

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



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In Partnership with:
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University of New Hampshire Technology Transfer Center
Statewide Asset Data Exchange System (SADES)

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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 Mont Vernon (herein referred to as the Town) in 2025. 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 I), 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 conditions 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 Mont Vernon 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 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.

4 BENEFITS OF DEVELOPING A ROAD SURFACE MANAGEMENT SYSTEM

A Road Surface Management System (RSMS) assessment will offer immediate benefits to the Town of Mont Vernon. 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 Mont Vernon 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 Mont Vernon owns 55 paved roads totaling 30.03 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 2024 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 130 segments total, each with accompanying attributes: Street Name, Segment #, Importance Value, Width (Feet), Length (Feet), Number of Lanes, PCI 2024, 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. This is defined by connectivity to other major roads and access to town assets such as the library, schools, or transfer station. The Traffic Volume is also rated from 1 (low) to 5 (high) to represent traffic volumes on roads. PCI 2024 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 **two** forecasted repair scenarios in which repairs are assigned to roads over 10 years. The 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.

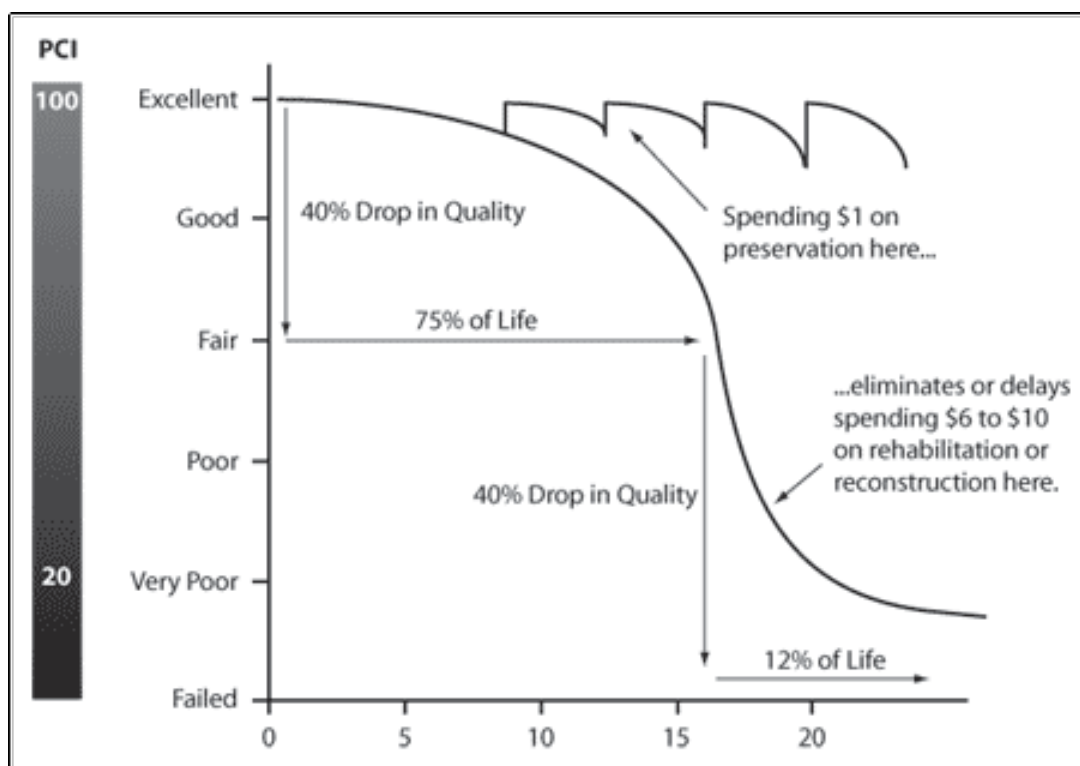


Figure 1: Pavement Deterioration

5 EVALUATION OF EXISTING ROADWAY CONDITIONS

In the Spring of 2024, NRPC assessed all paved town-maintained roads in Mont Vernon. Using GIS, NRPC divided each paved town-maintained road into a total of 130 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).

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 2024 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 Mont Vernon's roads in the spring of 2024 was 61.7. This value was calculated using a weighted average of all assessed paved road segments. This value puts the network average of Mont Vernon's roads squarely in the Poor category. Table 2 provides a detailed breakdown of roads in each PCI category. As can be seen in Figure 2, about 1/3 of the roads fit into the Poor category, and 1/3 into the Very Poor category, leaving the remaining third in the Fair and Good

categories. As can be seen in Figure 3, many of the roads in the Town do not have consistent PCI values across their lengths and most of the cul-de-sacs are in the poor or very poor category.

Table 2: Paved Conditions

Condition Category	Number of Road Segments	Sum of Length (Miles)	Sum of Square Yards	% of Total: Miles / Sq Yds	Average Weighted PCI
Good (90 - 100)	15	3.42	171,607	11% / 12%	97.3
Fair (70 - 89 PCI)	28	6.74	221,189	22% / 22%	79.5
Poor (50 - 69 PCI)	45	10.29	432,222	34% / 35%	58.9
Very Poor (< 50 PCI)	42	9.57	264,799	32% / 31%	39
Total	130	30.03	381,925	100% / 100%	61.7

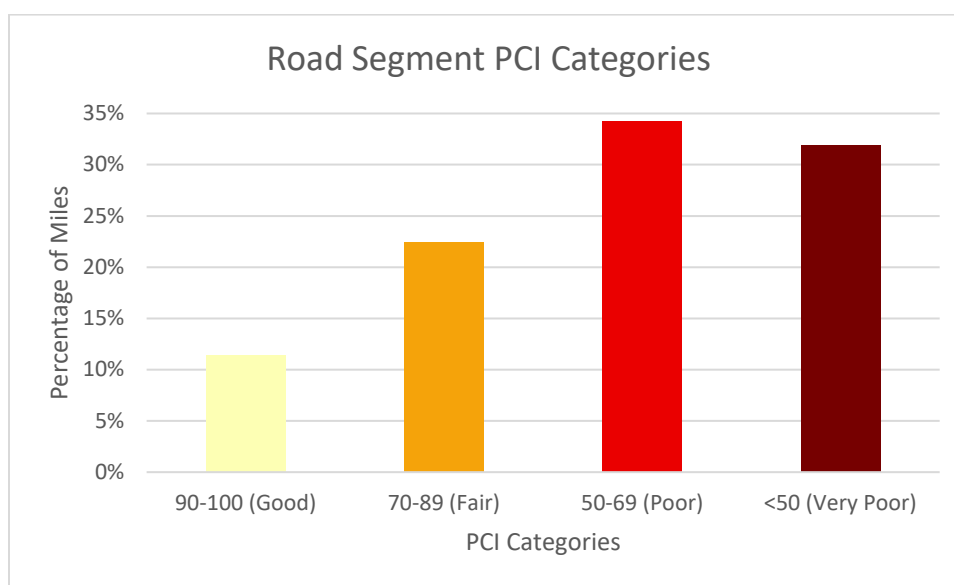


Figure 2: Paved Conditions

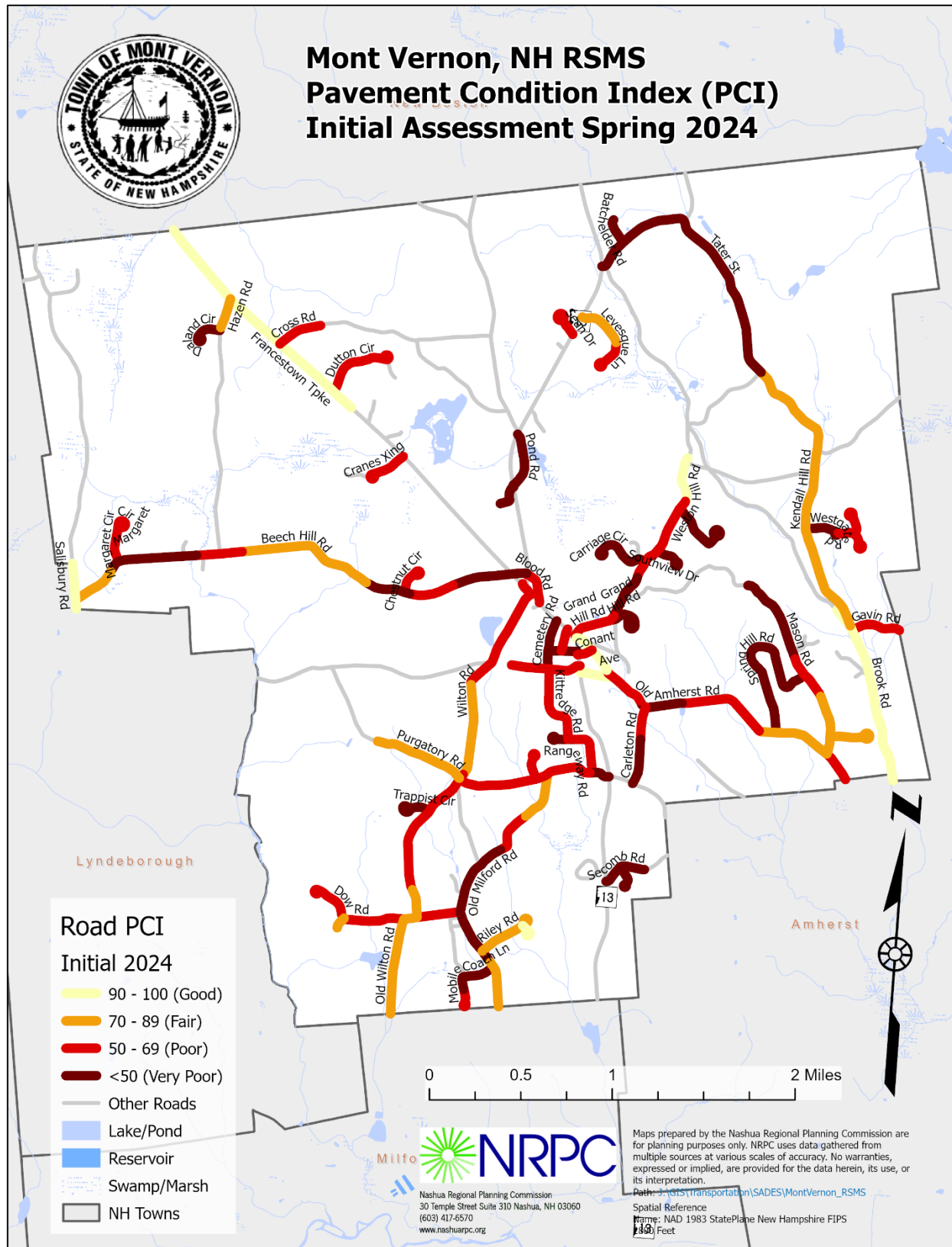


Figure 3: PCI Town-Maintained Paved Roads

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 decreases by 4.5% annually.

Table 3: Pavement Repair Treatments

Repair	Repair Cost	Repair Unit	% Increase to PCI	Lifespan (Years)	Comments
Preservation					
Crack Seal (Minor)	\$0.40	Linear Foot	60	2.5	Price provided by Town of Mont Vernon
Rehabilitation					
3/8" Chip Seal	\$3.40	Yard ²	75	7	Price provided by Town of Mont Vernon
HMA Shim (3/4" avg)	\$5.50	Yard ²	65	4	Price provided by Town of Mont Vernon
HMA Overlay (1.5")	\$6.40	Yard ²	80	9	Price provided by Town of Mont Vernon
HMA Overlay (2")	\$10.50	Yard ²	80	9	Price provided by Town of Mont Vernon
Reconstruction					
Reclaim w/ 2.5" Binder	\$16.29	Yard ²	95	12	Price provided by Town of Mont Vernon
Reclaim w/ 3" Binder	\$18.81	Yard ²	95	12	Price provided by Town of Mont Vernon

Scenario 1 is Mont Vernon DPW's strategy to repair and maintain neighborhood roads and cul-de-sacs throughout town while also completing work on roads that were never properly "topped." This includes roads in the center of town that access important town resources such as the school, library, and transfer station that have fallen into the poor and very poor condition categories. This scenario does its best to stay close to a \$400,000 annual budget.

Scenario 2 is a strategy that tries to address the main roads going through town rather than smaller roads and cul-de-sacs. Many of the roads in this scenario have inconsistent levels of deterioration across multiple segments. This plan prioritizes repairs that will create a more uniform surface on these long roads into and across town, while also addressing some roads in the center of town. This scenario does its best to fit a \$500,000 budget.

8 SCENARIO FORECASTING RESULTS

A. SCENARIO 1

Scenario 1 was developed with 3 goals in mind: 1) prioritize roads clusters of residential roads in poor and very poor condition, while prioritizing roads that were never properly “topped with an overlay, 2) create a consistent wear course on some longer roads through town that have received patchwork repairs in the past, and 3) stick to a budget of around \$400,000.

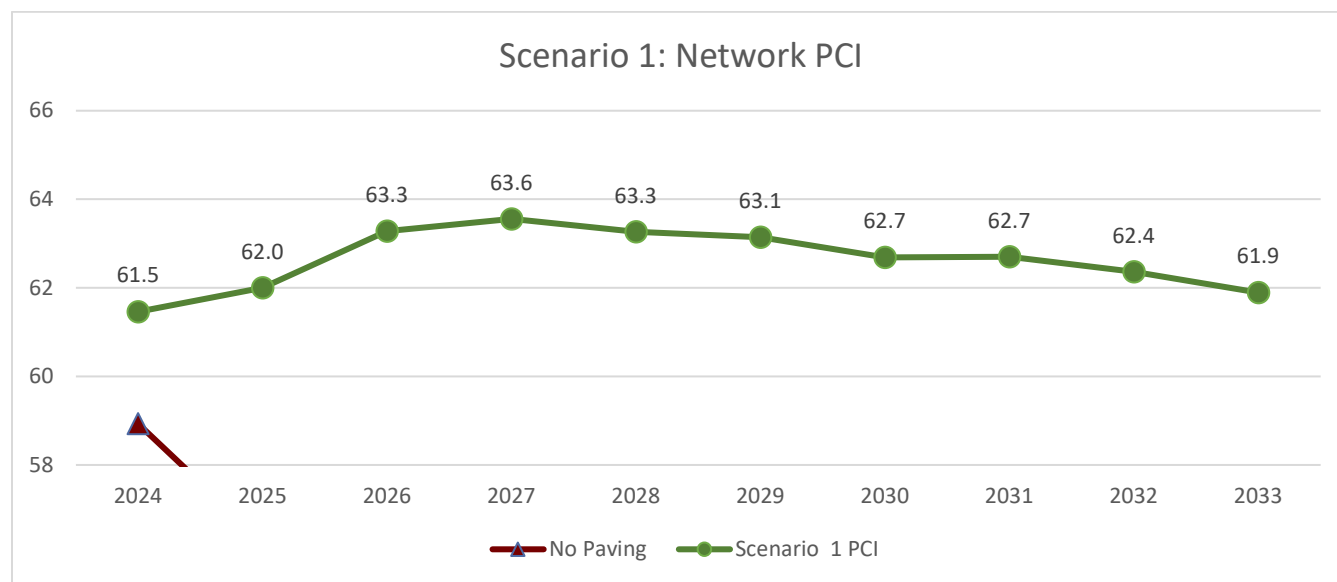


Figure 4: Network PCI by Year for Scenario 1

The average network PCI from the spring of 2024 was 61.7. Without any repairs, that value is forecasted to drop to 39 in 2033. In Scenario 1, that value is forecasted to remain at 61.9 in 2033, an overall improvement of 22.9 points.

Scenario 1 addresses a total of 35.5 miles of road, including segments that have been revisited for multiple repairs over the years. A significant amount of this mileage (15.93 miles, 45% of the total) is due to the continued use of crack sealing. Rehabilitation repairs cover 11.35 miles (32% of the total) in this scenario. These repairs include shims and overlays. Reconstruction makes up 7.77 miles of this scenario (22% of the total). This repair type involves full-depth reclamation of deteriorated roads with 2.5" or 3" of asphalt binder. These roads then get topped with an overlay either on the same year or on a year following the reclaim work. On average, each year of this scenario repairs 3.4 miles of road: 1.7 miles of crack sealing and 1.9 miles of rehab and reconstruction work.

The total cost for scenario 1 over 10 years is \$4,004,404, an average of \$400,440 per year. The cost for all crack sealing for this scenario is \$96,120, 2% of the total cost. The combined cost for all rehabilitation repairs (shims & overlays) is \$1,703,239, 43% of the total cost. The cost for all reconstruction repairs is \$2,205,045, 55% of the total cost.

The following tables (4,5, and 6) illustrate the repair costs, miles of treated roads, and network PCI each year. Figures 5 and 6 show how projected total costs, miles paved, and network average PCI change over the 10 years of the plan. Figure 7 is a map that 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.

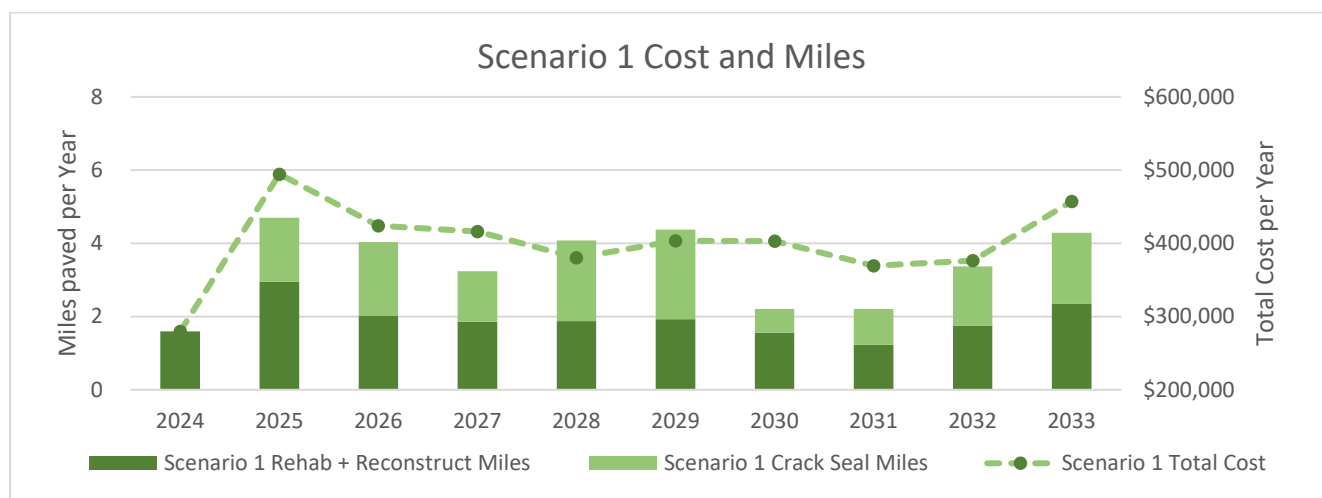


Figure 5: Scenario 1 Cost and Miles

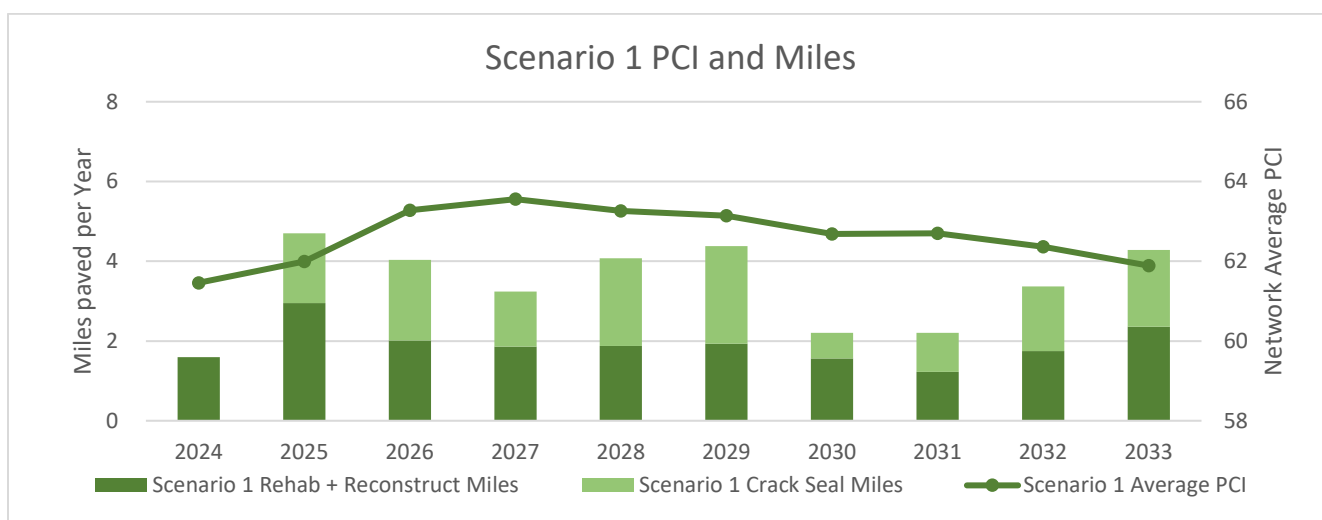


Figure 6: Scenario 1 PCI and Miles

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

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Average
Average PCI Without Repairs	58.9	56.3	53.7	51.3	49.0	46.8	44.7	42.7	40.8	39.0	
Average PCI After Repairs	61.5	62.0	63.3	63.6	63.3	63.1	62.7	62.7	62.4	61.9	62.6
PCI Change Year to Year		0.5	1.3	0.3	-0.3	-0.1	-0.5	0.0	-0.3	-0.5	0.05
Crack Seal Miles		1.75	2.02	1.38	2.21	2.45	0.64	0.98	1.62	1.93	1.7
Crack Sealing Cost	\$0	\$9,460	\$11,449	\$9,456	\$13,641	\$15,801	\$4,006	\$6,481	\$12,015	\$13,810	\$9,612
Crack Seal cost per mile		\$5,403	\$5,669	\$6,863	\$6,184	\$6,453	\$6,247	\$6,619	\$7,408	\$7,155	\$6,445
Rehab + Reconstruct Miles	1.60	2.95	2.01	1.86	1.87	1.93	1.57	1.23	1.75	2.36	1.9
Rehab + Reconstruct Cost	\$279,852	\$485,139	\$412,788	\$406,547	\$366,541	\$387,605	\$399,232	\$362,824	\$364,240	\$443,516	\$390,828
Rehab + Reconstruct cost per mile	\$175,192	\$164,528	\$205,013	\$218,393	\$195,744	\$200,823	\$255,058	\$295,213	\$208,488	\$188,228	\$210,668
Total Miles Treated	1.60	4.70	4.03	3.24	4.08	4.38	2.21	2.21	3.37	4.29	3.4
Total Repair Cost	\$279,852	\$494,599	\$424,237	\$416,002	\$380,183	\$403,406	\$403,238	\$369,304	\$376,255	\$457,326	\$400,440
Cost per Miles	\$175,192	\$105,243	\$105,187	\$128,424	\$93,219	\$92,125	\$182,746	\$167,251	\$111,684	\$106,694	\$126,776

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
Planned Repair Budget	\$350,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000		
Preservation												
Crack Seal (Minor)		\$9,460	\$11,449	\$9,456	\$13,641	\$15,801	\$4,006	\$6,481	\$12,015	\$13,810	\$ 96,120	2.4%
Rehabilitation	\$150,907	\$408,831	\$54,794	\$198,381	\$232,181	\$211,669	\$102,138		\$126,246	\$218,092	\$1,703,239	42.5%
Crack Seal; HMA Overlay (1.5")		\$25,864									\$ 25,864	0.6%
HMA Overlay (1.5")		\$44,660	\$54,794						\$126,246	\$218,092	\$ 443,793	11.1%
HMA Overlay (2")					\$232,181	\$211,669	\$102,138				\$ 545,988	13.6%
HMA Overlay (1.5"); HMA Shim (3/4" avg)	\$150,907	\$253,425		\$39,962							\$ 444,294	11.1%
HMA Overlay 2"; HMA Shim (3/4" avg)		\$84,881		\$158,418							\$ 243,300	6.1%
Reconstruction	\$128,946	\$76,308	\$357,994	\$208,166	\$134,361	\$175,936	\$297,094	\$362,824	\$237,993	\$225,424	\$2,205,045	55.1%
HMA Overlay (1.5"); Reclaim w/ 2.5" Binder		\$76,308							\$81,567	\$225,424	\$ 383,299	9.6%
Reclaim w/ 2.5" Binder	\$128,946		\$171,701	\$85,478			\$297,094	\$362,824	\$156,426		\$ 1,202,468	30.0%
Reclaim w/ 3" Binder			\$186,293	\$122,688	\$134,361	\$175,936					\$ 619,278	15.5%
Totals	\$279,852	\$494,599	\$424,237	\$416,002	\$380,183	\$403,406	\$403,238	\$369,304	\$376,255	\$457,326	\$4,004,404	100%

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)	15.93	45%	\$96,120	2%	\$ 6,033
Rehabilitation	11.35	32%	\$1,703,239	43%	\$755,838
Crack Seal; HMA Overlay (1.5")	0.25	1%	\$25,864	1%	\$ 103,557
HMA Overlay (1.5")	3.89	11%	\$443,793	11%	\$ 114,138
HMA Overlay (2")	3.30	9%	\$545,988	14%	\$ 165,337
HMA Overlay (1.5"); HMA Shim (3/4" avg)	2.77	8%	\$444,294	11%	\$ 160,567
HMA Overlay 2"; HMA Shim (3/4" avg)	1.15	3%	\$243,300	6%	\$ 212,239
Reconstruction	7.77	22%	\$2,205,045	55%	\$899,078
HMA Overlay (1.5"); Reclaim w/ 2.5" Binder	1.08	3%	\$383,299	10%	\$ 355,854
Reclaim w/ 2.5" Binder	4.39	13%	\$1,202,468	30%	\$ 273,761
Reclaim w/ 3" Binder	2.30	7%	\$619,278	15%	\$ 269,463
Totals	35.05		\$4,004,404		\$ 114,239
Totals W/O Crack Seal	19.12		\$ 3,908,283		\$ 204,394

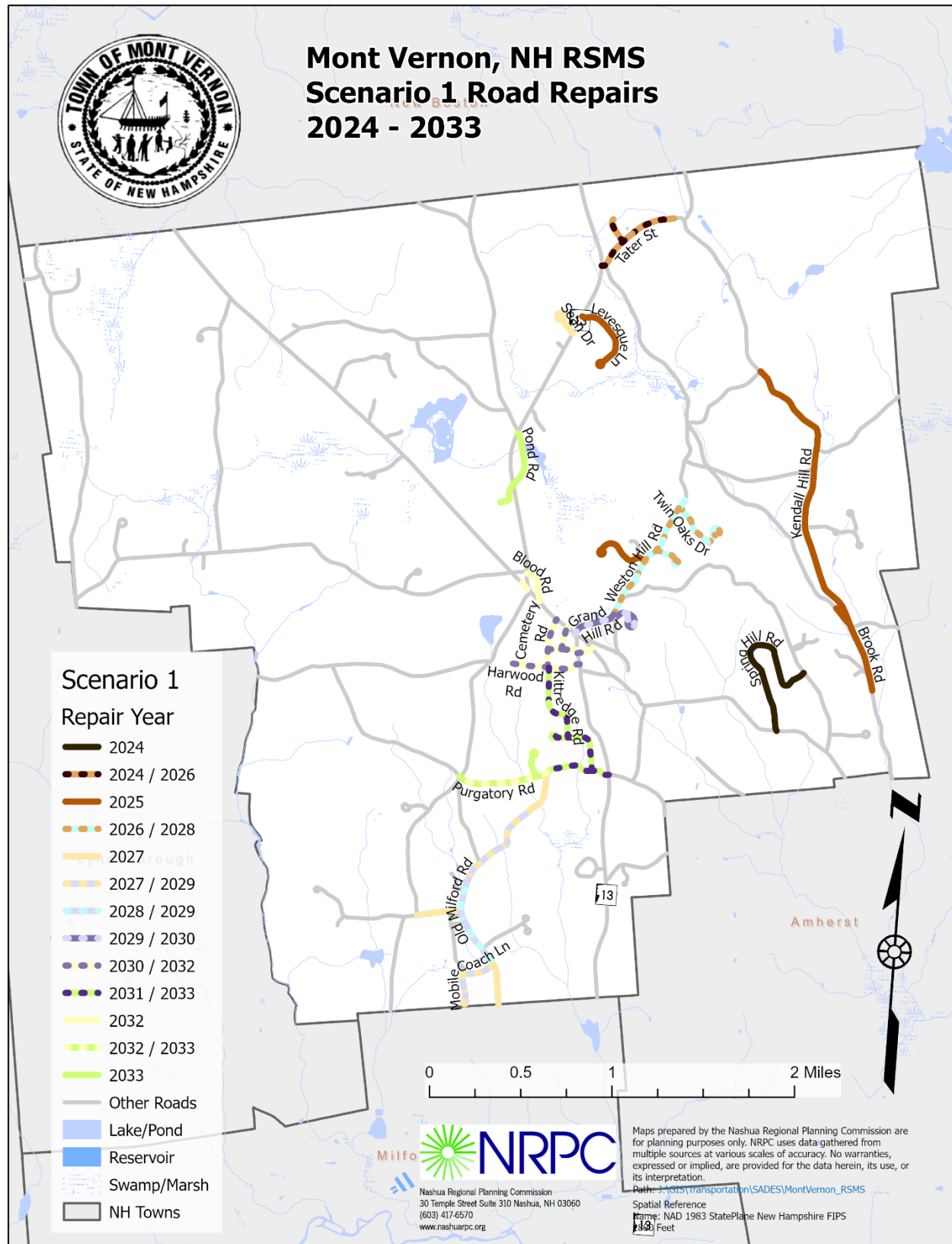


Figure 7: Scenario 1 Repairs by Year

B. SCENARIO 2

Scenario 2 was developed with different goals from Scenario 1. The main objectives in this scenario were: 1) prioritize the patchwork through-roads in town to provide a consistent surface, making maintenance easier to accomplish in the future, 2) repave poor and very poor condition roads around the school and town center, 3) try to keep costs below \$500,000 annually.

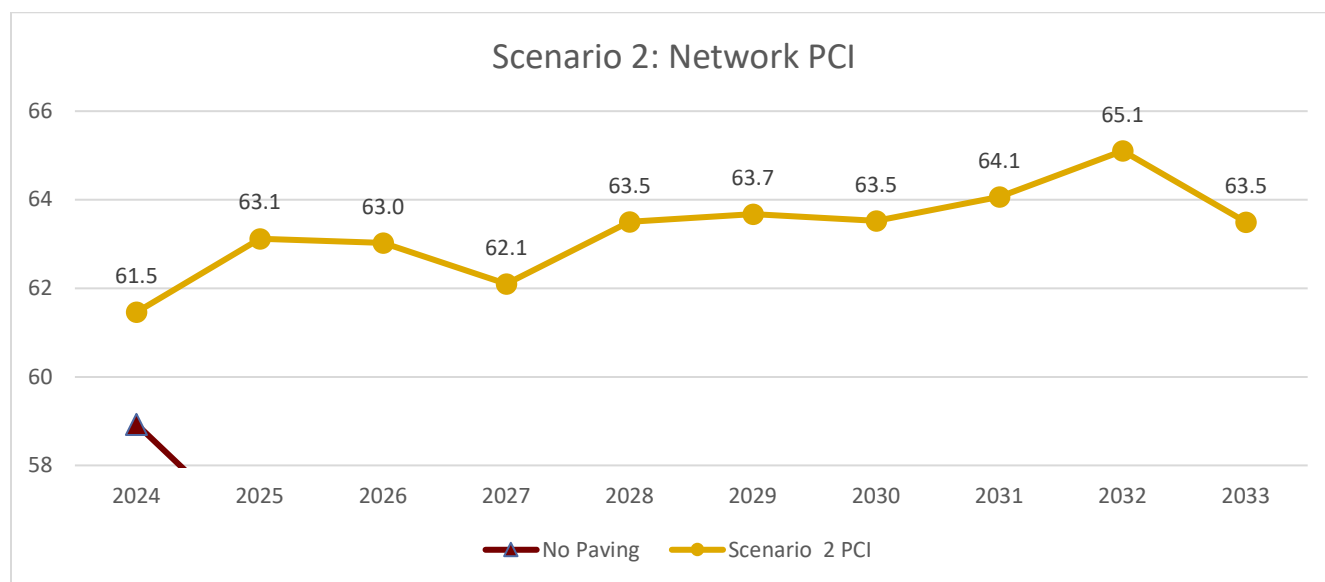


Figure 8: Network PCI by Year for Scenario 2

The average network PCI from the spring of 2024 was 61.7. Without any repairs, that value is forecasted to drop to 39 in 2033. In Scenario 2, that value is forecasted to be at 63.5 in 2033, an overall improvement of 24.5 points.

Scenario 2 covers a total of 36.65 miles of road, including segments that are revisited for multiple repairs over the years. Of the total mileage, 9.33 miles or 25.5% of the total) is due to the continued use of crack sealing. Rehabilitation repairs cover 19.52 miles (53.3% of the total) in this scenario. These repairs include shims, overlays, and chip seal which does not appear in scenario 1. Reconstruction makes up 7.79 miles of this scenario (21.3% of the total). This repair involves full-depth reclamation of deteriorated roads with 2.5" of asphalt binder. Unlike scenario 1, this does not include reclamation with 3" of asphalt binder. On average, each year of this scenario repairs 3.7 miles of road: 1.6 miles of crack sealing and 2.7 miles of rehab and reconstruction work.

The total cost for Scenario 2 over 10 years is \$4,593,446, an average of \$459,345 per year. The cost for all crack sealing for this scenario is \$60,620, 1.3% of the total cost. The combined cost for all rehabilitation repairs (shims, overlays, chip seal) is \$2,358,241, 51.3% of the total cost. The cost for all reconstruction repairs is \$2,174,586, 47.3% of the total cost.

The following tables (7,8, and 9) illustrate the repair costs, miles of treated roads, and network PCI each year. Figures 9 and 10 show how projected total costs, miles paved, and network average PCI change over the 10 years of the plan. Figure 11 is a map that 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.

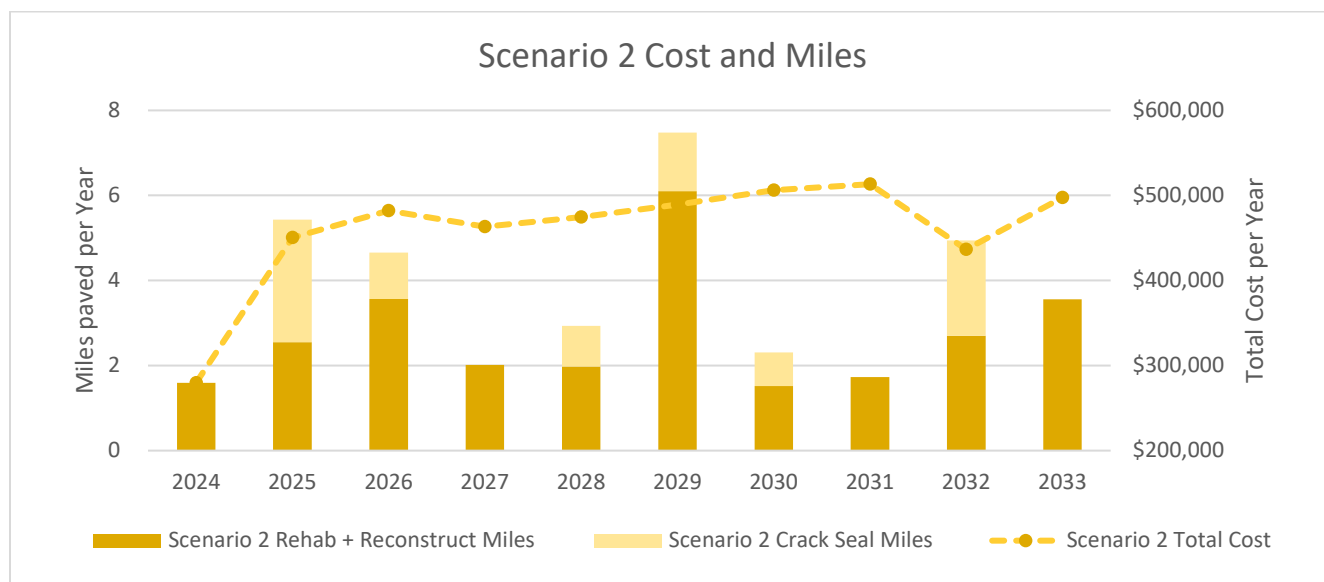


Figure 9: Scenario 2 Cost and Miles

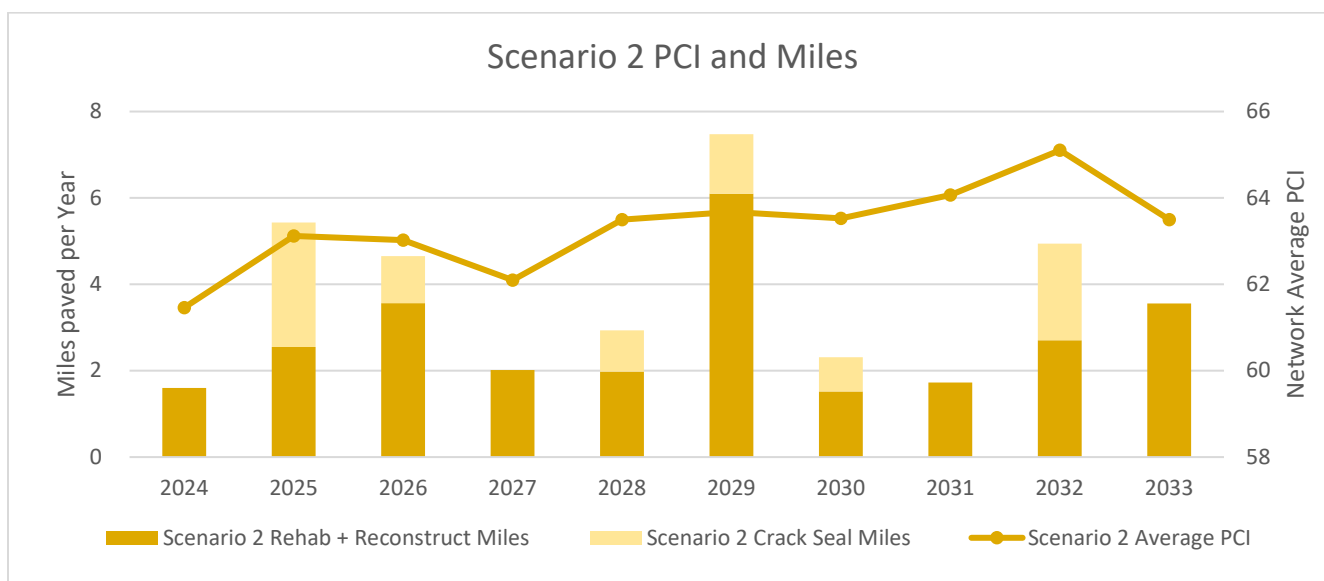


Figure 10: Scenario 2 PCI and Miles

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

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Average
Average PCI Without Repairs	58.9	56.3	53.7	51.3	49.0	46.8	44.7	42.7	40.8	39.0	
Average PCI After Repairs	61.5	63.1	63.0	62.1	63.5	63.7	63.5	64.1	65.1	63.5	63.3
PCI Change Year to Year		1.7	-0.1	-0.9	1.4	0.2	-0.1	0.5	1.0	-1.6	0.23
Crack Seal Miles		2.88	1.09		0.96	1.38	0.79		2.24		1.6
Crack Sealing Cost	\$0	\$16,737	\$6,035	\$0	\$5,934	\$10,227	\$5,228	\$0	\$16,458	\$0	\$6,062
Crack Seal cost per mile		\$5,816	\$5,534		\$6,207	\$7,423	\$6,602		\$7,350		\$6,489
Rehab + Reconstruct Miles	1.60	2.55	3.56	2.02	1.98	6.10	1.52	1.73	2.70	3.56	2.7
Rehab + Reconstruct Cost	\$279,852	\$433,862	\$476,228	\$463,375	\$468,756	\$478,883	\$501,091	\$513,233	\$419,988	\$497,558	\$453,283
Rehab + Reconstruct cost per mile	\$175,192	\$170,109	\$133,663	\$229,704	\$236,799	\$78,518	\$330,096	\$296,835	\$155,395	\$139,784	\$194,610
Total Miles Treated	1.60	5.43	4.65	2.02	2.94	7.48	2.31	1.73	4.94	3.56	3.7
Total Repair Cost	\$279,852	\$450,599	\$482,263	\$463,375	\$474,690	\$489,110	\$506,319	\$513,233	\$436,446	\$497,558	\$459,345
Cost per Miles	\$175,192	\$83,011	\$103,634	\$229,704	\$161,698	\$65,417	\$219,199	\$296,835	\$88,314	\$139,784	\$156,279

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
Planned Repair Budget	\$350,000	\$450,000	\$450,000	\$450,000	\$450,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		
Preservation												
Crack Seal (Minor)		\$16,737	\$6,035		\$5,934	\$10,227	\$5,228		\$16,458		\$ 60,620	1.3%
Rehabilitation	\$150,907	\$201,495	\$394,167	\$463,375		\$478,883	\$87,276		\$84,580	\$497,558	\$2,358,241	51.3%
Crack Seal (Minor); 3/8" Chip Seal						\$31,039					\$ 31,039	0.7%
3/8" Chip Seal						\$196,930			\$84,580		\$ 281,511	6.1%
HMA Shim (3/4" avg)		\$29,834									\$ 29,834	0.6%
HMA Overlay (1.5")			\$196,184			\$98,837				\$355,138	\$ 650,159	14.2%
HMA Overlay (2")						\$152,077					\$ 152,077	3.3%
HMA Overlay (1.5"); HMA Shim (3/4" avg)	\$150,907	\$171,660	\$197,983				\$87,276			\$142,421	\$ 750,247	16.3%
HMA Overlay 2"; HMA Shim (3/4" avg)				\$463,375							\$ 463,375	10.1%
Reconstruction	\$128,946	\$232,367	\$82,061		\$468,756		\$413,816	\$513,233	\$335,407		\$2,174,586	47.3%
HMA Overlay (1.5"); Reclaim w/ 2.5" Binder			\$82,061				\$413,816				\$ 495,876	10.8%
Reclaim w/ 2.5" Binder	\$128,946	\$232,367			\$468,756			\$513,233	\$335,407		\$ 1,678,710	36.5%
Totals	\$279,852	\$450,599	\$482,263	\$463,375	\$474,690	\$489,110	\$506,319	\$513,233	\$436,446	\$497,558	\$4,593,446	100%

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)	9.33	25.5%	\$60,620	1.3%	\$ 6,495
Rehabilitation	19.52	53.3%	\$2,358,241	51.3%	\$849,573
Crack Seal (Minor); 3/8" Chip Seal	0.50	1.4%	\$31,039	0.7%	\$ 62,058
3/8" Chip Seal	5.15	14.0%	\$281,511	6.1%	\$ 54,685
HMA Shim (3/4" avg)	0.41	1.1%	\$29,834	0.6%	\$ 73,289
HMA Overlay (1.5")	6.05		\$650,159		\$ 107,550
HMA Overlay (2")	1.00	2.7%	\$152,077	3.3%	\$ 151,991
HMA Overlay (1.5"); HMA Shim (3/4" avg)	4.41	12.0%	\$750,247	16.3%	\$ 170,296
HMA Overlay 2"; HMA Shim (3/4" avg)	2.02	5.5%	\$463,375	10.1%	\$ 229,704
Reconstruction	7.79	21.3%	\$2,174,586	47.3%	\$654,310
HMA Overlay (1.5"); Reclaim w/ 2.5" Binder	1.25	3.4%	\$495,876	10.8%	\$ 397,857
Reclaim w/ 2.5" Binder	6.55	17.9%	\$1,678,710	36.5%	\$ 256,453
Totals	36.65		\$4,593,446		\$ 125,336
Totals W/O Crack Seal	27.32		\$ 4,532,826		\$ 165,941

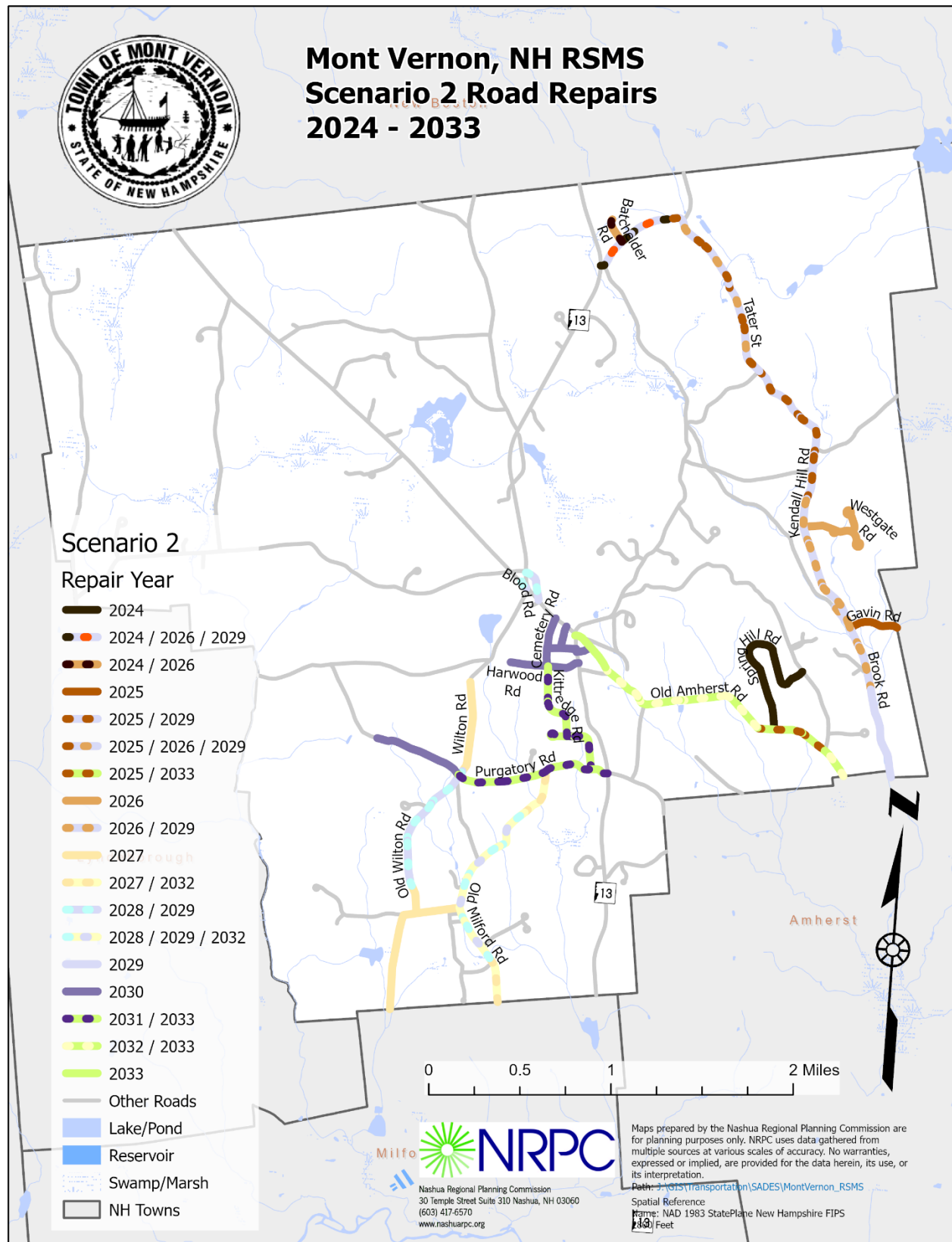


Figure 11: Scenario 2 Repairs by Year

9 SUMMARY

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

The overall network PCI for all town-maintained roads was 61.7 in the spring of 2024 when the roads were initially assessed. Typical deterioration of road surfaces is calculated to happen at a rate 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.

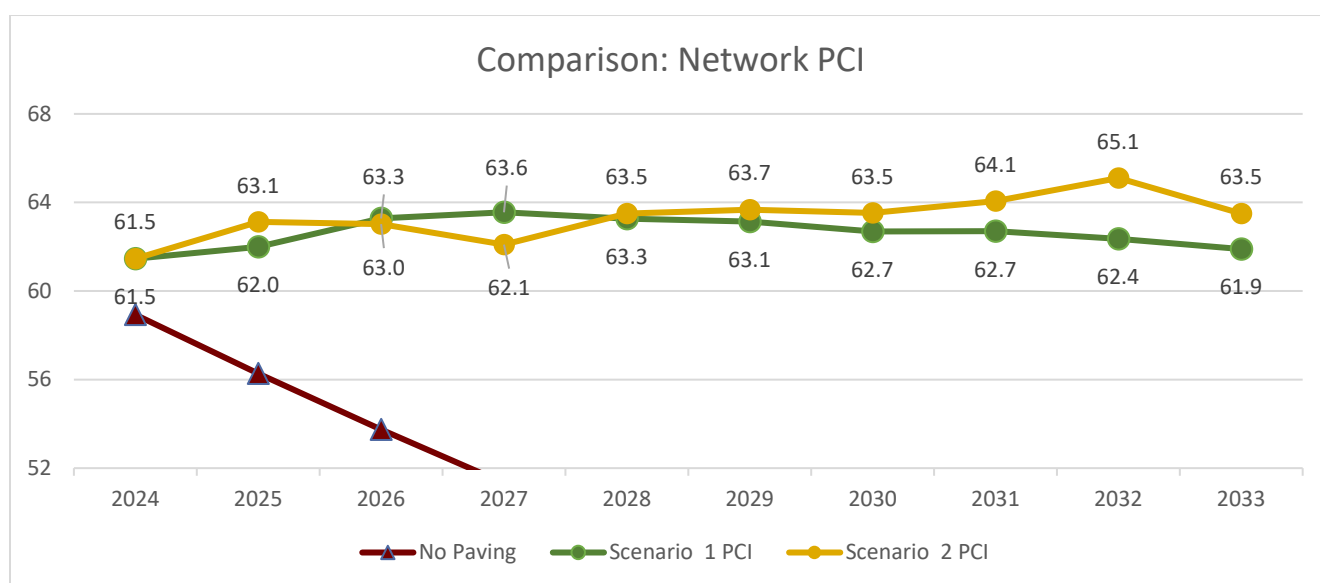


Figure 12: Scenario Comparison - Network PCI

In scenario 1 the PCI finishes in 2033 at 61.9, with an average change per year of 0.05, about -0.1%. This reflects very little change in PCI over the course of the 10 years. In scenario 2 the PCI finishes in 2033 at 63.5, with an average change per year of 0.23, which is about 0.4%. Scenario 2 shows small improvement in PCI. Table 7 shows that 5 of the 10 years show positive PCI change.

Figure 12 compares the PCI changes of each scenario and shows that the general trend for both scenarios is relatively flat, with a slight improvement in the final years for Scenario 2. With proper planning, the improvements in scenario 2 can be built on to see multiple future years of PCI improvement.

There is a total of 30.3 miles in Mont Vernon's paved road network. Looking at the number of miles repaired in each scenario, there is a significant difference between the three scenarios. Scenario 1 covers 35.05 miles, 19.12 miles without crack sealing. Scenario 2 covers 36.65 miles, 27.32 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. Of the total miles repaired in Scenario 1, 32% are rehabilitation measures, and 22% are reconstruction. In scenario 2 these figures are 53.3% for rehabilitation work and 21.3% for reconstruction.

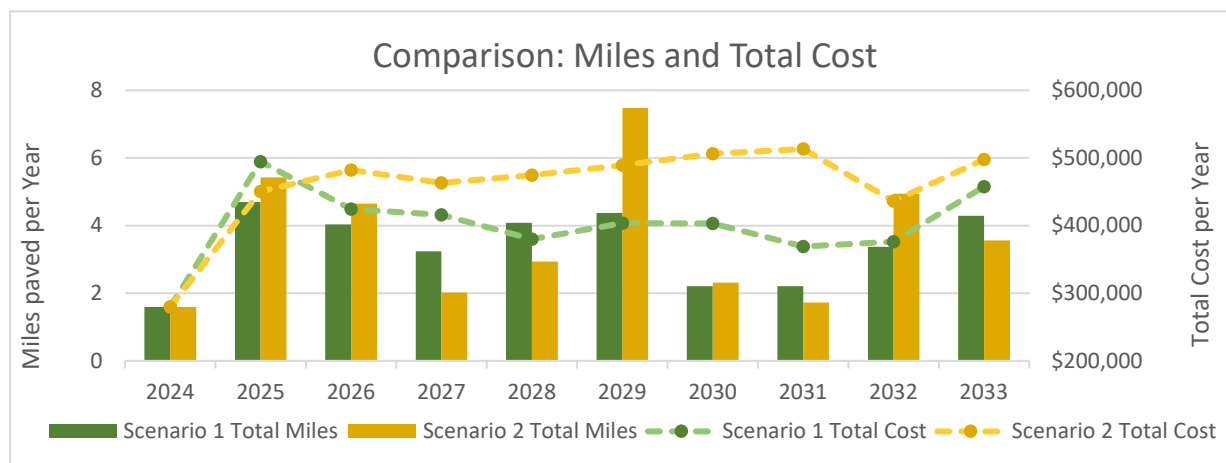


Figure 13: Scenario Comparison – Miles and Cost

Of course, by paving more miles, that affects the cost. The average cost of scenario 1 each year is \$400,440. For Scenario 2 it's \$459,345. Another thing to consider is cost per mile. The overall cost per mile of scenario 1 \$204,394. For Scenario 2 it's \$165,941.

There is one more way to understand the results of these two scenarios: network extent. The numbers and figures above explain how many miles of work are being done each year, but do not provide the mileage or percentage of the road network that is and is not being repaired. The extent of the road network in each scenario are as follows: Scenario 1 addresses 12.43 miles, 41.4%, of the road network. Scenario 2 addresses 15.22 miles, 50.7% of the road network. To view the differences in extent between the two scenarios, view Figures 7 and 11. Appendix D shows a table detailing all the Town's road segments and which repair year they fall into for both scenarios.

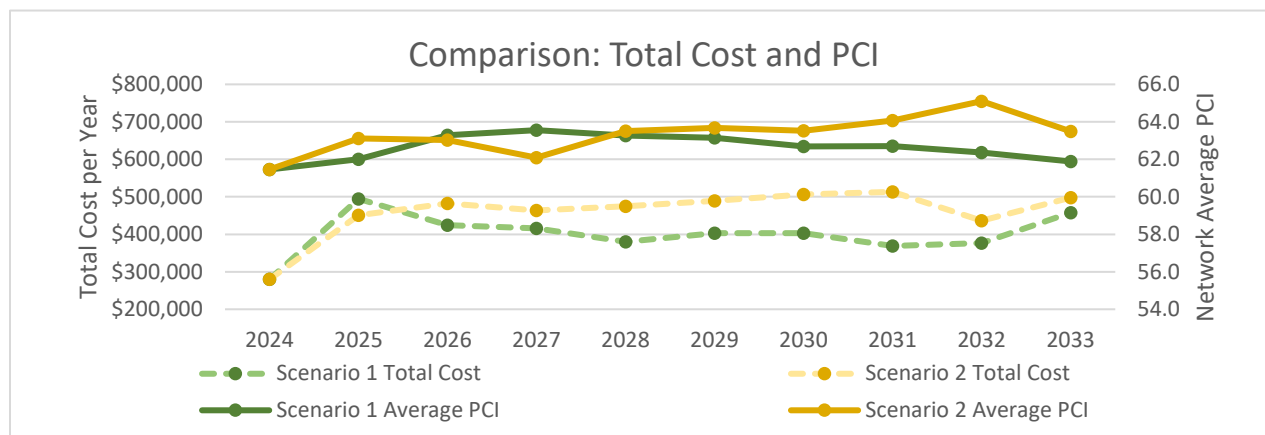


Figure 14: Scenario Comparison – Cost and PCI

To understand the value of Mont Vernon's road network, examine Figure 15. This breaks down the present-day value of Mont Vernon's paved road network simply in terms of material volume, without assigning value to its importance or usefulness to its residents. Mont Vernon has 30.03 miles of paved roads, which on average contain 4 inches of pavement and 12 inches of gravel and are 22 ft wide. This calculates a total value of \$12,207,059. As the road surface degrades, this value depreciates. Over 20 years this depreciates at a rate of \$610,353 per year. This means that the Town will have to spend around \$610,000 per year to prevent any deterioration and depreciation of the network's value. This amount is certainly higher than past paving budgets.

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 Mont Vernon in planning for road maintenance. We hope this data-driven information proves valuable and results in an informed and cohesive strategy to maintain Mont Vernon's roads well into the future.

PRESENT DAY VALUE OF ROAD NETWORK						
MILEAGE:			UNIT COSTS:			
	30.03	Paved		Pavement	\$80	/ ton
		Gravel		Gravel	\$30	/ ton
Depth (inches)	PAVED ROADS					
	Material	Cost/SY	Miles	Width (ft)	SY	Cost
4	Pavement	\$ 17.92	30.03	22	387,587	\$ 6,945,563
12	Gravel	\$ 13.58				\$ 5,261,496
TOTAL VALUE PAVED ROADS						\$ 12,207,059
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:						\$ 12,207,059
ANNUALIZED DEPRECIATION AT				20	YEAR LIFE	\$ 610,353

Figure 15: Present Day Value of Mont Vernon's Road Network

10 APPENDIXES**APPENDIX A: ROAD INVENTORY**

Road Name and Segment #	Road Width (Feet)	Number of Lanes	Length of Segment (Feet)	PCI Spring 2024	Importance Value	Traffic Volume Value	Priority Value
Batchelder Rd - 1	14	1	749.0	28	1	1	33
Beech Hill Rd - 1	22	2	1321.2	87	3	3	48.25
Beech Hill Rd - 10	20	2	1320.6	40	3	3	60
Beech Hill Rd - 11	20	2	849.4	29	3	3	62.75
Beech Hill Rd - 2	22	2	1321.4	44	4	3	67
Beech Hill Rd - 3	22	2	1319.3	41	4	3	67.75
Beech Hill Rd - 4	22	2	1321.6	63	3	3	54.25
Beech Hill Rd - 5	22	2	1319.7	75	2	3	43.25
Beech Hill Rd - 6	22	2	1319.9	84	2	3	41
Beech Hill Rd - 7	22	2	1319.0	84	2	3	41
Beech Hill Rd - 8	20	2	1318.8	42	3	3	59.5
Beech Hill Rd - 9	20	2	1320.6	56	3	3	56
Blood Rd - 1	19	2	963.5	51	2	1	35.25
Brook Rd - 1	22	2	1320.5	94	1	4	37.5
Brook Rd - 2	22	2	1320.4	100	1	4	36
Brook Rd - 3	22	2	1320.3	100	1	4	36
Brook Rd - 4	22	2	1319.0	94	1	4	37.5
Carleton Rd - 1	22	2	1319.5	49	5	2	66.75
Carleton Rd - 2	22	2	950.2	57	5	2	64.75
Carriage Cir - 1	22	2	1319.8	49	3	2	50.75
Carriage Cir - 2	22	2	686.7	49	3	2	50.75
Cemetery Rd - 1	22	2	1441.7	47	2	3	50.25
Cheever Ln - 1	23	2	350.2	88	2	1	26
Chestnut Cir - 1	25	2	1102.9	60	3	2	48
Conant Ave - 1	21	2	441.4	62	3	3	54.5
Cranes Xing - 1	21	2	1437.9	55	2	2	41.25
Crosby Dr - 1	21	2	627.5	92	1	2	24
Cross Rd - 1	18	2	1319.7	54	3	3	56.5
Daland Cir - 1	21	2	1135.4	38	3	2	53.5
Dow Rd - 1	24	2	1320.0	54	3	3	56.5
Dow Rd - 2	24	2	1983.7	55	3	3	56.25
Dutton Cir - 1	24	2	1318.5	62	3	3	54.5
Dutton Cir - 2	24	2	1108.7	54	3	3	56.5

Road Name and Segment #	Road Width (Feet)	Number of Lanes	Length of Segment (Feet)	PCI Spring 2024	Importance Value	Traffic Volume Value	Priority Value
Francestown Tpke - 1	25	2	1320.2	100	1	5	43
Francestown Tpke - 2	25	2	1319.1	100	1	5	43
Francestown Tpke - 3	25	2	1319.7	100	1	5	43
Francestown Tpke - 4	25	2	1322.0	95	1	5	44.25
Francestown Tpke - 5	25	2	1320.2	95	1	5	44.25
Francestown Tpke - 6	25	2	673.4	100	1	5	43
Gavin Rd - 1	18	2	1443.2	67	2	4	52.25
Grand Hill Rd - 1	29	2	1319.9	66	3	4	60.5
Grand Hill Rd - 2	18	2	1569.5	25	2	3	55.75
Harwood Rd - 1	22	2	927.4	67	4	4	68.25
Harwood Rd - 2	32	2	1065.5	69	4	4	67.75
Hazen Rd - 6	19	2	870.7	86	2	3	40.5
Hillcrest Ave - 1	18	2	935.7	98	1	2	22.5
Hutchinson Rd - 1	21	2	1258.7	65	3	4	60.75
Kendall Hill Rd - 1	21	2	1321.5	70	4	4	67.5
Kendall Hill Rd - 2	21	2	1319.9	77	4	4	65.75
Kendall Hill Rd - 3	21	2	1318.2	76	4	4	66
Kendall Hill Rd - 4	21	2	1318.8	78	4	4	65.5
Kendall Hill Rd - 5	21	2	1320.9	77	4	4	65.75
Kendall Hill Rd - 6	21	2	1839.0	70	4	4	67.5
Kittredge Rd - 1	22	2	1318.7	69	2	3	44.75
Kittredge Rd - 2	25	2	1018.3	68	2	3	45
Levesque Ln - 1	24	2	1318.7	84	3	3	49
Levesque Ln - 2	24	2	1166.0	53	3	3	56.75
Lilac Ln * New road built after the assessment in Spring 2024, does not factor into network statistics or scenarios.							
Margaret Cir - 1	24	2	1706.3	53	2	2	41.75
Mason Rd - 1	20	2	403.5	84	3	3	49
Mason Rd - 2	20	2	1318.6	84	3	3	49
Mason Rd - 3	21	2	1320.1	56	3	3	56
Mason Rd - 4	21	2	1319.2	38	3	3	60.5
Mason Rd - 5	20	2	1319.7	40	3	3	60
Mobile Coach Ln - 1	20	2	1321.3	32	3	1	48
Mobile Coach Ln - 2	20	2	697.1	51	3	1	43.25

Road Name and Segment #	Road Width (Feet)	Number of Lanes	Length of Segment (Feet)	PCI Spring 2024	Importance Value	Traffic Volume Value	Priority Value
Old Amherst Rd - 1	21	2	1315.7	98	1	5	43.5
Old Amherst Rd - 2	21	2	1319.4	58	2	5	61.5
Old Amherst Rd - 3	21	2	1321.4	45	3	5	72.75
Old Amherst Rd - 4	21		1321.5	50	3	5	71.5
Old Amherst Rd - 5	21	2	1320.1	68	3	5	67
Old Amherst Rd - 6	21	2	1319.8	74	3	5	65.5
Old Amherst Rd - 7	21	2	829.5	75	3	5	65.25
Old Amherst Rd - 8	21	2	917.4	67	3	5	67.25
Old Francestown Tp - 1	18	1	245.8	53	1	1	26.75
Old Milford Rd - 1	20	2	1319.8	77	4	4	65.75
Old Milford Rd - 2	20	2	1322.9	45	3	4	65.75
Old Milford Rd - 3	20	2	1319.1	35	4	4	76.25
Old Milford Rd - 4	19	2	1321.1	34	4	4	76.5
Old Milford Rd - 5	19	2	1319.9	53	4	4	71.75
Old Milford Rd - 6	19	2	1467.7	76	4	4	66
Old New Boston Rd - 1	16	2	730.9	33	2	1	39.75
Old Wilton Rd - 1	22	2	1321.1	74	3	4	58.5
Old Wilton Rd - 2	22	2	1321.2	78	3	4	57.5
Old Wilton Rd - 3	23	2	1321.6	80	2	4	49
Old Wilton Rd - 4	22	2	1319.5	59	3	4	62.25
Old Wilton Rd - 5	22	2	1319.6	59	3	4	62.25
Old Wilton Rd - 6	22		1320.6	60	3	4	62
Pine Knoll Dr - 1	22	2	842.4	48	2	1	36
Pinkham Ave - 1	23	2	845.1	36	3	4	68
Pond Rd - 1	17	2	1614.2	23	2	1	42.25
Purgatory Rd - 1	20	2	593.0	47	4	4	73.25
Purgatory Rd - 2	20	2	1320.0	54	4	4	71.5
Purgatory Rd - 3	24	2	1320.0	57	4	4	70.75
Purgatory Rd - 4	22	2	1320.0	50	4	4	72.5
Purgatory Rd - 5	19	2	1320.0	88	4	4	63
Purgatory Rd - 6	19		1320.0	88	1	1	18

Road Name and Segment #	Road Width (Feet)	Number of Lanes	Length of Segment (Feet)	PCI Spring 2024	Importance Value	Traffic Volume Value	Priority Value
Rangeway Rd - 1	24	2	1320.5	69	2	4	51.75
Rangeway Rd - 2	24	2	918.7	47	2	4	57.25
Riley Rd - 1	21	2	1896.0	88	1	2	25
Salisbury Rd - 1	19	2	1321.0	93	3	3	46.75
Sean Dr - 1	23	2	1123.3	68	3	2	46
Secomb Rd - 1	21	2	1317.2	41	2	3	51.75
Southview Dr - 1	25	2	1027.3	34	3	2	54.5
Spring Hill Rd - 1	21	2	1320.1	46	5	3	74.5
Spring Hill Rd - 2	22	2	1320.2	42	5	3	75.5
Spring Hill Rd - 3	22	2	1320.3	44	5	3	75
Spring Hill Rd - 4	22	2	1087.7	42	5	3	75.5
Taschereau Dr - 1	22	2	1512.8	81	3	2	42.75
Tater St - 1	22	2	1319.8	38	4	4	75.5
Tater St - 2	22	2	1317.3	27	4	4	78.25
Tater St - 3	22	2	1319.2	32	4	4	77
Tater St - 4	22	2	1320.0	33	4	4	76.75
Tater St - 5	22	2	1319.7	31	4	4	77.25
Tater St - 6	22	2	1436.2	30	4	4	77.5
Temple St - 1	15	1	654.1	52	2	2	42
Trappist Cir - 1	24	2	1207.3	44	3	2	52
Twin Oaks Dr - 1	26	2	1320.7	40	3	2	53
Twin Oaks Dr - 2	26	2	935.1	43	3	2	52.25
Walter Hill Rd - 1	22	2	966.8	62	2	2	39.5
Westgate Rd - 1	24	2	1205.7	39	4	3	68.25
Westgate Rd - 2	22	2	1241.9	54	2	3	48.5
Weston Hill Rd - 1	20	2	1321.1	45	3	4	65.75
Weston Hill Rd - 2	20	2	1321.0	62	3	4	61.5
Weston Hill Rd - 3	20	2	1320.0	55	3	4	63.25
Weston Hill Rd - 4	20	2	1318.4	98	1	4	36.5
Whiting Way - 1	23	2	984.4	54	3	2	49.5
Wilton Rd - 10	22	2	1889.5	56	3	5	70
Wilton Rd - 7	22	2	1320.6	82	3	5	63.5
Wilton Rd - 8	22	2	1320.6	72	3	5	66
Wilton Rd - 9	22	2	1320.3	53	3	5	70.75

APPENDIX B: ROADS BY SCENARIO REPAIR YEAR

Road Name and Segment #	Scenario 1	Scenario 2	Length of Segment (Feet)
Batchelder Rd - 1	2024 / 2026	2024 / 2026	749.0
Beech Hill Rd - 1			1321.2
Beech Hill Rd - 10			1320.6
Beech Hill Rd - 11			849.4
Beech Hill Rd - 2			1321.4
Beech Hill Rd - 3			1319.3
Beech Hill Rd - 4			1321.6
Beech Hill Rd - 5			1319.7
Beech Hill Rd - 6			1319.9
Beech Hill Rd - 7			1319.0
Beech Hill Rd - 8			1318.8
Beech Hill Rd - 9			1320.6
Blood Rd - 1	2032	2028 / 2029	963.5
Brook Rd - 1		2029	1320.5
Brook Rd - 2		2029	1320.4
Brook Rd - 3	2025	2026 / 2029	1320.3
Brook Rd - 4	2025	2026 / 2029	1319.0
Carleton Rd - 1			1319.5
Carleton Rd - 2			950.2
Carriage Cir - 1	2025		1319.8
Carriage Cir - 2	2025		686.7
Cemetery Rd - 1	2030 / 2032	2030	1441.7
Cheever Ln - 1			350.2
Chestnut Cir - 1			1102.9
Conant Ave - 1	2030 / 2032	2030	441.4
Cranes Xing - 1			1437.9
Crosby Dr - 1			627.5
Cross Rd - 1			1319.7
Daland Cir - 1			1135.4
Dow Rd - 1			1320.0
Dow Rd - 2			1983.7
Dutton Cir - 1			1318.5
Dutton Cir - 2			1108.7
Francestown Tpke - 1			1320.2
Francestown Tpke - 2			1319.1
Francestown Tpke - 3			1319.7
Francestown Tpke - 4			1322.0

Francestown Tpke - 5			1320.2
Francestown Tpke - 6			673.4
Gavin Rd - 1		2025	1443.2
Grand Hill Rd - 1	2029 / 2030		1319.9
Grand Hill Rd - 2	2029 / 2030		1569.5
Harwood Rd - 1	2030 / 2032	2030	927.4
Harwood Rd - 2	2030 / 2032	2030	1065.5
Hazen Rd - 6			870.7
Hillcrest Ave - 1			935.7
Hutchinson Rd - 1	2027	2027	1258.7
Kendall Hill Rd - 1	2025	2026 / 2029	1321.5
Kendall Hill Rd - 2	2025	2026 / 2029	1319.9
Kendall Hill Rd - 3	2025	2026 / 2029	1318.2
Kendall Hill Rd - 4	2025	2025 / 2029	1318.8
Kendall Hill Rd - 5	2025	2025 / 2029	1320.9
Kendall Hill Rd - 6	2025	2025 / 2029	1839.0
Kittredge Rd - 1	2031 / 2033	2031 / 2033	1318.7
Kittredge Rd - 2	2031 / 2033	2031 / 2033	1018.3
Levesque Ln - 1	2025		1318.7
Levesque Ln - 2	2025		1166.0
Margaret Cir - 1			1706.3
Mason Rd - 1			403.5
Mason Rd - 2			1318.6
Mason Rd - 3			1320.1
Mason Rd - 4			1319.2
Mason Rd - 5			1319.7
Mobile Coach Ln - 1	2027 / 2029		1321.3
Mobile Coach Ln - 2	2027 / 2029		697.1
Old Amherst Rd - 1		2033	1315.7
Old Amherst Rd - 2		2032 / 2033	1319.4
Old Amherst Rd - 3		2032 / 2033	1321.4
Old Amherst Rd - 4		2032 / 2033	1321.5
Old Amherst Rd - 5		2032 / 2033	1320.1
Old Amherst Rd - 6		2025 / 2033	1319.8
Old Amherst Rd - 7		2025 / 2033	829.5
Old Amherst Rd - 8		2032 / 2033	917.4
Old Francestown Tp - 1	2032	2028 / 2029	245.8
Old Milford Rd - 1	2027	2027 / 2032	1319.8
Old Milford Rd - 2	2028 / 2029	2028 / 2029 / 2032	1322.9
Old Milford Rd - 3	2028 / 2029	2028 / 2029 / 2032	1319.1
Old Milford Rd - 4	2027 / 2029	2028 / 2029 / 2032	1321.1

Old Milford Rd - 5	2027 / 2029	2028 / 2029 / 2032	1319.9
Old Milford Rd - 6	2027	2027 / 2032	1467.7
Old New Boston Rd - 1	2033		730.9
Old Wilton Rd - 1		2027	1321.1
Old Wilton Rd - 2		2027	1321.2
Old Wilton Rd - 3		2027	1321.6
Old Wilton Rd - 4		2028 / 2029	1319.5
Old Wilton Rd - 5		2028 / 2029	1319.6
Old Wilton Rd - 6		2028 / 2029	1320.6
Pine Knoll Dr - 1			842.4
Pinkham Ave - 1	2030 / 2032	2030	845.1
Pond Rd - 1	2033		1614.2
Purgatory Rd - 1	2031 / 2033	2031 / 2033	593.0
Purgatory Rd - 2	2031 / 2033	2031 / 2033	1320.0
Purgatory Rd - 3	2032 / 2033	2031 / 2033	1320.0
Purgatory Rd - 4	2032 / 2033	2031 / 2033	1320.0
Purgatory Rd - 5		2030	1320.0
Purgatory Rd - 6		2030	1320.0
Rangeway Rd - 1	2031 / 2033	2031 / 2033	1320.5
Rangeway Rd - 2	2031 / 2033	2031 / 2033	918.7
Riley Rd - 1			1896.0
Salisbury Rd - 1			1321.0
Sean Dr - 1	2027		1123.3
Secomb Rd - 1			1317.2
Southview Dr - 1	2026 / 2028		1027.3
Spring Hill Rd - 1	2024	2024	1320.1
Spring Hill Rd - 2	2024	2024	1320.2
Spring Hill Rd - 3	2024	2024	1320.3
Spring Hill Rd - 4	2024	2024	1087.7
Taschereau Dr - 1			1512.8
Tater St - 1	2024 / 2026	2024 / 2026 / 2029	1319.8
Tater St - 2	2024 / 2026	2024 / 2026 / 2029	1317.3
Tater St - 3		2025 / 2026 / 2029	1319.2
Tater St - 4		2025 / 2026 / 2029	1320.0
Tater St - 5		2025 / 2026 / 2029	1319.7
Tater St - 6		2025 / 2026 / 2029	1436.2
Temple St - 1	2030 / 2032	2030	654.1
Trappist Cir - 1			1207.3
Twin Oaks Dr - 1	2026 / 2028		1320.7
Twin Oaks Dr - 2	2026 / 2028		935.1
Walter Hill Rd - 1	2033		966.8

Westgate Rd - 1		2026	1205.7
Westgate Rd - 2		2026	1241.9
Weston Hill Rd - 1	2026 / 2028		1321.1
Weston Hill Rd - 2	2026 / 2028		1321.0
Weston Hill Rd - 3	2026 / 2028		1320.0
Weston Hill Rd - 4			1318.4
Whiting Way - 1		2026	984.4
Wilton Rd - 10			1889.5
Wilton Rd - 7		2027	1320.6
Wilton Rd - 8		2027	1320.6
Wilton Rd - 9			1320.3

2024	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2024	Average PCI After 2024	Sum Cost 2024
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	0.96	43.5	41.5	79.5	\$ 150,907
	Spring Hill Rd - 1	0.25	46.0	43.9	80.4	\$ 38,120
	Spring Hill Rd - 2	0.25	42.0	40.1	79.0	\$ 39,939
	Spring Hill Rd - 3	0.25	44.0	42.0	79.7	\$ 39,941
	Spring Hill Rd - 4	0.21	42.0	40.1	79.0	\$ 32,907
	Reclaim w/ 2.5" Binder	0.64	31.0	29.6	96.5	\$ 128,946
	Batchelder Rd - 1	0.14	28.0	26.7	96.3	\$ 19,738
	Tater St - 1	0.25	38.0	36.3	96.8	\$ 54,655
	Tater St - 2	0.25	27.0	25.8	96.3	\$ 54,552
	Grand Total	1.60	38.1	36.4	86.8	\$ 279,852

2025	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2025	Average PCI After 2025	Sum Cost 2025
	Crack Seal (Minor)	1.75	80.3	73.2	89.3	\$ 9,460
	Old Wilton Rd - 1	0.25	74.0	67.5	87.0	\$ 1,397
	Old Wilton Rd - 2	0.25	78.0	71.1	88.5	\$ 1,397
	Old Wilton Rd - 3	0.25	80.0	73.0	89.2	\$ 1,461
	Purgatory Rd - 5	0.25	88.0	80.3	92.1	\$ 1,206
	Purgatory Rd - 6	0.25	88.0	80.3	92.1	\$ 1,206
	Wilton Rd - 7	0.25	82.0	74.8	89.9	\$ 1,397
	Wilton Rd - 8	0.25	72.0	65.7	86.3	\$ 1,397
	Crack Seal (Minor); HMA Overlay (1.5")	0.25	84.0	76.6	95.3	\$ 25,864
	Levesque Ln - 1	0.25	84.0	76.6	95.3	\$ 25,864
	HMA Overlay (1.5")	0.50	97.0	88.5	97.7	\$ 44,660
	Brook Rd - 3	0.25	100.0	91.2	98.2	\$ 22,341
	Brook Rd - 4	0.25	94.0	85.7	97.1	\$ 22,319
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	1.60	74.7	68.1	88.8	\$ 253,425
	Kendall Hill Rd - 1	0.25	70.0	63.8	87.3	\$ 39,689
	Kendall Hill Rd - 2	0.25	77.0	70.2	89.6	\$ 39,638
	Kendall Hill Rd - 3	0.25	76.0	69.3	89.3	\$ 39,590
	Kendall Hill Rd - 4	0.25	78.0	71.1	89.9	\$ 39,606
	Kendall Hill Rd - 5	0.25	77.0	70.2	89.6	\$ 39,671
	Kendall Hill Rd - 6	0.35	70.0	63.8	87.3	\$ 55,231
	HMA Overlay (1.5"); Reclaim w/ 2.5" Binder	0.22	53.0	48.3	97.4	\$ 76,308
	Levesque Ln - 2	0.22	53.0	48.3	97.4	\$ 76,308
	HMA Overlay 2"; HMA Shim (3/4" avg)	0.38	49.0	44.7	88.9	\$ 84,881
	Carriage Cir - 1	0.25	49.0	44.7	88.9	\$ 55,833
	Carriage Cir - 2	0.13	49.0	44.7	88.9	\$ 29,048
	Grand Total	4.70	75.7	69.1	90.7	\$ 494,599

2026	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2026	Average PCI After 2026	Sum Cost 2026
	Crack Seal (Minor)	2.02	80.9	70.5	88.2	\$ 11,449
	Beech Hill Rd - 1	0.25	87.0	75.8	90.3	\$ 1,453
	Beech Hill Rd - 5	0.25	75.0	65.3	86.1	\$ 1,451
	Beech Hill Rd - 6	0.25	84.0	73.2	89.3	\$ 1,452
	Beech Hill Rd - 7	0.25	84.0	73.2	89.3	\$ 1,451
	Mason Rd - 1	0.08	84.0	73.2	89.3	\$ 403
	Mason Rd - 2	0.25	84.0	73.2	89.3	\$ 1,318
	Old Amherst Rd - 6	0.25	74.0	64.5	85.8	\$ 1,386
	Old Amherst Rd - 7	0.16	75.0	65.3	86.1	\$ 871
	Taschereau Dr - 1	0.29	81.0	70.5	88.2	\$ 1,664
	HMA Overlay (1.5")	0.64	31.0	27.0	97.6	\$ 54,794
	Batchelder Rd - 1	0.14	28.0	24.4	97.6	\$ 8,387
	Tater St - 1	0.25	38.0	33.1	97.7	\$ 23,225
	Tater St - 2	0.25	27.0	23.5	97.6	\$ 23,181
	Reclaim w/ 2.5" Binder	0.62	39.0	34.0	96.7	\$ 171,701
	Southview Dr - 1	0.19	34.0	29.6	96.5	\$ 52,287
	Twin Oaks Dr - 1	0.25	40.0	34.8	96.7	\$ 69,911
	Twin Oaks Dr - 2	0.18	43.0	37.5	96.9	\$ 49,502
	Reclaim w/ 3" Binder	0.75	54.0	47.0	97.4	\$ 186,293
	Weston Hill Rd - 1	0.25	45.0	39.2	97.0	\$ 62,115
	Weston Hill Rd - 2	0.25	62.0	54.0	97.7	\$ 62,111
	Weston Hill Rd - 3	0.25	55.0	47.9	97.4	\$ 62,067

	Grand Total	4.03	61.1	53.2	92.7	\$	424,237
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2027	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2027	Average PCI After 2027		Sum Cost 2027
	Crack Seal (Minor)	1.38	98.3	81.8	92.7	\$	9,456
	Francestown Tpke - 1	0.25	100.0	83.2	93.3	\$	1,716
	Francestown Tpke - 2	0.25	100.0	83.2	93.3	\$	1,715
	Francestown Tpke - 3	0.25	100.0	83.2	93.3	\$	1,715
	Francestown Tpke - 4	0.25	95.0	79.0	91.6	\$	1,718
	Francestown Tpke - 5	0.25	95.0	79.0	91.6	\$	1,716
	Francestown Tpke - 6	0.13	100.0	83.2	93.3	\$	875
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	0.21	68.0	56.6	84.8	\$	39,962
	Sean Dr - 1	0.21	68.0	56.6	84.8	\$	39,962
	HMA Overlay 2"; HMA Shim - Half segment MV	0.24	65.0	54.1	83.9	\$	45,524
	Hutchinson Rd - 1	0.24	65.0	54.1	83.9	\$	45,524
	HMA Overlay 2"; HMA Shim (3/4" avg)	0.53	76.5	63.6	92.7	\$	112,895
	Old Milford Rd - 1	0.25	77.0	64.0	92.8	\$	54,897
	Old Milford Rd - 6	0.28	76.0	63.2	92.6	\$	57,997
	Reclaim w/ 2.5" Binder	0.38	41.5	34.5	96.7	\$	85,478
	Mobile Coach Ln - 1	0.25	32.0	26.6	96.3	\$	55,955
	Mobile Coach Ln - 2	0.13	51.0	42.4	97.1	\$	29,522
	Reclaim w/ 3" Binder	0.50	43.5	36.2	96.8	\$	122,688
	Old Milford Rd - 4	0.25	34.0	28.3	96.4	\$	61,370
	Old Milford Rd - 5	0.25	53.0	44.1	97.2	\$	61,318
	Grand Total	3.24	74.7	62.1	92.7	\$	416,002

2028	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2028	Average PCI After 2028		Sum Cost 2028
	Crack Seal (Minor)	2.21	73.3	58.3	89.6	\$	13,641
	Brook Rd - 1	0.25	94.0	74.7	89.9	\$	1,571
	Brook Rd - 2	0.25	100.0	79.4	91.8	\$	1,571
	Brook Rd - 3	0.25	100.0	79.4	94.2	\$	1,571
	Brook Rd - 4	0.25	94.0	74.7	93.8	\$	1,569
	Spring Hill Rd - 1	0.25	46.0	36.5	86.7	\$	1,499
	Spring Hill Rd - 2	0.25	42.0	33.4	86.3	\$	1,571
	Spring Hill Rd - 3	0.25	44.0	35.0	86.5	\$	1,571
	Spring Hill Rd - 4	0.21	42.0	33.4	86.3	\$	1,294
	Weston Hill Rd - 4	0.25	98.0	77.8	91.1	\$	1,426
	HMA Overlay 2"	1.37	46.5	36.9	97.7	\$	232,181
	Southview Dr - 1	0.19	34.0	27.0	97.6	\$	36,453
	Twin Oaks Dr - 1	0.25	40.0	31.8	97.6	\$	48,740
	Twin Oaks Dr - 2	0.18	43.0	34.2	97.7	\$	34,511
	Weston Hill Rd - 1	0.25	45.0	35.7	97.7	\$	37,503
	Weston Hill Rd - 2	0.25	62.0	49.3	97.8	\$	37,501
	Weston Hill Rd - 3	0.25	55.0	43.7	97.8	\$	37,474
	Reclaim w/ 3" Binder	0.50	40.0	31.8	96.6	\$	134,361
	Old Milford Rd - 2	0.25	45.0	35.7	96.8	\$	67,278
	Old Milford Rd - 3	0.25	35.0	27.8	96.4	\$	67,083
	Grand Total	4.08	59.9	47.6	93.3	\$	380,183

2029	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2029	Average PCI After 2029		Sum Cost 2029
	Crack Seal (Minor)	2.45	68.3	51.8	90.1	\$	15,801
	Carriage Cir - 1	0.25	49.0	37.2	89.6	\$	1,633
	Carriage Cir - 2	0.13	49.0	37.2	89.6	\$	850
	Kendall Hill Rd - 1	0.25	70.0	53.1	89.1	\$	1,561
	Kendall Hill Rd - 2	0.25	77.0	58.4	89.8	\$	1,559
	Kendall Hill Rd - 3	0.25	76.0	57.7	89.7	\$	1,557
	Kendall Hill Rd - 4	0.25	78.0	59.2	89.9	\$	1,557
	Kendall Hill Rd - 5	0.25	77.0	58.4	89.8	\$	1,560
	Kendall Hill Rd - 6	0.35	70.0	53.1	89.1	\$	2,172
	Levesque Ln - 1	0.25	84.0	63.7	91.7	\$	1,780
	Levesque Ln - 2	0.22	53.0	40.2	92.4	\$	1,574
	HMA Overlay 2"	1.38	41.7	31.6	97.9	\$	211,669
	Mobile Coach Ln - 1	0.25	32.0	24.3	97.6	\$	39,010
	Mobile Coach Ln - 2	0.13	51.0	38.7	97.7	\$	20,582

	Old Milford Rd - 2	0.25	45.0	34.1	98.5	\$	39,058
	Old Milford Rd - 3	0.25	35.0	26.6	98.4	\$	38,944
	Old Milford Rd - 4	0.25	34.0	25.8	97.6	\$	37,053
	Old Milford Rd - 5	0.25	53.0	40.2	97.7	\$	37,022
	Reclaim w/ 3" Binder	0.55	45.5	34.5	96.7	\$	175,936
	Grand Hill Rd - 1	0.25	66.0	50.1	97.5	\$	101,224
	Grand Hill Rd - 2	0.30	25.0	19.0	95.9	\$	74,712
	Grand Total	4.38	56.9	43.2	93.4	\$	403,406

2030	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2030	Average PCI After 2030		Sum Cost 2030
	Crack Seal (Minor)	0.64	31.0	22.5	92.5	\$	4,006
	Batchelder Rd - 1	0.14	28.0	20.3	92.5	\$	613
	Tater St - 1	0.25	38.0	27.5	92.5	\$	1,698
	Tater St - 2	0.25	27.0	19.6	92.5	\$	1,695
	HMA Overlay 2"	0.55	45.5	33.0	98.5	\$	102,138
	Grand Hill Rd - 1	0.25	66.0	47.8	98.6	\$	58,765
	Grand Hill Rd - 2	0.30	25.0	18.1	98.3	\$	43,373
	Reclaim w/ 2.5" Binder	1.02	55.5	40.2	97.0	\$	297,094
	Cemetery Rd - 1	0.27	47.0	34.1	96.7	\$	75,546
	Conant Ave - 1	0.08	62.0	44.9	97.2	\$	22,078
	Harwood Rd - 1	0.18	67.0	48.5	97.4	\$	48,595
	Harwood Rd - 2	0.20	69.0	50.0	97.5	\$	81,209
	Pinkham Ave - 1	0.16	36.0	26.1	96.3	\$	46,297
	Temple St - 1	0.12	52.0	37.7	96.9	\$	23,369
	Grand Total	2.21	47.0	34.1	96.0	\$	403,238

2031	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2031	Average PCI After 2031		Sum Cost 2031
	Crack Seal (Minor)	0.98	71.5	49.5	89.5	\$	6,481
	Hutchinson Rd - 1	0.24	65.0	45.0	87.9	\$	1,608
	Old Milford Rd - 1	0.25	77.0	53.3	90.9	\$	1,606
	Old Milford Rd - 6	0.28	76.0	52.6	90.8	\$	1,696
	Sean Dr - 1	0.21	68.0	47.0	88.2	\$	1,571
	Reclaim w/ 2.5" Binder	1.23	59.0	40.8	97.0	\$	362,824
	Kittredge Rd - 1	0.25	69.0	47.7	97.4	\$	71,866
	Kittredge Rd - 2	0.19	68.0	47.0	97.4	\$	63,061
	Purgatory Rd - 1	0.11	47.0	32.5	96.6	\$	29,379
	Purgatory Rd - 2	0.25	54.0	37.4	96.9	\$	65,396
	Rangeway Rd - 1	0.25	69.0	47.7	97.4	\$	78,506
	Rangeway Rd - 2	0.17	47.0	32.5	96.6	\$	54,616
	Grand Total	2.21	64.0	44.3	94.0	\$	369,304

2032	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2032	Average PCI After 2032		Sum Cost 2032
	Crack Seal (Minor)	1.62	53.9	35.6	92.2	\$	12,015
	Southview Dr - 1	0.19	34.0	22.5	92.5	\$	1,625
	Twin Oaks Dr - 1	0.25	40.0	26.4	92.5	\$	2,172
	Twin Oaks Dr - 2	0.18	43.0	28.4	92.5	\$	1,538
	Weston Hill Rd - 1	0.25	45.0	29.7	92.5	\$	1,671
	Weston Hill Rd - 2	0.25	62.0	41.0	92.5	\$	1,671
	Weston Hill Rd - 3	0.25	55.0	36.3	92.5	\$	1,670
	Weston Hill Rd - 4	0.25	98.0	64.8	90.3	\$	1,668
	HMA Overlay (1.5"); Reclaim w/ 2.5" Binder	0.23	52.0	34.4	96.7	\$	81,567
	Blood Rd - 1	0.18	51.0	33.7	96.7	\$	65,692
	Old Francestown Tp - 1	0.05	53.0	35.0	96.8	\$	15,875
	HMA Overlay (1.5")	1.02	55.5	36.7	97.7	\$	126,246
	Cemetery Rd - 1	0.27	47.0	31.1	97.6	\$	32,102
	Conant Ave - 1	0.08	62.0	41.0	97.7	\$	9,382
	Harwood Rd - 1	0.18	67.0	44.3	97.8	\$	20,650
	Harwood Rd - 2	0.20	69.0	45.6	97.8	\$	34,509
	Pinkham Ave - 1	0.16	36.0	23.8	97.6	\$	19,673
	Temple St - 1	0.12	52.0	34.4	97.7	\$	9,930
	Reclaim w/ 2.5" Binder	0.50	53.5	35.3	96.8	\$	156,426
	Purgatory Rd - 3	0.25	57.0	37.7	96.9	\$	81,614
	Purgatory Rd - 4	0.25	50.0	33.0	96.7	\$	74,813

Appendix C

Scenario 1 Details

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	Grand Total	3.37	54.2	35.8	95.2	\$	376,255
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2033	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2033	Average PCI After 2033		Sum Cost 2033
	Crack Seal (Minor)	1.93	42.6	27.0	93.0	\$	13,810
	Grand Hill Rd - 1	0.25	66.0	41.6	94.4	\$	2,518
	Grand Hill Rd - 2	0.30	25.0	16.5	94.3	\$	1,859
	Mobile Coach Ln - 1	0.25	32.0	20.2	92.5	\$	1,739
	Mobile Coach Ln - 2	0.13	51.0	32.2	92.5	\$	917
	Old Milford Rd - 2	0.25	45.0	28.4	92.8	\$	1,741
	Old Milford Rd - 3	0.25	35.0	22.1	92.7	\$	1,736
	Old Milford Rd - 4	0.25	34.0	21.5	92.5	\$	1,651
	Old Milford Rd - 5	0.25	53.0	33.4	92.5	\$	1,650
	HMA Overlay (1.5")	1.73	57.6	36.4	97.9	\$	218,092
	Kittredge Rd - 1	0.25	69.0	43.5	97.8	\$	30,539
	Kittredge Rd - 2	0.19	68.0	42.9	97.8	\$	26,797
	Purgatory Rd - 1	0.11	47.0	29.7	97.6	\$	12,484
	Purgatory Rd - 2	0.25	54.0	34.1	97.7	\$	27,789
	Purgatory Rd - 3	0.25	57.0	36.0	98.5	\$	33,347
	Purgatory Rd - 4	0.25	50.0	31.6	98.5	\$	30,568
	Rangeway Rd - 1	0.25	69.0	43.5	97.8	\$	33,360
	Rangeway Rd - 2	0.17	47.0	29.7	97.6	\$	23,208
	HMA Overlay (1.5"); Reclaim w/ 2.5" Binder	0.63	39.3	25.5	92.3	\$	225,424
	Old New Boston Rd - 1	0.14	33.0	20.8	84.2	\$	43,644
	Pond Rd - 1	0.31	23.0	16.5	95.8	\$	102,406
	Walter Hill Rd - 1	0.18	62.0	39.1	97.0	\$	79,374
	Grand Total	4.29	48.4	30.7	95.0	\$	457,326

2024	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2024	Average PCI After 2024	Sum Cost 2024
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	0.96	43.5	41.5	79.5	\$ 150,907
	Spring Hill Rd - 1	0.25	46.0	43.9	80.4	\$ 38,120
	Spring Hill Rd - 2	0.25	42.0	40.1	79.0	\$ 39,939
	Spring Hill Rd - 3	0.25	44.0	42.0	79.7	\$ 39,941
	Spring Hill Rd - 4	0.21	42.0	40.1	79.0	\$ 32,907
	Reclaim w/ 2.5" Binder	0.64	31.0	29.6	96.5	\$ 128,946
	Batchelder Rd - 1	0.14	28.0	26.7	96.3	\$ 19,738
	Tater St - 1	0.25	38.0	36.3	96.8	\$ 54,655
	Tater St - 2	0.25	27.0	25.8	96.3	\$ 54,552
	Grand Total	1.60	38.1	36.4	86.8	\$ 279,852

2025	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2025	Average PCI After 2025	Sum Cost 2025
	Crack Seal (Minor)	2.88	91.3	83.3	93.3	\$ 16,737
	Beech Hill Rd - 1	0.25	87.0	79.3	91.7	\$ 1,397
	Beech Hill Rd - 5	0.25	75.0	68.4	87.4	\$ 1,396
	Beech Hill Rd - 6	0.25	84.0	76.6	90.6	\$ 1,396
	Beech Hill Rd - 7	0.25	84.0	76.6	90.6	\$ 1,395
	Francestown Tpke - 1	0.25	100.0	91.2	96.5	\$ 1,587
	Francestown Tpke - 2	0.25	100.0	91.2	96.5	\$ 1,585
	Francestown Tpke - 3	0.25	100.0	91.2	96.5	\$ 1,586
	Francestown Tpke - 4	0.25	95.0	86.6	94.7	\$ 1,589
	Francestown Tpke - 5	0.25	95.0	86.6	94.7	\$ 1,587
	Francestown Tpke - 6	0.13	100.0	91.2	96.5	\$ 809
	Purgatory Rd - 5	0.25	88.0	80.3	92.1	\$ 1,206
	Purgatory Rd - 6	0.25	88.0	80.3	92.1	\$ 1,206
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	1.12	73.0	66.6	89.8	\$ 171,660
	Gavin Rd - 1	0.27	67.0	61.1	92.2	\$ 37,152
	Kendall Hill Rd - 4	0.25	78.0	71.1	89.9	\$ 39,606
	Kendall Hill Rd - 5	0.25	77.0	70.2	89.6	\$ 39,671
	Kendall Hill Rd - 6	0.35	70.0	63.8	87.3	\$ 55,231
	HMA Shim (3/4" avg)	0.41	74.5	67.9	88.8	\$ 29,834
	Old Amherst Rd - 6	0.25	74.0	67.5	88.6	\$ 18,320
	Old Amherst Rd - 7	0.16	75.0	68.4	88.9	\$ 11,514
	Reclaim w/ 2.5" Binder	1.02	31.5	28.7	96.4	\$ 232,367
	Tater St - 3	0.25	32.0	29.2	96.5	\$ 56,818
	Tater St - 4	0.25	33.0	30.1	96.5	\$ 56,852
	Tater St - 5	0.25	31.0	28.3	96.4	\$ 56,840
	Tater St - 6	0.27	30.0	27.4	96.4	\$ 61,858
	Grand Total	5.43	75.6	68.9	92.8	\$ 450,599

2026	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2026	Average PCI After 2026	Sum Cost 2026
	Crack Seal (Minor)	1.09	85.8	74.7	89.9	\$ 6,035
	Crosby Dr - 1	0.12	92.0	80.1	92.1	\$ 659
	Mason Rd - 1	0.08	84.0	73.2	89.3	\$ 403
	Mason Rd - 2	0.25	84.0	73.2	89.3	\$ 1,318
	Riley Rd - 1	0.36	88.0	76.6	90.7	\$ 1,991
	Taschereau Dr - 1	0.29	81.0	70.5	88.2	\$ 1,664
	HMA Overlay (1.5")	2.16	45.9	40.0	97.8	\$ 196,184
	Batchelder Rd - 1	0.14	28.0	24.4	97.6	\$ 8,387
	Brook Rd - 3	0.25	100.0	87.1	97.4	\$ 23,234
	Brook Rd - 4	0.25	94.0	81.9	96.4	\$ 23,212
	Tater St - 1	0.25	38.0	33.1	97.7	\$ 23,225
	Tater St - 2	0.25	27.0	23.5	97.6	\$ 23,181
	Tater St - 3	0.25	32.0	27.9	98.4	\$ 23,215
	Tater St - 4	0.25	33.0	28.7	98.4	\$ 23,229
	Tater St - 5	0.25	31.0	27.0	98.4	\$ 23,224
	Tater St - 6	0.27	30.0	26.1	98.4	\$ 25,275
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	1.17	66.2	57.7	85.2	\$ 197,983
	Kendall Hill Rd - 1	0.25	70.0	61.0	86.3	\$ 41,276
	Kendall Hill Rd - 2	0.25	77.0	67.1	88.5	\$ 41,224
	Kendall Hill Rd - 3	0.25	76.0	66.2	88.2	\$ 41,173
	Westgate Rd - 2	0.24	54.0	47.0	81.5	\$ 40,636
	Whiting Way - 1	0.19	54.0	47.0	81.5	\$ 33,673
	HMA Overlay (1.5"); Reclaim w/ 2.5" Binder	0.23	39.0	34.0	96.7	\$ 82,061

Westgate Rd - 1	0.23	39.0	34.0	96.7	\$	82,061
Grand Total	4.65	60.6	52.8	92.6	\$	482,263

2027	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2027	Average PCI After 2027	Sum Cost 2027
	HMA Overlay 2"; HMA Shim - Half segment MV	0.24	65.0	54.1	83.9	\$ 45,524
	Hutchinson Rd - 1	0.24	65.0	54.1	83.9	\$ 45,524
	HMA Overlay 2"; HMA Shim (3/4" avg)	1.78	77.0	64.0	92.8	\$ 417,851
	Old Milford Rd - 1	0.25	77.0	64.0	92.8	\$ 54,897
	Old Milford Rd - 6	0.28	76.0	63.2	92.6	\$ 57,997
	Old Wilton Rd - 1	0.25	74.0	61.6	92.3	\$ 60,445
	Old Wilton Rd - 2	0.25	78.0	64.9	93.0	\$ 60,449
	Old Wilton Rd - 3	0.25	80.0	66.5	93.3	\$ 63,219
	Wilton Rd - 7	0.25	82.0	68.2	93.6	\$ 60,421
	Wilton Rd - 8	0.25	72.0	59.9	92.0	\$ 60,422
	Grand Total	2.02	75.5	62.8	91.7	\$ 463,375

2028	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2028	Average PCI After 2028	Sum Cost 2028
	Crack Seal (Minor)	0.96	43.5	34.6	86.5	\$ 5,934
	Spring Hill Rd - 1	0.25	46.0	36.5	86.7	\$ 1,499
	Spring Hill Rd - 2	0.25	42.0	33.4	86.3	\$ 1,571
	Spring Hill Rd - 3	0.25	44.0	35.0	86.5	\$ 1,571
	Spring Hill Rd - 4	0.21	42.0	33.4	86.3	\$ 1,294
	Reclaim w/ 2.5" Binder	1.98	49.9	39.6	97.0	\$ 468,756
	Blood Rd - 1	0.18	51.0	40.5	97.0	\$ 40,315
	Old Francestown Tp - 1	0.05	53.0	42.1	97.1	\$ 9,742
	Old Milford Rd - 2	0.25	45.0	35.7	96.8	\$ 58,264
	Old Milford Rd - 3	0.25	35.0	27.8	96.4	\$ 58,096
	Old Milford Rd - 4	0.25	34.0	27.0	96.4	\$ 55,274
	Old Milford Rd - 5	0.25	53.0	42.1	97.1	\$ 55,227
	Old Wilton Rd - 4	0.25	59.0	46.9	97.3	\$ 63,924
	Old Wilton Rd - 5	0.25	59.0	46.9	97.3	\$ 63,932
	Old Wilton Rd - 6	0.25	60.0	47.7	97.4	\$ 63,981
	Grand Total	2.94	47.9	38.1	93.7	\$ 474,690

2029	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2029	Average PCI After 2029	Sum Cost 2029
	3/8" Chip Seal - ASMG	3.62	59.5	45.1	95.2	\$ 196,930
	Brook Rd - 3	0.25	100.0	75.9	96.2	\$ 13,884
	Brook Rd - 4	0.25	94.0	71.3	96.0	\$ 13,871
	Kendall Hill Rd - 1	0.25	70.0	53.1	93.8	\$ 13,266
	Kendall Hill Rd - 2	0.25	77.0	58.4	94.3	\$ 13,249
	Kendall Hill Rd - 3	0.25	76.0	57.7	94.2	\$ 13,233
	Kendall Hill Rd - 4	0.25	78.0	59.2	93.7	\$ 13,238
	Kendall Hill Rd - 5	0.25	77.0	58.4	93.6	\$ 13,260
	Kendall Hill Rd - 6	0.35	70.0	53.1	93.2	\$ 18,461
	Tater St - 1	0.25	38.0	28.8	96.3	\$ 13,879
	Tater St - 2	0.25	27.0	20.5	96.2	\$ 13,853
	Tater St - 3	0.25	32.0	24.3	96.4	\$ 13,873
	Tater St - 4	0.25	33.0	25.0	96.4	\$ 13,881
	Tater St - 5	0.25	31.0	23.5	96.4	\$ 13,878
	Tater St - 6	0.27	30.0	22.8	96.4	\$ 15,104
	3/8" Chip Seal - ASMG; Crack Seal (Minor)	0.50	97.0	73.6	91.2	\$ 31,039
	Brook Rd - 1	0.25	94.0	71.3	88.5	\$ 15,520
	Brook Rd - 2	0.25	100.0	75.9	94.0	\$ 15,519
	Crack Seal (Minor)	1.38	98.3	74.6	91.9	\$ 10,227
	Francestown Tpke - 1	0.25	100.0	75.9	92.1	\$ 1,856
	Francestown Tpke - 2	0.25	100.0	75.9	92.1	\$ 1,855
	Francestown Tpke - 3	0.25	100.0	75.9	92.1	\$ 1,855
	Francestown Tpke - 4	0.25	95.0	72.1	91.5	\$ 1,859
	Francestown Tpke - 5	0.25	95.0	72.1	91.5	\$ 1,856
	Francestown Tpke - 6	0.13	100.0	75.9	92.1	\$ 947
	HMA Overlay (1.5")	0.98	56.4	42.8	98.6	\$ 98,837
	Blood Rd - 1	0.18	51.0	38.7	98.5	\$ 16,473
	Old Francestown Tp - 1	0.05	53.0	40.2	98.5	\$ 3,981

Old Wilton Rd - 4	0.25	59.0	44.8	98.6	\$	26,119
Old Wilton Rd - 5	0.25	59.0	44.8	98.6	\$	26,122
Old Wilton Rd - 6	0.25	60.0	45.5	98.6	\$	26,142
HMA Overlay 2"	1.00	41.8	31.7	98.5	\$	152,077
Old Milford Rd - 2	0.25	45.0	34.1	98.5	\$	39,058
Old Milford Rd - 3	0.25	35.0	26.6	98.4	\$	38,944
Old Milford Rd - 4	0.25	34.0	25.8	98.4	\$	37,053
Old Milford Rd - 5	0.25	53.0	40.2	98.5	\$	37,022
Grand Total	7.48	66.6	50.6	95.3	\$	489,110

2030	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2030	Average PCI After 2030	Sum Cost 2030
	Crack Seal (Minor)	0.79	43.8	31.7	89.7	\$ 5,228
	Batchelder Rd - 1	0.14	28.0	20.3	92.5	\$ 613
	Westgate Rd - 1	0.23	39.0	28.3	92.2	\$ 1,692
	Westgate Rd - 2	0.24	54.0	39.1	87.1	\$ 1,598
	Whiting Way - 1	0.19	54.0	39.1	87.1	\$ 1,324
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	0.50	88.0	63.8	90.6	\$ 87,276
	Purgatory Rd - 5	0.25	88.0	63.8	90.6	\$ 43,638
	Purgatory Rd - 6	0.25	88.0	63.8	90.6	\$ 43,638
	HMA Overlay (1.5"); Reclaim w/ 2.5" Binder	1.02	55.5	40.2	97.0	\$ 413,816
	Cemetery Rd - 1	0.27	47.0	34.1	96.7	\$ 105,226
	Conant Ave - 1	0.08	62.0	44.9	97.2	\$ 30,752
	Harwood Rd - 1	0.18	67.0	48.5	97.4	\$ 67,687
	Harwood Rd - 2	0.20	69.0	50.0	97.5	\$ 113,114
	Pinkham Ave - 1	0.16	36.0	26.1	96.3	\$ 64,487
	Temple St - 1	0.12	52.0	37.7	96.9	\$ 32,550
	Grand Total	2.31	57.0	41.3	93.5	\$ 506,319

2031	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2031	Average PCI After 2031	Sum Cost 2031
	Reclaim w/ 2.5" Binder	1.73	57.6	39.9	97.0	\$ 513,233
	Kittredge Rd - 1	0.25	69.0	47.7	97.4	\$ 71,866
	Kittredge Rd - 2	0.19	68.0	47.0	97.4	\$ 63,061
	Purgatory Rd - 1	0.11	47.0	32.5	96.6	\$ 29,379
	Purgatory Rd - 2	0.25	54.0	37.4	96.9	\$ 65,396
	Purgatory Rd - 3	0.25	57.0	39.4	97.0	\$ 78,475
	Purgatory Rd - 4	0.25	50.0	34.6	96.7	\$ 71,935
	Rangeway Rd - 1	0.25	69.0	47.7	97.4	\$ 78,506
	Rangeway Rd - 2	0.17	47.0	32.5	96.6	\$ 54,616
	Grand Total	1.73	57.6	39.9	97.0	\$ 513,233

2032	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2032	Average PCI After 2032	Sum Cost 2032
	Crack Seal (Minor)	2.24	69.9	46.2	90.8	\$ 16,458
	Hutchinson Rd - 1	0.24	65.0	42.9	86.7	\$ 1,672
	Old Wilton Rd - 1	0.25	74.0	48.9	89.3	\$ 1,839
	Old Wilton Rd - 2	0.25	78.0	51.5	89.5	\$ 1,839
	Old Wilton Rd - 3	0.25	80.0	52.9	89.6	\$ 1,923
	Old Wilton Rd - 4	0.25	59.0	39.0	94.3	\$ 1,836
	Old Wilton Rd - 5	0.25	59.0	39.0	94.3	\$ 1,836
	Old Wilton Rd - 6	0.25	60.0	39.6	94.4	\$ 1,838
	Wilton Rd - 7	0.25	82.0	54.2	89.8	\$ 1,838
	Wilton Rd - 8	0.25	72.0	47.6	89.2	\$ 1,838
	Reclaim w/ 2.5" Binder	1.17	57.6	38.1	96.9	\$ 335,407
	Old Amherst Rd - 2	0.25	58.0	38.3	96.9	\$ 71,379
	Old Amherst Rd - 3	0.25	45.0	29.7	96.5	\$ 71,486
	Old Amherst Rd - 4	0.25	50.0	33.0	96.7	\$ 71,492
	Old Amherst Rd - 5	0.25	68.0	44.9	97.2	\$ 71,420
	Old Amherst Rd - 8	0.17	67.0	44.3	97.2	\$ 49,630
	3/8" Chip Seal - ASMG	1.53	53.3	35.2	95.4	\$ 84,580
	Old Milford Rd - 1	0.25	77.0	50.9	93.4	\$ 14,193
	Old Milford Rd - 2	0.25	45.0	29.7	96.4	\$ 14,226
	Old Milford Rd - 3	0.25	35.0	23.1	96.4	\$ 14,185
	Old Milford Rd - 4	0.25	34.0	22.5	96.4	\$ 13,496
	Old Milford Rd - 5	0.25	53.0	35.0	96.5	\$ 13,485

	Old Milford Rd - 6	0.28	76.0	50.2	93.4	\$	14,995
	Grand Total	4.94	61.9	40.9	93.7	\$	436,446

2033	Streets by Repair	Sum Miles	Average PCI Initial 2024	Average PCI Before 2033	Average PCI After 2033		Sum Cost 2033
	HMA Overlay (1.5")	2.90	57.6	472.6	1274.1	\$	355,138
	Kittredge Rd - 1	0.25	69.0	43.5	97.8	\$	30,539
	Kittredge Rd - 2	0.19	68.0	42.9	97.8	\$	26,797
	Old Amherst Rd - 2	0.25	58.0	36.6	98.5	\$	29,165
	Old Amherst Rd - 3	0.25	45.0	28.4	98.4	\$	29,209
	Old Amherst Rd - 4	0.25	50.0	31.6	98.5	\$	29,211
	Old Amherst Rd - 5	0.25	68.0	42.9	98.6	\$	29,182
	Old Amherst Rd - 8	0.17	67.0	42.3	98.6	\$	20,279
	Purgatory Rd - 1	0.11	47.0	29.7	97.6	\$	12,484
	Purgatory Rd - 2	0.25	54.0	34.1	97.7	\$	27,789
	Purgatory Rd - 3	0.25	57.0	36.0	97.7	\$	33,347
	Purgatory Rd - 4	0.25	50.0	31.6	97.6	\$	30,568
	Rangeway Rd - 1	0.25	69.0	43.5	97.8	\$	33,360
	Rangeway Rd - 2	0.17	47.0	29.7	97.6	\$	23,208
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	0.66	82.3	155.9	259.6	\$	142,421
	Old Amherst Rd - 1	0.25	98.0	61.8	86.6	\$	54,079
	Old Amherst Rd - 6	0.25	74.0	46.7	86.5	\$	54,247
	Old Amherst Rd - 7	0.16	75.0	47.3	86.5	\$	34,095
	Grand Total	3.56	62.3	628.5	1533.7	\$	497,558