

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



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1 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 takes pride in providing RSMS assessments to towns in the Nashua region.

2 INTRODUCTION

This report prepared by the Nashua Regional Planning Commission (NRPC) contains the Road Surface Management System assessment (RSMS) completed for the Town of Milford (herein referred to as the Town) in 2024. Broadly, RSMS is a data-driven process for managing roads. The RSMS report includes an inventory of the road network and an analysis comparing repair strategies. Section 3 of this report describes the full RSMS process and its benefits. Section 4 describes the principles of pavement preservation. This section also includes basic concepts for pavement management that are essential to this report.

This RSMS project has two project phases: a road inventory assessment (Phase 1), and a forecasted repair scenario comparison (Phase 2). The road inventory assessment includes all paved, town-maintained roadways. Section 5 describes field inventory procedures and Section 6 describes the results of the inventory. Appendix A contains road inventory data with road priority value and pavement condition index (PCI).

In Phase 2 of this project, NRPC worked with the Town's staff to develop forecasted repair scenarios to model pavement condition and repair costs over 10 years. Phase 2 applies to the same paved, town-maintained roads which were assessed in Phase 1. Section 7 describes the procedure for creating repair cost scenarios, and Section 8 describes in detail the final scenarios for road maintenance. Each scenario is a 10-year period in which different repairs are selected for road segments based on priority values and PCI. Each scenario provides alternate strategies to maintain and repair the road network. These scenarios also reflect input from the Town to accurately depict costs and practical maintenance strategies.

NRPC hopes this report will assist the Town of Milford in planning for road maintenance. NRPC does **NOT** intend this report to constrain the Town's decision-making process of selecting road maintenance. Instead, this report will serve as a tool for the Town's officials to assess current and future road conditions and as a guide for budgeting the cost of future repairs.

3 BENEFITS OF DEVELOPING A ROAD SURFACE MANAGEMENT SYSTEM

A Road Surface Management System (RSMS) assessment will offer immediate benefits to the Town of Milford. Below are the key benefits of an RSMS assessment. These benefits will remain relevant for years into the future. NRPC hopes to continue working with the Town of Milford to keep road data accurate and track the cost of repair. NRPC recommends updating the road assessment and forecasted repair scenarios in 5-10 years.

A. ROAD INVENTORY

A complete inventory of town-owned roads is critical for effective maintenance and planning. The Town of Milford owns 237 paved roads totaling 89.8 miles. 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 ongoing road maintenance and future planning.

Tables and maps in Section 6.0 provide a summary of the 2023 road inventory assessment.

B. PRIORITIZING MAINTENANCE NEEDS

Appendix A lists 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 426 segments total, each with accompanying attributes: Street Name, Segment #, Importance Value, Width (Feet), Length (Feet), Number of Lanes, PCI 2023, and Priority Value. If a road is not fully paved across its entire length, it will have separate segments depicting paved and unpaved sections of the road.

Segment Number is a unique number given to each 0.25-mile segment for identifying specific sections of road. If a road is approximately 0.25 miles long or shorter there is only one segment, and the segment ID is "1". If the road is greater than 0.25 miles long, it is divided into multiple segments with sequential ID numbers. Importance Value is a rating from 1 (low) to 5 (high) for how critical a road segment is to the Town's road network. The Traffic Volume is also rated from 1 (low) to 5 (high) to represent traffic volumes on roads. PCI 2023 is the Pavement Condition Index value which was calculated based on the assessed cracking and defects in each road segment. This value ranges from 0 (low) to 100 (high). Priority is another calculated value that ranks each segment for maintenance preference. This calculation considers all the other values and is very helpful for forecasting which segments are in most need of maintenance.

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. Section 8 introduces **three** forecasted repair scenarios in which repairs are assigned to roads over 10 years. 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. Section 9 compares the results of the scenarios. This summary will demonstrate how pavement quality across the Town's road network is affected by competing strategies, comparing costs, miles paved, and PCI change over time.

D. MAKING EFFICIENT USE OF THE TOWN'S ROAD MAINTENANCE BUDGET

After the cost of installation, the 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 costs 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. RSMS assessment and forecasting will help town officials track pavement deterioration across their road network. When critical pavement is identified, this will help town officials select cost-effective maintenance strategies.

Figure 1 (below) shows the Pavement Condition Index (PCI) of a hypothetical road network plotted over 20 years. During the first 75% of the road's lifespan (15 years), there is a 40% drop in PCI. Beyond the 75%-mark, pavement deteriorates faster and will drop another 40% in just a few years. Once the pavement passes that threshold, the costs to improve that pavement's PCI increase dramatically. At that point, most pavement requires comprehensive rehabilitation or reconstruction rather than cost-effective preservation measures that can be taken advantage of when the pavement is still in decent condition.

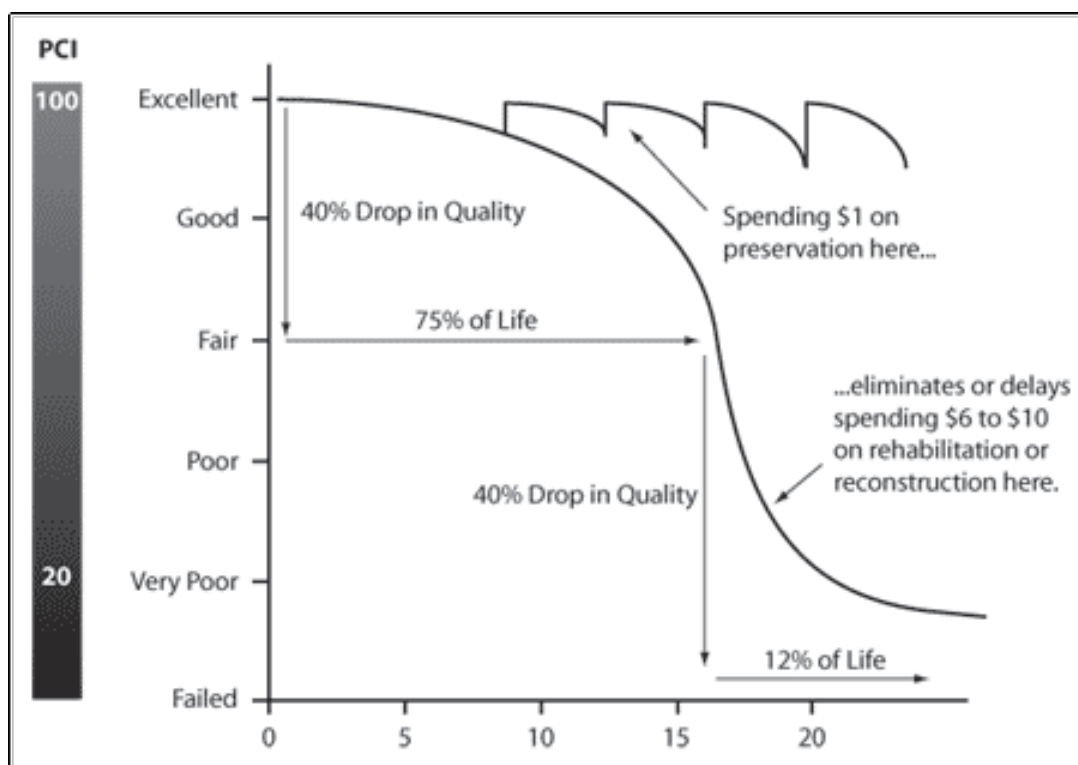


Figure 1: Pavement Deterioration

4 PAVEMENT PRESERVATION AND MAINTENANCE CONCEPTS

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

Preservation Rehabilitation Reconstruction

Preservation work is done to improve or sustain the condition of pavement when the 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 the forecasted repair scenarios (discussed in Sections 7 and 8) the plan uses crack sealing as a preservation treatment. Crack sealing fills in surface-level pavement cracks, making a water-tight surface. Preservation work is generally a fraction of the cost of rehabilitation and reconstruction work, and considerable cost savings are possible.

Rehabilitation is major repair work done to the surface layer of pavement, leaving the existing base. This category of work may include 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. Several rehabilitative treatments are used in the scenarios, such as shims, overlays, and milling. Shims and overlays utilize Hot Mix Asphalt (HMA) to add a new fresh layer of pavement to a road. Shims are typically very thin overlays that help to fill in road defects, such as rutting, and reshaping the crown of the road. A thicker layer of asphalt will typically be installed on top of the shim, a new surface for the road. Milling involves grinding down the top layer of the road and removing cracked old asphalt. A fresh overlay is added after this is complete. Another rehabilitation option is chip seal. Chip seal involves installing a layer of hot emulsion on the road and embedding it with finely graded aggregate. This provides a water-resistant surface that is more resistant to cracking than typical asphalt.

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. The scenarios include Full-Depth Reclamation (FDR) treatment that includes soil injections for stabilization, a 3” binder layer of asphalt, and a top 2” asphalt overlay. This is the most expensive repair option in the analysis. The Town anticipates that planned reclamation work would coincide with necessary improvements to underground infrastructure such as water mains.

5 EVALUATION OF EXISTING ROADWAY CONDITIONS

In the Fall of 2023, NRPC assessed all paved town-maintained roads in Milford. Using GIS, NRPC divided each paved town-maintained road into a total of 426 segments, each approximately 0.25 miles in length. We individually assessed each road segment. Dividing whole roads into smaller segments is advantageous because it accounts for changes in pavement quality across a road, and it provides flexibility when assigning maintenance in Phase II of this report (Sections 7 and 8).

The field assessment included eight categories of pavement distress, including a 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 ROAD INVENTORY RESULTS

A. ROAD INVENTORY

Below is a summary of the 2023 assessment of paved town-maintained roads (Table 2; Figure 2; Figure 3). NRPC used state-funded RSMS analysis software to generate a Pavement Condition Index (PCI) value to represent the condition of paved roads. PCI ranges from 0 (extremely poor condition) to 100 (perfect condition). The software generates a PCI value individually for each road segment based on our field observations of pavement defects. NRPC classified segments with PCI scores 0-50 as very poor, 50-69 as poor, 70-89 as fair, and 90-100 as good.

The average network PCI of Milford's roads at the end of 2023 was 74.2. This value was calculated using a weighted average of all assessed paved road segments.

Table 2: Paved Conditions

Condition Category	Number of Road Segments	Sum of Length (Miles)	% Mileage
Good (90 - 100)	114	25.85	29%
Fair (70 - 89 PCI)	136	28.56	32%
Poor (50 - 69 PCI)	132	26.05	29%
Very Poor (< 50 PCI)	44	8.29	9%
Total	426	88.76	100.00%

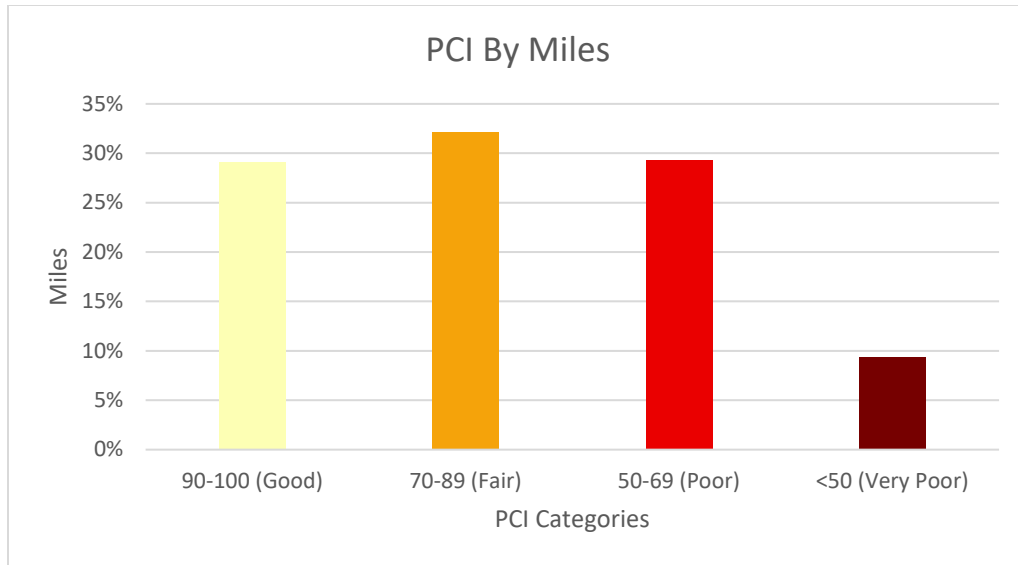


Figure 2: Paved Conditions

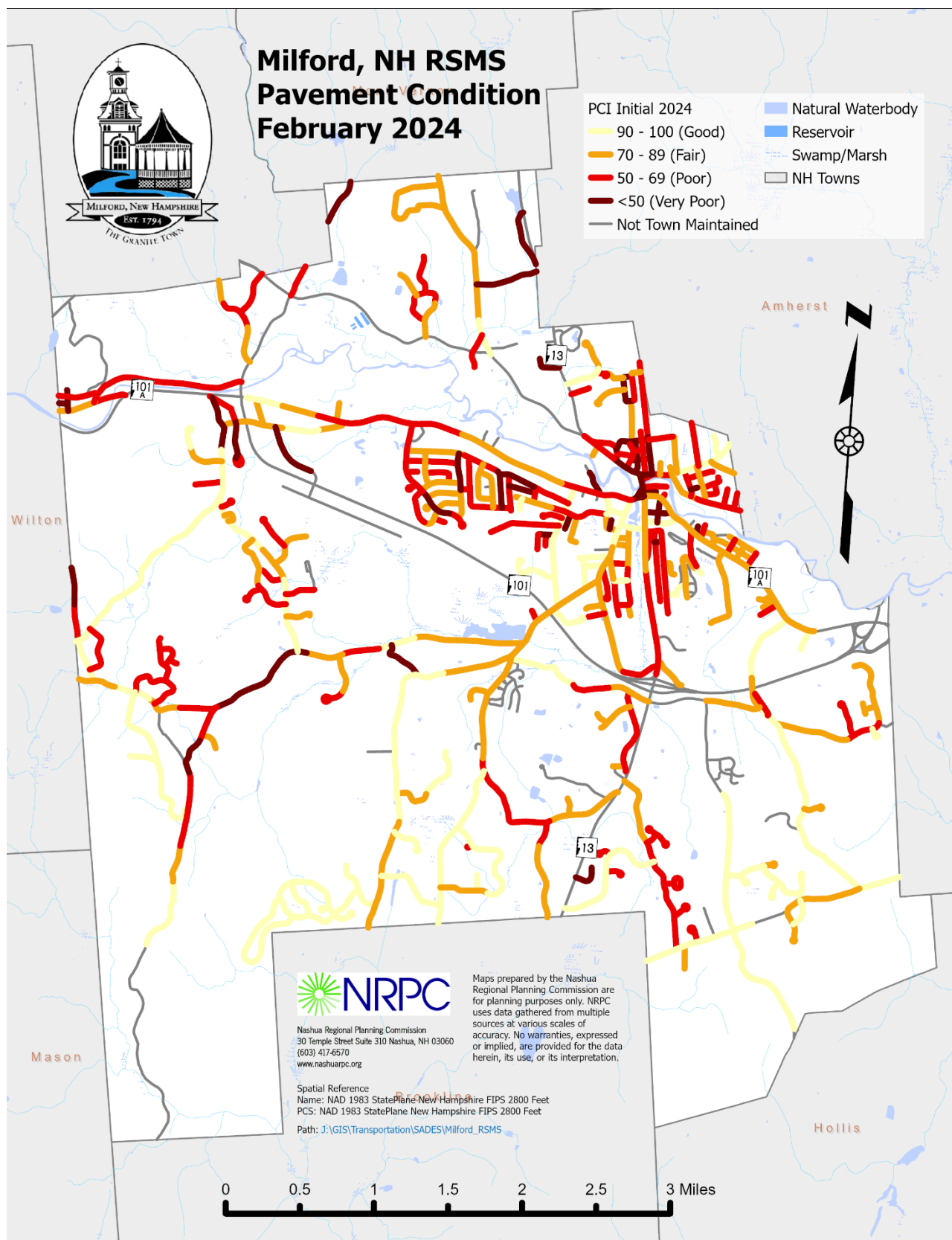


Figure 3: PCI Town-Maintained Paved Roads

7 PAVEMENT FORECASTING AND ANALYSIS

To evaluate pavement condition and repairs over 10 years, multiple repair scenarios were developed. Many decisions go into completing a scenario, such as which road segments get repairs, the repair type, and the 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). The software tracks the cost of each repair per year, inflation factored in. The PCI for each road deteriorates by 4% annually.

Table 3: Pavement Repair Treatments

Repair	Repair Cost	Repair Unit	% Increase to PCI	Lifespan (Years)	Comments
Preservation					
Crack Seal (Minor)	\$0.47	Linear Foot	60	2.5	Price provided by Town of Milford
Rehabilitation					
Mill + Pave 2"	\$28.00	Yard ²	80	10	Price provided by Town of Milford
HMA Overlay (1.5")	\$10.80	Yard ²	80	9	Price provided by Town of Milford
HMA Overlay (2")	\$17.50	Yard ²	80	9	Price provided by Town of Milford
HMA Shim (3/4" avg)	\$5,000	Each	65	4	Price provided by Town of Milford
Reconstruction					
Reclaim w/ 3" Binder	\$30.75	Yard ²	95	14	Price provided by Town of Milford

Scenario 1 is Milford DPW's plan to coordinate road repairs with the replacement of deteriorating underground infrastructure like water mains. This scenario focuses on major neighborhoods in town which have a concentration of poor and very poor roads. While this plan is not constrained by a budget, it does address the long-term goal that different town departments should coordinate capital improvements. This scenario also incorporates an aggressive approach to crack sealing. Every road that is assigned some kind of repair in this scenario is also scheduled for crack sealing every three years after that initial repair.

Scenario 2 is similar to Scenario 1 in many ways but omits two of the major neighborhoods in Scenario 1, as well as some other roads. Scenario 2 was developed with the same mindset but scaled back to fit an average budget of \$1.5 million per year for road repairs. This scenario follows a similar approach to crack sealing as Scenario 1.

Scenario 3 was developed to illustrate what the DPW would do if constrained to an annual budget of \$800,000. It continues to incorporate aggressive crack sealing like Scenarios 1 and 2 but is much more limited in scope.

8 SCENARIO FORECASTING RESULTS

A. SCENARIO 1

Scenario 1 was developed with 3 goals in mind: 1) Coordinate rehabilitation and reconstruction work with needed major updates of underground sewer and water pipes in dense neighborhoods, 2) Utilize rehabilitation repairs to increase the PCI of roads in the fair category, 3) Aggressively use crack sealing on a 3-year cycle to prevent deterioration of recently repaired roads. This scenario was not developed with a set budget in mind.

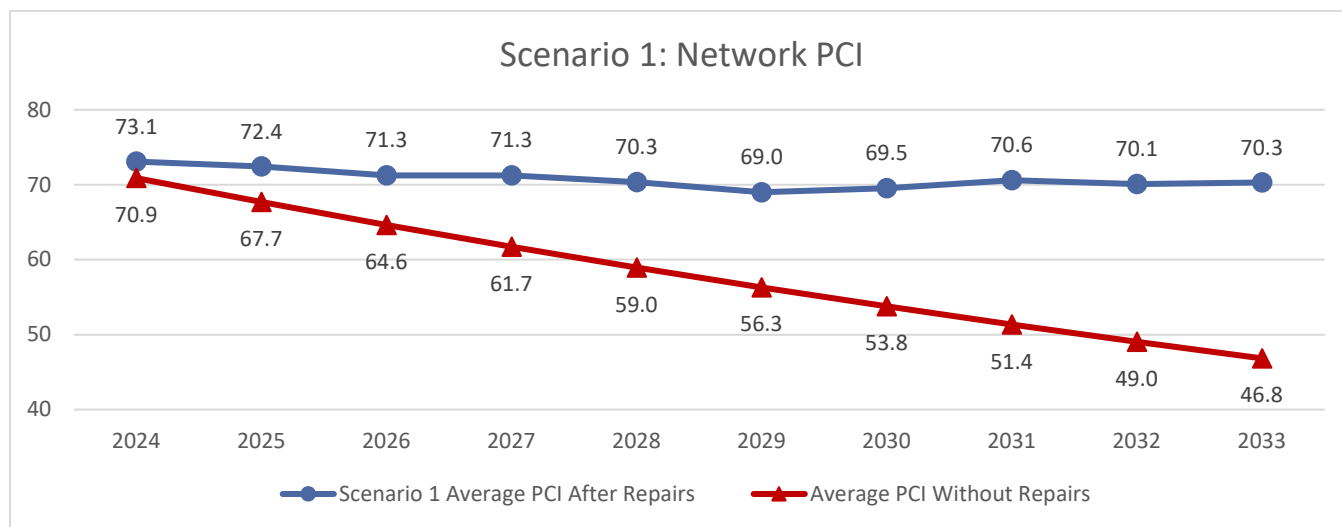


Figure 4: Network PCI by Year for Scenario 1

The average network PCI from the Fall of 2023 was 74.2. Without any repairs, that value is forecasted to drop to 46.8 in 2033. In Scenario 1, that value is forecasted to remain at 70.3 in 2033, an overall improvement of 23.5 points.

Scenario 1 addresses a total of 144.32 miles of road, including segments that have been revisited for multiple repairs over the years. Most of this mileage (111.65 miles, 77% of the total) is due to the continued use of crack sealing. This strategy involves crack sealing each road three years after initial repair work is completed and returning every three years after for continued crack sealing. Rehabilitation repairs cover 17.43 miles (12% of the total) in this scenario. These repairs include Milling, Shims, and Overlays. Reconstruction makes up 15.23 miles of this scenario (11% of the total). This repair involves full-depth reclamation of deteriorated roads with 3" of asphalt binder and a 2" asphalt overlay. On average, each year of this scenario repairs 14.43 miles of road: 11.17 miles of Crack Sealing and 3.27 miles of Rehab and Reconstruction work.

The total cost for Scenario 1 over 10 years is \$19,236,626, an average of \$1.9 million per year. The cost for all crack sealing for this scenario is \$360,548, 2% of the total cost. The combined cost for all rehabilitation repairs (Milling, Shims, Overlays) is \$6,544,795, 34% of the total cost. The cost for all reconstruction repairs is \$12,331,284, 64% of the total cost.

Each year, repairs are focused on different areas of town and address needed improvements to overall neighborhoods. In Scenario 1 these neighborhoods see major road improvements: Badger Hill, Crosby Street, East Milford, Highland Street, Hillsboro Woods, Hilton Homes, Homestead Circle, Prospect Hill, Souhegan Street, West Milford, and Whitten Road.

The following tables (4,5, and 6) illustrate the repair costs, miles of treated roads, and network PCI each year. Figure 5 shows which roads are scheduled for repair each year in Scenario 1. Appendix B contains detailed tables for Scenario 1 describing which roads are scheduled for repair, the cost of repairs, and number of miles of repairs.

Table 4: Scenario 1 - Network PCI, Miles Treated, and Cost per Mile

Scenario 1	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Average
Average PCI Without Repairs	70.9	67.7	64.6	61.7	59.0	56.3	53.8	51.4	49.0	46.8	
Average PCI After Repairs	73.1	72.4	71.3	71.3	70.3	69.0	69.5	70.6	70.1	70.3	70.8
PCI Change Year to Year		-0.6	-1.2	0.0	-0.9	-1.3	0.5	1.1	-0.5	0.2	-0.3
Crack Seal Miles	0.99	6.65	7.90	10.71	12.03	11.90	15.17	16.69	11.97	17.64	11.17
Crack Sealing Cost	\$2,553	\$17,852	\$22,041	\$31,102	\$36,323	\$37,364	\$49,551	\$56,676	\$42,291	\$64,796	\$36,055
Crack Seal cost per mile	\$2,581	\$2,684	\$2,791	\$2,903	\$3,019	\$3,140	\$3,266	\$3,396	\$3,532	\$3,673	\$3,099
Repair and Rebuild Miles	1.22	5.38	4.00	4.46	4.66	2.81	2.47	1.90	3.10	2.67	3.27
Repair and Rebuild Cost	\$597,191	\$1,825,703	\$2,091,852	\$2,578,692	\$2,693,538	\$2,179,396	\$1,904,371	\$1,726,095	\$1,778,201	\$1,501,038	\$1,887,608
Repair and Rebuild cost per mile	\$490,070	\$339,386	\$522,503	\$578,119	\$578,326	\$776,862	\$772,317	\$906,263	\$573,825	\$561,607	\$609,928
Total Miles Treated	2.21	12.03	11.90	15.17	16.69	14.70	17.64	18.59	15.07	20.31	14.43
Total Repair Cost	\$599,744	\$1,843,555	\$2,113,893	\$2,609,793	\$2,729,861	\$2,216,760	\$1,953,922	\$1,782,771	\$1,820,493	\$1,565,834	\$1,923,663
Cost per Miles	\$271,659	\$153,240	\$177,647	\$171,994	\$163,583	\$150,751	\$110,770	\$95,886	\$120,784	\$77,088	\$149,340

Table 5: Scenario 1 - Repair Costs by Category

Repair	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Spending	Percentage of Total Spending
Preservation												
Crack Seal (Minor)	\$2,553	\$17,852	\$22,041	\$31,102	\$36,323	\$37,364	\$49,551	\$56,676	\$42,291	\$64,796	\$360,548	1.9%
Rehabilitation												
Mill + Pave 2"	\$285,419	\$1,006,022					\$124,357		\$1,778,201	\$1,501,038	\$4,695,037	24.4%
HMA Overlay (1.5")				\$79,021							\$79,021	0.4%
HMA Overlay (1.5"); HMA Shim (3/4" avg)		\$617,898	\$298,587	\$202,686	\$520,694	\$130,872					\$1,770,737	9.2%
Reconstruction												
HMA Overlay 2"; Reclaim w/ 3" Binder	\$311,772	\$201,783	\$1,793,266	\$2,296,985	\$2,172,845	\$2,048,524	\$1,780,015	\$1,726,095			\$12,331,284	64.1%
Totals	\$599,744	\$1,843,555	\$2,113,893	\$2,609,793	\$2,729,861	\$2,216,760	\$1,953,922	\$1,782,771	\$1,820,493	\$1,565,834	\$19,236,626	

Table 6: Scenario 1 – Miles and Costs by Repair Category

Repair	Sum of Miles	% of Miles	Sum of Cost	% of Cost	Cost per Mile
Preservation					
Crack Seal (Minor)	111.65	77%	\$360,548	2%	\$ 3,229
Rehabilitation					
Mill + Pave 2"	8.68	6%	\$4,695,037	24%	\$ 540,610
HMA Overlay (1.5")	0.50	0%	\$79,021	0%	\$ 159,334
HMA Overlay (1.5"); HMA Shim (3/4" avg)	8.25	6%	\$1,770,737	9%	\$ 214,545
Reconstruction					
HMA Overlay 2"; Reclaim w/ 3" Binder	15.23	11%	\$12,331,284	64%	\$ 809,521
Totals	144.32		\$19,236,626		\$ 133,291
Totals W/O Crack Seal	32.67		\$ 18,876,078		\$ 577,835

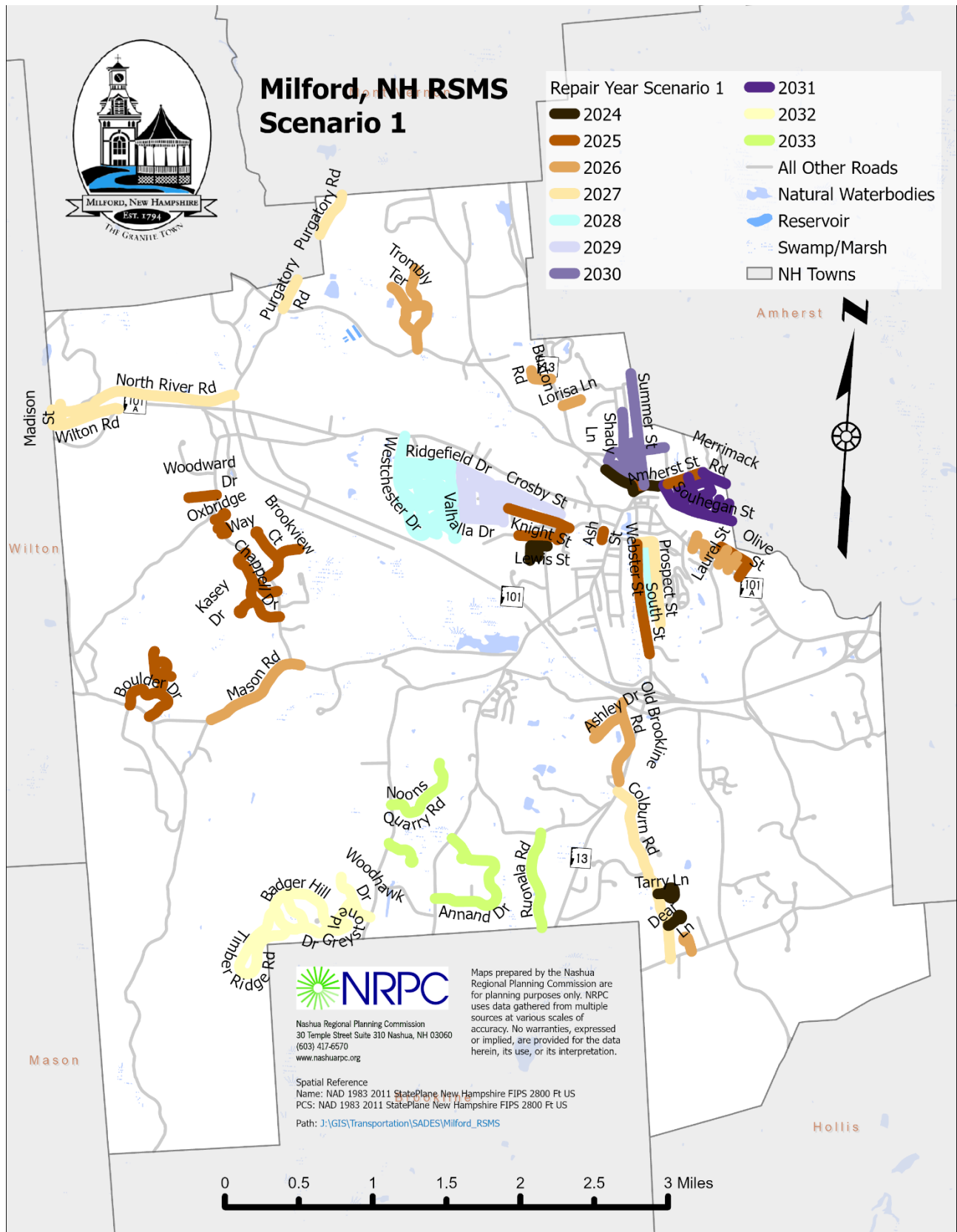


Figure 5: Scenario 1 Repairs by Year

B. SCENARIO 2

Scenario 2 was developed with the same 3 goals as Scenario 1 but was intentionally scaled down to reflect how that approach would be taken with a more limited budget. Scenario 2 still aims to 1) Coordinate road reconstruction with the major updates of underground sewer and water pipes in dense neighborhoods that require both improvements, 2) Utilize rehabilitation repairs to increase the PCI of roads in the fair category, 3) Aggressively use crack sealing on a 3-year cycle to prevent deterioration of recently repaired roads.

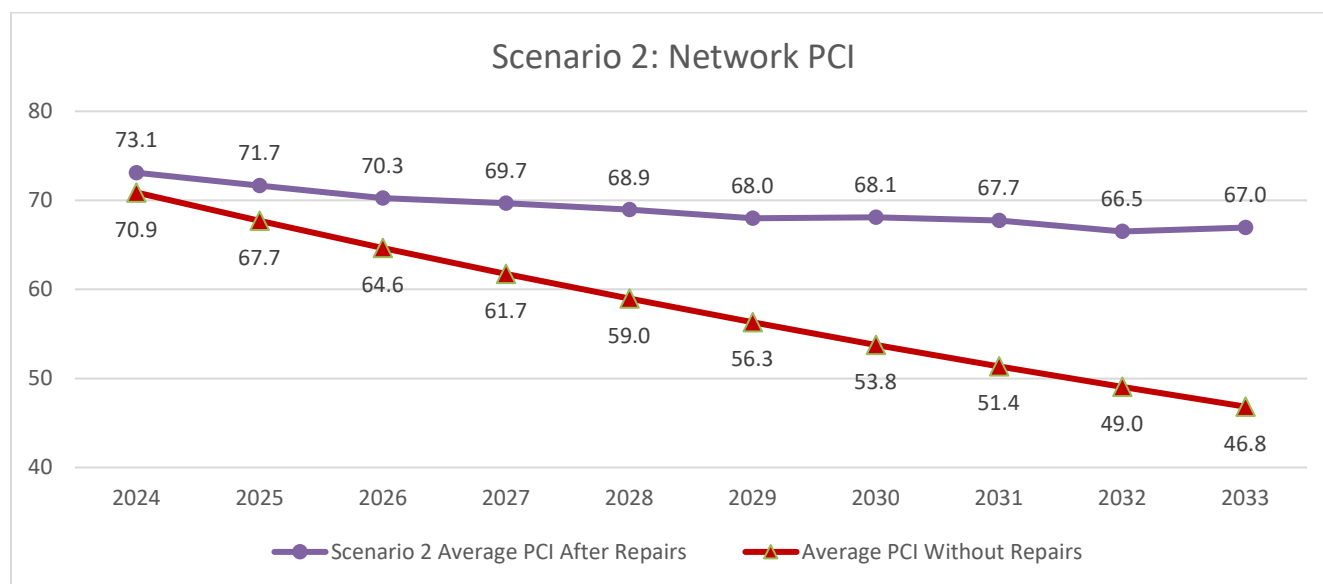


Figure 6: Network PCI by Year for Scenario 2

The average network PCI from the Fall of 2023 was 74.2. Without any repairs, that value is forecasted to drop to 46.8 in 2033. In Scenario 2, that value is forecasted to be at 67 in 2033, an overall improvement of 20.2 points.

Scenario 2 covers a total of 125.04 miles of road, including segments that are revisited for multiple repairs over the years. Most of this mileage (99.77 miles, 80% of the total) is due to the continued use of crack sealing. This strategy involves crack sealing each road three years after initial repair work is completed and returning every three years after for continued crack sealing. Rehabilitation repairs cover 13.89 miles (11% of the total) in this scenario. These repairs include Milling, Shims, and Overlays. Reconstruction makes up 11.38 miles of this scenario (9% of the total). This repair involves full-depth reclamation of deteriorated roads with 3" of asphalt binder and a 2" asphalt overlay. On average, each year of this scenario repairs 12.5 miles of road: 9.98 miles of Crack Sealing and 2.53 miles of Rehab and Reconstruction work.

The total cost for Scenario 2 over 10 years is \$14,941,733, an average of \$1.4 million per year. The cost for all crack sealing for this scenario is \$321,354, 2.2% of the total cost. The combined cost for all

rehabilitation repairs (Milling, Shims, Overlays) is \$5,587,550, 38% of the total cost. The cost for all reconstruction repairs is \$9,032,829, 60% of the total cost.

Each year, repairs are focused on different areas of town and address needed improvements to overall neighborhoods. In Scenario 2 these neighborhoods are seeing major road improvements: Badger Hill, Crosby Street, East Milford, Highland Street, Hillsboro Woods, Homestead Circle, Prospect Hill, Souhegan Street, West Milford, Whitten Road. In this scenario, the Crosby Street neighborhood only sees repairs for a few roads located on the outskirts of the neighborhood.

The following tables (7,8, and 9) illustrate the repair costs, miles of treated roads, and network PCI each year. Figure 7 shows which roads are scheduled for repair each year in Scenario 2. Appendix C contains detailed tables for Scenario 2 describing which roads are scheduled for repair, the cost of repairs, and number of miles of repairs.

Table 7: Scenario 2 - Network PCI, Miles Treated, and Repair Costs

Scenario 2	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Average
Average PCI Without Repairs	70.9	67.7	64.6	61.7	59.0	56.3	53.8	51.4	49.0	46.8	
Average PCI After Repairs	73.1	71.7	70.3	69.7	68.9	68.0	68.1	67.7	66.5	67.0	69.1
PCI Change Year to Year		-1.4	-1.4	-0.6	-0.7	-1.0	0.1	-0.3	-1.2	0.5	-0.7
Crack Seal Miles	0.99	6.65	6.12	12.74	9.46	9.67	15.34	12.24	8.92	17.64	9.98
Crack Sealing Cost	\$2,553	\$17,852	\$17,077	\$36,990	\$28,564	\$30,354	\$50,098	\$41,565	\$31,517	\$64,784	\$32,135
Crack Seal cost per mile	\$2,581	\$2,684	\$2,791	\$2,903	\$3,019	\$3,140	\$3,266	\$3,396	\$3,532	\$3,673	\$3,099
Repair and Rebuild Miles	1.22	2.81	3.55	2.85	2.78	1.99	2.30	2.02	3.10	2.67	2.53
Repair and Rebuild Cost	\$597,191	\$1,391,068	\$1,331,865	\$1,326,499	\$1,486,072	\$1,549,327	\$1,879,380	\$1,779,738	\$1,778,201	\$1,501,038	\$1,462,038
Repair and Rebuild cost per mile	\$490,070	\$495,086	\$375,261	\$465,484	\$535,000	\$779,564	\$818,799	\$881,519	\$573,825	\$561,607	\$597,622
Total Miles Treated	2.21	9.46	9.67	15.59	12.24	11.65	17.64	14.26	12.02	20.31	12.50
Total Repair Cost	\$599,744	\$1,408,920	\$1,348,943	\$1,363,489	\$1,514,636	\$1,579,681	\$1,929,478	\$1,821,302	\$1,809,718	\$1,565,822	\$1,494,173
Cost per Miles	\$271,659	\$148,922	\$139,542	\$87,452	\$123,760	\$135,544	\$109,404	\$127,744	\$150,534	\$77,100	\$137,166

Table 8: Scenario 2 - Repair Costs by Category

Repair	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Spending	Percentage of Total Spending
Preservation												
Crack Seal (Minor)	\$2,553	\$17,852	\$17,077	\$36,990	\$28,564	\$30,354	\$50,098	\$41,565	\$31,517	\$64,784	\$321,354	2.2%
Rehabilitation												
Mill + Pave 2"	\$285,419	\$556,508					\$124,357	\$180,028	\$1,778,201	\$1,501,038	\$4,425,551	29.6%
HMA Overlay (1.5")				\$79,021							\$79,021	0.5%
HMA Overlay (1.5"); HMA Shim (3/4" avg)		\$147,080	\$494,704	\$178,347	\$234,229	\$28,617					\$1,082,978	7.2%
Reconstruction												
HMA Overlay 2"; Reclaim w/ 3" Binder	\$311,772	\$687,480	\$837,161	\$1,069,131	\$1,251,843	\$1,520,710	\$1,755,024	\$1,599,709			\$9,032,829	60.5%
Totals	\$599,744	\$1,408,920	\$1,348,943	\$1,363,489	\$1,514,636	\$1,579,681	\$1,929,478	\$1,821,302	\$1,809,718	\$1,565,822	\$14,941,733	

Table 9: Scenario 2 - Miles and Costs by Repair Category

Repair	Sum of Miles	% of Miles	Sum of Cost	% of Cost	Cost per Mile
Preservation					
Crack Seal (Minor)	99.77	80%	\$321,354	2%	\$ 3,221
Rehabilitation					
Mill + Pave 2"	8.16	7%	\$4,425,551	30%	\$ 542,366
HMA Overlay (1.5")	0.50	0%	\$79,021	1%	\$ 159,334
HMA Overlay (1.5"); HMA Shim (3/4" avg)	5.24	4%	\$1,082,978	7%	\$ 206,705
Reconstruction					
HMA Overlay 2"; Reclaim w/ 3" Binder	11.38	9%	\$9,032,829	60%	\$ 793,516
Totals	125.04		\$14,941,733		\$ 119,491
Totals W/O Crack Seal	25.28		\$ 14,620,379		\$ 578,379

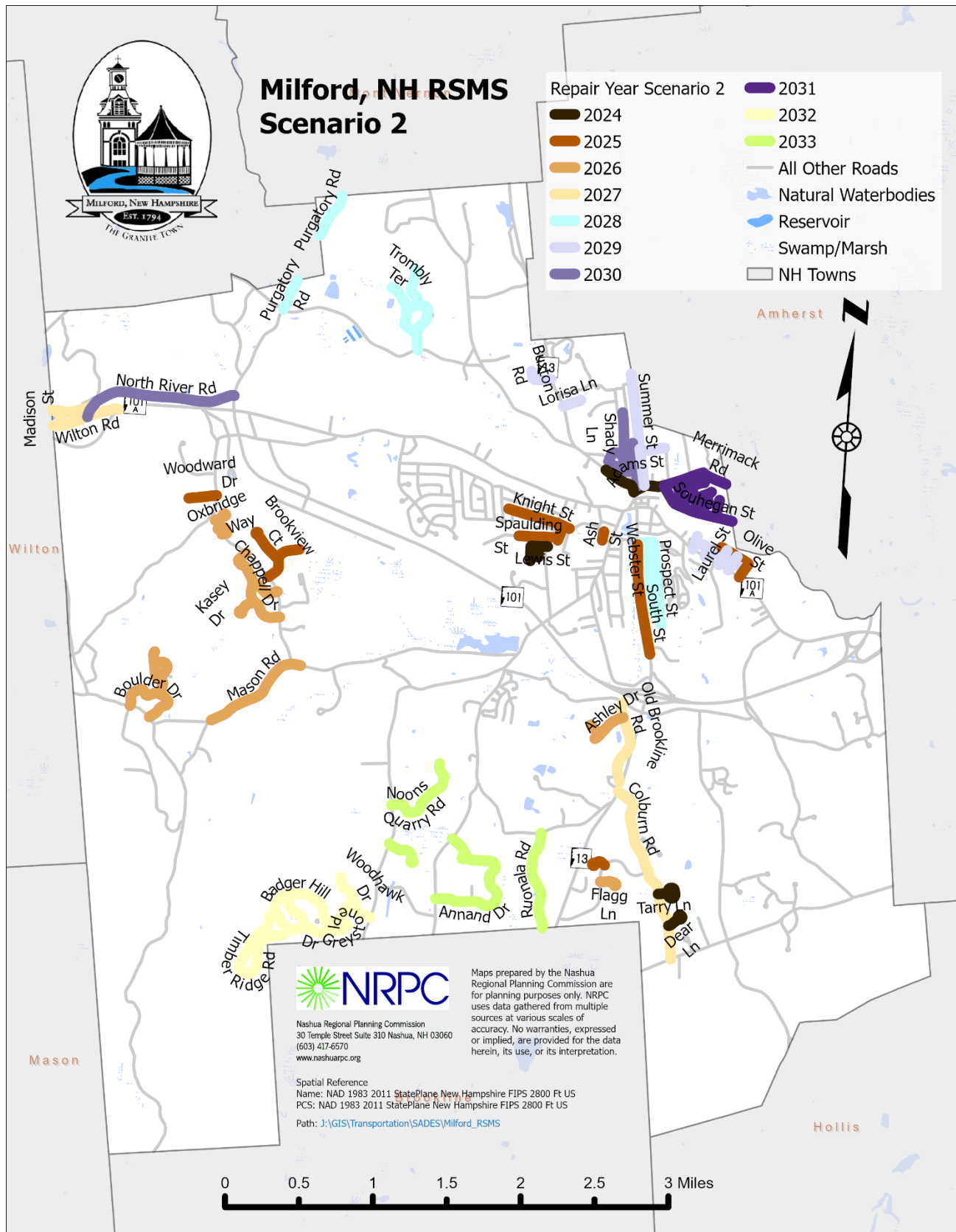


Figure 7: Scenario 2 Repairs by Year

C. SCENARIO 3

Scenario 3 was developed to show what approach could be taken with a reduced paving budget, limited to approximately \$800,000 per year. This scenario does its best to prioritize rehabilitation repairs and follows the same crack seal schedule as Scenarios 1 and 2. Scenario 3 does cover several neighborhoods, though it is not as thorough as the other two scenarios.

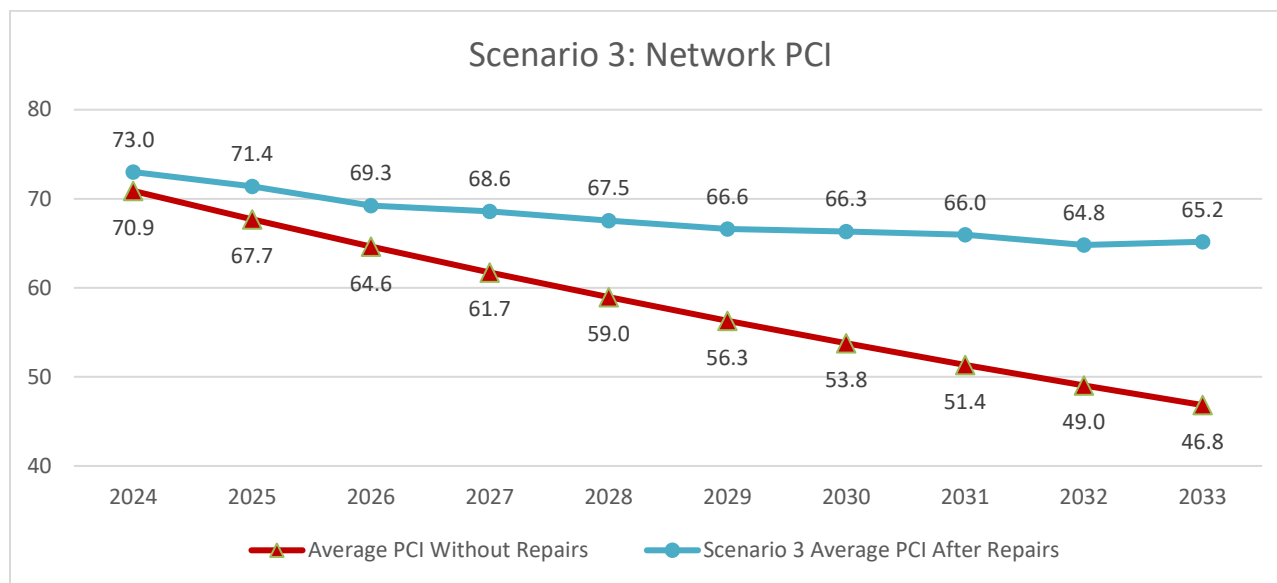


Figure 8: Network PCI by year for Scenario 3

The average network PCI from the Fall of 2023 was 74.2. Without any repairs, that value is forecasted to drop to 46.8 in 2033. In Scenario 3, that value is forecasted to be at 65.2 in 2033, an overall improvement of 18.4 points.

Scenario 3 covers a total of 115.6 miles, including segments that are revisited for multiple repairs over the years. Most of this mileage (100.78 miles, 87% of the total) is due to the continued use of crack sealing. This strategy involves crack sealing each road three years after initial repair work is completed and returning every three years after for continued crack sealing. Rehabilitation repairs cover 9.81 miles (8% of the total) in this scenario. These repairs include Milling, Shims, and Overlays. Reconstruction makes up 5.01 miles of this scenario (4% of the total). This repair involves full-depth reclamation of deteriorated roads with 3" of asphalt binder and a 2" asphalt overlay. On average, each year of this scenario repairs 11.56 miles of road: 10.08 miles of Crack Sealing and 1.48 miles of Rehab and Reconstruction work.

The total cost for Scenario 3 over 10 years is \$8,000,247, an average of \$800,025 per year. The cost for all crack sealing for this scenario is \$324,679, 4.1% of the total cost. The combined cost for all rehabilitation repairs (Milling, Shims, Overlays) is \$3,956,532, 49.5% of the total cost. The cost for all reconstruction repairs is \$3,719,037, 46.5% of the total cost.

Each year, repairs are focused on different areas of town and address needed improvements to overall neighborhoods. In Scenario 3 these neighborhoods are seeing major road improvements: Badger Hill, Crosby Street, East Milford, Highland Street, Homestead Circle, Prospect Hill, Souhegan Street, West Milford, Whitten Road. In this scenario, Crosby Street, Highland Street, Prospect Hill, and Whitten Road neighborhoods only see repairs for some of the roads located in the neighborhood.

The following tables (10, 11, and 12) illustrate the repair costs, miles of treated roads, and network PCI each year. Figure 9 shows which roads are scheduled for repair each year in Scenario 3. Appendix D contains detailed tables for Scenario 3 describing which roads are scheduled for repair, the cost of repairs, and number of miles of repairs.

Table 10: Scenario 3 - Network PCI, Miles Treated, and Repair Costs

Scenario 3	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Average
Average PCI Without Repairs	70.9	67.7	64.6	61.7	59.0	56.3	53.8	51.4	49.0	46.8	
Average PCI After Repairs	73.0	71.4	69.3	68.6	67.5	66.6	66.3	66.0	64.8	65.2	67.9
PCI Change Year to Year		-1.6	-2.1	-0.7	-1.0	-0.9	-0.3	-0.4	-1.1	0.4	-0.9
Crack Seal Miles	0.99	6.65	6.12	13.08	9.46	9.67	15.68	12.24	8.92	17.97	10.08
Crack Sealing Cost	\$2,553	\$17,852	\$17,077	\$37,971	\$28,564	\$30,354	\$51,201	\$41,565	\$31,517	\$66,025	\$32,468
Crack Seal cost per mile	\$2,581	\$2,684	\$2,791	\$2,903	\$3,019	\$3,140	\$3,266	\$3,396	\$3,532	\$3,673	\$3,099
Repair and Rebuild Miles	1.22	2.02	1.33	2.08	1.77	1.06	1.13	1.47	1.47	1.28	1.48
Repair and Rebuild Cost	\$597,191	\$834,625	\$790,337	\$804,347	\$730,540	\$823,940	\$778,590	\$788,893	\$828,811	\$698,292	\$767,557
Repair and Rebuild cost per mile	\$490,070	\$412,997	\$594,853	\$387,046	\$413,189	\$777,875	\$690,442	\$537,229	\$564,034	\$544,156	\$541,189
Total Miles Treated	2.21	8.67	7.45	15.16	11.23	10.73	16.81	13.71	10.39	19.26	11.56
Total Repair Cost	\$599,744	\$852,477	\$807,415	\$842,318	\$759,104	\$854,294	\$829,791	\$830,458	\$860,328	\$764,318	\$800,025
Cost per Miles	\$271,659	\$98,303	\$108,430	\$55,571	\$67,603	\$79,646	\$49,373	\$60,587	\$82,783	\$39,690	\$91,364

Table 11: Scenario 3 – Repair Costs by Category

Repair	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Spending	Percentage of Total Spending
Preservation												
Crack Seal (Minor)	\$2,553	\$17,852	\$17,077	\$37,971	\$28,564	\$30,354	\$51,201	\$41,565	\$31,517	\$66,025	\$324,679	4.1%
Rehabilitation												
Mill + Pave 2"	\$285,419	\$485,762					\$124,357	\$788,893	\$828,811	\$698,292	\$3,211,534	40.1%
HMA Overlay (1.5")				\$79,021							\$79,021	1.0%
HMA Overlay (1.5"); HMA Shim (3/4" avg)		\$147,080	\$77,703	\$178,347	\$234,229	\$28,617					\$665,977	8.3%
Reconstruction												
HMA Overlay 2"; Reclaim w/ 3" Binder	\$311,772	\$201,783	\$712,635	\$546,980	\$496,311	\$795,323	\$654,234				\$3,719,037	46.5%
Totals	\$599,744	\$852,477	\$807,415	\$842,318	\$759,104	\$854,294	\$829,791	\$830,458	\$860,328	\$764,318	\$8,000,247	

Table 12: Scenario 3 – Miles and Costs by Repair Category

Repair	Sum of Miles	% of Miles	Sum of Cost	% of Cost	Cost per Mile
Preservation					
Crack Seal (Minor)	100.78	87%	\$324,679	4%	\$ 3,222
Rehabilitation					
Mill + Pave 2"	6.14	5%	\$3,211,534	40%	\$ 523,241
HMA Overlay (1.5")	0.50	0%	\$79,021	1%	\$ 159,334
HMA Overlay (1.5"); HMA Shim (3/4" avg)	3.18	3%	\$665,977	8%	\$ 209,748
Reconstruction					
HMA Overlay 2"; Reclaim w/ 3" Binder	5.01	4%	\$3,719,037	46%	\$ 741,803
Totals	115.60		\$8,000,247		\$ 69,205
Totals W/O Crack Seal	14.82		\$ 7,675,569		\$ 517,837

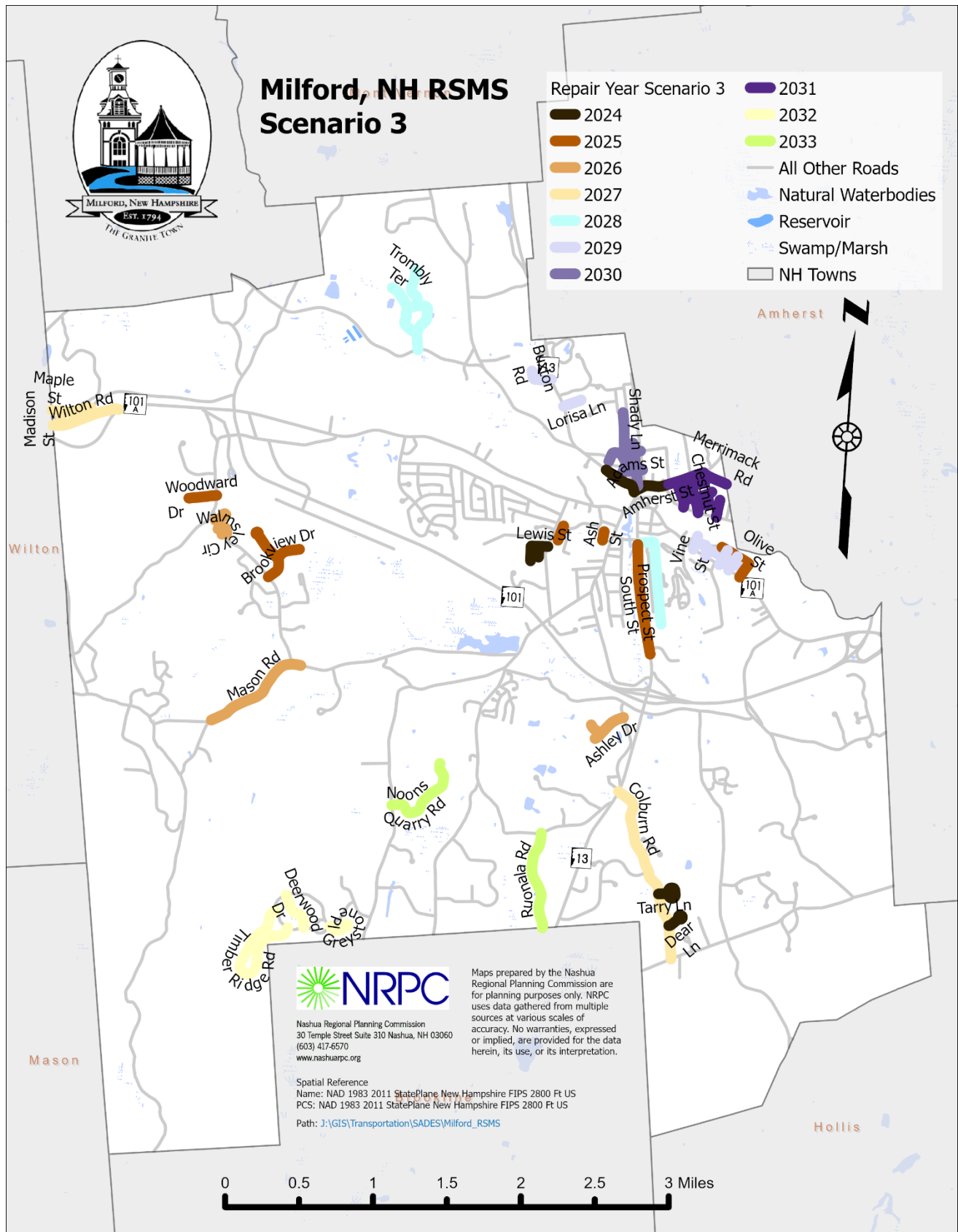


Figure 9: Scenario 3 Repairs by Year

9 SUMMARY

In this summary section, all three scenarios will be compared. This comparison will look at changes in PCI over time, the number of miles repaired, overall costs, and neighborhood coverage for each scenario.

The overall network PCI for all town-maintained roads was 74.2 in the fall of 2023 when the roads were initially assessed. Typical deterioration of road surfaces is calculated to happen at a loss of 4.5% of the PCI each year. As repairs are made, each segment gets an improved PCI value, calculated by the type of repair assigned to that road segment. Then the PCI continues to drop at the same rate in the following years. This is consistent across all scenarios.

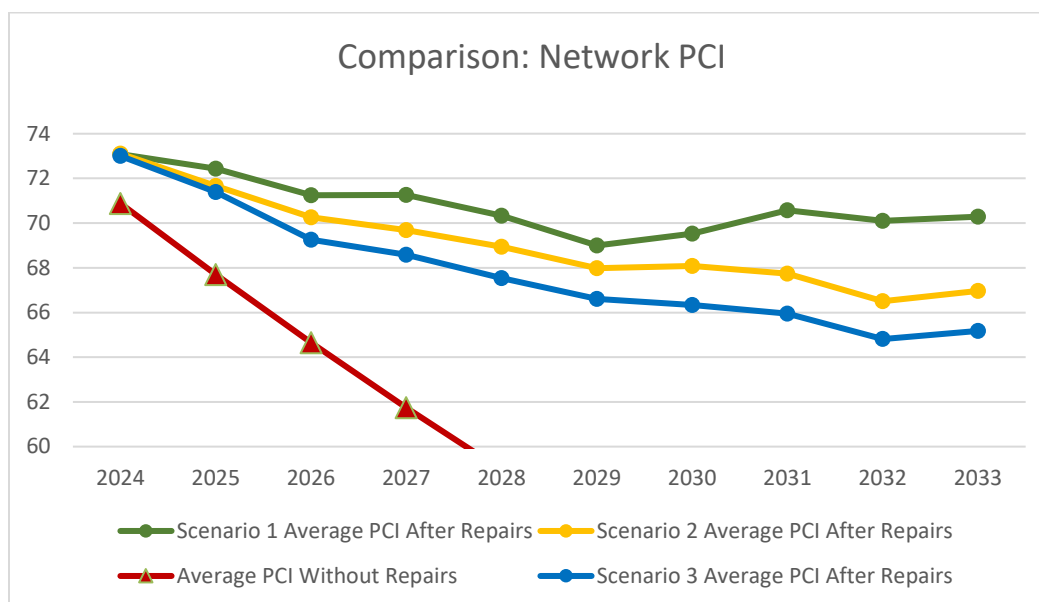


Figure 10: Scenario Comparison - Network PCI

In scenario 1 the PCI finishes in 2033 at 70.3, with an average change per year of -0.3, which is about -.4%. In scenario 2 the PCI finishes in 2033 at 67.0, with an average change per year of -0.68, which is about -1%. In scenario 3 the PCI finishes in 2033 at 65.2, with an average change per year of -0.87, which is about -1.2%. As seen in Table 4, scenario 1 has 4 years in which there is no negative change in PCI. Scenario 2 has 2 years (Table 7), and Scenario 3 has 1 year (Table 10).

You can see on the chart comparing the PCI changes of each scenario (Figure 10), that the general trend for Scenarios 2 and 3 is downward, with a slight improvement in the final year. The trend in scenario 1 changes in the year 2029, with improvement in the following years. With proper planning, scenario 1 appears to have the best potential to see multiple future years of PCI improvement.

There is a total of 88.76 miles in Milford's paved road network. Looking at the number of miles repaired in each scenario, there is a major difference between the three scenarios. Scenario 1 covers 144.32 miles, and 32.67 miles without crack sealing. Scenario 2 covers 125 miles, and 25.28 miles

without crack sealing. Scenario 3 covers 115.6 miles, and 14.82 miles without crack sealing. It is important to compare these mileages with and without crack sealing because the scheduled crack sealing cycle goes back to previous roads to continue preventive deterioration. This is not a substitute for new paving or reconstruction of a poor road. Scenario 1 plans for 36.8% of the total road network to receive rehabilitation or reconstruction repairs. In scenarios 2 and 3, these figures are 28.48% and 16.69% respectively. Of course, by paving more miles, that affects the cost. The average cost of scenario 1 each year is \$1.9 million. For Scenario 2 it's \$1.49 million. Scenario 3 is \$800 thousand.

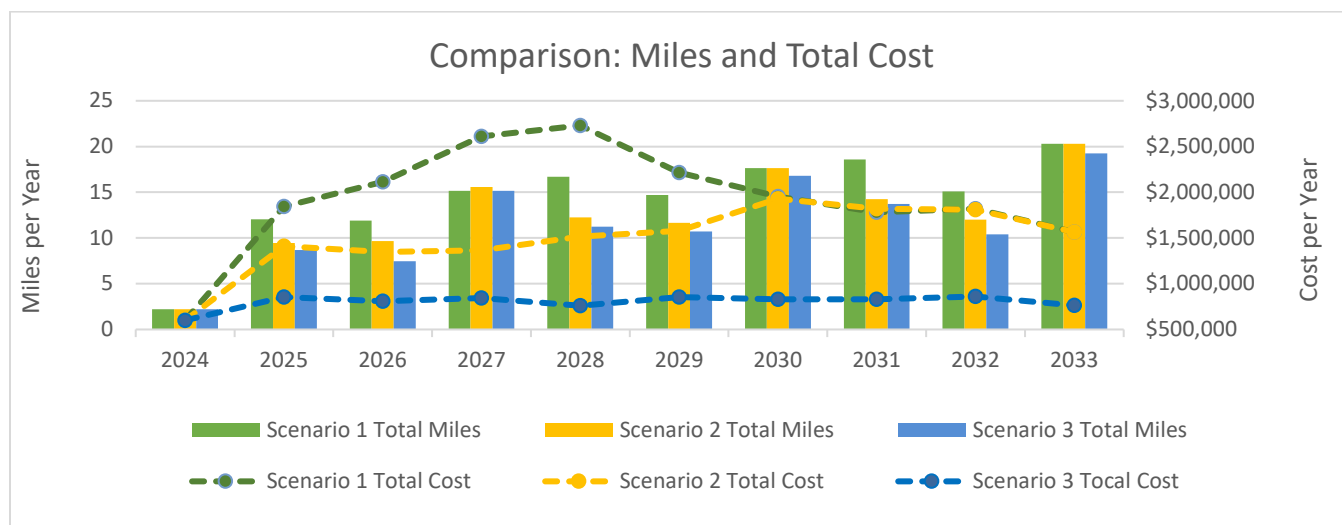


Figure 11: Scenario Comparison - Cost

To compare which neighborhoods are affected by the different scenarios, see Table 13. There are 11 neighborhoods of interest in this plan, all of which receive repairs in scenario 1. Scenarios 2 and 3 exclude some neighborhoods in part or completely. Scenario 2 would skip over the Hilton Homes neighborhood and only partially cover the adjacent Crosby Street neighborhood. Scenario 3 would skip out on 2 neighborhoods completely (Hilton Homes and Hillsboro Woods) and would only partially cover 4 other neighborhoods, covering only 5 of the 11 neighborhoods completely.

To understand the value of Milford's Road network, examine Figure 12. This breaks down the present-day value of Milford's paved road network simply in terms of material volume, without assigning value to its importance or usefulness to its residents. Milford has 88.76 miles of paved roads, which on average contain 4 inches of pavement and 12 inches of gravel and are on average 24.8 ft wide. This calculates a total value of \$40,672,606. As the road surface degrades, this value depreciates. Over 20 years this depreciates at a rate of \$2,033,630 per year. This means that the town will have to spend around \$2 million per year to prevent any deterioration and depreciation of the network's value. This amount is certainly higher than past paving budgets, however, it can be a reminder to Town officials and the public of just how valuable an asset the road network is.

Table 13: Scenario Comparison - Neighborhoods

Neighborhood Roads By Scenario and Year of Repairs			
Neighborhood	Scenario 1	Scenario 2	Scenario 3
Badger Hill	2032	2032	2032
Crosby Street	2024, 2025, 2029	2024*, 2025*	2024*, 2025*
East Milford	2025, 2026	2025, 2029	2025, 2029
Highland Street	2030	2029, 2030	2030*
Hillsboro Woods	2026	2026	
Hilton Homes	2028		
Homestead Circle	2026	2028	2028
Prospect Hill	2025, 2027, 2028	2025, 2028	2025*, 2028*
Souhegan Street	2026, 2031	2031	3031
West Milford	2027	2027	2027
Whitten Road	2026	2025, 2026	2025*, 2026*

* = Only partial or tangential neighborhood roads repaired

Maintaining a safe road network in good condition requires incredible effort. This effort is conducted in the office by DPW staff by planning and advocating for funding, and on the roads by the physically demanding work of the contractors hired to conduct road repairs. NRPC's goal is to assist the Town of Milford in planning for road maintenance. We hope this data-driven information proves valuable and results in an informed and cohesive strategy to maintain Milford's roads well into the future.

PRESENT DAY VALUE OF ROAD NETWORK						
MILEAGE:			UNIT COSTS:			
88.76		Paved	Pavement		\$80	/ ton
		Gravel	Gravel		\$30	/ ton
Depth (inches)	PAVED ROADS					
	Material	Cost/SY	Miles	Width (ft)	SY	Cost
4	Pavement	\$ 17.92	88.76	24.8	1,291,399	\$ 23,141,867
12	Gravel	\$ 13.58				\$ 17,530,739
TOTAL VALUE PAVED ROADS						\$ 40,672,606
Depth (inches)	GRAVEL ROADS					
	Material	Cost/SY	Miles	Width (ft)	SY	Cost
12	Gravel	\$ 13.58	0	16	0	\$ -
TOTAL VALUE OF GRAVEL ROADS						\$ -
TOTAL VALUE OF THE NETWORK:						\$ 40,672,606
ANNUALIZED DEPRECIATION AT				20	YEAR LIFE	\$ 2,033,630

Figure 12: Present-Day Value of Milford's Road Network

10 APPENDIXES

APPENDIX A: ROAD INVENTORY

Road Name and Segment #	Surface Type	Road Width (Feet)	Number of Lanes	Length of Segment (Feet)	PCI Fall 2023	Importance Value	Traffic Volume Value	Priority Value
Acacia Ln - 1	Paved	24	2	542	68	1	1	23
Adams St - 1	Paved	20	2	1326	43	1	1	29.25
Adams St - 2	Paved	21	2	887	58	1	1	25.5
Alder St - 1	Paved	25	2	974	37	1	1	30.75
Alpine St - 1	Paved	26	2	1285	68	1	1	23
Amherst St - 1	Paved	37	2	1321	56	4	4	71
Amherst St - 2	Paved	32	2	1321	98	4	4	60.5
Amherst St - 3	Paved	32	2	905	98	4	4	60.5
Annand Dr - 1	Paved	23	2	1319	95	1	1	16.25
Annand Dr - 2	Paved	25	2	1320	90	1	1	17.5
Annand Dr - 3	Paved	25	2	1320	90	1	1	17.5
Annand Dr - 4	Paved	24	2	1723	87	1	1	18.25
Annard Dr Spur - 1	Paved	23	2	221	51	1	1	27.25
Armory Rd - 1	Paved	24	2	1322	91	3	3	47.25
Armory Rd - 2	Paved	24	2	1318	91	3	3	47.25
Armory Rd - 3	Paved	24	2	1321	68	3	3	53
Armory Rd - 4	Paved	38	2	1565	79	3	3	50.25
Ash St - 1	Paved	16	1	318	43	1	1	29.25
Ashley Dr - 1	Paved	24	2	1295	71	1	1	22.25
Badger Hill Dr - 1	Paved	30	2	1320	97	1	1	15.75
Badger Hill Dr - 2	Paved	24	2	1320	100	1	1	15
Badger Hill Dr - 3	Paved	24	2	1318	100	1	1	15
Badger Hill Dr - 4	Paved	24	2	1322	100	1	1	15
Badger Hill Dr - 5	Paved	24	2	1382	100	1	1	15
Baldwin Rd - 1	Paved	25	2	1632	64	1	1	24
Ball Hill Rd - 1	Paved	21	2	1320	91	1	2	24.25
Ball Hill Rd - 2	Paved	21	2	1321	91	1	2	24.25
Ball Hill Rd - 3	Paved	21	2	1321	91	1	2	24.25
Ball Hill Rd - 4	Paved	22	2	1957	94	1	2	23.5
Bear Ct - 1	Paved	25	2	847	95	1	1	16.25
Beech St - 1	Paved	24	2	1320	51	1	1	27.25
Beech St - 2	Paved	21	2	806	78	1	1	20.5
Belmont Dr - 1	Paved	23	2	264	77	1	1	20.75
Berkeley Pl - 1	Paved	24	2	982	39	1	1	30.25
Berry Ct - 1	Paved	26	2	869	65	1	1	23.75
Billings St - 1	Paved	18	2	714	48	1	1	28
Birch Ln - 1	Paved	24	2	318	73	1	1	21.75
Bobby Ln - 1	Paved	24	2	939	65	1	1	23.75
Border St - 1	Paved	24	2	571	63	1	1	24.25
Boulder Dr - 1	Paved	25	2	1322	57	1	1	25.75
Boulder Dr - 2	Paved	25	2	1588	54	1	1	26.5
Boxwood Cir - 1	Paved	24	2	1322	68	1	1	23
Boxwood Cir - 2	Paved	24	2	761	75	1	1	21.25
Boynton Hill Rd - 1	Paved	24	2	967	90	1	1	17.5
Boynton Hill Rd - 2	Paved	24	2	967	90	1	1	17.5
Boynton Hill Rd - 3	Paved	24	2	962	100	1	1	15
Boynton Hill Rd - 4	Paved	24	2	1007	100	1	1	15
Boynton Hill Rd - 5	Paved	24	2	1007	95	1	1	16.25
Boynton Hill Rd - 6	Paved	24	2	1007	95	1	1	16.25
Briarcliff Dr - 1	Paved	25	2	1719	83	1	1	19.25
Bridge St - 1	Paved	27	2	849	56	1	1	26
Brookview Ct - 1	Paved	24	2	1412	64	1	1	24

Road Name and Segment #	Surface Type	Road Width (Feet)	Number of Lanes	Length of Segment (Feet)	PCI Fall 2023	Importance Value	Traffic Volume Value	Priority Value
Brookview Dr - 1	Paved	25	2	1716	70	1	1	22.5
Burns Rd - 1	Paved	23	2	1619	42	1	1	29.5
Buxton Rd - 1	Paved	27	2	926	32	5	1	64
Cadrin Crossing - 1	Paved	22	2	501	90	1	1	17.5
Cadrin Crossing - 2	Paved	22	2	932	90	1	1	17.5
Capron Rd - 1	Paved	20	2	735	90	1	1	17.5
Carriage Ln - 1	Paved	24	2	794	71	1	1	22.25
Chappell Dr - 1	Paved	25	2	1321	63	1	1	24.25
Chappell Dr - 2	Paved	25	2	1575	73	1	1	21.75
Charles St - 1	Paved	24	2	480	74	1	1	21.5
Chase Ln - 1	Paved	24	2	587	64	1	1	24
Chase Ln - 2	Paved	16	1	666	70	1	1	22.5
Cherry St - 1	Paved	24	2	909	82	1	1	19.5
Ches Mae Ln - 1	Paved	25	2	922	88	1	1	18
Chestnut St - 1	Paved	23	2	1303	75	1	1	21.25
Christmas Tree Ln - 1	Paved	25	2	1320	75	1	1	21.25
Christmas Tree Ln - 2	Paved	25	2	1320	81	1	1	19.75
Christmas Tree Ln - 3	Paved	21	2	728	84	1	1	19
Clark Rd - 1	Paved	24	2	1931	60	1	1	25
Clifford St - 1	Paved	20	2	792	100	1	1	15
Clinton St - 1	Paved	24	2	1226	95	2	2	31.25
Colburn Rd - 1	Paved	21	2	1319	64	1	1	24
Colburn Rd - 2	Paved	22	2	1321	61	1	1	24.75
Colburn Rd - 3	Paved	22	2	1322	69	1	1	22.75
Colburn Rd - 4	Paved	22	2	1321	85	1	1	18.75
Colburn Rd - 5	Paved	22	2	1299	85	1	1	18.75
Comstock Dr - 1	Paved	23	2	1321	92	1	1	17
Comstock Dr - 2	Paved	23	2	1321	92	1	1	17
Comstock Dr - 3	Paved	23	2	1321	92	1	1	17
Comstock Dr - 4	Paved	23	2	867	92	1	1	17
Cortland Rd - 1	Paved	25	2	1320	84	1	1	19
Cortland Rd - 2	Paved	24	2	1320	66	1	1	23.5
Cortland Rd - 3	Paved	25	2	845	75	1	1	21.25
Cottage St - 1	Paved	23	2	714	92	1	1	17
Crestwood Ln - 1	Paved	24	2	1477	69	1	1	22.75
Crosby St - 1	Paved	25	2	1322	42	1	2	36.5
Crosby St - 2	Paved	26	2	1362	55	1	2	33.25
Cypress Rd - 1	Paved	24	2	1224	74	1	1	21.5
David Dr - 1	Paved	24	2	1564	100	1	1	15
Dean St - 1	Paved	22	2	617	53	1	1	26.75
Dear Ln - 1	Paved	24	2	898	69	1	1	22.75
Dearborn St - 1	Paved	21	2	1329	75	1	1	21.25
Deerwood Dr - 1	Paved	24	2	1414	100	1	1	15
Echo Rd - 1	Paved	18	2	817	78	1	1	20.5
Edgewood St - 1	Paved	24	2	543	58	1	1	25.5
Elderberry Ct - 1	Paved	24	2	477	72	1	1	22
Elm St - 1	Paved	43	2	1320	91	5	5	77.25
Elm St - 10	Paved	42	2	1320	59	5	5	85.25
Elm St - 11	Paved	39	2	1263	69	5	5	82.75
Elm St - 2	Paved	43	2	1320	76	5	5	81
Elm St - 3	Paved	41	2	1320	66	5	5	83.5
Elm St - 4	Paved	33	2	1320	69	5	5	82.75
Elm St - 5	Paved	45	2	1320	58	5	5	85.5
Elm St - 6	Paved	45	2	1320	59	5	5	85.25
Elm St - 7	Paved	45	2	1320	88	5	5	78
Elm St - 8	Paved	40	2	1320	88	5	5	78
Elm St - 9	Paved	40	2	1320	83	5	5	79.25
Emerson Rd - 1	Paved	24	2	1949	86	3	3	48.5
Fairhaven Ave - 1	Paved	22	2	422	88	1	1	18

Road Name and Segment #	Surface Type	Road Width (Feet)	Number of Lanes	Length of Segment (Feet)	PCI Fall 2023	Importance Value	Traffic Volume Value	Priority Value
Falconer Ave - 1	Paved	26	2	1447	49	1	1	27.75
Farley St - 1	Paved	21	2	336	84	1	1	19
Federal Hill Rd - 1	Paved	21	2	1320	96	1	2	23
Federal Hill Rd - 2	Paved	21	2	1320	96	1	2	23
Federal Hill Rd - 3	Paved	21	2	1320	96	1	2	23
Federal Hill Rd - 4	Paved	24	2	1321	90	1	2	24.5
Federal Hill Rd - 5	Paved	24	2	1321	90	1	2	24.5
Federal Hill Rd - 6	Paved	24	2	1320	90	1	2	24.5
Federal Hill Rd - 7	Paved	24	2	1468	90	1	2	24.5
Fern Ct - 1	Paved	24	2	398	61	1	1	24.75
Fernwood Dr - 1	Paved	18	2	1062	54	1	1	26.5
Flagg Ln - 1	Paved	25	2	826	58	1	1	25.5
Ford St - 1	Paved	23	2	719	98	1	1	15.5
Forest St - 1	Paved	21	2	416	84	1	1	19
Foster Rd - 1	Paved	21	2	1330	100	1	1	15
Foster Rd - 2	Paved	21	2	1330	96	1	1	16
Foster Rd - 3	Paved	21	2	1330	96	1	1	16
Foxmoor Cir - 1	Paved	24	2	510	100	1	1	15
Franklin St - 1	Paved	22	2	884	31	1	1	32.25
Garden St - 1	Paved	26	2	578	96	4	1	40
George St - 1	Paved	27	2	1088	96	1	1	16
Georgetown Dr - 1	Paved	24	2	1845	51	1	1	27.25
Gilson St - 1	Paved	18	2	262	47	1	1	28.25
Glenn Dr - 1	Paved	25	2	697	74	1	1	21.5
Granite St - 1	Paved	21	2	925	52	1	1	27
Great Brook Rd - 1	Paved	24	2	1321	71	1	1	22.25
Great Brook Rd - 2	Paved	24	2	1220	53	1	1	26.75
Greystone Pl - 1	Paved	25	2	965	100	1	1	15
Grove St - 1	Paved	38	2	482	49	1	1	27.75
Hammond Rd - 1	Paved	22	2	1210	84	1	1	19
Hartshorn Mill Rd - 1	Paved	18	2	1320	33	1	1	31.75
Hartshorn Mill Rd - 2	Paved	21	2	750	33	1	1	31.75
Harvest Dr - 1	Paved	23	2	413	94	1	1	16.5
Helene Dr - 1	Paved	24	2	609	80	1	1	20
Hemlock St - 1	Paved	24	2	420	60	1	1	25
Heritage Way - 1	Paved	24	2	455	65	1	1	23.75
Heritage Way - 2	Paved	24	2	1328	65	1	1	23.75
Heron Pond Rd - 1	Paved	25	2	1056	56	3	1	42
High St - 1	Paved	24	2	942	48	1	1	28
Highland Ave - 1	Paved	22	2	1543	54	1	1	26.5
Hillsboro Cir - 1	Paved	25	2	1077	65	1	1	23.75
Hilltop Dr - 1	Paved	20	2	629	52	1	1	27
Hitchiner Way - 1	Paved	30	2	957	70	1	1	22.5
Holden Ln - 1	Paved	23	2	961	95	1	1	16.25
Hollow Oak Ln - 1	Paved	24	2	640	72	1	1	22
Holly Ln - 1	Paved	24	2	329	69	1	1	22.75
Homestead Cir - 1	Paved	24	2	1320	71	1	1	22.25
Homestead Cir - 2	Paved	24	2	1319	65	1	1	23.75
Homestead Cir - 3	Paved	24	2	825	65	1	1	23.75
Iris Rd - 1	Paved	24	2	964	74	1	1	21.5
Isaac Frye Hwy - 1	Paved	24	2	1321	100	1	1	15
James St - 1	Paved	28	2	505	70	1	1	22.5
Japa Ct - 1	Paved	24	2	147	57	1	1	25.75
Jennison Rd - 1	Paved	26	2	1322	90	1	2	24.5
Jennison Rd - 2	Paved	26	2	1320	78	1	2	27.5
Jennison Rd - 3	Paved	26	2	1323	83	1	2	26.25
Jennison Rd - 4	Paved	26	2	1319	75	1	2	28.25
Jennison Rd - 5	Paved	26	2	1539	81	1	2	26.75
Johnson St - 1	Paved	20	2	1067	87	1	1	18.25

Road Name and Segment #	Surface Type	Road Width (Feet)	Number of Lanes	Length of Segment (Feet)	PCI Fall 2023	Importance Value	Traffic Volume Value	Priority Value
Jones Rd - 1	Paved	35	2	1387	58	1	1	25.5
Joslin Rd - 1	Paved	23	2	1321	44	1	1	29
Joslin Rd - 2	Paved	23	2	898	44	1	1	29
Kasey Dr - 1	Paved	25	2	928	54	1	1	26.5
Kendrick Ln - 1	Paved	25	2	995	92	1	1	17
Keyes Field Rd - 1	Paved	20	2	856	49	1	1	27.75
King St - 1	Paved	25	2	1094	100	1	1	15
Knight St - 1	Paved	25	2	1317	72	1	1	22
Knight St - 2	Paved	23	2	973	64	1	1	24
Larch Rd - 1	Paved	24	2	1461	73	1	1	21.75
Largo Knoll - 1	Paved	24	2	551	93	1	1	16.75
Laurel St - 1	Paved	19	2	591	65	1	1	23.75
Ledgewood Dr - 1	Paved	25	2	1320	78	1	1	20.5
Ledgewood Dr - 2	Paved	25	2	812	78	1	1	20.5
LeeAnn Dr - 1	Paved	25	2	1336	77	1	1	20.75
Lewis St - 1	Paved	21	2	585	44	1	1	29
Lincoln St - 1	Paved	26	2	908	92	1	2	24
Linden St - 1	Paved	22	2	578	67	1	1	23.25
Lorden Dr - 1	Paved	24	2	1035	61	1	1	24.75
Lorisa Ln - 1	Paved	22	2	667	69	1	1	22.75
Madison St - 1	Paved	20	2	517	48	1	1	28
Maple St - 1	Paved	22	2	1434	51	1	1	27.25
Marshall St - 1	Paved	20	2	1018	64	1	1	24
Mason Rd - 1	Paved	25	2	1320	76	1	1	21
Mason Rd - 10	Paved	23	2	1320	91	2	3	39.25
Mason Rd - 11	Paved	23	2	1319	84	2	3	41
Mason Rd - 12	Paved	23	2	834	89	2	3	39.75
Mason Rd - 13	Paved	23	2	1786	70	2	3	44.5
Mason Rd - 2	Paved	25	2	1320	90	1	1	17.5
Mason Rd - 3	Paved	25	2	1318	74	1	1	21.5
Mason Rd - 4	Paved	25	2	1321	52	1	1	27
Mason Rd - 5	Paved	22	2	1319	49	1	1	27.75
Mason Rd - 6	Paved	22	2	1319	46	1	1	28.5
Mason Rd - 7	Paved	22	2	1319	43	2	3	51.25
Mason Rd - 8	Paved	23	2	1319	83	2	3	41.25
Mason Rd - 9	Paved	23	2	1321	63	2	3	46.25
Mayflower Dr - 1	Paved	20	2	963	54	1	1	26.5
Mcgettigan Rd - 1	Paved	21	2	1321	45	1	1	28.75
Mcgettigan Rd - 2	Paved	21	2	1321	57	1	1	25.75
Mcgettigan Rd - 3	Paved	23	2	1496	96	1	1	16
Meadowbrook Dr - 1	Paved	25	2	1319	47	1	1	28.25
Meadowbrook Dr - 2	Paved	25	2	791	57	1	1	25.75
Medlyn St - 1	Paved	17	2	707	58	1	1	25.5
Melendy Rd - 1	Paved	23	2	1320	81	2	2	34.75
Melendy Rd - 2	Paved	23	2	1320	70	2	2	37.5
Melendy Rd - 3	Paved	23	2	1320	85	2	2	33.75
Melendy Rd - 4	Paved	19	2	1320	56	2	2	41
Melendy Rd - 5	Paved	19	2	1321	56	2	2	41
Melendy Rd - 6	Paved	22	2	1320	67	2	2	38.25
Melendy Rd - 7	Paved	22	2	1318	84	2	2	34
Melendy Rd - 8	Paved	22	2	1425	84	2	2	34
Merrimack Rd - 1	Paved	22	2	921	74	2	1	29.5
Middle St - 1	Paved	49	2	456	45	1	1	28.75
Mile Slip Rd - 1	Paved	24	2	1329	55	1	1	26.25
Mile Slip Rd - 10	Unpaved			1329	98	1	1	15.5
Mile Slip Rd - 11	Unpaved			1329	98	1	1	15.5
Mile Slip Rd - 12	Unpaved			1329	98	1	1	15.5
Mile Slip Rd - 13	Unpaved			1329	98	1	1	15.5
Mile Slip Rd - 2	Paved	24	2	1329	48	1	1	28

Road Name and Segment #	Surface Type	Road Width (Feet)	Number of Lanes	Length of Segment (Feet)	PCI Fall 2023	Importance Value	Traffic Volume Value	Priority Value
Mile Slip Rd - 3	Paved	24	2	1329	51	1	1	27.25
Mile Slip Rd - 4	Paved	22	2	1329	50	1	1	27.5
Mile Slip Rd - 5	Paved	22	2	1329	72	1	1	22
Mile Slip Rd - 6	Paved	24	2	1329	98	1	1	15.5
Mile Slip Rd - 7	Paved	24	2	1329	98	1	1	15.5
Mile Slip Rd - 8	Unpaved			1329	98	1	1	15.5
Mile Slip Rd - 9	Unpaved			1329	98	1	1	15.5
Mill St - 1	Paved	25	2	1100	58	1	1	25.5
Millbrook Dr - 1	Paved	23	2	1517	81	1	1	19.75
Monson Pl - 1	Paved	16	2	300	47	1	1	28.25
Mont Vernon St - 1	Paved	27	2	1320	64	4	4	69
Mont Vernon St - 2	Paved	44	2	1320	44	4	4	74
Mont Vernon St - 3	Paved	30	2	217	49	4	4	72.75
Mooreland St - 1	Paved	27	2	585	69	1	1	22.75
Mountain View Ct - 1	Paved	25	2	1322	90	1	1	17.5
Mountain View Ct - 2	Paved	25	2	717	85	1	1	18.75
Mullen Rd - 1	Unpaved		2	992	96	1	1	16
Myrtle St - 1	Paved	24	2	1138	46	1	1	28.5
Nashua St - 1	Paved	40	2	1339	75	5	5	81.25
Nashua St - 2	Paved	35	2	1339	84	5	5	79
Nashua St - 3	Paved	35	2	1339	87	5	5	78.25
Nashua St - 4	Paved	35	2	1339	84	5	5	79
Nashua St - 5	Paved	38	2	1339	87	5	5	78.25
Nashua St - 6	Paved	49	2	1339	82	5	5	79.5
Noons Quarry Rd - 1	Paved	25	2	1319	74	1	1	21.5
Noons Quarry Rd - 2	Paved	25	2	1905	90	1	1	17.5
North River Rd - 1	Paved	25	2	1322	66	2	3	45.5
North River Rd - 2	Paved	25	2	1319	56	2	3	48
North River Rd - 3	Paved	25	2	1319	56	2	3	48
North River Rd - 4	Paved	24	2	1747	52	2	3	49
North St - 1	Paved	21	2	1557	58	1	1	25.5
Oak St - 1	Paved	24	2	1322	58	1	1	25.5
Oak St - 2	Paved	21	2	1465	73	1	1	21.75
Oakland Dr - 1	Paved	22	2	612	77	1	1	20.75
Oakwood Cir - 1	Paved	23	2	1231	50	1	1	27.5
Oakwood Cir - 2	Paved	24	2	206	58	1	1	25.5
Old Brookline Rd - 1	Paved	18	2	1321	64	1	1	24
Old Brookline Rd - 2	Paved	22	2	1735	59	1	1	25.25
Old Wilton Rd - 1	Paved	25	2	1319	89	1	1	17.75
Old Wilton Rd - 2	Paved	24	2	1321	100	1	1	15
Old Wilton Rd - 3	Paved	24	2	962	89	1	1	17.75
Olive St - 1	Paved	31	2	874	80	1	1	20
Orange St - 1	Paved	24	2	541	83	1	1	19.25
Orchard St - 1	Paved	21	2	947	53	1	1	26.75
Osgood Rd - 1	Paved	25	2	1320	83	1	1	19.25
Osgood Rd - 10	Paved	24	2	1863	80	1	2	27
Osgood Rd - 11	Paved	37	2	1321	77	2	3	42.75
Osgood Rd - 12	Paved	32	2	1323	75	3	3	51.25
Osgood Rd - 13	Paved	30	2	848	72	3	3	52
Osgood Rd - 2	Paved	25	2	1320	77	1	2	27.75
Osgood Rd - 3	Paved	21	2	1319	88	1	2	25
Osgood Rd - 4	Paved	22	2	1319	93	1	2	23.75
Osgood Rd - 5	Paved	24	2	1318	98	1	2	22.5
Osgood Rd - 6	Paved	24	2	1320	98	1	2	22.5
Osgood Rd - 7	Paved	24	2	1320	98	1	2	22.5
Osgood Rd - 8	Paved	24	2	1320	98	1	2	22.5
Osgood Rd - 9	Paved	24	2	1320	85	1	2	25.75
Ox Brook Woods Rd - 1	Paved	25	2	927	87	1	1	18.25
Oxbridge Way - 1	Paved	24	2	627	54	1	1	26.5

Road Name and Segment #	Surface Type	Road Width (Feet)	Number of Lanes	Length of Segment (Feet)	PCI Fall 2023	Importance Value	Traffic Volume Value	Priority Value
Park St - 1	Paved	28	2	1339	53	1	1	26.75
Patch Hill Rd - 1	Paved	24	2	1320	90	1	1	17.5
Patch Hill Rd - 2	Paved	25	2	1287	83	1	1	19.25
Perkins St - 1	Paved	22	2	1014	67	1	1	23.25
Perry Rd - 1	Paved	27	2	1071	37	1	1	30.75
Perry Rd - 2	Paved	27	2	1071	27	1	1	33.25
Perry Rd - 3	Unpaved	27	2	1071	39	1	1	30.25
Phelan Rd - 1	Paved	61	2	877	75	3	1	37.25
Phillips Way - 1	Paved	19	2	529	90	1	1	17.5
Phillips Way - 2	Paved	25	2	469	94	1	1	16.5
Pine St - 1	Paved	18	1	186	55	1	1	26.25
Pine Valley St - 1	Paved	19	2	305	33	1	1	31.75
Pleasant St - 1	Paved	24	2	962	51	1	1	27.25
Ponemah Hill Rd - 1	Paved	24	2	1319	98	3	3	45.5
Ponemah Hill Rd - 10	Paved	24	2	1314	90	3	3	47.5
Ponemah Hill Rd - 2	Paved	24	2	1320	98	3	3	45.5
Ponemah Hill Rd - 3	Paved	24	2	1320	98	3	3	45.5
Ponemah Hill Rd - 4	Paved	24	2	1320	98	3	3	45.5
Ponemah Hill Rd - 5	Paved	24	2	1320	98	3	3	45.5
Ponemah Hill Rd - 6	Paved	24	2	1320	98	3	3	45.5
Ponemah Hill Rd - 7	Paved	24	2	1322	98	3	3	45.5
Ponemah Hill Rd - 8	Paved	25	2	1319	86	3	3	48.5
Ponemah Hill Rd - 9	Paved	24	2	1322	93	3	3	46.75
Powers St - 1	Paved	34	2	1320	82	1	1	19.5
Powers St - 2	Paved	22	2	1727	76	1	1	21
Prospect St - 1	Paved	21	2	1320	68	1	1	23
Prospect St - 2	Paved	22	2	1324	50	1	1	27.5
Prospect St - 3	Paved	22	2	875	50	1	1	27.5
Purgatory Rd - 1	Paved	22	2	1653	38	1	2	37.5
Purgatory Rd - 2	Paved	22	2	1165	54	1	2	33.5
Putnam St - 1	Paved	24	2	203	79	1	1	20.25
Radcliffe Dr - 1	Paved	24	2	1221	70	1	1	22.5
Railroad Ave - 1	Paved	14	2	230	38	1	1	30.5
Richardson Rd - 1	Paved	20	2	1089	79	1	1	20.25
Ridgefield Dr - 1	Paved	24	2	1321	49	1	1	27.75
Ridgefield Dr - 2	Paved	25	2	1320	57	1	1	25.75
Ridgefield Dr - 3	Paved	22	2	1317	73	1	1	21.75
Ridgefield Dr - 4	Paved	23	2	754	74	1	1	21.5
Riverlea Rd - 1	Paved	25	2	1245	60	1	1	25
Riverview St - 1	Paved	15	2	1134	70	1	1	22.5
Rock Ln - 1	Paved	24	2	708	55	1	1	26.25
Ruonala Rd - 1	Paved	20	2	1319	73	1	1	21.75
Ruonala Rd - 2	Paved	20	2	1319	73	1	1	21.75
Ruonala Rd - 3	Paved	20	2	913	63	1	1	24.25
Savage Rd - 2	Paved	24	2	1320	95	1	1	16.25
Savage Rd - 3	Paved	24	2	1321	100	1	1	15
Savage Rd - 4	Paved	24	2	1320	100	1	1	15
Savage Rd - 5	Paved	24	2	1320	100	1	1	15
Savage Rd - 6	Paved	24	2	1319	100	1	1	15
Savage Rd - 7	Paved	27	2	1319	100	1	1	15
Savage Rd - 8	Paved	27	2	1973	35	1	1	31.25
Scarborough Ln - 1	Paved	25	2	1404	78	1	1	20.5
Scarborough Ln - 2	Paved	25	2	988	90	1	1	17.5
School St - 1	Paved	34	2	366	86	5	1	50.5
Settlement Ln - 1	Paved	25	2	1808	90	1	1	17.5
Shady Ln - 1	Paved	21	2	1446	70	1	1	22.5
Shepard St - 1	Paved	24	2	580	75	1	1	21.25
Singer Brook Rd - 1	Paved	24	2	1390	68	1	1	23
Smith St - 1	Paved	22	2	476	90	1	1	17.5

Road Name and Segment #	Surface Type	Road Width (Feet)	Number of Lanes	Length of Segment (Feet)	PCI Fall 2023	Importance Value	Traffic Volume Value	Priority Value
Souhegan St - 1	Paved	28	2	1318	76	1	1	21
Souhegan St - 2	Paved	24	2	1589	63	1	1	24.25
South St - 1	Paved	26	2	1320	80	5	5	80
South St - 2	Paved	31	2	1320	72	5	5	82
South St - 3	Paved	36	2	1320	64	5	5	84
South St - 4	Paved	34	2	1320	61	5	5	84.75
South St - 5	Paved	45	2	1108	69	5	5	82.75
Spaulding St - 1	Paved	18	2	1321	64	1	1	24
Spaulding St - 2	Paved	18	2	1168	57	1	1	25.75
Spring St - 1	Paved	18	2	569	55	1	1	26.25
Spruce St - 1	Paved	23	2	685	70	1	1	22.5
Stable Rd - 1	Paved	21	2	1320	72	1	1	22
Stable Rd - 2	Paved	21	2	1320	72	1	1	22
Stable Rd - 3	Paved	24	2	1321	63	1	1	24.25
Stable Rd - 4	Paved	24	2	1320	74	1	1	21.5
Stable Rd - 5	Paved	24	2	1236	82	1	1	19.5
Stone Ct - 1	Paved	25	2	607	94	1	1	16.5
Stonewall Dr - 1	Paved	24	2	739	83	1	1	19.25
Summer St - 1	Paved	24	2	1321	37	1	1	30.75
Summer St - 2	Paved	20	2	1321	52	1	1	27
Summer St - 3	Paved	22	2	1373	54	1	1	26.5
Sunset Cir - 1	Paved	24	2	376	82	1	1	19.5
Surry Cir - 1	Paved	23	2	550	95	1	1	16.25
Sycamore Rd - 1	Paved	24	2	1159	68	1	1	23
Tamarack Ct - 1	Paved	24	2	377	67	1	1	23.25
Tarry Ln - 1	Paved	25	2	1374	58	1	1	25.5
Taylor Dr - 1	Paved	25	2	1662	58	1	1	25.5
Timber Ridge Rd - 1	Paved	24	2	1345	100	1	1	15
Timber Ridge Rd - 2	Paved	24	2	1345	100	1	1	15
Timber Ridge Rd - 3	Paved	24	2	1345	100	1	1	15
Timber Ridge Rd - 4	Paved	24	2	1345	100	1	1	15
Tonella Rd - 1	Paved	23	2	1320	66	1	2	30.5
Tonella Rd - 2	Paved	22	2	310	98	1	2	22.5
Trevor Ct - 1	Paved	23	2	481	72	1	1	22
Trombly Ter - 1	Paved	24	2	963	80	1	1	20
Trows Ct - 1	Paved	17	2	234	45	1	1	28.75
Tucker Brook Rd - 1	Paved	25	2	389	85	1	1	18.75
Twin Elm Dr - 1	Paved	16	2	413	54	1	1	26.5
Union Sq - 1	Paved	60	2	1626	42	5	5	89.5
Union St - 1	Paved	32	2	1318	63	3	3	54.25
Union St - 2	Paved	24	2	1320	72	3	3	52
Union St - 3	Paved	24	2	1321	79	3	3	50.25
Union St - 4	Paved	26	2	748	72	3	3	52
Union St - 5	Paved	30	2	1323	86	3	3	48.5
Union St - 6	Paved	30	2	1829	93	3	3	46.75
Valhalla Dr - 1	Paved	25	2	1320	50	1	1	27.5
Valhalla Dr - 2	Paved	25	2	1820	56	1	1	26
Verona St - 1	Paved	24	2	392	51	1	1	27.25
Vfw Way - 1	Paved	23	2	399	51	1	1	27.25
Vine St - 1	Paved	17	2	494	65	1	1	23.75
Walker St - 1	Paved	20	2	552	38	1	1	30.5
Wall St - 1	Paved	28	2	522	55	1	1	26.25
Wallingford Rd - 1	Paved	24	2	1319	89	1	1	17.75
Wallingford Rd - 2	Paved	25	2	1319	82	1	1	19.5
Wallingford Rd - 3	Paved	25	2	1490	89	1	1	17.75
Walmsley Cir - 1	Paved	29	2	654	70	1	1	22.5
Walnut St - 1	Paved	25	2	391	82	1	1	19.5
Webster St - 1	Paved	20	2	1321	55	1	1	26.25
Webster St - 2	Paved	23	2	1193	55	1	1	26.25

Road Name and Segment #	Surface Type	Road Width (Feet)	Number of Lanes	Length of Segment (Feet)	PCI Fall 2023	Importance Value	Traffic Volume Value	Priority Value
Wellesley Dr - 1	Paved	26	2	1317	37	1	1	30.75
Wellesley Dr - 2	Paved	24	2	1030	72	1	1	22
West Meadow Ct - 1	Paved	26	2	1054	96	1	1	16
West Meadow Ct - 2	Paved	26	2	1054	96	1	1	16
West St - 1	Paved	27	2	1321	98	3	2	38.5
West St - 2	Paved	27	2	1318	100	1	2	22
West St - 3	Paved	27	2	1778	96	1	2	23
Westchester Dr - 1	Paved	25	2	1323	60	1	1	25
Westchester Dr - 2	Paved	25	2	1322	50	1	1	27.5
Westchester Dr - 3	Paved	24	2	1314	45	1	1	28.75
Westchester Dr - 4	Paved	24	2	933	60	1	1	25
Westview Ter - 1	Paved	33	2	457	63	1	1	24.25
Wheeler St - 1	Paved	20	2	439	86	1	1	18.5
Whitten Rd - 1	Paved	24	2	1319	92	2	2	32
Whitten Rd - 2	Paved	24	2	1316	98	2	2	30.5
Whitten Rd - 3	Paved	24	2	1318	85	2	2	33.75
Whitten Rd - 4	Paved	24	2	1321	96	2	2	31
Whitten Rd - 5	Paved	24	2	1244	100	2	2	30
Wildflower Way - 1	Paved	25	2	1204	94	1	1	16.5
Willow St - 1	Paved	21	2	473	74	1	1	21.5
Wilton Rd - 1	Paved	29	2	1321	84	1	1	19
Wilton Rd - 2	Paved	27	2	1118	69	1	1	22.75
Windsor Dr - 1	Paved	25	2	293	59	1	1	25.25
Wolfer Rd - 1	Unpaved			1086		1	1	40
Woodhawk Dr - 1	Paved	24	2	1941	91	1	1	17.25
Woodward Dr - 1	Paved	24	2	1001	69	1	1	22.75
Wyman Ln - 1	Paved	25	2	870	85	1	1	18.75
Young Rd - 1	Paved	20	2	1321	95	1	1	16.25
Young Rd - 2	Paved	20	2	1294	95	1	1	16.25

2024	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2024	Average PCI After 2024	Sum Cost 2024
	Crack Seal (Minor)	0.99	74.8	71.4	88.6	\$ 2,553
	Elm St	0.99	74.8	71.4	88.6	\$ 2,553
	HMA Overlay 2"; Reclaim w/ 3" Binder	0.43	63.5	60.6	90.2	\$ 311,772
	Dear Ln	0.17	69.0	65.9	91.5	\$ 120,231
	Tarry Ln	0.26	58.0	55.4	88.8	\$ 191,541
	Mill + Pave 2"	0.29	51.0	48.7	89.7	\$ 112,383
	Edgewood St	0.10	58.0	55.4	91.1	\$ 42,144
	Lewis St	0.11	44.0	42.0	88.4	\$ 39,773
	Verona St	0.07	51.0	48.7	89.7	\$ 30,465
	Mill + Pave 2" - Half Segment	0.50	50.0	47.8	89.6	\$ 173,037
	Amherst St	0.25	56.0	53.5	90.7	\$ 79,076
	Mont Vernon St	0.25	44.0	42.0	88.4	\$ 93,960
	Grand Total	2.21	59.8	57.1	89.5	\$ 599,744

2025	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2025	Average PCI After 2025	Sum Cost 2025
	Crack Seal (Minor)	6.65	86.1	78.5	91.4	\$ 17,852
	Putnam St	0.04	79.0	72.0	88.8	\$ 103
	Ball Hill Rd	1.12	91.8	83.7	93.5	\$ 3,009
	Cottage St	0.14	92.0	83.9	93.6	\$ 363
	Garden St	0.11	96.0	87.6	95.0	\$ 294
	Osgood Rd	3.26	86.3	78.7	91.5	\$ 8,759
	Union St	1.49	77.5	70.7	88.3	\$ 3,995
	Young Rd	0.50	95.0	86.6	94.7	\$ 1,329
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	3.14	63.7	58.1	85.3	\$ 617,898
	Boulder Dr	0.55	55.5	50.6	82.7	\$ 105,246
	Brookview Ct	0.27	64.0	58.4	85.4	\$ 49,403
	Brookview Dr	0.32	70.0	63.8	87.3	\$ 61,081
	Chappell Dr	0.55	68.0	62.0	86.7	\$ 104,785
	Hillsboro Cir	0.20	65.0	59.3	85.7	\$ 40,363
	Kasey Dr	0.18	54.0	49.2	82.2	\$ 35,535
	Lorden Dr	0.20	61.0	55.6	84.5	\$ 37,651
	Oxbridge Way	0.12	54.0	49.2	82.2	\$ 24,929
	Taylor Dr	0.31	58.0	52.9	83.5	\$ 59,352
	Tucker Brook Rd	0.07	85.0	77.5	92.1	\$ 18,031
	Walmsley Cir	0.12	70.0	63.8	87.3	\$ 30,023
	Windsor Dr	0.06	59.0	53.8	83.8	\$ 14,903
	Woodward Dr	0.19	69.0	62.9	87.0	\$ 36,596
	HMA Overlay 2"; Reclaim w/ 3" Binder	0.38	60.0	54.7	88.7	\$ 201,783
	Ash St	0.06	43.0	39.2	84.8	\$ 29,467
	Linden St	0.11	67.0	61.1	90.3	\$ 73,716
	Riverview St	0.21	70.0	63.8	91.0	\$ 98,600
	Knight St Sidewalk; Mill + Pave 2"	0.25	72.0	65.7	65.7	\$ 170,238
	Knight St	0.25	72.0	65.7	65.7	\$ 170,238
	Mill + Pave 2"	1.60	62.9	57.3	91.5	\$ 835,784
	Amherst St	0.25	98.0	89.4	97.9	\$ 142,279
	Grove St	0.09	49.0	44.7	88.9	\$ 61,696
	Knight St	0.18	64.0	58.4	91.7	\$ 75,301
	South St	0.75	65.7	59.9	92.0	\$ 448,618
	Spaulding St	0.22	57.0	52.0	90.4	\$ 70,746
	Walker St	0.10	38.0	34.7	86.9	\$ 37,144
	Grand Total	12.03	74.9	68.4	89.1	\$ 1,843,555

2026	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2026	Average PCI After 2026	Sum Cost 2026
	Crack Seal (Minor)	7.90	97.5	84.9	94.0	\$ 22,041
	Badger Hill Dr	1.26	99.4	86.6	94.6	\$ 3,522
	David Dr	0.30	100.0	87.1	94.8	\$ 827
	Deerwood Dr	0.27	100.0	87.1	94.8	\$ 747
	Federal Hill Rd	1.78	92.6	80.6	92.3	\$ 4,963
	Greystone Pl	0.18	100.0	87.1	94.8	\$ 510
	Mile Slip Rd	0.50	98.0	85.4	94.1	\$ 1,405
	Ponemah Hill Rd	1.75	98.0	85.4	94.1	\$ 4,886
	Timber Ridge Rd	1.02	100.0	87.1	94.8	\$ 2,844

West St	0.84	98.0	85.4	94.1	\$	2,335
HMA Overlay (1.5"); HMA Shim (3/4" avg)	1.50	69.4	60.4	86.1	\$	298,587
Bobby Ln	0.18	65.0	56.6	84.8	\$	36,035
Homestead Cir	0.66	67.0	58.4	85.4	\$	129,075
Lorisa Ln	0.13	69.0	60.1	86.0	\$	25,441
Singer Brook Rd	0.26	68.0	59.2	85.7	\$	50,662
Trevor Ct	0.09	72.0	62.7	86.9	\$	20,553
Trombly Ter	0.18	80.0	69.7	89.4	\$	36,821
HMA Overlay 2"; Reclaim w/ 3" Binder	2.51	63.5	55.3	88.8	\$	1,793,266
Mason Rd	0.75	46.0	40.1	85.0	\$	525,148
Ashley Dr	0.25	71.0	61.8	90.5	\$	187,486
Buxton Rd	0.18	32.0	27.9	82.0	\$	150,791
Farley St	0.06	84.0	73.2	93.3	\$	42,587
Laurel St	0.11	65.0	56.6	89.2	\$	67,717
Old Brookline Rd	0.58	61.5	53.6	88.4	\$	373,592
Olive St	0.17	80.0	69.7	92.4	\$	163,375
Shepard St	0.11	75.0	65.3	91.3	\$	83,959
Spruce St	0.13	70.0	61.0	90.2	\$	95,026
Vine St	0.09	65.0	56.6	89.2	\$	50,604
Wheeler St	0.08	86.0	74.9	93.7	\$	52,979
Grand Total	11.90	84.2	73.4	91.4	\$	2,113,893

2027	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2027	Average PCI After 2027	Sum Cost 2027
	Crack Seal (Minor)	10.71	76.4	63.5	92.0	\$ 31,102
	Amherst St	0.25	56.0	46.6	91.6	\$ 726
	Bear Ct	0.16	95.0	79.0	93.5	\$ 465
	Comstock Dr	0.91	92.0	76.5	93.1	\$ 2,656
	Crestwood Ln	0.28	69.0	57.4	90.1	\$ 812
	Dear Ln	0.17	69.0	57.4	91.9	\$ 494
	Echo Rd	0.15	78.0	64.9	91.3	\$ 449
	Edgewood St	0.10	58.0	48.2	91.7	\$ 298
	Elm St	0.99	74.8	62.2	90.9	\$ 2,872
	Fairhaven Ave	0.08	88.0	73.2	92.6	\$ 232
	Foster Rd	0.76	97.3	81.0	93.9	\$ 2,194
	Helene Dr	0.12	80.0	66.5	91.6	\$ 335
	Kendrick Ln	0.19	92.0	76.5	93.1	\$ 547
	Lewis St	0.11	44.0	36.6	90.8	\$ 322
	Melendy Rd	2.02	72.9	60.6	90.6	\$ 5,863
	Mont Vernon St	0.25	44.0	36.6	90.8	\$ 726
	Mountain View Ct	0.39	87.5	72.8	92.5	\$ 1,121
	Ponemah Hill Rd	0.75	89.7	74.6	92.8	\$ 2,174
	Settlement Ln	0.34	90.0	74.9	92.9	\$ 994
	Stable Rd	1.23	72.6	60.4	90.6	\$ 3,583
	Stone Ct	0.11	94.0	78.2	93.4	\$ 334
	Tarry Ln	0.26	58.0	48.2	91.0	\$ 756
	Verona St	0.07	51.0	42.4	91.3	\$ 216
	Wallingford Rd	0.78	86.7	72.1	92.4	\$ 2,270
	Wildflower Way	0.23	94.0	78.2	93.4	\$ 662
	HMA Overlay (1.5")	0.50	74.5	62.0	92.4	\$ 79,021
	Colburn Rd	0.50	74.5	62.0	92.4	\$ 79,021
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	0.93	53.8	44.8	80.7	\$ 202,686
	Pine Valley St	0.06	33.0	27.4	74.6	\$ 13,971
	Maple St	0.27	51.0	42.4	79.8	\$ 50,143
	Madison St	0.10	48.0	39.9	79.0	\$ 20,374
	Railroad Ave	0.04	38.0	31.6	76.1	\$ 10,368
	Wilton Rd	0.46	76.5	63.6	87.3	\$ 107,830
	HMA Overlay 2"; Reclaim w/ 3" Binder	3.03	58.8	48.9	87.2	\$ 2,296,985
	Colburn Rd	0.75	71.7	59.6	89.9	\$ 546,980
	North River Rd	1.08	57.5	47.8	87.0	\$ 884,046
	Prospect St	0.67	56.0	46.6	86.6	\$ 477,222
	Purgatory Rd	0.53	46.0	38.3	84.6	\$ 388,737
	Grand Total	15.17	72.1	59.9	90.1	\$ 2,609,793

2028	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2028	Average PCI After 2028	Sum Cost 2028
	Berm; HMA Overlay (1.5"); HMA Shim (3/4" avg)	2.07	68.0	54.0	54.0	\$ 520,694

Acacia Ln	0.10	68.0	54.0	54.0	\$	28,357
Boxwood Cir	0.39	71.5	56.8	56.8	\$	97,803
Cypress Rd	0.23	74.0	58.8	58.8	\$	56,398
Elderberry Ct	0.09	72.0	57.2	57.2	\$	25,719
Fern Ct	0.08	61.0	48.5	48.5	\$	22,452
Iris Rd	0.18	74.0	58.8	58.8	\$	45,717
Larch Rd	0.28	73.0	58.0	58.0	\$	66,180
Ridgefield Dr	0.39	73.5	58.4	58.4	\$	92,404
Tamarack Ct	0.07	67.0	53.2	53.2	\$	21,572
Wellesley Dr	0.25	37.0	29.4	29.4	\$	64,092
Berm; HMA Overlay 2"; Reclaim w/ 3" Binder	2.59	59.1	46.9	63.2	\$	2,172,845
Georgetown Dr	0.35	51.0	40.5	85.1	\$	300,074
Marshall St	0.19	64.0	50.8	50.8	\$	138,960
Radcliffe Dr	0.23	70.0	55.6	55.6	\$	198,485
Sycamore Rd	0.22	68.0	54.0	88.5	\$	188,480
Webster St	0.48	55.0	43.7	43.7	\$	366,536
Wellesley Dr	0.20	72.0	57.2	57.2	\$	167,558
Westchester Dr	0.93	53.8	42.7	67.6	\$	812,752
Crack Seal (Minor)	12.03	74.9	59.5	91.1	\$	36,323
Putnam St	0.04	79.0	62.8	90.9	\$	116
Amherst St	0.25	98.0	77.8	94.1	\$	756
Ash St	0.06	43.0	34.2	89.5	\$	182
Ball Hill Rd	1.12	91.8	72.9	92.6	\$	3,385
Boulder Dr	0.55	55.5	44.1	88.8	\$	1,664
Brookview Ct	0.27	64.0	50.8	89.8	\$	808
Brookview Dr	0.32	70.0	55.6	90.4	\$	981
Chappell Dr	0.55	68.0	54.0	90.2	\$	1,656
Cottage St	0.14	92.0	73.1	92.6	\$	409
Garden St	0.11	96.0	76.3	93.1	\$	330
Grove St	0.09	49.0	38.9	91.0	\$	276
Hillsboro Cir	0.20	65.0	51.6	89.9	\$	616
Kasey Dr	0.18	54.0	42.9	88.7	\$	531
Knight St	0.43	68.0	54.0	87.4	\$	1,309
Linden St	0.11	67.0	53.2	91.5	\$	330
Lorden Dr	0.20	61.0	48.5	89.4	\$	592
Osgood Rd	3.26	86.3	68.6	91.9	\$	9,852
Oxbridge Way	0.12	54.0	42.9	88.7	\$	358
Riverview St	0.21	70.0	55.6	91.7	\$	648
South St	0.75	65.7	52.2	92.0	\$	2,264
Spaulding St	0.22	57.0	45.3	91.5	\$	668
Taylor Dr	0.31	58.0	46.1	89.1	\$	951
Tucker Brook Rd	0.07	85.0	67.5	92.1	\$	222
Union St	1.49	77.5	61.6	90.8	\$	4,494
Walker St	0.10	38.0	30.2	90.3	\$	316
Walmsley Cir	0.12	70.0	55.6	90.4	\$	374
Windsor Dr	0.06	59.0	46.9	89.2	\$	167
Woodward Dr	0.19	69.0	54.8	90.3	\$	573
Young Rd	0.50	95.0	75.5	93.0	\$	1,495
Grand Total	16.69	71.6	56.9	81.4	\$	2,729,861

2029	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2029	Average PCI After 2029	Sum Cost 2029
	Berm; HMA Overlay 2"; Reclaim w/ 3" Binder	2.03	51.8	39.3	39.3	\$ 1,895,878
	Alder St	0.18	37.0	28.1	28.1	\$ 171,424
	Alpine St	0.24	68.0	51.6	51.6	\$ 234,753
	Crosby St	0.51	48.5	36.8	36.8	\$ 481,460
	Ridgefield Dr	0.50	53.0	40.2	40.2	\$ 455,722
	Valhalla Dr	0.59	53.0	40.2	40.2	\$ 552,520
	Crack Seal (Minor)	11.90	84.2	63.9	91.9	\$ 37,364
	Mason Rd	0.75	46.0	34.9	89.6	\$ 2,354
	Ashley Dr	0.25	71.0	53.9	91.5	\$ 770
	Badger Hill Dr	1.26	99.4	75.4	93.0	\$ 3,962
	Bobby Ln	0.18	65.0	49.3	89.5	\$ 558
	Buxton Rd	0.18	32.0	24.3	88.6	\$ 551
	David Dr	0.30	100.0	75.9	93.0	\$ 930
	Deerwood Dr	0.27	100.0	75.9	93.0	\$ 841
	Farley St	0.06	84.0	63.7	92.5	\$ 200
	Federal Hill Rd	1.78	92.6	70.2	92.1	\$ 5,583

Greystone Pl	0.18	100.0	75.9	93.0	\$	574
Homestead Cir	0.66	67.0	50.8	89.8	\$	2,060
Laurel St	0.11	65.0	49.3	91.1	\$	351
Lorisa Ln	0.13	69.0	52.3	90.0	\$	397
Mile Slip Rd	0.50	98.0	74.3	92.8	\$	1,581
Old Brookline Rd	0.58	61.5	46.7	90.8	\$	1,817
Olive St	0.17	80.0	60.7	92.2	\$	520
Ponemah Hill Rd	1.75	98.0	74.3	92.8	\$	5,496
Shepard St	0.11	75.0	56.9	91.8	\$	345
Singer Brook Rd	0.26	68.0	51.6	89.9	\$	827
Spruce St	0.13	70.0	53.1	91.4	\$	407
Timber Ridge Rd	1.02	100.0	75.9	93.0	\$	3,199
Trevor Ct	0.09	72.0	54.6	90.3	\$	286
Trombly Ter	0.18	80.0	60.7	91.1	\$	573
Vine St	0.09	65.0	49.3	91.1	\$	294
West St	0.84	98.0	74.3	92.8	\$	2,627
Wheeler St	0.08	86.0	65.2	92.7	\$	261
HMA Overlay (1.5"); HMA Shim (3/4" avg)	0.61	82.0	62.2	97.4	\$	130,872
Briarcliff Dr	0.33	83.0	63.0	97.4	\$	71,578
Millbrook Dr	0.29	81.0	61.4	97.3	\$	59,294
HMA Overlay 2"; Reclaim w/ 3" Binder	0.16	62.0	47.0	99.3	\$	152,646
Holly Ln	0.06	69.0	52.3	99.4	\$	53,485
Wall St	0.10	55.0	41.7	99.3	\$	99,161
Grand Total	14.70	79.5	60.3	85.8	\$	2,216,760

2030	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2030	Average PCI After 2030	Sum Cost 2030
	Crack Seal (Minor)	15.17	70.1	50.8	91.2	\$ 49,551
	Pine Valley St	0.06	33.0	23.9	86.0	\$ 188
	Maple St	0.27	51.0	36.9	87.8	\$ 887
	Amherst St	0.25	56.0	40.6	91.9	\$ 817
	Bear Ct	0.16	95.0	68.8	92.6	\$ 524
	Colburn Rd	1.25	72.8	52.7	91.7	\$ 4,071
	Comstock Dr	0.91	92.0	66.7	92.5	\$ 2,987
	Crestwood Ln	0.28	69.0	50.0	91.4	\$ 914
	Dear Ln	0.17	69.0	50.0	92.0	\$ 556
	Echo Rd	0.15	78.0	56.5	91.8	\$ 506
	Edgewood St	0.10	58.0	42.0	92.0	\$ 336
	Elm St	0.99	74.8	54.2	91.7	\$ 3,230
	Fairhaven Ave	0.08	88.0	63.8	92.3	\$ 261
	Foster Rd	0.76	97.3	70.5	92.7	\$ 2,468
	Helene Dr	0.12	80.0	58.0	91.9	\$ 377
	Kendrick Ln	0.19	92.0	66.7	92.5	\$ 616
	Lewis St	0.11	44.0	31.9	91.6	\$ 362
	Madison St	0.10	48.0	34.8	87.5	\$ 320
	Melendy Rd	2.02	72.9	52.8	91.6	\$ 6,595
	Mont Vernon St	0.25	44.0	31.9	91.6	\$ 816
	Mountain View Ct	0.39	87.5	63.4	92.2	\$ 1,261
	North River Rd	1.08	57.5	41.7	90.3	\$ 3,530
	Ponemah Hill Rd	0.75	89.7	65.0	92.3	\$ 2,446
	Prospect St	0.67	56.0	40.6	90.2	\$ 2,176
	Purgatory Rd	0.53	46.0	33.3	89.5	\$ 1,743
	Railroad Ave	0.04	38.0	27.5	86.5	\$ 142
	Settlement Ln	0.34	90.0	65.2	92.4	\$ 1,118
	Stable Rd	1.23	72.6	52.6	91.6	\$ 4,030
	Stone Ct	0.11	94.0	68.1	92.5	\$ 375
	Tarry Ln	0.26	58.0	42.0	91.7	\$ 850
	Verona St	0.07	51.0	36.9	91.8	\$ 243
	Wallingford Rd	0.78	86.7	62.8	92.2	\$ 2,553
	Wildflower Way	0.23	94.0	68.1	92.5	\$ 745
	Wilton Rd	0.46	76.5	55.4	90.4	\$ 1,508
	HMA Overlay 2"; Reclaim w/ 3" Binder	2.19	51.1	37.0	99.2	\$ 1,780,015
	Adams St	0.42	50.5	36.6	99.2	\$ 318,377
	Billings St	0.14	48.0	34.8	99.2	\$ 90,693
	Granite St	0.18	52.0	37.7	99.2	\$ 137,063
	Highland Ave	0.29	54.0	39.1	99.2	\$ 239,438
	Myrtle St	0.22	46.0	33.3	99.2	\$ 192,758
	Spring St	0.11	55.0	39.8	99.2	\$ 72,262

Summer St	0.76	47.7	34.5	99.2	\$	623,066
Westview Ter	0.09	63.0	45.6	99.3	\$	106,359
Mill + Pave 2"	0.27	70.0	50.7	90.1	\$	124,357
Shady Ln	0.27	70.0	50.7	90.1	\$	124,357
Grand Total	17.64	69.3	50.2	92.4	\$	1,953,922

2031	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2031	Average PCI After 2031	Sum Cost 2031
	Crack Seal (Minor)	16.69	71.6	49.6	88.4	\$ 56,676
	Putnam St	0.04	79.0	54.7	91.7	\$ 130
	Acacia Ln	0.10	68.0	47.0	78.8	\$ 348
	Amherst St	0.25	98.0	67.8	92.8	\$ 850
	Ash St	0.06	43.0	29.8	91.2	\$ 204
	Ball Hill Rd	1.12	91.8	63.5	92.2	\$ 3,807
	Boulder Dr	0.55	55.5	38.4	90.9	\$ 1,872
	Boxwood Cir	0.39	71.5	49.5	79.8	\$ 1,339
	Brookview Ct	0.27	64.0	44.3	91.3	\$ 908
	Brookview Dr	0.32	70.0	48.4	91.5	\$ 1,104
	Chappell Dr	0.55	68.0	47.0	91.4	\$ 1,863
	Cottage St	0.14	92.0	63.7	92.3	\$ 460
	Cypress Rd	0.23	74.0	51.2	80.5	\$ 787
	Elderberry Ct	0.09	72.0	49.8	79.9	\$ 307
	Fern Ct	0.08	61.0	42.2	76.9	\$ 256
	Garden St	0.11	96.0	66.4	92.4	\$ 372
	Georgetown Dr	0.35	51.0	35.3	89.7	\$ 1,187
	Grove St	0.09	49.0	33.9	91.7	\$ 310
	Hillsboro Cir	0.20	65.0	45.0	91.3	\$ 693
	Iris Rd	0.18	74.0	51.2	80.5	\$ 620
	Kasey Dr	0.18	54.0	37.4	90.9	\$ 597
	Knight St	0.43	68.0	47.0	90.5	\$ 1,473
	Larch Rd	0.28	73.0	50.5	80.2	\$ 940
	Linden St	0.11	67.0	46.4	91.9	\$ 372
	Lorden Dr	0.20	61.0	42.2	91.2	\$ 666
	Marshall St	0.19	64.0	44.3	77.7	\$ 655
	Osgood Rd	3.26	86.3	59.7	92.0	\$ 11,083
	Oxbridge Way	0.12	54.0	37.4	90.9	\$ 403
	Radcliffe Dr	0.23	70.0	48.4	79.4	\$ 785
	Ridgefield Dr	0.39	73.5	50.9	80.3	\$ 1,332
	Riverview St	0.21	70.0	48.4	91.9	\$ 729
	South St	0.75	65.7	45.4	92.1	\$ 2,547
	Spaulding St	0.22	57.0	39.4	91.9	\$ 751
	Sycamore Rd	0.22	68.0	47.0	90.8	\$ 745
	Tamarack Ct	0.07	67.0	46.4	78.5	\$ 242
	Taylor Dr	0.31	58.0	40.1	91.0	\$ 1,069
	Tucker Brook Rd	0.07	85.0	58.8	92.1	\$ 250
	Union St	1.49	77.5	53.6	91.6	\$ 5,055
	Walker St	0.10	38.0	26.3	91.5	\$ 355
	Walmsley Cir	0.12	70.0	48.4	91.5	\$ 421
	Webster St	0.48	55.0	38.1	75.2	\$ 1,617
	Wellesley Dr	0.44	54.5	37.7	75.1	\$ 1,510
	Westchester Dr	0.93	53.8	37.2	83.5	\$ 3,146
	Windsor Dr	0.06	59.0	40.8	91.1	\$ 188
	Woodward Dr	0.19	69.0	47.7	91.5	\$ 644
	Young Rd	0.50	95.0	65.7	92.4	\$ 1,682
	HMA Overlay 2"; Reclaim w/ 3" Binder	1.90	59.8	41.3	99.3	\$ 1,726,095
	Souhegan St	0.55	69.5	48.1	99.4	\$ 550,505
	Pleasant St	0.18	51.0	35.3	99.2	\$ 169,313
	Border St	0.11	63.0	43.6	99.3	\$ 100,512
	Chestnut St	0.25	75.0	51.9	99.4	\$ 219,801
	Hilltop Dr	0.12	52.0	36.0	99.2	\$ 92,308
	Japa Ct	0.03	57.0	39.4	99.2	\$ 25,874
	Merrimack Rd	0.17	74.0	51.2	99.4	\$ 148,709
	Oakwood Cir	0.27	54.0	37.4	99.2	\$ 244,043
	Orchard St	0.18	53.0	36.7	99.2	\$ 145,876
	Trows Ct	0.04	45.0	31.1	99.1	\$ 29,154
	Grand Total	18.59	70.1	48.5	89.8	\$ 1,782,771

2032	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2032	Average PCI After 2032	Sum Cost 2032
	Crack Seal (Minor)	11.97	75.4	49.8	89.4	\$ 42,291
	Mason Rd	0.75	46.0	30.4	91.2	\$ 2,648
	Alder St	0.18	37.0	24.4	69.8	\$ 652
	Alpine St	0.24	68.0	44.9	78.0	\$ 860
	Ashley Dr	0.25	71.0	46.9	91.9	\$ 867
	Bobby Ln	0.18	65.0	42.9	91.2	\$ 628
	Briarcliff Dr	0.33	83.0	54.8	93.9	\$ 1,150
	Buxton Rd	0.18	32.0	21.1	90.9	\$ 620
	Crosby St	0.51	48.5	32.0	72.8	\$ 1,796
	David Dr	0.30	100.0	66.1	92.4	\$ 1,046
	Farley St	0.06	84.0	55.5	92.2	\$ 225
	Federal Hill Rd	1.78	92.6	61.2	92.1	\$ 6,280
	Holly Ln	0.06	69.0	45.6	94.6	\$ 220
	Homestead Cir	0.66	67.0	44.3	91.3	\$ 2,317
	Laurel St	0.11	65.0	42.9	91.7	\$ 395
	Lorisa Ln	0.13	69.0	45.6	91.3	\$ 446
	Mile Slip Rd	0.50	98.0	64.8	92.3	\$ 1,778
	Millbrook Dr	0.29	81.0	53.5	93.9	\$ 1,015
	Old Brookline Rd	0.58	61.5	40.6	91.6	\$ 2,044
	Olive St	0.17	80.0	52.9	92.1	\$ 585
	Ponemah Hill Rd	1.75	98.0	64.8	92.3	\$ 6,182
	Ridgefield Dr	0.50	53.0	35.0	74.0	\$ 1,767
	Shepard St	0.11	75.0	49.6	92.0	\$ 388
	Singer Brook Rd	0.26	68.0	44.9	91.3	\$ 930
	Spruce St	0.13	70.0	46.3	91.9	\$ 458
	Trevor Ct	0.09	72.0	47.6	91.5	\$ 322
	Trombly Ter	0.18	80.0	52.9	91.8	\$ 644
	Valhalla Dr	0.59	53.0	35.0	74.0	\$ 2,101
	Vine St	0.09	65.0	42.9	91.7	\$ 330
	Wall St	0.10	55.0	36.3	94.6	\$ 349
	West St	0.84	98.0	64.8	92.3	\$ 2,954
	Wheeler St	0.08	86.0	56.8	92.3	\$ 294
	Mill + Pave 2"	3.10	99.0	65.4	95.9	\$ 1,778,201
	Badger Hill Dr	1.26	99.4	65.7	96.2	\$ 743,121
	Deerwood Dr	0.27	100.0	66.1	96.2	\$ 150,252
	Greystone Pl	0.18	100.0	66.1	96.2	\$ 106,836
	Timber Ridge Rd	1.02	100.0	66.1	96.2	\$ 571,724
	Woodhawk Dr	0.37	91.0	60.1	92.0	\$ 206,270
	Grand Total	15.07	79.7	52.6	90.5	\$ 1,820,493

2033	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2033	Average PCI After 2033	Sum Cost 2033
	Crack Seal (Minor)	17.64	66.6	42.0	92.3	\$ 64,796
	Pine Valley St	0.06	33.0	20.8	90.0	\$ 212
	Maple St	0.27	51.0	32.2	90.6	\$ 998
	Adams St	0.42	50.5	31.9	94.6	\$ 1,539
	Amherst St	0.25	56.0	35.3	92.0	\$ 919
	Bear Ct	0.16	95.0	59.9	92.3	\$ 589
	Billings St	0.14	48.0	30.3	94.6	\$ 497
	Colburn Rd	1.25	72.8	45.9	91.9	\$ 4,580
	Comstock Dr	0.91	92.0	58.1	92.2	\$ 3,360
	Crestwood Ln	0.28	69.0	43.5	91.8	\$ 1,028
	Dear Ln	0.17	69.0	43.5	92.1	\$ 625
	Echo Rd	0.15	78.0	49.2	92.0	\$ 569
	Edgewood St	0.10	58.0	36.6	92.0	\$ 378
	Elm St	0.99	74.8	47.2	91.9	\$ 3,633
	Fairhaven Ave	0.08	88.0	55.5	92.1	\$ 294
	Foster Rd	0.76	97.3	61.4	92.3	\$ 2,776
	Granite St	0.18	52.0	32.8	94.6	\$ 644
	Helene Dr	0.12	80.0	50.5	92.0	\$ 424
	Highland Ave	0.29	54.0	34.1	94.6	\$ 1,073
	Kendrick Ln	0.19	92.0	58.1	92.2	\$ 693
	Lewis St	0.11	44.0	27.8	91.9	\$ 407
	Madison St	0.10	48.0	30.3	90.5	\$ 360
	Melendy Rd	2.02	72.9	46.0	91.9	\$ 7,419

Appendix B		Scenario 1 Details				7 of 7
	Mont Vernon St	0.25	44.0	27.8	91.9 \$	918
	Mountain View Ct	0.39	87.5	55.2	92.1 \$	1,418
	Myrtle St	0.22	46.0	29.0	94.5 \$	792
	North River Rd	1.08	57.5	36.3	91.5 \$	3,971
	Ponemah Hill Rd	0.75	89.7	56.6	92.2 \$	2,751
	Prospect St	0.67	56.0	35.3	91.4 \$	2,448
	Purgatory Rd	0.53	46.0	29.0	91.2 \$	1,960
	Railroad Ave	0.04	38.0	24.0	90.1 \$	160
	Settlement Ln	0.34	90.0	56.8	92.2 \$	1,258
	Shady Ln	0.27	70.0	44.2	91.4 \$	1,006
	Spring St	0.11	55.0	34.7	94.6 \$	396
	Stable Rd	1.23	72.6	45.8	91.9 \$	4,534
	Stone Ct	0.11	94.0	59.3	92.2 \$	422
	Summer St	0.76	47.7	30.1	94.6 \$	2,793
	Tarry Ln	0.26	58.0	36.6	91.9 \$	956
	Verona St	0.07	51.0	32.2	92.0 \$	273
	Wallingford Rd	0.78	86.7	54.7	92.1 \$	2,872
	Westview Ter	0.09	63.0	39.8	94.6 \$	318
	Wildflower Way	0.23	94.0	59.3	92.2 \$	838
	Wilton Rd	0.46	76.5	48.3	91.5 \$	1,696
	Mill + Pave 2"	2.67	80.5	50.8	90.2 \$	1,501,038
	Annand Dr	1.08	90.5	57.1	91.4 \$	634,244
	Annard Dr Spur	0.04	51.0	32.2	86.4 \$	23,375
	Cadrin Crossing	0.27	90.0	56.8	91.4 \$	145,126
	Noons Quarry Rd	0.61	82.0	51.7	90.3 \$	371,160
	Ruonala Rd	0.67	69.7	44.0	88.8 \$	327,132
	Grand Total	20.31	70.7	44.6	91.9 \$	1,565,834

2024	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2024	Average PCI After 2024	Sum Cost 2024
	Crack Seal (Minor)	0.99	74.8	71.4	88.6	\$ 2,553
	Elm St	0.99	74.8	71.4	88.6	\$ 2,553
	HMA Overlay 2"; Reclaim w/ 3" Binder	0.43	63.5	60.6	90.2	\$ 311,772
	Dear Ln	0.17	69.0	65.9	91.5	\$ 120,231
	Tarry Ln	0.26	58.0	55.4	88.8	\$ 191,541
	Mill + Pave 2"	0.29	51.0	48.7	89.7	\$ 112,383
	Edgewood St	0.10	58.0	55.4	91.1	\$ 42,144
	Lewis St	0.11	44.0	42.0	88.4	\$ 39,773
	Verona St	0.07	51.0	48.7	89.7	\$ 30,465
	Mill + Pave 2" - Half Segment	0.50	50.0	47.8	89.6	\$ 173,037
	Amherst St	0.25	56.0	53.5	90.7	\$ 79,076
	Mont Vernon St	0.25	44.0	42.0	88.4	\$ 93,960
	Grand Total	2.21	59.8	57.1	89.5	\$ 599,744

2025	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2025	Average PCI After 2025	Sum Cost 2025
	Berm; HMA Overlay 2"; Knight St Sidewalk; Reclaim w/ 3" Binder	0.25	72.0	65.7	65.7	\$ 257,454
	Knight St	0.25	72.0	65.7	65.7	\$ 257,454
	Crack Seal (Minor)	6.65	86.1	78.5	91.4	\$ 17,852
	Putnam St	0.04	79.0	72.0	88.8	\$ 103
	Ball Hill Rd	1.12	91.8	83.7	93.5	\$ 3,009
	Cottage St	0.14	92.0	83.9	93.6	\$ 363
	Garden St	0.11	96.0	87.6	95.0	\$ 294
	Osgood Rd	3.26	86.3	78.7	91.5	\$ 8,759
	Union St	1.49	77.5	70.7	88.3	\$ 3,995
	Young Rd	0.50	95.0	86.6	94.7	\$ 1,329
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	0.78	67.7	61.7	86.6	\$ 147,080
	Brookview Ct	0.27	64.0	58.4	85.4	\$ 49,403
	Brookview Dr	0.32	70.0	63.8	87.3	\$ 61,081
	Woodward Dr	0.19	69.0	62.9	87.0	\$ 36,596
	HMA Overlay 2"; Reclaim w/ 3" Binder	0.70	59.8	54.5	88.6	\$ 430,026
	Ash St	0.06	43.0	39.2	84.8	\$ 29,467
	Knight St	0.18	64.0	58.4	89.6	\$ 129,760
	Linden St	0.11	67.0	61.1	90.3	\$ 73,716
	Riverview St	0.21	70.0	63.8	91.0	\$ 98,600
	Rock Ln	0.13	55.0	50.2	87.5	\$ 98,483
	Mill + Pave 2"	1.08	58.4	53.3	90.7	\$ 556,508
	South St	0.75	65.7	59.9	92.0	\$ 448,618
	Spaulding St	0.22	57.0	52.0	90.4	\$ 70,746
	Walker St	0.10	38.0	34.7	86.9	\$ 37,144
	Grand Total	9.46	78.0	71.2	90.0	\$ 1,408,920

2026	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2026	Average PCI After 2026	Sum Cost 2026
	Crack Seal (Minor)	6.12	98.9	86.1	94.4	\$ 17,077
	Badger Hill Dr	1.26	99.4	86.6	94.6	\$ 3,522
	David Dr	0.30	100.0	87.1	94.8	\$ 827
	Deerwood Dr	0.27	100.0	87.1	94.8	\$ 747
	Greystone Pl	0.18	100.0	87.1	94.8	\$ 510
	Mile Slip Rd	0.50	98.0	85.4	94.1	\$ 1,405
	Ponemah Hill Rd	1.75	98.0	85.4	94.1	\$ 4,886
	Timber Ridge Rd	1.02	100.0	87.1	94.8	\$ 2,844
	West St	0.84	98.0	85.4	94.1	\$ 2,335
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	2.40	63.8	55.6	84.5	\$ 494,704
	Boulder Dr	0.55	55.5	48.3	81.9	\$ 109,456
	Chappell Dr	0.55	68.0	59.2	85.7	\$ 108,977
	Hillsboro Cir	0.20	65.0	56.6	84.8	\$ 41,977
	Kasey Dr	0.18	54.0	47.0	81.5	\$ 36,956
	Lorden Dr	0.20	61.0	53.1	83.6	\$ 39,157
	Oxbridge Way	0.12	54.0	47.0	81.5	\$ 25,926
	Taylor Dr	0.31	58.0	50.5	82.7	\$ 61,726
	Trevor Ct	0.09	72.0	62.7	86.9	\$ 20,553
	Tucker Brook Rd	0.07	85.0	74.0	90.9	\$ 18,752
	Walmsley Cir	0.12	70.0	61.0	86.3	\$ 31,224

	HMA Overlay 2"; Reclaim w/ 3" Binder	1.15	53.4	46.5	86.6	\$	837,161
	Mason Rd	0.75	46.0	40.1	85.0	\$	525,148
	Ashley Dr	0.25	71.0	61.8	90.5	\$	187,486
	Flagg Ln	0.16	58.0	50.5	87.6	\$	124,526
	Grand Total	9.67	83.1	72.4	90.6	\$	1,348,943

2027	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2027	Average PCI After 2027	Sum Cost 2027
	Berm; HMA Overlay 2"; Reclaim w/ 3" Binder	0.19	64.0	53.2	53.2	\$ 133,616
	Marshall St	0.19	64.0	53.2	53.2	\$ 133,616
	Crack Seal (Minor)	12.74	77.9	64.8	92.1	\$ 36,990
	Amherst St	0.50	77.0	64.0	92.1	\$ 1,453
	Bear Ct	0.16	95.0	79.0	93.5	\$ 465
	Comstock Dr	0.91	92.0	76.5	93.1	\$ 2,656
	Crestwood Ln	0.28	69.0	57.4	90.1	\$ 812
	Dear Ln	0.17	69.0	57.4	91.9	\$ 494
	Echo Rd	0.15	78.0	64.9	91.3	\$ 449
	Edgewood St	0.10	58.0	48.2	91.7	\$ 298
	Elm St	0.99	74.8	62.2	90.9	\$ 2,872
	Fairhaven Ave	0.08	88.0	73.2	92.6	\$ 232
	Federal Hill Rd	1.78	92.6	77.0	93.2	\$ 5,162
	Foster Rd	0.76	97.3	81.0	93.9	\$ 2,194
	Helene Dr	0.12	80.0	66.5	91.6	\$ 335
	Kendrick Ln	0.19	92.0	76.5	93.1	\$ 547
	Lewis St	0.11	44.0	36.6	90.8	\$ 322
	Melendy Rd	2.02	72.9	60.6	90.6	\$ 5,863
	Mont Vernon St	0.25	44.0	36.6	90.8	\$ 726
	Mountain View Ct	0.39	87.5	72.8	92.5	\$ 1,121
	Ponemah Hill Rd	0.75	89.7	74.6	92.8	\$ 2,174
	Settlement Ln	0.34	90.0	74.9	92.9	\$ 994
	Stable Rd	1.23	72.6	60.4	90.6	\$ 3,583
	Stone Ct	0.11	94.0	78.2	93.4	\$ 334
	Tarry Ln	0.26	58.0	48.2	91.0	\$ 756
	Verona St	0.07	51.0	42.4	91.3	\$ 216
	Wallingford Rd	0.78	86.7	72.1	92.4	\$ 2,270
	Wildflower Way	0.23	94.0	78.2	93.4	\$ 662
	HMA Overlay (1.5")	0.50	74.5	62.0	92.4	\$ 79,021
	Colburn Rd	0.50	74.5	62.0	92.4	\$ 79,021
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	0.83	63.0	52.4	83.3	\$ 178,347
	Maple St	0.27	51.0	42.4	79.8	\$ 50,143
	Madison St	0.10	48.0	39.9	79.0	\$ 20,374
	Wilton Rd	0.46	76.5	63.6	87.3	\$ 107,830
	HMA Overlay 2"; Reclaim w/ 3" Binder	1.33	67.6	56.2	89.1	\$ 935,515
	Colburn Rd	0.75	71.7	59.6	89.9	\$ 546,980
	Old Brookline Rd	0.58	61.5	51.2	87.8	\$ 388,535
	Grand Total	15.59	77.8	64.7	90.7	\$ 1,363,489

2028	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2028	Average PCI After 2028	Sum Cost 2028
	Crack Seal (Minor)	9.46	78.0	62.0	91.4	\$ 28,564
	Putnam St	0.04	79.0	62.8	90.9	\$ 116
	Ash St	0.06	43.0	34.2	89.5	\$ 182
	Ball Hill Rd	1.12	91.8	72.9	92.6	\$ 3,385
	Brookview Ct	0.27	64.0	50.8	89.8	\$ 808
	Brookview Dr	0.32	70.0	55.6	90.4	\$ 981
	Cottage St	0.14	92.0	73.1	92.6	\$ 409
	Garden St	0.11	96.0	76.3	93.1	\$ 330
	Knight St	0.43	68.0	54.0	87.0	\$ 1,309
	Linden St	0.11	67.0	53.2	91.5	\$ 330
	Osgood Rd	3.26	86.3	68.6	91.9	\$ 9,852
	Riverview St	0.21	70.0	55.6	91.7	\$ 648
	Rock Ln	0.13	55.0	43.7	90.5	\$ 405
	South St	0.75	65.7	52.2	92.0	\$ 2,264
	Spaulding St	0.22	57.0	45.3	91.5	\$ 668
	Union St	1.49	77.5	61.6	90.8	\$ 4,494
	Walker St	0.10	38.0	30.2	90.3	\$ 316
	Woodward Dr	0.19	69.0	54.8	90.3	\$ 573

Young Rd	0.50	95.0	75.5	93.0	\$	1,495
HMA Overlay (1.5"); HMA Shim (3/4" avg)	1.10	69.8	55.4	84.4	\$	234,229
Homestead Cir	0.66	67.0	53.2	83.6	\$	139,608
Singer Brook Rd	0.26	68.0	54.0	83.9	\$	54,796
Trombly Ter	0.18	80.0	63.5	87.2	\$	39,826
HMA Overlay 2"; Reclaim w/ 3" Binder	1.68	52.9	42.0	85.5	\$	1,251,843
Prospect St	0.67	56.0	44.5	86.1	\$	496,311
Purgatory Rd	0.53	46.0	36.5	84.1	\$	404,287
Webster St	0.48	55.0	43.7	85.9	\$	351,245
Grand Total	12.24	74.0	58.8	90.0	\$	1,514,636

2029	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2029	Average PCI After 2029	Sum Cost 2029
	Crack Seal (Minor)	9.67	83.1	63.0	91.6	\$ 30,354
	Mason Rd	0.75	46.0	34.9	89.6	\$ 2,354
	Ashley Dr	0.25	71.0	53.9	91.5	\$ 770
	Badger Hill Dr	1.26	99.4	75.4	93.0	\$ 3,962
	Boulder Dr	0.55	55.5	42.1	88.5	\$ 1,731
	Chappell Dr	0.55	68.0	51.6	89.9	\$ 1,722
	David Dr	0.30	100.0	75.9	93.0	\$ 930
	Deerwood Dr	0.27	100.0	75.9	93.0	\$ 841
	Flagg Ln	0.16	58.0	44.0	90.5	\$ 491
	Greystone Pl	0.18	100.0	75.9	93.0	\$ 574
	Hillsboro Cir	0.20	65.0	49.3	89.5	\$ 641
	Kasey Dr	0.18	54.0	41.0	88.4	\$ 552
	Lorden Dr	0.20	61.0	46.3	89.1	\$ 616
	Mile Slip Rd	0.50	98.0	74.3	92.8	\$ 1,581
	Oxbridge Way	0.12	54.0	41.0	88.4	\$ 373
	Ponemah Hill Rd	1.75	98.0	74.3	92.8	\$ 5,496
	Taylor Dr	0.31	58.0	44.0	88.8	\$ 989
	Timber Ridge Rd	1.02	100.0	75.9	93.0	\$ 3,199
	Trevor Ct	0.09	72.0	54.6	90.3	\$ 286
	Tucker Brook Rd	0.07	85.0	64.5	91.7	\$ 231
	Walmsley Cir	0.12	70.0	53.1	90.1	\$ 389
	West St	0.84	98.0	74.3	92.8	\$ 2,627
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	0.13	69.0	52.3	83.3	\$ 28,617
	Lorisa Ln	0.13	69.0	52.3	83.3	\$ 28,617
	HMA Overlay 2"; Reclaim w/ 3" Binder	1.86	63.2	47.9	87.0	\$ 1,520,710
	Adams St	0.17	58.0	44.0	86.0	\$ 126,286
	Buxton Rd	0.18	32.0	24.3	81.1	\$ 169,620
	Farley St	0.06	84.0	63.7	90.9	\$ 47,905
	Laurel St	0.11	65.0	49.3	87.3	\$ 76,172
	Olive St	0.17	80.0	60.7	90.2	\$ 183,775
	Shepard St	0.11	75.0	56.9	89.2	\$ 94,443
	Spruce St	0.13	70.0	53.1	88.3	\$ 106,891
	Summer St	0.76	47.7	36.2	84.0	\$ 599,101
	Vine St	0.09	65.0	49.3	87.3	\$ 56,923
	Wheeler St	0.08	86.0	65.2	91.3	\$ 59,594
	Grand Total	11.65	78.4	59.5	90.4	\$ 1,579,681

2030	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2030	Average PCI After 2030	Sum Cost 2030
	Crack Seal (Minor)	15.34	77.5	56.2	91.6	\$ 50,098
	Maple St	0.27	51.0	36.9	87.8	\$ 887
	Amherst St	0.25	56.0	40.6	91.9	\$ 817
	Bear Ct	0.16	95.0	68.8	92.6	\$ 524
	Colburn Rd	1.25	72.8	52.7	91.7	\$ 4,071
	Comstock Dr	0.91	92.0	66.7	92.5	\$ 2,987
	Crestwood Ln	0.28	69.0	50.0	91.4	\$ 914
	Dear Ln	0.17	69.0	50.0	92.0	\$ 556
	Echo Rd	0.15	78.0	56.5	91.8	\$ 506
	Edgewood St	0.10	58.0	42.0	92.0	\$ 336
	Elm St	0.99	74.8	54.2	91.7	\$ 3,230
	Fairhaven Ave	0.08	88.0	63.8	92.3	\$ 261
	Federal Hill Rd	1.78	92.6	67.1	92.5	\$ 5,807
	Foster Rd	0.76	97.3	70.5	92.7	\$ 2,468
	Helene Dr	0.12	80.0	58.0	91.9	\$ 377

Appendix C		Scenario 2 Details				4 of 6
	Kendrick Ln	0.19	92.0	66.7	92.5 \$	616
	Lewis St	0.11	44.0	31.9	91.6 \$	362
	Madison St	0.10	48.0	34.8	87.5 \$	320
	Marshall St	0.19	64.0	46.4	78.5 \$	629
	Melendy Rd	2.02	72.9	52.8	91.6 \$	6,595
	Mont Vernon St	0.25	44.0	31.9	91.6 \$	816
	Mountain View Ct	0.39	87.5	63.4	92.2 \$	1,261
	Old Brookline Rd	0.58	61.5	44.6	90.6 \$	1,890
	Ponemah Hill Rd	0.75	89.7	65.0	92.3 \$	2,446
	Settlement Ln	0.34	90.0	65.2	92.4 \$	1,118
	Stable Rd	1.23	72.6	52.6	91.6 \$	4,030
	Stone Ct	0.11	94.0	68.1	92.5 \$	375
	Tarry Ln	0.26	58.0	42.0	91.7 \$	850
	Verona St	0.07	51.0	36.9	91.8 \$	243
	Wallingford Rd	0.78	86.7	62.8	92.2 \$	2,553
	Wildflower Way	0.23	94.0	68.1	92.5 \$	745
	Wilton Rd	0.46	76.5	55.4	90.4 \$	1,508
	HMA Overlay 2"; Reclaim w/ 3" Binder	2.02	54.4	39.4	84.9 \$	1,755,024
	Adams St	0.25	43.0	31.2	82.8 \$	187,040
	Billings St	0.14	48.0	34.8	83.7 \$	90,693
	Granite St	0.18	52.0	37.7	84.4 \$	137,063
	Highland Ave	0.29	54.0	39.1	84.8 \$	239,438
	North River Rd	1.08	57.5	41.7	85.4 \$	994,431
	Westview Ter	0.09	63.0	45.6	86.4 \$	106,359
	Mill + Pave 2"	0.27	70.0	50.7	90.1 \$	124,357
	Shady Ln	0.27	70.0	50.7	90.1 \$	124,357
	Grand Total	17.64	74.8	54.2	90.8 \$	1,929,478

2031	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2031	Average PCI After 2031	Sum Cost 2031
	Crack Seal (Minor)	12.24	74.0	51.2	91.3 \$	41,565
	Putnam St	0.04	79.0	54.7	91.7 \$	130
	Ash St	0.06	43.0	29.8	91.2 \$	204
	Ball Hill Rd	1.12	91.8	63.5	92.2 \$	3,807
	Brookview Ct	0.27	64.0	44.3	91.3 \$	908
	Brookview Dr	0.32	70.0	48.4	91.5 \$	1,104
	Cottage St	0.14	92.0	63.7	92.3 \$	460
	Garden St	0.11	96.0	66.4	92.4 \$	372
	Homestead Cir	0.66	67.0	46.4	89.1 \$	2,228
	Knight St	0.43	68.0	47.0	90.3 \$	1,473
	Linden St	0.11	67.0	46.4	91.9 \$	372
	Osgood Rd	3.26	86.3	59.7	92.0 \$	11,083
	Prospect St	0.67	56.0	38.7	90.0 \$	2,263
	Purgatory Rd	0.53	46.0	31.8	89.3 \$	1,812
	Riverview St	0.21	70.0	48.4	91.9 \$	729
	Rock Ln	0.13	55.0	38.1	91.5 \$	455
	Singer Brook Rd	0.26	68.0	47.0	89.2 \$	894
	South St	0.75	65.7	45.4	92.1 \$	2,547
	Spaulding St	0.22	57.0	39.4	91.9 \$	751
	Trombly Ter	0.18	80.0	55.3	90.4 \$	619
	Union St	1.49	77.5	53.6	91.6 \$	5,055
	Walker St	0.10	38.0	26.3	91.5 \$	355
	Webster St	0.48	55.0	38.1	89.9 \$	1,617
	Woodward Dr	0.19	69.0	47.7	91.5 \$	644
	Young Rd	0.50	95.0	65.7	92.4 \$	1,682
	HMA Overlay 2"; Reclaim w/ 3" Binder	1.77	59.7	41.3	94.7 \$	1,599,709
	Pleasant St	0.18	51.0	35.3	96.8 \$	169,313
	Souhegan St	0.55	69.5	48.1	91.8 \$	550,505
	Chestnut St	0.25	75.0	51.9	97.6 \$	219,801
	Hilltop Dr	0.12	52.0	36.0	96.8 \$	92,308
	Merrimack Rd	0.17	74.0	51.2	97.6 \$	148,709
	Oakwood Cir	0.27	54.0	37.4	90.9 \$	244,043
	Orchard St	0.18	53.0	36.7	96.8 \$	145,876
	Trows Ct	0.04	45.0	31.1	96.6 \$	29,154
	Mill + Pave 2"	0.25	98.0	67.8	95.4 \$	180,028
	Amherst St	0.25	98.0	67.8	95.4 \$	180,028
	Grand Total	14.26	72.2	49.9	91.9 \$	1,821,302

2032	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2032	Average PCI After 2032	Sum Cost 2032
	Crack Seal (Minor)	8.92	72.9	48.2	91.3	\$ 31,517
	Mason Rd	0.75	46.0	30.4	91.2	\$ 2,648
	Adams St	0.17	58.0	38.3	90.0	\$ 593
	Ashley Dr	0.25	71.0	46.9	91.9	\$ 867
	Boulder Dr	0.55	55.5	36.7	90.8	\$ 1,947
	Buxton Rd	0.18	32.0	21.1	88.2	\$ 620
	Chappell Dr	0.55	68.0	44.9	91.3	\$ 1,937
	David Dr	0.30	100.0	66.1	92.4	\$ 1,046
	Farley St	0.06	84.0	55.5	91.7	\$ 225
	Flagg Ln	0.16	58.0	38.3	91.5	\$ 553
	Hillsboro Cir	0.20	65.0	42.9	91.2	\$ 721
	Kasey Dr	0.18	54.0	35.7	90.8	\$ 621
	Laurel St	0.11	65.0	42.9	90.4	\$ 395
	Lorden Dr	0.20	61.0	40.3	91.1	\$ 692
	Lorisa Ln	0.13	69.0	45.6	89.0	\$ 446
	Mile Slip Rd	0.50	98.0	64.8	92.3	\$ 1,778
	Olive St	0.17	80.0	52.9	91.4	\$ 585
	Oxbridge Way	0.12	54.0	35.7	90.8	\$ 419
	Ponemah Hill Rd	1.75	98.0	64.8	92.3	\$ 6,182
	Shepard St	0.11	75.0	49.6	91.1	\$ 388
	Spruce St	0.13	70.0	46.3	90.8	\$ 458
	Summer St	0.76	47.7	31.5	89.3	\$ 2,685
	Taylor Dr	0.31	58.0	38.3	90.9	\$ 1,112
	Trevor Ct	0.09	72.0	47.6	91.5	\$ 322
	Tucker Brook Rd	0.07	85.0	56.2	91.9	\$ 260
	Vine St	0.09	65.0	42.9	90.4	\$ 330
	Walmsley Cir	0.12	70.0	46.3	91.4	\$ 437
	West St	0.84	98.0	64.8	92.3	\$ 2,954
	Wheeler St	0.08	86.0	56.8	91.8	\$ 294
	Mill + Pave 2"	3.10	99.0	65.4	95.9	\$ 1,778,201
	Badger Hill Dr	1.26	99.4	65.7	96.2	\$ 743,121
	Deerwood Dr	0.27	100.0	66.1	96.2	\$ 150,252
	Greystone Pl	0.18	100.0	66.1	96.2	\$ 106,836
	Timber Ridge Rd	1.02	100.0	66.1	96.2	\$ 571,724
	Woodhawk Dr	0.37	91.0	60.1	92.0	\$ 206,270
	Grand Total	12.02	78.6	51.9	92.3	\$ 1,809,718

2033	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2033	Average PCI After 2033	Sum Cost 2033
	Crack Seal (Minor)	17.64	70.7	44.6	91.4	\$ 64,784
	Maple St	0.27	51.0	32.2	90.6	\$ 998
	Adams St	0.25	43.0	27.1	88.8	\$ 922
	Amherst St	0.25	56.0	35.3	92.0	\$ 919
	Bear Ct	0.16	95.0	59.9	92.3	\$ 589
	Billings St	0.14	48.0	30.3	89.2	\$ 497
	Colburn Rd	1.25	72.8	45.9	91.9	\$ 4,580
	Comstock Dr	0.91	92.0	58.1	92.2	\$ 3,360
	Crestwood Ln	0.28	69.0	43.5	91.8	\$ 1,028
	Dear Ln	0.17	69.0	43.5	92.1	\$ 625
	Echo Rd	0.15	78.0	49.2	92.0	\$ 569
	Edgewood St	0.10	58.0	36.6	92.0	\$ 378
	Elm St	0.99	74.8	47.2	91.9	\$ 3,633
	Fairhaven Ave	0.08	88.0	55.5	92.1	\$ 294
	Federal Hill Rd	1.78	92.6	58.4	92.2	\$ 6,532
	Foster Rd	0.76	97.3	61.4	92.3	\$ 2,776
	Granite St	0.18	52.0	32.8	89.4	\$ 644
	Helene Dr	0.12	80.0	50.5	92.0	\$ 424
	Highland Ave	0.29	54.0	34.1	89.5	\$ 1,073
	Kendrick Ln	0.19	92.0	58.1	92.2	\$ 693
	Lewis St	0.11	44.0	27.8	91.9	\$ 407
	Madison St	0.10	48.0	30.3	90.5	\$ 360
	Marshall St	0.19	64.0	40.4	87.4	\$ 708
	Melendy Rd	2.02	72.9	46.0	91.9	\$ 7,419
	Mont Vernon St	0.25	44.0	27.8	91.9	\$ 918
	Mountain View Ct	0.39	87.5	55.2	92.1	\$ 1,418

Appendix C		Scenario 2 Details				6 of 6
	North River Rd	1.08	57.5	36.3	89.8 \$	3,971
	Old Brookline Rd	0.58	61.5	38.8	91.6 \$	2,126
	Ponemah Hill Rd	0.75	89.7	56.6	92.2 \$	2,751
	Settlement Ln	0.34	90.0	56.8	92.2 \$	1,258
	Shady Ln	0.27	70.0	44.2	91.4 \$	1,006
	Stable Rd	1.23	72.6	45.8	91.9 \$	4,534
	Stone Ct	0.11	94.0	59.3	92.2 \$	422
	Tarry Ln	0.26	58.0	36.6	91.9 \$	956
	Verona St	0.07	51.0	32.2	92.0 \$	273
	Wallingford Rd	0.78	86.7	54.7	92.1 \$	2,872
	Westview Ter	0.09	63.0	39.8	90.1 \$	318
	Wildflower Way	0.23	94.0	59.3	92.2 \$	838
	Wilton Rd	0.46	76.5	48.3	91.5 \$	1,696
	Mill + Pave 2"	2.67	80.5	50.8	90.2 \$	1,501,038
	Annand Dr	1.08	90.5	57.1	91.4 \$	634,244
	Annard Dr Spur	0.04	51.0	32.2	86.4 \$	23,375
	Cadrin Crossing	0.27	90.0	56.8	91.4 \$	145,126
	Noons Quarry Rd	0.61	82.0	51.7	90.3 \$	371,160
	Ruonala Rd	0.67	69.7	44.0	88.8 \$	327,132
	Grand Total	20.31	75.6	47.7	91.4 \$	1,565,822

2024	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2024	Average PCI After 2024	Sum Cost 2024
	Crack Seal (Minor)	0.99	74.8	71.4	88.6	\$ 2,553
	Elm St	0.99	74.8	71.4	88.6	\$ 2,553
	HMA Overlay 2"; Reclaim w/ 3" Binder	0.43	63.5	60.6	90.2	\$ 311,772
	Dear Ln	0.17	69.0	65.9	91.5	\$ 120,231
	Tarry Ln	0.26	58.0	55.4	88.8	\$ 191,541
	Mill + Pave 2"	0.29	51.0	48.7	89.7	\$ 112,383
	Edgewood St	0.10	58.0	55.4	91.1	\$ 42,144
	Lewis St	0.11	44.0	42.0	88.4	\$ 39,773
	Verona St	0.07	51.0	48.7	89.7	\$ 30,465
	Mill + Pave 2" - Half Segment	0.50	50.0	47.8	89.6	\$ 173,037
	Amherst St	0.25	56.0	53.5	90.7	\$ 79,076
	Mont Vernon St	0.25	44.0	42.0	88.4	\$ 93,960
	Grand Total	2.21	59.8	57.1	89.5	\$ 599,744

2025	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2025	Average PCI After 2025	Sum Cost 2025
	Crack Seal (Minor)	6.65	86.1	78.5	91.4	\$ 17,852
	Putnam St	0.04	79.0	72.0	88.8	\$ 103
	Ball Hill Rd	1.12	91.8	83.7	93.5	\$ 3,009
	Cottage St	0.14	92.0	83.9	93.6	\$ 363
	Garden St	0.11	96.0	87.6	95.0	\$ 294
	Osgood Rd	3.26	86.3	78.7	91.5	\$ 8,759
	Union St	1.49	77.5	70.7	88.3	\$ 3,995
	Young Rd	0.50	95.0	86.6	94.7	\$ 1,329
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	0.78	67.7	61.7	86.6	\$ 147,080
	Brookview Ct	0.27	64.0	58.4	85.4	\$ 49,403
	Brookview Dr	0.32	70.0	63.8	87.3	\$ 61,081
	Woodward Dr	0.19	69.0	62.9	87.0	\$ 36,596
	HMA Overlay 2"; Reclaim w/ 3" Binder	0.38	60.0	54.7	91.1	\$ 201,783
	Ash St	0.06	43.0	39.2	84.8	\$ 29,467
	Linden St	0.11	67.0	61.1	90.3	\$ 73,716
	Riverview St	0.21	70.0	63.8	98.2	\$ 98,600
	Mill + Pave 2"	0.85	58.8	53.6	90.7	\$ 485,762
	South St	0.75	65.7	59.9	92.0	\$ 448,618
	Walker St	0.10	38.0	34.7	86.9	\$ 37,144
	Grand Total	8.67	79.7	72.7	90.9	\$ 852,477

2026	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2026	Average PCI After 2026	Sum Cost 2026
	Crack Seal (Minor)	6.12	98.9	86.1	94.4	\$ 17,077
	Badger Hill Dr	1.26	99.4	86.6	94.6	\$ 3,522
	David Dr	0.30	100.0	87.1	94.8	\$ 827
	Deerwood Dr	0.27	100.0	87.1	94.8	\$ 747
	Greystone Pl	0.18	100.0	87.1	94.8	\$ 510
	Mile Slip Rd	0.50	98.0	85.4	94.1	\$ 1,405
	Ponemah Hill Rd	1.75	98.0	85.4	94.1	\$ 4,886
	Timber Ridge Rd	1.02	100.0	87.1	94.8	\$ 2,844
	West St	0.84	98.0	85.4	94.1	\$ 2,335
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	0.33	65.3	56.9	84.9	\$ 77,703
	Oxbridge Way	0.12	54.0	47.0	81.5	\$ 25,926
	Trevor Ct	0.09	72.0	62.7	86.9	\$ 20,553
	Walmsley Cir	0.12	70.0	61.0	86.3	\$ 31,224
	HMA Overlay 2"; Reclaim w/ 3" Binder	1.00	52.3	45.5	86.4	\$ 712,635
	Mason Rd	0.75	46.0	40.1	85.0	\$ 525,148
	Ashley Dr	0.25	71.0	61.8	90.5	\$ 187,486
	Grand Total	7.45	89.6	78.1	92.5	\$ 807,415

2027	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2027	Average PCI After 2027	Sum Cost 2027
	Crack Seal (Minor)	13.08	80.1	66.6	91.6	\$ 37,971
	Amherst St	0.50	77.0	64.0	92.1	\$ 1,453
	Bear Ct	0.16	95.0	79.0	93.5	\$ 465
	Comstock Dr	0.91	92.0	76.5	93.1	\$ 2,656

Appendix D

Scenario 3 Details

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Crestwood Ln	0.28	69.0	57.4	90.1	\$	812
Dear Ln	0.17	69.0	57.4	91.9	\$	494
Echo Rd	0.15	78.0	64.9	91.3	\$	449
Edgewood St	0.10	58.0	48.2	91.7	\$	298
Elm St	0.99	74.8	62.2	90.9	\$	2,872
Fairhaven Ave	0.08	88.0	73.2	92.6	\$	232
Federal Hill Rd	1.78	92.6	77.0	93.2	\$	5,162
Foster Rd	0.76	97.3	81.0	93.9	\$	2,194
Helene Dr	0.12	80.0	66.5	91.6	\$	335
Heritage Way	0.34	65.0	54.1	81.6	\$	981
Kendrick Ln	0.19	92.0	76.5	93.1	\$	547
Lewis St	0.11	44.0	36.6	90.8	\$	322
Melendy Rd	2.02	72.9	60.6	90.6	\$	5,863
Mont Vernon St	0.25	44.0	36.6	90.8	\$	726
Mountain View Ct	0.39	87.5	72.8	92.5	\$	1,121
Ponemah Hill Rd	0.75	89.7	74.6	92.8	\$	2,174
Settlement Ln	0.34	90.0	74.9	92.9	\$	994
Stable Rd	1.23	72.6	60.4	90.6	\$	3,583
Stone Ct	0.11	94.0	78.2	93.4	\$	334
Tarry Ln	0.26	58.0	48.2	91.0	\$	756
Verona St	0.07	51.0	42.4	91.3	\$	216
Wallingford Rd	0.78	86.7	72.1	92.4	\$	2,270
Wildflower Way	0.23	94.0	78.2	93.4	\$	662
HMA Overlay (1.5")	0.50	74.5	62.0	92.4	\$	79,021
Colburn Rd	0.50	74.5	62.0	92.4	\$	79,021
HMA Overlay (1.5"); HMA Shim (3/4" avg)	0.83	63.0	52.4	83.3	\$	178,347
Maple St	0.27	51.0	42.4	79.8	\$	50,143
Madison St	0.10	48.0	39.9	79.0	\$	20,374
Wilton Rd	0.46	76.5	63.6	87.3	\$	107,830
HMA Overlay 2"; Reclaim w/ 3" Binder	0.75	71.7	59.6	89.9	\$	546,980
Colburn Rd	0.75	71.7	59.6	89.9	\$	546,980
Grand Total	15.16	78.5	65.3	91.1	\$	842,318

2028	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2028	Average PCI After 2028	Sum Cost 2028
	Crack Seal (Minor)	9.46	78.0	62.0	90.5	\$ 28,564
	Putnam St	0.04	79.0	62.8	90.9	\$ 116
	Ash St	0.06	43.0	34.2	89.5	\$ 182
	Ball Hill Rd	1.12	91.8	72.9	92.6	\$ 3,385
	Brookview Ct	0.27	64.0	50.8	89.8	\$ 808
	Brookview Dr	0.32	70.0	55.6	90.4	\$ 981
	Cottage St	0.14	92.0	73.1	92.6	\$ 409
	Garden St	0.11	96.0	76.3	93.1	\$ 330
	Knight St	0.43	68.0	54.0	81.6	\$ 1,309
	Linden St	0.11	67.0	53.2	91.5	\$ 330
	Osgood Rd	3.26	86.3	68.6	91.9	\$ 9,852
	Riverview St	0.21	70.0	55.6	94.2	\$ 648
	Rock Ln	0.13	55.0	43.7	77.5	\$ 405
	South St	0.75	65.7	52.2	92.0	\$ 2,264
	Spaulding St	0.22	57.0	45.3	78.1	\$ 668
	Union St	1.49	77.5	61.6	90.8	\$ 4,494
	Walker St	0.10	38.0	30.2	90.3	\$ 316
	Woodward Dr	0.19	69.0	54.8	90.3	\$ 573
	Young Rd	0.50	95.0	75.5	93.0	\$ 1,495
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	1.10	69.8	55.4	84.4	\$ 234,229
	Homestead Cir	0.66	67.0	53.2	83.6	\$ 139,608
	Singer Brook Rd	0.26	68.0	54.0	83.9	\$ 54,796
	Trombly Ter	0.18	80.0	63.5	87.2	\$ 39,826
	HMA Overlay 2"; Reclaim w/ 3" Binder	0.67	56.0	44.5	86.1	\$ 496,311
	Prospect St	0.67	56.0	44.5	86.1	\$ 496,311
	Grand Total	11.23	75.9	60.3	89.7	\$ 759,104

2029	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2029	Average PCI After 2029	Sum Cost 2029
	Crack Seal (Minor)	9.67	83.1	63.0	89.0	\$ 30,354
	Mason Rd	0.75	46.0	34.9	89.6	\$ 2,354
	Ashley Dr	0.25	71.0	53.9	91.5	\$ 770

Appendix D		Scenario 3 Details				3 of 5
	Badger Hill Dr	1.26	99.4	75.4	93.0 \$	3,962
	Boulder Dr	0.55	55.5	42.1	76.8 \$	1,731
	Chappell Dr	0.55	68.0	51.6	80.6 \$	1,722
	David Dr	0.30	100.0	75.9	93.0 \$	930
	Deerwood Dr	0.27	100.0	75.9	93.0 \$	841
	Flagg Ln	0.16	58.0	44.0	77.6 \$	491
	Greystone Pl	0.18	100.0	75.9	93.0 \$	574
	Hillsboro Cir	0.20	65.0	49.3	79.7 \$	641
	Kasey Dr	0.18	54.0	41.0	76.4 \$	552
	Lorden Dr	0.20	61.0	46.3	78.5 \$	616
	Mile Slip Rd	0.50	98.0	74.3	92.8 \$	1,581
	Oxbridge Way	0.12	54.0	41.0	88.4 \$	373
	Ponemah Hill Rd	1.75	98.0	74.3	92.8 \$	5,496
	Taylor Dr	0.31	58.0	44.0	77.6 \$	989
	Timber Ridge Rd	1.02	100.0	75.9	93.0 \$	3,199
	Trevor Ct	0.09	72.0	54.6	90.3 \$	286
	Tucker Brook Rd	0.07	85.0	64.5	85.8 \$	231
	Walmsley Cir	0.12	70.0	53.1	90.1 \$	389
	West St	0.84	98.0	74.3	92.8 \$	2,627
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	0.13	69.0	52.3	83.3 \$	28,617
	Lorisa Ln	0.13	69.0	52.3	83.3 \$	28,617
	HMA Overlay 2"; Reclaim w/ 3" Binder	0.93	69.6	52.8	88.2 \$	795,323
	Buxton Rd	0.18	32.0	24.3	81.1 \$	169,620
	Farley St	0.06	84.0	63.7	90.9 \$	47,905
	Laurel St	0.11	65.0	49.3	87.3 \$	76,172
	Olive St	0.17	80.0	60.7	90.2 \$	183,775
	Shepard St	0.11	75.0	56.9	89.2 \$	94,443
	Spruce St	0.13	70.0	53.1	88.3 \$	106,891
	Vine St	0.09	65.0	49.3	87.3 \$	56,923
	Wheeler St	0.08	86.0	65.2	91.3 \$	59,594
	Grand Total	10.73	80.6	61.2	88.8 \$	854,294

2030	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2030	Average PCI After 2030	Sum Cost 2030
	Crack Seal (Minor)	15.68	77.5	56.2	91.1 \$	51,201
	Maple St	0.27	51.0	36.9	87.8 \$	887
	Amherst St	0.25	56.0	40.6	91.9 \$	817
	Bear Ct	0.16	95.0	68.8	92.6 \$	524
	Colburn Rd	1.25	72.8	52.7	91.7 \$	4,071
	Comstock Dr	0.91	92.0	66.7	92.5 \$	2,987
	Crestwood Ln	0.28	69.0	50.0	91.4 \$	914
	Dear Ln	0.17	69.0	50.0	92.0 \$	556
	Echo Rd	0.15	78.0	56.5	91.8 \$	506
	Edgewood St	0.10	58.0	42.0	92.0 \$	336
	Elm St	0.99	74.8	54.2	91.7 \$	3,230
	Fairhaven Ave	0.08	88.0	63.8	92.3 \$	261
	Federal Hill Rd	1.78	92.6	67.1	92.5 \$	5,807
	Foster Rd	0.76	97.3	70.5	92.7 \$	2,468
	Helene Dr	0.12	80.0	58.0	91.9 \$	377
	Heritage Way	0.34	65.0	47.1	88.4 \$	1,103
	Kendrick Ln	0.19	92.0	66.7	92.5 \$	616
	Lewis St	0.11	44.0	31.9	91.6 \$	362
	Madison St	0.10	48.0	34.8	87.5 \$	320
	Marshall St	0.19	64.0	46.4	78.5 \$	629
	Melendy Rd	2.02	72.9	52.8	91.6 \$	6,595
	Mont Vernon St	0.25	44.0	31.9	91.6 \$	816
	Mountain View Ct	0.39	87.5	63.4	92.2 \$	1,261
	Old Brookline Rd	0.58	61.5	44.6	77.8 \$	1,890
	Ponemah Hill Rd	0.75	89.7	65.0	92.3 \$	2,446
	Settlement Ln	0.34	90.0	65.2	92.4 \$	1,118
	Stable Rd	1.23	72.6	52.6	91.6 \$	4,030
	Stone Ct	0.11	94.0	68.1	92.5 \$	375
	Tarry Ln	0.26	58.0	42.0	91.7 \$	850
	Verona St	0.07	51.0	36.9	91.8 \$	243
	Wallingford Rd	0.78	86.7	62.8	92.2 \$	2,553
	Wildflower Way	0.23	94.0	68.1	92.5 \$	745
	Wilton Rd	0.46	76.5	55.4	90.4 \$	1,508
	HMA Overlay 2"; Reclaim w/ 3" Binder	0.85	49.3	35.7	83.9 \$	654,234

Adams St	0.25	43.0	31.2	82.8	\$	187,040
Billings St	0.14	48.0	34.8	83.7	\$	90,693
Granite St	0.18	52.0	37.7	84.4	\$	137,063
Highland Ave	0.29	54.0	39.1	84.8	\$	239,438
Mill + Pave 2"	0.27	70.0	50.7	90.1	\$	124,357
Shady Ln	0.27	70.0	50.7	90.1	\$	124,357
Grand Total		16.81	75.9	55.0	90.7	\$ 829,791

2031	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2031	Average PCI After 2031	Sum Cost 2031
Crack Seal (Minor)		12.24	74.0	51.2	90.0	\$ 41,565
Putnam St		0.04	79.0	54.7	91.7	\$ 130
Ash St		0.06	43.0	29.8	91.2	\$ 204
Ball Hill Rd		1.12	91.8	63.5	92.2	\$ 3,807
Brookview Ct		0.27	64.0	44.3	91.3	\$ 908
Brookview Dr		0.32	70.0	48.4	91.5	\$ 1,104
Cottage St		0.14	92.0	63.7	92.3	\$ 460
Garden St		0.11	96.0	66.4	92.4	\$ 372
Homestead Cir		0.66	67.0	46.4	89.1	\$ 2,228
Knight St		0.43	68.0	47.0	88.4	\$ 1,473
Linden St		0.11	67.0	46.4	91.9	\$ 372
Osgood Rd		3.26	86.3	59.7	92.0	\$ 11,083
Prospect St		0.67	56.0	38.7	90.0	\$ 2,263
Purgatory Rd		0.53	46.0	31.8	72.7	\$ 1,812
Riverview St		0.21	70.0	48.4	92.8	\$ 729
Rock Ln		0.13	55.0	38.1	87.0	\$ 455
Singer Brook Rd		0.26	68.0	47.0	89.2	\$ 894
South St		0.75	65.7	45.4	92.1	\$ 2,547
Spaulding St		0.22	57.0	39.4	87.2	\$ 751
Trombly Ter		0.18	80.0	55.3	90.4	\$ 619
Union St		1.49	77.5	53.6	91.6	\$ 5,055
Walker St		0.10	38.0	26.3	91.5	\$ 355
Webster St		0.48	55.0	38.1	75.2	\$ 1,617
Woodward Dr		0.19	69.0	47.7	91.5	\$ 644
Young Rd		0.50	95.0	65.7	92.4	\$ 1,682
Mill + Pave 2"		1.47	61.8	42.7	88.8	\$ 788,893
Pleasant St		0.18	51.0	35.3	87.1	\$ 98,254
Amherst St		0.25	98.0	67.8	95.4	\$ 180,028
Chestnut St		0.25	75.0	51.9	90.4	\$ 127,553
Hilltop Dr		0.12	52.0	36.0	87.2	\$ 53,567
Merrimack Rd		0.17	74.0	51.2	90.2	\$ 86,297
Oakwood Cir		0.27	54.0	37.4	87.5	\$ 141,621
Orchard St		0.18	53.0	36.7	87.3	\$ 84,654
Trows Ct		0.04	45.0	31.1	86.2	\$ 16,918
Grand Total		13.71	72.3	50.0	89.8	\$ 830,458

2032	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2032	Average PCI After 2032	Sum Cost 2032
Crack Seal (Minor)		8.92	72.9	48.2	88.9	\$ 31,517
Mason Rd		0.75	46.0	30.4	91.2	\$ 2,648
Adams St		0.17	58.0	38.3	75.3	\$ 593
Ashley Dr		0.25	71.0	46.9	91.9	\$ 867
Boulder Dr		0.55	55.5	36.7	86.8	\$ 1,947
Buxton Rd		0.18	32.0	21.1	88.2	\$ 620
Chappell Dr		0.55	68.0	44.9	88.1	\$ 1,937
David Dr		0.30	100.0	66.1	92.4	\$ 1,046
Farley St		0.06	84.0	55.5	91.7	\$ 225
Flagg Ln		0.16	58.0	38.3	87.0	\$ 553
Hillsboro Cir		0.20	65.0	42.9	87.8	\$ 721
Kasey Dr		0.18	54.0	35.7	86.6	\$ 621
Laurel St		0.11	65.0	42.9	90.4	\$ 395
Lorden Dr		0.20	61.0	40.3	87.4	\$ 692
Lorisa Ln		0.13	69.0	45.6	89.0	\$ 446
Mile Slip Rd		0.50	98.0	64.8	92.3	\$ 1,778
Olive St		0.17	80.0	52.9	91.4	\$ 585
Oxbridge Way		0.12	54.0	35.7	90.8	\$ 419
Ponemah Hill Rd		1.75	98.0	64.8	92.3	\$ 6,182

Shepard St	0.11	75.0	49.6	91.1	\$	388
Spruce St	0.13	70.0	46.3	90.8	\$	458
Summer St	0.76	47.7	31.5	72.6	\$	2,685
Taylor Dr	0.31	58.0	38.3	87.0	\$	1,112
Trevor Ct	0.09	72.0	47.6	91.5	\$	322
Tucker Brook Rd	0.07	85.0	56.2	89.9	\$	260
Vine St	0.09	65.0	42.9	90.4	\$	330
Walmsley Cir	0.12	70.0	46.3	91.4	\$	437
West St	0.84	98.0	64.8	92.3	\$	2,954
Wheeler St	0.08	86.0	56.8	91.8	\$	294
Mill + Pave 2"	1.47	100.0	66.1	96.2	\$	828,811
Deerwood Dr	0.27	100.0	66.1	96.2	\$	150,252
Greystone Pl	0.18	100.0	66.1	96.2	\$	106,836
Timber Ridge Rd	1.02	100.0	66.1	96.2	\$	571,724
Grand Total	10.39	76.2	50.4	89.8	\$	860,328

2033	Streets by Repair	Sum Miles	Average PCI Initial 2023	Average PCI Before 2033	Average PCI After 2033	Sum Cost 2033
	Crack Seal (Minor)	17.97	74.8	47.2	90.5	\$ 66,025
	Maple St	0.27	51.0	32.2	90.6	\$ 998
	Adams St	0.25	43.0	27.1	88.8	\$ 922
	Amherst St	0.25	56.0	35.3	92.0	\$ 919
	Bear Ct	0.16	95.0	59.9	92.3	\$ 589
	Billings St	0.14	48.0	30.3	89.2	\$ 497
	Colburn Rd	1.25	72.8	45.9	91.9	\$ 4,580
	Comstock Dr	0.91	92.0	58.1	92.2	\$ 3,360
	Crestwood Ln	0.28	69.0	43.5	91.8	\$ 1,028
	Dear Ln	0.17	69.0	43.5	92.1	\$ 625
	Echo Rd	0.15	78.0	49.2	92.0	\$ 569
	Edgewood St	0.10	58.0	36.6	92.0	\$ 378
	Elm St	0.99	74.8	47.2	91.9	\$ 3,633
	Fairhaven Ave	0.08	88.0	55.5	92.1	\$ 294
	Federal Hill Rd	1.78	92.6	58.4	92.2	\$ 6,532
	Foster Rd	0.76	97.3	61.4	92.3	\$ 2,776
	Granite St	0.18	52.0	32.8	89.4	\$ 644
	Helene Dr	0.12	80.0	50.5	92.0	\$ 424
	Heritage Way	0.34	65.0	41.0	90.8	\$ 1,241
	Highland Ave	0.29	54.0	34.1	89.5	\$ 1,073
	Kendrick Ln	0.19	92.0	58.1	92.2	\$ 693
	Lewis St	0.11	44.0	27.8	91.9	\$ 407
	Madison St	0.10	48.0	30.3	90.5	\$ 360
	Marshall St	0.19	64.0	40.4	87.4	\$ 708
	Melendy Rd	2.02	72.9	46.0	91.9	\$ 7,419
	Mont Vernon St	0.25	44.0	27.8	91.9	\$ 918
	Mountain View Ct	0.39	87.5	55.2	92.1	\$ 1,418
	North River Rd	1.08	57.5	36.3	74.5	\$ 3,971
	Old Brookline Rd	0.58	61.5	38.8	87.1	\$ 2,126
	Ponemah Hill Rd	0.75	89.7	56.6	92.2	\$ 2,751
	Settlement Ln	0.34	90.0	56.8	92.2	\$ 1,258
	Shady Ln	0.27	70.0	44.2	91.4	\$ 1,006
	Stable Rd	1.23	72.6	45.8	91.9	\$ 4,534
	Stone Ct	0.11	94.0	59.3	92.2	\$ 422
	Tarry Ln	0.26	58.0	36.6	91.9	\$ 956
	Verona St	0.07	51.0	32.2	92.0	\$ 273
	Wallingford Rd	0.78	86.7	54.7	92.1	\$ 2,872
	Westview Ter	0.09	63.0	39.8	75.9	\$ 318
	Wildflower Way	0.23	94.0	59.3	92.2	\$ 838
	Wilton Rd	0.46	76.5	48.3	91.5	\$ 1,696
	Mill + Pave 2"	1.28	74.6	47.1	89.4	\$ 698,292
	Noons Quarry Rd	0.61	82.0	51.7	90.3	\$ 371,160
	Ruonala Rd	0.67	69.7	44.0	88.8	\$ 327,132
Grand Total		19.26	74.8	47.2	90.5	\$ 764,318