	24	2	1400	90	17.5	Subdivision
Dunloggin Dr	1	1	1	23	2	587	79	20.25	Subdivision
Dwyer St	1	1	1	23	2	1294	90	17.5	Subdivision
E Chamberlain Rd	1	2	2	25	2	1320	78	35.5	Subdivision
E Chamberlain Rd	2	2	2	25	2	781	89	32.75	Subdivision
Eagle Dr	1	1	1	24	2	998	88	18	Subdivision
Eden St	1	2	2	25	2	492	95	31.25	Subdivision
Edgewood Ave	1	2	2	21	2	885	70	37.5	Subdivision
Edward Ln	1	2	2	16	2	795	90	32.5	Subdivision
Elizabeth Dr	1	1	1	23	2	956	78	20.5	Subdivision
Ellie Dr	1	2	2	25	2	1829	95	31.25	Subdivision
Elm St	1	2	2	33	2	1002	90	32.5	Subdivision
Englewood Dr	1	1	1	24	2	641	94	16.5	Subdivision
Erik St	1	2	2	26	2	1358	90	32.5	Subdivision
Erik St	2	2	2	26	2	1321	77	35.75	Subdivision
Erik St	3	2	2	26	2	1795	77	35.75	Subdivision
Erik St	4	2	2	26	2	1319	75	36.25	Subdivision
Erla Rd	1	1	1	25	2	408	87	18.25	Subdivision
Everest Dr	1	2	2	26	2	1319	78	35.5	Subdivision
Everest Dr	2	2	2	26	2	1195	90	32.5	Subdivision
Evergreen Dr	1	2	2	32	2	908	77	35.75	Subdivision
Executive Park Dr	1	2	2	62	2	1318	93	31.75	Subdivision
Executive Park Dr	2	2	2	40	2	1414	95	31.25	Subdivision
Fairview Ter	1	1	1	24	2	494	90	17.5	Subdivision
Fairway Dr	1	2	2	24	2	1318	90	32.5	Subdivision
Fairway Dr	2	2	2	24	2	1321	85	33.75	Subdivision
Fairway Dr	3	2	2	24	2	814	83	34.25	Subdivision
Falcon Dr	1	1	1	27	2	614	95	16.25	Subdivision
Farmer Rd	1	2	2	27	2	1322	82	34.5	Subdivision
Farmer Rd	2	2	2	27	2	1070	78	35.5	Subdivision
Farrar Ln	1	1	1	19	2	266	75	21.25	Subdivision
Fearon Rd	1	1	1	35	3	2608	81	19.75	Subdivision
Fernwood Dr	1	2	2	24	2	950	80	35	Subdivision

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Fields Farm Rd	1	2	2	25	2	1319	76	36	Subdivision
Fields Farm Rd	2	2	2	25	2	1013	76	36	Subdivision
Findlay Way	1	1	1	24	2	417	89	17.75	Subdivision
Fir St	1	2	2	23	2	249	95	31.25	Subdivision
Forest Dr	1	2	2	24	2	1571	76	36	Subdivision
Forsythia Ln	1	2	2	31	2	665	95	31.25	Subdivision
Foster Rd	1	2	2	27	2	612	74	36.5	Subdivision
Four Seasons Ln	1	2	2	25	2	1319	82	34.5	Subdivision
Four Seasons Ln	2	2	2	24	2	1188	84	34	Subdivision
Four Winds Rd	1	2	2	23	2	1622	79	35.25	Subdivision
Four Winds Rd	2	2	2	23	2	1264	90	32.5	Subdivision
Fox Meadow Ln	1	2	2	24	2	1792	87	33.25	Subdivision
Freedom St	1	2	2	24	2	1394	95	31.25	Subdivision
French Ct	1	1	1	21	2	1320	100	15	Subdivision
French Ct	2	1	1	21	2	866	100	15	Subdivision
Friar Tuck Ct	1	1	1	24	2	682	87	18.25	Subdivision
Front St	1	2	2	29	2	1320	69	37.75	Subdivision
Front St	2	2	2	29	2	1324	84	34	Subdivision
Front St	3	2	2	29	2	1316	84	34	Subdivision
Front St	4	2	2	29	2	1649	78	35.5	Subdivision
Gail Rd	1	2	2	25	2	1319	78	35.5	Subdivision
Gail Rd	2	2	2	25	2	1079	95	31.25	Subdivision
Gauthier Rd	1	2	2	16	2	1419	70	37.5	Subdivision
Gerard Dr	1	1	1	26	2	751	85	18.75	Subdivision
Glen Forest Dr	1	1	1	24	2	573	79	20.25	Subdivision
Glenwood Ln	1	2	2	24	2	458	87	33.25	Subdivision
Glenwood Ln	2	2	2	32	2	232	77	35.75	Subdivision
Goldstone Cir	1	1	1	26	2	268	85	18.75	Subdivision
Grapevine Rd	1	1	1	26	2	1345	95	16.25	Subdivision
Greatstone Dr	1	2	2	25	2	1319	69	37.75	Subdivision
Greatstone Dr	2	2	2	24	2	1317	74	36.5	Subdivision
Greatstone Dr	3	2	2	24	2	1323	77	35.75	Subdivision

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Greatstone Dr	4	2	2	25	2	1437	79	35.25	Subdivision
Greeley St	1	2	2	27	2	657	90	32.5	Subdivision
Greenfield Dr	1	2	2	23	2	1264	87	33.25	Subdivision
Greenleaf St	1	2	2	25	2	1322	81	34.75	Subdivision
Greenleaf St	2	2	2	25	2	1959	90	32.5	Subdivision
Greenleaf St	3	2	2	25	2	349	80	35	Subdivision
Greens Pond Rd	1	2	2	25	2	1319	85	33.75	Subdivision
Greens Pond Rd	4	2	2	25	2	213	85	33.75	Subdivision
Greenwich Dr	1	2	2	23	2	770	85	33.75	Subdivision
Greenwood Rd	2	2	2	25	2	1563	76	36	Subdivision
Griffin St	1	2	2	22	2	960	90	32.5	Subdivision
Gull Ln	1	1	1	21	2	460	85	18.75	Subdivision
Hadley Rd	1	4	2	18	2	1098	83	50.25	Subdivision
Haines Ter	1	2	2	23	2	1156	82	34.5	Subdivision
Haise Way	1	2	2	26	2	1247	75	36.25	Subdivision
Halletts Way	1	2	2	20	2	800	85	33.75	Subdivision
Hamlet Cir	1	1	1	26	2	622	89	17.75	Subdivision
Hampstead Rd	1	1	1	24	2	1207	89	17.75	Subdivision
Hancock Ln	1	2	2	22	2	507	90	32.5	Subdivision
Hansom Dr	1	2	2	25	2	1320	90	32.5	Subdivision
Hansom Dr	2	2	2	25	2	1320	90	32.5	Subdivision
Hansom Dr	3	2	2	25	2	1320	87	33.25	Subdivision
Hansom Dr	4	2	2	25	2	1318	85	33.75	Subdivision
Hansom Dr	5	2	2	25	2	1454	100	30	Subdivision
Harrington Dr	1	1	1	24	2	1755	95	16.25	Subdivision
Harris Ave	1	2	2	21	2	844	81	34.75	Subdivision
Hartwood Dr	1	2	2	25	2	1815	86	33.5	Subdivision
Hassell Rd	1	1	1	24	2	1510	89	17.75	Subdivision
Hawthorne Rd	1	1	1	26	2	1284	82	19.5	Subdivision
Heather Cir	1	1	1	24	2	207	95	16.25	Subdivision
Heidi Ln	1	2	2	25	2	733	95	31.25	Subdivision
Hemlock Dr	1	2	2	23	2	636	90	32.5	Subdivision
Henry Clay Dr	1	2	2	32	2	1322	90	32.5	Subdivision
Henry Clay Dr	2	2	2	32	2	718	90	32.5	Subdivision
Heritage Dr	1	2	2	25	2	1056	89	32.75	Subdivision

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Herrick St	1	2	2	24	2	1287	88	33	Subdivision
Hickory Ln	1	2	2	22	2	415	95	31.25	Subdivision
Highnoon Ave	2	2	2	18	2	217	100	30	Subdivision
Hillcrest Dr	1	2	2	22	2	939	87	33.25	Subdivision
Hillside Ter	1	2	2	21	2	1317	85	33.75	Subdivision
Hillside Ter	2	2	2	21	2	977	83	34.25	Subdivision
Hilton Dr	1	2	2	37	2	1584	95	31.25	Subdivision
Hitchinpost Ln	1	1	1	26	2	1370	93	16.75	Subdivision
Holly Ln	1	1	1	25	2	698	83	19.25	Subdivision
Holts Landing	1	1	1	25	2	1395	95	16.25	Subdivision
Hoyt St	1	2	2	22	2	1337	90	32.5	Subdivision
Hoyt St. Ext	1	2	2	19	2	164	95	31.25	Subdivision
Huckleberry Ln	1	2	2	24	2	636	76	36	Subdivision
Hunter Ln	1	1	1	25	2	687	83	19.25	Subdivision
Hutchinson Rd	1	1	1	25	2	1320	95	16.25	Subdivision
Hutchinson Rd	2	1	1	25	2	719	90	17.5	Subdivision
Ichabod Dr	1	2	2	25	2	1322	95	31.25	Subdivision
Ichabod Dr	2	2	2	25	2	998	95	31.25	Subdivision
Independence Dr	1	2	2	25	2	1586	89	32.75	Subdivision
Ingham Rd	1	2	2	20	2	1318	87	33.25	Subdivision
Ingham Rd	2	2	2	20	2	795	95	31.25	Subdivision
Iris Dr	1	2	2	25	2	1319	95	31.25	Subdivision
Iris Dr	2	2	2	25	2	720	90	32.5	Subdivision
Island Dr	1	2	2	22	2	1321	87	33.25	Subdivision
Island Dr	2	2	2	22	2	1321	90	32.5	Subdivision
Island Dr	3	2	2	22	2	1352	85	33.75	Subdivision
Ivy Dr	1	2	2	25	2	985	83	34.25	Subdivision
Jade Rd	1	1	1	24	2	1141	90	17.5	Subdivision
Jakes Ln	1	1	1	25	2	1319	89	17.75	Subdivision
Jakes Ln	2	1	1	25	2	797	85	18.75	Subdivision
Jason Dr	1	1	1	25	2	617	87	18.25	Subdivision
Jay Rd	1	2	2	25	2	483	95	31.25	Subdivision
Jebb Rd	1	1	1	17	2	1217	74	21.5	Subdivision
Jefferson Dr	1	1	1	25	2	1396	89	17.75	Subdivision
Jennifer Dr	1	2	2	22	2	602	95	31.25	Subdivision

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Jessica Dr	1	2	2	25	2	1319	90	32.5	Subdivision
Jessica Dr	2	2	2	25	2	1320	90	32.5	Subdivision
Jessica Dr	3	2	2	25	2	1776	88	33	Subdivision
Jo Ellen Dr	1	2	2	23	2	1864	90	32.5	Subdivision
Joanne St	1	2	2	24	2	348	95	31.25	Subdivision
Joey Rd	1	2	2	25	2	1744	90	32.5	Subdivision
John Ln	1	2	2	19	2	741	90	32.5	Subdivision
John Tyler St	1	1	1	31	2	603	90	17.5	Subdivision
Joppa Rd	1	3	3	24	2	1318	80	50	Collector
Joppa Rd	2	3	3	26	2	1323	84	49	Collector
Joppa Rd	3	3	3	26	2	1318	81	49.75	Collector
Joppa Rd	4	3	3	22	2	1322	100	45	Collector
Joppa Rd	5	3	3	22	2	1319	100	45	Collector
Joppa Rd	6	3	3	22	2	1320	100	45	Collector
Joppa Rd	7	3	3	22	2	1320	100	45	Collector
Joppa Rd	8	3	3	22	2	1768	100	45	Collector
Juniper Way	1	2	2	25	2	856	85	33.75	Subdivision
Kelly Way	1	1	1	24	2	604	89	17.75	Subdivision
Kendall Ct	1	1	1	27	2	236	93	16.75	Subdivision
King Henry Ct	1	1	1	25	2	1025	90	17.5	Subdivision
King St	1	2	2	20	2	393	90	32.5	Subdivision
Kittridge Ln	1	2	2	23	2	1562	71	37.25	Subdivision
Klara Dr	1	1	1	25	2	1366	94	16.5	Subdivision
Knollwood Dr	1	1	1	21	2	986	100	15	Subdivision
Kyle Rd	1	2	2	23	2	1451	79	35.25	Subdivision
Lamson Dr	1	2	2	21	2	1315	90	32.5	Subdivision
Lamson Dr	2	2	2	21	2	1321	90	32.5	Subdivision
Lamson Dr	3	2	2	21	2	1433	90	32.5	Subdivision
Landau Way	1	2	2	26	2	1213	95	31.25	Subdivision
Lantern Ln	1	2	2	23	2	1171	95	31.25	Subdivision
Laurel St	1	2	2	24	2	1027	89	32.75	Subdivision
Lawrence Rd	1	2	2	25	2	1321	95	31.25	Subdivision
Lawrence Rd	2	2	2	23	2	1321	95	31.25	Subdivision
Lawrence Rd	3	2	2	24	2	1321	95	31.25	Subdivision
Lawrence Rd	4	2	2	24	2	1320	95	31.25	Subdivision
Lawrence Rd	5	2	2	24	2	1318	92	32	Subdivision
Lawrence Rd	6	2	2	24	2	745	100	30	Subdivision
Leblanc Ln	1	1	1	21	2	621	95	16.25	Subdivision

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Les a Dr	1	2	2	24	2	1148	90	32.5	Subdivision
Level St	1	2	2	25	2	1726	83	34.25	Subdivision
Lexi Cir	1	1	1	25	2	571	95	16.25	Subdivision
Liberty Ln	1	1	1	22	2	333	95	16.25	Subdivision
Lilac Ct	1	1	1	24	2	428	95	16.25	Subdivision
Lincoln Ct	1	1	1	25	2	361	89	17.75	Subdivision
Linda Ln	1	1	1	25	2	1474	90	17.5	Subdivision
Linden Way	1	1	1	25	2	1481	89	17.75	Subdivision
Little John Ct	1	1	1	24	2	299	83	19.25	Subdivision
Lois Ln	1	1	1	24	2	308	100	15	Subdivision
Loop Rd	1	1	1	21	2	1081	100	15	Subdivision
Lorraine Rd	1	2	2	24	2	1045	93	31.75	Subdivision
Lyons Rd	1	1	1	27	2	1319	84	19	Subdivision
Lyons Rd	2	1	1	27	2	828	95	16.25	Subdivision
Madeline Bennett Ln	1	2	2	34	2	1244	90	32.5	Subdivision
Madeline Bennett Ln	2	2	2	37	3	1595	83	34.25	Subdivision
Madison Ln	1	2	2	23	2	1203	90	32.5	Subdivision
Maidstone Dr	1	2	2	23	2	1318	89	32.75	Subdivision
Maidstone Dr	2	2	2	23	2	1430	81	34.75	Subdivision
Majestic Ln	1	2	2	24	2	1355	90	32.5	Subdivision
Mallard Point Rd	1	2	2	24	2	1320	85	33.75	Subdivision
Mallard Point Rd	2	2	2	24	2	1320	82	34.5	Subdivision
Mallard Point Rd	3	2	2	24	2	1320	76	36	Subdivision
Mallard Point Rd	4	2	2	24	2	1003	75	36.25	Subdivision
Manchester St	1	3	3	23	2	1318	81	49.75	Collector
Manchester St	2	3	3	23	2	1323	83	49.25	Collector
Manchester St	3	3	3	23	2	1319	83	49.25	Collector
Manchester St	4	3	3	23	2	1956	83	49.25	Collector
Maple St	1	2	2	21	2	735	65	38.75	Subdivision
Marty Dr	1	2	2	25	2	1322	95	31.25	Subdivision
Marty Dr	2	2	2	25	2	1318	90	32.5	Subdivision

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Marty Dr	3	2	2	25	2	1318	90	32.5	Subdivision
Marty Dr	4	2	2	25	2	1890	95	31.25	Subdivision
Mary Paul Ln	1	1	1	26	2	563	95	16.25	Subdivision
Maryann Ln	1	1	1	25	2	950	77	20.75	Subdivision
Mason Rd	1	2	2	27	2	1811	90	32.5	Subdivision
Mast Rd	1	2	2	25	2	418	90	32.5	Subdivision
Mast Rd	2	2	2	32	2	1321	83	34.25	Subdivision
Mast Rd	3	2	2	24	2	427	86	33.5	Subdivision
Mast Rd	4	2	2	32	2	687	87	33.25	Subdivision
Matthew Dr	1	2	2	24	2	1098	90	32.5	Subdivision
May Dr	1	2	2	25	2	1175	90	32.5	Subdivision
Mayflower Rd	1	2	2	25	2	641	81	34.75	Subdivision
Mcelwain St	1	4	3	30	2	1317	88	56	Subdivision
Mcelwain St	2	4	3	30	2	668	93	54.75	Subdivision
Mcgaw Bridge Rd	1	2	2	25	2	1320	90	32.5	Subdivision
Mcgaw Bridge Rd	2	2	2	25	2	699	95	31.25	Subdivision
Mcquestion Rd	1	3	3	23	2	1321	90	47.5	Minor Arterial
Mcquestion Rd	2	3	3	23	2	1022	85	48.75	Minor Arterial
Mcquestion Rd	3	3	3	23	2	1615	100	45	Minor Arterial
Mcquestion Rd	4	3	3	23	2	1293	100	45	Minor Arterial
Meadowview Ln	1	2	2	24	2	1053	85	33.75	Subdivision
Meetinghouse Rd	1	3	3	23	2	1322	90	47.5	Collector
Meetinghouse Rd	2	3	3	23	2	1318	90	47.5	Collector
Meetinghouse Rd	3	3	3	23	2	1321	90	47.5	Collector
Meetinghouse Rd	4	3	3	23	2	833	90	47.5	Collector
Merrill Rd	1	1	1	24	2	1659	90	17.5	Subdivision
Merrymeeting Dr	1	2	2	25	2	1320	82	34.5	Subdivision
Merrymeeting Dr	2	2	2	25	2	1320	82	34.5	Subdivision

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Merrymeeting Dr	3	2	2	25	2	1557	81	34.75	Subdivision
Mill St	1	2	2	24	2	1576	68	38	Subdivision
Ministerial Dr	1	2	2	26	2	1320	80	35	Subdivision
Ministerial Dr	2	2	2	26	2	1376	86	33.5	Subdivision
Minuteman Ave	1	2	2	25	2	822	75	36.25	Subdivision
Mitchell St	1	1	1	27	2	1319	88	18	Subdivision
Mitchell St	2	1	1	27	2	1414	88	18	Subdivision
Morningside Ave	1	1	1	25	2	859	95	16.25	Subdivision
Mount Lawny Ln	1	1	1	25	2	472	90	17.5	Subdivision
Mountain View Dr	1	1	1	26	2	1318	100	15	Subdivision
Mountain View Dr	2	1	1	26	2	680	100	15	Subdivision
Mullikin Rd	1	1	1	25	2	554	78	20.5	Subdivision
Nathan Hale Ln	1	1	1	24	2	1158	90	17.5	Subdivision
Naticook Rd	1	2	2	27	2	1017	79	35.25	Minor Arterial
Naticook Rd	2	3	3	27	2	1319	100	45	Minor Arterial
Naticook Rd	3	3	3	27	2	1320	95	46.25	Minor Arterial
Naticook Rd	4	3	3	24	2	1320	90	47.5	Minor Arterial
Naticook Rd	5	3	3	26	2	1318	82	49.5	Minor Arterial
Naticook Rd	6	3	3	26	2	1318	81	49.75	Minor Arterial
Naticook Rd	7	3	3	26	2	1321	83	49.25	Minor Arterial
Naticook Rd	8	3	3	26	2	1321	79	50.25	Minor Arterial
Naticook Rd	9	3	3	26	2	1321	90	47.5	Minor Arterial
Naticook Rd	10	3	3	26	2	1321	95	46.25	Minor Arterial
Naticook Rd	11	3	3	28	2	1317	95	46.25	Minor Arterial

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Naticook Rd	12	3	3	28	2	1319	87	48.25	Minor Arterial
Naticook Rd	13	3	3	28	2	1156	85	48.75	Minor Arterial
Naticook Rd	14	3	3	27	2	1324	100	45	Minor Arterial
Newton St	1	2	2	25	2	1739	95	31.25	Subdivision
Nora Rd	1	2	2	25	2	748	95	31.25	Subdivision
North Jebb Rd	1	1	1	18	2	284	86	18.5	Subdivision
Northwood Dr	1	2	2	24	2	1322	89	32.75	Subdivision
Northwood Dr	2	2	2	24	2	856	83	34.25	Subdivision
Nutmeg Ln	1	2	2	21	2	763	81	34.75	Subdivision
Oak St	1	2	2	22	2	408	90	32.5	Subdivision
Oakridge Ave	1	2	2	25	2	764	93	31.75	Subdivision
Ogara Dr	1	4	3	26	2	1320	65	61.75	Subdivision
Ogara Dr	2	4	3	26	2	1805	59	63.25	Subdivision
Old Blood Rd	1	2	2	23	2	1739	100	30	Subdivision
Old Blood Rd	2	2	2	23	2	1739	100	30	Subdivision
Old Kings Rd	1	2	2	26	2	1729	90	32.5	Subdivision
Olde Rd	1	2	2	27	2	1172	76	36	Subdivision
Oxford St	1	2	2	25	2	853	90	32.5	Subdivision
Packard Dr	1	2	2	26	2	1335	83	34.25	Subdivision
Paige Dr	1	2	2	26	2	1343	89	32.75	Subdivision
Palmeri Dr	1	1	1	26	2	842	85	18.75	Subdivision
Park Ave	1	2	2	31	2	741	95	31.25	Subdivision
Parker Dr	1	2	2	25	2	1320	82	34.5	Subdivision
Parker Dr	2	2	2	25	2	1320	89	32.75	Subdivision
Parker Dr	3	2	2	25	2	1848	85	33.75	Subdivision
Parkhurst Rd	1	2	2	25	2	1321	66	38.5	Subdivision
Parkhurst Rd	2	2	2	25	2	1320	90	32.5	Subdivision
Parkhurst Rd	3	2	2	25	2	1319	85	33.75	Subdivision
Parkhurst Rd	4	2	2	26	2	1317	82	34.5	Subdivision
Patten Rd	1	2	2	24	2	1320	90	32.5	Collector
Patten Rd	2	2	2	24	2	1320	90	32.5	Collector
Patten Rd	3	2	2	24	2	1320	90	32.5	Collector
Patten Rd	4	2	2	24	2	1325	90	32.5	Collector
Patten Rd	5	2	2	24	2	1319	87	33.25	Collector
Patten Rd	6	2	2	24	2	1042	90	32.5	Collector

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Pearson Rd	1	3	3	25	2	1321	100	45	Collector
Pearson Rd	2	3	3	25	2	1320	100	45	Collector
Pearson Rd	3	3	3	25	2	1316	100	45	Collector
Pearson Rd	4	3	3	25	2	1322	100	45	Collector
Pearson Rd	5	3	3	25	2	714	100	45	Collector
Peaslee Rd	1	3	3	26	2	1318	78	50.5	Subdivision
Peaslee Rd	2	3	3	26	2	1322	80	50	Subdivision
Peaslee Rd	3	3	3	26	2	1318	85	48.75	Subdivision
Peaslee Rd	4	3	3	25	2	1320	100	45	Subdivision
Peaslee Rd	5	3	3	25	2	1318	100	45	Subdivision
Peaslee Rd	6	3	3	25	2	1318	100	45	Subdivision
Peaslee Rd	7	3	3	25	2	1265	100	45	Subdivision
Pebble Ct	1	1	1	25	2	526	88	18	Subdivision
Penny Ln	1	2	2	25	2	945	79	35.25	Subdivision
Penrose Ln	1	1	1	24	2	872	90	17.5	Subdivision
Peter Rd	1	2	2	25	2	1322	95	31.25	Subdivision
Peter Rd	2	2	2	25	2	1017	95	31.25	Subdivision
Pheasant Run	1	2	2	25	2	1320	89	32.75	Subdivision
Pheasant Run	2	2	2	25	2	1088	78	35.5	Subdivision
Piedmont Ave	1	2	2	24	2	1075	90	32.5	Subdivision
Pilgrim Ave	1	2	2	30	2	1273	77	35.75	Subdivision
Pine St	1	2	2	21	2	883	83	34.25	Subdivision
Pinehaven Dr	1	2	2	21	2	329	90	32.5	Subdivision
Pinetree Ln	1	2	2	23	2	1194	75	36.25	Subdivision
Pinewood Dr	1	2	2	21	2	1543	90	32.5	Subdivision
Pleasant St	1	2	2	20	2	1078	95	31.25	Subdivision
Pollard Rd	1	1	1	24	2	1271	95	16.25	Subdivision
Portside Dr	1	1	1	24	2	727	95	16.25	Subdivision
Powderhouse Rd	1	2	2	26	2	893	76	36	Subdivision
Powers Cir	1	1	1	27	2	573	100	15	Subdivision
Priscilla Ln	1	1	1	19	2	491	80	20	Subdivision
Proctor Rd	1	1	1	25	2	1127	100	15	Subdivision
Profile Dr	1	1	1	24	2	1321	80	20	Subdivision
Profile Dr	2	1	1	24	2	1321	85	18.75	Subdivision
Queens Way	1	2	2	26	2	1923	95	31.25	Subdivision
Quincy Ln	1	1	1	22	2	434	87	18.25	Subdivision
Railroad Ave	1	1	1	23	2	1811	83	19.25	Subdivision

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Railroad Ave	2	1	1	23	2	210	90	17.5	Subdivision
Rainbow Ave	1	2	2	20	2	584	87	33.25	Subdivision
Rainier Ct	1	1	1	25	2	829	79	20.25	Subdivision
Raymond Dr	1	2	2	23	2	1688	75	36.25	Subdivision
Reeds Ferry Way	1	2	2	23	2	1858	90	32.5	Subdivision
Regal Dr	1	2	2	24	2	1555	90	32.5	Subdivision
Ridgewood Dr	1	1	1	21	2	441	100	15	Subdivision
Ries Dr	1	1	1	25	2	409	86	18.5	Subdivision
Riley Ln	1	2	2	24	2	618	95	31.25	Subdivision
Rimmon Ct	1	1	1	24	2	1001	90	17.5	Subdivision
Rita St	1	2	2	25	2	343	90	32.5	Subdivision
Riverside Dr	1	2	2	24	2	1319	90	32.5	Subdivision
Riverside Dr	2	2	2	24	2	681	95	31.25	Subdivision
Robert Milligan Pkwy	1	1	1	62	2	1319	73	21.75	Subdivision
Robert Milligan Pkwy	2	1	1	43	2	1900	77	20.75	Subdivision
Robin Ln	1	1	1	22	2	713	100	15	Subdivision
Rose Ln	1	1	1	24	2	932	94	16.5	Subdivision
Roundtree Dr	1	2	2	23	2	1244	75	36.25	Subdivision
Royal Ct	1	1	1	26	2	539	90	17.5	Subdivision
Rushmore Ct	1	2	2	24	2	1221	89	32.75	Subdivision
Rutherford St	1	2	2	25	2	1027	95	31.25	Subdivision
S Baboosic Lake Rd	1	2	2	24	2	1323	79	35.25	Subdivision
S Baboosic Lake Rd	2	2	2	22	2	1317	69	37.75	Subdivision
S Baboosic Lake Rd	3	2	2	22	2	1319	56	41	Subdivision
S Baboosic Lake Rd	4	2	2	24	2	913	72	37	Subdivision
Samuel J Dr	1	1	1	26	2	1125	90	17.5	Subdivision
Samuel J Dr	2	1	1	27	2	758	95	16.25	Subdivision
Sandhill Dr	1	2	2	25	2	1320	80	35	Subdivision
Sandhill Dr	2	2	2	25	2	1059	89	32.75	Subdivision
Sands Ter	1	1	1	24	2	499	95	16.25	Subdivision
Sarah Dr	1	2	2	24	2	1321	86	33.5	Subdivision
Sarah Dr	2	2	2	24	2	1321	85	33.75	Subdivision

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Sarah Dr	3	2	2	23	2	820	90	32.5	Subdivision
Savannah Way	1	2	2	24	2	1766	80	35	Subdivision
School St	1	4	2	26	2	415	90	48.5	Subdivision
Scotch Pine Ln	1	1	1	24	2	917	84	19	Subdivision
Scott Dr	1	2	2	24	2	1347	79	35.25	Subdivision
Scott Dr	2	2	2	24	2	1066	82	34.5	Subdivision
Scott Dr	3	2	2	24	2	1320	80	35	Subdivision
Seaverns Bridge Rd	1	3	3	27	2	1318	90	47.5	Collector
Seaverns Bridge Rd	2	3	3	27	2	1320	90	47.5	Collector
Seaverns Bridge Rd	3	3	3	27	2	1732	90	47.5	Collector
Seaverns Bridge Rd	4	3	3	24	2	2007	100	45	Collector
Shady Ln	1	2	2	24	2	509	82	34.5	Subdivision
Sharon Ave	1	1	1	25	2	969	87	18.25	Subdivision
Shore Dr	1	2	2	19	2	694	56	41	Subdivision
Shore Dr	2	2	2	19	2	578	90	32.5	Subdivision
Short St	1	2	2	24	2	648	82	34.5	Subdivision
Silver Doe Ln	1	2	2	22	2	1381	92	32	Subdivision
Small Ln	1	1	1	21	2	392	85	18.75	Subdivision
Smith Rd	1	2	2	26	2	1142	85	33.75	Subdivision
Souhegan Dr	1	2	2	23	2	1318	95	31.25	Subdivision
Souhegan Dr	2	2	2	23	2	1273	100	30	Subdivision
Spaulding Dr	1	2	2	25	2	1374	79	35.25	Subdivision
Springfield Cir	1	2	2	24	2	1317	92	32	Subdivision
Springfield Cir	2	2	2	24	2	1320	95	31.25	Subdivision
Springfield Cir	3	2	2	24	2	1822	95	31.25	Subdivision
Spruce St	1	2	2	23	2	943	100	30	Subdivision
Star Dr	1	2	2	25	2	1320	90	32.5	Subdivision
Steeplechase Dr	1	1	1	25	2	590	86	18.5	Subdivision
Stevens Ave	1	2	2	20	2	1346	77	35.75	Subdivision
Stonedge Way	1	1	1	25	2	1044	89	17.75	Subdivision
Stowell Rd	1	2	2	22	2	813	70	37.5	Subdivision
Stuart Dr	1	3	3	16	2	815	70	52.5	Subdivision
Stuart Dr	2	3	3	19	2	652	75	51.25	Subdivision

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Sundale Dr	1	2	2	20	2	1011	73	36.75	Subdivision
Sunny Dale Dr	1	2	2	19	2	577	95	31.25	Subdivision
Sunrise Dr	1	2	2	19	2	652	95	31.25	Subdivision
Sunset Dr	1	2	2	20	2	973	95	31.25	Subdivision
Surrey Ln	1	1	1	25	2	945	80	20	Subdivision
Sycamore Ln	1	1	1	24	2	604	85	18.75	Subdivision
Taconic Rd	1	2	2	24	2	463	87	33.25	Subdivision
Tallant Rd	1	1	1	23	2	729	77	20.75	Subdivision
Tallant Rd	2	1	1	24	2	134	87	18.25	Subdivision
Tamworth Ln	1	2	2	23	2	1292	80	35	Subdivision
Tanglewood Way	1	1	1	32	2	1115	71	22.25	Subdivision
Tennis Ct	1	1	1	23	2	277	87	18.25	Subdivision
Thornton Rd W	2	3	3	16	2	1822	82	49.5	Subdivision
Thornton Rd W	3	3	3	16	2	1320	78	50.5	Subdivision
Thornton Rd W	4	3	3	16	2	1372	79	50.25	Subdivision
Tiffany Ln	1	2	2	23	2	423	95	31.25	Subdivision
Timber Ln	1	2	2	24	2	824	70	37.5	Subdivision
Tinker Rd	1	3	3	32	2	1322	100	45	Collector
Tinker Rd	2	3	3	32	2	1321	100	45	Collector
Tinker Rd	3	3	3	32	2	1321	100	45	Collector
Tinker Rd	4	3	3	25	2	1317	80	50	Collector
Tinker Rd	5	3	3	27	2	1412	84	49	Collector
Tomahawk Dr	1	2	2	25	2	1569	78	35.5	Subdivision
Tomasian Dr	1	2	2	25	2	1319	90	32.5	Subdivision
Trowbridge Rd	1	2	2	26	2	1858	89	32.75	Subdivision
Turkey Hill Rd	1	4	4	25	2	1322	90	62.5	Collector
Turkey Hill Rd	2	4	4	25	2	1319	90	62.5	Collector
Turkey Hill Rd	3	4	4	25	2	1320	87	63.25	Collector
Turkey Hill Rd	4	4	4	25	2	1321	89	62.75	Collector
Turkey Hill Rd	5	4	4	25	2	1317	85	63.75	Collector
Turkey Hill Rd	6	4	4	25	2	1324	78	65.5	Collector
Turkey Hill Rd	7	4	4	25	2	1316	77	65.75	Collector
Turkey Hill Rd	8	4	4	35	2	1324	90	62.5	Collector
Turkey Hill Rd	9	4	4	25	2	1319	79	65.25	Collector

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Turkey Hill Rd	10	4	4	25	2	1320	81	64.75	Collector
Turkey Hill Rd	11	4	4	25	2	1395	87	63.25	Collector
Twin Bridge Rd	1	1	1	25	2	1033	87	18.25	Subdivision
Valleyview Dr	1	2	2	25	2	938	90	32.5	Subdivision
Valleyview Dr	2	2	2	25	2	1438	90	32.5	Subdivision
Valleyview Dr	3	2	2	25	2	1316	86	33.5	Subdivision
Vista Way	1	2	2	23	2	1700	90	32.5	Subdivision
W Chamberlain Rd	1	2	2	22	2	1320	82	34.5	Subdivision
W Chamberlain Rd	2	2	2	22	2	1317	83	34.25	Subdivision
W Chamberlain Rd	3	2	2	22	2	1233	95	31.25	Subdivision
Walden Dr	1	2	2	24	2	826	90	32.5	Subdivision
Wallace Dr	1	2	2	22	2	456	95	31.25	Subdivision
Warren Ln	1	1	1	22	2	367	78	20.5	Subdivision
Wasserman Dr	1	1	1	12	1	1321	59	25.25	Subdivision
Wasserman Dr	2	1	1	12	1	1076	78	20.5	Subdivision
Wasserman Dr	3	1	1	16	1	301	80	20	Subdivision
Wasserman Hts	1	1	1	26	2	1878	90	17.5	Subdivision
Waterville Dr	1	2	2	24	2	1318	83	34.25	Subdivision
Waterville Dr	2	2	2	24	2	1209	78	35.5	Subdivision
Watkins Rd	1	1	1	24	2	1148	100	15	Subdivision
Webb Dr	1	1	1	39	2	522	87	18.25	Subdivision
Webb Dr	2	1	1	23	2	996	84	19	Subdivision
West Rd	1	2	2	22	2	998	80	35	Subdivision
West Rd	2	2	2	22	2	1255	80	35	Subdivision
Westborn Dr	1	2	2	23	2	1390	85	33.75	Subdivision
Westcott Dr	1	1	1	25	2	1704	89	17.75	Subdivision
Westminster Ln	1	1	1	25	2	1319	85	18.75	Subdivision

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Westminster Ln	2	1	1	25	2	755	89	17.75	Subdivision
Weston Rd	1	1	1	24	2	524	84	19	Subdivision
Wheeler St	1	2	2	20	2	753	79	35.25	Subdivision
Whispering Pines Ln	1	2	2	24	2	1303	86	33.5	Subdivision
Whispering Pines Ln	2	2	2	24	2	1243	94	31.5	Subdivision
Whitewood Ln	1	1	1	24	2	1029	90	17.5	Subdivision
Whitney St	1	1	1	40	2	385	90	17.5	Subdivision
Whittier Rd	1	2	2	25	2	1320	95	31.25	Subdivision
Whittier Rd	2	2	2	25	2	1321	88	33	Subdivision
Whittier Rd	3	2	2	25	2	866	90	32.5	Subdivision
Wildcat Falls Rd	1	2	2	19	2	834	90	32.5	Subdivision
William St	1	1	1	25	2	359	87	18.25	Subdivision
Willow Ln	1	1	1	24	2	163	75	21.25	Subdivision
Wilson Hill Rd	1	2	2	21	2	1482	90	32.5	Collector
Wilson Hill Rd	2	2	2	21	2	1321	74	36.5	Collector
Wilson Hill Rd	3	2	2	21	2	1321	68	38	Collector
Wilson Hill Rd	4	2	2	21	2	1321	71	37.25	Collector
Wilson Hill Rd	5	2	2	21	2	1321	66	38.5	Collector
Wilson Hill Rd	6	2	2	21	2	1321	63	39.25	Collector
Wilson Hill Rd	7	2	2	22	2	1321	68	38	Collector
Wilson Hill Rd	8	2	2	22	2	1319	77	35.75	Collector
Wilson Hill Rd	9	2	2	22	2	1321	74	36.5	Collector
Wilson Hill Rd	10	2	2	22	2	1040	76	36	Collector
Winchester Dr	1	2	2	24	2	1246	90	32.5	Subdivision
Windover Ln	1	2	2	26	2	1320	61	39.75	Subdivision
Windover Ln	2	2	2	26	2	892	74	36.5	Subdivision
Windsor Dr	1	2	2	25	2	1321	72	37	Subdivision
Windsor Dr	2	2	2	25	2	1441	85	33.75	Subdivision
Winona Dr	1	1	1	13	1	500	57	25.75	Subdivision
Wintergreen Dr	1	2	2	25	2	1322	82	34.5	Subdivision
Wintergreen Dr	2	2	2	25	2	998	95	31.25	Subdivision
Wire Rd	1	3	3	25	2	1304	95	46.25	Collector
Wire Rd	2	3	3	25	2	1319	95	46.25	Collector

Street Name	Segment ID	Importance Value	Traffic Volume	Width	Number of Lanes	Length (Feet)	PCI 2021	Priority	Class
Wire Rd	3	3	3	25	2	1318	95	46.25	Collector
Wire Rd	4	3	3	25	2	1319	100	45	Collector
Wire Rd	5	3	3	25	2	1320	97	45.75	Collector
Wire Rd	6	3	3	27	2	1319	95	46.25	Collector
Wire Rd	7	3	3	28	2	1320	100	45	Collector
Wire Rd	8	3	3	24	2	1320	100	45	Collector
Wire Rd	9	3	3	24	2	1319	100	45	Collector
Wire Rd	10	3	3	24	2	1861	100	45	Collector
Wood St	1	2	2	25	2	362	95	31.25	Subdivision
Woodbine Ln	1	1	1	25	2	1814	84	19	Subdivision
Woodbury St	1	4	3	28	2	1294	83	57.25	Subdivision
Woodhaven Cir	1	1	1	22	2	1244	80	20	Subdivision
Woodland Dr	1	2	2	25	2	1323	95	31.25	Subdivision
Woodland Dr	2	2	2	24	2	953	78	35.5	Subdivision
Woodridge Rd	1	2	2	25	2	1586	88	33	Subdivision
Woodward Rd	1	2	2	24	2	1321	61	39.75	Subdivision
Woodward Rd	2	2	2	24	2	1322	73	36.75	Subdivision
Woodward Rd	3	2	2	24	2	1321	81	34.75	Subdivision
Woodward Rd	4	2	2	24	2	1318	81	34.75	Subdivision
Woodward Rd	5	2	2	24	2	1318	92	32	Subdivision
Woodward Rd	6	2	2	22	2	1135	89	32.75	Subdivision
Woodward Rd	7	2	2	22	2	156	87	33.25	Subdivision
Worster Ave	1	2	2	21	2	644	66	38.5	Subdivision
Wright Ave	1	1	1	24	2	1368	66	23.5	Subdivision
WWTF	1	2	2	28	2	1320	80	35	Subdivision
WWTF	2	2	2	25	2	1694	82	34.5	Subdivision
WWTF	3	2	2	22	2	382	76	36	Subdivision

APPENDIX B SCENARIO 1: ALL ROADS 2022 - 2031

APPENDIX TABLE B1: REPAIR DETAIL FOR YEAR 2022

Repair Type in 2022	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	Cost Per Mile
Crack Seal	2	2.53	5.05	\$15,166	\$6,003
Bonded Wearing Course	10	3.41	34.11	\$372,992	\$109,347
Shim and Overlay - Subdivision Rd	8	2.32	18.55	\$254,745	\$109,855
Shim and Overlay – Arterial, Collector Rd	8	0.25	2.00	\$40,319	\$161,331
FDR and Pave 3.5" HMA	18	1.81	32.66	\$517,766	\$285,370
Total		10.32	92.37	\$1,200,988	\$116,366

APPENDIX TABLE B2: ANALYSIS DETAIL FOR YEAR 2022

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2022
Major Arterial	91.08	91.08	
Minor Arterial	87.64	89.96	• Naticook Rd (Bonded Wearing Course)
Collector	85.83	87.51	• Wilson Hill Rd (FDR and Pave 3.5" HMA), Seaverns Bridge Rd (Crack Seal)
Subdivision	82.40	83.23	• Souhegan Dr, Watkins Rd, Ridgewood Dr, Proctor Rd, Robin Ln, Spruce St (Crack Seal) • Shore Dr, Carter Rd, Windover Ln (FDR and pave 3.5" HMA) • Ogara Dr, Woodward Rd, S Baboosic Lake Rd, Cobblestone Pl, Steeplechase Dr (Shim and Overlay)
All Roads	83.49	84.53	

APPENDIX TABLE B3: REPAIR DETAIL FOR YEAR 2023

Repair Type in 2023	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	Cost Per Mile
Crack Seal	2	3.44	6.89	\$23,358	\$6,785
Bonded Wearing Course	10	4.08	40.75	\$768,849	\$188,659
FDR and Pave 3.5" HMA	18	1.53	27.57	\$426,965	\$278,765
Shim and Overlay - Subdivision Rd	8	0.27	2.20	\$30,998	\$112,821
Total		9.32	77.41	\$1,250,169	\$134,075

APPENDIX TABLE B4: ANALYSIS DETAIL FOR YEAR 2023

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2023
Major Arterial	86.98	94.97	• Daniel Webster Highway (Bonded Wearing Course)
Minor Arterial	83.70	86.35	• Boston Post Rd (Bonded Wearing Course)
Collector	81.97	86.71	• Wilson Hill Rd (FDR and Pave 3.5" HMA) • Back River Rd (Crack Seal)
Subdivision	78.69	79.66	• Country Club Ln, Deer Run (Shim and Overlay) • Lois Ln, Old Blood Rd, Peaslee Rd, Powers Cir (Crack Seal)
All Roads	79.74	81.56	

APPENDIX TABLE B5: REPAIR DETAIL FOR YEAR 2024

Repair Type in 2024	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	cost per mile
Crack Seal	2	4.29	8.57	\$27,693	\$6,459
Bonded Wearing Course	10	7.67	76.73	\$1,067,034	\$139,055
Shim and Overlay - Arterial, Collector Rd	8	1.46	11.66	\$205,493	\$141,015
Total		13.42	96.97	\$1,300,219	\$96,902

APPENDIX TABLE B6: ANALYSIS DETAIL FOR YEAR 2024

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2024
Major Arterial	83.06	93.96	• Continental Blvd (Bonded Wearing Course)
Minor Arterial	79.93	82.47	
Collector	78.28	88.79	• Meetinghouse Rd, Patten Rd, Tinker Rd, Turkey Hill Rd (Bonded Wearing Course) • Pearson Rd (Crack Seal)
Subdivision	75.15	76.59	• Center St (Shim and Overlay) • Cobblestone Pl, Loop Rd, Mountain View Dr, Ogara Dr, S Baboosic Lake Rd, Steeplechase Dr, Woodward Rd (Crack Seal) • Front St, Glen Forest Dr (Shim and Overlay)
All Roads	76.15	78.94	

APPENDIX TABLE B7: REPAIR DETAIL FOR YEAR 2025

Repair Type in 2025	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	cost per mile
Crack Seal	2	1.29	2.57	\$8,323	\$6,474
Bonded Wearing Course	10	6.74	67.44	\$850,735	\$126,141
Shim and Overlay - Arterial, Collector Rd	8	1.92	15.35	\$334,736	\$174,496
Shim and Overlay - Subdivision Rd	8	0.45	3.61	\$61,416	\$136,026
FDR and pave 3.5" HMA	18	0.31	5.51	\$98,596	\$321,988
Total		10.71	88.97	\$1,353,807	\$126,454

APPENDIX TABLE B8: ANALYSIS DETAIL FOR YEAR 2025

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2025
Major Arterial	79.33	89.73	
Minor Arterial	73.33	86.67	• Amherst Rd (Shim and Overlay) • Baboosic Lake Rd, Bedford Rd, Mcquestion Rd (Bonded Wearing Course) • Boston Post Rd (Crack Seal)
Collector	74.76	85.53	• Bedford Rd (Bonded Wearing Course)
Subdivision	71.77	73.42	• Birchwood Dr, Shore Dr (FDR and pave 3.5" HMA) • Carter Rd, Shore Dr, Windover Ln (Crack Seal) • Front St, Maple St (Shim and Overlay)
All Roads	72.72	76.43	

APPENDIX TABLE B9: REPAIR DETAIL FOR YEAR 2026

Repair Type in 2026	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	cost per mile
Crack Seal	2	2.61	5.22	\$19,524	\$7,485
Bonded Wearing Course	10	2.25	22.50	\$275,848	\$122,588
Shim and Overlay - Arterial, Collector Rd	8	4.05	32.43	\$834,198	\$205,801
Shim and Overlay - Subdivision Rd	8	1.20	9.57	\$155,346	\$129,798
FDR and pave 3.5" HMA	18	0.36	6.46	\$109,721	\$305,612
Total		10.47	64.50	\$1,394,637	\$133,229

APPENDIX TABLE B10: ANALYSIS DETAIL FOR YEAR 2026

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2026
Major Arterial	75.76	85.69	
Minor Arterial	72.90	90.39	• Amherst Rd, Camp Sargent Rd (Shim and Overlay) • Baboosic Lake Rd (Bonded Wearing Course)
Collector	71.39	82.14	• Wilson Hill Rd (Crack Seal)
Subdivision	68.54	70.58	• Brenda Ln, Whispering Pines Ln (Shim and Overlay) • Center St, Dolly Rd, Front St (Crack Seal) • Edgewood Ave, Sundale Dr (FDR and 3.5" HMA)
All Roads	69.45	74.13	

APPENDIX TABLE B11: REPAIR DETAIL FOR YEAR 2027

Repair Type in 2027	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	cost per mile
Crack Seal	2	14.84	29.67	\$113,776	\$7,669
Bonded Wearing Course	10	7.03	70.26	\$869,668	\$123,782
Shim and Overlay - Arterial, Collector Rd	8	0.10	0.80	\$18,803	\$188,735
Shim and Overlay - Subdivision Rd	8	1.02	8.18	\$138,922	\$135,916
FDR and pave 3.5" HMA	18	0.48	8.73	\$195,818	\$403,763
HMA 1.5" Overlay	9	1.12	10.08	\$115,731	\$103,294
Total		24.59	127.72	\$1,452,719	\$59,080

APPENDIX TABLE B12: ANALYSIS DETAIL FOR YEAR 2027

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2027
Major Arterial	72.35	81.84	
Minor Arterial	69.62	88.72	• Baboosic Lake Rd, Bedford Rd, Mcquestion Rd (Crack Seal)
Collector	68.18	90.13	• Joppa Rd, Pearson Rd, Seaverns Bridge Rd, Wire Rd (Bonded Wearing Course) • Bedford Rd, Meetinghouse Rd, Patten Rd, Tinker Rd (Crack Seal) • Manchester St (1.5" Overlay)
Subdivision	65.46	67.88	• Birchwood Dr, Glen Forest Dr, Maple St (Crack Seal) • Dodier Ct, Haise Way (FDR and 3.5" HMA) • Pebble Ct, Greatstone Dr (Shim and Overlay)
All Roads	66.32	72.69	

APPENDIX TABLE B13: REPAIR DETAIL FOR YEAR 2028

Repair Type in 2028	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	cost per mile
Crack Seal	2	6.53	13.07	\$55,435.57	\$8,483
Shim and Overlay - Arterial, Collector Rd	8	1.26	10.07	\$257,838.65	\$204,923
Shim and Overlay - Subdivision Rd	8	2.35	18.82	\$341,748.49	\$145,232
FDR and pave 3.5" HMA	18	0.86	15.51	\$839,514.19	\$974,093
Total		11.01	41.96	\$1,494,536.90	\$135,769

APPENDIX TABLE B14: ANALYSIS DETAIL FOR YEAR 2028

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2028
Major Arterial	69.09	81.74	• Daniel Webster Hwy (FDR and Pave 3.5")
Minor Arterial	66.49	89.34	• Naticook Rd (Shim and Overlay) • Amherst Rd, Baboosic Lake Rd (Crack Seal)
Collector	65.11	86.07	
Subdivision	62.51	65.17	• Erik St, Kyle Rd (Shim and Overlay) • Front St (Crack Seal)
All Roads	63.34	70.37	

APPENDIX TABLE B15: REPAIR DETAIL FOR YEAR 2029

Repair Type in 2029	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	cost per mile
Crack Seal	2	3.81	7.62	\$29,591	\$7,771
Shim and Overlay - Arterial, Collector Rd	8	1.75	14.00	\$379,551	\$216,961
Shim and Overlay - Subdivision Rd	8	0.33	2.62	\$90,407	\$275,890
FDR and pave 3.5" HMA	18	1.50	27.06	\$1,056,822	\$702,943
Total		7.39	51.30	\$1,556,370	\$210,658

APPENDIX TABLE B16: ANALYSIS DETAIL FOR YEAR 2029

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2029
Major Arterial	65.98	86.32	• Daniel Webster Hwy (FDR and Pave 3.5")
Minor Arterial	63.49	88.78	• Amherst Rd (Crack Seal) • Naticook Rd (Shim and Overlay)
Collector	62.18	82.92	• Joppa Rd, Manchester St (Crack Seal)
Subdivision	59.70	62.30	• Craftsman Ln (Shim and Overlay)
All Roads	60.49	67.86	

APPENDIX TABLE B17: REPAIR DETAIL FOR YEAR 2030

Repair Type in 2030	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	cost per mile
Crack Seal	2	2.74	5.49	\$23,000	\$8,386
Bonded Wearing Course	10	0.24	2.36	\$34,618	\$146,544
Shim and Overlay - Arterial, Collector Rd	8	0.47	3.76	\$109,537	\$233,244
Shim and Overlay - Subdivision Rd	8	2.37	18.97	\$264,395	\$111,488
FDR and pave 3.5" HMA	18	1.27	22.85	\$936,157	\$737,443
HMA 1.5" Overlay	9	1.63	14.66	\$241,631	\$148,384
Total		8.72	25.09	\$1,609,339	\$184,602

APPENDIX TABLE B18: ANALYSIS DETAIL FOR YEAR 2030

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2030
Major Arterial	63.01	90.22	• Daniel Webster Hwy (FDR and Pave 3.5" HMA)
Minor Arterial	60.64	85.48	• Naticook Rd (Shim and Overlay)
Collector	59.38	81.26	• Back River Rd (HMA Overlay 1.5" HMA)
Subdivision	57.01	60.48	• Dodier Ct, Erik St, Greatstone Dr, Kyle Rd, Pebble Ct (Crack Seal) • Everest Dr, Rainier Ct, Stuart Dr, Thornton Rd W, Wasserman Dr, Winona Dr (Shim and Overlay) • Haise Way (Bonded Wearing Course)
All Roads	57.77	66.08	

APPENDIX TABLE B19: REPAIR DETAIL FOR YEAR 2031

Repair Type in 2031	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	cost per mile
Crack Seal	2	1.69	3.38	\$14,830	\$8,763
Shim and Overlay - Subdivision Rd	8	1.72	13.74	\$271,316	\$157,942
FDR and pave 3.5" HMA	18	1.29	23.13	\$1,358,975	\$1,057,349
Total		4.70	40.26	\$1,645,121	\$350,362

APPENDIX TABLE B20: ANALYSIS DETAIL FOR YEAR 2031

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2031
Major Arterial	60.18	94.00	• Continental Blvd (FDR and Pave 3.5" HMA)
Minor Arterial	57.91	82.35	• Naticook Rd (Crack Seal)
Collector	56.71	77.92	• Manchester St (Crack Seal)
Subdivision	54.45	58.31	• Abbey Rd, Fields Farm Rd, Gauthier Rd, Maryann Ln, Penny Ln (Shim and Overlay)
All Roads	55.17	63.82	

APPENDIX C SCENARIO 2: ALL ROADS (EXCEPT DW HIGHWAY) 2022 – 2031

APPENDIX TABLE C1: REPAIR DETAIL FOR YEAR 2022

Repair Type in 2022	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	Cost Per Mile
Crack Seal	2	2.53	5.05	\$15,166	\$6,003
Bonded Wearing Course	10	3.41	34.11	\$372,992	\$109,347
Shim and Overlay - Subdivision Rd	8	2.32	18.55	\$254,745	\$109,855
Shim and Overlay – Arterial, Collector Rd	8	0.25	2.00	\$40,319	\$161,331
FDR and pave 3.5" HMA	18	1.81	32.66	\$517,766	\$285,370
Total		10.32	92.37	\$1,200,988	\$116,366

APPENDIX TABLE C2: ANALYSIS DETAIL FOR YEAR 2022

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2022
Major Arterial	91.08	91.08	None
Minor Arterial	87.64	89.96	• Naticook Rd (Bonded Wearing Course)
Collector	85.83	87.51	• Wilson Hill Rd (FDR and Pave 3.5" HMA), Seaverns Bridge Rd (Crack Seal)
Subdivision	82.40	83.23	• Souhegan Dr, Watkins Rd, Ridgewood Dr, Proctor Rd, Robin Ln, Spruce St (Crack Seal) • Shore Dr, Carter Rd, Windover Ln (FDR and pave 3.5" HMA) • Ogara Dr, Woodward Rd, S Baboosic Lake Rd, Cobblestone Pl, Steeplechase Dr (Shim and Overlay)
All Roads	83.49	84.53	

APPENDIX TABLE C3: REPAIR DETAIL FOR YEAR 2023

Repair Type in 2023	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	Cost Per Mile
Crack Seal	2	5.53	11.06	\$35,635	\$3,223
Bonded Wearing Course	10	0.44	4.41	\$47,178	\$10,708
FDR and pave 3.5" HMA	18	1.53	27.57	\$426,965	\$15,487
Shim and Overlay - Subdivision Rd	8	5.56	44.49	\$640,665	\$14,401
Shim and Overlay – Arterial, Collector	8	0.65	5.23	\$101,256	\$19,360
Total		13.71	92.75	\$1,251,699	\$91,269

APPENDIX TABLE C4: ANALYSIS DETAIL FOR YEAR 2023

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2023
Major Arterial	88.47	88.47	• None
Minor Arterial	83.70	86.35	• Boston Post Rd (Bonded Wearing Course)
Collector	81.04	87.34	• Wilson Hill Rd (FDR and Pave 3.5" HMA) • Back River Rd, Joppa Rd (Crack Seal)
Subdivision	78.87	80.68	• Belmont Dr, Brenda Ln, Circle Dr, Country Club Ln, Deer Run, Dodier Ct, Drake Ln, Fairway Dr, Haise Way, Mallard Point Rd, Raymond Dr, Waterville Dr, Whispering Pines Ln (Shim and Overlay) • Lois Ln, Old Blood Rd, Peaslee Rd, Powers Cir (Crack Seal)
All Roads	79.61	81.95	

APPENDIX TABLE C5: REPAIR DETAIL FOR YEAR 2024

Repair Type in 2024	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	Cost Per Mile
Crack Seal	2	4.29	8.57	\$27,693	\$6,459
Bonded Wearing Course	10	7.67	76.73	\$1,067,034	\$139,055
Shim and Overlay - Arterial, Collector Rd	8	1.46	11.68	\$205,493	\$140,749
Total		13.42	96.99	\$1,300,219	\$96,882

APPENDIX TABLE C6: ANALYSIS DETAIL FOR YEAR 2024

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2024
Major Arterial	84.49	96.90	• Continental Blvd (Bonded Wearing Course)
Minor Arterial	79.93	82.47	
Collector	77.39	90.17	• Meetinghouse Rd, Patten Rd, Tinker Rd, Turkey Hill Rd (Bonded Wearing Course) • Pearson Rd (Crack Seal)
Subdivision	75.32	77.56	• Center St (Shim and Overlay) • Cobblestone Pl, Loop Rd, Mountain View Dr, Ogara Dr, S Baboosic Lake Rd, Steeplechase Dr, Woodward Rd (Crack Seal) • Front St, Glen Forest Dr (Shim and Overlay)
All Roads	76.03	79.43	

APPENDIX TABLE C7: REPAIR DETAIL FOR YEAR 2025

Repair Type in 2025	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	Cost Per Mile
Crack Seal	2	1.29	2.57	\$8,323	\$6,474
Bonded Wearing Course	10	6.74	67.44	\$850,735	\$126,141
Shim and Overlay - Arterial, Collector Rd	8	1.92	15.35	\$334,736	\$174,196
Shim and Overlay - Subdivision Rd	8	0.45	3.61	\$61,416	\$136,026
FDR and pave 3.5" HMA	18	0.31	5.51	\$98,596	\$321,988
Total		10.71	94.48	\$1,353,807	\$126,454

APPENDIX TABLE C8: ANALYSIS DETAIL FOR YEAR 2025

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2025
Major Arterial	80.68	92.54	
Minor Arterial	76.33	86.67	• Amherst Rd (Shim and Overlay) • Baboosic Lake Rd, Bedford Rd, Mcquestion Rd (Bonded Wearing Course) • Boston Post Rd (Crack Seal)
Collector	73.9	86.94	• Bedford Rd (Bonded Wearing Course)
Subdivision	71.93	74.34	• Birchwood Dr, Shore Dr (FDR and pave 3.5" HMA) • Carter Rd, Shore Dr, Windover Ln (Crack Seal) • Front St, Maple St (Shim and Overlay)
All Roads	72.61	76.92	

APPENDIX TABLE C9: REPAIR DETAIL FOR YEAR 2026

Repair Type in 2026	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	Cost Per Mile
Crack Seal	2	3.33	6.66	\$24,458	\$7,348
Bonded Wearing Course	10	2.25	22.50	\$275,848	\$122,588
Shim and Overlay - Arterial, Collector Rd	8	4.05	32.43	\$834,198	\$205,801
Shim and Overlay - Subdivision Rd	8	1.14	9.12	\$151,127	\$132,602
FDR and pave 3.5" HMA	18	0.36	6.46	\$109,721	\$305,612
Total		11.13	77.17	\$1,395,353	\$125,358

APPENDIX TABLE C10: ANALYSIS DETAIL FOR YEAR 2026

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2026
Major Arterial	77.05	88.37	
Minor Arterial	72.90	90.39	• Amherst Rd, Camp Sargent Rd (Shim and Overlay) • Baboosic Lake Rd (Bonded Wearing Course)
Collector	70.59	83.55	• Wilson Hill Rd (Crack Seal)
Subdivision	68.69	71.55	• Cranston Cir, Danville Cir, Findlay Way, Greens Pond Rd, Whittier Rd (Shim and Overlay) • Center St, Country Club Ln, Dolly Rd, Front St (Crack Seal) • Edgewood Ave, Sundale Dr (FDR and 3.5" HMA)
All Roads	69.34	74.69	

APPENDIX TABLE C11: REPAIR DETAIL FOR YEAR 2027

Repair Type in 2027	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	Cost Per Mile
Crack Seal	2	15.22	30.43	\$116,675	\$7,667
Bonded Wearing Course	10	4.94	49.41	\$627,315	\$126,963
Shim and Overlay - Arterial, Collector Rd	8	0.10	0.80	\$18,803	\$188,735
Shim and Overlay - Subdivision Rd	8	3.25	25.99	\$432,730	\$133,183
FDR and pave 3.5" HMA	18	0.45	8.18	\$139,967	\$307,987
HMA 1.5" Overlay	9	1.12	10.08	\$115,731	\$103,294
Total		25.08	124.90	\$1,451,221	\$57,859

APPENDIX TABLE C12: ANALYSIS DETAIL FOR YEAR 2027

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2027
Major Arterial	73.59	84.40	
Minor Arterial	69.62	88.72	• Baboosic Lake Rd, Bedford Rd, Mcquestion Rd (Crack Seal)
Collector	67.41	87.86	• Pearson Rd, Seaverns Bridge Rd, Wire Rd (Bonded Wearing Course) • Bedford Rd, Meetinghouse Rd, Patten Rd, Tinker Rd, Turkey Hill Rd, Wilson Hill Rd (Crack Seal) • Manchester St (HMA 1.5" Overlay)
Subdivision	65.60	69.67	• Birchwood Dr, Circle Dr, Glen Forest Dr, Haise Way, Maple St (Crack Seal) • Cabot Rd (FDR and 3.5" HMA) • Audobon Cir, Brewster St, Cathy St, Constance St, Greatstone Dr, Joanne St, Lyons Rd, Matthew Dr, Rita St, Woodridge Rd (Shim and Overlay)
All Roads	66.22	73.44	

APPENDIX TABLE C13: REPAIR DETAIL FOR YEAR 2028

Repair Type in 2028	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	Cost Per Mile
Crack Seal	2	11.59	23.19	\$93,281	\$8,046
Shim and Overlay - Arterial, Collector Rd	8	1.26	10.07	\$257,839	\$204,923
Shim and Overlay - Subdivision Rd	8	6.41	51.27	\$892,898	\$139,326
Bonded Wearing Course	10	2.08	20.85	\$252,047	\$120,894
Total		21.35	105.37	\$1,496,065	\$70,088

APPENDIX TABLE C14: ANALYSIS DETAIL FOR YEAR 2028

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2028
Major Arterial	70.27	80.60	
Minor Arterial	66.49	89.34	• Naticook Rd (Shim and Overlay) • Amherst Rd, Baboosic Lake Rd, Camp Sargent Rd (Crack Seal)
Collector	65.11	89.18	• Bean Rd (Shim and Overlay) • Joppa Rd (Bonded Wearing Course)
Subdivision	62.51	67.67	• Brek Dr, Dena Ave, Erik St, Greenleaf St, Kyle Rd, Profile Dr, Small Ln, Woodbine Ln, Woodward Rd (Shim and Overlay) • Belmont Dr, Brenda Ln, Dodier Ct, Drake Ln, Fairway Dr, Mallard Point Rd, Raymond Dr, Waterville Dr, Whispering Pines Ln (Crack Seal)
All Roads	63.24	72.30	

APPENDIX TABLE C15: REPAIR DETAIL FOR YEAR 2029

Repair Type in 2029	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	Cost Per Mile
Crack Seal	2	3.70	7.39	\$29,059	\$7,859
Shim and Overlay - Arterial, Collector Rd	8	1.75	14.00	\$379,551	\$216,961
Shim and Overlay - Subdivision Rd	8	7.57	60.60	\$1,142,533	\$150,834
Total		13.02	81.99	\$1,551,142	\$119,122

APPENDIX TABLE C16: ANALYSIS DETAIL FOR YEAR 2029

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2029
Major Arterial	67.11	76.97	
Minor Arterial	63.49	88.78	• Naticook Rd (Shim and Overlay) • Amherst Rd (Crack Seal)
Collector	62.18	85.38	• Manchester St (Crack Seal)
Subdivision	59.70	66.51	• Bates Rd, Chapel Ln, Coles Rock Rd, Craftsman Ln, Cramer Hill Rd, Dahl Rd, Daniel Webster Dr, Depot St, Elm St, Fields Farm Rd, Greenleaf St, Haines Ter, Hansom Dr, Harris Ave, Maryann Ln, Mill St, Pine St, Pleasant St, Spaulding Dr, Warren Ln, Wheeler St (Shim and Overlay) • Cranston Cir, Danville Cir, Findlay Way, Greens Pond Rd, Whittier Rd (Crack Seal)
All Roads	60.40	70.90	

APPENDIX TABLE C17: REPAIR DETAIL FOR YEAR 2030

Repair Type in 2030	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	Cost Per Mile
Crack Seal	2	4.04	8.08	\$32,675	\$8,087
Shim and Overlay - Arterial, Collector Rd	8	0.47	3.76	\$109,537	\$233,058
Shim and Overlay - Subdivision Rd	8	8.19	65.52	\$1,217,688	\$148,680
HMA 1.5" Overlay	9	1.63	14.66	\$241,631	\$148,384
Total		14.32	92.02	\$1,601,531	\$111,811

APPENDIX TABLE C18: ANALYSIS DETAIL FOR YEAR 2030

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2030
Major Arterial	64.09	73.51	
Minor Arterial	60.64	85.48	• Naticook Rd (Shim and Overlay)
Collector	59.38	83.61	• Back River Rd (HMA Overlay 1.5" HMA)
Subdivision	57.01	66.17	• Cathy St, Constance St, Erik St, Greatstone Dr, Kyle Rd, Rita St, Woodridge Rd (Crack Seal) • Abbey Rd, Autumn Ln, Bates Rd, Beebe Ln, Charles Rd, Elizabeth Dr, Everest Dr, Four Seasons Ln, Gauthier Rd, Greenwood Rd, Holly Ln, Hunter Ln, Mary Paul Ln, Peaslee Rd, Penny Ln, Rainier Ct, Stuart Dr, Surrey Ln, Thornton Rd W, Trowbridge Rd, Wasserman Dr, Winona Dr (Shim and Overlay)
All Roads	57.68	70.07	

APPENDIX TABLE C19: REPAIR DETAIL FOR YEAR 2031

Repair Type in 2031	Life Extension (Years)	Miles Treated	Annual Road Miles Extension	Cost	Cost Per Mile
Crack Seal	2	16.65	33.30	\$144,603	\$8,686
Shim and Overlay - Subdivision Rd	8	0.96	7.64	\$154,947	\$162,176
FDR and pave 3.5" HMA	18	1.29	23.13	\$1,358,975	\$1,057,349
Total		18.89	64.07	\$1,658,526	\$87,807

APPENDIX TABLE C20: ANALYSIS DETAIL FOR YEAR 2031

Road Class	Average PCI (Before Repair)	Average PCI (After Repair)	Road Treated in 2031
Major Arterial	61.21	100	• Continental Blvd (FDR and Pave 3.5" HMA)
Minor Arterial	57.91	83.33	• Naticook Rd (Crack Seal)
Collector	56.71	81.31	• Bean Rd, Manchester St (Crack Seal)
Subdivision	54.45	64.24	• Cavalier Country Ln, Parker Dr (Shim and Overlay) • Bates Rd, Cabot Rd, Chapel Ln, Coles Rock Rd, Craftsman Ln, Cramer Hill Rd, Dahl Rd, Daniel Webster Dr, Depot St, Elm St, Fields Farm Rd, Greenleaf St, Haines Ter, Hansom Dr, Harris Ave, Joanne St, Lyons Rd, Maryann Ln, Mill St, Penny Ln, Pine St, Pleasant St, Profile Dr, Small Ln, Spalding Dr, Warren Ln, Wheeler St, Woodbine Ln, Woodward Rd (Crack Seal)
All Roads	55.08	68.27	

APPENDIX D SCENARIO 3: DANIEL WEBSTER HIGHWAY 2022 – 2031 NO BUDGET CONSTRAINTS

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2022	None	N/A	N/A	N/A	N/A	N/A
2023	None	N/A	N/A	N/A	N/A	N/A
2024	Daniel Webster Hwy	11	Pavement Preservation/Maintenance	Bonded Wearing Course	0.26	\$44,800
	Daniel Webster Hwy	12	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$55,603
	Daniel Webster Hwy	13	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$41,996
	Daniel Webster Hwy	14	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$53,311
Total for Year 2024					1.02	\$195,709

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2025	Daniel Webster Hwy	7	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$45,266
	Daniel Webster Hwy	8	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$58,833
	Daniel Webster Hwy	9	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$43,767
	Daniel Webster Hwy	10	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$44,732
Total for Year 2025					1.01	\$192,598

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2026	Daniel Webster Hwy	1	Pavement Preservation/Maintenance	Bonded Wearing Course	0.30	\$128,634
	Daniel Webster Hwy	2	Pavement Preservation/Maintenance	Bonded Wearing Course	0.30	\$55,775
	Daniel Webster Hwy	3	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$66,030
	Daniel Webster Hwy	4	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$46,703
	Daniel Webster Hwy	5	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$48,957
	Daniel Webster Hwy	6	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$53,700
Total for Year 2026					1.61	\$399,800

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2027	Daniel Webster Hwy	11	Crack Sealing	Crack Seal	0.26	\$2,986
	Daniel Webster Hwy	12	Crack Sealing	Crack Seal	0.25	\$3,706
	Daniel Webster Hwy	13	Crack Sealing	Crack Seal	0.25	\$2,799
	Daniel Webster Hwy	14	Crack Sealing	Crack Seal	0.25	\$3,554
Total for Year 2027					1.02	\$13,046

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2028	Daniel Webster Hwy	7	Crack Sealing	Crack Seal	0.25	\$3,017
	Daniel Webster Hwy	8	Crack Sealing	Crack Seal	0.25	\$3,922
	Daniel Webster Hwy	9	Crack Sealing	Crack Seal	0.25	\$2,917
	Daniel Webster Hwy	10	Crack Sealing	Crack Seal	0.25	\$2,982
Total for Year 2028					1.01	\$12,838

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2029	Daniel Webster Hwy	1	Crack Sealing	Crack Seal	0.30	\$8,575
	Daniel Webster Hwy	2	Crack Sealing	Crack Seal	0.30	\$3,718
	Daniel Webster Hwy	3	Crack Sealing	Crack Seal	0.25	\$4,401
	Daniel Webster Hwy	4	Crack Sealing	Crack Seal	0.25	\$3,113
	Daniel Webster Hwy	5	Crack Sealing	Crack Seal	0.25	\$3,263
	Daniel Webster Hwy	6	Crack Sealing	Crack Seal	0.25	\$3,580
Total for Year 2029					1.61	\$26,650

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2030	None	N/A	N/A	N/A	N/A	N/A
2031	Daniel Webster Hwy	11	Pavement Preservation/Maintenance	Bonded Wearing Course	0.26	\$58,953
	Daniel Webster Hwy	12	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$73,170
	Daniel Webster Hwy	13	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$55,263
	Daniel Webster Hwy	14	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$70,154
Total for Year 2031					1.02	\$257,540

APPENDIX E SCENARIO 4: DANIEL WEBSTER HIGHWAY 2022 – 2031 \$50K ANNUAL SPENDING

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2022	None	N/A	N/A	N/A	N/A	N/A
2023	None	N/A	N/A	N/A	N/A	N/A
2024	Daniel Webster Hwy	1	Crack Sealing	Crack Seal	0.30	\$7,048
	Daniel Webster Hwy	2	Crack Sealing	Crack Seal	0.30	\$3,056
	Daniel Webster Hwy	3	Crack Sealing	Crack Seal	0.25	\$3,618
	Daniel Webster Hwy	4	Crack Sealing	Crack Seal	0.25	\$2,559
	Daniel Webster Hwy	5	Crack Sealing	Crack Seal	0.25	\$2,682
Total for Year 2024					1.36	\$18,962

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2025	Daniel Webster Hwy	10	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$44,732
	Daniel Webster Hwy	11	Pavement Preservation/Maintenance	Bonded Wearing Course	0.26	\$46,592
	Daniel Webster Hwy	12	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$57,827
	Daniel Webster Hwy	13	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$43,675
	Daniel Webster Hwy	14	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$55,443
Total for Year 2025					1.27	\$248,270

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2026	Daniel Webster Hwy	6	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$53,700
	Daniel Webster Hwy	7	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$47,077
	Daniel Webster Hwy	8	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$61,186
	Daniel Webster Hwy	9	Pavement Preservation/Maintenance	Bonded Wearing Course	0.25	\$45,517
Total for Year 2026					1.00	\$207,480

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2027	None	N/A	N/A	N/A	N/A	N/A
2028	Daniel Webster Hwy	10	Crack Sealing	Crack Seal	0.25	\$2,982
	Daniel Webster Hwy	11	Crack Sealing	Crack Seal	0.26	\$3,106
	Daniel Webster Hwy	12	Crack Sealing	Crack Seal	0.25	\$3,855
	Daniel Webster Hwy	13	Crack Sealing	Crack Seal	0.25	\$2,911
	Daniel Webster Hwy	14	Crack Sealing	Crack Seal	0.25	\$3,696
Total for Year 2028					1.27	\$16,549

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2029	Daniel Webster Hwy	6	Crack Sealing	Crack Seal	0.25	\$3,580
	Daniel Webster Hwy	7	Crack Sealing	Crack Seal	0.25	\$3,138
	Daniel Webster Hwy	8	Crack Sealing	Crack Seal	0.25	\$4,079
	Daniel Webster Hwy	9	Crack Sealing	Crack Seal	0.25	\$3,034
Total for Year 2029					1.00	\$13,830

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2030	None	N/A	N/A	N/A	N/A	N/A
2031	None	N/A	N/A	N/A	N/A	N/A