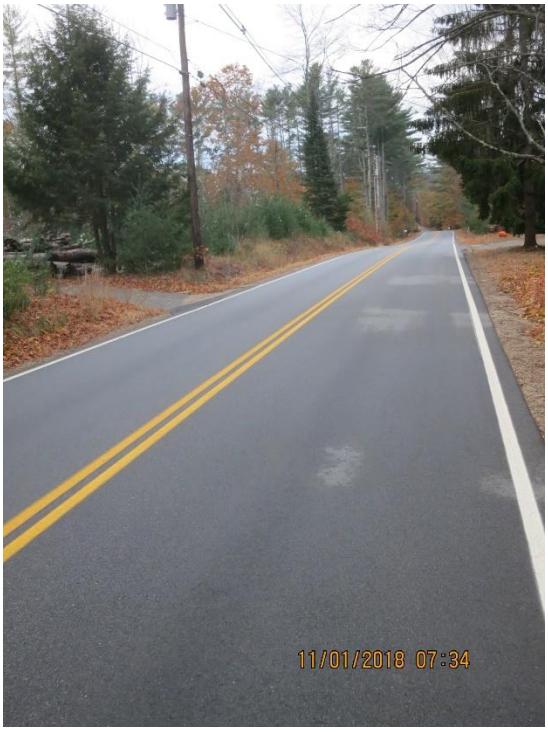
Road Surface Management System

New Hampton, NH

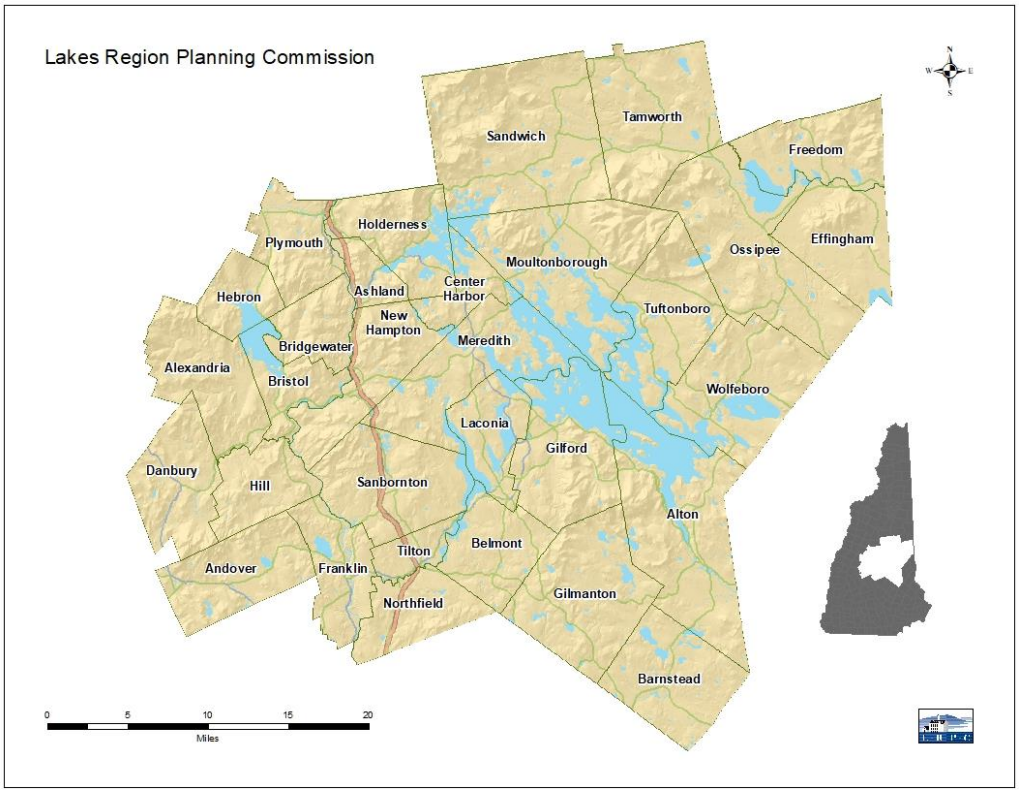


The Lakes Region Planning Commission conducted a Road Inventory, Condition Assessment, and Forecasting for the town of New Hampton, NH. This is part of a program done in partnership with the NH Department of Transportation and UNH Technology Transfer Center. Inventory and Assessments were entered into the Road Surface Management System (RSMS) software for analysis, prioritization, and generation of repair strategies. Repair strategies and a 10-year budget plan have been prepared in partnership with the town and presented within this report.

Technology Transfer Center
New Hampshire LTAP at UNH

L · R · P · C

New Hampshire DOT
Department of Transportation



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Allen Constant
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Henry Casey
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I. Introduction

Road infrastructure is a major investment by a community and is utilized by all residents on a daily basis. Paved roads require routine and preventative maintenance, which should be attended to before they require rehabilitation or reconstruction.

The town of New Hampton engaged the Lakes Region Planning Commission to conduct a road inventory data collection, identification of pavement conditions, operation of the Road Surface Management System (RSMS) software, on local-paved roads. This program is in partnership with NH Department of Transportation (DOT), University of New Hampshire Technology Transfer (UNH T2), and the regional planning commissions to assist communities in planning local road maintenance. Pavement and planning resources are listed and described in Appendix A.

Approximately 76 % of the paved, town-maintained roads in New Hampton, NH warranted some type of maintenance or repair at the time of the assessment (this was determined as having a Pavement Condition Index (PCI) of 70 or less). The needed repairs cannot all be done in one season or paid for all at once. However, if the work is planned and prioritized, it is possible to sustain a solid road network.

II. RSMS Data Collection and Forecasting Program Overview

After initial meetings with town officials, trained LRPC staff conducted an inventory of road conditions for all paved, town-maintained roads based on a list of roads derived from NHDOT centerline shapefiles. The field assessment considered a variety of physical characteristics including cracking, rutting, and potholes. The roads were assessed in June 2019. The Road Agent evaluated each road segment for the relative amount of traffic volume and determined relative importance to the town. LRPC entered the data into the RSMS program, which developed a Pavement Condition Index (PCI) and a list of maintenance and repair recommendations. Working from RSMS reports, town officials and the road agent can prepare a detailed comprehensive, long-term work and budget plan.

NH DOT divided the road system into ¼-mile sections for assessment and analysis. The following tasks were conducted by LRPC using UNH T2's RSMS data collection protocols and software:

1. Drove all paved Class V roads in town and determined and documented a variety of general characteristics and several physical conditions of each section.
2. Worked with the Road Agent to characterize and document the relative priority and amount of traffic for each road segment.
3. Reviewed maintenance or repair methods by category with the Road Agent.
4. Worked with the Road Agent to develop guidelines for selecting repair strategies; and applied this to all road segments.

III. Road Network Inventory and Collection Survey

Local Road Infrastructure

In addition to Interstate 93, two numbered state roads run through New Hampton. NH Routes 104 and 132. The town owns and maintains approximately 31.5 miles of paved roads and about 22 miles of unpaved roads. There are also numerous miles of private roads in New Hampton, neither owned nor maintained by the town. The focus of this project is the Class V paved roads (owned and maintained by the town). Using the standard rate of $19.60 per Square Yards[1], the value of New Hampton's paved road infrastructure is approximately $10,636,102.

Identification and Characterization of Sections

Roads were segmented into roughly quarter-mile sections by NH DOT, based mainly on road geometry. There were 136 sections defined for the 31.5 miles of roads assessed. Segments ranged in length from 98 to 1,954 feet, about 75% were a quarter of a mile (1,320') or less. The sections are shown in Appendix B. The town's Road Agent reviewed each segment and characterized its local importance and the relative volume of traffic that it handles, each on a five-point scale.

Pavement Condition Rating

In many New Hampshire communities rating the condition of paved road sections has been based on a process similar to "common informal practice" in which local highway personnel rely heavily on visual inspections and experience to schedule maintenance activities. One problem with the informal approach is that experience is very difficult to transfer from one person to another. It also can be difficult to objectively explain maintenance decisions to local governing bodies.

RSMS applies a comprehensive condition rating technique based on sound engineering and management practices. These techniques enable the user to draw objective, consistent, and easy-to- explain conclusions.

Researchers and practitioners have developed a set of pavement condition rating scales based on visual inspection. A road section is inspected, and the **severity** and **extent** of surface distresses are recorded. The RSMS distress characteristics for pavement include:

Road Pavement Distresses

- Longitudinal/transverse cracking
- Alligator cracking
- Edge cracking
- Patching/potholes
- Drainage
- Rutting
- Roughness

[1] All States Materials Group

An example of Alligator Cracking

An example of Longitudinal Cracking

Personnel trained in RSMS condition assessment determine conditions from a vehicle, driving over each segment at least three times with closer inspection where necessary. LRPC staff used a tablet and RSMS software to enter the road condition information for each section (Appendix C). The condition information was combined with the traffic volume and importance ratings, resulting in a PCI for each segment that could range from 1 to 100 where 100 represents top condition. In New Hampton segment Pavement Condition Indexes ranged from 23 to 100. The overall network PCI was 55.5. Appendix E represents the pavement conditions at the time of the assessment, grouped into four categories.

IV. Approaching Road Repair Needs

Pavement Preservation

With time, all roads deteriorate. The exact rate will vary based on local conditions**. Pavement preservation** is a program employing a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend the pavement life, improve safety, and meet motorist expectations. Pavement preservation is a set of non-structural applications to preserve the surface, including minor rehabilitation as well as preventative and routine maintenance ranging from crack sealing to thin overlays.

All too frequently, municipal officials set priorities by the “worst first” approach; they give the most deteriorated roads the highest priorities. Such roads are also the most expensive to repair, which commits a large amount of town funds to only a few roads; communities then find that inadequate funds remain to accomplish the relatively inexpensive preventative and routine maintenance necessary to extend the life of the rest of the road network. These roads

have low to moderate deterioration and can have their useful lives extended significantly at a lower cost by utilizing pavement preservation strategies. Further details on pavement preservation are available through UNH T2 and NH DOT (Appendix A).

V. Selection of Maintenance and Repair Options

Maintenance and Repair Options

In meeting with the New Hampton Road Agent, materials on a wide variety of potential repair strategies (nearly twenty) were provided and discussed (See associated document, *RSMS Repair Strategies*). Some strategies are more applicable than others based on conditions, expense, even the amount of sunshine received on site. Generally, in addition to deferred maintenance, the repairs fall into three broad types: Preservation, Repair & Overlay, and Rehabilitation & Reconstruction.

1. Deferred Maintenance: No action required. The road section is in very good condition. No cost involved.

2. Preservation Maintenance: Sealing cracks and patching potholes for specific small areas; routine maintenance should include cleaning ditches and culverts. Crack sealing, patching, ditch, and culvert cleaning, and mowing of shoulders and adjacent areas are essential to get the intended service life from a section of pavement. Examples include crack, fog, sand, and chips seals as well as isolated patch & shim.

Routine maintenance can usually be performed by the town's road crew, at relatively low cost and should be included in the town's annual budget. Roads requiring routine maintenance are slowly but surely deteriorating. Adequate funds should be made available consistently across annual budgets to ensure that roads in good condition remain so.

3. Repair and Overlay: Coating of the surface and chip seals of thin overlays are used to prevent or slow further deterioration. Hot mix asphalt (HMA) overlays and milling are examples of these type of strategies.

Repair and overlay is performed on roads that are in sufficiently good condition and require inexpensive repair to extend road life. Much of the work may be within the public works department's capability.

4. Rehabilitation and Reconstruction: These include major repairs of the road surface such as an asphalt overlay after surface preparation treatments or the excavation of the road base, the replacement and often the addition of aggregate, and new paved surface. The road

including its sub-base has deteriorated to such an extent that the base must be replaced or stabilized. Such conditions are usually caused by too long a period of inadequate maintenance, and by poor subsurface drainage. In the latter conditions, appropriate repair and/or new construction of ditches and culverts should be included in the project. Full Depth Reclamation (FDR) projects fall into this repair type. Contractors usually perform rehabilitation repairs.

Before town officials attempt to fund rehabilitation repairs out of annual budgets, they should consider the impact on routine and preventive maintenance. It is much less expensive in the long run to keep good roads in good condition than to let them deteriorate to the point where they need rehabilitation. On the other hand, roads needing rehabilitation are rapidly deteriorating and will become much worse quickly without adequate funding.

Reconstruction is so costly that it can absorb a large portion, if not all, of a municipality's annual budget, and therefore allow too small a budget for routine and preventative maintenance. Municipalities should consider funding this sort of work through long-term planning such as Capital Improvements Program (CIP) and use of Capital Reserve Funds and bonds. Resources for information about and assistance with CIPs are listed in Appendix A.

VI. Forecasting

In addition to generating a Pavement Condition Index for each road segment, the RSMS software forecasts what PCI could be anticipated annually if various repair strategies (or nothing at all) were applied over the next 9-10 years. The software not only projects the PCI of individual segments but also the full road network.

Based on the information entered into the RSMS Forecasting program, the tool can:

- Calculate a Pavement Condition Index (PCI)
- Calculate a road segment Priority
- Suggest maintenance/repairs
- Calculate estimated repair costs
- The amount of extended life span resulting from developed reports

The RSMS Forecasting program is not a project-level tool. Its focus is on the network as a whole. It is up to the town to make decisions regarding repairs. It provides a set of recommended repair alternatives consistent with the repair strategy for each road section's drainage and condition. The program lists twenty different maintenance and repair options. The RSMS Repair Strategies document lists a range of possible treatments with costs ranging from $0.40/SY to $18.26/SY. These prices include the typical labor costs.

Five of those options are ones that are typically used in New Hampton (Crack Seal-Major, Chip Seal, Asphalt Rubber SAM, Overlay (1.5”), Full Depth Reclamation (FDR) and Hot Mix Asphalt-HMA (2”)) and were utilized in this forecasting process. After LRPC staff reviewed repair strategies and budgets, an RSMS forecast for New Hampton was drafted and reviewed by the Town Road Agent. The steps taken in the forecasting process were:

1. The first forecasted report was created following a budget of (($100,000 + 3% inflation value) + $100,000) over the 10-year period. (The detailed report for this scenario can be found in the addendum). Using this scenario slightly increases the condition of the road network throughout the 10 years. The current Pavement Condition Index (PCI) is 55. By the end of the 10 years the average road network PCI is expected to be 64.
2. The second forecasted report was created using the same type of budget as the first. However, it allows for an additional $100,000 per year. The budget followed is (($100,000+ 3% inflation value) + $200,000). (The detailed report for this scenario can be found in the addendum). This allowed for the overall condition of the roads to increase more steadily over the 10-year period. By the end of the 10 years the PCI would be expected to increase from 55 to 75.5.
3. The first two years of the forecasted reports closely follow the road agent’s existing plans, the subsequent eight years are forecasted based on steps 4 and 5.
4. A list was created of the ¼ mile road segments, then sorted by priority (calculated by input from the road agent). If all of the road’s ¼ segments appeared at the top of the list, the road was considered to be top priority. There were five roads that appeared to be top priority based on this ranking: Straits Road, Dana Hill Road, Old Bristol Road, Pinnacle Hill Road, and Sinclair Hill Road.
5. Maintenance and repairs in the forecasting process initially focused on the top five roads of priority listed above. Then, roads with lower priority were chosen based on maintenance needs, budgets, and geographic distribution. When choosing which ‘lower priority’ roads to rehabilitate or maintain, connector roads took priority over residential, dead-end roads.

VII. Conclusion

The resulting schedule of maintenance and repair strategies (Addendum) addresses the priorities listed above while staying close to the stated budgets. The first two years (2019 and 2020) of the proposed schedule were existing plans and costs. These numbers may be below approximate budgets.

The “reports” list the actions to be taken each year, the associated costs, and the resulting network PCI. Maps in Appendix E show the anticipated PCI for each segment in 2023 and 2028 based on this schedule.

The schedule provides a guide for the town to follow utilizing pavement maintenance and repair strategies that have been employed by the Road Agent in the past. To keep this plan current, it is recommended that all road surface work be tracked annually and that the condition assessment be repeated in five years.

Appendix A
Useful Resources

University of New Hampshire Technology Transfer (UNH T²)

- SADES (Statewide Asset Data Exchange System)- Establishes a primary transportation inventory of assets including a maintainable condition assessment process for many state and local agencies.
    - https://nhsades.com
- Road Scholar Program- The Road Scholar Program establishes educational and training requirements for municipal level highway practitioners and recognizes those who have successfully completed specified T2 Center workshops.
    - https://t2.unh.edu/roads-scholar-program
- T2 Workshops- Provides workshops relative to roadway materials, basics of a good road, maintenance techniques, drainage techniques, and many other technical assistance topics. Many of these sessions are offered for municipal officials.
    - https://t2.unh.edu/workshop-descriptions

New Hampshire Department of Transportation (NH DOT)

- Provides information and support regarding statewide and municipal transportation projects
    - https://www.nh.gov/dot/projects/index.htm

New Hampshire Municipal Association (NHMA)

- Provides information about the benefits of implementing a Capital Improvement Plan
    - https://www.nhmunicipal.org/TownAndCity/Article/586

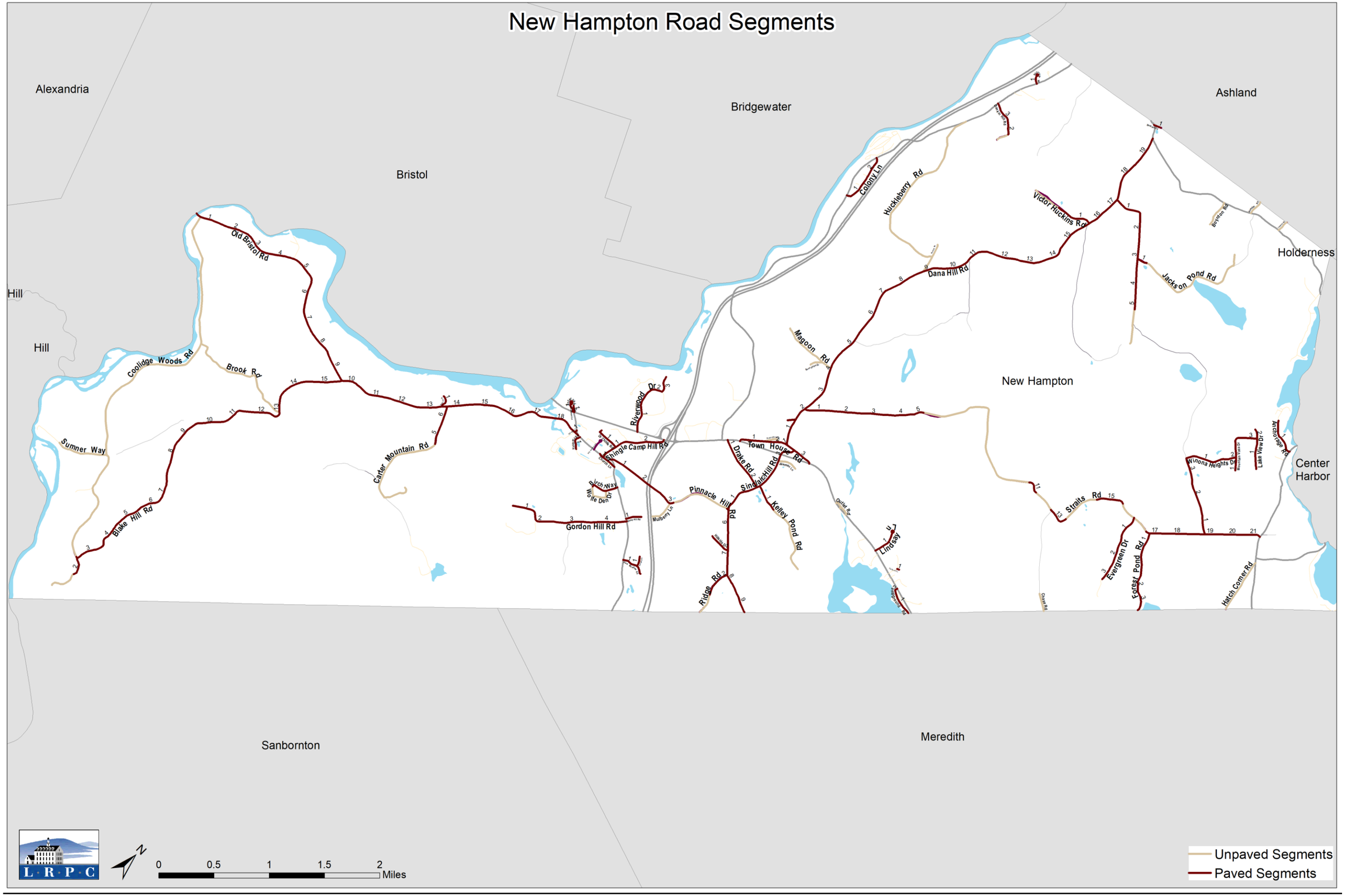
Lakes Region Planning Commission (LRPC)

- Provides more information about the SADES program that LRPC participates in and other transportation services provided by LRPC
    - https://www.lakesrpc.org/servicestransportation.asp
- Can assist municipalities in establishing a Capital Improvement Program

Appendix B

Map of Road Segments

New Hampton Road Segments



Appendix C

SADES Road Surface Management System Specification Guide

1) General Information
    a. Assessment Date
    b. Observer(s)/Organization
    c. Road Name
    d. Road Alias
    e. Town Name
    f. Surface Type
    g. Shoulder Type
    h. Road Surface Width
    i. Number of Lanes
    j. Last Year Surveyed
2) Longitudinal/Transverse Cracking
    a. Severity
    b. Extent
3) Alligator Cracking
    a. Severity
    b. Extent
4) Edge Cracking
    a. Severity
    b. Extent
5) Patching/Potholes
    a. Extent
6) Drainage
    a. Condition
7) Rutting
    a. Severity
    b. Extent
8) Roughness
    a. Condition
9) Frost Heave
    a. Severity
10) Factors
    a. Traffic Volume
    b. Importance
11) Local Knowledge
    a. Interview with Local Knowledge
    b. Interview Comments
12) General Comments

Appendix D

Summary Tables

Annual Repair Costs and PCI

New Hampton - First Budget

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Average PCI After Repairs	57.98	58.80	60.19	60.59	60.65	61.11	62.20	63.21	64.14	64.24
Average PCI Without Repairs	55.51	53.01	50.63	48.35	46.17	44.09	42.11	40.22	38.42	36.69
Total Miles Treated	1.50	3.11	4.89	2.70	2.10	2.25	2.50	2.33	2.65	1.76
Total Repair Cost	$133,667	$169,996	$208,443	$214,287	$218,739	$220,679	$233,225	$230,461	$235,957	$234,160
Approximate Budget	$203,000	$206,100	$209,300	$212,600	$216,000	$219,400	$223,000	$226,800	$230,700	$234,700

New Hampton - Second Budget

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Average PCI After Repairs	57.98	60.13	61.25	62.72	64.45	65.48	66.81	66.96	69.92	72.57
Average PCI Without Repairs	55.51	53.01	50.63	48.35	46.17	44.09	42.11	40.22	38.42	36.69
Total Miles Treated	1.50	4.57	3.27	2.86	4.15	2.38	2.60	2.63	9.80	4.06
Total Repair Cost	$133,667	$306,773	$310,692	$317,922	$316,154	$318,680	$323,691	$326,010	$325,746	$333,110
Approximate Budget	$303,000	$306,100	$309,300	$312,600	$316,000	$319,400	$323,000	$326,800	$330,700	$334,700

Annual Repair Cost by Repair Category

New Hampton - First Budget

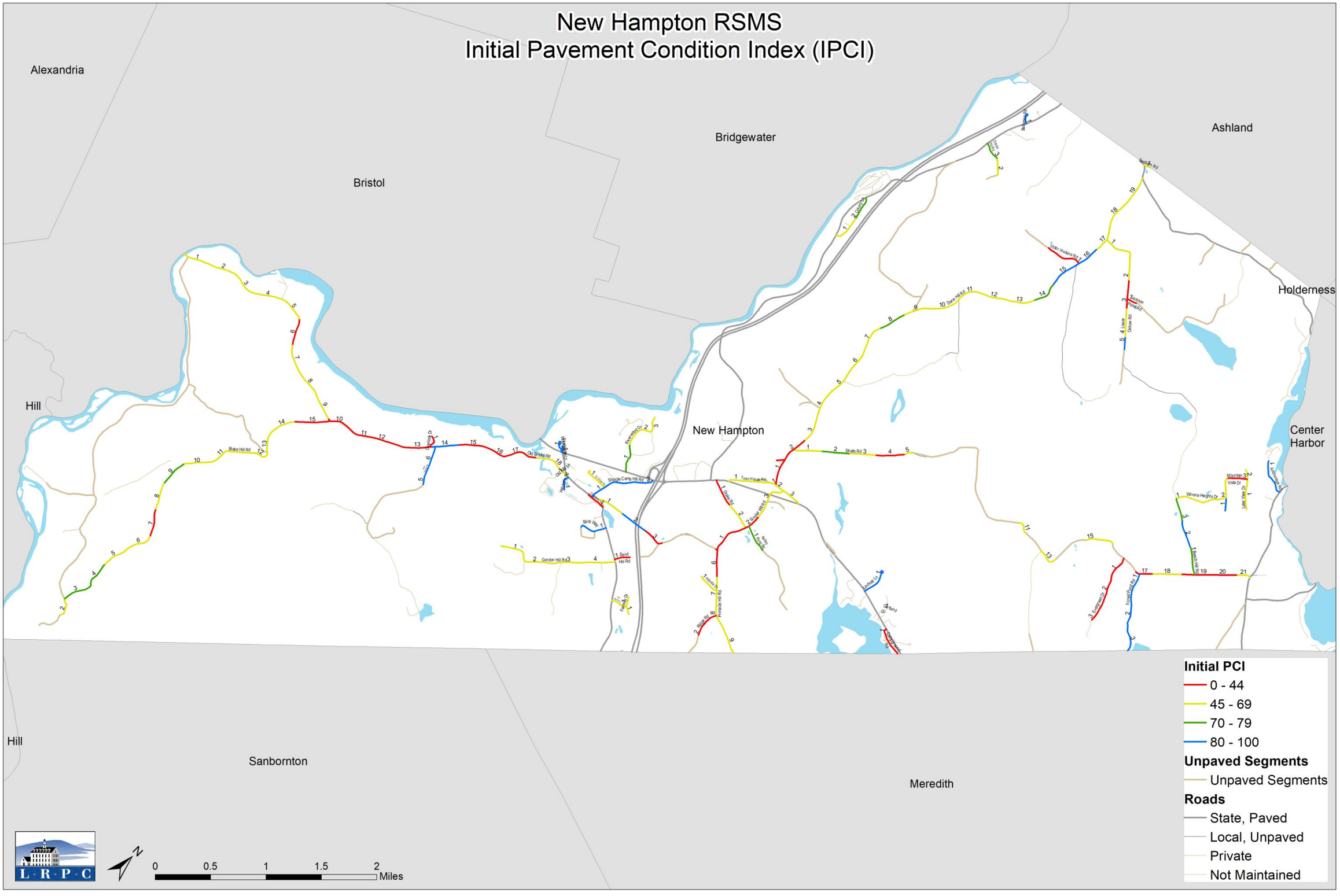
Description	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total by Category
Crack Sealing	$0	$7,258	$9,501	$0	$0	$0	$0	$0	$0	$0	$16,759
Overlays	$0	$0	$73,112	$25,710	$0	$20,568	$233,225	$213,535	$221,942	$0	$788,092
Preservation/Maintenance	$46,441	$29,350	$73,051	$107,746	$48,721	$72,542	$0	$0	$14,015	$67,985	$459,852
Rehabilitate and Rebuild	$87,227	$133,388	$52,779	$80,831	$170,019	$127,568	$0	$16,926	$0	$166,175	$834,912
Total	**$133,667**	**$169,996**	**$208,443**	**$214,287**	**$218,739**	**$220,679**	**$233,225**	**$230,461**	**$235,957**	**$234,160**	

New Hampton - Second Budget

Description	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total by Category
Crack Sealing	$0	$10,389	$0	$0	$2,555	$0	$0	$0	$16,198	$12,722	$41,864
Overlays	$0	$0	$68,848	$0	$178,757	$0	$71,754	$29,162	$0	$101,980	$450,501
Preservation/Maintenance	$46,441	$22,392	$19,869	$51,767	$51,425	$3,109	$9,112	$10,835	$309,548	$0	$524,497
Rehabilitate and Rebuild	$87,227	$273,992	$221,975	$266,156	$83,417	$315,572	$242,826	$286,012	$0	$218,408	$1,995,585
Total	**$133,667**	**$306,773**	**$310,692**	**$317,922**	**$316,154**	**$318,680**	**$323,691**	**$326,010**	**$325,746**	**$333,110**	

Appendix E
Pavement Condition Index (PCI) Maps

New Hampton RSMS
Initial Pavement Condition Index (IPCI)



5-Year Forecasted Pavement Condition Index (PCI)

Maps

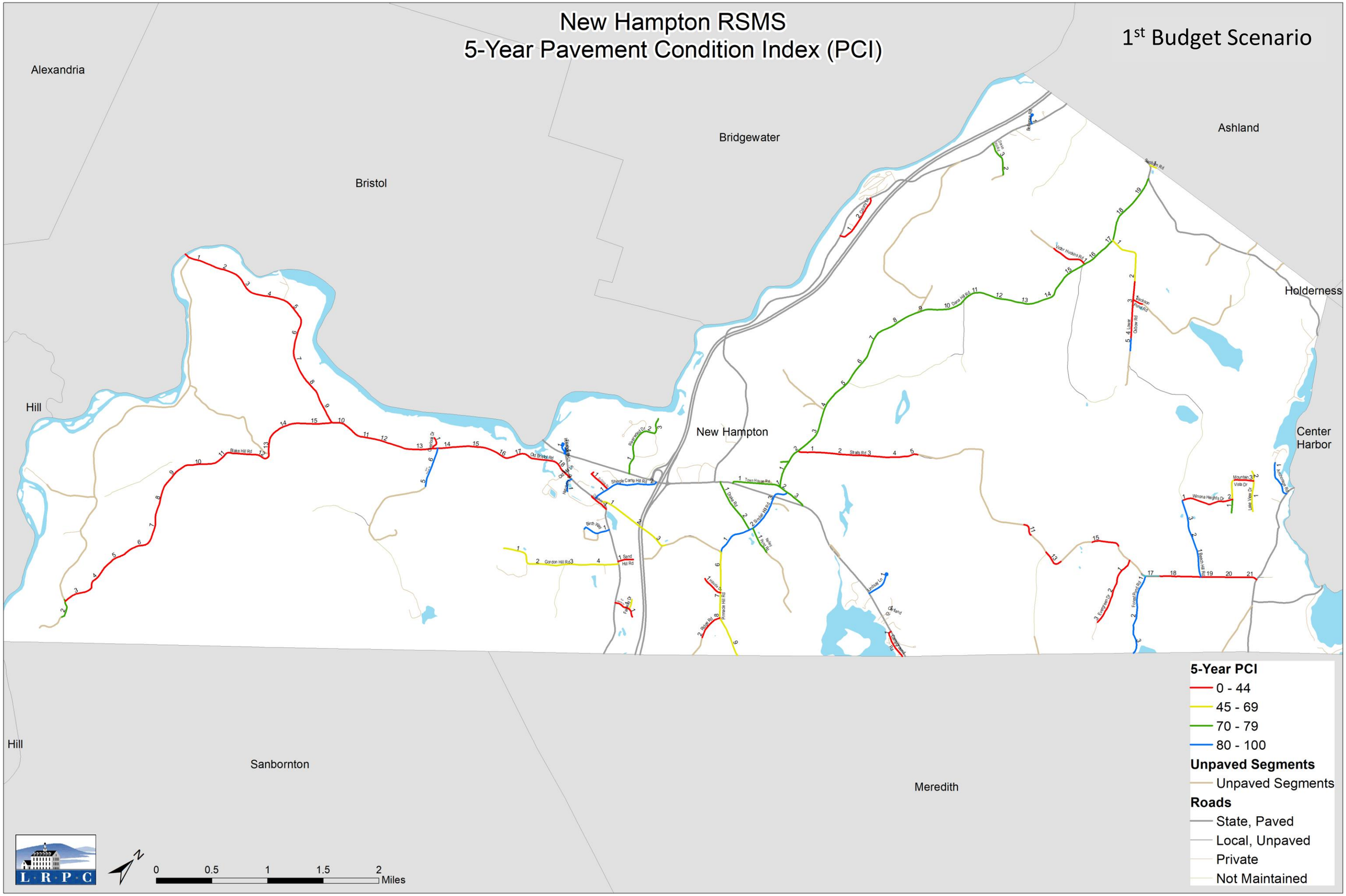
Budget Scenarios:

1st - ($100,000 + 3% Inflation) + $100,000

2nd - ($100,000 + 3% Inflation) + $200,000

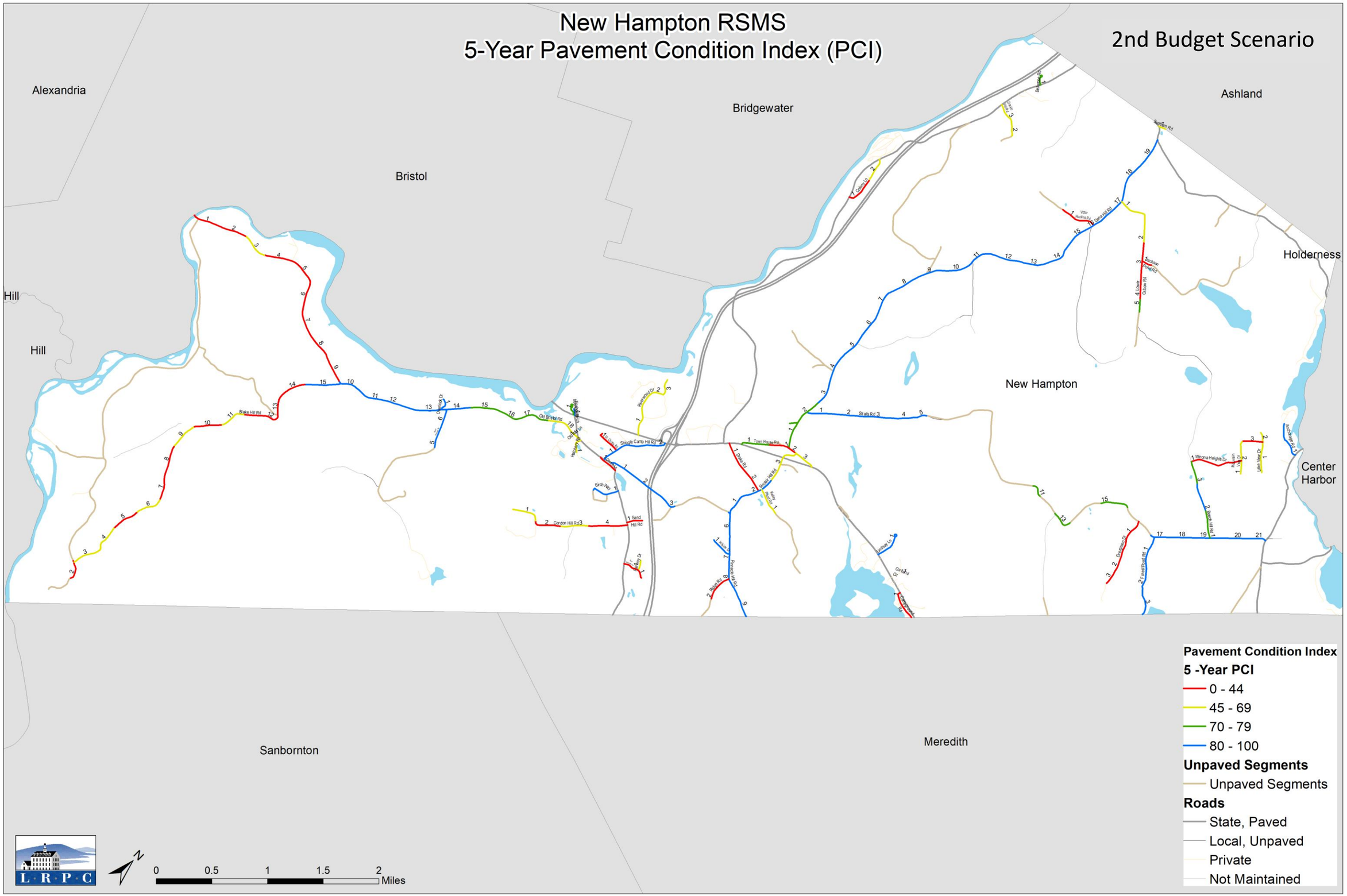
New Hampton RSMS
5-Year Pavement Condition Index (PCI)

1st Budget Scenario



New Hampton RSMS
5-Year Pavement Condition Index (PCI)

2nd Budget Scenario



10-Year Forecasted Pavement Condition Index (PCI)

Maps

Budget Scenarios:

1st - ($100,000 + 3% Inflation) + $100,000

2nd - ($100,000 + 3% Inflation) + $200,000

New Hampton RSMS
10-Year Pavement Condition Index (PCI)

1st Budget Scenario

Alexandria
Bristol
Bridgewater
Ashland
Holderness
Hill
New Hampton
Center Harbor
Sanbornton
Meredith

10-Year PCI
- 0 - 44
- 45 - 69
- 70 - 79
- 80 - 100

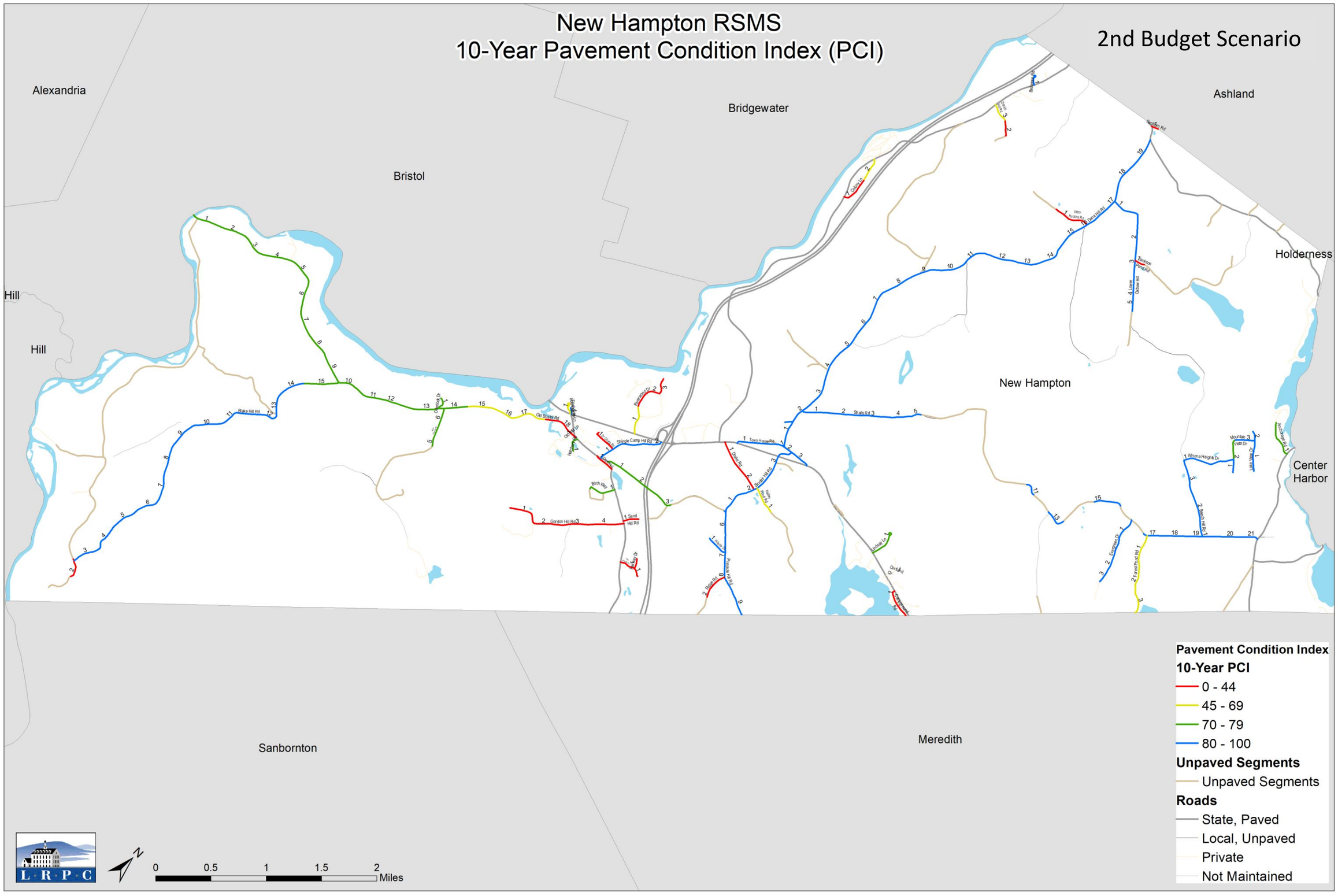
Unpaved Segments
- Unpaved Segments

Roads
- State, Paved
- Local, Unpaved
- Private
- Not Maintained

0 0.5 1 1.5 2 Miles

New Hampton RSMS
10-Year Pavement Condition Index (PCI)

2nd Budget Scenario



Pavement Condition Index

10-Year PCI

- 0 - 44
- 45 - 69
- 70 - 79
- 80 - 100

Unpaved Segments

- Unpaved Segments

Roads

- State, Paved
- Local, Unpaved
- Private
- Not Maintained

Appendix F

SADES Data Collection Program

SADES Data Collection Program and Lakes Region Planning Commission (LRPC)

The SADES (Statewide Asset Data Exchange System) is a joint program among regional planning commissions, NHDOT, NHDES and UNH T^2 that establishes a primary transportation asset inventory system and maintainable condition assessment process for many state and local agencies. This unique approach to statewide asset management utilizes modern technology for accurate, sustainable, efficient, and cost effective data collection and analysis. Even though the UNH Technology Transfer Center (UNH T^2) has made asset management software packages available for over 25 years, alignment of recent technological changes with new electronic devices and software advances has made dynamic data management much more manageable.

The SADES training program brings LRPC technicians and planners together with experts from NHDOT, NHDES, UNH T^2, and the private sector to learn about structural and environmental factors, how to inventory and assess the condition of these factors, and how to efficiently use the state-wide data collection system. By requiring this training of all technicians along with rigorous quality assurance and quality control (QA/QC) and ongoing technical support, a high standard and level of consistency is assured.

SADES Training is required and on-going support provided to LRPC planners and technicians in the use of the SADES inventory and analysis and forecasting software. The development, piloting, and implementation of these transportation management modules was completed in large and small communities across the state to ensure that the software formulas could accommodate and properly reflect the conditions encountered in most New Hampshire communities.

Trained and certified LRPC planners and technicians can utilize the SADES protocol to inventory and assess the following transportation assets:

Stream Crossings and Culverts;
Pedestrian Infrastructure;
Pavement Conditions (RSMS);
Guardrails

NEW HAMPSHIRE DEPARTMENT OF Environmental Services

New Hampshire DOT Department of Transportation

T^2 New Hampshire Technology Transfer Center

L · R · P · C

Addendum

Repair Detail By Year

Repair Detail By Year – 1st Budget

New Hampton - 1st Budget

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2019	Dana Hill Rd	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$29,992
	Dana Hill Rd	2	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$29,969
	Old Bristol Rd	15	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$15,484
	Old Bristol Rd	16	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$15,484
	Old Bristol Rd	17	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$15,472
	Town House Rd	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$27,265
				Total for Year 2019	1.50	$133,667
2020	Bellarose Rd	1	Crack Sealing	Crack Seal (Major)	0.12	$921
	Donkin Hill Rd	2	Crack Sealing	Crack Seal (Major)	0.25	$1,631
	Donkin Hill Rd	3	Crack Sealing	Crack Seal (Major)	0.17	$1,141
	Kelley Pond Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	$6,607
	Lindsay Ln	1	Crack Sealing	Crack Seal (Major)	0.29	$2,015
	Lower Oxbow Rd	5	Crack Sealing	Crack Seal (Major)	0.11	$693
	Mountain Vista Dr	1	Crack Sealing	Crack Seal (Major)	0.12	$857
	Riverwood Dr	1	Pavement Preservation/Maintenance	Chip Seal	0.25	$8,817
	Riverwood Dr	2	Pavement Preservation/Maintenance	Chip Seal	0.25	$8,817

	Riverwood Dr	3	Pavement Preservation/Maintenance	Chip Seal	0.17	$5,110
	Straits Rd	17	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$29,500
	Straits Rd	18	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$29,522
	Straits Rd	19	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$29,522
	Straits Rd	20	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$29,500
	Straits Rd	21	Rehabilitate and Rebuild	FDR & HMA 2"	0.13	$15,343
				Total for Year 2020	3.11	$169,996
2021	Anchorage Rd	1	Crack Sealing	Crack Seal (Major)	0.32	$2,399
	Beech Hill Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.26	$8,166
	Beech Hill Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.25	$8,052
	Beech Hill Rd	3	Pavement Preservation/Maintenance	Chip Seal	0.20	$6,364
	Blake Hill Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.25	$6,061
	Blake Hill Rd	3	Pavement Preservation/Maintenance	Chip Seal	0.25	$7,955
	Blake Hill Rd	4	Pavement Preservation/Maintenance	Chip Seal	0.25	$8,334
	Carter Mountain Rd	5	Pavement Preservation/Maintenance	Chip Seal	0.19	$6,888
	Carter Mountain Rd	6	Pavement Preservation/Maintenance	Chip Seal	0.17	$5,632
	Drake Rd	1	Overlays	HMA Overlay (1.5")	0.25	$18,714

	Firehouse Ln	1	Pavement Preservation/Maintenance	Chip Seal	0.06	$1,674
	Forest Pond Rd	1	Crack Sealing	Crack Seal (Major)	0.25	$1,862
	Forest Pond Rd	2	Crack Sealing	Crack Seal (Major)	0.25	$1,862
	Forest Pond Rd	3	Crack Sealing	Crack Seal (Major)	0.23	$1,712
	Hatchery Rd	1	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.13	$5,597
	Intervale Dr	1	Crack Sealing	Crack Seal (Major)	0.15	$1,666
	Old Bristol Rd	14	Pavement Preservation/Maintenance	Chip Seal	0.25	$8,328
	Pinnacle Hill Rd	7	Overlays	HMA Overlay (1.5")	0.25	$18,685
	Pinnacle Hill Rd	8	Overlays	HMA Overlay (1.5")	0.25	$18,685
	Pinnacle Hill Rd	9	Overlays	HMA Overlay (1.5")	0.23	$17,028
	Town House Rd	2	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$28,994
	Town House Rd	3	Rehabilitate and Rebuild	FDR & HMA 2"	0.20	$23,785
				Total for Year 2021	4.89	$208,443
2022	Blake Hill Rd	5	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$17,019
	Blake Hill Rd	6	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$17,019
	Dana Hill Rd	14	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$17,019
	Dana Hill Rd	15	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$17,019
	Dana Hill Rd	16	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$17,006

	Old Bristol Rd	18	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.33	$22,666
	Pinnacle Hill Rd	6	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$26,930
	Sinclair Hill Rd	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$26,950
	Sinclair Hill Rd	2	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$26,950
	Sinclair Hill Rd	3	Overlays	HMA Overlay (1.5")	0.37	$25,710
				Total for Year 2022	2.70	$214,287
2023	Birch Way	1	Pavement Preservation/Maintenance	Chip Seal	0.25	$6,848
	Blake Hill Rd	7	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$33,993
	Blake Hill Rd	8	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$33,993
	Old Bristol Rd	11	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$33,993
	Old Bristol Rd	12	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$34,019
	Old Bristol Rd	13	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$34,019
	Shingle Camp Hill Rd	1	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$17,577
	Shingle Camp Hill Rd	2	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.35	$24,296
				Total for Year 2023	2.10	$218,739
2024	Blake Hill Rd	9	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$18,125
	Blake Hill Rd	10	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$18,139
	Blake Hill Rd	11	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$18,139
	Blake Hill Rd	12	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$18,139
	Straits Rd	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$31,916

	Straits Rd	2	Overlays	HMA Overlay (1.5")	0.25	$20,568
	Straits Rd	3	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$31,892
	Straits Rd	4	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$31,868
	Straits Rd	5	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$31,892
				Total for Year 2024	2.25	$220,679
2025	Old Bristol Rd	1	Overlays	HMA Overlay (1.5")	0.25	$23,278
	Old Bristol Rd	2	Overlays	HMA Overlay (1.5")	0.25	$23,314
	Old Bristol Rd	3	Overlays	HMA Overlay (1.5")	0.25	$23,314
	Old Bristol Rd	4	Overlays	HMA Overlay (1.5")	0.25	$23,314
	Old Bristol Rd	5	Overlays	HMA Overlay (1.5")	0.25	$23,331
	Old Bristol Rd	6	Overlays	HMA Overlay (1.5")	0.25	$23,331
	Old Bristol Rd	7	Overlays	HMA Overlay (1.5")	0.25	$23,331
	Old Bristol Rd	8	Overlays	HMA Overlay (1.5")	0.25	$23,331
	Old Bristol Rd	9	Overlays	HMA Overlay (1.5")	0.25	$23,331
	Old Bristol Rd	10	Overlays	HMA Overlay (1.5")	0.25	$23,349
				Total for Year 2025	2.50	$233,225
2026	Dana Hill Rd	3	Overlays	HMA Overlay (1.5")	0.25	$24,060
	Dana Hill Rd	4	Overlays	HMA Overlay (1.5")	0.25	$24,078
	Dana Hill Rd	5	Overlays	HMA Overlay (1.5")	0.25	$24,078
	Dana Hill Rd	6	Overlays	HMA Overlay (1.5")	0.25	$24,078
	Dana Hill Rd	7	Overlays	HMA Overlay (1.5")	0.25	$22,984
	Dana Hill Rd	8	Overlays	HMA Overlay (1.5")	0.25	$24,078
	Dana Hill Rd	9	Overlays	HMA Overlay (1.5")	0.25	$24,096
	Dana Hill Rd	10	Overlays	HMA Overlay (1.5")	0.25	$24,096
	Overlook Dr	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.11	$16,926
	Pine Meadow Rd	1	Overlays	HMA Overlay (1.5")	0.22	$21,988
				Total for Year 2026	2.33	$230,461
2027	Dana Hill Rd	11	Overlays	HMA Overlay (1.5")	0.25	$24,848
	Dana Hill Rd	12	Overlays	HMA Overlay (1.5")	0.25	$24,848
	Dana Hill Rd	13	Overlays	HMA Overlay (1.5")	0.25	$24,848
	Dana Hill Rd	17	Overlays	HMA Overlay (1.5")	0.25	$24,830
	Dana Hill Rd	18	Overlays	HMA Overlay (1.5")	0.25	$24,848
	Dana Hill Rd	19	Overlays	HMA Overlay (1.5")	0.29	$28,820

	Lake View Dr	1	Pavement Preservation/Maintenance	Chip Seal	0.28	$10,593
	Lake View Dr	2	Pavement Preservation/Maintenance	Chip Seal	0.09	$3,422
	Straits Rd	11	Overlays	HMA Overlay (1.5")	0.25	$23,719
	Straits Rd	13	Overlays	HMA Overlay (1.5")	0.25	$22,590
	Straits Rd	15	Overlays	HMA Overlay (1.5")	0.25	$22,590
				Total for Year 2027	2.65	$235,957
2028	Blake Hill Rd	13	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$20,559
	Blake Hill Rd	14	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$20,544
	Blake Hill Rd	15	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.33	$26,883
	Pinnacle Hill Rd	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$46,991
	Pinnacle Hill Rd	2	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$47,027
	Pinnacle Hill Rd	3	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$45,218
	Ridge Rd	2	Rehabilitate and Rebuild	FDR & HMA 2"	0.19	$26,939
				Total for Year 2028	1.76	$234,160
				Total	25.80	$2,099,615

Repair Detail By Year – 2nd Budget

New Hampton - 2nd Budget

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2019	Dana Hill Rd	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$29,992
	Dana Hill Rd	2	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$29,969
	Old Bristol Rd	15	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$15,484
	Old Bristol Rd	16	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$15,484
	Old Bristol Rd	17	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$15,472
	Town House Rd	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$27,265
				Total for Year 2019	1.50	$133,667
2020	Beech Hill Rd	1	Crack Sealing	Crack Seal (Major)	0.26	$1,852
	Beech Hill Rd	2	Crack Sealing	Crack Seal (Major)	0.25	$1,826
	Beech Hill Rd	3	Crack Sealing	Crack Seal (Major)	0.20	$1,443
	Forest Pond Rd	1	Crack Sealing	Crack Seal (Major)	0.25	$1,804
	Forest Pond Rd	2	Crack Sealing	Crack Seal (Major)	0.25	$1,804
	Forest Pond Rd	3	Crack Sealing	Crack Seal (Major)	0.23	$1,659
	Straits Rd	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$28,138
	Straits Rd	2	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$28,138
	Straits Rd	3	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$28,117
	Straits Rd	4	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$28,095
	Straits Rd	5	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$28,117
	Straits Rd	11	Pavement Preservation/Maintenance	Chip Seal	0.25	$7,709

	Straits Rd	13	Pavement Preservation/Maintenance	Chip Seal	0.25	$7,342
	Straits Rd	15	Pavement Preservation/Maintenance	Chip Seal	0.25	$7,342
	Straits Rd	17	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$29,500
	Straits Rd	18	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$29,522
	Straits Rd	19	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$29,522
	Straits Rd	20	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$29,500
	Straits Rd	21	Rehabilitate and Rebuild	FDR & HMA 2"	0.13	$15,343
				Total for Year 2020	4.57	$306,773
2021	Dana Hill Rd	3	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$31,894
	Dana Hill Rd	4	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$31,918
	Dana Hill Rd	5	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$31,918
	Dana Hill Rd	6	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$31,918
	Dana Hill Rd	7	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$30,467
	Dana Hill Rd	8	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$31,918
	Dana Hill Rd	9	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$31,942
	Hillside Dr	1	Overlays	HMA Overlay (1.5")	0.19	$14,450
	Pinnacle Hill Rd	7	Overlays	HMA Overlay (1.5")	0.25	$18,685
	Pinnacle Hill Rd	8	Overlays	HMA Overlay (1.5")	0.25	$18,685
	Pinnacle Hill Rd	9	Overlays	HMA Overlay (1.5")	0.23	$17,028
	Shingle Camp Hill Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	$8,340
	Shingle Camp Hill Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.35	$11,529
				Total for Year 2021	3.27	$310,692
2022	Blake Hill Rd	15	Rehabilitate and Rebuild	FDR & HMA 2"	0.33	$43,071
	Carter Mountain Rd	5	Pavement Preservation/Maintenance	Chip Seal	0.19	$7,108

	Carter Mountain Rd	6	Pavement Preservation/Maintenance	Chip Seal	0.17	$5,812
	Firehouse Ln	1	Pavement Preservation/Maintenance	Chip Seal	0.06	$1,728
	Old Bristol Rd	10	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$32,964
	Old Bristol Rd	11	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$32,939
	Old Bristol Rd	12	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$32,964
	Old Bristol Rd	13	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$32,964
	Old Bristol Rd	14	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$17,006
	Overlook Dr	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.11	$14,923
	Pinnacle Hill Rd	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$38,899
	Pinnacle Hill Rd	2	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$20,113
	Pinnacle Hill Rd	3	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$37,431
				Total for Year 2022	2.86	$317,922
2023	Anchorage Rd	1	Crack Sealing	Crack Seal (Major)	0.32	$2,555
	Birch Way	1	Pavement Preservation/Maintenance	Chip Seal	0.25	$6,848
	Dana Hill Rd	10	Overlays	HMA Overlay (1.5")	0.25	$21,923
	Dana Hill Rd	11	Overlays	HMA Overlay (1.5")	0.25	$21,907
	Dana Hill Rd	12	Overlays	HMA Overlay (1.5")	0.25	$21,907
	Dana Hill Rd	13	Overlays	HMA Overlay (1.5")	0.25	$21,907
	Dana Hill Rd	14	Overlays	HMA Overlay (1.5")	0.25	$21,907
	Dana Hill Rd	15	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$17,563
	Dana Hill Rd	16	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.25	$17,550
	Dana Hill Rd	17	Overlays	HMA Overlay (1.5")	0.25	$21,890
	Dana Hill Rd	18	Overlays	HMA Overlay (1.5")	0.25	$21,907

	Dana Hill Rd	19	Overlays	HMA Overlay (1.5")	0.29	$25,409
	Lindsay Ln	1	Pavement Preservation/Maintenance	Chip Seal	0.29	$9,463
	Pinnacle Hill Rd	6	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$27,792
	Sinclair Hill Rd	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$27,813
	Sinclair Hill Rd	2	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$27,813
				Total for Year 2023	4.15	$316,154
2024	Hatchery Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.13	$3,109
	Old Bristol Rd	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$35,001
	Old Bristol Rd	2	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$35,055
	Old Bristol Rd	3	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$35,055
	Old Bristol Rd	4	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$35,055
	Old Bristol Rd	5	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$35,081
	Old Bristol Rd	6	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$35,081
	Old Bristol Rd	7	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$35,081
	Old Bristol Rd	8	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$35,081
	Old Bristol Rd	9	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$35,081
				Total for Year 2024	2.38	$318,680
2025	Bellarose Rd	1	Pavement Preservation/Maintenance	Asphalt Rubber SAM	0.12	$9,112
	Blake Hill Rd	3	Overlays	HMA Overlay (1.5")	0.25	$22,271
	Blake Hill Rd	4	Overlays	HMA Overlay (1.5")	0.25	$23,331
	Blake Hill Rd	5	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$36,204
	Blake Hill Rd	6	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$36,204
	Blake Hill Rd	7	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$36,204
	Blake Hill Rd	8	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$36,204
	Blake Hill Rd	13	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$36,204
	Blake Hill Rd	14	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$36,176
	Mountain Vista Dr	1	Overlays	HMA Overlay (1.5")	0.12	$10,579
	Mountain Vista Dr	2	Overlays	HMA Overlay (1.5")	0.17	$15,573
	Mountain Vista Dr	3	Rehabilitate and Rebuild	FDR & HMA 2"	0.19	$25,631
				Total for Year 2025	2.60	$323,691

2026	Blake Hill Rd	9	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$37,362
	Blake Hill Rd	10	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$37,391
	Blake Hill Rd	11	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$37,391
	Blake Hill Rd	12	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$37,391
	Blake Hill Rd	13	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$37,362
	Blake Hill Rd	14	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$37,334
	Firehouse Ln	1	Pavement Preservation/Maintenance	Chip Seal	0.06	$1,960
	Sinclair Hill Rd	3	Overlays	HMA Overlay (1.5")	0.37	$29,162
	Town House Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	$8,876
	Town House Rd	2	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$33,940
	Town House Rd	3	Rehabilitate and Rebuild	FDR & HMA 2"	0.20	$27,842
				Total for Year 2026	2.63	$326,010
2027	Beech Hill Rd	1	Crack Sealing	Crack Seal (Major)	0.26	$2,309
	Beech Hill Rd	2	Crack Sealing	Crack Seal (Major)	0.25	$2,276
	Beech Hill Rd	3	Crack Sealing	Crack Seal (Major)	0.20	$1,799
	Dana Hill Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,076
	Dana Hill Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,068
	Dana Hill Rd	3	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,060
	Dana Hill Rd	4	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,068
	Dana Hill Rd	5	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,068
	Dana Hill Rd	6	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,068

	Dana Hill Rd	7	Pavement Preservation/Maintenance	Chip Seal	0.25	$9,610
	Dana Hill Rd	8	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,068
	Dana Hill Rd	9	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,076
	Dana Hill Rd	10	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,076
	Dana Hill Rd	11	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,068
	Dana Hill Rd	12	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,068
	Dana Hill Rd	13	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,068
	Dana Hill Rd	14	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,068
	Dana Hill Rd	15	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,068
	Dana Hill Rd	16	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,060
	Dana Hill Rd	17	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,060
	Dana Hill Rd	18	Pavement Preservation/Maintenance	Chip Seal	0.25	$10,068

	Dana Hill Rd	19	Pavement Preservation/Maintenance	Chip Seal	0.29	$11,677
	Hillside Dr	1	Crack Sealing	Crack Seal (Major)	0.19	$1,655
	Pinnacle Hill Rd	6	Crack Sealing	Crack Seal (Major)	0.25	$1,926
	Pinnacle Hill Rd	7	Crack Sealing	Crack Seal (Major)	0.25	$2,140
	Pinnacle Hill Rd	8	Crack Sealing	Crack Seal (Major)	0.25	$2,140
	Pinnacle Hill Rd	9	Crack Sealing	Crack Seal (Major)	0.23	$1,951
	Straits Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	$9,160
	Straits Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.25	$9,160
	Straits Rd	3	Pavement Preservation/Maintenance	Chip Seal	0.25	$9,153
	Straits Rd	4	Pavement Preservation/Maintenance	Chip Seal	0.25	$9,146
	Straits Rd	5	Pavement Preservation/Maintenance	Chip Seal	0.25	$9,153
	Straits Rd	11	Pavement Preservation/Maintenance	Chip Seal	0.25	$9,610
	Straits Rd	13	Pavement Preservation/Maintenance	Chip Seal	0.25	$9,153
	Straits Rd	15	Pavement Preservation/Maintenance	Chip Seal	0.25	$9,153
	Straits Rd	17	Pavement Preservation/Maintenance	Chip Seal	0.25	$9,603

	Straits Rd	18	Pavement Preservation/Maintenance	Chip Seal	0.25	$9,610
	Straits Rd	19	Pavement Preservation/Maintenance	Chip Seal	0.25	$9,610
	Straits Rd	20	Pavement Preservation/Maintenance	Chip Seal	0.25	$9,603
	Straits Rd	21	Pavement Preservation/Maintenance	Chip Seal	0.13	$4,994
				Total for Year 2027	9.80	$325,746
2028	Evergreen Dr	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$36,174
	Evergreen Dr	2	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$36,147
	Evergreen Dr	3	Rehabilitate and Rebuild	FDR & HMA 2"	0.14	$20,115
	Lake View Dr	1	Rehabilitate and Rebuild	FDR & HMA 2"	0.28	$41,868
	Lake View Dr	2	Rehabilitate and Rebuild	FDR & HMA 2"	0.09	$13,524
	Lower Oxbow Rd	1	Overlays	HMA Overlay (1.5")	0.25	$22,482
	Lower Oxbow Rd	2	Overlays	HMA Overlay (1.5")	0.25	$21,962
	Lower Oxbow Rd	3	Rehabilitate and Rebuild	FDR & HMA 2"	0.25	$35,017
	Lower Oxbow Rd	4	Rehabilitate and Rebuild	FDR & HMA 2"	0.26	$35,563
	Lower Oxbow Rd	5	Overlays	HMA Overlay (1.5")	0.11	$9,396
	Shingle Camp Hill Rd	1	Crack Sealing	Crack Seal (Major)	0.25	$2,434
	Shingle Camp Hill Rd	2	Crack Sealing	Crack Seal (Major)	0.35	$3,364
	Sinclair Hill Rd	1	Crack Sealing	Crack Seal (Major)	0.25	$1,990
	Sinclair Hill Rd	2	Crack Sealing	Crack Seal (Major)	0.25	$1,990
	Sinclair Hill Rd	3	Crack Sealing	Crack Seal (Major)	0.37	$2,945
	Winona Heights Dr	1	Overlays	HMA Overlay (1.5")	0.25	$25,663
	Winona Heights Dr	2	Overlays	HMA Overlay (1.5")	0.22	$22,477
				Total for Year 2028	4.06	$333,110
				Total	37.82	$3,012,447