SUMMARY REPORT AND FINAL DOCUMENTATION

WOLFEBORO ROADWAY EVALUATION

(DRAFT)

TOWN OF WOLFEBORO WOLFEBORO, NEW HAMPSHIRE

April 2019



UEI PROJECT 2211

WOLFEBORO, NEW HAMPSHIRE

WOLFEBORO ROADWAY EVALUATION

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1.0 Introduction

1.1 Project Summary

The Town currently maintains approximately 64 miles of Class-V roads (53.4 miles paved and 10.6 miles gravel). As the Town takes ownership of existing private roads and new subdivisions, the maintenance effort and budget required from the town continues to grow. The Town requested Underwood Engineers assess and evaluate the network of Town maintained Class-V roads and provide a prioritized 10-year Capital Improvements Plan (including recommended yearly budgets). Town maintained Class-V roads included as part of this assessment are depicted in Figure 1.

1.2 Project Objective

The objective of this evaluation is to develop and provide the Town of Wolfeboro with a detailed 10-year C.I.P. including a prioritized repair schedule with associated budget needs over a 10-year period (2019 to 2029). To accomplish this, Underwood Engineers, Inc (UE) completed field assessment work, data reduction, and final analysis as defined in the attached scope of work authorized as ESR #67 (Appendix A).

It should be noted that this plan is based on a preliminary review and visual assessment of the roads with limited data. Prior to implementing any capital projects, a detailed review of each road should be completed during the design phase and limits of recommended improvements confirmed.

1.3 Previous Evaluations

The Town has completed previously completed roadway assessments in both 2010 and 2013. Both evaluations appear to have assessed road surface conditions to provide a condition index. The 2013 evaluation completed by Woodard and Curran provided some criticality assessment of each roadway to provide a method of prioritizing roads requiring improvements in the form of a criticality matrix.

2.0 Current Maintenance Strategies and Recent Road Improvements

2.1 Recent Capital Projects

Records provided show the Town is proactively improving and reconstructing an average of 10,000 LF (almost 2 miles) of road reconstruction per year over the past 3 years as summarized in the Table 2-1:



Table 2-1: Recent Road Work Completed (Previous 3-Years)

2015		2016		<u>2017</u>	
Road	Length (ft)	Road	Length (ft)	Road	Length (ft)
Beach Pond Rd.	11,500	Port Wedelin Rd.	3,200	Oakwood Rd.	4,000
Grove St.	700	Winterhaven Rd.	3,400	Spruce Rd.	3,200
Old Lakeview Tr.	2,200	03-03-03-03-03-03-03-03-03-03-03-03-03-0		Tips Cove Rd.	1,500
Total:	14,400		6,600		8,700

2.2 Road Management (Budget)

Historically the Town has supported the following operating budgets for "Highways and Streets" and Warrant Articles for capital projects Summarized in Table 2-2.

Table 2-2: Historical Operating and Capital Improvements Budgets

	2014	2015	2016	2017	2018	AVERAGE
Operating Budget	\$1,352,000	\$1,378,000	\$1,348,000	\$1,352,000	\$1,392,000	\$1,364,400
% Change	N/A	1.9%	-2.2%	0.3%	3.0%	0.8%
Warrant Articles	\$625,000	\$650,000	\$675,000	\$750,000	\$870,000	\$714,000
% Change	N/A	4.0%	3.8%	11.1%	16.0%	8.7%

Though the Town has been generally maintaining the same operating budgets from highways and street, the Town has been successful in increasing the warrant articles for CIP projects by approximately 8.7% per year over the past five years.

It should be noted that the Construction Cost Index (CCI) for the Boston Area has seen a 16% increase over the same time period.

Table 2-3: Historical CCI Costs (Boston)

2014 2015 2016 2017 2018										
Yearly CCI Average	12,414	12,565	13,290	13,761	14,410					
% Increase from 2014	N/A	1.2%	7.0%	10.9%	16.1%					

2.3 Road Maintenance

Wolfeboro completes routine road maintenance. While the evaluation was being completed, evidence of maintenance efforts was observed including crack sealing, ditch cleaning, and gravel road grading. Though no actual grading was observed, it was apparent that gravel roads are routinely graded as many had limited pot hole areas at the time of inspection. Based on Town Staff, gravel roads are graded at least 3 times per year. Some sections are graded more often.

Though many of the ditches appear to have good shape and evidence of previous maintenance, it was observed that many of the culvert inlets or CB inlets were in need of cleaning. We do note that the evaluation was completed in late fall following dropping of



leaves so the timing of the evaluation could have attributed to the condition noted. The Town should endeavor to include inlet cleaning as part of the routine maintenance program.

3.0 Road Surface Assessments & Evaluations

3.1 Evaluation Summary

The existing condition of the road surface is evaluated and assessed to document the condition. Section 3.2 summarizes the distress categories considered during an assessment. These assessments are vital in developing recommended repair strategies for capital projects and maintenance for a given road. Budgets are then developed using recommended repairs assigned and a prioritized schedule is developed taking into account PCI rating, budget, and input from the Town. Repair strategies vary depending on the severity of the road's condition and surface type and are described in Section 3.3.

For assessment purposes, roads are often divided into sections. Historically, these sections are determined by changes in physical characteristics as described in Section 4.1. However, for this evaluation to provide consistency, UE maintained existing sections from previous assessment work completed by the Town. These sections generally seemed to line up with the nodal maps. Splitting sections using nodal maps allows road section to corresponds with already existing GIS information and allows integration into asset management systems currently used by many municipalities.

Road assessments are most often completed by visual observation. This consists of looking at the existing road surface and evaluating its condition based on a given criteria (see section 3.2). Qualitative ratings are provided for each of the criteria.

Once assessments are complete, data is tabulated into summary spreadsheets or existing road management software and the Pavement Condition Index (PCI) is calculated. The PCI is based on a scale of 1-100 with 100 being the best condition possible. PCI is calculated by subtracting the summation numerical values which correspond with the surface distress observed (Section 3.2) from 100. A repair alternative is then selected for each individual road section based on its condition and road sections are then put into a prioritized maintenance/reconstruction schedule.

Following the assessment and PCI determinization, the Road Condition Summary (Appendix E) was provided to the Town for review.

For the assessment and following review with the Town, priority for C.I.P. planning was determined by ranking each road section by PCI. The C.I.P. developed as part of this assessment is still under review by Town Staff.

3.2 Surface Distresses

There are many surface conditions to assess when evaluating road surface conditions. The summary below shows the surface distresses evaluated as part of this evaluation.



Table 3-1: Road Surface Distress Criteria Assessed

Asphalt Surface Distresses	Gravel Surface Distresses
Longitudinal/Transverse Cracking	Proper Crown (x-sec shape)
Alligator Cracking	Roadside Drainage
Edge Cracking	Corrugations
Patching & Potholes	Dust
Roughness	Potholes
Rutting	Rutting
Drainage	Loose Aggregate

A sample PCI calculation is shown below using the condition rating portion of the field form provided in Appendix C.

			1	←	Extent	\rightarrow
			None	Low	Medium	High
			No Defects	<10%	10-30%	>30%
Alligator Cracking		Low	0	2	5	8
	Severity	everity Medium		5	8	11
	•	High	ı	8	11	14
			No Defects	<10%	10-30%	>30%
Long/Trans Cracking		Low	0	2	5	8
	Severity	Medium		5	8	11
		High	Ì	8	11	14
			No Defects	<10%	10-30%	>30%
Edge Cracking		Low	0	2	5	8
	Severity	Medium		5	8	11
		High	1	8	11	14
		-	No Defects			
Patch/Pothole			0	2	5	14
				Good	Fair	Poor
Roughness				0	8	15
			-	None	0-1 inch	>1 inch
Rutting				0	8	14
Desimore			-	Good	Fair	Poor
Drainage				0	8	14
			PLE CALO	100	-	
		PCI =	= 100 - <u>∑(</u> de	duct value)	
		there	fore,			
			= 100 - (8 +			

3.3 Repair Alternatives

The following tables identify some the strategies considered in Wolfeboro as well as the estimated service life extension for the road surface:



Table 3-2: Additional Service Life Provided by Repair Categories (Asphalt Surfaces)

Asphalt Alternatives	Additional Service Life in Years
Deferred Maintenance	N/A
Routine Maintenance Crack Sealing Ditch Maintenance Gravel Backing	1/2 to 2
Preventative Maintenance Shim and 1.5" Overlay Minor Drainage Improvements	6 to 8
Reconstruction	15 to 20

Note: Actual service life will vary based on traffic volume and condition of roadway prior to application of alternative

Table 3-3: Additional Service Life Provided by Repair Categories (Gravel Surfaces)

Gravel Alternatives	Additional Service Life in Years
Deferred Maintenance	N/A
Routine Maintenance Spot Gravel	0.5 to 1
Reshape, minor material (1" average depth)	
Preventative Maintenance Reshape, major material (4" average depth) Ditching	1 to 4
Minor Drainage Improvements	
Rehabilitation/Reconstruction	5 +
Box-out reconstruction	
Fabrics	
Major Drainage Improvements	

Note: Speed of deterioration of gravel surfaces varies depending on weather, traffic volume, drainage, and time of year. Service life shown is an estimate based on typical observed conditions and deterioration

The chosen repairs were assigned unit costs (2019 dollars) which were applied to an assumed quantity to develop the recommended budget provided in Section 7. The table on the following page shows repair strategies selected by UE with their estimated unit costs (including contingencies as noted).



Table 3-4: Repair Item Unit Costs (2019 \$)

Table 3-4: Repair Item Unit Costs (2019 \$)										
ltem	Unit	Unit Cost	Included							
Pavement Repair Strategies	-	-	-							
Crack Sealing	SF	\$2.00	no							
1.5" Overlay	SF	\$0.71	no							
Shimming and 1.5" Overlay	SF	\$0.83	no							
Gravel backing	LF	\$1.10	no							
Mill and Patch Center Line	LF	\$5.70	no							
Mill (1.5" Depth) and 1.5" Overlay	SF	\$1.11	no							
Cut and Patch Distressed Area	SF	\$6.10	no							
Road Reconstruction Strategies										
8" Reclaim (PIP), 6" Cr. Gravel, 3" Overlay	SF	\$3.69	yes							
8" Reclaim (PIP), 6" Cr. Gravel, 4" Overlay	SF	\$4.59	yes							
10" Cr. Gravel (w/ excavation), 8" Reclaim (R&R), 3" Overlay	SF	\$5.46	yes							
10" Cr. Gravel (w/ excavation), 8" Reclaim (R&R), 4" Overlay	SF	\$6.36	yes							
Reinforcing Fabric	SF	\$0.60	no							
Supplemental Stone for Reclaim	SF	\$0.22	no							
Convert to Gravel (Reclaim - Process in Place)	SF	\$0.36	no							
Drainage Improvements										
Asphalt Swales	LF	\$16.90	yes							
Curbing - Asphalt Berm	LF	\$19.50	yes							
Curbing - Vertical Granite	LF	\$40.00	yes							
Underdrain - 6" (one side)	LF	\$32.00	yes							
Maintain Ditch (Turf)	LF	\$11.70	no							
Maintain Ditch (Erosion Stone)	LF	\$27.30	no							
Construct Enclosed Drainage	LF	\$75.50	yes							
Cross/Driveway Culvert (15" dia or less)	LF	\$51.30	yes							
Cross/Driveway Culvert (up to 24" dia)	LF	\$60.00	yes							
Replace large diameter cross culvert (24" or greater, single pipe)	LS	\$43,200.00	yes							
Gravel Repair Strategies	_	-	-							
Maintain existing ditch (gravel road)	LF	\$14.00								
Spot Regravel (Fill in pot holes and minor rut/puddle areas)	SF	\$0.33								
Reshape, Add Minor Material (1" average depth entire length)	SF	\$0.13								
Reshape, Add Major Material (4" average depth entire length)	SF	\$0.33								
Raise Road to mitigate embankments (18" depth)	SF	\$1.38								
Reconstruction	SF	\$2.26								

Notes

- 1. Paving price based on bituminous pavement price of \$73.00 per ton for (machine method paving)
- 2. 35% contingency includes 20% for Design & Construction Engineering and 15% Construction Contingency



^{*}See Appendix B for details regarding repair alternatives

4.0 Field Evaluations

Field work was completed during November and December 2017 by following the procedure below:

4.1 Sectioning

In an effort to stay consistent with evaluations previously completed, as many sections as possible remained unchanged for the 2017 evaluation. However, there may be some sections that were combined due to their short length or added due to an overlay area observed. The beginning and end of each road section typically corresponded with an intersection node as listed on the Nodal Reference maps published yearly by the NHDOT (Appendix J). Sections were previously referenced by a "R###" (2013 evaluation). UE was also provided the field maps showing each section and this referenced has been carried over as well where ever possible for consistency (Appendix J).

4.2 Evaluations

Data was collected using the windshield survey method at speeds of around 5 MPH and stopping when necessary to record measurements, take photos, or review a specific element in greater detail. Surface conditions were noted on a field form (Appendix C). See Appendix D for the field workbook used in this evaluation and Appendix E for a tabular summary of the evaluation findings. The field work took approximately eleven days to complete

4.3 Photos

In conjunction with the evaluation, photos were taken of each road section. Photos showing typical section conditions and existing drainage infrastructure are provided digitally in Appendix D to document observed road conditions

4.4 Data Analysis

Following the completion of field work, findings were analyzed using RSMS type methods to calculate pavement condition index (PCI) for each section. Roads were categorized by PCI ranges to establish the category of repairs recommended for a given road section. Longer roads with multiple sections were typically split into more than one repair category. This is the case for roads like Beach Pond Road which were reconstructed to a certain point. The following is a summary of the PCI ranges for each repair category:

- PCI between 90 and 100 Deferred/routine maintenance
- PCI between 65 and 89 Preventative maintenance & overlays
- PCI less than 65 Reconstruction

Based on the assigned category and observed conditions, recommended repair alternatives and unit pricing were assigned to each section so that the capital improvement plan and associated budget can be prepared.



5.0 Findings

The summary below shows the maintenance categories used and the percentage (by length) of the road network which fell into each category

Table 5-1: Distribution of Roads by Maintenance Category

Strategy	Asphalt	Gravel	Combined
Deferred/Routine Maintenance	25%		22%
Preventive Maintenance	40%	100%	50%
Reconstruction	35%	_	28%
Total:	100%	100%	100%

As seen above, a large percentage of roads, over 70%, fall within the preventative maintenance category or better. This is evidence that the Town has been proactive in improving and maintaining their road network. Though some gravel roads may need more then preventative maintenance in select areas, it is assumed that all the gravel roads fall under the preventative maintenance category. As indicated in Section 2.0, the Town has been improving almost 10,000 linear feet (almost 2 miles) of road per year over the past 3 years. Records made available prior to the last 3 years show that the town has been completing this level of effort for the last ten to twelve years or so.

The average PCI was determined to be around 69 for the asphalt roads. Based on information provided from previous assessments, comparatively the average PCIs in 2010 and 2013 were around 69 and 75 respectively. It would be expected that the PCI should increase from assessment to assessment, particularly when the Town is actively improving roads. However, it is important to note that the assessment (though based on certain guidance criteria) can still be open to the interpretation of the assessor. Based on the average PCI being within fairly tight range (69 to 75) over the last 3 assessments it can be assumed that the Town is keeping up with roadway maintenance and improvements may not be getting ahead of maintenance needs.

It is important to note that (at a minimum) the Town needs to maintain its current level of effort. Roads, both paved and gravel, need to be maintained routinely in order for the town to protect their investment. This includes maintaining drainage systems regularly and completing routine maintenance and overlays on a regular schedule so that the need for costly reconstruction in the future is less likely.

6.0 Additional Evaluations

In addition to the road surface evaluation, additional data was collected to assist the town with planning and budgeting. This is summarized in the sections below.

6.1 Drainage

During the course of the work, general observations were made regarding the existing roadway drainage conditions. Some roads were found to have good drainage while others had no existing drainage at all. Poor drainage control contributes to much of the road



maintenance issues. These controls are both subsurface (high water table), surface water and puddling.

Since drainage plays a significant part in the life of a road, Underwood Engineers, Inc. recommends that the Town consider focusing efforts towards improving drainage throughout. This effort will lead to longer life of road improvements once made. These preventative maintenance improvements include the following:

- Portions of the roads throughout Town could benefit from installations of closed drainage infrastructure. This was particularly true on roads with lengthy hills and steep grades like Beach Pond Road and Haines Hill Road. This work would include installing a drainage system with catch basins and creating outfalls to discharge the water. Closed drainage systems with structure with properly sized inlet grates in areas with long grades can help mitigate ditch erosion and reduce the need for large, stone stabilized ditches by periodically capturing surface run-off into a pipe and reducing flow volumes in the ditch.
- A large percentage of Wolfeboro's roads s they climb and descend over hills or are constructed on the side of hills (Stoneham Road). These types of roads will often include some severe cut sections. Underdrain should often be installed in these areas. Cut sections have a tendency to trap groundwater underneath the roadbed. An underdrain lets this accumulated water drain from beneath the road helping keep the road bed dry.
- Install gravel backing on the edge of all pavements. Adding backing allows the
 water to flow away from the road once it leaves the paved surface. Storm water
 will travel over the backing and into the ditch as opposed to simply running off the
 edge and getting underneath the asphalt surface. Backing also creates a more stable
 shoulder that will have fewer tendencies to wash out in heavy rains and helps
 mitigate edge cracking.
- Maintain and clean existing ditches to control drainage. Ditches with slopes greater than 5% or 7% should be treated with rip-rap or pavement to minimize erosion. The balance of the ditches should be loamed and seeded.

6.2 Trees and Stone Walls

The character of Wolfeboro's rural and scenic roads is created by the close proximity of trees to the roadside and the presence of stone walls in areas. While this is aesthetically pleasing, it creates difficulty in maintaining a road and maintaining adequate sight distances around corners and intersections. Trees in close proximity to the road do not allow proper ditching and therefore much of the water runs against the pavement.

There is a balance to maintaining rural character and providing proper drainage control. It is important to understand that maintaining character creates more maintenance and more frequent road repairs. With scenic roads especially, the balance between safety/maintenance ability and retaining trees can be a fragile and difficult subject. A Hard Road to Travel states that trees and stonewalls can be removed along these designated roads with public approval by vote (pg 81). The section on scenic roads from A Hard Road to Travel can be found in Appendix I.



Certain compromises can be made to maintain that balance; therefore, consideration should be given to the following:

- Selectively remove trees to provide proper roadside drainage controls, particularly in areas where the moving water is causing significant erosion.
- Construct paved swales (or bituminous curbing) to control the water without the use of ditches. This will allow some of the trees to remain as well as reduce impacts to stone walls by not requiring the width of a proper ditch.
- Depending on the length of curbing or swales, closed drainage systems will be required to help convey gutter line runoff. This is an expensive option but can be installed in the street further reducing impacts or helping localize impacts to a single pipe outfall area.
- The town may elect to build (or restore existing) sections of stone walls where trees
 were thinned to help preserve the rural/historic feel. If constructed as part of the
 project, stone walls can be integrated into the design and placed where they are best
 meet the design intent

The canopy of trees, which can also add to the character of a road, can also impact the longevity of a road surface. Areas with thick tree canopies prevent the road surface from receiving any solar gain and drying out causing moisture to remain on the road surface. This can particularly be an issue in the winter time as moisture on the roadway can freeze and thaw and cause premature cracking and deterioration.

If trees remain as close to the road as they are in many areas, it should be recognized that maintenance will be more frequent.

7.0 Optimization of Road Repair Strategies

7.1 Strategy Optimization

UE worked with the Town to develop a list of repair strategies best suited for their road network. Each road section was reviewed individually and repair strategies with an assumed quantity were selected and optimized based on observations during the assessment process. By applying the unit price for each strategy an opinion of cost was calculated for each road segment (Appendix G).

The total amount for recommended work as identified in Appendix G is approximately \$20.4M. Since sufficient funds are unavailable to complete all recommended work at once for the entire road network, UE developed a recommended repair strategy and budget, providing a more feasible approach. Spreading this cost over the typical 20-year life span of a paved road the annual cost is approximately \$1.02M per year. This cost per year was used as a target budget to develop the prioritized schedule for the 10-year CIP.

A prioritized schedule of recommended repairs was developed by considering the PCI value of each road section. Roads with a lower overall PCI were given priority over roads with an overall higher PCI. In most instances, road surface conditions for each road varied



between each section for that given road. Priority was generally based on the section with the lowest ratings. However, the CIP schedule was developed so that the entire road length be improved at once with the recommended budget representing optimized repair strategies for each section. For example, the budget for a road like Beach Pond Road includes preventative maintenance overlays for the section recently reconstructed from Pine Hill Road (Rt 109A) to N. Line Road and reconstruction for the balance of the road length.

Table 7-1 below provides an abbreviated version of the recommended 10-year CIP found in Appendix H. This depicts the roads recommended for improvements and required budgets over the first 5 years of the CIP

Table 7-1: Abbreviated CIP Summary (5-Year)

	Surface	Length (Miles)	2020	2021	2022	2023	2024
Allen Rd	Α	0.26			\$196,000		
Anagance Ln	Α	0.22				\$181,000	
Bryant Rd	Α	1.22		\$937,000			
Canopache Rd	Α	0.20	\$119,000				
Cropley Hill Rd	А	0.05	\$8,000				
Dockside Rd	А	0.05			\$8,000		
Fairway Dr	А	0.23			\$28,000		
Goodrich Rd	А	0.14	\$19,000				
Haines Hill Rd	А	1.83					\$1,084,000
Hemlock Dr	А	0.46			\$60,000		
High St	Α	0.06	\$62,000				
Jenness Farm Rd	А	0.35			\$39,000		
Martin Hill Rd	А	0.04	\$58,000				
Park Av	Α	0.05	\$40,000				
Pleasant Valley Rd	А	3.41			\$824,000	\$1,053,000	
Sewall Rd	Α	1.89	\$240,000				
Stoneham Rd	A	0.90	\$795,000	\$260,000			
Waumbeck Rd	A	1.26					\$225,000
	Overlays: Reconstruction: Total:	12.6	\$267,000 \$1,074,000 \$1,341,000	\$260,000 \$937,000 \$1,197,000	\$135,000 \$1,020,000 \$1,155,000	\$229,200 \$1,005,000 \$1,234,000	\$225,000 \$1,084,000 \$1,309,000

Overlays

Reconstruction

As depicted above, there are instances where longer roads or roads that involve a greater scope of work consume the majority of the allocated planned budget for a given year or even multiple years (i.e. Pleasant Valley Road). When this occurs, shorter less expensive



roads are used to help fill in the prioritized schedule so that the entire recommended yearly budget is filled in. These shorter roads are also selected by trying to prioritize around the lowest PCI value.

Roads identified in the 10-year prioritized CIP are depicted in Figures 3 and 3A. The proposed CIP schedule and corresponding yearly budget is provided as Appendix H.

The table below summarizes the recommended yearly budget for roadway maintenance and improvements for the next ten years.

Table 7-2: Annual CIP Budget (2019 \$)

		Asphalt			Gravel			
Maintenance Category	%	CIP Budget	Operating	%	Capital	Maint.		
	(\$)		Budget	(\$)				
Routine	5	-	\$ 75,000	-	-	\$ 0.00		
Preventative	20		\$ 252,000	40	-	\$ 64,000		
Reconstruction	75	\$ 1,030,000	-	60	\$ 100,000	-		
Total Annual Costs:		\$ 1,030,000	\$ 327,000		\$ 100,000	\$ 64,000		

Total Annual Capital = \$ 1,130,000 Total Annual Routine Maintenance = \$ 391,000 Total Annual Capital and Maint. = \$ 1,521,000

Note: The summary above assumes that preventative maintenance (overlays) is not considered as capital improvements

As it is assumed that the current yearly capital budget is \$870,000, the recommended yearly budget shown above represents an increase of approximately \$260,000 per year for capital improvements.

7.2 Load Limits

UE recommends the use of load limit postings even if roads are rehabilitated or reconstructed. During the spring thaw, water can accumulate as ice melts getting trapped between the frozen base layers and asphalt layers. This trapped moisture saturate base materials as they thaw causing them to weaken and be susceptible to movement under heavy loads. Trapped water allows the pavement surface on a paved road to also become saturated, loosing much of its strength. This loss of strength in combination with a decrease in base material's strength will cause structural failure of the roadway and movement of the road surface when heavy loads are applied. Typical load limits posted by the state limit loads to 30,000 pounds.

When determining where seasonal load limits should be enacted, there are some basic criteria to follow (UNH T^2 – Guidelines for Road Restrictions):

- Usually placed on roads carrying less than 5,000 vehicles per day.
- Should be strongly considered where paved surface thickness is two inches or less.



- A paved or unpaved road with a fine-grained sub-grade (Silts and clays).
- Using local knowledge of the road system.
- Unpaved roads, with poor sub-grades in particular, are in the most danger to heavy loads.
- Poor drainage allowing pooling contributing to surface saturation.

UE does note that it may not be appropriate to post all roads in Town. Posting of all roads may create undue hardships for truck traffic to efficiently get from one side of Town to another. The Town should consider a road posting program that may permit truck traffic on select roads during the spring thaw months. These roads could be reconstructed to a slightly higher standard to be able to withstand heavy loads in the spring time. Permitting trucking on select roads would limit the risk of spring time load impacts to select roads therefore limiting premature deterioration on the remainder of the Town's road network. We also note that Wolfeboro is fortunate in that it has state roads that do cross the Town in both the north/south and east/west directions permitting the ability for cross town traffic in all directions

When developing the repair recommendations, certain roads were budgeted to have 4" a total nominal pavement thickness of 4" and/or additional gravel base thickness (10" crushed gravel) to provide additional strength heavier traffic volumes or trucking. These roads include:

- Beach Pond Road
- College Road
- Estabrook Road
- Filterbed Road
- Green Street
- North Wolfeboro Road
- Trotting Track Road
- Valley Lane
- Wickers Drive

A Hard Road to Travel states RSA 231:190 and 231:191 authorize the council or board of selectman to enact maximum load weight limits on class IV, V, and VI highways. In order for municipalities to have enforceable road weight limits the following should be completed:

- Minutes should memorialize testimony
- Limits must be posted
- Identify officials with authority to grant exemptions
- Grant exemption if limitation imposes significant interference

^{*}For more information on load limits, refer to University of New Hampshire Technology Transfer Center - Guidelines for Spring Road Use Restrictions, provided NHDOT maintenance guidance, and excerpt from *A Hard Road to Travel* (Appendix I).



8.0 Conclusions and Recommendations

8.1 Capital Improvements Plans and Budget

Though the Town currently carries a sizable yearly budget for capital roadway improvements of around \$870,000, additional budget is recommended so that the amount of yearly road work can increase and the Town can continue to aggressively complete roadway improvements. This may permit future long-term capital budgets to be reduced, though likely resulting in an increase in routine maintenance and overlay budgets so the Town can then maximize the life if it's newly reconstructed roads.

UE recommends that the improvements identified in Appendix G and prioritized in Appendix H be completed over the next 10 years. To manage this work, it is recommended that Wolfeboro maintain the following minimum annual budgets (adjusted for inflation):

	2020	2021	2022
Recommended Capital	\$1,130,000	\$1,164,000	\$1,200,000
Recommended O&M Budget	\$391,000	\$403,000	\$415,000
Total Budget	\$1,521,000	\$1,567,000	\$1,615,000

Table 8-1: Recommended Yearly Budget with Inflation

The C.I.P. should be updated and monitored internally on a yearly basis to track progress. On the fourth year, it is recommended that another evaluation be complete. This allows for a review of progress and reassessment of the CIP half way through the 10-year duration. Doing this may help the Town to stay ahead of its repair schedule or adjust priorities and budgets as needs and costs change. Completing the new evaluation on the fourth year also allows work to continue through that year and not have repairs on hold, increasing the ability to stay on course.

It should be noted even though a road does not have any recommended maintenance or work in within this 10-year time period, routine maintenance (ditching, crack sealing, and pot hole filling) should still be carried out to prolong surface life. Routine maintenance should also be performed on gravel roads so they are kept in good shape and their maintenance does not fall behind.

8.2 General Road Repair Approach

All reconstruction/rehabilitation projects should include additional evaluation (design phase engineering) prior to implementing to consider the following:

- Soils investigations
- Survey



^{1) &}quot;O&M" Budget represents paving overlays and routine maintenance.

²⁾ These costs should be adjusted as necessary to match the identified work.

- Drainage evaluation
- Design plans

8.2 Drainage

Good roadside drainage can be tough to achieve when trying to keep a rural character. However, it is apparent that Wolfeboro is actively incorporating drainage improvement in the road reconstruction programs and have used designs to help maintain that character. Many of the newly reconstructed roads had good drainage measures in place. The Town should continue this practice as it moves forward with the recommended CIP. Ongoing drainage considerations include:

- Adequate ditching or means of directing runoff away from the roadway to the greatest extent practical
- Installation of paved swales and closed drainage systems on steep grades
- Installation of underdrains in wet areas and cut areas
- Installation of curbing and closed drainage systems.
- Culvert replacements if not recently replaced with modern materials
- Use of infiltration practices and BMPS on gravel roads

Drainage is a large factor for many of the roads being in poor condition. It was apparent throughout the course of the evaluation that the Town completes routine maintenance on a regular basis including drainage and ditch work. It is recommended that the town keep up these efforts as much as possible to keep new roads looking and riding like new and helping old roads gain extended service life. Some recommendations in improving ditches and drainage are:

- Improved ditching
 - o Increase depth
 - o Develop / improve shape
 - o Remove or mow excess vegetation and keep clean
- Improved shoulders
- Gravel backing (to pavement edges)

It is also important that the town include maintenance of ditches and drainage systems on roads recently reconstructed. Many of the recently reconstructed roads appeared to have good drainage systems in place however most of them looked to need some maintenance (particularly cleaning catch basin inlet areas in ditches. It is important to keep up with the newer systems so that the Town can protect their investments.

All repairs (routine maintenance and capital improvements) should include ditching and drainage improvements. Costs for this work is included in the recommended budgets provided in this report (Section 7).

8.3 Pavement

All roadway reconstruction work should include a minimum 3" thickness for structure. As recommended in the repair strategies list, select heavier traveled roads should receive 4" of pavement. These roads include but may not be limited to:

Beach Pond Road



- Christian Ridge Road (Secondary Hospital Access and Church Access)
- College Road
- Estabrook Road (Brewster Academy Maintenance Access)
- Trotting Track Road

8.4 Soils Investigations

UE recommends that subsurface investigations be completed on all roads during the design phase so that insitu base and sub-base materials can be evaluated for their supportive strength and drainage characteristics.

- Existing bed materials directly below the pavement may not allow for a desirable reclaim asphalt product (RAP) and additional materials (i.e. stone) may be required to supplement the RAP
- Soft unsupportive soils may require additional excavation or fabric
- Poor draining soils may require underdrains to help lower groundwater elevations beneath the roadway

8.5 Base Materials

In addition to drainage control discussed above, having a poor gravel material is a leading cause of road failures. Acceptable base materials can include crushed gravel (NHDOT 304.3), processed crushed stone products (NHDOT 304.4), or reclaimed stabilized base. Reclaimed stabilized is typically the most cost-effective solution to improving base materials (particularly when supplemented with a crushed stone aggregate) in rural areas.

Due to the nature of existing pavements and typical base materials, reclaimed asphalt product produced during a reclamation operation can consist of heavy percentage of fine material with minimal large stone or coarse aggregate. Using a well graded course stone aggregate with minimal fines (NHDOT 703.357) is a cost-effective method to add strength and supplement reclaimed asphalt product with larger processed aggregate typically found in crushed gravel. The stone can be spread onto a paved surface in a layer two or three inches thick prior to the reclamation of a road and blended as one single operation. This method can help ensure a better blending as it is being blended during the initial pulverization. However, the force of the pavement being pulverized can also cause some break-up of the supplemental aggregate. Supplemental stone can also be added after initial pulverization and blended with a second pass of the reclamation equipment. This method can reduce aggregate break-up however the operation will have a tendency to move at a faster speed if not properly monitored, potentially resulting in a less consistent product blend.

Additionally, UE is currently working on updating the Town's Roadway Construction Standards which will provide recommended cross-sections for new roadways.

8.6 On Going Maintenance

The following maintenance regime is recommended:

- Crack sealing and patching every 2 years
- Overlays every 5-10 years
- Ongoing gravel backing



Ongoing ditch maintenance

It is recommended that routine inspection and maintenance is performed every year on all roads to help prolong the life and integrity. Failure in performing routine maintenance will result in larger repair costs in the future.

It is also recommended that the Town physically mark all culvert locations on the road surface. Locating culverts during the evaluation was often difficult due to shoulder over growth or complete burial. This could be done by installing timber posts or painting a small arrow on the side of the road where a culvert is located. We note that the Town appears to mark the culvert every year prior to winter as temporary marker made from branches and flagging were observed during the assessment at culvert locations. Implementing a permanent marking program would eliminate the need of marking out each structure in every fall prior to the winter months.

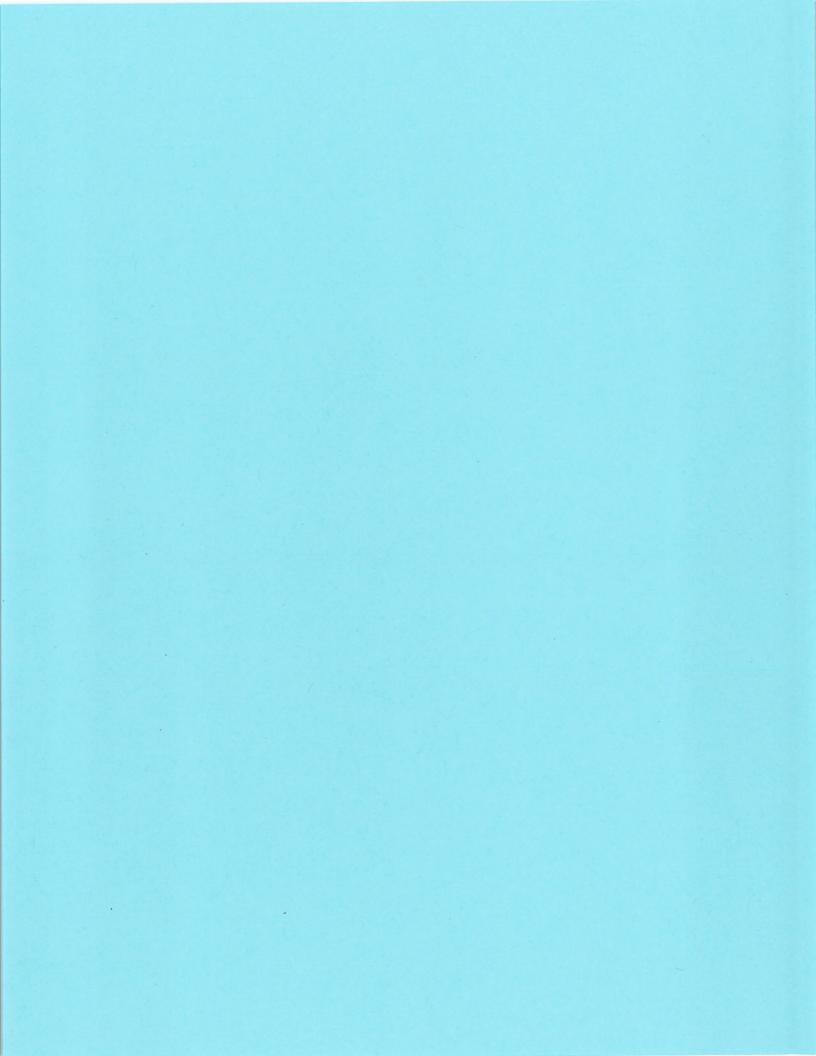
8.8 Construction Standards

Wolfeboro should work to maintain the following standards as road improvements are completed:

- Ditch maintenance This includes reconstruction/reshaping the ditches such that they are at least 12" deep, preferably 24" (or as required so that bottom of ditch is 6" below gravel grades.
- Install at least 12" of gravel backing to protect the edge of pavement.
- Complete spot repairs where significant cracking, rutting or any other disfiguration is visible or where the pavement is soft using the following guidelines.
 - Use construction fabrics in areas where sub-soils are known to be unsuitable, such as mud or marsh to stabilize rutting.
 - Use underdrains where the water table is known to be high or in large cut sections and there is a suitable outlet.
- Reconstruction and rehabilitation
 - When reclaiming, sample reclaimed asphalt product (RAP) and determine if additional aggregate and asphalt cement is needed in to meet NHDOT Section 401.2.10 (Appendix I).
 - When reconstructing, implement a quality control program to ensure that work completed meets town standards.

Additional construction standards can be found in the Town's Road Regulations which are currently being updated.





LIST OF FIGURES

- Figure 1 Roadway Classifications
- Figure 2/2A Roadway Section Delineations
- Figure 3 10-Year CIP Targeted Roads

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APPENDIX B

- Repair AlternativesDefinition of Terms

Repair Summary of Work

The following repair alternatives were chosen by Underwood Engineers that best fit the repair needs of the town.

Note:

- 1) Costs shown represent 2018 dollars
- 2) Units represent entire road surface. For example, to estimate for crack sealing:

Road Section Length = 1,000' Road Section Width = 22' Road Section Area = 22,000 SF Crack Sealing Unit Price = \$0.11/SF. Total cost for crack sealing = \$2,420

ASPHALT

PATCHING

• Furnish and install asphalt to fill in potholes in road surface

CRACK SEAL

- ◆ Fill in surface cracks with sealing material
- ◆ Cost = \$0.11/SF of total road surface (road length X road width)

1 ½" OVERLAY

- ♦ Apply a 1 ½" think layer of asphalt to the existing surface without the need to work the existing surface.
- \bullet Cost = \$0.56/SF

3" OVERLAY

- ♦ Apply a 3" thick layer of asphalt to the existing surface without the need to work the existing surface.
- Cost = \$1.14/SF

SHIMMING

♦ Asphalt applied where depressions, rutting, or any kind of un-level area exists in the surface of the road. Used to essentially to level off the road surface.

SHIMMING AND 1 1/2" OVERLAY

- ♦ Surface is shimmed where needed
- ♦ Apply 1 ½" overlay to the entire length of section
- Cost = \$0.72/SF

RECLAIM (8" DEPTH)

- Grind and recycle the existing road surface and base materials to a depth of 8"
- ♦ Can be reused as base material as an alternative for road reconstruction or to convert a paved road to a gravel road

RECLAIM WITH 3" OR 4" OVERLAY

- Grind and recycle existing asphalt and surface materials to a depth of 8"
- Reuse recycled material for the new base materials for the road
- ♦ Grade and compact new material
- ◆ Repave with 3 or 4 inches of pavement either 2-inch base or 1 inch wearing or 3-inch base with 1 inch wearing. Thickness should depend on volume and type of traffic on the road (see recommended repair strategies Appendix G).
- Cost with 3" Overlay = 1.65/SF
- ♦ Cost with 4" Overlay = \$2.01/SF

ROAD RECONSTRUCTION

- ♦ Remove pavement
- Remove 12" of base material and haul away
- Furnish and install under drains where needed
- Furnish and install 6" of gravel base material and compact
- Furnish and install 6" of crushed gravel material and compact
- ♦ Repave with 3 or 4 inches of pavement either 2-inch base or 1 inch wearing or 3-inch base with 1 inch wearing. Thickness should depend on volume and type of traffic on the road (see recommended repair strategies Appendix G).
- Cost includes a 15% contingency for engineering services.
- Cost with 3" overlay = \$4.62/SF
- Cost with 4" overlay = \$5.04/SF

REINFORCING FABRIC

- Furnish and install reinforcing fabric before paving
- \bullet Cost = \$2.48/SF

UNDERDRAIN

- Furnish and install 6" under drain
- ◆ Cost = \$21.36/LF of pipe installed

SPOT REPAIR

- Assumed 50 linear feet of road 20 feet wide
- Remove poor base material as needed (minimum of 12")
- ♦ Furnish and install under drains as needed
- Furnish and install 6" (minimum) of gravel base material and compact
- Furnish and install 6" (minimum) of crushed gravel material and compact
- ♦ Install a minimum 3" thickness of asphalt overlay
- ♦ Work ditches where needed to maintain proper drainage
- Cost = \$4,000.00 Each

SIDEWALKS

- Furnish and install 4" concrete sidewalk (includes all excavation and formwork necessary to complete the work).
- Furnish and install 6" reveal granite curbing.
- ◆ Cost = \$50.00/LF

CLOSED DRAIN SYSTEM

- ♦ Complete all earthwork necessary for installation
- ◆ Furnish and install CPE drainpipe. (Cost estimates based on 15" pipe)(Cost estimated by assuming 70% of total pipe installed to be plastic)
- ◆ Furnish and install RCP drainpipe. (Cost estimates based on 15" pipe)(Cost estimated by assuming 30% of total pipe installed to be reinforced concrete)
- Furnish and install catch basins, grates, and frames.
- Furnish and install drain manholes, covers, and frames.
- Furnish and install 6" reveal curbing as needed
- Cost includes a 15% contingency for engineering services.
- Cost = \$100.72/LF of pipe installed

GRAVEL BACKING

- Furnish and install gravels along edge of road to protect pavement edge
- Gravels extend approx. 12" from edge of pavement into the shoulder
- ♦ Top grade of gravel matches existing surface grade of asphalt
- Cost = \$0.50/LF

DITCHING

◆ Clean ditches along edge of roadway by removing and debris, soil deposits, or shrubbery

- Recommended depth for ditches is 24"
- ♦ Allow room for gravel backing on shoulder
- ◆ Cost = \$2.00/LF of road (work completed on both sides)

GRAVEL

SPOT REGRAVEL

- ♦ Add new crushed gravel in areas where potholes exist in the road surface
- ♦ Grade
- Cost = \$0.08/SF of total road surface

RESHAPE – ADD MINOR GRAVEL

- ♦ Reshape road to have proper crown
- Furnish and install minor amounts of crushed gravel where needed
- ♦ Grade
- Cost = \$0.25/SF of total road surface

ADD MAJOR GRAVEL – REGRADE AND COMPACT

- ♦ Reshape road to regain proper crown
- Furnish and install major amounts of crushed gravel in road
- ♦ Compact new material
- **♦** Grade
- \bullet Cost = \$0.64/sf of total road surface

RECONSTRUCT ROAD

- ♦ Remove a 12" depth of existing material
- Furnish and install under drain where needed
- ♦ Furnish and install 12" of new crushed gravel
- ♦ Compact in 6" lifts
- ♦ Grade and shape new material
- Complete any ditch work needed to maintain proper drainage
- Cost = \$2.13/SF

DEFINITION OF TERMS

ROAD CATEGORIES

Class-V Road: A road, asphalt or gravel, owned and maintained by the Town.

Class-VI Road: A road owned but no longer maintained by the Town.

State Road: A road owned and maintained by the State Department of

Transportation.

Private Road: A road owned and maintained by a private individual or

association.

Deferred Maintenance: When a road does not need any immediate maintenance

because it is a new road, in very good condition or an older

road in poor condition and is a low priority.

Routine Maintenance: When a road is only in need of minor maintenance such as

crack sealing, ditching, and gravel backing. This can also be a newer road in good condition or a road in poor condition

awaiting reconstruction.

Preventative Maintenance: When a road is beginning to show signs of stress. Usually

consisting of overlays, it extends the life of the road further. For the Town of Belmont, overlays were considered for roads where future rehabilitation was proposed, but avoided where

reconstruction was proposed.

Rehabilitation: When a road has a failing surface (pavement) but is still

holding the proper cross section suggesting good gravels. Subbase materials are largely adequate gravels and no new materials are needed. Rehabilitation consists primarily of reclamation (i.e. grinding) with new pavement. Work also may include spot repairs (reconstructing a short section) and

improving drainage conditions.

Reconstruction: Roads in this category have been noted to have poor structural

integrity of the surface and sub base has diminished creating ruts, potholes, and extensive cracking. Poor subsurface drainage has been identified. Work includes removal of surface and underlying soils and replacing with new gravels and pavement. This can also include extensive drainage work.

REPAIRS

Crack Sealing: The application of a rubberized asphalt material into cracks in

the paved surface. This helps prevent water from seeping

below the surface.

Gravel Backing: Gravel installed up against the edge of the pavement and

extends 1-2' into the shoulder. Carries water from the road

surface into the ditch and reduces edge cracking.

Ditching: Ditches give water running on the surface of the road a place to

go where it cannot get below the surface. Ditches also

encourage the drainage of water out of the gravels.

Preventative Overlay: Overlays extend the service life of the pavement a few more

years but are <u>not always</u> a permanent fix. This is also done where future rehabilitation will be completed including reclamation. The additional thickness of asphalt will give a better Reclaim Asphalt Product (R.A.P.) when the road is

ground.

Reclamation: The process of grinding and mixing (like tilling a garden) the

asphalt surface and the soils beneath to create one product, Reclaim Asphalt Product (R.A.P.). The R.A.P. is then compacted and shaped as the new road base. Asphalt is then

paved over the new base to a total thickness of 3 or 4."

Reinforcing Fabric: Usually applied in low, swampy areas, or where soils are fine

or silty. This acts as a barrier keeping the fine soils from migrating up into the base as water percolates in and out of the base soils. Silts and fines have the ability to retain water

causing frost heaves and other surface problems.

Enclosed Drain: Enclosed drainage can be installed to re-route the surface water

into sub-surface piping through the use of catch basins and discharging the runoff down stream. Often needed where

ditches cannot be installed or maintained.

Underdrain: Usually installed in areas where a road has been cut into the

side of or through a hill and/or where the water tables is expected to be high. It helps keep the sub-base dry in wet conditions. Perforated pipe is installed just below the gravels and ground water will drain into these pipes and flow to a pre-

determined discharge point.

Shimming:

Shimming can be a stand-alone fix but more commonly is used in conjunction with an overlay to help improve the road surface. Shimming involves applying thin layers of asphalts in rutted areas or very rough spots to aid in correcting the cross-section before paving.

Spot Repair:

Some roads are in good shape overall but have a few areas that are in poor condition. Instead of reconstructing the entire length of the road, a spot repair rebuilds only the short section of road in need. The remainder of the road may be left alone, overlayed, or rehabilitated.

APPENDIX E

• Roadway Condition Summary

Asphalt Roads Condition Summary Roadway Evaluation Wolfeboro, New Hampshire

Field Inspections and Assessments Completed November/December 2017

Road Name	No Outlet	Section Name	GIS ID (R###)	Sec	tion	NHDO	T NODES	Lanes	Road Width	Shoulder Width	Should	der Type	Pavement Backing	Shoulder Description	Section Length (mi)	Traffic	Importance
			, , , , , , , , , , , , , , , , , , , ,	Beginning	End				(ft)	(ft)	Gravel	Natural			GPS		
Al Doi:		Ab	0.44 .000	Dr 00	thur loop	3	to 8	2	22	1			no	low in areas with some erosion	0.78	1	1
Abanaukee Drive		Abanaukee-1	241, 693	Rt 28	thru loop						X	Х		low in areas with some erosion		ļ	<u>'</u>
Allen Road		Allen-1	289	Rt 28 Square Hill	Square Hill Rt 28		to 1536		22	2 2		X	no no		0.18	1 1	
Allen Road		Allen-2	694	1											<u> </u>		
Anagance Lane	X	Anagance-1	245	Canopache	End		to 11	2	22	1		Х	no	lawns	0.22	· ·	1
Bass Drive	Х	Bass-1	172	Rt 109	End		to 141 to 107	2	22	2	ļ	Х	no no	low in mailbox areas low in areas	0.19	1 1	1
Bassett Road Bassett Road		Bassett-1 Bassett-2	472 126	Forest Lary	Lary Old Lakeview		to 107 to 104	2 2	21	2	X	x	no	generally low	0.15	1 1	1 1
Bay Street		Bay-3	564	King	Taylor		to	2	22	2	×	, , , , , , , , , , , , , , , , , , ,	no	low in areas	0.07	3	2
Bay Street		Bay-1	563	Mill	King		to 96	2	33	2		x	no	partially curbed	0.12	3	2
Bay Street		Bay-2	562	King	King	96	to 97	2	22	2	x		no	low in areas	0.11	3	2
														low in areas	0.38	3	2
Bay Street Beach Pond Road		Bay-4 Beach-3	145 619	Taylor Furber	Rt 109A Bennett	1063	to 97 to 107	2 2	22	2 2	X		no yes	IOW III dieds	0.38	3	3
Beach Pond Road		Beach-4	621	Bennett	York		to 107		23	2	X		yes		0.25	3	3
Beach Pond Road		Beach-5	692	York	Sargents		to 1093		23	2	х		yes		0.28	3	3
Beach Pond Road		Beach-1	614	Rt109A	Trotting	146	to 151	2	23	2	х		yes		0.27	3	3
Beach Pond Road		Beach-2	615	Trotting	Furber	151	to 1063	2	23	2	x		yes		0.50	3	3
Beach Pond Road		Beach-6	622, 744	Sargents	N. Line	1093	to 208	2	23	2	x		yes		0.65	3	3
Beach Pond Road		Beach-11	629, 695	Brown +/-	Herritage		to	2	2,1	1	×		yes	low in areas	0.10	1	1
Beach Pond Road		Beach-15	13				to	2	20	1	х		yes	low on upgradient side	0.19	1	1
Beach Pond Road		Beach-8	626	Blueberry	Suncrest		to 128		20	2	X		no	low in areas	0.20	1 1	11
Beach Pond Road		Beach-9	718	Suncrest	Pt 318		to	2	20	2	X		no	low in areas	0.45 0.18	1 1	1 1
Beach Pond Road Beach Pond Road		Beach-13 Beach-7	720 625	N. Line	Blueberry		to 1096	2	20	1 2	X		yes yes		0.18	1 1	1 1
											1			shoulders low	0.22	1	1
Beck Drive		Beck-1	N/A	Rt 109A	Clement		to	2	27	2	Х		no			<u>'</u>	
Bernard Road	X	Bernard-1	65	Winterhaven	End	133	to 132	2	21	2	X		yes	gravel backing low at intersection soulder covered by leaf litter, difficult to	0.05	1	1
Berrywood Drive		Berrywood-1	474	Forest	Deer	114	to 110	2	21	1		x		observe	0.06	1	1
Berrywood Drive		Berrywood-2	475	Deer	Jiminy	110	to 112	2	21	1		x		soulder covered by leaf litter, difficult to observe	0.09	1	1
Berrywood Drive		Berrywood-3	39	Jiminy	Maplewood	112	to 892	2	21	1		х	no		0.13	1	1
Birch Road	x	Birch-1	97	Rt 109	End	28	to 27	2	18	2	×	x	no	shoulder grading satisfactory	0.15	1	1
Blackberry Lane	x	Blackberry-1	88	River	End	44	to 33	2	22	3	Х		no	low in areas	0.17	1	1
Brewster Heights		Brewster-2	251	Loop Connect	Top of hill	215	to 213	2	22	2			no	combo of paved swale, lawns, & gravel	0.10	1	1
Brewster Heights		Brewster-1	696	Pleasant Valley	Loop connect		to 215		22	2	Х		no	low in areas	0.07	1	1
Brewster Heights		Brewster-3	250, 379	Top of Hill	Loop connect		to 215		22	2		X	no	some lawns	0.25	11	11
Brown Road		Brown-1	211	Beach	Town line	210	to 6137	2	21	2	X		no		0.30	1 1	1
Bryant Road		Bryant-1	309	Rt 109	College	177	to 171	2	21	2		x	no		1.22	1	1
Canopache Road		Canopache-1	374	Rt 28	Anagance		to 14	2	21	1		X	no		0.15	1	1
Canopache Road	х	Canopache-2	697	Anagance	End		to 17	2	21	1 1		X	no	significant shoulder erosion	0.05	1 1	1 1
Central Avenue		Central-1	134	Rt 109	Depot		to	1 1	38	N/A				curbed	0.05 0.10	2	3
Chipmunk Lane	X	Chipmunk-1	62	Partridge	End		to 117		22	2		X	no	shoulders low			<u> </u>
Christian Ridge Road	х	Christian-1	99	Rt 28	End		to 919		22	1				some landscaped areas	0.20	2	3
Clark Road Clark Road		Clark-5	412	Claflin	Greenleaf Claflin	1399	to 202 to 1399		20	2 2	X		no no		0.06 0.13	1 1	1 1
BURK BORO	1	Clark-4 Clark-1	411 408	Clipper Rt 28	Goodrich		to 1398	2 2	22	2	X		no	low in areas	0.13	2	2

3/2019

Road Name	No Outlet	Section Name	GIS ID (R###)	Sec	tion	NHD	OT N	ODES	Lanes	Road Width	Shoulder Width	Should	der Type	Pavement Backing	Shoulder Description	Section Length (mi)	Traffic	Importance
	June		(,	Beginning	End					(ft)	(ft)	Gravel	Natural			GPS		
Clark Road		Clark-3	410	Fawn	Clipper	163		43	2	20	2	х		no	low in areas	0.12	2	2
Clark Road		Clark-6	413	Greenleaf	Lewando	202			2	20	3	Х		no		0.22	1 1	11
Clark Road		Clark-2	409	Goodrich	Fawn	54	to		2	20	2	X		no	low in areas	0.14	2	2
Clipper Drive		Clipper-1	108	Clark	Eagle	43	to		2 2	21	2	X	X	no		0.10 0.11	2 2	2
Clow Street	X	Clow-1	143	Pleasant	End/Private	91	to			17	·		X	no				L L
College Road		College-3	652,654	Westwood (e)	Bryant	1085		171	2	21	3	X		yes		0.84	2	1
College Road		College-2	650,651 283	Westwood (w) Rt 28	Westwood (e) Westwood	1084 164			2 2	21	3 3	X		yes no	low in areas	0.33 0.84	2 2	1 1
College Road		College-1													IOW III aleas			
Cotton Mountain Road		Cotton Mtn-1	657	Cotton Valley	Stoneham	187		189	2	22	2	X		no		0.52 0.77	1 2	1
Cotton Valley Road		Cotton-2	656	Jenness	Cotton Mtn	183	to		2	22	2	X		yes				<u> </u>
Cotton Valley Road		Cotton-1	655	Bryant	Jenness	171	to	183	2	22	2	х		yes	low in areas	0.58	2	1
Cresent Lake Avenue		Cresent-1	423	Rt 28	Pine	58	to	61	2	22	2	х		no	low in areas	0.13	2	1
Cricket Hill Road	х	Cricket-1	129	Forest	End	108			2	22	2		X	no	lawns, low in areas	0.11	1 1	1
Cropley Hill	X	Cropley	113	Lehner	End/Private	67	to	66	2	20		Х		no		0.05	1 1	1
Cross Road		Cross-1	240	Rt 28	Pleasant Valley	12	to	13	2	20	1	х		yes	low in areas	0.14	2	1
Deer Run		Deer-1	172	Berrywood	Cul-de-sac	110	to	111	2	21	1				covered in heavy leaf litter	0.09	1	1
Depot Street		Depot-1	438	Glendon	Railroad	76	to	75	2		N/A				curbed	0.05	2	3
Dockside Road		Dockside-1	135, 440	Rt 109	Rt 109	78	to	76	1	24	N/A				curb, buildings, & parking lot	0.05	2	3
Eagle Trace		Eagle-1	27	Clipper	Fairway	144			2	21	3	Х	X	no	low in aeas, particularly near pump station	0.13	1	1
Eagle Trace		Eagle-2	143	Fairway	Cul-de-sac	30	to		2	21	3	Х	Х	no		0.14	1 1	1 1
East Clark Road	ļ	Eask Clark-1	109 137	Goodrich Rt 109	Rt 28 End/Private	53	to	55	2	24	1	Х		no	combination of natural and curb	0.10 0.08	2	1 2
Endicott Street	X	Endicott-1					to				1		X	no	Combination of natural and curb			
Estabrook Road	x	Estabrook-1	105	Rt 28	Cul-de-sac	59	to	1291	2	22	1	х		no		0.15	2	2
Fairway Drive		Fairway-1	33	Eagle	Cul-de-sac	30	to	20	2	21	3	х	х	no	some landscaped areas, low in areas	0.23	1	1
Filterbed Road		Filterbed-1	558	Varney	WWTF	94	to	123	2	21	2	×		no		0.21	1	3
Forest Road		Forest-10	492	Spruce	Campfire	884	to	882	2	21	1	×		yes	low in areas	0.14	1	1
Forest Road		Forest-12	41	Storytelling	Rocky Shore	869	to	870	2	21	1	x		yes	low in areas	0.18	1	1
Forest Road		Forest-11	493	Campfire	Storytelling	882	to	869	2	21	1	х		yes	generally low	0.08	1	1
Forest Road		Forest-13	494	Rocky Shore	Parker Island	87	to		2	21	1	Х		yes	low in areas	0.06	1	1
Forest Road		Forest-14	78	Parker Island	End/Private	1554	to	871	2	21	1	X		yes	low in areas	0.28	1	1
Forest Road		Forest-9	490, 491	Hopewell	Spruce	886			2	21	1	×		yes	low in areas	0.36	1	1
Forest Road		Forest-8	484,485	Sewall	Hopewell	118	to	886	2	22	3		X	no	low in areas	0.40	2	2
Forest Road		Forest-7	453	Partridge	Sewall	115	to	118	2	22	3		×	no	generally low	0.07	2	2
Forest Road		Forest-6	454	Standard	Partridge	897	to	115	2	22	3	х		no	generally low	0.10	2	2
Forest Road		Forest-2	452	Lakeview	Bassett	106	to	108	2	22	3	х		no	low in areas	0.21	2	2
Forest Road		Forest-5	455	Dudly	Standard	899	to	897	2	22	3	x		no	generally low	0.07	2	2
Forest Road		Forest-1	458	Rt 109	Lakeview	105	to	106	2	22	2		Х	no	low in areas	0.10	2	2
Forest Road		Forest-4	456	Wiggin	Dudley	114			2	22	3	×		no	generally low	0.07	2	2
Forest Road		Forest-3	457	Bassett	Wiggin		to		2	22	3	х		no	some areas graded flat	0.07	2	2
Friar Tuck Way	1	Friar-1	227	Middleton	Middleton	1_1_	to	2	2	22	2	×	X	yes	low in areas	0.95	1 1	11
Friend Street		Friend-1	122	Varney	Rt 109	94	to		2	21	N/A				curbed	0.12	2	1
Glendon Street		Glendon-1	435	Lehner	School	73	to		2	28	N/A				curbed	0.05	1 1	1
Glendon Street	-	Glendon-2	90 407	School	Rt 109 E. Clark	72 54	to		2 2	24 22	N/A 1		ļ	no	curbed Low in areas, particularly at CB	0.07 0.04	3	2
Goodrich Road		Goodrich-1		Clark								X	X			***************************************	<u> </u>	
Goodrich Road	X	Goodrich-2	110	E. Clark	End	53	to		2	22	2		X	no	lawns	0.10	2	1
Green Street Greenleaf Drive	X	Green-1 Greenleaf-1	106 34	Rt 28 Clark	End Cul-de-sac	58 202	to		2	18 21	<u> </u>	×	X	no no	graded towards road surface some low areas	0.12	1	2
Grove Street	×	Grove-1	92	Rt 109	End	62	to	79	2	20	1	^	X	no	lawns, generally satisfactory	0.11	1	1
Haines Hill Road		Haines-1	641	N. Wolfeboro	Gravel	222	to	1559	2	22	2	×	X	no		0.54	1	1

Road Name	No Outlet	Section Name	GIS ID (R###)	Sec	tion	NHDОТ	NODES	Lanes	Road Width	Shoulder Width	Should	der Type	Pavement Backing	Shoulder Description	Section Length (mi)	Traffic	Importance
	Outlet		(13444)	Beginning	End				(ft)	(ft)	Gravel	Natural	Dacking		GPS		
aines Hill Road		Haines-3	216, 643	Chick	Rt 28	200 1	to 201	2	20		x		no		0.75	1	1
lemlock Drive		Hemlock-1	568	Rt 109	Carriage	1024	to 1025	2	22	3	×		no	low and erodded in areas	0.46	1	1
igh Street	х	High-1	96	Rt 109	End		to 35	2	16	2	x		no		0.06	1	1
ighland Terrace		Highland-1	123	Rt 109	Cul-de-sac	121 1	to 1326	2	21			X	no	low in areas	0.18	1	1
opewell Point Road		Hopewell-1	487	Forest	Spruce		to 860	2	22	2	X		yes	Gravel apparent beneath leaf litter	0.17	1	1
terlakes Way		Interlakes-1	265 & 586	Whitten	Cul-de-sac	933 1	to 984	2	21	3	X		no	generally low	0.30	1 1	1
enness Farm Road		Jenness-1	700	Stoneham	Gravel		to	2	20	2		x	no		0.05	1 1	1
		001111000 1				1							110			<u> </u>	
enness Farm Road		Jenness-3	281	Gravel	Cotton Valley	<u> </u>	to	2	20	2	X	х	no		0.30	1	1
miny Drive		Jiminy-1	60	Berrywood	Maplewood	112 1		2	21	1		X	no	low in areas	0.23	1 1	11
eewaydin Road		Keewaydin-1	521	Rt 109	Piper		to 1033	2	17	11		X	no	potential for pudling	0.14	2	1
eewaydin Road		Keewaydin-3	701	Old Keewaydin	Gravel	1022 1		2	18	1		X	no		0.14	1 1	1
eewaydin Road		Keewaydin-2	23	Piper	Old Keewaydin	1033 1	to 1022	2	17	1		X	no	grading prevetns run-off fromentering ditch	0.14	1	1
ng Street		King-2	703	King-1	Bay	125 1	to 96	2	18	2				primarily paved parking, minimal shoulder areas	0.06	1	1
ing Street		King-1	117	Bay	King-2	97 1	to 125	2	18	1		x	no	lawns, graded towards roadway	0.17	1	1
ake Street	X	Lake-1	136	Rt 109	End	82 1	to 81	1	varies	***************************************	х		no	width varies	0.05	1	1
akeview Drive	+-^ -	Lakeview-1	566	Rt 109	Jennifer		to 1020	2	21	2	 	х	no	high on cemetary side of road	0.15	T i	i
akeview Drive	l x	Lakeview-1	119	Jennifer	End/Private	1020		2	21	2		X	no	low in areas	0.15	1 1	1
ang Pond Road	1-^-	Lang-3	164	Musem	Town line		to 6126	2	21	1	×	^	yes	low in areas	0.13	1 1	1
	1	Lang-3	538	Rt 109	McCarthy		to 1551	2	21	1	X			IOW III algas	0.13		1
ang Pond Road			537	McCarthy	Musem	1051		2	21	1			yes	satisfactory	0.05	1 1	1
ang Pond Road		Lang-2								1	X		yes			1 1	<u> </u>
ary Road		Lary-2	471	Frank Goodwin	Boswell		to 107	2	21	2		X	no	low in areas	0.07	1	1
ary Road		Lary-1	131	Old Lakeview	Frank Goodwin		to 903	2	21	2		X	no	low in areas	0.10	1	1
hner Street		Lehner-3	434	Union	Glendon		to 73	2	36	N/A				curbed	0.06	3	2
hner Street		Lehner-2	431	Cropley	Union		to 70	2	30	N/A				curbed	0.12	3	2
hner Street		Lehner-1	430	Rt 109	Cropley Hill	63 t	to 37	2	30	N/A				curbed & parking lots	0.07	3	2
bby Street		Libby-1	142	Mill	Rt 109	86 t	to 85	2	18	N/A				partially curbed, asphalt swale, gravel parking areas	0.07	1	1
ucas Street	1	Lucas-1	466	Rt 109	Pleasant	101 t	to 100	2	20	1		х	no	Some graded towards road	0.05	1	1
aplewood Drive	1	Maplewood-2	479	Partridge	Applewood	1199 t		2	22	2		x	no	shoulders sloping to the road	0.04	1	1
aplewood Drive		Maplewood-1	478	Jiminy	Partridge		to 1199	2	22	2	l	X	no	high shoulders	0.12	1	1
aplewood Drive		Maplewood-1	56	Applewood	Berrywood	1234 t		2	22	2	l	x	no	some high at yards	0.12	1	1
		Maplewood-4	480	Berrywood	End	892 t		2	18			X		generally graded flat with the road or higher	0.08	1 1	1
aplewood Drive	X	Maplewood-4	400	Berrywood	EIIQ	092	10 11/a		10				no	generally graded hat with the road of higher	0.06	l	l l
artin Hill Road	x	Martin-1	704	Rt 109	End	181 t	to 180	1	18	1		x	no		0.04	1	1
liddleton Road		Middleton-1	334 & 335	Town line	Friar	8042 t	to 2	2	23	2	х		yes	low in select areas but backing generally satisfactory	0.24	2	1
/liddleton Road		Middleton-2	336 & 337	Friar	Alpine	2 t	to 231	2	23	1	x		yes	low in select areas but backing generally satisfactory	0.42	2	1
liddleton Road		Middleton-4	343	Rusty	Sleepy	827 t	to 826	2	23	1	х		yes	low in select areas but backing generally satisfactory	0.29	2	1
liddleton Road		Middleton-5	340 & 343	Sleepy	Rt 28	826 t	to 10	2	23	1	х		yes	low in select areas but backing generally satisfactory	0.19	2	23
/liddleton Road		Middleton-3	223	Alpine	Rusty	231 t	to 827	2	23	1	x		yes	low in select areas but backing generally satisfactory	0.47	2	1
ill Street		Mill-1	447	Rt 109	Libby	84 t	to 86	2	24	N/A				Satisfactory Some curbed areas	0.10	3	2
		Mill-2	571			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~							20			3	
ill Street		N. Line-3	706 & 3	Libby Sargents	Varney		to 92 to 1296	2 2	24 22	2		X	no	some curbed and parking lot areas	0.11 1.14	2	2
. Line Road					Knox					۷	×		no				2
I. Line Road		N. Line-2	623	Beach	Sargents	208 t	to 1091	2	22	3	×		no	Steep in some areas	0.46	2	2
I. Line Road		N. Line-4	624	Knox	Rt 28	1296 t		2	22	2	x		yes	Low in areas, steep in areas	0.82	2	2
lary Shores Road		Nary-3	507	Juniper	Lilac	1403 t	to 1219	2	21	2		x	no	generally low	0.05	1	1
ary Shores Road		Nary-1	57	Rt 109	Node 114	228 t	to 114	2	22	2	I	x	no		0.09	1	1
ary Shores Road		Nary-2	508	Node 114	Juniper		to 1403	2	22	2		x	no	generally low	0.05	1	1
ary Shores Road		Nary-4	505	Lilac	Hickory	1210 4	to 889	2	21	2		x	no	generally low	0.15	1 1	1
					Cedar				21				no	Generally low High berms/shoulders		1 1	1 4
ary Shores Road		Nary-5	501	Hickory			to ?	2		2		X	no		0.03	·	
ary Shores Road	X	Nary-6	500	Cedar	End/Private	 	to ?	2	21	l I		X	no	Exposed ledge in shoulder	0.02	1	<u> </u>
atures Way	x	Natures-1	310	Haines	End/Private	1 4204 4	to 1305		12	4	1	_ x	no	1	0.07	ا ہا	4

Road Name	No Outlet	Section Name	GIS ID (R###)	Sect	ion	NHDO	T NODES	Lanes	Road Width		Should	ler Type	Pavement Backing	Shoulder Description	Section Length (mi)	Traffic	Importance
	Outlet		(13,11,1)	Beginning	End				(ft)	(ft)	Gravel	Natural	Ŭ		GPS		
North Wolfeboro Road		Wolfeboro-1	331	Rt 28	Trask	212	to 222	2	20	2		x	no		0.84	1	2
Oak Street		Oak-1	470	Rt 109	Pleasant		to 90	2	22	N/A				Curbed	0.05 0.21	1	1 1
Oakwood Road		Oakwood-1	360 & 727	Rt 28	Stonehenge	7	to 818	2	22	2	X		yes	Backing looks fresh Backing looks fresh	0.21	1	1
Oakwood Road	Х	Oakwood-2	254	Stonehenge	End	818 n/a	to 9 to 103	2 2	22	2	X X		yes yes	satisfactory	0.14	1	1
Old Lakeview Terrace	***************************************	Old Lakeview-2	130	#18 Driveway	Lary	11/a				ı ı			yes				
Old Lakeview Terrace	,,	Old Lakeview-4	465	Bassett	Forest	104	to 106	2	21			X	yes	satisfactory satisfactory	0.06 0.13	1	1
Old Lakeview Terrace		Old Lakeview-1	726	Rt 109	#18 Driveway		to n/a to 104	2 2	21	1 1	Х	X	yes yes	satisfactory	0.08	1	1 1
Old Lakeview Terrace		Old Lakeview-3 Old Mill-1	464 25	Lary Rt 28	Bassett End		to 104 to 51	2	21	2	X	X	no	Some lawns	0.24	1	1
Old Mill Drive Old Rt 28	X X	Old 191111-1	328	Rt 28	End		to 1488	1	14	0		×	no	Poor	0.13	1	1
Park Avenue	×	Park-1	708	Rt 109	End		to 37	1	13	1		x	no	sloped towards the road	0.05	1	1
	^							1	22	1		x	no		0.07	1	1
Partridge Drive		Partridge-1 Partridge-2	477 476	Forest Chipmunk	Chipmunk Jiminy		to 116	2	22	2		X	no		0.07	1	1 1
Partridge Drive Percy Drive		Parmage-2 Percy-1	297	Trotting	Trotting		to 154	2	23	2		X	no		0.38	1	1
Pine Street		Pine-1	424	Cresent	Heron		to 921	2	22	2	***************************************	x	no	Some lawn areas and curbing	0.05	2	1
Pine Street		Pine-2	112	Heron	Rt 109	921	to 63	2	22	1				curbing and embankment	0.21	2	1
Pleasant Street		Pleasant-3	467	Clow	Adams		to 907	2	20	N/A				curbed	0.08	1	11
Pleasant Street		Pleasant-2	468	Oak	Clow		to 91	2	20	N/A				curbed	0.04	1	1
Pleasant Street		Pleasant-4	469	Adams	Sewall	907	to 88	2	20	N/A				curbed	0.06 0.18	1	1 1
Pleasant Street		Pleasant-1	144	Lucas	Oak	100	to 90	2	20	1 1		X	no	low in areas, partially curbed		l l	<u> </u>
Pleasant Valley Road		P. Valley-7	388, 389, 390, 391	Red Brook	Island View		to 948	2	21	2	х		no	low in some areas	0.36	3	1
Pleasant Valley Road		P. Valley-12	397, 235	Townsend	Stonyfield		to 834	2	21	2	X		no		0.21 0.28	2 2	1 1
Pleasant Valley Road		P. Valley-13	382	Stonyfield New Cordon	Brackett		to 22 to 846	2 2	21	1 2	X		yes no		0.20	3	1
Pleasant Valley Road		P. Valley-5	385 387	New Garden Churchill	Churchill Red Brook		to 846 to 845	2	21	$\frac{2}{2}$	x		no	low in some areas	0.19	3	1
Pleasant Valley Road		P. Valley-6 P. Valley-14	380	Bracket	Townline		to 6136	2	18	1	X		no	ion in como arous	0.17	1	1
Pleasant Valley Road Pleasant Valley Road		P. Valley-11	396	Pt. of Pines	Townsend		to 839	2	21	2	X		no	none near culvert	0.21	2	1
Pleasant Valley Road		P. Valley-9	400	Sunset	Pt. Breeze	841	to 841	2	21	2	x		no		0.11	2	1
Pleasant Valley Road		P. Valley-8	394	Island View	Sunset	948	to 841	2	21	2	x		no		0.34	3	1
Pleasant Valley Road		P. Valley-1	375	Rt 28	Brewster	15	to 182	2	24	2	x		no	some curb & asphalt berm. Low in areas	0.18	3	1
Pleasant Valley Road	х	P. Valley-15	N/A	Townline	Class VI	6136		2	18	1 1	<u> </u>		no	lourin como ar	0.43	3	1 1
Pleasant Valley Road	<u> </u>	P. Valley-2	376	Brewster	Cross		to 13	2	24	2	X		no	low in some areas	0.11 0.21	2	1
Pleasant Valley Road	_	P. Valley-10	395	Pt. Breeze Cross	Pt. of Pines Camp School	840 13	to 951 to 12	2 2	21	2 2	X	-	no no		0.13	3	1
Pleasant Valley Road Pleasant Valley Road		P. Valley-3 P. Valley-4	735 & 377 383	Camp School	New Garden	12	to 24	2	24	2	X		no		0.57	3	1
Pointe Sewall Road	x	Pointe-1	31	Sewall	End		to 227	2	22	2		×	no	generally satisfactory	0.27	1	1
Pork Hill Road		Pork-1	710	Rt 28	Townline	212	to 6093	2	22	2	×		yes	low in some areas	0.86	1	1
Port Wedeln Road	-	Wedeln-4	514	Norma's	Winterhaven	877	to 135	2	21	2	x	<u> </u>	yes	low in some areas	0.04	1	1
Port Wedeln Road		Wedeln-2	84	Winterhaven	Aspen	131	to 878	2	21	2	X		yes	low in some areas	0.51	1	1
Port Wedeln Road		Wedeln-3	515	Aspen	Norma's	878	to 877	2	21	2	х		yes	low in some areas	0.05	1	11
Port Wedeln Road		Wedeln-1	510	Rt 109	Winterhaven	130	to 131	. 2	21	2	X		yes	low in some areas	0.07	1	1
Railroad Street		Railroad-1	133	Corner	Rt 109		to 78	1	42	N/A				curbed with parking both sides	0.04	3	3
River Street		River-1	95	Rt 109	Blackberry	39	to 44	2	22	2	X	X	no	low in some areas	0.33	2	1 1
River Street		River-2	575	Blackberry	End	44	to 45	2	22	3	X		no	low in some areas	0.84	3	1 2
School Street		School-1	146	Glendon	Union		to 71	2	24	N/A			 	curbed curbed	0.05	1	1 1
School Street		School-2	91	Union	End/School Rt 109	71 88	to 68	2 2	17 21	N/A N/A		-	 	curbed	0.03	1 1	1 2
Sewall Road		Sewall-6 Sewall-3	449 30	Pleasant Knoll	Overlay @ #404		to 87 to n/a	2	21	1 1 1 1 1	×		no	low in some areas	0.44	1 1	1 1
Sewall Road Sewall Road	1	Sewall-1	451	Forest	Frye		to 1253		21	2	x		no	satisfactory	0.03	1	1
Sewall Road	-	Sewall-2	450	Frye	Knoll	1253		2	21	2	X		no	satisfactory	0.06	1	1
Sewall Road		Sewall-4	30	Overlay @ #404	Pointe Sewall	n/a	to 226	2	21	1		х	no	appears satisfactory	1.08	1	2

Road Name	No Outlet	Section Name	GIS ID (R###)	Sec	tion	NHD	OT N	ODES	Lanes	Road Width	Shoulder Width	Shoule	der Type	Pavement Backing	Shoulder Description	Section Length (mi)	Traffic	Importance
			(,	Beginning	End					(ft)	(ft)	Gravel	Natural			GPS		
Sewall Road		Sewall-5	139	Pointe Sewall	Pleasant	226	to	88	2	21	2	х		no	low in some areas	0.72	1	2
Silver Street	х	Silver-1	711	Rt 109	Boat Launch	34	to	38	2	20	N/A		X	no	lawn & parking lot	0.05	2	2
Sleepy Hollow		Sleepy-1	256	Mlddleton	thru loop	826	to	829	2	23	2	х		no	steep in some areas, low in some areas	0.45	1	1
Springfield Point Road	х	Springfield-2	354	Worcester	End/Private	809	to	4	2	22	2	X		no	low in some areas	0.17	1	1
Springfield Point Road		Springfield-1	12	Rt 28	Wocester	5	to	808	2	22	3	X		no	low in some areas	0.71	1	1
Spruce Road		Spruce-1	487	Hopewell	Tips Cove	860	to	864	2	20	2	X		yes	fresh backing	0.15	1	1
Spruce Road		Spruce-2	81	Tips Cove	Forest	864	to	884	2	20	2	X		yes	fresh backing	0.48	1	1
Stoddard Road		Stoddard-2	723	Stoddard-1	Stoddard-3		to		2	17	2	×		no	areas of erosion noted	0.14	1	1
Stoddard Road		Stoddard-4	215	Stoddard-3	Stoddard-5		to		2	20	2	x	x	no	low in some areas	0.33	1	1
Stoneham Road		Stoneham-2	659	Cotton Mtn	Jenness	189	to	185	2	20	2	x		yes		0.73	1	1
Stoneham Road	x	Stoneham-3	280	Jenness	End	185	to	1113	2	19	2	x		no		0.43	1	1
	^											<u> </u>			limited shoulders to do road cut into side of			
Stoneham Road		Stoneham-1	649	Townline	Cotton Mtn	6133	to	189	2	20	1		Х	no	hill	0.90	1	1
Stonehenge Road	×	Stonehenge-1	252	Oakwoods	End	818	to	819	2	22	2	x		yes	Eroded at intersection with Oakwood	0.27	1	1
Tips Cove Road	X	Tips-1	28	Spruce	End	864	to	865	2	20	2	X		yes	fresh backing	0.26	1	1
Trask Mountain Road		Trask-1	746 & 747	N. Wolfeboro	Gravel	222			2	20	2	T x	X	no	Low with some erosion in areas	0.25	1	1
Treadwell Lane	×	Treadwell-1	269	Rt 28	End	47	to	46	2	20	2	X	X	no	low in areas	0.15	1	1
Trotting Track Road		Trotting-2	612	Percy	Percy	154	to	152	2	22	3	х		no		0.11	3	2
Trotting Track Road		Trotting-1	14	Rt 28	Percy	156	to	154	2	22	2	х		no		0.36	3	1
Trotting Track Road		Trotting-3	743 & 183	Percy	Beach	152	to	151	2	22	2	x		no		0.89	3	2
Union Street		Union-1	432	Lehner	School	70	to	71	2	24	N/A				curbed	0.04	1	1
Union Street		Union-2	114	School	Rt 109	71	to	69	2	30	N/A				curbed	0.07	3	3
Upper Trask Mountain Road		Upper Trask-1	640	Trask	Cul-de-sac	220		221	2	21	2	х		no		0.33	1	1
Valley Lane		Valley-1	715	Lehner	Parking Lot	1515		1516	2	24	N/A				curbed	0.02	3	2
Varney Road	X	Varney-2	121 & 717	Friend	end/private	94	to	126	2	19			X	no	low in areas	0.43	1	1
Varney Road		Varney-1	565	Mill	Friend	92	to	94	2	24	1		X	no	curbing on one side	0.13	1	2
Waumbeck Road		Waumbec-2	542	Council Tree	Jason	1320	to	1030	2	22	2	x		yes	generally satisfactory	0.09	2	2
Waumbeck Road		Waumbec-3	539	Jason	Autumn	1030	to	143	2	22	3		х	yes	generally satisfactory	0.32	2	2
Waumbeck Road		Waumbec-4	153	Autumn	Rt 109A	143	to	147	2	22	3	х		yes	generally satisfactory	0.27	2	2
Waumbeck Road		Waumbec-1	171	Rt 109	Council Tree	136	to	1320	2	24	3	x		no	low in areas	0.58	2	2
Whitten Neck Road		Whitten-1	579	Rt 109	Dores	29	to	1167	2	20	1	х		yes	low and erodded in areas	0.13	2	1
Whitten Neck Road		Whitten-3	5, 582, 584	Crystal	Interlakes	986	to	933	2	22	1	х		yes		0.22	2	1
Whitten Neck Road		Whitten-2	580	Dores	Crystal	1167	to	986	2	22	1	Х		yes	Curbed at bridge crossing	0.13	2	1
Wickers Drive	×	Wickers-1	198	Rt 109A	End			1019	2	23	3	х		no	low shoulder due to trucks turning from factory	0.10	1	2
Willow Street	×	Willow-1	93	Rt 109	End	41	to	42	1	15	2	х		no	low in areas	0.07	1	1
Winterhaven Road		Winter-3	513	P. Wedeln	Lloyd	115	to	1547	2	21	2	х		yes	low in areas	0.04	1	1
Winterhaven Road		Winter-1	83	P. Wedeln	Bernard	131	to	133	2	21	2	х		yes	low in areas	0.51	1	1
Winterhaven Road		Winter-2	512	Bernard	P.Wedeln	133	to	135	2	21	2	х		yes	low in areas	0.03	1	1
												L			Paved Total:	53 35		

Paved Total: 53.35 Gravel Total: 10.60

Road Name	No Outlet	Section Name	Inspection Date	Alligator Cracking	Long / Trans Cracking	Edge Cracking	Patch / Pothole	Roughness	Rutting	Drainage	PCI 2017	Additional Comments
Abanaukee Drive		Abanaukee-1	11/28/17	5	8	5	2	R	8	8	56	.05 miles added to account for double entrance. Many culverts crossing yards, inlets and outlets should be stabilized. Shoulder erosion cause for lower drain
Allen Road		Allen-1	12/4/17	5	14	11	2	15	14	14	25	score. Some stone lined ditches. Road in poor condition. Some structures and ditching in areas but overall ditching needs improvement. Badly settled conduit trench at Square Hill.
Allen Road		Allen-2	12/4/17	8	14	11	2	15	14	14	22	Road in poor condition. Some structures and ditching in areas but overall ditching needs improvement. Badiy settled conduit trench at Square Hill. Road in poor condition. Standing water in ditch.
Anagance Lane	х	Anagance-1	11/28/17	11	5	11	2	8	8	14	41	Areas where edge of road/shoulder are pushing up. Sump pump discharges onto roadway and puddles on surface in rut. Watermain patch at the end of the road is in fair condition with minor settlement. Some existing ditching on up-gradient side of roadway.
Bass Drive	X	Bass-1	11/15/17	5	2	5	1	l 0	0	0	87	Some patching on the up gradient side at the corner.
Bassett Road		Bassett-1	11/21/17	2	8	5	0	Ö	8	2	75	Alligator cracking at the more severe transverse cracks .
Bassett Road		Bassett-2	11/21/17	5	5	8	0	0	8	2	72	Alligator cracking on centerline at Old Lakeview. Previous crack sealing work complete.
Bay Street		Bay-3	11/27/17	2	5	5	0	0	0	2	86	Isolated alligator cracking in one area. Edge cracking at paved driveways. Previous crack sealing work completed.
Bay Street		Bay-1	11/27/17	0	5	0	2	8	0	2	83	Bay Street appears to be a cut through from Rte. 109 to Rte. 109A with painted "sharrows observed. Surface bumps up onto box culvert. Some minor settlement around manhole covers. Painted "sharrows" observed
Bay Street		Bay-2	11/27/17	0	5	2	0	8	0	2	83	Pavement overlay approximately 200' from node 96, width of the section taken at the overlay. Previous crack sealing work completed. CB observed with paved
Bay Street		Bay-4	11/27/17	2	5	8	2	l	n	2	Ω1	aprons. Some settlement around gate valves in non overlay portion of section. Isolated alligator cracking. Wet area adjacent to roadway, approximately 4' lower than finish grade. Minor ditch erosion. CB's observed
Beach Pond Road		Beach-3	12/4/17	0	0	0	0	0	0	0	100	Higher importance due to access to transfer station. Segment reconstructed between 2014 and 2016. Surface drainage generally satisfactory.
Beach Pond Road		Beach-4	12/4/17	0	0	0	0	1 0	0	0	100	Higher importance due to access to transfer station. Segment reconstructed between 2014 and 2016. Surface drainage generally satisfactory. Higher importance due to access to transfer station. Segment reconstructed between 2014 and 2016. Surface drainage generally satisfactory.
Beach Pond Road		Beach-5	12/4/17	0	0	0	0	0	0	Ö	100	Higher importance due to access to transfer station. Segment reconstructed between 2014 and 2016. Surface drainage generally satisfactory.
												Higher importance due to access to transfer station. Segment reconstructed between 2014 and 2016. Surface drainage generally satisfactory. CB off the edge
Beach Pond Road		Beach-1	12/4/17	0	0	0	0	0	0	2	98	of the road (some need grates cleared). Low shoulder along inside corners
Beach Pond Road		Beach-2	12/4/17	0	0	0	0	0	0	2	98	Higher importance due to access to transfer station. Segment reconstructed between 2014 and 2016. Surface drainage generally satisfactory. Low shoulder along inside corners
Beach Pond Road		Beach-6	12/4/17	0	0	0	0	0	0	2	98	Higher importance due to access to transfer station. Segment reconstructed between 2014 and 2016. Surface drainage generally satisfactory.
Beach Pond Road		Beach-11	12/4/17	0	8	2	0	0	0	2	88	Section begins approximately 200 hundred feet south of Brown Street. Short section of road between gravel section in good condition. Brook section along the edge of road appears to be well stabilized
Beach Pond Road		Beach-15	12/4/17	0	11	8	0	0	0	2	79	Surface drainage appears satisfactory
Beach Pond Road		Beach-8	12/4/17	5	11	8	2	0	8	2	64	Surface drainage generally appears functional.
Beach Pond Road		Beach-9	12/4/17	5	14	11	2	0	8	2	58	Surface drainage generally appears functional.
Beach Pond Road		Beach-13	12/4/17	5	11	8	5	0	0	14	57	Some ditch erosion
Beach Pond Road		Beach-7	12/4/17	8	8	11	2	0	8	8	55	Surface drainage generally appears functional. Culverts should be inspected for cleaning.
Beck Drive		Beck-1	11/27/17	0	0	0	0	0	0	2	98	Guardrail throughout the road length. Road serves multi unit housing complex. Stone stabilized side slopes. Inspection ended at clement court as limit of town maintained roadway not clear. Cross section appears to be flat
Bernard Road	Х	Bernard-1	11/15/17	0	0	0	0	0	0	2	98	Recently overlaid. As noted very low shoulders at intersection with Whitehaven Road
Berrywood Drive		Berrywood-1	11/16/17	5	8	5	2	0	8	8	64	Short guardrail section on both sides near forest. Some edges covered by leaves. Guardrail at Deer Run as well. Pavement patch at Deer Run settled.
Berrywood Drive		Berrywood-2	11/16/17	11	11	5	2	0	8	8	55	Guardrail at Deer Run and Jiminy
Berrywood Drive		Berrywood-3	11/16/17	14	8	11	5	8	8	8	38	Section in worse condition of three sections for this road. Shoulder being pushed up in severe cracking areas
Birch Road	х	Birch-1	12/1/17	0	0	2	0	0	0	2	96	Inspection to end of pavement. CB's and structures observed along with some ditching. Road in good condition. Some edge cracking on the second connection to Rte. 109
Blackberry Lane	x	Blackberry-1	12/1/17	11	11	11	2	8	0	2	55	Roughness due to significant amount of cracking. Surface drainage appears satisfactory
Brewster Heights		Brewster-2	11/29/17	5	5	5	0	8	0	2	75	Previous crack seal work complete. Roadside drainage appears stable and satisfactory for steep grade. Paved swales observed with periodic discharges. One area of erosion noted at the top of the hill
Brewster Heights		Brewster-1	11/29/17	5	0	5	0	n	g g	8	74	Lower drain score due to puddle near P. Valley intersection. Previous crack seal work complete
Brewster Heights		Brewster-3	11/29/17	5	8	8	0	8	0	8	63	Poor drainage and asphalt condition on upper portion of road. Previous crack seal work completed
Brown Road		Brown-1	12/4/17	5	11	14	2	8	8	2	50	Town line not obvious. Inspection completed to hidden Valley Estates. Despite cracking surface drainage appears functional.
Bryant Road		Bryant-1	12/6/17	11	14	8	Б	15	Ω	8	31	Surface drainage (ditching) generally appears functional but needs cleaning. Isolated areas of surface run-off onto roadway. Two large diameter CMP culvert crossings (one crossing double barrel). Crossing with the rail trail is very rough. Wetlands encroach in multiple areas. Rock observed protruding through the
•							J		0			pavement.
Canopache Road		Canopache-1	11/28/17	11	8	8	0	8	14	14	37	Road is in poor condition. Utility pole noted to be approximately 1' from the edge of the road.
Canopache Road	X	Canopache-2	11/28/17	14	11	11	2	8	8	14	32	Road is in poor condition.
Central Avenue		Central-1	11/29/17	0	5	5	0	0	0	2	93	One way road. Parking on both sides (angled and parallel). Closed drainage system
Chipmunk Lane Christian Ridge Road	X	Chipmunk-1 Christian-1	11/16/17 11/29/17	5	11	5	0	8	0	8 2	85 69	Good ditching, tight against the edge of road at Partridge intersection Higher importance and traffic as road is access to hospital and church. Wider at intersection to Rte. 28 due to additional turning lane03 added to measured
				_		-						length for hammer head end . CB's in paved swales and in grass
Clark Road		Clark-5	11/28/17	0	2	2	0	0	0	2	94	
Clark Road		Clark-4	11/28/17	0	5	2 -	0	0	0	2	91	
Clark Road	L	Clark-1	11/28/17	0	5	5	0	0	0	8	82	CB in lawns off EOP. Isolated cracking but road is in good shape overall. Higher importance and traffic due to Genesis Health Center 4/23/2019

Road Name	No Outlet	Section Name	Inspection Date	Alligator Cracking	Long / Trans Cracking	Edge Cracking	Patch / Pothole	Roughness	Rutting	Drainage	PCI 2017	
Clark Road		Clark-3	11/28/17	2	5	5	0	0	8 8	2	78 77	Road generally in good condition Previous crack seal work completed. Based on cracks section appears to be worse section of road
Clark Road		Clark-6 Clark-2	11/28/17 11/28/17	2 5	<u>8</u>	5	0	0	8	2	75	CBs off edge of pavement, some have aprons
Clark Road Clipper Drive		Clark-2 Clipper-1	11/28/17	5	5	8	0	0	0	8	74	Higher importance and traffic due Genesis Health Center
Clow Street	X	Clow-1	11/22/17	8	8	5	2	8	8	8	53	Some paved swales, CBs and ditching. Minor puddling on roadway. Shallow culvert crossing. Parking lot for cross country ski trail at end of road
College Road		College-3	12/5/17	0	8	8	0	0	0	8	76	Better section of road. 36" CMP culvert noted with inlet completely blocked with debris. Some cut-outs in the shoulder observed near Bryant Road to reduce volume of water going down hill may cause sedimentation of adjacent wetland areas. Consider implementation of BMP's
College Road		College-2	12/5/17	2	11	5	2	8	8	8	56	
College Road		College-1	12/5/17	11	14	11	14	15	8	8	19	Embankment tight to edge of road at start of section. Otherwise shoulder grading and roadside drainage appears satisfactory Some shoulder erosion at top of section. Embankment erosion at intersection with Cotton Valley Road. Also embankments noted to protruding ledge adjacent to
Cotton Mountain Road		Cotton Mtn-1	12/6/17	11	11	11	0	8	8	8	43	roadway.
Cotton Valley Road		Cotton-2	12/6/17	0	0	2	0	Ü	0	8	90	Some culverts should be cleaned. Cross section appears flat in some areas. Steep side slope areas may merit guardrails Reconstructed in 2011 or 2012 and overall in good condition. Surface drainage appears satisfactory. Short section of severe centerline cracking noted. Culvert
Cotton Valley Road		Cotton-1	12/6/17	2	8	5	0	0	0	2	83	inlets appear to be full of leaf litter and should be cleaned. CBs, some located in paved swales. Large amounts of low to medium cracking. Road seems to have heavy traffic and could be used as cut through to 109 to
Cresent Lake Avenue		Cresent-1	11/29/17	5	11	5	0	8	0	2	69	avoid main intersection. Consider posting "no through traffic".
Cricket Hill Road	X	Cricket-1	11/16/17 11/29/17	2	8 11	5	0 5	U Q	8	0 8	76 61	Severe edge cracking at turn around. Appears to be rutting and sever crack longitudinal crack at forest intersection. New closed drainage system at top of road. Swale should be regraded to help CB catch run-off more efficiently
Cropley Hill	Х	Cropley			11	<u> </u>	J J					
Cross Road		Cross-1	11/29/17	0	0	0	0	0	0	2	98	Road reconstructed in 2014 and is in good condition. Culvert crossing through wetland with 2-24" +/- pipes. Cut through from Pleasant Valley Road to Rte. 28. Length includes cul-de-sac loop. Most of edge covered in leaves and not visible but low severity cracking noted. Ditches in place, some steep embankments. 2
Deer Run		Deer-1	11/16/17	0	0	5	5	0	0	2	88	larger patches noted. Overall roadway is in good condition
Depot Street		Depot-1	11/29/17	0	8	2	0	0	0	2	88	
Dockside Road		Dockside-1	11/28/17	8	8	2	5	2	0	8	67	one way road, access to public parking area and docks/ Silt around CB from previous excavation work (fresh trench patches). Width measured as approximate traveled way between buildings.
Eagle Trace		Eagle-1	11/28/17	0	8	5	0	0	0	2	85	besides low shoulder area surface drainage appears functional.
Eagle Trace		Eagle-2	11/28/17	0	11	8 5	0 2	0	0	2 8	79 52	2 cross culverts in cul-de-sac. Potentially outlet behind homes on down gradient side
East Clark Road Endicott Street	×	Eask Clark-1 Endicott-1	11/28/17 11/22/17	14 0	11 5	2	0	<u> </u>	0	8	85	Access to bank parking lot
Estabrook Road	X	Estabrook-1	11/28/17	8	8	5	2	8	8	8	53	Narrow ditches. Some outlet to shoulder surface and run0off onto academy walkway. Trench drain in place but appears in-effective. Road is cul-de-sac access to Brewster Academy Smith Center. Length includes cul-de-sac
Fairway Drive		Fairway-1	11/28/17	2	8	11	2	8	0	2	67	Length includes cul-de-sac. Roadway in cul-de-sac is in poor condition. Majority of the road appears to be built through a wetland area. Road is access to WWTF. Roughness is a most of the trans. Cracking. Bulges in select areas and the culvert crossing is raised. Some sand on the roadway
Filterbed Road		Filterbed-1	11/27/17	8	11	5	2	8	8	8	50	from adjacent driveways indicates drainage problems. Short section of curbing (100' +/- at the Varney Road intersection. Settlement/rutting observed along the roadway centerline.
Forest Road		Forest-10	11/21/17	0	0	0	2	0	0	0	98	Patch around hydrant valve. Road reconstructed in 2013 & 2014
Forest Road		Forest-12	11/21/17	0	0	2	0	0	0	0	98	Roadway reconstructed in 2013 & 2014. Ditches observed with CBs. Survey control by White Mountain Survey noted adjacent to the culvert inlet across from Storytelling Road
Forest Road		Forest-11	11/21/17	0	0	2	0	0	0	2	96	Roadway reconstructed in 2013 & 2014. Ditches observed with CBs
Forest Road		Forest-13	11/21/17	0	0 2	2 2	0	0	0	2 2	96	Roadway reconstructed in 2013 & 2014. Ditches tight to edge of road in areas of steep embankments Roadway reconstructed in 2013 & 2014. Ditches tight to edge of road in areas of steep embankments. CBs noted.
Forest Road Forest Road		Forest-14 Forest-9	11/21/17 11/21/17	0	5	2	0	0	0	2	94 91	Roadway reconstructed in 2013 & 2014. Steep grade has satisfactory stone ditches. Edge cracking in one isolated area of medium severity longitudinal
Forest Road		Forest-8	11/21/17	0	8	2	2	0	0	2	86	cracking. Small gate valve patch at Hopewell Road Intersection. Previous crack sealing work completed. "Sharrows" painted from town beach to Rte. 109.
Forest Road		Forest-7	11/21/17	0	5	2	0	0	8	2	83	Some crack sealing previously completed. Some wheel path rutting with potential from run-off in wheel path. Isolated minor shoulder erosion. Good ditching and shoulder grading away from road
Forest Road		Forest-6	11/21/17	0	5	5	0	0	8	2	80	Previous crack sealing work completed. Good ditching. Potential for run-off in wheel path (minor rutting).
Forest Road		Forest-2	11/21/17	0	8	5	0	0	0	8	79	Large trees encroaching on roadway. See pictures. CB's throughout with one being very low and causing edge cracking. Paved apron around grate recommended to help preserve pavement edge. Good ditching on one side,
Forest Road		Forest-5 Forest-1	11/21/17 11/21/17	0	5	2	2	0	8 8	8 8	78 77	Run-off encroaching shoulder with minor erosion "Sharrows" observed painted along the road between 109 and the town beach
Forest Road Forest Road		Forest-4	11/21/17	0	5	5	0	0	8	8	74	Minor wheel rutting. Potential for run-off to flow in wheel ruts. Shoulder erosion noted. Previous crack sealing work complete. Isolated moderate trans cracking
Forest Road	<u> </u>	Forest-3	11/21/17	0	5	5	0	2	8	8	72	Good ditching on one side, needed on the other side. Potential ruts
Friar Tuck Way	1	Friar-1	11/29/17	0	11	8	0	0	0	8	73	Some shoulder erosion. Previous crack seal work completed.
Friend Street		Friend-1	11/27/17	2	5	0	0	0	0	0	93	Catch basins and driveway culverts with ditches behind curbing. Cracking generally isolated to CB and crossing locations. Edge cracking at curb not observed but may be concealed by leaf litter.
Glendon Street		Glendon-1	11/29/17	2	5	2	0	0	0	2	89	
Glendon Street		Glendon-2	11/29/17	5	5	0	0	0	0	2	88	Partial on-way with parallel parking on one side. Previous crack sealing work completed.
Goodrich Road		Goodrich-1	11/28/17	5	5	2	5	8	0	8	67	Full length overlay one lane, cracked at the seam. Full length overlay one lane. CBs off edge of road in lawns. Frame elevations are low with edge cracking the CB locations. Evidence of some puddles observed.
Goodrich Road	×	Goodrich-2	11/28/17	11	8	2	2	0	8	8	61 58	Community garden at the end of the road Puddle/pothole area at intersection with Rte. 28. Road served Brewster Academy maintenance garage.
Green Street Greenleaf Drive	X	Green-1 Greenleaf-1	11/28/17 11/28/17	8 5	11	5	5 2	0	0	2	75	Patching around manhole covers and new house construction. Previous crack sealing work complete. Length provided includes cul-de-sac
Greenlear Drive Grove Street	 x	Grove-1	11/29/17	0	0	2	0	0	0	2	96	Roadway reconstructed in 2014 & 2015. CBs in center of road and road is graded to drain towards the centerline.
Haines Hill Road	† ^ -	Haines-1	12/5/17	11	14	11	2	8	8	8	38	Some shoulder erosion. Good ditching in some areas while ditching should be added in other areas.

Road Name	No Outlet	Section Name	Inspection Date	Alligator Cracking	Long / Trans Cracking	Edge Cracking	Patch / Pothole	Roughness	Rutting	Drainage	PCI 2017	
Haines Hill Road		Haines-3	12/5/17	11	14	11	2	8	8	14	32	Ditching in place in many areas. Standing water observed within a couple feet from edge of roadway at wetland area. Full width roadway patch in this section. Significant cracking through cut section.
Hemlock Drive		Hemlock-1	11/27/17	2	8	8	<u> </u>	8	l 0	8	66	Some sand on roadway from gravel drives. Low drainage score due to eroded shoulders in areas. Electric boxes very close to edge of payement (3' +/-)
High Street	×	High-1	11/29/17	14	11	11	14	8	0	8	34	Road is very steep and in poor condition.
Highland Terrace		Highland-1	11/16/17	5	8	2	2	0	0	8	75	Some wetland area along side of road. Rough area at transverse cracking. Length includes cul-de-sac
Hopewell Point Road		Hopewell-1	11/16/17	0	5	2	0	0	0	0	93	Road appears to have been recently overlaid. Edge cracking noted due to slight roughness felt during inspection
Interlakes Way		Interlakes-1	12/1/17	0	5	8	0	0	0	2	85	Roadway was overlaid in 2013. Surface generally appears satisfactory and functional.
Jenness Farm Road		Jenness-1	12/6/17	0	8	0	0	0	0	2	90	Short section of asphalt connecting to gravel
Jenness Farm Road		Jenness-3	12/6/17	2	11	5	0	0	0	14	68	ground water running along edge of pavement and bleeding through cracks at the top of the section. Newer looking larger diameter CPE culvert crossing. Steep angled approach to Cotton Valley Road.
Jiminy Drive		Jiminy-1	11/16/17	11	11	8	0 2	8	8 8	8	46	Ditches exist, generally satisfactory.
Keewaydin Road Keewaydin Road		Keewaydin-1 Keewaydin-3	11/15/17 11/15/17	14 11	11 11	11 11	2	8 15	8	14	32 28	Better section of roadway - Road in poor condition Road in poor condition
Keewaydin Road Keewaydin Road		Keewaydin-3 Keewaydin-2	11/15/17	14	11	11	5	8	14	14	23	Road in poor condition
King Street		King-2	11/27/17	5	5	5	0	8	0	8	69	Cracking at manhole covers. Section is in better condition of the two.
King Street		King-1	11/27/17	11	5	8	5	0	8	14	49	Low/settled trench patch, Rutting at Bay Street. Cracking around manhole covers. Utility poles very close to edge of roadway. Road could benefit from curbing
Lake Street	х	Lake-1	11/22/17	0	0	0	0	0	0	8	92	Width varies from 21' to 30', wide section is for 3 parking spots at Rte. 109. Some puddles at E.O.P where no hard border. Appears to be a fresh overlay
Lakeview Drive		Lakeview-1	11/27/17	5	8	5	2	0	0	8	72	Severe longitudinal cracking at patch joint. Low shoulder at driveway culvert. CB at Lakeview/Jennifer intersection
Lakeview Drive	X	Lakeview-2	11/27/17	5	5	5	0	8 n	8 0	8	61	some shoulder erosion. Some ditches exist but re-shaping is recommended
Lang Pond Road Lang Pond Road		Lang-3 Lang-1	11/15/17 11/15/17	0 5	0 5	2	0	0	0	0	92 88	Section ended at new pavement seam. CB's observed to have grates clogged. Shoulders have low areas with evidence of erosion undermining asphalt Alligator cracking primarily at the intersection with Rte. 28. CB's observed. Centerline cracking observed
Lang Pond Road Lang Pond Road	-	Lang-1	11/15/17	2	11	0	0	l 0	0	0	87	Cracking along centerline, and an isolated longitudinal crack
Lary Road		Lary-2	11/21/17	5	5	5	Ö	Ŏ	8	8	69	Better of the two sections. Previous crack seal work completed
Lary Road		Lary-1	11/21/17	8	11	2	0	0	8	8	63	moderate to severe cracking along centerline. Previous crack seal work completed
Lehner Street		Lehner-3	11/29/17	0	5	2	0	0	0	2	91	Width varies from 30' to 36'. Half section has parking on both sides
Lehner Street		Lehner-2	11/29/17	0	8	2	0	0	0	2	88	Parallel parking on one side. Closed drainage, rating given assume drainage is clean and functional. Better condition than section 1
Lehner Street		Lehner-1	11/29/17	5	8	2	0	0	0	2	83	Parallel parking on one side. Closed drainage, rating given assume drainage is clean and functional
Libby Street		Libby-1	11/22/17	0	0	2	2	0	0	8	88	1 lane +/- at Rte. 109. Gravel spilling into CB from driveway. CB frames are set very low (3"-5" below grade). Retaining wall tight to road at Rte. 109
Lucas Street		Lucas-1	11/22/17	0	2	0	0	0	0	8	90	Road seems to be able to drain run-off however some ditching would improve conditions in some areas
Maplewood Drive		Maplewood-2	11/16/17	11 8	<u>2</u> 5	<u>2</u> 5	0	0	<u>8</u> 8	14	69 60	Good ditching Puddle observed at low point, poor ditching
Maplewood Drive Maplewood Drive		Maplewood-1 Maplewood-3	11/16/17 11/16/17	11	11	2	2	8	8	14 8	50	Some ditching exists. Centerline cracking through most of the section. Wheel path rut up to 2" in isolated areas
Maplewood Drive	l x	Maplewood-4	11/16/17	14	5	8	5	8	8	14	38	Road section in poor condition. Shoulders do not allow for run-off to drain. Some areas pushed up
Martin Hill Road	×	Martin-1	12/6/17	11	14	11	5	15	14	14	16	Road has failed. Some ditching exists. Groundwater appears to be flowing from cracks in pavement. Poor approach grading to Rte. 109. Some shoulder erosion at the edge of pavement. High ground water could be a result of heavy rains overnight
Middleton Road		Middleton-1	11/29/17	0	0	0	0	0	0	2	98	Road reconstructed in 2014 & 2015. Good ditching some stone
Middleton Road		Middleton-2	11/29/17	0	0	0	0	0	0	2	98	Good ditching and drainage satisfactory
Middleton Road		Middleton-4	11/29/17	0	0	0	0	0	0	2	98	Good ditching and drainage satisfactory
Middleton Road		Middleton-5	11/29/17	0	0	2	0	0	0	2	96	Steep shoulders into ditches with edge of pavement exposed and some edge cracking.
Middleton Road		Middleton-3	11/29/17	0	0	0	0	0	0	8	92	Low drainage score due to sand washing down driveways and accumulating on roadway and in ditches.
Mill Street		Mill-1	11/22/17	2	5	2	2	0	0	8	81	Run-off from road onto gravel driveways
Mill Street		Mill-2	11/22/17	5	5	2	2	8	8	14	56	Settlement at utility trenches. Wetlands area behind sidewalk appears to be higher than road. Roadway rutting. Puddle adjacent to the wetland area.
N. Line Road		N. Line-3	12/4/17	0	8	2	0	0	0	2	88	Previous crack sealing work completed. Longitudinal cracking observed on the centerline, previously crack sealed. Cross-section appears flat in areas. Good ditching with catch basins
N. Line Road		N. Line-2	12/4/17	0	8	5	0	0	0	2	85	Steep shoulders in areas as previously noted. Surface drainage appears to be adequate however structure inlets should be cleaned and maintained. Centerline crack observed almost the full length of the section. Section ended at Rae Conservation entrance which appeared to be consistent with the Sargent's Pond Road location depicted on the map.
N. Line Road		N. Line-4	12/4/17	5	8	2	5	0	0	2	78	Steep shoulders in some areas as previously noted. Surface drainage generally appears satisfactory. Some embankment erosion beneath large trees at the cemetery. Isolated areas of potential rutting, not considered in ranking due to size. Additional traffic note - two or three 18-wheelers- observed on N. Line and Beach Pond Road over a 3 or 4 hour period. N. Line road provides access to the water treatment plant from Rte. 28.
Nary Shores Road	1	Nary-3	11/16/17	5	5	5	2	0	0	8	75	Trench patch at end of Section. Run-off flowing along edge of road due to lack of backing.
Nary Shores Road		Nary-1	11/16/17	5	5	11	2	0	0	8	69	Culvert crossing patch low. Previous crack seal work completed
Nary Shores Road	1	Nary-2	11/16/17	5	5	11	0	0	8	8	63	low shoulders appear to be from continuous parking and use. Previous crack seal work completed. Run-off running flowing along edge of road due to lack of backing.
Nary Shores Road	1	Nary-4	11/16/17	5	8	8	0	0	8	8	63	Run-off along edge of pavement due to lack of backing.
Nary Shores Road		Nary-5	11/16/17	14	5	8	2	8	0	8	55	Train on along ouge or paromonic and to inductor buoking.
Nary Shores Road	x	Nary-6	11/16/17	14	5	14	5	8	Ō	8	46	Asphalt missing along edge of the road. Well established ditch
Natures Way	×	Natures-1	12/5/17	14	14	14	14	15	g g	14	7	Majority of asphalt appears to be missing (or covered in sand). Two culvert CMP culvert crossings noted, one has been extended beyond the shoulder with CPE.
Ivaluics vvay	<u></u>	I Hatules-1	12/0/1/	l	'7		'-	"	L	17	L <u>'</u>	Road has completely deteriorated 4/23/2019

Road Name	No Outlet	Section Name	Inspection Date	Alligator Cracking	Long / Trans Cracking	Edge Cracking	Patch / Pothole	Roughness	Rutting	Drainage	PCI 2017	Additional Comments
Sewall Road		Sewall-5	11/22/17	8	8	5	2	0	8	8	61	Ditching and CBs, partially curbed towards Pleasant Street
Silver Street	х	Silver-1	12/1/17	0	0	0	0	0	0	0	100	Recently reconstructed. Width varies due to parking lot areas and boat launch access
Sleepy Hollow		Sleepy-1	11/29/17	2	11	5	0	0	0	2	80	Surface drainage appears satisfactory. Potential erosion in bottom of ditch.
Springfield Point Road	х	Springfield-2	11/28/17	0	5	5	0	0	0	2	88	Previous crack seal work completed
Springfield Point Road		Springfield-1	11/28/17	2	5	5	0	8	0	8	72	Road does not appear to be very old. Previous crack seal work completed.
Spruce Road		Spruce-1	11/16/17	0	0	0	0	0	0	0	100	Reconstructed in 2016 with final overlay recently completed. Good ditching and shoulders
Spruce Road		Spruce-2	11/16/17	0	0	0	0	0	0	2	98	Reconstructed in 2016 with final overlay recently completed. Good ditching and shoulders. One isolated area where standing water in ditch near a driveway
Stoddard Road		Stoddard-2	12/5/17	8	14	8	2	8	14	8	38	See gravel road summary for Stoddard Road sections 1,3, and 5
Stoddard Road		Stoddard-4	12/5/17	8	14	8	2	8	8	14	38	Erosion noted towards bottom of hill. Extensive cracking. Section from GPS point 329 to 330
Stoneham Road		Stoneham-2	12/6/17	5	8	2	2	0	8	2	73	Section of road is newer than Stoneham-1. All catch basins appear to be covered in leaves and should be clean. Culvert crossing apparent near N. Wakefield Road however inlet and outlet not found. CPE culvert located in this location however appears to be overflow as pipe is dry and water still flowing upstream and down stream of pipe
Stoneham Road	х	Stoneham-3	12/6/17	5	11	8	0	0	0	8	68	Road reconstructed in 2013. Moderate amount of longitudinal cracking. Large Trees encroaching roadway
Stoneham Road		Stoneham-1	12/6/17	11	14	11	14	15	8	14	13	Road is in poor condition, see photos. Road may be narrower than 20' at embankment/guardrail section. Some shoulder built on rubble retaining walls as road is cut into side of hill
Stonehenge Road	×	Stonehenge-1	11/28/17	2	0	2	0	0	1 0	2	94	Road re constructed in 2014/2015. Some shoulder erosion as previously noted
Tips Cove Road	1 x	Tips-1	11/16/17	0	1 <u>0</u>	 	0	0	1 0	1 6	100	Reconstructed 2016/2017.
Trask Mountain Road	 	Trask-1	12/5/17	8	8	1 11	2	8	8	8	47	Shallow bed rock in ditch results in poor drainage at end of section.
Treadwell Lane	x	Treadwell-1	11/29/17	5	8	5	- -	8	1 0	2	72	ditching with CBs, some curbing noted. Surface drainage generally appears satisfactory. Road reconstructed in 2004
Trotting Track Road		Trotting-2	12/4/17	5	11	11	5	0	0	. 8	60	Existing ditches could benefit from some grading/cleaned however they appears to be functional and stable in their current condition. Assessment completed prior to 2018 Overlay
Trotting Track Road		Trotting-1	12/4/17	5	8	8	5	0	8	8	58	Multiple shim areas. Large embankment area across from rec fields has signs of erosion below tree roots at the top of slope. Assessment completed prior to 2018 Overlay
Trotting Track Road		Trotting-3	12/4/17	8	11	11	14	8	8	8	32	Many areas of section in poor condition. Large diameter CMP (24" to 30" dia.) culvert noted. Settlement near CB approaching Beach Pond Road. Assessment completed prior to 2018 Overlay
Union Street		Union-1	11/29/17	0	5	2	2	0	0	2	89	
Union Street		Union-2	11/29/17	2	5	5	5	8	0	2	73	Worst section of the 2. This sections see substantially more traffic as it has one of the Town Hall parking lots
Upper Trask Mountain Road		Upper Trask-1	12/5/17	5	11	8	5	0	8	8	55	Ditches with CB's, extensive trench patching presumably from drainage installations
Valley Lane		Valley-1	11/29/17	5	11	2	14	8	8	8	44	one way with parallel parking lot. Road serves as exit for parking lot. Road is in poor condition and has 1 new trench patch.
Varney Road	Х	Varney-2	11/27/17	2	11	5	2	0	0	2	78	Running water in ditch. Some severe centerline cracking at culvert crossing. Brook in stabilized ditch with large diameter driveway and cross culvert
Varney Road		Varney-1	11/22/17	2	2	5	0	0	8	8	75	Potential rutting with cracking in wheel path. Shoulder satisfactory where found. Curbing with CBs.
Waumbeck Road		Waumbec-2	11/27/17	0	8	11	0	0	8	2		Previous crack seal work completed. Potential wheel path rutting but crown appears satisfactory. "Sharrow" paint symbols noted
Waumbeck Road		Waumbec-3	11/27/18	2	8	11	0	0	8	2	69	Surface drainage appears satisfactory. Good crown. Ditches with CBs. Some stone ditches. 18-wheeler truck observed using road during inspection. Posting road to no thru truck traffic should be considered as this road is not intended for truck traffic. "Sharrow" paint symbols noted.
Waumbeck Road		Waumbec-4	11/27/17	2	8	11	0	0	8	2	69	recent gravel backing work completed at the Rte. 109A intersection. Crown appears satisfactory. Ditch appears to have been maintained by grader blade. "Sharrow" paint symbols noted.
Waumbeck Road		Waumbec-1	11/27/17	0	8	8	0	0	8	8	68	Wetland areas adjacent to road. Low shoulder at some CBs. Appears to be minor wheel path rutting. Ditching tight against edge of pavement in areas. Low drain score due to low shoulder areas. Previous crack seal work completed. Higher traffic road as it connects Rte. 109 to Rte. 109A. "Sharrow" paint symbol noted
Whitten Neck Road		Whitten-1	12/1/17	0	0	0	0	0	0	2	98	Road appears to have recent overlay or reconstruction
Whitten Neck Road		Whitten-3	12/1/17	0	0	0	2	0	0	2	96	Utility pole observed to be approximately 1' from edge of pavement and should be relocated further from roadway. Patching around water gate valves. Roadside grading at top of hill is generally flat and may inhibit proper long-term drainage.
Whitten Neck Road		Whitten-2	12/1/17	0	5	0	0	0	0	0	95	Minor cracks between railroad tracks and bridge
Wickers Drive	х	Wickers-1	11/27/17	5	8	11	0	0	8	8	60	Small industrial park with 2 properties and what appears to be an entrance to a Town sand pit of staging yard. Rutting observed is minor near hydrant at end of road
Willow Street	x	Willow-1	11/29/17	5	8	8	5	Ω	0	8	58	Shim/overlay completed on second half. Very low volume road with the dead end at the bike path and one multi unit building
Winterhaven Road	X	Winter-3	11/15/17	0	0	2	0	0	0	0	98	Road reconstructed 2016/2017. Good ditching. Edge cracking score assumes minor edge cracking similar to that noted on Port Wedeln. Paved swale up
					0		0	<u> </u>	l		00	gradient of the Lloyd intersection
Winterhaven Road		Winter-1	11/15/17	0	0	2	0	0	0	2		Road reconstructed 2016/2017. Good ditching. Edge cracking score assumes minor edge cracking similar to that noted on Port Wedeln Road reconstructed 2016/2017. Good stone ditching. Edge cracking score assumes minor edge cracking similar to that noted on Port Wedeln. Sediment
Winterhaven Road		Winter-2	11/15/17	U	"	2	U	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	"		96	observed in new ditches.
	1	1		1	1				1	I		

Gravel Roads Condition Summary Roadway Evaluation Wolfeboro, New Hampshire

Field Inspections and Assessments Completed November/December 2017

Road Name	No	Section Name	GIS ID	Sec	tion	NHDOT Nodes	Lanes	Road Width	Shoulder Width	Shoulder Typ	Shoulder Description	Section Length (mi)	Traffic	Importance	Inspection	Rutting	Loose	Corrugations	Potholes	Cross	Roadside	Dust	PCI
	Outlet		(R###)	Beginning	End			(ft)	(ft)	Natural Grav		GPS			Date		Aggregate			Section	Drainage		
Avery Road	х	Avery-1	664	Cowper	End	192 to 193	1		2	x		0.08	1	1	12/06/17	0	5	0	0	0	8	0	87
Beach Pond Road		Beach-10	627	Beach-9	Beach-11	N/A to 210	2	23	2	x	Erosion in some areas	0.47	1	1	12/04/17	0	5	2	5	0	8	0	80
Beach Pond Road		Beach-12	634, 719	Beach-11	Beach-13	N/A to N/A	2	20	1	x		0.25	1	1	12/04/17	0	2	2	2	0	14	0	80
Beach Pond Road		Beach-14	721	Beach-13	Beach-15	N/A to N/A	2	20	2	×		0.35	1	1	12/04/17	2	5	2	2	0	14	0	75
Beach Pond Road		Beach-16	722	Beach-15	Townline	N/A to 6094	2	20	2	х		0.06	1	1	12/14/17	2	5	2	0	0	2	0	89
Bickford Road		Bickford-1	314	Stoddard	Chick	1574 to 197	2	16	3	x		0.89	1	1	12/05/17	2	5	2	2	0	14	0	75
Brackett Road	х	Brackett-1	257	Pleasant	End	22 to 8040	1	15	1			0.53	1	1	12/01/17	2	5	2	2	0	8	0	81
Chick Road		Chick-1	316	Bickford	Haines	197 to 200	1	14	2	x		0.61	1	1	12/05/17	0	2	2	2	0	8	0	86
Cotton Valley Road	х	Cotton-3	319	Cotton	Townline	187 to 6134	1	12	1			0.85	1	1	12/06/17	2	5	2	5	0	8	0	78
Cowper Road		Cowper-1	313	Stoddard	Avery	198 to 192	1	12	3			1.00	1	1	12/06/17	2	2	5	2	8	14	0	67
Haines Hill Road		Haines-2	642	Pavement	Chick	N/A to 200	2	16	2		WHITE COLUMN TO THE COLUMN TO	0.54	1	1	12/05/17	0	2	2	5	0	14	0	77
Jonathan Hersey Road	X	Hersey-1	149	Rt 109A	Private	150 to 148	1	14	1		Eroded, cut embankments	0.25	1	1	11/27/17	0	8	2	2	8	14	0	66
Jenness Farm Road		Jenness-2	700	Jenness-1	Jenness-2	N/A to N/A	2	18	3			0.27	1	1	12/06/17	2	2	0	5	0	14	0	77
Johnson Road	х	Johnson-1	327	Rt 28	End	216 to 218	2	16	2	x		0.14	1	1	12/05/17	0	5	2	0	0	8	0	85
Keewaydin Road		Keewaydin-4	530	Keewaydin-3	Keewaydin-5	138 to 1037	1	12	1	x		0.03	1	1	11/15/17	8	0	0	2	8	14	0	68
Keewaydin Road	х	Keewaydin-5	529	Keewaydin-4	Private	1037 to 1036	1	12	1	x		0.06	1	1	11/15/17	8	0	0	0	8	14	0	70
New Garden Road	×	Garden-1	705	Pleasant	End	24 to 842	1	14	2			0.58	1	1	12/01/17	2	2	2	5	0	8	0	81
N. Line Road	х	N. Line-1	16	Beach	Class VI	208 to 209	2	18	2			0.44	1	3	12/04/17	2	0	2	2	0	8	0	86
North Wakefield Road	х	Wakefield-1	658	Stoneham	End	189 to 1088	1	12	3	x		0.21	1	1	12/06/17	2	2	2	0	0	8	0	86
North Wakefield Road	x	Wakefield-2	317	Brookfield Townline	End/Private	6131 to 190	1	14	1	x	-	0.73	1	1	12/06/17	5	2	5	5	8	14	0	61
Sandstrom Road		Sandstrom-1	147	Rt 109A	Townline	149 to 6129	2	16	1			0.25	1	1	11/27/17	0	2	0	0	0	14	0	84
Stoddard Road		Stoddard-1	663, 664	Haines	Stoddard-2	222 to N/A	2	16	2	x		0,55	1	1	12/05/17	0	2	2	5	0	14	0	77
Stoddard Road		Stoddard-3	215	Stoddard-2	Stoddard-4	N/A to N/A	2	16	2	x x		0.25	1	1	12/05/17	0	2	5	5	0	14	0	74
Stoddard Road		Stoddard-5	661	Stoddard-4	Stoddard-6	195 to 196	2	16	2	x	Eroded in areas	0.69	1	1	12/06/17	5	2	5	5	0	14	0	69
Trask Mountain Road		Trask-2	639	Trask-1	Upper Trask	N/A to 220	2	20	3	x		0.52	1	1	12/05/17	0	8	0	2	0	2	0	88
							1						l									f	100

Total: 10.6

Road Name	No Outlet	Section Name	Comments
Avery Road	X	Avery-1	No ditching but erosion appears minimal. Short segment of Road
Beach Pond Road		Beach-10	Long hill section has cut outs for drainage. Road appears to handle run-off ok. Section near Brown Road has some shoulder erosion
Beach Pond Road		Beach-12	some pooled water in shoulder and some ditch erosion. Areas of light moisture on surface
Beach Pond Road		Beach-14	Loose aggregate and wash board at pavement transition. Culvert at section-13 should be extended as shoulder and debris are eroding and falling blocking inlet. Outlet clear but headwall overhangs. Pipe not visible.
Beach Pond Road		Beach-16	Brook running along road edge, appears well stabilized
Bickford Road		Bickford-1	Some run-off eroded channel across road at granite culvert. Road generally in satisfactory condition. Some ditches may be eroded but overall good ditching through out.
Brackett Road	×	Brackett-1	Culvert outlet at edge of road. Inspection completed following overnight rain. Some embankment erosion near end of road however road seems to handle run-off well
Chick Road		Chick-1	Areas of tight embankments with some erosion due to ditches. Some erosion at the culvert outlet near Bickford Road
Cotton Valley Road	x	Cotton-3	To Class VI limits at Brownfield Townline. Some embankment erosion Shoulders/ditches tight in areas but no erosion noted. Some standing water at edge of road where wetlands draining into ditch/shoulder
Cowper Road		Cowper-1	Large puddles and standing water next to road. CPE culverts with either high or buried blocked inverts. Inspection completed after overnight rains
Haines Hill Road		Haines-2	Some areas of moisture in shoulder. Shoulders eroding into headwalls of both major culverts. Run- off bypasses culvert due to shoulder erosion.
Jonathan Hersey Road	x	Hersey-1	Pot holes at very end. Corrugations at Rte. 109A intersection
Jenness Farm Road		Jenness-2	Area with groundwater from field flowing onto surface. Erosion in shoulder. Ditch/shoulder water running at edge of traveled way
Johnson Road	x	Johnson-1	Ditches have some erosion but generally satisfactory. 12" CMP culvert with deteriorating inlet headwall, potentially crushing pipe. Ditching appears to have been recently completed.
Keewaydin Road		Keewaydin-4	Low severity rutting in wheel path wear and slight loss of cross-section. Road damp during inspection
Keewaydin Road	х	Keewaydin-5	Drainage fair on down gradient side of road. Low severity rutting similarly to section 4
New Garden Road	x	Garden-1	Hill near end of maintained section appears to be only section with ditches handling run-off. Some corrugations at Pleasant Valley Road. Some moisture left on roadway during inspections following overnight rains
N. Line Road	x	N. Line-1	Recent ditching and shoulder work with stone stabilization recently completed. Some shoulder and ditch erosion noted in recently ditched areas. Overall good condition. Town water facility located at end of section
North Wakefield Road	х	Wakefield-1	One wet area where significant ground water appears to e entering ditch. Good ditching. Some shoulder erosion near end and evidence of run-off crossing road from driveway.
North Wakefield Road	х	Wakefield-2	Wetland area appears to overtop road in one location near end. Brookfield portion is Class VI and in poor condition
Sandstrom Road		Sandstrom-1	Townline noted as approximately in front of 2-bay garage door. Good shoulder relief through low area otherwise no relief due to cut shoulders. One cut-out on down gradient side for intermediate discharge
Stoddard Road		Stoddard-1	First .02 mile is asphalt in poor condition. Standing water in roadside ditch. Some sediment controls exist along section which need to be cleaned/maintained.
Stoddard Road		Stoddard-3	Top of section near fields has shoulders graded towards road. Ditching present in first part of section
Stoddard Road		Stoddard-5	Water flowing along edge of road from Stonham Class VI. Inspection completed following overnight rains and light thaw of frost in road. Multiple areas of surface runoff draining into shoulders from up gradient areas. Short section of asphalt at College Road in very poor condition.
Trask Mountain Road		Trask-2	Road in overall good condition. Satisfactory ditches are in place and appear stable. Loose aggregate at edge of traveled way entire length. Shoulder bermed at some culverts.

2017 Road Information - Updated Priority 4-23-2019 - Un-Paved Road Complete Summary

APPENDIX F

• One Page Road Summaries (Priority Roads)

ALLEN ROAD

GENERAL ASSESSMENT

- PCI = varies 22 to 25
- Road is in poor condition
- Poor drainage with standing water in ditches
- Settled cross trenches
- Low priority road serves approximately 10 houses

- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Closed drains and underdrains
- Ditching
- Gravel backing
- Year scheduled = 2021







ANAGANCE STREET

GENERAL ASSESSMENT

- PCI = 41
- Evidence of shoulder pumping up
- Sump pump discharge onto road surface creates ponding in rutted areas
- Cracking observed on "cut" side of road likely due to high groundwater and/or poor base materials
- Lower priority residential dead-end road





- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Closed drains and underdrains
- Ditching
- Gravel backing
- Year scheduled = 2022



BASSETT ROAD

GENERAL ASSESSMENT

- PCI = varies 72 to 75
- Transverse and longitudinal cracking
- Alligator cracking in some areas
- Some crack sealing previously completed
- Drainage generally appears satisfactory
- Lower priority road

- Crack sealing
- Shim and 1.5" overlay
- Gravel backing
- Ditching
- Year scheduled = 2024









BEACH POND ROAD (ASPHALT)

GENERAL ASSESSMENT

- PCI = Varies 100 to 55
- Road transitions from asphalt to gravel multiple times
- Reconstructed between RT 109A and N. Line Road between 2014 and 2016
- Elevated importance and traffic in rebuild area due to access to water treatment plant and transfer station.
- With exception of some ditch erosion, drainage generally satisfactory
- Severe longitudinal cracking in no-re-build areas

- Previously reconstructed sections
 - Inspect drainage structures and culverts for cleaning
 - o Crack sealing
- Reclamation with supplemental stone aggregate
- 4" nominal pavement thickness
- Closed drainage and underdrains
- Large diameter culvert replacement on gravel section
- Ditching
- gravel backing
- Year scheduled = 2029 (may need 2 years due to anticipated budget













BERRYWOOD DRIVE

GENERAL ASSESSMENT

- PCI = Varies 64 to 38
- Settled pavement patch near Deer Run
- Extensive cracking throughout
- Some areas where shoulder is pumping
- Some guardrail at intersections with Deer Run and Jiminy Drive

- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Closed drainage and underdrains
- Gravel backing
- Ditching
- Year scheduled = 2024









BREWSTER HEIGHTS

GENERAL ASSESSMENT

- PCI = Varies 74 to 63
- Drainage in fair condition, some puddling observed at Pleasant Valley Rd.
- Crack sealing work previously completed
- Deteriorated asphalt in upper section likely due to elevated groundwater and base failure
- Lower priority loop road

- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Closed drainage and underdrains
- Gravel backing
- Ditching
- 1.5" overlays on better rated sections
- Year scheduled = 2024









BROWN ROAD

GENERAL ASSESSMENT

- PCI = 50
- Severe cracking throughout
- Despite cracking, surface drainage appears functional.
- Cracking could be due to elevated groundwater levels, particularly in cut areas, and base failure
- Lower priority road however traffic maybe elevated compared to similar roads due to Hidden Valley Estates

- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Closed drainage and underdrains
- Asphalt curbing/swales
- Gravel backing
- Ditching
- Year scheduled = 2028









BRYANT ROAD

GENERAL ASSESSMENT

- PCI = 31
- Previous shimming completed
- Ditching where observed appears functional but needs cleaning
- Isolated locations where surface water drains onto roadway. Some locations coincide with previous shim work
- Grade crossing with rail trail is rough
- Wetlands encroach close to edge of pavement in some areas

- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Closed drainage and underdrains
- Asphalt curbing/swales
- Gravel backing
- Ditching (turf and stone)
- Year scheduled = 2020









CANOPACHE ROAD

GENERAL ASSESSMENT

- PCI = Varies 37 to 32
- Road surface in poor condition
- Drainage systems are in poor condition
- Utility observed 12" to 15" from edge of pavement
- Lower priority road





- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Closed drainage and underdrains
- Asphalt curbing/swales
- Gravel backing
- Ditching
- Year scheduled = 2019





CHRISTIAN RIDGE ROAD

GENERAL ASSESSMENT

- PCI = 69
- Additional width noted at Rt 28 intersection due to left turning lane
- Ditching with catch basins observed
- Moderate to severe centerline cracking beyond hospital entrance
- Higher importance/volume road due to hospital entrance

- Mill and repair centerline
- 1.5" overlay
- Gravel backing
- Ditching
- Year scheduled = 2024









CLARK ROAD

GENERAL ASSESSMENT

- PCI = Varies 94 to 75
- Road is generally in satisfactory condition. With isolated areas of cracking observed
- Low shoulders in some areas
- Crack sealing work previously completed
- Higher importance/volumes due to Genesis Health Center located on Clipper Drive

- Crack seal
- 1.5" overlay
- Gravel backing
- Ditching
- Year scheduled = 2024









CLIPPER DRIVE

GENERAL ASSESSMENT

- PCI = 74
- Isolated areas of alligator cracking
- No real ditching observed but based on condition roads appears to drain
- Higher importance/traffic as road is access to Genesis Health Center

- Crack seal
- 1.5" overlay
- Gravel backing
- Ditching
- Year scheduled = 2026





CLOW STREET

GENERAL ASSESSMENT

- PCI = 53
- Low shoulders
- Extensive cracking throughout
- Shallow drainage crossing causing protrusion in road surface
- Generally, a low priority road dead end road. However, the Sewall Trail Head is at end of road





- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Asphalt berm/swales
- Gravel backing
- Ditching
- Year scheduled = 2028





COLLEGE ROAD

GENERAL ASSESSMENT

- PCI = Varies 76 to 19
- Section for Westwood (east entrance) to Bryant Road in newer condition than balance of road
- Large areas of shimming through older section of road
- Severe cracking through older section of road
- Sedimentation potential into adjacent wetlands due to shoulder erosion into "cut out" locations to promote drainage in isolated areas
- Large diameter culvert (36" dia +/-) observed to have blocked inlet
- Elevated traffic levels due to collector road status

- Crushed gravel base (section 1 only)
- Reclamation (rehandled) with supplemental stone aggregate
- 4" nominal pavement thickness (section 1 only)
- Closed drainage and underdrains
- Asphalt curbing/swales
- Evaluate large diameter culvert for replacement
- 1.5" overlay (Section 3)
- Consider implementation of BMPs where sedimentation could occur due to shoulder erosion









COTTON MOUNTAIN ROAD

GENERAL ASSESSMENT

- PCI = 43
- Extensive cracking observed, particularly in the steep sloped areas
- Steep back slopes appear to be eroding or encroach edge of pavement with large trees and protruding ledge
- Drainage structures observed in ditch lines
- Some shoulder erosion noted.
- Lower traffic volume



- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Asphalt berm/swales
- Closed drainage and underdrains
- Ditching (turf and stone)
- Gravel backing
- Year scheduled = 2027









CRESCENT LAKE AVENUE

GENERAL ASSESSMENT

- PCI = 69
- Heavier than expected traffic noted. Road appears to be a cut through to avoid the 109/28 intersection.
- Low to moderate severity cracking throughout
- Lower priority road despite traffic volume observed





- Crack sealing
- 1.5" overlay
- Asphalt swales
- Gravel backing
- Ditching
- Year scheduled = 2024





CRICKET HILL ROAD

GENERAL ASSESSMENT

- PCI = 76
- Some cracking of various types and severities throughout
- Some rutting near intersection with Forest Road
- Drainage appears satisfactory
- Low priority dead end road

- Crack sealing
- 1.5" overlay
- Gravel backing
- Year scheduled = 2026









CROPLEY HILL ROAD

GENERAL ASSESSMENT

- PCI = 61
- Drainage improvements apparent from trench patching along top section of road
- Drainage swale should be re-graded to better promote run-off into CB
- Low to medium severity cracking
- Low priority road

- Crack sealing
- 1.5" overlay
- Asphalt swales
- Gravel backing
- Year scheduled = 2019









DEER RUN

GENERAL ASSESSMENT

- PCI = 88
- Roadway overall appears to be in good condition
- Ditching observed in place
- Low severity edge cracking noted
- Some patching observed
- Low priority cul-de-sac road





- Crack sealing
- 1.5" overlay
- Gravel backing
- Ditching
- Year scheduled = 2025



DOCKSIDE STREET

GENERAL ASSESSMENT

- PCI = 67
- Road is entrance and exit to parking lot for docks.
- Recent utility work apparent due to trench patching observed
- Sedimentation accumulated around CB
- Various types and levels of cracking observed through out

- Mill and 1.5" overlay
- Year scheduled = 2021









EAGLE TERRACE

GENERAL ASSESSMENT

- PCI = Varies 85 to 79
- Severe edge cracking in areas
- Drainage (culverts and ditching) appears to be in place and functional
- Low priority cul-de-sac road

- Crack sealing
- 1.5" overlay
- Gravel backing
- Ditching
- Year scheduled = 2029









EAST CLARK ROAD

GENERAL ASSESSMENT

- PCI = 52
- Severe alligator cracking throughout
- Various severities of other cracking types through out
- Drainage in fair condition
- Low priority road

- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Underdrains
- Asphalt curbing
- Gravel backing
- Year Scheduled = 2028







ESTABROOK ROAD

GENERAL ASSESSMENT

- PCI = 53
- Road is access to Brewster Academy Smith Center
- Ditching is in place but needs improvement
- Existing ditching appears to discharge at grade causing puddle on music center walk ways
- Lower priority road

- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Underdrains
- Asphalt curbing
- Ditching
- Gravel backing
- Year Scheduled = 2028









FAIRWAY DRIVE

GENERAL ASSESSMENT

- PCI = 67
- Road appears to have been constructed through a wetland area.
- Severe edge cracking and low shoulders observed
- Failed trench repairs

- Crack sealing
- Shim and 1.5" overlay
- Gravel backing
- Ditching
- Year scheduled = 2021









FILTER BED ROAD

GENERAL ASSESSMENT

- PCI = 50
- Road is access to WWTF
- Loss of cross section observed
- Failed trench repair
- Cross culverts appear to be raised creating bulges in the road

- Crushed gravel road base
- Reclamation with supplemental stone aggregate
- 4" nominal pavement thickness
- Underdrain
- Gravel backing
- Ditching
- Year scheduled = 2028









FOREST ROAD

GENERAL ASSESSMENT

- Portion Reconstructed in 2013 (End to Hopewell Point Road
 - o PCI = Varies 98 to 91
- Remaining Portion (Rt 109 to Hopewell Point Road
 - \circ PCI = Varies 86 to 72
- Various cracking throughout older sections
- Low shoulders observed throughout
- Good ditching on newer section, older section needs ditching improvements
- Tree removal may be desired to improve site distance
- Alligator cracking observed in isolated spot of reconstructed area

- Crack sealing
- 1.5" overlay
- Ditching
- Gravel backing
- Year scheduled = 2025
- Routine maintenance should particularly be completed on a regular basis on section recently reconstructed









FRIAR TUCK WAY

GENERAL ASSESSMENT

- PCI = 73
- Previous crack sealing work completed
- Low shoulders
- Some shoulder erosion observed
- Cross section appears satisfactory
- Lower volume residential loop road

- Crack sealing
- 1.5" Overlay
- Ditching
- Gravel backing
- Year scheduled = 2027







GOODRICH ROAD

GENERAL ASSESSMENT

- PCI = Varies 67 to 31
- Areas of cross section loss with alligator cracking at centerline
- Low shoulders at off pavement catch basins
- Low volume dead end road

- Crack sealing
- 1.5" overlay
- Gravel backing
- Year scheduled = 2019









GREENLEAF DRIVE

GENERAL ASSESSMENT

- PCI = 75
- High extent of longitudinal and transverse cracking
- Low shoulders in areas
- Drainage generally appears satisfactory

- 1.5" Overlay
- Ditching
- Gravel Backing
- Schedule year = 2028







HAINES HILL ROAD

GENERAL ASSESSMENT

- PCI = 38
- Extensive cracking throughout paved sections
- Drainage noted to be fair however standing water observed in some areas adjacent to road outside the ROW

- Reclamation with supplemental stone
- 3" pavement
- Ditching
- Underdrains and Enclosed drainage
- Scheduled year = 2023









HEMLOCK DRIVE

GENERAL ASSESSMENT

- PCI = 66
- Some low shoulders with signs of erosion
- Moderate longitudinal and transverse cracking
- Drainage generally appears satisfactory however sand on road from gravel drives and previously noted shoulder erosion indicates some drainage concerns in select areas
- Electrical boxes observed within 3'from edge of pavement

- 1.5" Overlay
- Ditching
- Gravel Backing
- Year scheduled = 2021









HIGH STREET

GENERAL ASSESSMENT

- PCI = 34
- Road surface is in failure
- Extensive cracking
- Paved swales and catch basins observed

- Reclamation with supplemental stone
- 3" pavement thickness
- Closed drainage system and underdrains
- Asphalt curbing and swales
- Year scheduled = 2019









HIGHLAND TERRACE

GENERAL ASSESSMENT

- PCI = 75
- Low to moderate cracking observed
- Drainage observed to be fair
- Some wetland areas noted in close proximity to edge of pavement

- 1.5" Overlay
- Ditching
- Gravel Backing
- Year Schedule = 2027





JENNESS FARM ROAD

GENERAL ASSESSMENT

- PCI varies 68 to 90
- Short paved section at top of road appeared to be recently paved
- Longer paved section has poor drainage with ground water percolating through cracks and running along edge of pavement
- Extensive longitudinal and transverse cracking observed on lower paved section
- Larger diameter CPE drain pipe appears to be functioning properly
- Embankment erosion
- Large trees encroaching roadway

- 1.5" Overlay
- Ditching
- Gravel Backing
- Underdrains should be considered
- Year Scheduled = 2021









JIMINY DRIVE

GENERAL ASSESSMENT

- PCI = 46
- Ditching and drainage appear satisfactory
- Extensive longitudinal and transverse cracking observed
- Low shoulders in some areas

- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Enclosed drainage systems
- Ditching
- Gravel backing
- Scheduled year = 2025







KING STREET

GENERAL ASSESSMENT

- PCI varies 49 to 69
- Some rutting at Bay Street
- Moderate rutting
- Poor drainage due to lawns graded towards roadway
- Utility poles measured to be approximately 1' away from pavement





- Reclamation with supplemental stone aggregate
- 3" pavement
- Enclosed drainage and underdrains
- Vertical curbing
- Gravel backing
- Year scheduled 2027





LAKEVIEW DRIVE

GENERAL ASSESSMENT

- PCI varies 61 to 72
- Severe cracking in isolated areas
- Ditches exist on up-gradient side of road
- Some shoulder erosion
- Low shoulders

- 1.5" overlay
- Reclamation with supplemental stone aggregate
- 3" pavement thickness
- Closed drainage and underdrains
- Gravel backing
- Ditching
- Year scheduled = 2024









MAPLEWOOD DRIVE

GENERAL ASSESSMENT

- PCI varies 38 to 69
- Section 4 is a dead end with shoulders graded towards the road
- Rutting is isolated areas with puddling on the roadway
- Some area of good ditching
- Moderate and severe cracking through most of the roadway



- Reclamation
- 3" nominal pavement thickness
- Gravel backing
- Ditching
- Asphalt Swales in isolated areas
- Year scheduled = 2025









MARTIN HILL ROAD

GENERAL ASSESSMENT

- PCI = 16
- Road has failed
- Groundwater flowing through pavement
- Poor shoulders

- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Closed drains and underdrains
- Ditching
- Underdrains
- Year scheduled = 2019









MILL STREET

GENERAL ASSESSMENT

- PCI varies 81 to 56
- Settlement and rutting adjacent to wetland area that appears higher than roadway
- Some road drainage drains onto adjacent to roadway





- Reclamation and supplemental stone aggregate
- 3" nominal pavement thickness
- Closed drainage and underdrains
- Year scheduled = 2028



OLD MILL DRIVE

GENERAL ASSESSMENT

- PCI = 69
- Some shoulder areas grade towards pavement. Roadway must still drain as surface is in fair shape.
- Moderate cracking throughout

- Crack seal
- 1.5" overlay
- Gravel backing
- Year Scheduled = 2024









PARK AVENUE

GENERAL ASSESSMENT

- PCI = 34
- Gravel section (top of hill) in satisfactory shape.
- Paved section in poor condition
- Extensive cracking throughout
- Road very narrow due to retaining wall at intersection with Rt 28. Sight distance did not seem impacted

- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Asphalt berm
- Closed drainage and underdrains
- Gravel backing
- Year scheduled 2019









PARTRIDGE DRIVE

GENERAL ASSESSMENT

- PCI varies 55 to 58
- Slight wheel rutting with runoff in wheel path
- Needs ditching in some areas
- Shoulder erosion observed in areas where ditches exist

- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Asphalt berms
- Underdrains
- Ditching
- Gravel backing
- Year schedule = 2028







PINE STREET

GENERAL ASSESSMENT

- PCI varies 44 to 52
- Edge of pavement no visible due to quantity of needles on ground
- Road appears to have been previously shimmed
- Road in poor condition
- Traffic observed to be heavy for type of road. Assumed that used as short cut to avoid intersection at RT 109 and RT 28

- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Vertical granite curbing
- Underdrains
- Ditching
- Gravel backing
- Consider posting road as "No Thru Traffic"
- Year scheduled = 2027









PLEASANT VALLEY ROAD

GENERAL ASSESSMENT

- PCI varies 32 to 89
- Between Rt 28 and New Garden Road in poor condition
- Some sections beyond New Garden Road previously overlaid
- Short section of deteriorated pavement in overlaid area near Sunset Point Road.
- CBs present in some areas
- Some shoulder erosion in areas
- Section 15 assessed is beyond Town line but reported to be maintained by Town
- Large diameter culverts appear to be previously reconstructed, however gabion walls could be leaning.

- 1.5" overlay on previously overlay/ reconstruction areas
- Reclamation and supplemental stone aggregate on areas not previously reconstructed
- 4" nominal pavement thickness
- Closed drainage systems and underdrains
- Asphalt berms
- Gravel backing
- Ditching
- Year Schedule = 2021 & 2022 (2 years due to estimated budget)









POINTE SEWALL ROAD

GENERAL ASSESSMENT

- PCI = 41
- Ditching appeared to be in place where needed
- Isolated areas of sediment transport and shoulder erosion
- X-section generally satisfactory except for isolated area and rutting
- Significant alligator cracking
- Moderate longitudinal and transverse cracking

- Reclamation with supplemental stone aggregate
- 3" pavement nominal thickness
- Closed drainage systems and underdrains
- Ditching
- Gravel backing
- Year schedule = 2026









RIVER STREET

GENERAL ASSESSMENT

- PCI varies 58 to 74
- Crown and cross-sectional shape appear satisfactory despite level of cracking
- Very low shoulders in some areas
- Moderate alligator throughout
- Moderate longitudinal and transverse cracking throughout
- Drainage satisfactory

- Reclamation with supplemental stone aggregate
- 3" nominal thickness pavement
- Underdrains
- Gravel backing
- Ditching
- 1.5" overlay for section 1
- Year scheduled = 2027









SEWALL ROAD

GENERAL ASSESSMENT

- PCI varies 61 to 95
- Section 3 appeared to have been reconstructed more recently but section 1 and 2 also in fair condition
- Isolated puddle areas otherwise road side drainage appears satisfactory with ditches, shoulders, and asphalt swales
- Areas with stone walls tight to edge of pavement
- Low severity cracking through out
- Marina located on road

- Crack sealing
- 1.5" overlay
- Gravel backing
- Ditching
- Milling in areas with curbing to maintain appropriate reveal
- Year scheduled = 2019









SLEEPY HOLLOW ROAD

GENERAL ASSESSMENT

- PCI = 80
- Surface drainage appears satisfactory
- Potential erosion in bottom of ditches
- Low to moderate cracking in all categories

- 1.5" overlay
- Crack sealing
- Gravel backing
- Ditch maintenance
- Year scheduled = 2029









SPRINGFIELD POINT ROAD

GENERAL ASSESSMENT

- PCI varies 72 to 88
- Road reconstructed in _____
- Low shoulder areas
- Low severity cracking throughout
- Road is in fair condition overall

- 1.5" overlay
- Crack sealing
- Gravel backing
- Ditch maintenance
- Year scheduled = 2024









STODDARD ROAD

GENERAL ASSESSMENT

- PCI = 38
- Moderate and severe cracking throughout
- Poor drainage in areas, standing water in the gravel sections
- Some gravel sections have significant amounts of surface water draining from embankment in to shoulder/ditch areas



- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Ditching (turf and stone)
- Closed drainage and underdrains
- Significant regrading of some gravel sections to raise road and eliminate embankments and provide ditches
- Large diameter culvert replacements
- Year scheduled = 2026









STONEHAM ROAD

GENERAL ASSESSMENT

- PCI ranges 13 to 73
- Section 1 has failed
 - Narrow road cut into hill side
 - Standing water
 - o Extensive cracking
 - Moderate rutting
 - Retaining walls on down gradient side in areas
- Sections 2 and 3 rebuilt in 2013
 - Moderate longitudinal and transverse cracking through out
 - Inlet or outlet not observed for flowing culvert crossing near N.
 Wakefield Road. CPE outlet pipe observed is dry (overflow?)

- Section 1
 - 10" crushed gravel, rehandled reclamation with supplemental stone aggregate
 - o Closed drainage and underdrains
 - o Asphalt swales/berms
 - o Ditching
 - Gravel backing
- Section 2 and 3
 - o 1.5" overlay
 - Crack sealing
 - o Asphalt curbing
 - o Underdrains
 - Gravel backing
 - Ditch maintenance









• Year scheduled = 2019/2020

TRASK MOUNTAIN ROAD

GENERAL ASSESSMENT

- PCI = 47
- Moderate cracking though out
- Some ditching on lower half
- Exposed ledge in shoulder area of road
- Gravel section in satisfactory condition with good ditching that appears stable

- Paved section
 - Reclamation with supplemental stone aggregate
 - Underdrain
 - Ledge removal
 - Gravel backing
 - o Ditching
 - Year scheduled = 2026
- Gravel Section
 - o Routine maintenance grading
 - Ditching









TREADWELL LANE

GENERAL ASSESSMENT

- PCI = 72
- Moderate cracking through out
- Drainage appears satisfactory
- Some ditches with CBs

- 1.5" overlay
- Milling may need to be reviewed for grading in areas with curbing
- Crack sealing
- Gravel backing
- Ditch maintenance
- Year scheduled = 2025







TROTTING TRACK ROAD

GENERAL ASSESSMENT

- PCI varies 32 to 60
- Moderate and severe cracking through out
- Previous shimming completed
- Large embankment areas across from rec fields appears to be eroding
- Ditching where present appears functional

- 10" crushed gravel, rehandled reclamation with supplemental stone aggregate
- 4" nominal pavement thickness
- Closed drainage and underdrains
- Large diameter culvert replacement
- Gravel backing
- Ditching
- Year scheduled = 2024 & 2025 (multiple years due to estimated budget.









UNION STREET

GENERAL ASSESSMENT

- PCI varies 73 to 89
- Road overall in good condition
- Access to Town Hall parking lot
- Some trench patching
- Curbed with close drainage system

- Mill with 1.5" overlay
- Year scheduled = 2025







UPPER TRASK MOUNTAIN ROAD

GENERAL ASSESSMENT

- PCI = 55
- Moderate cracking through out
- Trench patching from previous drainage installations
- Ditches with catch basins

- Reclamation with supplemental stone aggregate
- 3" nominal pavement thickness
- Underdrains
- Gravel backing
- Ditching
- Year schedule = 2028









VARNEY ROAD

GENERAL ASSESSMENT

- PCI varies 75 to 78
- Potential when rutting apparent due to run-off path
- Runoff and sand from adjacent properties flowing into roadway
- Low severity cracking with exception of severe centerline cracking
- Section 1 is curbed on upgradient sides with CBs

- 1.5" overlay
- Review need for milling in curbed areas prior to overlay
- Review condition of large diameter culvert prior to overlay
- Gravel backing
- Ditching
- Year schedule = 2028









WAUMBEC ROAD

GENERAL ASSESSMENT

- PCI varies 68 to 71
- Low shoulders at some CBs
- Minor wheel path ruts observed
- Some ditching tight to edge of pavement
- Previous crack seal work completed in areas
- Some stone ditches
- Road may be used as a cut through to avoid down town, 18-wheeler tractor trailer observed driving through

- Post as "No Thru Trucking"
- Crack sealing
- 1.5" overlay
- Ditching (turf and stone)
- Gravel backing
- Year scheduled = 2023









APPENDIX G

• Suggested Repair Strategies

Recommended Road Repair Strtegies - Asphalt Roads

December 14, 2018

				Section	Road					F	Repair Stra	ategies			
Section Name	GIS ID (R###)	PCI	Length (mi)	Length (ft)	Width	Section Area	Traffic	Importance	Maintenance Category		(All work				Additional Comments
		2017	GPS		(ft)	(SF)				Alternative	Unit	Jnit Price	Quantity	Total Cost	
Routine Maintenance	e (PCI 90 to 100)														
5									Routine	Gravel backing	LF	\$1.10	1,500	\$1,650.00	
Beach-1	614	98	0.27	1,430	23	32,800	3	3	Maintenance	Maintain Ditch (Turf) Crack Sealing	LF SF	\$11.70 \$2.00	400 4.920	\$4,680.00 \$9.840.00	
									Routine	Gravel backing	LF	\$1.10	2,700	\$2,970.00	
Beach-2	615	98	0.50	2,640	23	60,800	3	3	Maintenance	Maintain Ditch (Turf) Crack Sealing	LF SF	\$11.70 \$2.00	700 9.120	\$8,190.00 \$18,240.00	
							_	_	Routine	Gravel backing	LF	\$1.10	1,000	\$1,100.00	
Beach-3	619	100	0.18	960	23	21,900	3	3	Maintenance	Maintain Ditch (Turf) Crack Sealing	LF SF	\$11.70 \$2.00	300 3.285	\$3,510.00 \$6,570.00	Road reconstructed between 2014 and 2016. Ditch maintenance assumed
5	201	400		4.000		00.400			Routine	Gravel backing	LF	\$1.10	1,400	\$1,540.00	on 25% length of roadway. Complete crack seal within 5 years of reconstruction. Crack sealing assumes 15% of roadway.
Beach-4	621	100	0.25	1,320	23	30,400	3	3	Maintenance	Maintain Ditch (Turf) Crack Sealing	LF SF	\$11.70 \$2.00	400 4.560	\$4,680.00 \$9,120.00	-
December 5	200	400	0.00	4 400	-00	04.400	0		Routine	Gravel backing	LF	\$1.10	1,500	\$1,650.00	
Beach-5	692	100	0.28	1,480	23	34,100	3	3	Maintenance	Maintain Ditch (Turf) Crack Sealing	LF SF	\$11.70 \$2.00	400 5.115	\$4,680.00 \$10,230.00	
D l. O	000 744	00	0.05	0.440	-00	70.000	0		Routine	Gravel backing	LF	\$1.10	3,500	\$3,850.00	
Beach-6	622, 744	98	0.65	3,440	23	79,000	3	3	Maintenance	Maintain Ditch (Turf) Crack Sealing	LF SF	\$11.70 \$2.00	900 11.850	\$10,530.00 \$23,700.00	
5				4.470		04.400			Routine	Gravel backing	LF	\$1.10	1,200	\$1,320.00	
Beck-1	N/A	98	0.22	1,170	27	31,400	1	1	Maintenance	Maintain Ditch (Erosion Stone)	LF	\$27.30	200	\$5,460.00	
D 14	05	00	0.05	070	04	F 000			Routine	Gravel backing	LF	\$1.10	300	\$330.00	
Bernard-1	65	98	0.05	270	21	5,600	1	1	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	200	\$2,340.00	
B: 1.4			0.45			44.000			Routine	Gravel backing	LF	\$1.10	800	\$880.00	
Birch-1	97	96	0.15	800	18	14,300	1	1	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	600	\$7,020.00	
0	134	-00	0.05	070	38	10.100		3	Routine	Crack Sealing	SF	\$2.00	300	\$600.00	
Central-1	134	93	0.05	270	30	10,100	2	3	Maintenance						
Chinasant 1	62	85	0.40	F20	22	11 700	4	1	Routine	Gravel backing	LF	\$1.10	600	\$660.00	PCI score less than 90 due to drainage conditions at partridge intersection.
Chipmunk-1	62	65	0.10	530	22	11,700	'	'	Maintenance	Maintain Ditch (Erosion Stone) Crack Sealing	LF SF	\$27.30 \$2.00	200 1,170	\$5,460.00 \$2,340.00	Stone ditch recommended at intersection with Partridge to mitigate observed erosion.
Clark-4	411	91	0.13	690	20	13,800	1	1	Routine	Gravel backing	LF	\$1.10	700 200	\$770.00 \$2,340.00	Crack sealing along edges where edge and longitudinal cracking is present.
Clark-4	411	91	0.13	090	20	13,600			Maintenance	Maintain Ditch (Turf) Crack Sealing	LF SF	\$11.70 \$2.00	1,380	\$2,760.00	crack sealing along edges where edge and longitudinal cracking is present.
Clark-5	412	94	0.06	320	20	6.400	1	1	Routine	Gravel backing Maintain Ditch (Turf)	LF LF	\$1.10 \$11.70	400 100	\$440.00 \$1,170.00	Crack sealing along edges where edge cracking is present.
Clair-5	412	34	0.00	320	20	0,400			Maintenance	Crack Sealing	SF	\$2.00	320	\$640.00	
									Routine	Gravel backing Maintain Ditch (Turf)	LF LF	\$1.10 \$11.70	3,100 800	\$3,410.00 \$9,360.00	Road in satisfactory condition except for centerline cracking which is reason for PCI less than 90. Road section should be treated similarly to Section 2.
Cotton Valley-1	655	83	0.58	690	22	67,400	2	1	Maintenance	Mill and Patch Center Line	LF	\$5.70	1,600	\$9,120.00	If center line cracking becomes more severe the Town could consider milling
		1								Crack Sealing Gravel backing	SF LF	\$2.00 \$1.10	3,370 4,100	\$6,740.00 \$4,510.00	the centerline and constructing a patch.
Cotton Valley-2	656	90	0.77	4,070	22	89,500	2	1	Routine Maintenance	Maintain Ditch (Turf)	LF	\$11.70	1,100	\$12,870.00	
										Crack Sealing Gravel backing	SF LF	\$2.00 \$1.10	4,475 800	\$8,950.00 \$880.00	
Cross-1	240	98	0.14	740	20	14,800	2	1	Routine Maintenance	Crack Sealing	SF	\$2.00	740	\$1,480.00	Reconstructed in 2014. Complete crack sealing as needed within 5 years of reconstruction.
		1								Crack Sealing	SF	\$2.00	400	\$800.00	PCI score less than 90 due to longitudinal cracking previously crack sealed.
Depot-1	438	88	0.05	270	30	8,000	2	3	Routine Maintenance	g		¥		*******	Road is in satisfactory condition and only routine maintenance is
		1								Gravel backing	LF	\$1.10	2.000	\$2,200.00	recommended at this time.
Forest-9	490, 491	91	0.36	1,910	21	40,000	1	1	Routine	Maintain Ditch (Turf)	LF	\$11.70	500	\$5,850.00	Reconstructed in 2013/2014. Cracks should be sealed as soon as practical
				, ,		.,			Maintenance	Maintain Ditch (Erosion Stone) Crack Sealing	LF SF	\$27.30 \$2.00	500 2.000	\$13,650.00 \$4,000.00	to preserve road surface.
Forest 40	400	00	0.44	740	24	15 600	1	1	Routine	Gravel backing	LF	\$1.10	800	\$880.00	
Forest-10	492	98	0.14	740	21	15,600	1	1	Maintenance	Crack Sealing	SF	\$2.00	780	\$1,560.00	
Forest-11	493	96	0.08	430	21	8,900	1	1	Routine	Gravel backing	LF LF	\$1.10	500	\$550.00	
FUIEST-11	493	90	0.06	430		0,800	'	'	Maintenance	Maintain Ditch (Turf) Crack Sealing	SF	\$11.70 \$2.00	200 445	\$2,340.00 \$890.00	
Forest 12	41	98	0.18	960	21	20,000	1	1	Routine	Gravel backing	LF	\$1.10	1,000	\$1,100.00	Reconstructed in 2013/2014. Complete crack sealing as needed within 5
Forest-12	41	90	0.10	900	21	20,000	'	'	Maintenance	Maintain Ditch (Turf) Crack Sealing	LF SF	\$11.70 \$2.00	300 1,000	\$3,510.00 \$2,000.00	years of reconstruction.
Forest-13	494	96	0.06	320	21	6.700	1	1	Routine	Gravel backing	LF	\$1.10	400	\$440.00	
Forest-13	494	90	0.00	320	21	0,700	'	'	Maintenance	Maintain Ditch (Turf) Crack Sealing	LF SF	\$11.70 \$2.00	400 335	\$4,680.00 \$670.00	1
1			•						•					*******	<u>.</u>

Section Name	GIS ID	PCI	Section Length	Section Length	Road Width	Section Area	Traffic	Importance	Maintenance		epair Str (All worl				Additional Comments
Section Name	(R###)	2017	(mi) GPS	(ft)	(ft)	(SF)	Tranic	importance	Category	Alternative	•	•	Quantity	Total Cost	Additional Comments
		2017	0.0		(11)	(01)				Gravel backing	I F	\$1.10	1.500	\$1,650.00	
Forest-14	78	94	0.28	1,480	21	31,100	1	1	Routine Maintenance	Maintain Ditch (Turf)	LF	\$11.70	800	\$9,360.00	
									Maintenance	Crack Sealing	SF	\$2.00	1,555	\$3,110.00	
									Routine	Gravel backing Maintain Ditch (Turf)	LF LF	\$1.10 \$11.70	700 700	\$770.00 \$8.190.00	Additional attention should be paid to cracking in vicinity of catch basin,
Friend-1	122	93	0.12	640	21	13,400	2	1	Maintenance	Cut and Patch Distressed Area	SF	\$6.10	400	\$2,440.00	potentially caused by trench settlement or inadequate compaction. Isolated
										Crack Sealing	SF	\$2.00	670	\$1,340.00	area should be cut out and re paved.
,						44.700			Routine	Gravel backing	LF	\$1.10	600	\$660.00	Reconstructed in 2014/2015. CB's are located in center of road and cross
Grove-1	92	96	0.11	590	20	11,700	1	1	Maintenance	Crack Sealing	SF	\$2.00	1,170	\$2,340.00	slope is graded towards center of road. Complete crack sealing as needed within 5 years of reconstruction.
									Donation	Gravel backing	LF	\$1.10	900	\$990.00	within 5 years of reconstruction.
Hopewell-1	487	93	0.17	900	22	19,800	1	1	Routine Maintenance	Crack Sealing	SF	\$2.00	1,980	\$3,960.00	
									Maintenance	Cuercal healting	LE	61.10	1.000	£4.760.00	
Interlakes-1	265, 586	85	0.30	1,590	21	33,300	1	1	Routine	Gravel backing Maintain Ditch (Turf)	LF	\$1.10 \$11.70	1,600 800	\$1,760.00 \$9,360.00	PCI score less than 90 due to high extent of edge cracking. Road itself is in
mionanoo i	200, 000		0.00	1,000		00,000	·		Maintenance	Crack Sealing	SF	\$2.00	3,330	\$6,660.00	satisfactory condition and routine maintenance recommended at this time.
									Routine	Gravel backing	LF	\$1.10	300	\$330.00	
Jenness-1	700	90	0.05	270	20	5,300	1	1	Maintenance	Crack Sealing	SF	\$2.00	2,120	\$4,240.00	Short stretch of Pavement between dirt road and Stoneham Road.
			 			 			Dections	Gravel backing	LF	\$1.10	300	\$330.00	Annual to have had according Complete conditions of the conditions
Lake-1	136	92	0.05	270	26	6,900	1	1	Routine Maintenance	Crack Sealing	SF	\$2.00	1,725	\$3,450.00	Appears to have had recent overlay. Complete crack seal as needed within 5 years of overlay. Width varies between 21' and 30'.
			ļ						Mannenance	One of the other	1.5	01.10	700	#770.0C	yours or overlay. Within valies between 21 and 50.
Lang-3	164	92	0.13	690	21	14,500	1	1	Routine	Gravel backing Maintain Ditch (Turf)	LF	\$1.10 \$11.70	700 400	\$770.00 \$4,680.00	
Lung 0		02	0.10	000		11,000	·		Maintenance	Crack Sealing	SF	\$2.00	1,450	\$2,900.00	
									Routine	Crack Sealing	SF	\$2.00	2,875	\$5,750.00	
Lehner-3	434	91	0.06	320	36	11,500	3	2	Maintenance						
										Crack Sealing	SF	\$2.00	1,675	\$3,350.00	IPCI score less than 90 due to drainage issue leading to driveway gravels
Libby-1	142	88	0.07	370	18	6,700	1	1	Routine Maintenance	Jack Staming	0.	Q 2.00	1,010	ψ0,000.00	into CB. Crack seal around patch areas and review alternatives to mitigate
									waintenance						deposition of gravels into drainage system
Lucas-1	466	90	0.05	270	20	5,300	1	1	Routine	Gravel backing	LF	\$1.10	300	\$330.00	
Lucas-1	400	90	0.03	210	20	5,300	'	'	Maintenance						
										Gravel backing	LF	\$1.10	1,300	\$1,430.00	
Middleton-1	334 & 335	98	0.24	1,270	23	29,200	2	1	Routine	Maintain Ditch (Turf)	LF	\$11.70	600	\$7,020.00	Recent reconstruction. Complete crack sealing as needed within 5 years of
									Maintenance	Maintain Ditch (Erosion Stone) Crack Sealing	LF SF	\$27.30 \$2.00	600 1,460	\$16,380.00 \$2,920.00	reconstruction.
									İ	Gravel backing	LF	\$1.10	2,300	\$2,530.00	
Middleton-2	336 & 337	98	0.42	2,220	23	51,100	2	1	Routine	Maintain Ditch (Turf)	LF	\$11.70	900	\$10,530.00	Recent reconstruction. Complete crack sealing as needed within 5 years of
				_,		21,122	_		Maintenance	Maintain Ditch (Erosion Stone) Crack Sealing	LF SF	\$27.30 \$2.00	900	\$24,570.00 \$5,110.00	reconstruction.
										Gravel backing	LF	\$1.10	2,500	\$2,750.00	Recent reconstruction. Complete crack sealing as needed within 5 years of
Middleton-3	223	92	0.47	2,490	23	57,100	2	1	Routine Maintenance	Maintain Ditch (Turf)	LF	\$11.70	700	\$8,190.00	reconstruction. Review up gradient gravel driveways to mitigate deposition
									Walliterlance	Crack Sealing	SF	\$2.00	5,710	\$11,420.00	of sediment onto roadway. Deposited sand is transported into ditches.
Middleton-4	343	98	0.29	1,540	23	35,300	2	1	Routine	Gravel backing Maintain Ditch (Turf)	LF	\$1.10 \$11.70	1,400 400	\$1,540.00 \$4,680.00	Recent reconstruction. Complete crack sealing as needed within 5 years of
Wildalcton-4	040	30	0.23	1,040	20	00,000	-		Maintenance	Crack Sealing	SF	\$2.00	3,530	\$7,060.00	reconstruction
									Routine	Gravel backing	LF	\$1.10	600	\$660.00	Recent reconstruction. Complete crack sealing as needed within 5 years of
Middleton-5	340 & 343	96	0.19	1,010	23	23,100	2	1	Maintenance	Maintain Ditch (Turf)	LF SF	\$11.70	300	\$3,510.00	reconstruction.
										Crack Sealing Crack Sealing	SF	\$2.00 \$2.00	2,310 4.620	\$4,620.00 \$9,240.00	
Oak-1	470	92	0.05	270	22	5,900	1	1	Routine Maintenance	g		,	.,	7.,	
			ļ			-			Mantonano	Canada hankina	1.5	64.40	600	#eec 00	
Oakwood-1	360 & 727	98	0.21	1,110	22	24,400	1	1	Routine	Gravel backing Maintain Ditch (Turf)	LF	\$1.10 \$11.70	600 300	\$660.00 \$3,510.00	1
				,	<u> </u>				Maintenance	Crack Sealing	SF	\$2.00	2,440	\$4,880.00	Recent overlay and gravel backing apparent. Complete crack sealing as
0.1	07:		0.50	0.070		07.100			Routine	Gravel backing	LF	\$1.10	3,100	\$3,410.00	needed within 2 years of overlay.
Oakwood-2	254	98	0.58	3,070	22	67,400	1	1	Maintenance	Maintain Ditch (Erosion Stone) Crack Sealing	LF SF	\$27.30 \$2.00	500 3.370	\$13,650.00 \$6,740.00	
			 			 			Davitina	Crack Sealing Crack Sealing	SF	\$2.00	13,480	\$26,960.00	
Old Lakeview-1	726	98	0.13	690	21	14,500	1	1	Routine Maintenance			,	,	,,,	
			<u> </u>			ļ			wantenance	Creek Seeling	0.5	#0.00	2.000	#E 000 00	1
Old Lakeview-2	130	100	0.14	740	21	15,600	1	1	Routine	Crack Sealing	SF	\$2.00	2,900	\$5,800.00	1
			L		L	12,000		<u> </u>	Maintenance						Reconstructed in 2014/2015. Complete crack sealing as needed within 5
	4					0.5			Routine	Crack Sealing	SF	\$2.00	3,120	\$6,240.00	years of reconstruction.
Old Lakeview-3	464	98	0.08	430	21	8,900	1	1	Maintenance		+				
		1	1		—	 				Crack Sealing	SF	\$2.00	1,780	\$3,560.00	†
Old Lakeview-4	465	100	0.06	320	21	6,700	1	1	Routine Maintenance			Ψ2.00	.,,,,,	ψ0,000.00	
			ļ			1			iviairiteriarice		I			*******	
Percy-1	297	91	0.38	2.010	23	46,200	1	1	Routine	Gravel backing Maintain Ditch (Turf)	LF LF	\$1.10 \$11.70	2,100 800	\$2,310.00 \$9.360.00	
1 010y-1	231	31	0.50	2,010	-	70,200	'	'	Maintenance	Crack Sealing	SF	\$2.00	2.310	\$4,620.00	1
	1							·	·	,	101	ψ = .00	2,010	¥ 1,020.00	

Section Name	GIS ID	PCI	Length		Road Width	Section Area	Traffic	Importance	Maintenance		pair Str All wor	ategies k Bid)			Additional Comments
	(R###)	2017	(mi) GPS	(ft)	(ft)	(SF)			Category	Alternative	Unit	Unit Price	Quantity	Total Cost	
Pleasant-1	144	85	0.18	960	20	19,100	1	1	Routine	Gravel backing	LF	\$1.10	500 400	\$550.00	PCI is 90 due to lower drainage scale, general characteristic of road surface is similar to rest of section, only routine maintenance recommended. Gravel
Pleasant-1	144	85	0.18	960	20	19,100	1	1	Maintenance	Maintain Ditch (Turf) Crack Sealing	SF	\$11.70 \$2.00	955	\$4,680.00 \$1,910.00	backing in areas with out curbing.
Pleasant-2	468	93	0.04	220	20	4,300	1	1	Routine	Crack Sealing	SF	\$2.00	9,240	\$18,480.00	
i icasant-2	400	50	0.04	220	20	4,000	'	'	Maintenance						
Pleasant-3	467	98	0.08	430	20	8,500	1	1	Routine	Crack Sealing	SF	\$2.00	860	\$1,720.00	
									Maintenance	Creak Casling	C.F.	£2.00	1,700	¢2.400.00	
Pleasant-4	469	92	0.06	320	20	6,400	1	1	Routine Maintenance	Crack Sealing	SF	\$2.00	1,700	\$3,400.00	
										Crack Sealing	SF	\$2.00	1 280	\$2,560.00	
School-1	146	91	0.05	270	24	6,400	3	2	Routine Maintenance	orack ocaming	0.	Ψ2.00	1,200	ψ <u>υ</u> ,σσσ.σσ	
									Routine	Crack Sealing	SF	\$2.00	1,280	\$2,560.00	
School-2	91	89	0.03	160	17	2,700	1	1	Maintenance	_					
									Routine	Gravel backing	LF	\$1.10	2,400	\$2,640.00	
Sewall-3	30	94	0.44	2,330	21	48,800	1	1	Maintenance	Maintain Ditch (Turf) Crack Sealing	LF SF	\$11.70 \$2.00	1,200	\$14,040.00 \$4,880.00	
0 "0		0.5				0.700			Routine	Crack Sealing	SF	\$2.00	4,880	\$9,760.00	
Sewall-6	449	95	0.06	320	21	6,700	1	2	Maintenance						
Silver-1	711	100	0.05	270	20	5,300	2	2	Routine	Gravel backing	LF	\$1.10	300	\$330.00	Recently reconstructed. Complete crack sealing as needed within 5 years
Silvei-1	711	100	0.05	270	20	5,300	2	2	Maintenance						following reconstruction. Road is combined with boat launch parking lot.
Spruce-1	487	100	0.15	800	20	15,900	1	1	Routine	Gravel backing Maintain Ditch (Turf)	LF	\$1.10 \$11.70	800 400	\$880.00 \$4,680.00	
Oprace-1	407	100	0.13	000	20	13,300	'	'	Maintenance	Crack Sealing	SF	\$2.00	795	\$1,590.00	Reconstructed in 2016/2017. Complete crack sealing as needed within 5
Spruce-2	81	98	0.48	2,540	20	50,700	1	1	Routine	Gravel backing Maintain Ditch (Turf)	LF	\$1.10 \$11.70	2,600 700	\$2,860.00 \$8,190.00	years following reconstruction
Op. 400 2	0.	- 00	0.10	2,010		00,700		·	Maintenance	Crack Sealing	SF	\$2.00	2,535	\$5,070.00	
Stonehenge-1	252	94	0.27	1,430	22	31,400	1	1	Routine	Gravel backing Maintain Ditch (Turf)	LF	\$1.10 \$11.70	1,500 800	\$1,650.00 \$9,360.00	
				.,		,		·	Maintenance	Crack Sealing	SF	\$2.00	1,570	\$3,140.00	
Tips-1	28	100	0.26	1,380	20	27,500	1	1	Routine	Gravel backing Crack Sealing	LF SF	\$1.10 \$2.00	1,400 1,375	\$1,540.00 \$2,750.00	Reconstructed in 2016/2017. Complete crack sealing as needed within 5
•									Maintenance	Gravel backing	LE	\$1.10	400	\$440.00	years following reconstruction.
Wedeln-1	510	92	0.07	370	21	7,800	1	1	Routine Maintenance	Maintain Ditch (Turf)	LF	\$11.70	200	\$2,340.00	
										Crack Sealing Gravel backing	SF	\$2.00 \$1.10	390 2,700	\$780.00 \$2,970.00	
Wedeln-2	84	96	0.51	2,700	21	56,600	1	1	Routine Maintenance	Maintain Ditch (Turf)	LF	\$11.70	1,400	\$16,380.00	Reconstructed 2016/2017. Complete gravel backing ASAP as edges of new
									Dautina	Crack Sealing Gravel backing	SF LF	\$2.00 \$1.10	300	\$5,660.00 \$330.00	pavement already cracking. Complete crack sealing as needed within 5
Wedeln-3	515	96	0.05	270	21	5,600	1	1	Routine Maintenance	Maintain Ditch (Turf)	LF	\$11.70	200	\$2,340.00	years of reconstruction
									Routine	Crack Sealing Gravel backing	SF LF	\$2.00 \$1.10	280 300	\$560.00 \$330.00	†
Wedeln-4	514	98	0.04	220	21	4,500	1	1	Maintenance	Maintain Ditch (Turf) Crack Sealing	LF SF	\$11.70 \$2.00	200 225	\$2,340.00 \$450.00	
									Routine	Crack Sealing	SF	\$2.00	690	\$1,380.00	
Whitten-1	579	98	0.13	690	20	13,800	2	1	Maintenance						Recent overlay apparent. Complete crack sealing as needed within 2 years
M/I: '44 O	580	95	0.13	690	22	15,200	2	1	Routine	Crack Sealing	SF	\$2.00	760	\$1,520.00	of overlay.
Whitten-2	580	95	0.13	690	22	15,200	2	1	Maintenance						
Whitten-3	5, 582, 584	96	0.22	1,170	22	25,600	2	1	Routine	Crack Sealing	SF	\$2.00	1,280	\$2,560.00	Recent overlay apparent. Complete crack sealing as needed within 2 years of overlay. Utility pole observed to be closer to pavement then desired, 1
Willitten-5	3, 302, 304	30	0.22	1,170	22	23,000	2	'	Maintenance						foot from face of pole to edge of pavement.
Winter-1	92	0.0	0.54	2 700	24	E6 600	4	1	Routine	Gravel backing Maintain Ditch (Erosion Stone)	LF LF	\$1.10 \$27.30	2,700 700	\$2,970.00 \$19,110.00	
vviriter-1	83	96	0.51	2,700	21	56,600	1	1	Maintenance	Crack Sealing	SF	\$2.00	2,830	\$5,660.00	
									Donation	Gravel backing	LF	\$1.10	200	\$220.00	Reconstructed 2016/2017. Complete gravel backing ASAP as edges of new
Winter-2	512	96	0.03	160	21	3,400	1	1	Routine Maintenance	Maintain Ditch (Erosion Stone)	LF	\$27.30	100	\$2,730.00	pavement already cracking. Complete crack sealing as needed within 5
										Crack Sealing	SF	\$2.00	170	\$340.00	years of reconstruction
Winter-3	513	98	0.04	220	21	4,500	1	1	Routine	Gravel backing Maintain Ditch (Erosion Stone)	LF LF	\$1.10 \$27.30	300 300	\$330.00 \$8,190.00	
winter-3	513	90	0.04	220	"	4,300	1	· '	Maintenance	Crack Sealing	SF	\$27.30	225	\$8,190.00	
	1		13.76			1			l				ance Total:	\$747,880.00	<u> </u>
												,	early Cost:	\$74,788.00	

	GIS ID	PCI	Section Length	Section Length	Road	Section Area			Maintenance		pair Strate				
Section Name	(R###)	2017	(mi) GPS	(ft)	Width (ft)	(SF)	Traffic	Importance	Category	Alternative	(All work E Unit Ur	· .	Quantity	Total Cost	Additional Comments
Overlays (PCI 66 to 9	00)				,	(- /									
									Maintenance	Crack Sealing		\$2.00	2,210	\$4,420.00	
Bass-1	172	87	0.19	1,010	22	22,100	1	1	Overlays	1.5" Overlay		\$0.71	22,100	\$15,691.00	
										Gravel backing		\$1.10	1,100	\$1,210.00	
									Maintenance	Crack Sealing 1.5" Overlay	0.	\$2.00 \$0.71	890	\$1,780.00 \$6,319.00	
Bassett-1	472	75	0.08	430	21	8,900	1	1	Overlays	Gravel backing		\$1.10	500	\$550.00	
									•	Maintain Ditch (Turf)	LF S	\$11.70	300	\$3,510.00	
										Crack Sealing		\$2.00	1,670	\$3,340.00	
Bassett-2	126	72	0.15	800	21	16,700	1	1	Maintenance Overlays	Shimming and 1.5" Overlay		\$0.83 \$1.10	16,700	\$13,861.00 \$880.00	
									Overlays	Gravel backing Maintain Ditch (Turf)		\$1.10	800 400	\$4.680.00	
									Maintenance	Crack Sealing	SF	\$2.00	2,100	\$4,200.00	
Bay-1	563	83	0.12	640	33	21,000	3	2	Overlays	1.5" Overlay		\$0.71	21,000	\$14,910.00	
					_				Oronayo	Gravel backing		\$1.10	700	\$770.00	
Bay-2	562	83	0.11	590	22	12,800	3	2	Maintenance	Crack Sealing 1.5" Overlay		\$2.00 \$0.71	1,280 12.800	\$2,560.00 \$9.088.00	
Day-2	302	00	0.11	550		12,000	· ·	-	Overlays	Gravel backing		\$1.10	600	\$660.00	Road is generally in good condition and should be considered a lower priority
									Maintenance	Crack Sealing		\$2.00	820	\$1,640.00	for scheduling
Bay-3	564	86	0.07	370	22	8,200	3	2	Overlays	1.5" Overlay		\$0.71	8,200	\$5,822.00	
									Oronayo	Gravel backing		\$1.10	400	\$440.00	
Bay-4	145	81	0.38	2,010	22	44,200	3	2	Maintenance	Crack Sealing 1.5" Overlay	SF SF	\$2.00 \$0.71	4,420 44,200	\$8,840.00 \$31.382.00	
Day 4	140	0.	0.00	2,010		44,200	· ·	-	Overlays	Gravel backing		\$1.10	2.100	\$2,310.00	
									Maintenance	Crack Sealing		\$2.00	1,110	\$2,220.00	
Beach-11	629, 695	88	0.10	530	21	11,100	1	1	Overlays	1.5" Overlay		\$0.71	11,100	\$7,881.00	Section of road in between two gravel sections
									Oronayo	Gravel backing		\$1.10	600	\$660.00	
									Maintenance	Crack Sealing 1.5" Overlay		\$2.00 \$0.71	2,010	\$4,020.00 \$14,271.00	
Beach-15	13	79	0.19	1,010	20	20,100	1	1	Overlays	Gravel backing		\$1.10	1.100	\$1,210.00	
									,	Maintain Ditch (Turf)		\$11.70	600	\$7,020.00	
										Crack Sealing		\$2.00	820	\$1,640.00	
Brewster-1	696	74	0.07	370	22	8,200	1	1	Maintenance	1.5" Overlay		\$0.71	8,200	\$5,822.00	
									Overlays	Gravel backing Maintain Ditch (Erosion Stone)		\$1.10 \$27.30	400 200	\$440.00 \$5,460.00	
										Crack Sealing		\$2.00	1,170	\$2,340.00	
Brewster-2	251	75	0.10	530	22	11,700	1	1	Maintenance	1.5" Overlay	SF	\$0.71	11,700	\$8,307.00	
Dicwster-2	201	7.0	0.10	550		11,700			Overlays	Asphalt Swales		\$16.90	200	\$3,380.00	
										Gravel backing Crack Sealing		\$1.10 \$2.00	600	\$660.00 \$4.660.00	
							_	_	Maintenance	Mill and Patch Center Line	J	\$5.70	2,330 200	\$1,140.00	Width varies due to turning lane onto Rt 28. Overlay may only be desired
Christian-1	99	69	0.20	1,060	22	23,300	2	3	Overlays	1.5" Overlay		\$0.71	6,990	\$4,962.90	below the hospital entrance
										Gravel backing		\$1.10	300	\$330.00	
Clark-1	408	82	0.11	590	22	12,800	2	2	Maintenance	Crack Sealing		\$2.00	1,280	\$2,560.00	
Clark-1	406	02	0.11	590	22	12,000	2	2	Overlays	1.5" Overlay Gravel backing		\$0.71 \$1.10	12,800 600	\$9,088.00 \$660.00	
									Maintanana	Crack Sealing		\$2.00	1,480	\$2,960.00	
Clark-2	409	75	0.14	740	20	14,800	2	2	Maintenance Overlays	1.5" Overlay	SF	\$0.71	14,800	\$10,508.00	Road appears to generally be in good shape with some cracking. Crack seal
									Overlays	Gravel backing		\$1.10	800	\$880.00	should be completed early in the program to protect pavement. Overlay can
Clark-3	410	78	0.12	640	20	12,700	2	2	Maintenance	Crack Sealing		\$2.00	1,270	\$2,540.00	should be anticipated later in the 10 year program.
Gialk-3	410	10	0.12	040	20	12,700	_	2	Overlays	1.5" Overlay Gravel backing		\$0.71 \$1.10	12,700 700	\$9,017.00 \$770.00	· -
	İ								Maintenance	Crack Sealing	SF	\$2.00	2,330	\$4,660.00	
Clark-6	413	77	0.22	1,170	20	23,300	1	1	Overlavs	1.5" Overlay	SF	\$0.71	23,300	\$16,543.00	
			ļ		_				Overlays	Gravel backing		\$1.10	1,200	\$1,320.00	Read appears to generally be in good share with some smalling.
Clipper-1	108	74	0.10	530	21	11,100	2	2	Maintenance	Crack Sealing		\$2.00 \$0.71	1,110	\$2,220.00	Road appears to generally be in good shape with some cracking. Crack seal should be completed early in the program to protect pavement. Overlay can
Oiibhei-i	100	,4	0.10	330	-	11,100	_	2	Overlays	1.5" Overlay Gravel backing		\$0.71 \$1.10	11,100 600	\$7,881.00 \$660.00	should be completed early in the program to protect pavement. Overlay can should be anticipated later in the 10 year program.
												\$2.00	9,320		Road appears to generally be in good shape with some cracking. Crack seal
										Crack Sealing	51	\$2.00	9,320	\$18,640.00	should be completed early in the program to protect pavement. Shoulders
College-3	652, 654	76	0.84	6,020	21	93,200	2	1	Maintenance Overlays	1.5" Overlay	SF	\$0.71	93,200	\$66,172.00	should also be graded and monitored as soon as possible to protect from
									Overlays				4.500	******	observed erosion Overlay can should be anticipated later in the 10 year
			<u> </u>							Gravel backing		\$1.10	4,500	\$4,950.00	program.
	1				I]	Asphalt Swales		\$16.90	300	\$5,070.00	
Cresent-1	423	69	0.13	690	22	15,200	2	1	Maintenance	Crack Sealing Maintain Ditch (Turf)		\$2.00 \$11.70	1,520 400	\$3,040.00 \$4.680.00	
Oresent I	423	05	0.13	030	"	13,200	-	'	Overlays	1.5" Overlay		\$0.71	15.200	\$10,792.00	
<u></u>	<u> </u>	<u></u>	<u></u>		L	<u> </u>			<u> </u>	Gravel backing		\$1.10	700	\$770.00	
		_							Maintenance	Crack Sealing	SF	\$2.00	1,280	\$2,560.00	Consider small section of shim prior to overlay at intersection with Lehner
Cricket-1	129	76	0.11	590	22	12,800	1	1	Overlays	1.5" Overlay		\$0.71	12,800	\$9,088.00	where pavement is cracked and slightly rutted
	-		1		_					Gravel backing Crack Sealing		\$1.10 \$2.00	600 1.560	\$660.00 \$3,120.00	
1			0.05	070					Maintenance	Asphalt Swales		\$2.00 \$16.90	1,560	\$3,120.00	PCI rating lower than 65 due to extent of cracking and presence of patches.
Cropley	113	61	0.05	270	20	5,300	1	1	Overlays	1.5" Overlay	SF	\$0.71	5,300	\$3,763.00	Due to very low volume status as a dead end road, maintenance overlays recommended
ı]]	Gravel backing	LF	\$1.10	300	\$330.00	recommended

		DOI.	Section		Road	0				Re	pair Stra	ategies			
Section Name	GIS ID (R###)	PCI 2017	Length (mi) GPS	Length (ft)	Width (ft)	Section Area (SF)	Traffic	Importance	Maintenance Category	(A) Alternative	All work	-	Quantity	Total Cost	Additional Comments
		2017	0.0		(11)	(6.7)				Crack Sealing	SF	\$2.00	1,000	\$2,000.00	
Deer-1	172	88	0.09	480	21	10,000	1	1	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	400	\$4,680.00	
						,	•		Overlays	1.5" Overlay Gravel backing	SF LF	\$0.71 \$1.10	10,000 500	\$7,100.00 \$550.00	
									Maintanana	Mill (1.5" Depth) and 1.5" Overlay	SF	\$1.10	6.400	\$7,104.00	Mill on unanitud to undistain acution united and unanests unanest during a value
Dockside-1	135, 440	67	0.05	270	24	6,400	2	3	Maintenance Overlays			*	-,	41,110.000	Mill as required to maintain curbing reveal and promote proper drainage prior to overlays.
									Overlays		05	***		** ***	to overlays.
									Maintenance	Crack Sealing Maintain Ditch (Turf)	SF LF	\$2.00 \$11.70	1,450 400	\$2,900.00 \$4,680.00	
Eagle-1	27	85	0.13	690	21	14,500	1	1	Overlays	1.5" Overlay	SF	\$0.71	14,500	\$10,295.00	
										Gravel backing	LF	\$1.10	700	\$770.00	
									Maintenance	Crack Sealing Maintain Ditch (Turf)	SF LF	\$2.00 \$11.70	1,560 400	\$3,120.00 \$4,680.00	
Eagle-2	143	79	0.14	740	21	15,600	1	1	Overlays	1.5" Overlay	SF	\$0.71	15.600	\$11,076.00	
									,	Gravel backing	LF	\$1.10	800	\$880.00	
Fadinatt 1	107	0.5	0.00	420	20	0.500	2	2	Maintenance	Mill (1.5" Depth) and 1.5" Overlay	SF	\$1.11	8,500	\$9,435.00	
Endicott-1	137	85	0.08	430	20	8,500	2	2	Overlays						
									Maintenance	Crack Sealing	SF	\$2.00	2,560	\$5,120.00	
Fairway-1	33	67	0.23	1,220	21	25,600	1	1	Overlays	Shimming and 1.5" Overlay	SF	\$0.83	25,600	\$21,248.00	
					1				2.5.10,0	Gravel backing	LF SF	\$1.10	1,300	\$1,430.00	
	45-						_	-	Maintenance	Crack Sealing Maintain Ditch (Turf)	LF	\$2.00 \$11.70	1,170 300	\$2,340.00 \$3,510.00	Large trees noted in this section. Removal is recommended to improve site
Forest-1	458	77	0.10	530	22	11,700	2	2	Overlays	1.5" Overlay	SF	\$0.71	11,700	\$8,307.00	distance when turning onto road from Lakeview
										Gravel backing	LF	\$1.10	600	\$660.00	
									Maintenance	Crack Sealing	SF LF	\$2.00 \$11.70	2,440	\$4,880.00	Large trees noted in this section. Removal is recommended to improve site
Forest-2	452	79	0.21	1,110	22	24,400	2	2	Overlays	Maintain Ditch (Turf) 1.5" Overlay	SF	\$0.71	600 24.400	\$7,020.00 \$17,324.00	distance when turning onto road from Lakeview
										Gravel backing	LF	\$1.10	1,200	\$1,320.00	
										Crack Sealing	SF	\$2.00	820	\$1,640.00	
Forest-3	457	72	0.07	370	22	8,200	2	2	Maintenance Overlays	Maintain Ditch (Turf) 1.5" Overlay	LF SF	\$11.70 \$0.71	200	\$2,340.00 \$5,822.00	ļ
									Overlays	Gravel backing	LF	\$1.10	8,200 400	\$440.00	
										Crack Sealing	SF	\$2.00	820	\$1,640.00	
Forest-4	456	74	0.07	370	22	8,200	2	2	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	200	\$2,340.00	
									Overlays	1.5" Overlay Gravel backing	SF	\$0.71 \$1.10	8,200 400	\$5,822.00 \$440.00	
										Crack Sealing	SF	\$2.00	820	\$1,640.00	
Forest-5	455	78	0.07	370	22	8,200	2	2	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	400	\$4,680.00	
						3,233	_	_	Overlays	1.5" Overlay	SF LF	\$0.71 \$1.10	8,200 400	\$5,822.00	
										Gravel backing Crack Sealing	SF	\$2.00	1,170	\$440.00 \$2,340.00	
Forest-6	454	80	0.10	530	22	11,700	2	2	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	600	\$7,020.00	
1 01031-0	404	00	0.10	000		11,700	-	-	Overlays	1.5" Overlay	SF	\$0.71	11,700 600	\$8,307.00	
										Gravel backing Crack Sealing	LF SF	\$1.10 \$2.00	820	\$660.00 \$1,640.00	
Forest-7	453	83	0.07	370	22	8,200	2	2	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	400	\$4,680.00	
rolest-7	455	03	0.07	370	22	0,200	2	2	Overlays	1.5" Overlay	SF	\$0.71	8,200	\$5,822.00	
		-			 					Gravel backing Crack Sealing	LF SF	\$1.10 \$2.00	400	\$440.00 \$9,300.00	
Forest-8	484, 485	86	0.40	2,120	22	46,500	2	2	Maintenance	1.5" Overlay	SF	\$0.71	46,500	\$33,015.00	
									Overlays	Gravel backing	LF	\$1.10	2,200	\$2,420.00	
					1				Maintenance	Crack Sealing	SF	\$2.00	11,040	\$22,080.00	
Friar-1	227	73	0.95	5,020	22	110,400	1	1	Overlays	Maintain Ditch (Turf) 1.5" Overlay	LF SF	\$11.70 \$0.71	2,600 110,400	\$30,420.00 \$78,384.00	
									,-	Gravel backing	LF	\$1.10	5,100	\$5,610.00	
Olematers 4	405	-00	0.05	070	-00	7.400	_		Maintenance	Mill (1.5" Depth) and 1.5" Overlay	SF	\$1.11	7,400	\$8,214.00	
Glendon-1	435	89	0.05	270	28	7,400	1	1	Overlays		+				
									Maintanana	Mill (1.5" Depth) and 1.5" Overlay	SF	\$1.11	8,900	\$9,879.00	Mill prior to overlay to maintain reveal on curbing
Glendon-2	90	88	0.07	370	24	8,900	3	2	Maintenance Overlays	, , , , , , , , , , , , , , , , , , , ,		*			
					<u> </u>				3.5nay5	Creak Capling	C.E.	#0.00	470	#0.40.00	
Goodrich-1	407	67	0.04	220	22	4,700	1	1	Maintenance	Crack Sealing 1.5" Overlay	SF SF	\$2.00 \$0.71	470 4,700	\$940.00 \$3,337.00	
22220011						.,. 00		<u> </u>	Overlays	Gravel backing	LF	\$1.10	300	\$330.00	
Condition	110	64	0.40	F00	20	11 700			Maintenance	Crack Sealing	SF	\$2.00	1,170	\$2,340.00	PCI score lower than 65 due to higher cracking extent. Due to low traffic
Goodrich-2	110	61	0.10	530	22	11,700	1	1	Overlays	1.5" Overlay Gravel backing	SF LF	\$0.71 \$1.10	11,700 600	\$8,307.00 \$660.00	volumes and dead road, maintenance overlays recommended over full reconstruction.
					1					Crack Sealing	SF	\$2.00	4,110	\$8,220.00	I econou acuon.
Greenleaf-1	34	75	0.37	1,960	21	41,100	1	1	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	500	\$5,850.00	
Greenlear-1	J-4	, 3	0.07	1,300	-'	71,100	'		Overlays	1.5" Overlay	SF	\$0.71	41,100	\$29,181.00	
					-				-	Gravel backing Crack Sealing	LF SF	\$1.10 \$2.00	2,000 5,350	\$2,200.00 \$10,700.00	
Hemlock-1	568	66	0.46	2,430	22	53,500	1	1	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	700	\$8,190.00	
Hellilock- I	300	00	0.40	2,430	22	33,300	'	'	Overlays	1.5" Overlay	SF	\$0.71	53,500	\$37,985.00	
										Gravel backing	LF	\$1.10	2,500	\$2,750.00	

Section Name	GIS ID (R###)	PCI	Section Length (mi)	Section Length (ft)	Road Width	Section Area	Traffic	Importance	Maintenance Category		epair Str (All wor				Additional Comments
	(K###)	2017	GPS	(11)	(ft)	(SF)			Category	Alternative	Unit	Unit Price	Quantity	Total Cost	
										Crack Sealing	SF	\$2.00	2,000	\$4,000.00	
Highland-1	123	75	0.18	960	21	20,000	1	1	Maintenance Overlays	Maintain Ditch (Turf) 1.5" Overlay	LF SF	\$11.70 \$0.71	300 20,000	\$3,510.00 \$14,200.00	
									Overlays	Gravel backing	LF	\$1.10	1,000	\$1,100.00	
										Crack Sealing	SF	\$2.00	3,170	\$6,340.00	
Jenness-3	281	68	0.30	1,590	20	31,700	1	1	Maintenance	Maintain Ditch (Turf)	LF SF	\$11.70	400	\$4,680.00	Asphalt swales (or back sloping work) recommended in area where existing
Jenness-3	201	00	0.30	1,590	20	31,700	'	'	Overlays	1.5" Overlay Gravel backing	LF	\$0.71 \$1.10	1 600	\$22,507.00 \$1,760.00	embankment is eroding
										Asphalt Swales	LF	\$16.90	200	\$3,380.00	
10. 0	700								Maintenance	Crack Sealing	SF	\$2.00	580	\$1,160.00	
King-2	703	69	0.06	320	18	5,800	1	1	Overlays	Shimming and 1.5" Overlay Curbing - Asphalt Berm	SF	\$0.83 \$19.50	5,800 475	\$4,814.00 \$9,266.40	
										Crack Sealing	SF	\$2.00	1,670	\$3,340.00	
Lakeview-1	566	72	0.15	800	21	16,700	1	1	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	400	\$4,680.00	
						,			Overlays	1.5" Overlay Gravel backing	SF	\$0.71 \$1.10	16,700 800	\$11,857.00 \$880.00	
										Crack Sealing	SF	\$2.00	560	\$1,120.00	
Lang-1	538	88	0.05	270	21	5,600	1	1	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	100	\$1,170.00	
Lang :	000	- 00	0.00	2.0		0,000	·	·	Overlays	1.5" Overlay Gravel backing	SF	\$0.71 \$1.10	5,600 300	\$3,976.00 \$330.00	Trees currently crowd road in areas and removal should also be considered
										Crack Sealing	SF	\$1.10	890	\$330.00	to provide adequate space for ditching.
Lang-2	537	87	0.08	430	21	8,900	1	1	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	200	\$2,340.00	a provide adequate epace for alterning.
Lally-2	557	67	0.06	430	21	8,900	'	'	Overlays	1.5" Overlay	SF	\$0.71	8,900	\$6,319.00	
										Gravel backing	LF	\$1.10	500	\$550.00	
Lehner-1	430	83	0.07	370	30	11,100	3	2	Maintenance	Crack Sealing Shimming and 1.5" Overlay	SF SF	\$2.00 \$0.83	1,110 11,100	\$2,220.00 \$9,213.00	
						,			Overlays						Road is generally in good condition with some signs of distress. Any
	404		0.40	0.40		40.400			Maintenance	Crack Sealing	SF	\$2.00	1,910	\$3,820.00	overlays should be proceeded with milling to preserve and curb reveal.
Lehner-2	431	88	0.12	640	30	19,100	3	2	Overlays	Shimming and 1.5" Overlay	SF	\$0.83	19,100	\$15,853.00	
										Crack Sealing	SF	\$2.00	1,270	\$2,540.00	
Mill-1	447	81	0.10	530	24	12,700	3	2	Maintenance	Mill (1.5" Depth) and 1.5" Overlay	SF	\$1.11	12,700	\$14,097.00	Milling should be considered prior to any overlay work to maintain curb
		٥.	0.10	000		12,700	Ü	-	Overlays	Gravel backing	LF	\$1.10	700	\$770.00	reveal following overlay pavement.
										Crack Sealing	SF	\$2.00	1.050	\$2,100.00	
Nary-1	57	69	0.09	480	22	10,500	1	1	Maintenance Overlays	1.5" Overlay	SF	\$0.71	10,500	\$7,455.00	
									Overlays	Gravel backing	LF	\$1.10	500	\$550.00	
Nary-3	507	75	0.05	270	21	5,600	1	1	Maintenance	Crack Sealing 1.5" Overlay	SF	\$2.00 \$0.71	560 5.600	\$1,120.00 \$3,976.00	
14diy-0	507	,,	0.00	210		0,000			Overlays	Gravel backing	LF	\$1.10	5,600 300	\$330.00	
										Crack Sealing	SF	\$2.00	5,350	\$10,700.00	
N. Line-2	623	85	0.46	2,430	22	53,500	2	2	Maintenance	Maintain Ditch (Turf) Mill and Patch Center Line	LF LF	\$11.70 \$5.70	1,300 2,500	\$15,210.00 \$14,250.00	
IV. Line-2	023	0.5	0.40	2,430	22	33,300	2	2	Overlays	1.5" Overlay	SF	\$0.71	53,500	\$37,985.00	
										Gravel backing	LF	\$1.10	2,500	\$2,750.00	
										Crack Sealing	SF	\$2.00	13,250	\$26,500.00	
N. Line-3	706 & 703	88	1.14	6,020	22	132,500	2	2	Maintenance	Maintain Ditch (Turf) Mill and Patch Center Line	LF LF	\$11.70 \$5.70	3,100 6.100	\$36,270.00 \$34,770.00	
=				-,		102,000	_	_	Overlays	1.5" Overlay	SF	\$0.71	132,500	\$94,075.00	
										Gravel backing	LF	\$1.10	6,100	\$6,710.00	
										Crack Sealing Maintain Ditch (Turf)	SF	\$2.00 \$11.70	9,530 2,200	\$19,060.00 \$25,740.00	
N. Line-4	624	78	0.82	4,330	22	95,300	2	2	Maintenance	Mill and Patch Center Line	LF	\$5.70	4,400	\$25,740.00	Steep embankments adjacent to cemetery need to be addressed
									Overlays	1.5" Overlay	SF	\$0.71	95,300	\$67,663.00	
		 	 		—				_	Gravel backing Crack Sealing	LF SF	\$1.10 \$2.00	4,400 2,670	\$4,840.00 \$5,340.00	
Old Mill-1	25	69	0.24	1,270	21	26,700	1	1	Maintenance	1.5" Overlay	SF	\$0.71	26,700	\$18,957.00	1
									Overlays	Gravel backing	LF	\$1.10	1,300	\$1,430.00	
			1		I					Crack Sealing	SF	\$2.00	1,220	\$2,440.00	Road overall in satisfactory condition. PCI score lower then 90 due to
P. Valley-5	385	85	0.11	590	21	12,200	3	1	Maintenance Overlays	1.5" Overlay	SF	\$0.71	12,200	\$8,662.00	centerline crack the full length of the section. Continue crack sealing on a regular basis. Paving overlay should be considered towards the end of the
									Overlays	Gravel backing	LF	\$1.10	600	\$660.00	planning window
										Crack Sealing	SF	\$2.00	2,110	\$4,220.00	Road overall in satisfactory condition. PCI score lower then 90 due to
P. Valley-6	387	85	0.19	1,010	21	21,100	3	1	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	600	\$7,020.00	centerline crack the full length of the section. Continue crack sealing on a
				,,,,,	l			•	Overlays	1.5" Overlay Gravel backing	SF LF	\$0.71 \$1.10	21,100	\$14,981.00 \$1,210.00	regular basis. Paving overlay should be considered towards the end of the
										Crack Sealing	SF	\$1.10	4,000	\$8,000.00	planning window Road overall in satisfactory condition. PCI score lower then 90 due to
P. Valley-7	388, 389, 390,	89	0.36	1,910	21	40,000	3	1	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	400	\$4,680.00	centerline crack the full length of the section. Continue crack sealing on a
i. valicy-/	391	03	0.50	1,310	-	40,000	3		Overlays	1.5" Overlay	SF	\$0.71	40,000	\$28,400.00	regular basis. Paving overlay should be considered towards the end of the
			-						-	Gravel backing Crack Sealing	LF SF	\$1.10 \$2.00	2,000 3,770	\$2,200.00 \$7,540.00	planning window PCI score below 65 due to short segment in poor condition. Poor section
P. Valley-8	394	64	0.34	1,800	21	37,700	3	1	Maintenance	Shimming and 1.5" Overlay	SF	\$0.83	37,700	\$31,291.00	area is in an area where the road was cut into a slope, underdrain
P. valley-o	394	04	0.34	1,000	"	37,700	3	1	Overlays	Underdrain - 6" (one side)	LF	\$32.00	400	\$12,800.00	recommended in cut area. Steep embankment slopes (eroded) also
										Gravel backing	LF	\$1.10	1,800	\$1,980.00	observed should be addressed

	GIS ID	PCI	Section Length	Section Length	Road	Section Area			Maintenance			rategies			
Section Name	(R###)	2017	(mi) GPS	(ft)	Width (ft)	(SF)	Traffic	Importance	Category	Alternative		rk Bid) Unit Price	Quan	ntity Total Co	Additional Comments
P. Valley-9	400	66	0.11	590	21	12,200	2	1	Maintenance	Crack Sealing Maintain Ditch (Turf)	SF LF	\$2.00 \$11.70	1,22	\$2,440.0 0 \$2,340.0	0 0
,									Overlays	1.5" Overlay Gravel backing Crack Sealing	SF LF SF	\$0.71 \$1.10 \$2.00	12,2 60 2,33		
P. Valley-11	396	71	0.21	1,110	21	23,300	2	1	Maintenance Overlays	Maintain Ditch (Erosion Stone) 1.5" Overlay Gravel backing	LF SF LF	\$27.30 \$0.71 \$1.10	50 23,3 1,20	0 \$13,650.	00
P. Valley-12	397, 235	88	0.21	1,110	21	23,300	2	1	Maintenance Overlays	Crack Sealing Maintain Ditch (Turf) 1.5" Overlay	SF LF SF	\$2.00 \$11.70 \$0.71	2,33 30 23,3	\$4,660.0 0 \$3,510.0 00 \$16,543.	0 0 0 00
P. Valley-13	382	88	0.28	1,480	21	31,100	2	1	Maintenance	Gravel backing Crack Sealing Maintain Ditch (Turf)	SF LF SF	\$1.10 \$2.00 \$11.70	1,20 3,1 30 31 1	10 \$6,220.0 0 \$3,510.0	0
									Overlays Maintenance	1.5" Overlay Gravel backing Crack Sealing Maintain Ditch (Turf)	LF SF LF	\$0.71 \$1.10 \$2.00 \$11.70	1,50 1,62 20	00 \$1,650.0 20 \$3,240.0	0
P. Valley-14	380	75	0.17	900	18	16,200	1	1	Overlays	Gravel backing Crack Sealing	SF LF SF	\$0.71 \$1.10 \$2.00	16,2 90 9,99		00
Pork-1	710	83	0.86	4,550	22	99,900	1	1	Maintenance Overlays	Maintain Ditch (Turf) 1.5" Overlay Gravel backing	LF SF LF	\$11.70 \$0.71 \$1.10	1,00 99,9 4,60	00 \$11,700. 00 \$70,929. 00 \$5,060.	00 00 0
Railroad-1	133	88	0.04	220	42	8,900	3	3	Maintenance Overlays	Crack Sealing Mill (1.5" Depth) and 1.5" Overlay	SF SF	\$2.00 \$1.11	8,90		0
River-1	95	74	0.33	1,750	22	38,400	2	1	Maintenance Overlays	Crack Sealing 1.5" Overlay Gravel backing	SF SF LF	\$2.00 \$0.71 \$1.10	3,84 38,4 1,80	00 \$27,264. 00 \$1,980.0	00 0
Sewall-1	451	87	0.03	160	21	3,400	1	1	Maintenance Overlays	Crack Sealing Maintain Ditch (Turf) 1.5" Overlay Gravel backing	SF LF SF LF	\$2.00 \$11.70 \$0.71 \$1.10	340 3,40 20	00 \$2,414.0	0 0
Sewall-2	450	77	0.06	320	21	6,700	1	1	Maintenance Overlays	Crack Sealing Maintain Ditch (Turf) 1.5" Overlay Gravel backing	SF LF SF	\$2.00 \$11.70 \$0.71 \$1.10	670 100 6,70	0 \$1,340.0 0 \$1,170.0 00 \$4,757.0	0 0 0
Sewall-4	30	75	1.08	5,710	21	119,800	1	2	Maintenance Overlays	Crack Sealing Curbing - Asphalt Berm 1.5" Overlay Gravel backing	SF LF SF LF	\$2.00 \$19.50 \$0.71 \$1.10	11,9 1,14 119,8	\$23,960 40 \$22,239 800 \$85,058)0 36 30
Sewall-5	139	61	0.72	3,810	21	79,900	1	2	Maintenance Overlays	Grave Backing Crack Sealing Maintain Ditch (Turf) Mill (1.5" Depth) and 1.5" Overlay 1.5" Overlay Gravel backing	SF LF SF SF	\$2.00 \$11.70 \$1.11 \$0.71 \$1.10	7,99 80 7,99 71,9	90 \$15,980. 0 \$9,360. 90 \$8,868. 10 \$51,056.	00 00 00 00 00 00 00 0
Sleepy-1	256	80	0.45	2,380	23	54,700	1	1	Maintenance Overlays	Crack Sealing Maintain Ditch (Turf) 1.5" Overlay Gravel backing	SF LF SF LF	\$2.00 \$11.70 \$0.71 \$1.10	5,47 2,00 54,7 2.40	70 \$10,940. 00 \$23,400. 00 \$38,837.	00
Springfield-1	12	72	0.71	3,750	22	82,500	1	1	Maintenance Overlays	Crack Sealing Maintain Ditch (Erosion Stone) 1.5" Overlay Gravel backing	SF LF SF	\$2.00 \$27.30 \$0.71 \$1.10	8,25 80 82,5 3,80	\$16,500. 0 \$21,840. 00 \$58,575.	Ditch erosion observed on steeper grades. Stone swales recommended, Paved surface overall in satisfactory condition, maintenance overlays likely
Springfield-2	354	88	0.17	900	22	19,800	1	1	Maintenance Overlays	Crack Sealing 1.5" Overlay Gravel backing	SF SF LF	\$2.00 \$0.71 \$1.10	1,98 19,8	\$3,960.0 00 \$14,058.	000
Stoneham-2	659	73	0.73	3,860	20	77,100	1	1	Maintenance Overlays	Crack Sealing 1.5" Overlay Gravel backing Curbing - Asphalt Berm Underdrain - 6" (one side) Maintain Ditch (Turf)	SF SF LF LF LF	\$2.00 \$0.71 \$1.10 \$19.50 \$32.00 \$11.70	7,7° 77,1 3,90 800 1,20 3,10	00 \$54,741. 00 \$4,290.0 0 \$15,600. 00 \$38,400.	Road reconstructed 2013 to 2014 and appears to already have significant
Stoneham-3	280	68	0.43	2,280	19	43,200	1	1	Maintenance Overlays	Crack Sealing 1.5" Overlay Gravel backing Curbing - Asphalt Berm Underdrain - 6" (one side) Maintain Ditch (Turf)	SF SF LF LF LF	\$2.00 \$0.71 \$1.10 \$19.50 \$32.00	4,32 43,2 2,30 500 700	20 \$8,640.0 00 \$30,672.0 00 \$2,530.0 0 \$9,750.0 0 \$22,400.0	0 100 Road reconstructed 2013 to 2014 and appears to already have significant defects considering time elapsed. Additional underdrain and asphalt berms should be considered to aid in groundwater and runoff handling. Embankment slopes should also be reviewed
Treadwell-1	269	72	0.15	800	20	15,900	1	1	Maintenance Overlays	Maintain Ditch (Turf) Crack Sealing Mili (1.5" Depth) and 1.5" Overlay 1.5" Overlay Maintain Ditch (Turf) Gravel backing	SF SF SF LF	\$11.70 \$2.00 \$1.11 \$0.71 \$11.70 \$1.10	1,90 1,59 1,59 14,4 400 800	90 \$3,180.0 90 \$1,764.9 00 \$10,224.0 0 \$4,680.0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Section Name	GIS ID	PCI	Section Length (mi)	Section Length (ft)	Road Width	Section Area	Traffic	Importance	Maintenance Category			rategies rk Bid)			Additional Comments
	(K###)	2017	GPS	(11)	(ft)	(SF)			Category	Alternative	Unit	Unit Price	Quantity	Total Cost	
									Maintenance	Mill (1.5" Depth) and 1.5" Overlay	SF	\$1.11	5,100	\$5,661.00	
Union-1	432	89	0.04	220	24	5,100	1	1	Overlays						Consider milling prior to overlay to retain reveal on asphalt curbing.
									Maintenance	Mill (1.5" Depth) and 1.5" Overlay	SF	\$1.11	11,000	\$12,210.00	
Union-2	114	73	0.07	370	30	11,100	3	3	Overlays						Consider milling prior to overlay to retain reveal on asphalt curbing.
									Maintenance	Mill (1.5" Depth) and 1.5" Overlay	SF	\$1.11	16,500	\$18,315.00	
Varney-1	565	75	0.13	690	24	16,500	1	2	Overlays	Gravel backing	LF	\$1.10	400	\$440.00	Consider milling prior to overlay to retain reveal on asphalt curbing.
										Crack Sealing	SF	\$1.10	4.320	\$8.640.00	
Varney-2	121 & 717	78	0.43	2,280	19	43,200	1	1	Maintenance	1.5" Overlay	SF	\$0.71	43,200	\$30,672.00	
									Overlays	Gravel backing Maintain Ditch (Turf)	LF LF	\$1.10 \$11.70	2,300 1.900	\$2,530.00 \$22,230.00	
										Crack Sealing	SF	\$2.00	7,350	\$14,700.00	
Waumbec-1	171	68	0.58	3,070	24	73,500	2	2	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	2,500	\$29,250.00	Ditches generally seem to be fairly stable and excessive erosion not noted. Care should be taken to not disturbed properly stabilized areas during
Wdumbeo-1	.,,	00	0.00	0,070		70,000	-	_	Overlays	1.5" Overlay	SF	\$0.71	73,500	\$52,185.00	routine ditch maintenance, particularly on steeper slopes
										Gravel backing	LF	\$1.10	3,100	\$3,410.00	
										Crack Sealing	SF	\$2.00	1,050	\$2,100.00	Ditches generally seem to be fairly stable and excessive erosion not noted.
Waumbec-2	542	71	0.09	480	22	10,500	2	2	Maintenance Overlays	Maintain Ditch (Turf)	LF SF	\$11.70	400	\$4,680.00	Care should be taken to not disturbed properly stabilized areas during
									Overlays	1.5" Overlay Gravel backing	LF	\$0.71 \$1.10	10,500 500	\$7,455.00 \$550.00	routine ditch maintenance, particularly on steeper slopes
										Crack Sealing	SF	\$1.10	3.720	\$550.00	
										Maintain Ditch (Erosion Stone)	LF	\$27.30	600	\$16.380.00	
Waumbec-3	539	69	0.32	1,690	22	37.200	2	2	Maintenance	Maintain Ditch (Turf)	LF	\$11.70	1,200	\$14,040.00	Ditches generally seem to be fairly stable and excessive erosion not noted. Care should be taken to not disturbed properly stabilized areas during
Waumbec-5	555	03	0.52	1,030	22	37,200	2	2	Overlays	1.5" Overlay	SF	\$0.71	37,200	\$26,412.00	routine ditch maintenance, particularly on steeper slopes
										Gravel backing	LF	\$1.10	1,700	\$1,870.00	
										Crack Sealing	SF	\$2.00	3,140	\$6,280.00	
									Maintenance	Maintain Ditch (Turf)	LF	\$11.70	1,200	\$14,040.00	Ditches generally seem to be fairly stable and excessive erosion not noted.
Waumbec-4	153	69	0.27	1430	22	31,400	2	2	Overlays	1.5" Overlay	SF	\$0.71	31,400	\$22,294.00	Care should be taken to not disturbed properly stabilized areas during routine ditch maintenance, particularly on steeper slopes
										Gravel backing	LF	\$1.10	1,500	\$1,650.00	routine ditor maintenance, particularly on steeper slopes
									Maintenance	Crack Sealing	SF	\$2.00	600	\$1,200.00	Road dead ends at rail trail and has one house. Thouse PCI is lower than
Willow-1	93	58	0.07	370	15	5,600	1	1	Overlays	1" Overlay Gravel backing	SF LF	\$0.47 \$1.10	5,600 1.500	\$2,632.00 \$1.650.00	65, only maintenance overlays recommended. Roadway can be monitored for future reconstruction following overlays.
		1	21.08							Oraver backing		Ov	erlay Total:	\$3,040,651.56	Tot future reconstruction following overlays.
												Yearly Cos	t (10 years)	\$304,065.16	
Reconstruction (PCI	0 to 65)														
										8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	90,700	\$334,300.00	
										Overlay Maintain Ditch (Turf)	LF	\$11.70	2,100	\$24.570.00	
										Underdrain - 6" (one side)	LF	\$32.00	2,100	\$67,200.00	
Abanaukee-1	241, 693	56	0.78	4,120	22	90,700	1	1	Reconstruction	Cross/Driveway Culvert (15" dia or	LF				-
										less)		\$51.30	600	\$30,780.00	
1										Construct Enclosed Drainage Gravel backing	LF LF	\$75.50 \$1.10	900 4,200	\$67,950.00 \$4,620.00	1
										Curbing - Asphalt Berm	LF	\$19.50	500	\$9,750.00	1
										8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	21,000	\$77,500.00	
										Overlay Supplemental Stone for Reclaim	SF	\$0.22	21,000	\$4,620.00	-
										Maintain Ditch (Turf)	LF	\$11.70	500	\$5,850.00]
Allen-1	289	25	0.18	960	22	21,000	1	1	Reconstruction	Underdrain - 6" (one side)	LF	\$32.00	500	\$16,000.00	
										Cross/Driveway Culvert (15" dia or less)	LF	\$51.30	100	\$5,130.00	
										Construct Enclosed Drainage	LF	\$75.50	200	\$15,100.00	
			-						1	Gravel backing 8" Reclaim (PIP), 6" Cr. Gravel, 3"	LF	\$1.10	1,000	\$1,100.00	
										Overlay	SF	\$3.69	9,300	\$34,300.00	
										Supplemental Stone for Reclaim	SF	\$0.22	9,300	\$2,046.00	
Allen-2	694	22	0.08	430	22	9.300	1	1	Reconstruction	Maintain Ditch (Turf) Underdrain - 6" (one side)	LF LF	\$11.70 \$32.00	300 300	\$3,510.00 \$9,600.00	1
2						2,500	'			Cross/Driveway Culvert (15" dia or	LF	\$51.30	100	\$5,130.00	1
										less) Construct Enclosed Drainage	LF	\$75.50	200	\$15,100.00	-
										Gravel backing	LF	\$75.50 \$1.10	500	\$550.00	
									•	g	1	¥	[******	

	GIS ID	PCI	Section Length	Section Length	Road	Section Area			Maintenance			ategies			
Section Name	(R###)		(mi)	(ft)	Width		Traffic	Importance	Category	,	All wor	•	1 -	i	Additional Comments
		2017	GPS		(ft)	(SF)				Alternative	Unit	Unit Price	Quantity	Total Cost	
										8" Reclaim (PIP), 6" Cr. Gravel, 3" Overlay	SF	\$3.69	25,600	\$94,400.00	
										Supplemental Stone for Reclaim	SF	\$0.22	25,600	\$5,632.00	
	0.45		0.00	4.470		05.000			D	Maintain Ditch (Turf)	LF	\$11.70	600	\$7,020.00	
Anagance-1	245	41	0.22	1,170	22	25,600	1	1	Reconstruction	Underdrain - 6" (one side) Cross/Driveway Culvert (15" dia or	LF	\$32.00	600	\$19,200.00	
										less)	LF	\$51.30	450	\$23,085.00	
										Construct Enclosed Drainage	LF	\$75.50	400	\$30,200.00	
										Gravel backing 8" Reclaim (PIP), 6" Cr. Gravel, 4"	LF	\$1.10	1,200	\$1,320.00	
										Overlay	SF	\$4.59	70,800	\$325,100.00	
				0.540		70.000				Maintain Ditch (Turf)	LF	\$11.70	1,800	\$21,060.00	
Beach-7	625	55	0.67	3,540	20	70,800	1	1	Reconstruction	Maintain Ditch (Erosion Stone) Underdrain - 6" (one side)	LF LF	\$27.30 \$32.00	900 1,800	\$24,570.00 \$57,600.00	
										Construct Enclosed Drainage	LF	\$75.50	800	\$60,400.00	
										Gravel backing	LF	\$1.10	3,600	\$3,960.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 4" Overlay	SF	\$4.59	21,200	\$97,400.00	
										Maintain Ditch (Turf)	LF	\$11.70	300	\$3,510.00	
Beach-8	626	64	0.20	1,060	20	21,200	1	1	Reconstruction	Maintain Ditch (Erosion Stone)	LF	\$27.30	300	\$8,190.00	
										Underdrain - 6" (one side) Construct Enclosed Drainage	LF LF	\$32.00	600 400	\$19,200.00 \$30,200.00	
										Gravel backing	LF	\$75.50 \$1.10	1,100	\$1,210.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 4"	SF	\$4.59	47,600	\$218,600.00	
										Overlay Maintain Ditab (Turf)	LF	\$11.70		\$7,020.00	
										Maintain Ditch (Turf) Maintain Ditch (Erosion Stone)	LF	\$11.70	600 600	\$7,020.00 \$16,380.00	
Beach-9	718	58	0.45	2,380	20	47,600	1	1	Reconstruction	Underdrain - 6" (one side)	LF	\$32.00	1,200	\$38,400.00	
										Cross/Driveway Culvert (15" dia or	LF	\$51.30	300	\$15,390.00	
										less) Construct Enclosed Drainage	LF	\$75.50	500	\$37,750.00	
										Gravel backing	LF	\$1.10	2,400	\$2,640.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 4"	SF	\$4.59	19,100	\$87,700.00	
										Overlay Maintain Ditch (Turf)	LF	\$11.70	300	\$3,510.00	
										Maintain Ditch (Frosion Stone)	LF	\$27.30	300	\$8,190.00	
Beach-13	720	57	0.18	960	20	19,100	1	1	Reconstruction	Underdrain - 6" (one side)	LF	\$32.00	500	\$16,000.00	
										Cross/Driveway Culvert (15" dia or less)	LF	\$51.30	300	\$15,390.00	
										Construct Enclosed Drainage	LF	\$75.50	200	\$15,100.00	
										Gravel backing	LF	\$1.10	1,000	\$1,100.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 3" Overlay	SF	\$3.69	6,700	\$24,700.00	
										Supplemental Stone for Reclaim	SF	\$0.22	6,700	\$1,474.00	
						0.700				Maintain Ditch (Turf)	LF	\$11.70	200	\$2,340.00	
Berrywood-1	474	64	0.06	320	21	6,700	1	1	Reconstruction	Underdrain - 6" (one side) Cross/Driveway Culvert (15" dia or	LF	\$32.00	200	\$6,400.00	
										less)	LF	\$51.30	150	\$7,695.00	
										Construct Enclosed Drainage	LF	\$75.50	100	\$7,550.00	
									1	Gravel backing 8" Reclaim (PIP), 6" Cr. Gravel, 3"	LF	\$1.10	400	\$440.00	
										Overlay	SF	\$3.69	10,000	\$36,900.00	
										Supplemental Stone for Reclaim	SF	\$0.22	10,000	\$2,200.00	
Berrywood-2	475	55	0.09	480	21	10,000	1	1	Reconstruction	Maintain Ditch (Turf) Underdrain - 6" (one side)	LF LF	\$11.70 \$32.00	300 300	\$3,510.00 \$9,600.00	
,					l	.,		-		Cross/Driveway Culvert (15" dia or	LF	\$51.30	150	\$7,695.00	
										less)	LF		200		
										Construct Enclosed Drainage Gravel backing	LF	\$75.50 \$1.10	500	\$15,100.00 \$550.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	14,500	\$53,500.00	
										Overlay	SF			\$3,190.00	
										Supplemental Stone for Reclaim Maintain Ditch (Turf)	LF	\$0.22 \$11.70	14,500 400	\$3,190.00 \$4,680.00	
Berrywood-3	39	38	0.13	690	21	14,500	1	1	Reconstruction	Underdrain - 6" (one side)	LF	\$32.00	400	\$12,800.00	
										Cross/Driveway Culvert (15" dia or	LF	\$51.30	150	\$7,695.00	
										less) Construct Enclosed Drainage	LF	\$75.50	300	\$22,650.00	
										Gravel backing	LF	\$1.10	700	\$770.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	19,800	\$73,000.00	
										Overlay Maintain Ditch (Turf)	LF	\$11.70	300	\$3.510.00	
Blackberry-1	88	55	0.17	900	22	19,800	1	1	Reconstruction	Underdrain - 6" (one side)	LF	\$32.00	500	\$16,000.00	
Diackberry-1	00	55	0.17	300	''	13,000	'	•	1 (COOIISII UCIIOII	Cross/Driveway Culvert (15" dia or	LF	\$51.30	150	\$7,695.00	
										less) Construct Enclosed Drainage	LF	\$75.50	300	\$22,650.00	
ļ		•	•		•	1			•	Drainage		ψ. σ.σσ		ΨLL,000.00	·

3/6/2019

Assumption Part P	Section Name	GIS ID (R###)	PCI	Section Length (mi)	Section Length (ft)	Road Width	Section Area	Traffic	Importance	Maintenance Category		pair St All wo	rategies k Bid)			Additional Comments
Brewster 3 250, 376 63 0.25 1.500 22 28,100 1 1	ı	()	2017		()	(ft)	(SF)			Juliogo. y	Alternative	Unit	Unit Price	Quantity	Total Cost	
President 200, 279 63 0.25 1,200 22 29,100 1 1											Gravel backing	LF	\$1.10	900	\$990.00	
Reconstancing Procession												SF	\$3.69	29 100	\$107,300,00	
Development Section Processes Compute Section Processes Compute Section Processes Compute Section Processes Compute Section Processes Proc	1										Overlay					
District Control Con		050 070					00.400									
Compact France	Brewster-3	250, 379	63	0.25	1,320	22	29,100	1	1	Reconstruction						
Brown-1	ı										less)					
Precision Property Precision Property Precision Property Precision Property Precision Property Precision Property Precision Property Pr	ı															
Percentage Per																
Brown-1	1										Overlay					
Brown-1	ı															
Brown 21	1									<u></u>			\$19.50	1.000		Consider asphalt curbing (or swales) in areas where embankment is tight to
Sept	Brown-1	211	50	0.30	1,590	21	33,300	1	1	Reconstruction	Underdrain - 6" (one side)					
Control Fernicated Delanage F \$77.50 300 \$22.800.00	1											LE	\$51.30	100	\$5.130.00	
Bryant-1 309 31 1.22 6.460 21 135,300 1 1 Reconstruction 1 Reconstruc	1															
Bryani-1 309 31 1.22 8.450 21 135.300 1 1 1 Reconstruction February Febru	1															
Bryani-1 309 31 1.22 6.40 21 135.300 1 1											8" Reclaim (PIP), 6" Cr. Gravel, 3"			135 300		
Bryani-1 399 31 122 6,450 21 135,300 1 1	ı										Overlay					
Bryant-1 309 31 122 6,450 21 136,300 1 1 Reconstruction Reconstructio	1															
Bryan-1 309 31 1.2 6.950 21 15.500 1 1 1 Perconstruction Institution Software 1 1	1															Budwat for an elected decimans intended to include upple consent of laws
Canopache-1 374 37 0.15 800 21 16,700 1 1 Reconstruction 15 16 16 16 16 16 16 16	Bryant-1	309	31	1.22	6,450	21	135,300	1	1	Reconstruction						
Bess LP SS 1-30 800 SS 1-104-000 SS 1-104-000 SS 226 500.00	ı												\$32.00	2,000	\$64,000.00	diameter curvert crossings (\$150,000).
Canopache-1 374 37 37 37 37 37 37 3	1											LF	\$51.30	800	\$41,040.00	
Canopache-1 374 37 0.15 800 21 16.700 1 1 Reconstruction 1 1 1 Reconstruction 1 1 1 1 1 1 1 1 1	1											LF	\$75.50	3,000	\$226,500.00	
Canopache-1 374 37 0.15 800 21 16,700 1 1 Reconstruction Reconstructi												LF	\$1.10	6,450	\$7,095.00	
Canopache-1 374 37	1											SF	\$3.69	16,700	\$61,600.00	
Canopache-1 374 37	ı										Supplemental Stone for Reclaim	SF	\$0.22	16.700	\$3,674.00	
Mantani Ditch (Turf)	Canonache-1	374	37	0.15	800	21	16 700	1	1	Reconstruction	Curbing - Asphalt Berm		\$19.50	200		Utility pole within 12" of edge of payement should be relocated
Bess LF S51:30 120 S61:08:00	J Canopaono 1	0	0.	0.10	000		10,700	·	•	T COOTION GOLDIN			\$11.70	600	\$7,020.00	To any pole mann 12 of eagle of parentent enema se relevated.
Canopache-2	ı										, ,	LF	\$51.30	120	\$6,156.00	
Canopache-2	ı											LF	\$1.10	800	\$880.00	
Canopache-2												SF	\$3.69	5.600	\$20,700.00	
Canopache-2 697 32 0.05 270 21 5.600 1 1 Reconstruction Reconstructio	1											ee.				
Calibrating Calibrating	0	007	-00	0.05	070	0.4	F 000	_		D				300		
Less Less	Canopacne-2	697	32	0.05	2/0	21	5,600	1	1	Reconstruction	Maintain Ditch (Turf)	LF		200		
Clow-1	ı											LF	\$51.30	100	\$5,130.00	
S	ı											LF	\$1.10	270	\$297.00	
Clow-1											8" Reclaim (PIP), 6" Cr. Gravel, 3"				· ·	
Clow-1	ı															
Clow-1	ı															
Construct Enclosed Drainage	Clow-1	143	53	0.11	590	17	9,900	2	1	Reconstruction						
Less LF S1.30 210 S10,773.00	ı											LF	\$75.50	300	\$22,650.00	systems for replacement
Gravel backing	ı											LF	\$51.30	210	\$10,773.00	
10° Cr. Gravef (wf excavation), 8° SF \$6.36 93.200 \$593,100.00	ı											LF	\$1.10	590	\$649.00	
College-1 283 19 0.84 4,440 21 93,200 2 1 Reconstruction Maintain Ditch (Erosion Stone) LF \$19.50 \$0.00 \$20,504.00 \$											10" Cr. Gravel (w/ excavation), 8"					
College-1 283 19 0.84 4,440 21 93,200 2 1 Reconstruction Maintain Ditch (Errosin Stone) LF \$19.50 500 \$9,750.00 \$23,400.00 \$23,400.00 \$23,400.00 \$23,400.00 \$23,400.00 \$23,400.00 \$23,400.00 \$20,000 \$						1										
College-1 283 19 0.84 4,440 21 93,200 2 1 Maintain Ditch (Turf) LF \$11.70 2,000 \$23,400.00 Maintain Ditch (Turf) LF \$27.30 500 \$13,650.00 Underdrain - 6" (one side) LF \$32.00 2,000 \$64,000.00 Cross/Driveway Culvert (15" dia or less) LF \$51.30 800 \$41,040.00																1
Underdrain - 6" (one side)	1															
Cross/Driveway Culvert (15" dia or LF \$51.30 800 \$41,040.00 less)	College-1	283	19	0.84	4,440	21	93,200	2	1	Reconstruction						Road reconstructed in 2018 following inspection
less) LF \$51.50 000 \$41,040.00	1													_,-,		1
Construct England Projects LE 675 50 1000 675 500 00						1						LF	\$51.30	800	\$41,040.00	
											Construct Enclosed Drainage	LF	\$75.50	1,000	\$75,500.00	
Gravel backing LF \$1.10 4,400 \$4,840.00 8" Reclaim (PIP), 6" Cr. Gravel, 4" OF RAFFO 100 000 000 000 000 000 000 000 000 00				 		<u> </u>							-	4,400		
8" Recialm (FIP), 6" Cr. Gravel, 4" SF \$4.59 36,600 \$168,100.00 Overlay						1						SF	\$4.59	36,600	\$168,100.00	
Asphalt Swales LF \$16.90 500 \$8,450.00											Asphalt Swales					
College-2 650, 651 56 0.33 1,750 21 36,600 2 1 Reconstruction Maintain Ditch (Turf) LF \$11.70 500 \$5,850.00 Road reconstructed in 2018 following inspection	College-2	650, 651	56	0.33	1,750	21	36,600	2	1	Reconstruction						Road reconstructed in 2018 following inspection
Construct Enclosed Drainage LF \$75.50 300 \$22,650.00 CrossDrivinguary Output [15] dia pr	, ,				' '		, , , , , , , , , , , , , , , , , , , ,									1
Cross/univeway Curvert (15' dia or LF \$51.30 450 \$23,085.00	1											LF	\$51.30	450	\$23,085.00	
Gravel backing LF \$1.10 590 \$649.00	1					<u> </u>						LF	\$1.10	590	\$649.00	

Section Name Column Colu			l		Section	Road					Re	pair S	rategies			
Processing Control Process	Section Name	GIS ID (R###)	PCI	٠,,	Length (ft)	Width	Section Area	Traffic	Importance	Maintenance Category	(.	All wo	rk Bid)	1		Additional Comments
Control 197			2017	GPS		(ft)	(SF)					Unit	Unit Price	Quantity	Total Cost	
Cotton Min-1 GOT 42 Log 2,700 22 GOLDO 1 1 Neconstruction Final Processor Fina												SF	\$3.69	60,500	\$223,000.00	
Colors Min												SF	\$0.22	60 500	\$13 310 00	-
Column March Column March Column March M																
Constitution Name											Maintain Ditch (Turf)		\$11.70		\$11,700.00	Additional slone stabilization should be considered at the each end of the
Principle	Cotton Mtn-1	657	43	0.52	2,750	22	60,500	1	1	Reconstruction						
File File																i '' ''
Fire Company												LF	\$51.30	800	\$41,040.00	
Find Find														600		
Estatroal-1 100 52 0.10 530 24 12.700 1 1 1 Reconstruction Cutters, Appear Summer 10 100 100 100 100 100 100 100 100 100						_						_	\$1.10	2,750	\$3,025.00	
East-Clark-1 150 52 0.10 830 24 1270 1 1 1 Recometycles General Series (Figure 1988) and proposed from the control of the cont												SF	\$3.69	12,700	\$46,900.00	
Cuttery Adult Section Cuttery Adult	Fast Clark-1	109	52	0.10	530	24	12 700	1	1	Reconstruction	Supplemental Stone for Reclaim	SF	\$0.22	12,700	\$2,794.00	
Filterhed-1	Lust Oldik-1	103	02	0.10	550	2-7	12,700			1 COOLIST GOTOLI						
File File											Underdrain - 6" (one side)					-
Establoade 100 33 0.15 800 22 17,500 2 2																
Estatorock														,	, ,	
Estatorout-1 106 53 0.15 800 22 17.500 2 2 Reconstruction Consumer Princessy Curver (1) of an or Life 53.30 1.00 54.6500 Septiment and and facility. Drainage needs improvement across independent and the princess of the principle of																Additional payament thickness recommended do to Prounter Academy
Filterhed-1 106 58 0.12 0.10 1.100 2 2 2.3000 1 3 Peccentatruction Filterhed-1 641 35 0.54 2.860 22 2.8200 1 1 Peccentatruction Peccentatr	Estabrook-1	105	53	0.15	800	22	17 500	2	2	Reconstruction						
Contract Enclosed Drawage F \$75.50 200 \$15.100.00 \$30,000.	Lotabrook 1	100	00	0.10	000		,000	_	_	1100011011 401.011		LF		120		
Glave Flacked File																
Fillerbed-1																=
Fillebed-1														, , , , , ,		
Filerbed-1 558 50 0.21 1,110 21 23,300 1 3 Reconstruction Configure, Vertical Camine LE \$40,00 0 000 \$80,000.00 Oxfort Construction Configure Provided as Part excelling and Improvement Underdrain - 15 (in subject of consult) Consultation Configure Provided as Part excelling and Improvement Consultation Configure Provided as Part excelling and Improvement Consultation Configure Provided as Part excelling and Improvement Consultation Configure Provided as Part excelling and Improvement Consultation Configure Provided as Part excelling and Improvement Consultation Configure Provided as Part excelling and Improvement Consultation Configure Provided as Part excelling and Improvement Consultation Configure Provided as Part excelling and Improvement Consultation Configure Provided as Part excelling and Improvement Consultation Configure Provided as Part excelling and Improvement Consultation Configure Provided as Part excelling and Improvement Consultation Configure Provided as Part excelling and Improvement Consultation Configure Provided as Part excelling and Improvement Consultation Configure Provided as Part excelling and Improvement Consultation Configure Provided as Part excelling Consultation Configure Provided as Part excelling Consultation Configure Provided as Part excelling Consultation Configure Provided as Part excellenge Provided Association Configure Prov											Reclaim (R&R), 4" Overlay					
Marchael Hamilton 106																Heavier cross section recommended due to access to sewer treatment plant.
Cross/Driveway Culvert (15° dia or Let S\$1.30 800 \$41,040.00 Work	Filterbed-1	558	50	0.21	1,110	21	23,300	1	3	Reconstruction						
Bess																work
Green-1											less)					
Green-1 106 58 0.12 640 18 11,500 2 2 Reconstruction Charges Appliant Berm LF \$11,70 500 \$58,800.00						_							\$1.10	2,750	\$3,025.00	
Caren												SF	\$4.59	11,500	\$52,800.00	
Mantain Ditch (Turf) LF \$11.70 \$500 \$5,890.00	Green-1	106	58	0.12	640	18	11 500	2	2	Reconstruction	Curbing - Asphalt Berm			300		
Haines-1	Oleen-1	100	30	0.12	040	10	11,500	2		Reconstruction						
Haines-1											Crovel backing					-
Haines-1											8" Reclaim (PIP), 6" Cr. Gravel, 3"					
Haines-1 641 38 0.54 2,860 22 62,800 1 1 Reconstruction Reconstructi											Overlay					
Haines-1																
Haines-1 641 38 0.54 2,800 22 62,800 1 1 1 Reconstruction Undertrain - 6" (one side)																=
Less Li S51.30 200 S10,260.00	Haines-1	641	38	0.54	2,860	22	62,800	1	1	Reconstruction						1
Bess Construct Enclosed Drainage LF \$75.50 1,000 \$75,500.00												LF	\$51.30	200	\$10.260.00	
Haines-3 216, 643 32 0.75 3.960 20 79,200 1 1 Reconstruction Reconstruction Facility																-
Haines-3 216, 643 32 0.75 3,960 20 79,200 1 1 1 Reconstruction Reco											Gravel backing					
Haines-3 216, 643 32 0.75 3.960 20 79,200 1 1 1 Reconstruction Reco											8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF		79,200		
Haines-3 216, 643 32 0.75 3.960 20 79,200 1 1 1 Reconstruction Reco				1					1							-
Haines-3 216, 643 32 0.75 3,960 20 79,200 1 1 Reconstruction Reconstruct Reconstruction Reconstruct Re				1					1							†
High-1 96 0.06 320 16 5,100 1 1 Reconstruction Reconstruction Cross/Driveway Culvert (15" dia or less) LF \$3.2.00 \$2,000 \$4,356.00	Haines-3	216. 643	32	0.75	3,960	20	79,200	1	1	Reconstruction			\$27.30		\$40,950.00	
less		, 0 . 0	1 ~~		2,000		,200	1	1						\$64,000.00	standing water almost to edge of pavement
Construct Enclosed Drainage									1			LF	\$51.30	300	\$15,390.00	
High-1 96 0.06 320 16 5,100 1 1 Reconstruction Cross/Driveway Culvert (15" dia or less) Construct Enclosed Drainage LF \$75.50 200 \$15,100.00 \$18,800.00 \$				1					1		Construct Enclosed Drainage					
High-1 96 0.06 320 16 5,100 1 1 1 Reconstruction Underdrain - 6" (one side) LF \$32.00 600 \$19,200.00 Cross/Driveway Culvert (15" dia or less) Construct Enclosed Drainage LF \$75.50 200 \$15,100.00			<u> </u>	 		-	1		1	-				3,960		
High-1 96 0.06 320 16 5,100 1 1 1 Reconstruction Reconstruction Curbing - Asphalt Berm LF \$19.50 300 \$5,850.00 Curbing - Asphalt Berm LF \$19.50 300 \$5,850.00 Curbing - Asphalt Berm LF \$32.00 600 \$19,200.00 Cross/Driveway Culvert (15" dia or less) Construct Enclosed Drainage LF \$75.50 200 \$10,260.00 S10,260.00 Cross/Driveway Culvert (15" dia or less) Construct Enclosed Drainage LF \$75.50 200 \$15,100.00 S10,260.00 S1				1					1			SF	\$3.69	5,100	\$18,800.00	
High-1 96 0.06 320 16 5,100 1 1 Neconstruction Underdrain - 6" (one side) LF \$32.00 600 \$19,200.00 Cross/Driveway Culvert (15" dia or less) Construct Enclosed Drainage LF \$75.50 200 \$10,260.00				1					1			SF	\$0.22	5,100	\$1,122.00	1
High-1 96 0.06 320 16 5,100 1 1 Neconstruction Underdrain - 6" (one side) LF \$32.00 600 \$19,200.00 Cross/Driveway Culvert (15" dia or less) Construct Enclosed Drainage LF \$75.50 200 \$10,260.00									1		Curbing - Asphalt Berm	LF	\$19.50	300	\$5,850.00	
less) LF \$51.30 200 \$10,260.00 Construct Enclosed Drainage LF \$75.50 200 \$15,100.00	High-1	96		0.06	320	16	5,100	1	1	Reconstruction	Underdrain - 6" (one side)	LF	\$32.00	600	\$19,200.00	
Construct Enclosed Drainage LF \$75.50 200 \$15,100.00				1					1			LF	\$51.30	200	\$10,260.00	
				1					1							1
The second of th			<u> </u>	<u> </u>				<u></u>	<u> </u>		Gravel backing		\$1.10	320	\$352.00	<u> </u>

Section Name	GIS ID (R###)	PCI	Section Length (mi)	Section Length (ft)	Road Width	Section Area	Traffic	Importance	Maintenance Category			rategies rk Bid)			Additional Comments
	(Kiriri)	2017	GPS	(1.5)	(ft)	(SF)			outegory	Alternative	Unit	Unit Price	Quantity	Total Cost	
										8" Reclaim (PIP), 6" Cr. Gravel, 3" Overlav	SF	\$3.69	25,600	\$94,400.00	
										Supplemental Stone for Reclaim	SF	\$0.22	25,600	\$5,632.00	1
Jiminy-1	60	46	0.23	1,220	21	25,600	1	1	Reconstruction	Maintain Ditch (Turf) Cross/Driveway Culvert (15" dia or	LF	\$11.70	1,000	\$11,700.00	-
										less)	LF	\$51.30	300	\$15,390.00	
										Construct Enclosed Drainage Gravel backing	LF LF	\$75.50 \$1.10	1,000	\$75,500.00 \$1,342.00	-
										8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	12,600	\$46,500.00	
										Overlay Supplemental Stone for Reclaim	SF	\$0.22	12,600	\$2,772.00	-
	504			7.00		40.000		_		Maintain Ditch (Turf)	LF	\$11.70	500	\$5,850.00	
Keewaydin-1	521	32	0.14	740	17	12,600	2	1	Reconstruction	Cross/Driveway Culvert (15" dia or less)	LF	\$51.30	300	\$15,390.00	Road reconstructed in 2018 following inspection
										Underdrain - 6" (one side)	LF	\$32.00	200	\$6,400.00	
										Construct Enclosed Drainage Gravel backing	LF LF	\$75.50 \$1.10	500 740	\$37,750.00 \$814.00	-
										8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	12,600	\$46,500.00	
										Overlay Supplemental Stone for Reclaim	SF	\$0.22	12,600	\$2,772.00	-
Keewaydin-2	23	23	0.14	740	17	12.600	1	1	Reconstruction	Maintain Ditch (Turf) Cross/Driveway Culvert (15" dia or	LF	\$11.70	500	\$5,850.00	Road reconstructed in 2018 following inspection
Reewayuii-2	23	23	0.14	740	17	12,000	'	'	Reconstruction	less)	LF	\$51.30	300	\$15,390.00	Road reconstructed in 2016 following inspection
										Underdrain - 6" (one side) Construct Enclosed Drainage	LF LF	\$32.00 \$75.50	200 500	\$6,400.00 \$37,750.00	-
										Gravel backing	LF	\$1.10	740	\$814.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 3" Overlay	SF	\$3.69	13,400	\$49,400.00	
										Supplemental Stone for Reclaim	SF	\$0.22	13,400	\$2,948.00	
Keewaydin-3	701	28	0.14	740	18	13.400	1	1	Reconstruction	Maintain Ditch (Turf) Cross/Driveway Culvert (15" dia or	LF	\$11.70	500	\$5,850.00	Road reconstructed in 2018 following inspection
,						,	-			less)	LF	\$51.30	300	\$15,390.00	
										Underdrain - 6" (one side) Construct Enclosed Drainage	LF LF	\$32.00 \$75.50	200 500	\$6,400.00 \$37,750.00	-
										Gravel backing	LF	\$1.10	740	\$814.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 3" Overlay	SF	\$3.69	16,200	\$59,800.00	
										Supplemental Stone for Reclaim Curbing - Vertical Granite	SF LF	\$0.22 \$40.00	16,200	\$3,564.00 \$32,000.00	Curbing may be appropriate due to highier existing grades along edge of
King-1	117	49	0.17	900	18	16,200	1	1	Reconstruction	Underdrain - 6" (one side)	LF	\$32.00	800 600	\$19,200.00	road. Vertical granit curing matches existing granite curbing wrapping onto
										Cross/Driveway Culvert (15" dia or less)	LF	\$51.30	200	\$10,260.00	street from Bay Street
										Construct Enclosed Drainage	LF	\$75.50	500	\$37,750.00	
										Gravel backing 8" Reclaim (PIP), 6" Cr. Gravel, 3"	LF	\$1.10	900	\$990.00	
										Overlay	SF	\$3.69	16,700	\$61,600.00	
										Supplemental Stone for Reclaim Curbing - Asphalt Berm	SF LF	\$0.22 \$19.50	16,700 300	\$3,674.00 \$5,850.00	-
Lakeview-2	119	61	0.15	800	21	16,700	1	1	Reconstruction	Underdrain - 6" (one side)	LF	\$32.00	300	\$9,600.00	
										Cross/Driveway Culvert (15" dia or less)	LF	\$51.30	200	\$10,260.00	
										Maintain Ditch (Turf) Construct Enclosed Drainage	LF LF	\$11.70 \$75.50	400 300	\$4,680.00 \$22,650.00	-
										Gravel backing	LF	\$1.10	900	\$990.00	
										10" Cr. Gravel (w/ excavation), 8" Reclaim (R&R), 3" Overlay	SF	\$5.46	11,100	\$60,578.81	
Larry-1	131	63	0.10	530	21	11,100	1	1	Reconstruction	Maintain Ditch (Turf)	LF	\$11.70	400	\$4,680.00	1
										Gravel backing	LF	\$1.10	600	\$660.00	-
						İ			İ	10" Cr. Gravel (w/ excavation), 8"	SF	\$5.46	7,800	\$42,568.89	
Larry-2	471	69	0.07	370	21	7,800	1	1	Reconstruction	Reclaim (R&R), 3" Overlay Maintain Ditch (Turf)	LF	\$11.70	300	\$3,510.00	PCI score higher than 65 due to lower severity of longitudinal cracking and
-										Gravel backing	LF	\$1.10	400	\$440.00	reclaim recommended to be consistent with section #1.
										8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	14,000	\$51,700.00	
Maplewood-1	478	60	0.12	640	22	14,000	1	1	Reconstruction	Overlay Maintain Ditch (Turf)	LF	\$3.69	500	\$51,700.00	-
Mapie Mood-1	7/0	30	0.12	040		14,000		· '	. tooman uonon	Gravel backing	LF	\$1.10	700	\$770.00	1
					 				 	8" Reclaim (PIP), 6" Cr. Gravel, 3"	+				
Maplewood-2	479	69	0.04	220	22	4,700	1	1	Reconstruction	Overlay	SF	\$3.69	4,700	\$17,400.00	PCI score higher than 65 but generally consistent conditions with remaining
	•				-	,				Maintain Ditch (Turf) Gravel backing	LF LF	\$11.70 \$1.10	200 300	\$2,340.00 \$330.00	road sections.
			·		·	1	l	L	1	o.a.si baoking	1 -1	ψ1.10	550	ψυυυ.υυ	

Section Name	GIS ID (R###)	PCI	Section Length (mi)	Section Length (ft)	Road Width	Section Area	Traffic	Importance	Maintenance		oair St	ategies k Bid)			Additional Comments
	(K###)	2017	GPS	(11)	(ft)	(SF)			Category	Alternative	Unit	Unit Price	Quantity	Total Cost	
					` '	, ,				8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	16,300	\$60,100.00	
Maplewood-3	56	50	0.14	740	22	16,300	1	1	Reconstruction	Overlay	LF		600		
Maplewood-3	50	50	0.14	740	22	16,300	'	'	Reconstruction	Maintain Ditch (Turf) Gravel backing	LF	\$11.70 \$1.10	800	\$7,020.00 \$880.00	
												*****		700000	
										8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	7,700	\$28,400.00	
Maplewood-4	480	38	0.08	430	18	7.700	1	1	Reconstruction	Overlay Maintain Ditch (Turf)	LF	\$11.70	400	\$4,680.00	
·										Gravel backing	LF	\$1.10	500	\$550.00	
										Asphalt Swales 8" Reclaim (PIP), 6" Cr. Gravel, 3"	LF	\$16.90			
										Overlay	SF	\$3.69	3,900	\$14,400.00	
										Supplemental Stone for Reclaim	SF	\$0.22	3,900	\$858.00	
Martin-1	704	16	0.04	220	18	3,900	1	1	Reconstruction	Maintain Ditch (Erosion Stone) Underdrain - 6" (one side)	LF LF	\$27.30 \$32.00	400 400	\$10,920.00 \$12.800.00	
										Maintain Ditch (Turf)	LF	\$11.70	200	\$2,340.00	
										Construct Enclosed Drainage	LF	\$75.50	200	\$15,100.00	
										Gravel backing 8" Reclaim (PIP), 6" Cr. Gravel, 3"	LF	\$1.10	400	\$440.00	
			_						l_	Overlay	SF	\$3.69	14,000	\$51,700.00	
Mill-2	571	56	0.11	590	24	14,000	3	2	Reconstruction	Supplemental Stone for Reclaim Underdrain - 6" (one side)	SF LF	\$0.22 \$32.00	14,000 400	\$3,080.00 \$12,800.00	Low score due to rutting and puddles adjacent to wetland areas
										Construct Enclosed Drainage	LF	\$75.50	200	\$15,100.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	5.900	\$21,800.00	
										Overlay Supplemental Stone for Reclaim	SF	\$0.22	5.900	\$1,298.00	
New 2	508	63	0.05	270	22	5,900	1	1	Reconstruction	Curbing - Asphalt Berm	LF	\$19.50	300	\$5,850.00	
Nary-2	506	63	0.05	270	22	5,900	'	'	Reconstruction	Cross/Driveway Culvert (15" dia or	LF	\$51.30	200	\$10,260.00	
										less) Maintain Ditch (Turf)	LF	\$11.70	300	\$3,510.00	
										Gravel backing	LF	\$1.10	270	\$297.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	16,700	\$61,600.00	
										Overlay Supplemental Stone for Reclaim	SF	\$0.22	16,700	\$3,674.00	
Nary-4	505	63	0.15	800	21	16,700	1	1	Reconstruction	Curbing - Asphalt Berm	LF	\$19.50	300	\$5,850.00	
, .						12,122				Cross/Driveway Culvert (15" dia or less)	LF	\$51.30	200	\$10,260.00	
										Maintain Ditch (Turf)	LF	\$11.70	600	\$7,020.00	
										Gravel backing 8" Reclaim (PIP), 6" Cr. Gravel, 3"	LF	\$1.10	900	\$990.00	
										Overlay	SF		3,400	\$0.00	
	504			400		0.400				Supplemental Stone for Reclaim	SF	\$0.22	3,400	\$748.00	
Nary-5	501	55	0.03	160	21	3,400	1	1	Reconstruction	Curbing - Asphalt Berm Maintain Ditch (Turf)	LF LF	\$19.50 \$11.70	100 400	\$1,950.00 \$4,680.00	
										Construct Enclosed Drainage	LF	\$75.50	150	\$11,325.00	
									 	Gravel backing 8" Reclaim (PIP), 6" Cr. Gravel, 3"	LF	\$1.10	160	\$176.00	
										Overlay	SF	\$3.69	2,300	\$8,500.00	
										Supplemental Stone for Reclaim	SF	\$0.22	2,300	\$506.00	
Nary-6	500	46	0.02	110	21	2,300	1	1	Reconstruction	Underdrain - 6" (one side) Cross/Driveway Culvert (15" dia or	LF	\$32.00	100	\$3,200.00	
										less)	LF	\$51.30	200	\$10,260.00	
									1	Maintain Ditch (Turf) Gravel backing	LF LF	\$11.70 \$1.10	400 110	\$4,680.00 \$121.00	
									-	Convert to Gravel (Reclaim -	SF			•	
Nature	240	_	0.07	270	10	4 500		,	December 1	Process in Place)	51	\$0.36	4,500	\$1,620.00	
Natures-1	310	7	0.07	370	12	4,500	1	1	Reconstruction						
										Convert to Gravel (Reclaim - Process in Place)	SF	\$0.36	9,700	\$3,492.00	
Old 28-1	328	15	0.13	690	14	9,700	1	1	Reconstruction						
									1						
									1	10" Cr. Gravel (w/ excavation), 8"	SF	\$6.36	22,900	\$145,706.98	
									1	Reclaim (R&R), 4" Overlay	SF	\$0.22	22,900	\$5,038.00	
D Volley 4	275	E.F	0.40	060	24	22.000	2	4	Boonst	Supplemental Stone for Reclaim Underdrain - 6" (one side)	LF	\$32.00	700	\$5,038.00	
P. Valley-1	375	55	0.18	960	24	22,900	3	1	Reconstruction	Maintain Ditch (Turf)	LF	\$11.70	200	\$2,340.00	
										Construct Enclosed Drainage Curbing - Asphalt Berm	LF	\$75.50 \$19.50	200 700	\$15,100.00 \$13,650.00	
										Gravel backing	LF	\$1.10	960	\$1,056.00	

Section Name	GIS ID	PCI	Length	•	Road Width	Section Area	Traffic	Importance	Maintenance			rategies 'k Bid)			Additional Comments
i	(R###)	2017	(mi) GPS	(ft)	(ft)	(SF)			Category	Alternative	Unit	Unit Price	Quantity	Total Cost	
						(2)				10" Cr. Gravel (w/ excavation), 8" Reclaim (R&R), 4" Overlay	SF	\$6.36	14,000	\$89,078.50	
				500		44.000				Supplemental Stone for Reclaim	SF	\$0.22	14,000	\$3,080.00	
P. Valley-2	376	50	0.11	590	24	14,000	3	1	Reconstruction	Underdrain - 6" (one side) Maintain Ditch (Turf)	LF LF	\$32.00 \$11.70	400 400	\$12,800.00 \$4,680.00	
										Construct Enclosed Drainage	LF	\$75.50	400	\$30,200.00	
										Gravel backing	LF	\$1.10	590	\$649.00	
										10" Cr. Gravel (w/ excavation), 8"	SF	\$6.36	16,500	\$104,985.38	
										Reclaim (R&R), 4" Overlay Supplemental Stone for Reclaim	SF	\$0.22	16.500	\$3,630.00	
										Maintain Ditch (Erosion Stone)	LF	\$27.30	400	\$10,920.00	
P. Valley-3	735 & 377	38	0.13	690	24	16,500	3	1	Reconstruction	Underdrain - 6" (one side) Maintain Ditch (Turf)	LF LF	\$32.00 \$11.70	400 200	\$12,800.00 \$2,340.00	
										Construct Enclosed Drainage	LF	\$75.50	200	\$15,100.00	
										Curbing - Asphalt Berm	LF	\$19.50	700	\$13,650.00	
										Gravel backing	LF	\$1.10	690	\$759.00	
										10" Cr. Gravel (w/ excavation), 8" Reclaim (R&R), 4" Overlay	SF	\$6.36	72,300	\$460,026.83	
										Supplemental Stone for Reclaim	SF	\$0.22	72,300	\$15,906.00	
5 14 11 4						70.000				Underdrain - 6" (one side)	LF	\$32.00	1,000	\$32,000.00	
P. Valley-4	383	32	0.57	3,010	24	72,300	3	1	Reconstruction	Cross/Driveway Culvert (15" dia or less)	LF	\$51.30	1,000	\$51,300.00	
										Maintain Ditch (Turf)	LF	\$11.70	2,000	\$23,400.00	
										Construct Enclosed Drainage	LF	\$75.50	500	\$37,750.00	
										Gravel backing 10" Cr. Gravel (w/ excavation), 8"	LF	\$1.10	3,010	\$3,311.00	
										Reclaim (R&R), 4" Overlay	SF	\$6.36	23,300	\$148,252.08	
										Supplemental Stone for Reclaim	SF	\$0.22	23,300	\$5,126.00	
P. Valley-10	395	46	0.24	1,110	21	23,300	2	1	Decement	Underdrain - 6" (one side)	LF	\$32.00	300	\$9,600.00	
P. Valley-10	395	46	0.21	1,110	21	23,300	2	1	Reconstruction	Cross/Driveway Culvert (15" dia or less)	LF	\$51.30	500	\$25,650.00	
										Maintain Ditch (Turf)	LF	\$11.70	500	\$5,850.00	
										Construct Enclosed Drainage	LF	\$75.50	500	\$37,750.00	
										Gravel backing 8" Reclaim (PIP), 6" Cr. Gravel, 3"	LF	\$1.10	1,110	\$1,221.00	
										Overlay	SF	\$3.69	40,900	\$150,800.00	
										Supplemental Stone for Reclaim	SF	\$0.22	40,900	\$8,998.00	
										Underdrain - 6" (one side) Cross/Driveway Culvert (15" dia or	LF	\$32.00	800	\$25,600.00	
P. Valley-15	N/A	55	0.43	2,280	18	40,900	1	1	Reconstruction	less)	LF	\$51.30	500	\$25,650.00	
										Maintain Ditch (Turf)	LF	\$11.70	1,500	\$17,550.00	
										Construct Enclosed Drainage Curbing - Asphalt Berm	LF LF	\$75.50 \$19.50	500 500	\$37,750.00 \$9,750.00	
										Gravel backing	LF	\$19.50	2,280	\$2,508.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	3,500	\$13,000.00	
										Overlay Supplemental Stone for Reclaim	SF.	\$0.22	3,500	\$770.00	
Park-1	708	34	0.05	270	13	3,500	1	1	Reconstruction	Construct Enclosed Drainage	LF	\$75.50	200	\$15,100.00	
										Underdrain - 6" (one side)	LF	\$32.00	200	\$6,400.00	
										Curbing - Asphalt Berm Gravel backing	LF	\$19.50 \$1.10	200	\$3,900.00 \$297.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 3"			210		
										Overlay	SF	\$3.69	8,200	\$30,300.00	
Partridge-1	477	58	0.07	370	22	8,200	1	1	Reconstruction	Supplemental Stone for Reclaim Underdrain - 6" (one side)	SF	\$0.22 \$32.00	8,200 200	\$1,804.00 \$6,400.00	
i didiago-i	711	55	0.01	070	"	5,200		'	coonstruction	Curbing - Asphalt Berm	LF	\$19.50	200	\$3,900.00	
,										Maintain Ditch (Turf)	LF	\$11.70	300	\$3,510.00	
					-	1				Gravel backing 8" Reclaim (PIP), 6" Cr. Gravel, 3"	LF	\$1.10	270	\$297.00	
										8" Reciaim (PIP), 6" Cr. Gravei, 3" Overlay	SF	\$3.69	10,500	\$38,800.00	
					١.				_	Supplemental Stone for Reclaim	SF	\$0.22	10,500	\$2,310.00	
Partridge-2	476	55	0.09	480	22	10,500	1	1	Reconstruction	Curbing - Asphalt Berm	LF	\$19.50	200	\$3,900.00	
										Underdrain - 6" (one side) Maintain Ditch (Turf)	LF	\$32.00 \$11.70	400	\$6,400.00 \$4,680.00	
										Gravel backing	LF	\$1.10	270	\$297.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	5,900	\$21,800.00	
5. 4				070		F 000				Overlay Supplemental Stone for Reclaim	SF	\$0.22	5,900	\$1,298.00	
Pine-1	424	52	0.05	270	22	5,900	2	1	Reconstruction	Curbing - Vertical Granite	LF	\$40.00	200	\$8,000.00	
										Underdrain - 6" (one side)	LF	\$32.00	200	\$6,400.00	
										Maintain Ditch (Turf) 8" Reclaim (PIP), 6" Cr. Gravel, 3"	LF	\$11.70	400	\$4,680.00	
										Overlay	SF	\$3.69	24,400	\$90,000.00	
Pine-2	112	44	0.21	1,110	22	24,400	2	1	Reconstruction	Supplemental Stone for Reclaim Curbing - Vertical Granite	SF	\$0.22	24,400	\$5,368.00	
Į.	I	I			I	1	I	ļ	I	Curbing - Vertical Granite	LF	\$40.00	800	\$32,000.00	I

	GIS ID	PCI	Section Length	Section Length	Road	Section Area			Maintenance			rategies			
Section Name	(R###)	2017	(mi) GPS	(ft)	Width (ft)	(SF)	Traffic	Importance	Category	`.		k Bid) Unit Price	Quantity	Total Cost	Additional Comments
		2017	GPS		(11)	(51)					LF	\$32.00		\$6,400.00	
											LF	\$1.10	200 1.110	\$1,221.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	31,400	\$115,800.00	
										Overlay	SF	\$0.22	31,400	\$6,908.00	
											LF	\$27.30	400	\$10,920.00	
Pointe-1	31	41	0.27	1,430	22	31,400	1	1	Reconstruction		LF	\$32.00	500	\$16,000.00	
											LF	\$11.70	1,000	\$11,700.00	
											LF LF	\$75.50 \$1.10	400 1.430	\$30,200.00 \$1,573.00	
										Off Developer (DID) Off On Occurry Off	SF	\$3.69	97,600	\$359,800.00	
										Overlay					
											SF LF	\$0.22 \$32.00	97,600 2.000	\$21,472.00 \$64,000.00	
River-2	575	57	0.84	4,440	22	97,600	1	1	Reconstruction	Creek / Driversey Culvert /45" die en	LF	\$51.30	1,000	\$51,300.00	
										less)					
											LF LF	\$11.70 \$1.10	2,500 4 440	\$29,250.00 \$4,884.00	
										O" Dealaine (DID) O" Ca Craval O"	SF		1,110		
										Overlay		\$3.69	12,600	\$46,500.00	
											SF LF	\$0.22 \$32.00	12,600 500	\$2,772.00 \$16,000.00	
Stoddard-2	723	38	0.14	740	17	12,600	1	1	Reconstruction	Canana/Daissassass Codesant (4.5" dia an					
										less)	LF	\$51.30	500	\$25,650.00	
											LF LF	\$11.70 \$1.10	700 740	\$8,190.00 \$814.00	
										9" Pooloim (DID) 6" Cr Crovol 2"				- '	
										Overlay	SF	\$3.69	34,900	\$128,700.00	
											SF	\$0.22	34,900	\$7,678.00	
Stoddard-4	215	38	0.33	1,750	20	34.900	1	1	Reconstruction	Crass/Driverrey Culvert (45" die er	LF	\$32.00	1,000	\$32,000.00	Existing drainage in place. Improvem ditching to improve efficiency
				.,		- 1,				less)	LF	\$51.30	500	\$25,650.00	
											LF	\$11.70	700	\$8,190.00	
											LF LF	\$27.30 \$1.10	1,000 1.750	\$27,300.00 \$1,925.00	
										10" Cr. Gravel (w/ excavation), 8"	SF	\$5.46	95,100	\$519,013.01	
										Reclaim (R&R), 3" Overlay					Enclosed drainage used to budget for new cross culverts and potential
											SF	\$0.22 \$32.00	95,100 3,000	\$20,922.00 \$96,000.00	structures needed for extensive underdrain on upgradient side. Very tight
Stoneham-1	649	13	0.90	4,760	20	95,100	1	1	Reconstruction		LF	\$75.50	1,000	\$75,500.00	embankment on upgradient side, may not have room for ditches and some
											LF	\$19.50	2,000	\$39,000.00	sort of asphalt curbing or swales may be required. Asphalt Berm used for
											LF LF	\$11.70 \$27.30	1,000 1,000	\$11,700.00 \$27,300.00	budgetting.
										Gravel backing	LF	\$1.10	4,760	\$5,236.00	
										8" Reclaim (PIP), 6" Cr. Gravel, 3"	SF	\$3.69	26,400	\$97,400.00	
										Overlay Supplemental Stone for Reclaim	SF	\$0.22	26.400	\$5,808.00	
Trask-1	746 & 747	47	0.25	1,320	20	26.400	1	1	Reconstruction		LF	\$32.00	500	\$16,000.00	Outcrop of ledge observed adjacent to edge of pavement. Anticipate
IIdak-I	140 & 141	47	0.23	1,520	20	20,400			reconstruction	Cross/Driveway Culvert (15" dia or	LF	\$51.30	500	\$25,650.00	removal of ledge to properly reconstruct road / underdrain.
										less) Maintain Ditch (Turf)	LF	\$11.70	700	\$8.190.00	
											LF	\$1.10	1,320	\$1,452.00	
										10" Cr. Gravel (w/ excavation), 8"	SF	\$6.36	41,900	\$266,599.23	
										Reclaim (R&R), 4" Overlay Supplemental Stone for Reclaim	SF	\$0.22	41.900	\$9,218.00	
											LF	\$32.00	1,000	\$32,000.00	Evaluate the the need for slope stabilization across from the recreation
Trotting-1	14	58	0.36	1,910	22	41,900	3	1	Reconstruction		LF	\$75.50	1,000	\$75,500.00	fields. fields. Slope appears to be eroding.
										Cross/Driveway Culvert (15" dia or less)	LF	\$51.30	500	\$25,650.00	·
										Maintain Ditch (Turf)	LF	\$11.70	1,000	\$11,700.00	1
										Gravel backing	LF	\$1.10	1,910	\$2,101.00	
										10" Cr. Gravel (w/ excavation), 8" Reclaim (R&R), 4" Overlay	SF	\$6.36	12,800	\$81,443.20	
										Supplemental Stone for Reclaim	SF	\$0.22	12,800	\$2,816.00	
T#i 0	040		0.44	500		40.000		0	D	Underdrain - 6" (one side)	LF	\$32.00	200	\$6,400.00	
Trotting-2	612	60	0.11	590	22	12,800	3	2	Reconstruction	Crass/Driverray Culvert (15" die en	LF	\$75.50	200	\$15,100.00	
										less)	LF	\$51.30	200	\$10,260.00	
											LF	\$11.70	400	\$4,680.00	
ı		1	l		J	I	1		1	Gravel backing	LF	\$1.10	590	\$649.00	

Section Name	GIS ID (R###)	PCI	Section Length (mi)	Section Length (ft)	Road Width	Section Area	Traffic	Importance	Maintenance Category			trategies ork Bid)			Additional Comments
	(1)	2017	GPS	()	(ft)	(SF)			outogo.,	Alternative	Unit	Unit Price	Quantity	Total Cost	
										10" Cr. Gravel (w/ excavation), 8" Reclaim (R&R), 4" Overlay	SF	\$6.36	103,400	\$657,908.35	
										Supplemental Stone for Reclaim	SF	\$0.22	103,400	\$22,748.00	
										Underdrain - 6" (one side)	LF	\$32.00	500	\$16,000.00	
Trotting-3	743 & 183	32	0.89	4,700	22	103,400	3	2		Replace large diameter cross culvert (24" or greater, single pipe)	LF	, .,	1	\$43,200.00	Existing closed drainage/CB's observed in some areas
										Construct Enclosed Drainage	LF	\$75.50	1,000	\$75,500.00	
										Cross/Driveway Culvert (15" dia or less)	LF	\$51.30	800	\$41,040.00	
										Maintain Ditch (Turf)	LF	\$11.70	2,000	\$23,400.00	
										Gravel backing 8" Reclaim (PIP), 6" Cr. Gravel, 3"	LF	\$1.10	4,700	\$5,170.00	
										Overlay	SF	\$3.69	36,600	\$134,900.00	
										Supplemental Stone for Reclaim	SF	\$0.22	36,600	\$8,052.00	Evidence of previous closed drainage installations from trench patches in
Upper Trask-1	640	55	0.33	1,750	21	36,600	1	1	Reconstruction	Underdrain - 6" (one side)	LF	\$32.00	700	\$22,400.00	the roadway. Lightly traveld neighborhood road, it may be appropriate to only complete maintenance overlays and monitor road for future
										Cross/Driveway Culvert (15" dia or less)	LF	\$51.30	500	\$25,650.00	reconstruction.
										Maintain Ditch (Turf)	LF	\$11.70	700	\$8,190.00	
										Gravel backing	LF	\$1.10	1,750	\$1,925.00	
	=									8" Reclaim (PIP), 6" Cr. Gravel, 4" Overlay	SF	\$4.59	2,600	\$11,936.46	
Valley-1	715	44	0.02	110	24	2,600	3	2	Reconstruction	Supplemental Stone for Reclaim	SF	\$0.22	36,600	\$8,052.00	Access to parking area. Claose drainage system already exists
										Curbing - Asphalt Berm	LF LF	\$19.50	200 110	\$3,900.00	
										Gravel backing 8" Reclaim (PIP), 6" Cr. Gravel, 4"		\$1.10	110	\$121.00	
Malana 4	400	00	0.40	500	00	40.000			D	Overlay	SF	\$4.59	12,200	\$56,009.53	Industrial park entrance and access to DPW storage facility/pit, Though
Wickers-1	198	60	0.10	530	23	12,200	1	2		Supplemental Stone for Reclaim Maintain Ditch (Turf)	SF LF	\$0.22 \$11.70	12,200 500	\$2,684.00 \$5.850.00	some cracking exists, it may be prudent to complete maintenace overlay ar gravel backing to raise low shoulders and monitor for future reconstruction
										Gravel backing	LF	\$11.70	530	\$5,850.00 \$583.00	graver backing to raise low shoulders and monitor for future reconstruction
										10" Cr. Gravel (w/ excavation), 8" Reclaim (R&R), 4" Overlay	SF	\$6.36	88,800	\$565,012.20	
										Supplemental Stone for Reclaim	SF	\$0.22	88.800	\$19.536.00	
			l							Underdrain - 6" (one side)	LF	\$32.00	3.000	\$96,000.00	1
Wolfeboro-1 (North	331	25	0.84	4,440	20	88,800	1	2		Construct Enclosed Drainage	LF	\$75.50	1,000	\$75,500.00	Road reconstructed in 2018 following inspection?
Wolfeboro Road)						•				Cross/Driveway Culvert (15" dia or less)	LF	\$51.30	800	\$41,040.00	
										Maintain Ditch (Turf)	LF	\$11.70	3,000	\$35,100.00	
			l	1			1		l	Gravel backing	LF	\$1.10	4.440	\$4.884.00	

Reconstruction Total: \$14,967,075.71

Total Cost (Asphalt): \$18,756,000.00

18.51

Total Cost (Gravel): \$1,640,000.00

Total Cost (All Roads): \$20,396,000.00

Yearly Cost (20 Year Life span); \$1,019,800.00

Recommended Road Repair Strtegies - Gravel Roads

December 14, 2018

	GIS ID		Section Length	Section Length (ft)	Road Width	Section Area			Maintenance			ir Strategies	3		
Section Name	(R###)	PCI	(mi) GPS	Length (it)	(ft)	(sf)	Traffic	Importance	Category	` ₁		Unit Price	Quantity	Total Cost	Comments
Avery-1	664	87	0.08	430	14	6,100	1	1	Routine	Reshape, Add Minor Material (1" average depth entire length)	SF	\$0.13	6,100	\$793.00	No evidence of significant erosion however some ditching towards Cowper would help mitigate any future erosion. Considerations should be made to some tree removal to provide space for ditch
7.1.0.7	001	0,	0.00	.00		0,100	·	·	Maintenance	Maintain existing ditch (gravel road)	LF	\$14.00	200	\$2,800.00	construction
									Routine	Spot Regravel (Fill in pot holes and minor rut/puddle areas)	SF	\$0.33	4,600	\$1,518.00	
Beach-10	627	80	0.47	2,490	23	57,300	1	1	Maintenance	Maintain existing ditch (gravel road)	LF	\$14.00	1,500	\$21,000.00	
										Reshape, Add Minor Material (1" average depth entire length)	SF	\$0.13	52,700	\$6,851.00	
Beach-12	634, 719	80	0.25	1,320	20	26,400	1	1	Routine Maintenance	Maintain Ditch (Turf) Reshape, Add Minor Material (1"	LF	\$11.70	1,000	\$11,700.00	some pooled water in shoulder and some ditch erosion. Areas of light moisture on surface
									mamonano	average depth entire length)	SF	\$0.13	26,400	\$3,432.00	
									Destin	Reshape, Add Minor Material (1" average depth entire length)	SF	\$0.13	37,000	\$4,810.00	Water observed flowing in ditch in one area. Though ditch appears stable, closed drainage could be
Beach-14	721	75	0.35	1,850	20	37,000	1	1	Routine Maintenance	Maintain existing ditch (gravel road) Construct Enclosed Drainage	LF	\$14.00 \$75.50	1,000 300	\$14,000.00 \$22.650.00	considered to help handle water and stabilize ditch long term. Embankment at culvert crosing at beginning of section eroded and pipe ends very close to edge of road. Cross culvert should be
										Replace large diameter cross culvert (24" or greater, single pipe)		\$43,200.00		\$43,200.00	replaced, extended and headwalls placed to help with grading and stability
Beach-16	722	89	0.06	320	20	6,400	1	1	Routine	Reshape, Add Minor Material (1" average depth entire length)	SF	\$0.13	6,400	\$832.00	Brook running along road edge, appears well stabilized
						-,			Maintenance	Maintain existing ditch (gravel road)	LF	\$14.00	600	\$8,400.00	
										Reshape, Add Minor Material (1" average depth entire length)	SF	\$0.13	64,800	\$8,424.00	
Bickford-1	314	75	0.89	4,700	16	75,200	1	1	Routine Maintenance	Maintain existing ditch (gravel road)	LF	\$14.00	3,000	\$42,000.00	Some run-off eroded channel across road at granite culvert. Condition of both granite box and CMP culverts should be inspected. Budget has been carried for replacement of both. However, granite
									Wallterlande	Reshape, Add Major Material (4" average depth entire length)	SF	\$0.33	10,400	\$3,432.00	box could be of historical significance.
										Replace large diameter cross culvert (24" or greater, single pipe)	LS	\$43,200.00	2	\$86,400.00	
										Reshape, Add Minor Material (1" average depth entire length)	SF	\$0.13	32,000	\$4,160.00	
Brackett-1	257	81	0.53	2,800	15	42,000	1	1	Routine Maintenance	Reshape, Add Major Material (4" average depth entire length)	SF	\$0.33	10,000	\$3,300.00	Extend culvert away from edge of road and install headwall. Consider installation of guardrail in areas of steep embankment
										Replace large diameter cross culvert (24" or greater, single pipe)	LS	\$43,200.00	1	\$43,200.00	
										Maintain existing ditch (gravel road)	LF	\$14.00	1,500	\$21,000.00	
										Reshape, Add Minor Material (1" average depth entire length) Reshape, Add Major Material (4"	SF	\$0.13	35,300	\$4,589.00	
Chick-1	316	86	0.61	3,230	14	45,300	1	1	Routine	average depth entire length)	SF	\$0.33	10,000	\$3,300.00	Areas of tight embankments with some erosion due to ditches. Some erosion at the culvert outlet near Bickford Road. Budget carried to replace stone box culvert to extend further beyond edge of
									Maintenance	Maintain existing ditch (gravel road) Replace large diameter cross	LF	\$14.00	2,000	\$28,000.00	road and improve embankments. However, granite box could be of historical significance
										culvert (24" or greater, single pipe)		\$43,200.00	1	\$43,200.00	
										Underdrain - 6" (one side) Reshape, Add Minor Material (1"	LF		500	\$16,000.00	
										average depth entire length) Reshape, Add Major Material (4"	SF	\$0.13 \$0.33	40,000 13,900	\$5,200.00 \$4,587.00	
Cotton-3	319	78	0.85	4,490	12	53,900	1	1	Routine Maintenance	average depth entire length) Maintain existing ditch (gravel road)	LF	\$14.00	2,500	\$35,000.00	CMP culvert appears to be in fair condition, replacement no anticipated. Underdrain provided for installation in areas with wetlands adjacent to the street and or draining into the ditch. Tree removal is also recommended in steep embankment areas
										Replace large diameter cross culvert (24" or greater, single pipe)		\$43,200.00	,	\$43,200.00	
										Underdrain - 6" (one side)	LF	\$32.00	1,000	\$32,000.00	
										Reshape, Add Minor Material (1" average depth entire length)	SF	\$0.13	41,000	\$5,330.00	
									Routine	Reshape, Add Major Material (4" average depth entire length)	SF	\$0.33	16,400	\$5,412.00	Underdrains budgetted for areas of standing water adjacent to road. CPE culverts observed but
Cowper-1	313	67	1	5,280	12	63,400	1	1	Maintenance	Raise Road to mitigate embankments (18" depth)	SF	\$1.38	6,000	\$8,280.00	inlets need to be maintained as part of ditching.
										Maintain existing ditch (gravel road)	LF	\$14.00	3,000	\$42,000.00	
								L		Underdrain - 6" (one side)	LF	\$32.00	1,000	\$32,000.00	

2017 Road Information - UE UNPAVED STRAT.

										Reshape, Add Minor Material (1" average depth entire length)	\$0.13	37,000	\$4,810.00	
Garden-1	705	81	0.58	3,070	14	43,000	1	1	Routine Maintenance	Reshape, Add Major Material (4" SF average depth entire length)	\$0.33	6,000	\$1,980.00	
										Maintain existing ditch (gravel road) LF	\$14.00	4,000	\$56,000.00	
										Underdrain - 6" (one side) LF Reshape, Add Minor Material (1" SF	\$32.00 \$0.13	1,500 30,000	\$48,000.00 \$3,900.00	
										average depth entire length)				
Haines-2	642	77	0.54	2,860	16	45,800	1	1	Routine Maintenance	average depth entire length)	\$0.33	15,800	\$5,214.00	Some areas of moisture in shoulder. Shoulders eroding into headwalls of both major culverts. Run- off bypasses culvert due to shoulder erosion.
										Maintain existing ditch (gravel road) LF	\$14.00	3,000	\$42,000.00	
										Underdrain - 6" (one side) LF Reshape, Add Minor Material (1"	\$32.00	1,500	\$48,000.00	
										average depth entire length)	\$0.13	9,800	\$1,274.00	
Hersey-1	149	66	0.25	1,320	14	18,500	1	1	Routine Maintenance	Raise Road to mitigate embankments (18" depth)	\$1.38	9,000	\$12,420.00	
										Maintain existing ditch (gravel road) LF	\$14.00	1,500	\$21,000.00	
										Underdrain - 6" (one side) SF Reshape, Add Minor Material (1"	\$32.00	500	\$16,000.00	
										average depth entire length)	\$0.13	10,800	\$1,404.00	
Jenness-2	700	77	0.27	1,430	18	25,800	1	1	Routine	Raise Road to mitigate embankments (18" depth)	\$1.38	15,000	\$20,700.00	Raise road through field to improve drainage and provide separation from ground water, install
				.,					Maintenance	Maintain existing ditch (gravel road) LF	\$14.00	1,500	\$21,000.00	underdrain
										Underdrain - 6" (one side)	\$32.00	1,000	\$32,000.00	
										Reshape, Add Minor Material (1" SF average depth entire length)	\$0.13	11,900	\$1,547.00	
Johnson-1	327	85	0.14	740	16	11,900	1	1	Routine Maintenance	Maintain existing ditch (gravel road) LF	\$14.00	1,000	\$14,000.00	Ditches have some erosion but generally satisfactory. 12" CMP culvert with deteriorating inlet headwall, potentially crushing pipe. Ditching appears to have been recently completed.
										Cross/Driveway Culvert (15" dia or less)	\$51.30	40	\$2,052.00	,
									Routine	Reshape, Add Major Material (4" sF average depth entire length)	\$0.33	2,000	\$660.00	Low severity rutting in wheel path wear and slight loss of cross-section. Addition of 4" +/- of material
Keewaydin-4	530	68	0.03	160	12	2,000	1	1	Maintenance	Underdrain - 6" (one side) LF	\$32.00	200	\$6,400.00	should be nough materials to restore a propoer crown and raise the road above shoulders and promote drainage. Consider underdrain on uphil side. consider infiltrating basin at puddle area.
										Construct Enclosed Drainage LF	\$75.50	50	\$3,775.00	promote dramage. Consider underdram on uprin side. Consider initiating basin at puddle area.
									Routine	Reshape, Add Major Material (4" sF average depth entire length)	\$0.33	3,900	\$1,287.00	Low severity rutting in wheel path wear and slight loss of cross-section. Addition of 4" +/- of material
Keewaydin-5	529	70	0.06	320	12	3,900	1	1	Maintenance	Underdrain - 6" (one side)	\$32.00	300	\$9,600.00	should be nough materials to restore a propoer crown and raise the road above shoulders and promote drainage. Consider underdrain on uphil side.
										Reshape, Add Minor Material (1" SF	00.40	40.000	AF 400 00	
Line-1	16	86	0.44	2,330	18	42,000	1	3	Routine	average depth entire length)	\$0.13	42,000	\$5,460.00	Hill near end of maintained section appears to be only section with ditches handling run-off. Some corrugations at Pleasant Valley Road. Some moisture left on roadway during inspections following
									Maintenance	Maintain existing ditch (gravel road) LF	\$14.00	1,500	\$21,000.00	overnight rains
										Reshape, Add Minor Material (1" SF average depth entire length)	\$0.13	21,200	\$2,756.00	
Sandstrom-1	147	84	0.25	1,320	16	21,200	1	1	Routine Maintenance	Raise Road to mitigate embankments (18" depth)	\$1.38	600	\$828.00	Recent ditching and shoulder work with stone stabilization recently completed. Some shoulder and ditch erosion noted in recently ditched areas. Overall good condition. Town water facility located at
									Mantonano	Maintain existing ditch (gravel road) LF	\$14.00	1,500	\$21,000.00	end of section
										Reshape, Add Minor Material (1" SF	\$0.13	8,000	\$1,040.00	
										average depth entire length) Reshape, Add Major Material (4" SF	\$0.33	24,000	\$7,920.00	
01-11-1-1	000 004	77	0.55	0.040	40	40.000			Routine	average depth entire length)				Replacement of 36"+/- CMP culvert budgetted. Maintenance of sedementation BMP's recommended Raising road though cut/embankment area will provide additional space for better
Stoddard - 1	663, 664	77	0.55	2,910	16	46,600	1	1	Maintenance	embankments (18" depth)	\$1.38	14,600	\$20,148.00	ditching. Septic system close to edge of roadway may result in elevated groundwater levels in that area, underdrain recomended in that area to mitigate elevated groundwater levels.
										Maintain existing ditch (gravel road) LF	\$14.00	1,500	\$21,000.00	ansa, anas aram recemende in ana area to minigate storated great anator territor.
										Underdrain - 6" (one side) LF Replace large diameter cross	\$32.00	1,000	\$32,000.00	
									<u> </u>	culvert (24" or greater, single pipe)	\$43,200.00		\$43,200.00	
										average depth entire length)	\$0.33	21,200	\$6,996.00	
Stoddard-3	215	74	0.25	1,320	16	21,200	1	1	Routine Maintenance	Underdrain - 6" (one side) LF	\$32.00	500	\$16,000.00	Enclosed drainage budgetted for potential infiltration basins
										Construct Enclosed Drainage LF	\$75.50	200	\$15,100.00	1
										Maintain existing ditch (gravel road) LF Reshape, Add Major Material (4"	\$14.00	1,500	\$21,000.00	
										Reshape, Add Major Material (4" SF average depth entire length)	\$0.33	38,400	\$12,672.00	
										Raise Road to mitigate embankments (18" depth)	\$1.38	20,000	\$27,600.00	Raise road through ebankment cut areas to improve drainage conditions. Road could merit from
Stoddard-5	661	69	0.69	3,650	16	58,400	1	1	Routine Maintenance	Maintain existing ditch (gravel road) LF	\$14.00	3,000	\$42,000.00	more detailed drainage study and improvements has it seems to have significant flows from embankments and surrounding areas. Addition of 4" of gravel materials will help improve crown and
-					•				-	-				· · · · · · · · · · · · · · · · · · ·

2017 Road Information - UE UNPAVED STRAT. 3/6/2019

								1		Underdrain - 6" (one side)	LF	\$32.00	500	\$16,000.00	provide additional grading for ditches.
										Construct Enclosed Drainage	LF	\$75.50	750	\$56,625.00	
										Replace large diameter cross culvert (24" or greater, single pipe)	LS	\$43,200.00	1	\$43,200.00	
Trask-2	639	88	0.52	2.750	20	55,000	1	4		Reshape, Add Minor Material (1" average depth entire length)	SF	\$0.13	55,000	\$7,150.00	First .02 mile is asphalt in poor condition. Standing water in roadside ditch. Some sediment controls
11d5N-2	039	00	0.52	2,750	20	55,000	'	'	Maintenance	Maintain existing ditch (gravel road)	LF	\$14.00	2,000	\$28,000.00	exist along section which need to be cleaned/maintained.
										Reshape, Add Minor Material (1" average depth entire length)	SF	\$0.13	13,400	\$1,742.00	High groundwater suspected due to moistre observed in roadway. Underdrain recommended on up
Wakefield-1	658	86	0.21	1,110	12	13,400	1	1		Underdrain - 6" (one side)	LF	\$32.00	600	\$19,200.00	gradient site
										Maintain existing ditch (gravel road)	LF	\$14.00	600	\$8,400.00	
										Reshape, Add Major Material (4" average depth entire length)	SF	\$0.33	54,100	\$17,853.00	Additional culvert length used to budget for headwall installations. Existing culvert may over top and
Wakefield-2	317	61	0.73	3.860	14	54,100	1	1		Underdrain - 6" (one side)	LF	\$32.00	750	\$24,000.00	up sizing should be considered. Addition material on road will help raise road slightly and re
			****	-,		- 1,100		-	Maintenance	Construct Enclosed Drainage	LF	\$75.50	750	\$56,625.00	establish crow and promote drainage. Underdrains should be considered for up gradient side and
										Cross/Driveway Culvert (up to 24" dia)	LF	\$60.00	100	\$6,000.00	closed drainage may be erquired to help convey underdrain flows.
			10.6	56,060								Reconstruc	ction Total:	\$1,639,538.00	

56,060 Reconstruction Total: \$1,639,538.00 Yearly Cost (10 Years); \$163,953.80

2017 Road Information - UE UNPAVED STRAT. 3/6/2019

APPENDIX H

• Prioritized 10-Year CIP

ATTACHMENT "H"

2017 Roadway Assessment Wolfeboro, New Hampshire

10 Year Priorities Summary

April 23, 2019

Routine/Deferred Maintenance

Preventative Overlays & Minor Drainage Imp.

Reconstruction & Drainage Improvements

	Surface	Length (Miles)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Additional Comments
Abenaukee Dr	Α		0000000000	XXXXXXXXXXX	30000000000	XXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXX	00000000000	3000000000	XXX.600007 K	X00000X	XXXXXXXXXXXX	
Allen Rd	Α	0.26	XXXXXXXXXXXXX	XXXXXXXXXXXX	\$196,000	10000000000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	30000000000	30000000000	X000000000	1000	200000000	00000000000	
Anagance Ln	Α	0.22	XXXXXXXXXXXX	XXXXXXXXXXXX	30000000000	\$181,000	XXXXXXXXXXX	XXXXXXXXXXXX	X000000000X	XXXX	20000000000	XXXXXXXXXXX	000000000	
Bass Dr	Α		XXXXXXXXXXXXXX	XXXXXXXXXXXX	30000000000	30000000000	XXXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXXX	J000X	XXXXXX	XXXXXXXXXXXX	booooox	
Bassett Rd	Α	0.23	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXX	30000000000	XXXXXXXXXX	\$35,000	XXXXXXXXX	XXX XXX	XXXXX - VXXX	XXXXXXXXXXXX	1/ 1000	
Bay St	Α		XXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXX	30000000000	XXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	SOCOCI	XXXXXXX	20000000000	XX	
Beach Pond Rd	A	3.92	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	X000000000X	30000000000	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXX	Soosoooox	зооооооо	000000000	\$657,000	\$657,000	Budget includes 139,000 for culvert replacement, drainage improvements, and grading improvements on gravel sections
Bernard Dr	А		XXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	XXXXXXXX	N CX	XXXXXXXXXXXX	XXXXXXX	XXXXXXXXXX	XXXXXXXXX	
Berrywood Dr	А	0.28	XXXXXXXXXXX	20000000000	XXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXX	\$234,000	XXXXXX	200000000000	OXXX	XXXXXXXXXXXX	XXXXXXXXXXX	
Birch Rd	А		XXXXXXXXXXXX	30000000000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXX	COOCX	XXXXXXXXXXX	XXX 2000x	200000	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	
Blackberry Ln	Α		XXXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXX	COCCOCC	COXX	XXXXXXXXXXXXX	XXXXXXXXXXX	XX AXX	20000000000	XXXXXXXXXXX	XXXXXXXXXXXX	
Brewster Heights	Α	0.42	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXXX	200000	XX XXXX	XXXXXXXXXX	XXXXXXXXXXXX	\$188,000	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXX	Budget includes overlays on better section
Brown Rd	Α	0.30	XXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXX	2000	y XXXXXXX	10000000000	XXXXXXXXXX	30000000000	\$190,000	10000000000	хххххххххх	
Bryant Rd	А	1.22	XXXXXXXXXXX	\$937,000	2000	XXXX 2		XXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	
Canopache Rd	А	0.20	\$119,000	y 2000000	10001	1000000	1000000		30000000000	XXXXXXXXXXXXX	10000000000	XXXXXXXXXXXX	20000000000	
Central Av	А		300000000	CXXXXXXXX	,0000000	/0000000	XXXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXXX	2000000000	XXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	
Chipmunk Ln	Α		XXXXXXXXXX	00000000	XXXXXXXXXXX	000000000	XXXXXXXXXX	30000000000	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXX	
Christian Ridge Rd	А	0.20	XXXXXXXXXXXXX	20000	3000000000X	100000000	20000000	\$12,000)0000000000	20000000000	XXXXXXXXXXXX	XXXXXXXXXXX	>0000000000	
Clark Rd	Α	0.78	XXXXXXXXXXXX	XXX XXX	10000000000	00000000	XXXXXXXXXXXX	XXXXXXXXXXXX	30000000000	XXXXXXXXXXXX	XXXXXXXXXXXX	\$62,000	0000000000	
Clipper Dr	А	0.10	XXXXXXXXXXX	XXXX	xxxxxxxxxxx	JOXXXXXXXXX	XXXXXXXXXX	2000000000	2000000000	\$11,000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	
Clow St	А	0.11	XXXXXXXXXX	xxxxxxxx	XXXXXXX	200000000000	XXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXXX	\$88,000	XXXXXXXXXX	
College Rd	A	0.84	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	xxxxxxxxx	2000000000	10000000000	XXXXXXXXXX	xxxxxxxxxx	XXXXXXXXXX	XXXXXXXXX	XXXXXXXXXX	XXXXXXXXX	\$90,000	Budget does not include contingency for overlay of additional sections which should be considered for sections reconstructed in 2018. Length Shown for section 3 only.
Cotton Mountain Rd	A	0.52	XXXXXXXXXXXX	XXXXXXXXXX	20000000000	300000000X	20000000000	20000000000	\$435,000	XXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	20000000000	
Cotton Valley Rd	А		XXXXXXXXXXX	10000000000	XXXXXXXXXXXX	10000000000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	20000000000	30000000000	XXXXXXXXXX	XXXXXXXXXXX	30000000000	20000000000	
Cresent Lake Av	Α	0.13	20000000000	XXXXXXXXXX	10000000000	XXXXXXXXXXXX	2000000000	\$25,000	20000000000	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXX	30000000000	
Cricket Hill Rd	Α	0.11	XXXXXXXXXXXXX	XXXXXXXXXX	0000000000	2000000000	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	\$13,000	XXXXXXXXXXX	XXXXXXXXXX	30000000000	
Cropley Hill Rd	А	0.05	\$8,000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	0000000000	X000000000	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXX	
Cross Rd	А		20000000000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	20000000000	XXXXXXXXXXXX	>0000000000	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	300000000000	
Deer Run Rd	A	0.09	20000000000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX)0000000000	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	20000000000	\$15,000	XXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXX	300000000X	

Preventative Overlays & Minor Drainage Imp.

Reconstruction & Drainage Improvements

	Surface	Length (Miles)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Additional Comments
Depot St	А		XXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	
Dockside Rd	А	0.05	20000000000	XXXXXXXXXXXX	\$8,000	XXXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
Eagle Trace	А	0.27	XXXXXXXXXXXXX	3000000000	XXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	20000000000	XXXXXXXXXXXX	XXXXXXXXXXX	\$39,000	
East Clark Rd	Α	0.10	30000000000	XXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>	XXXXXXXXXX	\$65,000	
Endicott St	А		XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
Esterbrook Rd	А	0.15	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	300000000XX	XXXXXXXXXX	20000000000	XXXXXXXXXXXX	XXXXXXXXXXX	\$138,000	00000000000	X000000X	
Fairway Dr	А	0.23	XXXXXXXXXXXX	XXXXXXXXXX	\$28,000	20000000000	XXXXXXXXXXX	2000000000	XXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXXXXX	XXXX XXXX	XXXXXXXXXXX	
Filter Bed Rd	Α	0.21	XXXXXXXXXXXX	XXXXXXXXXXXX	30000000000	XXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXX	\$228,000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXX	
Forest Rd	A	1.09	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	xxxxxxxxxxx	XXXXXXXXXXXX	XXXXXXXXXXX	X)00000000X	30000000000	\$155,000	xxxxxxxxxxx	Second C	хохохох	10000000000	Overlays from Rt 109 to Spruce Road, Length shown only represents overlay section
Friar Tuck Way	А	0.95	20000000000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	0000000000	XXXX	\$137,000	XXXXXXXXXXX	200000000	
Friend St	A		XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXXX	20000000000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	2000	XXXXX	XXXXXXXXX	XCCCCCX	
Glendon St	A		XXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	жжжжж	xxxx xx	XXXX XXXX	XXXXXXXXXXX	1 000	
Goodrich Rd	А	0.14	\$19,000	20000000000	3000000000	XXXXXXXXXXX	XXXXXXXXXXXX	20000000000	XXXXXXXXXXXX	300000	X 100000	XXXXXXXXXXX	XX XXXXX	
Green St	A		20000000000	XXXXXXXXX	3000000000	30000000000	XXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	X0000000	XXXXXXXXXXXX	XXXXXXXXXX	200000000X	
Greenleaf Dr	А	0.37	XXXXXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXXX	100000000000	XXXXXXXXXXXX	XXXXXXXXX	5000000X	2000000000	COCCOCCCC	\$46,000	XXXXXXXXXXX	
Grove St	A		XXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	200000000	Axx	XXXXXXXXXX	XXXXXXX	30000000000	XXXXXXXXXXX	
Haines Hill Rd	A	1.83	X000000000X	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	\$1,084,000	xxxxxxxx	300000	60000000X	XXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	Budget includes 100,000 for culvert replacement, drainage improvements, and grading improvements on gravel sections
Hemlock Dr	A	0.46	200000000000	XXXXXXXXXXXX	\$60,000	XXXXXXX	XXXX	2000000000	0000000000	XX CXXX	10000000000	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	
High St	A	0.06	\$62,000	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXX	XXXXX	XXXXXXXXXXXX	XXXXXXXXXX	SOXXXXXXXX	XXXXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	
Highland Ter	А	0.18	XXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXX	XXXXXXXXXX	XX XXX	y XXXXXXX	XXXXXXXXXXXX	2000000000	XXXXXXXXXXXX	\$23,000	XXXXXXXXXXXX	10000000000	
Hopewell Pt Rd	А		XXXXXXXXXXXX	XXXXXXXXX	CXX	1000/		20000000000	XXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	
Interlakes Way	Α		XXXXXXXXXXXX	3000000	XXXXX	2000000	XXXXXXXXX	ank.	XXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXXX	
Jenness Farm Rd	A	0.35	00000000	00000000X	\$39,000	100000000	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	20000000000	XXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	
Jiminy Dr	А	0.23	XXXXXXXXXXXX	COCCOCX	XXXXXXXXXXX	00000000	хооххоох	XXXXXXXXXXX	\$204,000	XXXXXXXXXXX	XXXXXXXXXXX	30000000000	XXXXXXXXXX	
Keewaydin Rd	А		XXXXXXXXXXX	x voox	XXXXXXXXXXXX	xxxxxxxxx	60000000X	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	20000000000	XXXXXXXXXXX	XXXXXXXXXX	Reconstruction 2018, Consider scheduling shim and overlay within a year or two beyond this planning window
King St	A	0.23	XXXXXXXXXXXX	XXX	30000000000	2000000000	XXXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXX	\$179,000	XXXXXXXXXX	XXXXXXXXXXXX	
Lake St	A		XXXXXXXXXXX	XXXXX)00000000y	XXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	200000000000	D. J. J. J. J. J. J. J. J. J. J. J. J. J.
Lakeview Dr	A	0.30	XXXXXXXXXXXX	XXXXXXXX	XXXXXXX XXX	XXXXXXXXXXX	30000000000	XXXXXXXXXXXX	\$189,000	XXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	300000000000000000000000000000000000000	Budget cost includes assumes overlay only for section #1
Lang Pond Rd	A		XXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	COCCOCCC	XXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXX	
Larry Rd	Α		XXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXXXX	XXXXXXXXXXX	00000000000	XXXXXXXXXXX	30000000000	
Lehner St	Α		XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	30000000000	00000000000	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	
Libby St	Α		XXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXX	
Lloyd Rd	А		XXXXXXXXXXXXX	XXXXXXXXXXXX	хххххххххх	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	
Lucas St	А		XXXXXXXXXXXX	XXXXXXXXXXXX	20000000000	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	X000000000X	XXXXXXXXXXXX	3000000000	XXXXXXXXXXXXX	
Maplewood Dr	Α	0.38	30000000000	XXXXXXXXXXXX	20000000000	30000000000	XXXXXXXXXX	XXXXXXXXX	\$180,000	XXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	
Martin Hill Rd	Α	0.04	\$58,000	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	

Preventative Overlays & Minor Drainage Imp.

Reconstruction & Drainage Improvements

	Surface	Length (Miles)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Additional Comments
Middleton Road	Α		XXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	0000000000	30000000000	XXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXX	
Mill St	Α	0.21	XXXXXXXXXXX	30000000000	XXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXXX	30000000000	\$101,000	Includes budget for overlay on section #1
Nary Shores Rd	А	0.39	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	30000000000	XXXXXXXXXXX	\$195,000	XXXXXXXXXXX	20000000000	
North Line Rd	A		X00XXXXXX	X000000000X	xxxxxxxxx	XXXXXXXXX	хохооохох	xxxxxxxxxx	000000000000000000000000000000000000000	XXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	Consider crack seal work of centerline cracking early in maintenance schedule to protect road. Budget for maintenance overlays of approximately \$450,000 should be budgetted by 2030.
North Wolfeboro Rd	А		300000000X	XXXXXXXXXXX	XXXXXXXXXX	>0000000000	20000000000	XXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	xxxxxxxxxxx	хххххххххх	XXX	хохоолохох	Reconstruction 2018, Consider scheduling shim and overlay within a year or two beyond this planning window
Oak St	А		XXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXXXX	XXX X	XXXXXXXXXXX	
Oakwood Rd	А		XXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	00000000000	XXXXXXXXX	1000000	XXXXXXXXXX	
Old Lakeview Ter	A		XXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXXX	0000	хооооооо	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	
Old Mill Dr	A	0.24	20000000000	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXX	\$26,000	30000000000	XXXX 8XX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXX	000000000	
Park Av	Α	0.05	\$40,000	XXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXX	100000000000	YOOOX	10000000000	XXXXXXXXXXXX	D00000X	
Partridge Dr	А	0.16	XXXXXXXXXXXX	XXXXXXXXXX	20000000000	XXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	xxx xxx	XXXX CXXX	\$102,000	50000	
Percy Dr	A		XXXXXXXXXXX	00000000000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXX	XX COOO	XXXXXXXXXXXX	XX XXXX	
Pine St	A	0.26	XXXXXXXXXXXX	XXXXXXXXXXXX	00000000000	20000000000	XXXXXXXXXXXX	30000000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXX	\$178,000	2000000000	200000000X	
Pleasant St	A		XXXXXXXXXXX	XXXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	20000000000	XXXXXXXXXX	200000000	XXXXXXXXX	20000000000	XXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	
Pleasant Valley Rd	А	3.41	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	X000000000X	\$824,000	\$1,053,000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	хоооооох	" Sax	XXXXXXXXXXX	200000X	3000000000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	Amount budgetted for 2022 includes \$229,200 for overlays on sections of road not recommended for reconstruction
Point Sewall Rd	A	0.27	XXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	xxxxxxxxxx	XXXXXXXXXXXX	200000000	000000	\$194,000) AXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	
Pork Hill Rd	А		XXXXXXXXXXXX	0000000000	XXXXXXXXXXXXXX	XXXXX	SOCIO	20000000000	1055 YOXXXX	620000	0000000000	XXXXXXXXXXXXX	X000000000X	
Port Wedeln Rd	А		XXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	20000000	33 0000	2000000000	XXXXXXXXXXXX	X) 2000X	XXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	
Railroad Av	Α		2000000000	XXXXXXXXXXXX	20000000000	A0000X	XX XXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	
River St	A	1.17	XXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	xxx yxxx	y 2000000X	XXXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	\$37,000	XXXXXXXXXXXX	XXXXXXXXXXXX	
School St	А		XXXXXXXXXXX	XXXXXXX.	XXX	XXXXX		XXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXX	
Sewall Rd	А	1.89	\$240,000	SOCOOXX	XXXX	XXXXXXX	XXXXXXXXX	AX	XXXXXXXXXX	300000000000	XXXXXXXXXX	XXXXXXXXXXXX	хххохохохох	Length only represents sections scheduled for overlays
Silver St	A		200000000	000000000	20000000	200000000	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXX	0000000000	XXXXXXXXXX	
Sleepy Hollow Rd	Α	0.45	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	0000000	2000000000	20000000	XXXXXXXXX	XXXXXXXXXX	0000000000	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	\$76,000	
Springfield Pt Rd	А	0.88	XXXXXXXXXXXX	20000	3000000000	200000000	XXXXXXXX	\$120,000	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	
Spruce Rd	A		XXXXXXXXXXXX	XX XX	XXXXXXXXXXXXX	00000000	XXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	
Stoddard Rd	A	2.21	30000000000	зососк	x00000000	XXXXXXXXXXX	30000000000	\$714,000	x0000000000	XXXXXXXXXXX	3000000000	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	Budget includes \$380,000 for culvert replacement, drainage improvements, and grading improvements on gravel sections
Stoneham Rd	A	0.90	\$795,000	\$260,000	20XXXXXXXXXXXX	xxxxxxxxx	xxxxxxxxxxx	10000000000	2000000000	XXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	Mainenance overlays for (2020) includes contingency budget for potential underdrain improvements prior to paving
Tips Cove Rd	А		XXXXXXXXXXXX	300000000000	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXX	20000000000	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXX	30000000000	
Trask Mt Rd	A	0.77	X000000000X	XXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXX	xoooooooox)0000000000	20000000000	\$191,000	30000000000	XXXXXXXXXXXX	30000000000	Budget includes \$36,000 for culvert replacement, drainage improvements, and grading improvements on gravel sections
Treadwell Ln	A	0.15	XXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	\$21,000	0000000000	XXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXX	
Trotting Track Rd	A	1.36	3000000000X	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXX	3000000000	XXXXXXXXXXX	X000000000C	XXXXXXXXXXX	XXXXXXXXXXXX	X000000000X)000000000X	Overlay completed in 2018

XXXXXXXXXXXXXXXXX	Routine/Deferred Maintenance
	Preventative Overlays & Minor Drainage Imp.
	Reconstruction & Drainage Improvements

	Surface	Length (Miles)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Additional Comments
Union St	Α	0.11	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXX	\$18,000	0000000000	XXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
Upper Trask Mt Rd	A	0.33	XXXXXXXXXXXX	30000000000	XXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	30000000000	XXXXXXXXXXXX	\$201,000	XXXXXXXXXXXX	XXXXXXXXXXX	хххххххххх	
Valley Ln	A		XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	30000000000	XXXXXXXXXXX	30000000000	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	
Varney Rd	А	0.56	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXXX	XXXXXXXXXXXX	xxxxxxxxxx	XXXXXXXXXXXXX	3000000000	XXXXXXXXXX	XXXXXXXXXXXX	\$83,000	30000000000	Overlay budget includes contingency for ditch work
Waumbeck Rd	А	1.26	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXX	\$225,000	XXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	
Whitten Neck Rd	A		XXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXX	0000000000	XXXXXXXXXXXXX	30000000000	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXX	/00000000	
Nickers Dr	A		30000000000	XXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXX	3000000000X	30000000000	>00000000000	XXXXXXXXXX	XXXXXXXXXXXX	XXX- XXXX	хоооооооох	
Willow St	A		3000000000	30000000000	30000000000	0000000000	XXXXXXXXXXX	XXXXXXXXXX	2000000000	XXXXXXXXXX	10000000000	XX XX	XXXXXXXXXXXXX	
Winterhaven Rd	А		XXXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXXX	2000000000	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXX	XXXXX	XXXXXXXXXXX	
Preventativ	e Overlays:		\$267,000	\$260,000	\$135,000	\$229,200	\$225,000	\$218,000	\$209,000	\$212,000	\$197,000	\$191,000	\$205,000	\$2,348,200
Reco	onstruction:		\$1,074,000	\$937,000	\$1,020,000	\$1,005,000	\$1,084,000	\$948,000	\$1,008,000	\$814,000	\$880,000	\$847,000	\$823,000	\$10,440,000
	Total:	34.63	\$1,341,000	\$1,197,000	\$1,155,000	\$1,234,000	\$1,309,000	\$1,166,000	\$1,217,000	\$1,026,000	\$1,077,000	\$1,038,000	\$1,028,000	\$12,788,000

Total Roads: 63.95

h Deffered/Routine Maintenance: 13.76 :truction/Overlays not Scheduled: 15.56