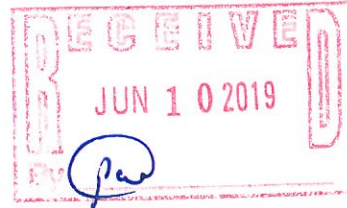


Temple Application/Permit for A Raffle



In accordance with, and under the authority of, New Hampshire Revised Statutes Annotated, Chapter 287-A, authorizing the Board of Selectmen to issue permits governing raffles within the Town of Temple. The following application must be completed and submitted to the Temple Board of Selectmen 30 days prior to the sale of any raffle tickets or drawings.

Organization Name: Mansfield Public Library

Benefiting Organization: Mansfield Public Library

Date of Drawing: September 22, 2019 (Harvest Festival)

Place of Drawing: Harvest Festival - Town Common

Price of Ticket: \$5 each or 3 for \$10-

Prizes: ONE TON WOOD PELLETS

*Signature on application represents organizations intentions to comply with RSA 287-A:

Camille Lockwood Chair, Mansfield Library Trustees
Agents Signature Print Name/Title Date June 10, 2019

Address: PO Box 188 Temple 03084

Telephone: 603-315-8371

1. A sample "ticket" must be attached to this application, showing prizes, etc.
2. Evidence that organization is a charitable one, i.e. copy of the by-laws.

For Office Use Only: Charitable Purpose: Yes No

Temple Board of Selectmen Approved Denied Date: 6/11/19

[Signature]
Chairman Member/Member

**MANSFIELD LIBRARY
BENEFIT RAFFLE**

DRAWING WILL BE HELD AT TEMPLE'S HARVEST FESTIVAL

**1 TON OF PELLETS
FREE DELIVERY TO TEMPLE OR
ABUTTING TOWNS**

TICKETS - \$5 EA, 3 FOR \$10

**MANSFIELD LIBRARY
BENEFIT RAFFLE**

NAME: _____

PHONE: _____

EMAIL: _____

DO NOT HAVE TO BE PRESENT TO WIN

**MANSFIELD LIBRARY
BENEFIT RAFFLE**

DRAWING WILL BE HELD AT TEMPLE'S HARVEST FESTIVAL

**1 TON OF PELLETS
FREE DELIVERY TO TEMPLE OR
ABUTTING TOWNS**

TICKETS - \$5 EA, 3 FOR \$10

**MANSFIELD LIBRARY
BENEFIT RAFFLE**

NAME: _____

PHONE: _____

EMAIL: _____

DO NOT HAVE TO BE PRESENT TO WIN

**MANSFIELD LIBRARY
BENEFIT RAFFLE**

DRAWING WILL BE HELD AT TEMPLE'S HARVEST FESTIVAL

**1 TON OF PELLETS
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TICKETS - \$5 EA, 3 FOR \$10

**MANSFIELD LIBRARY
BENEFIT RAFFLE**

NAME: _____

PHONE: _____

EMAIL: _____

DO NOT HAVE TO BE PRESENT TO WIN

**MANSFIELD LIBRARY
BENEFIT RAFFLE**

DRAWING WILL BE HELD AT TEMPLE'S HARVEST FESTIVAL

**1 TON OF PELLETS
FREE DELIVERY TO TEMPLE OR
ABUTTING TOWNS**

TICKETS - \$5 EA, 3 FOR \$10

**MANSFIELD LIBRARY
BENEFIT RAFFLE**

NAME: _____

PHONE: _____

EMAIL: _____

DO NOT HAVE TO BE PRESENT TO WIN

**MANSFIELD LIBRARY
BENEFIT RAFFLE**

DRAWING WILL BE HELD AT TEMPLE'S HARVEST FESTIVAL

**1 TON OF PELLETS
FREE DELIVERY TO TEMPLE OR
ABUTTING TOWNS**

TICKETS - \$5 EA, 3 FOR \$10

**MANSFIELD LIBRARY
BENEFIT RAFFLE**

NAME: _____

PHONE: _____

EMAIL: _____

DO NOT HAVE TO BE PRESENT TO WIN



Town of Lyndeborough

Application for Temporary Driveway Access to Class V and Class VI Roads

Date of Application _____

Pursuant to the provisions of RSA Chapter 236:13, permission is requested to ___construct ___alter a driveway entrance to property located on _____ Road.

Tax Map ___ Block ___ Lot ___

Purpose of access: Residential ___ Commercial ___ Temporary ___ Expiring on _____

Is this a scenic road according to RSA 231:158, IV ___ Yes ___ No

Scenic Road Hearing Required ___ Yes ___ No Minutes Attached ___ Yes ___ No

Location: Nearest intersection and distance _____

Nearest utility pole and distance _____

Other identifying landmark _____

Is this a scenic road according RSA 231:158, IV ___ Yes ___ No

Scenic Road Hearing Required ___ Yes ___ No Minutes Attached ___ Yes ___ No

As landowner/applicant, I agree to the following:

1. To return temporary driveway to original condition within 60 days of completion of project including timber operations, construction and all other operations which apply.
2. To construct the temporary driveway entrance only for vehicular access to the property.
3. To construct the temporary driveway entrance only at the location specified in this permit.
4. To construct and maintain the temporary driveway entrance in accordance with all currently applicable statutes, rules, drawings, and specifications issued by Lyndeborough Planning Board as detailed in Appendix A attached.
5. To defend, indemnify, and hold harmless the Town of Lyndeborough and its agents and employees against any action, injury and/or property damage sustained by reason of exercise of the permit.
6. To furnish and install drainage structures necessary to maintain existing highway drainage and adequately handle runoff resulting from land development.
7. I state that I am the owner or authorized agent of the parcel upon which the temporary driveway will be constructed.
8. Grade stakes will be placed to indicate the temporary driveway entrance at the intersecting roadway.

Attached is:

1. A copy of the current deed, if this is a new driveway.
2. A sketch or plan showing existing and proposed driveways, and the adjacent highway, indicating distances to the town road, town line, nearest utility pole (Including number), and any other landmark or feature.

Landowner: (print name) _____ (signature) _____

(address) _____ (phone) _____

cc: Planning Board
Code Enforcement Officer

4/27/2016

Regulations:

Driveway is at least 150 feet from any roadway intersection _____ Yes _____ No

Driveway is at least 20 feet from abutter's driveway _____ Yes _____ No

Driveway can accommodate a heavy duty and commercial trucks _____ Yes _____ No

Sight distance is at least 10 feet times the rate of the speed limit of the road to which the driveway enters measured at a height of 3 feet _____ Yes _____ No

Is this a shared driveway _____ Yes _____ No

This Section to Be Filled Out By Town Staff

Date of Submission: ___ / ___ / _____

- Culvert Required: Material () diameter () Length ()
- Bond Required (\$) Easements
- Application Fee (\$) Drainage or other Study (if necessary) Fee (\$)
- Fees Paid Date: ___ / ___ / _____ Total - \$ _____

Approvals:

Granted Granted with Conditions Denied: Date: ___ / ___ / _____

Administrator's (Road Agent) Signature: _____

- Conditions:**
1. _____
 2. _____
 3. _____

PERMANENT



Town of Lyndeborough

Application for Permanent Driveway Access to Class V and Class VI Roads

Date of Application _____

Pursuant to the provisions of RSA Chapter 236:13, permission is requested to ___construct ___alter a driveway entrance to property located on _____ Road.

Tax Map ___ Block ___ Lot ___

Purpose of access: Permanent ___

Location: Nearest intersection and distance _____

Nearest utility pole and distance _____

Other identifying landmark _____

Is this a scenic road according RSA 231:158, IV ___Yes ___No
Scenic Road Hearing Required ___Yes ___No Minutes Attached ___Yes ___No

As landowner/applicant, I agree to the following:

1. To construct the driveway entrance only for vehicular access to the property.
3. To construct the driveway entrance only at the location specified in this permit.
4. To construct and maintain the driveway entrance in accordance with all currently applicable statutes, rules, drawings, and specifications issued by the Lyndeborough Planning Board as detailed in Appendix A attached.
5. To defend, indemnify, and hold harmless the Town of Lyndeborough and its agents and employees against any action, injury and/or property damage sustained by reason of exercise of this permit.
6. To furnish and install drainage structures necessary to maintain existing highway drainage and adequately handle runoff resulting from land development, and to obtain all easements relating thereto.
7. I state that I am the owner or authorized agent of the parcel upon which the driveway will be constructed.
8. Grade stakes will be placed to indicate the permanent driveway entrance at the intersecting roadway.

Attached is:

1. A copy of the current deed, if this is a new driveway.
2. A sketch or plan showing existing and proposed driveways, and the adjacent highway, indicating distances to the town road, town line, nearest utility pole (Including number), and any other landmark or feature.

Landowner: (print name) _____ (signature) _____

(address) _____ (phone) _____

Regulations:

Driveway is at least 150 feet from any roadway intersection _____Yes_____No

Driveway is at least 20 feet from abutter's driveway _____Yes_____No

Driveway can accommodate a heavy duty and commercial trucks _____Yes_____No

Sight distance is at least 10 feet times the rate of the speed limit of the road to which the driveway enters measured at a height of 3 feet _____Yes_____No

Is this a shared driveway _____Yes_____No

This Section to Be Filled Out By Town Staff

Date of Submission: ___ / ___ / _____

- Culvert Required: Material () diameter () Length ()
- Bond Required (\$) Easements
- Application Fee (\$) Drainage or other Study (if necessary) Fee (\$)
- Fees Paid Date: ___ / ___ / _____ Total - \$ _____

Approvals:

Granted Granted with Conditions Denied: Date: ___ / ___ / _____

Administrator's (Road Agent) Signature: _____

- Conditions:**
1. _____
 2. _____
 3. _____

6/10/2019

Henry Underwood
GIS Specialist/Planner
Southwest Region Planning Commission
37 Ashuelot Street
Keene, NH 03431

Dear Mr. Underwood,

The Town of Temple requests that Southwest Region Planning Commission (SWRPC) to proceed with an inventory of town owned and maintained roads as part of a road surface management system, or RSMS transportation planning project. The Town understands that the project can serve a variety of purposes:

- Prioritizing the maintenance of roads based on their traffic volumes and importance,
- Assessing and documenting a variety of pavement distresses,
- Visualizing and quantifying the pavement condition of individual road segments as well as the complete network,
- Exploring different repair options and funding scenarios,
- Determining pavement maintenance projects and costs over a ten-year period, and
- Educating municipal officials and the general public about the condition of roads as well as anticipated funding needs.

The Town authorizes SWRPC to do all things necessary to complete this planning project, including meetings with town officials and/or staff prior to commencing work.

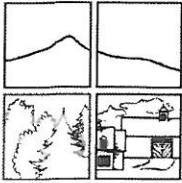
Regards,

Town of Temple Board of Selectmen

Bill Ezell, Chair

Ken Caisse

George Willard



Road Surface Management System

Background

In most municipalities, road surfaces are the largest single cost of maintaining and building a transportation system. And, investing in roads when they are in good condition cost a fraction of rebuilding a road that has deteriorated to poor condition.

Road surface management is the application of a pavement management analysis system, which includes budgets, condition data, and repair strategies, to assist local governments maintain their paved roads. The purpose of a road surface management system (RSMS) is to ensure that cost-effective decisions are being made regarding roadway maintenance.

Recently, the New Hampshire Department of Transportation (NHDOT) worked with the University of New Hampshire Technology Transfer Center (UNHT2) to create a RSMS platform, called the Statewide Asset Data Exchange System (SADES) RSMS (SRSMS). After successfully piloting the SRSMS platform Southwest Region Planning Commission (SWRPC) is pleased to extend this service to communities throughout Southwest New Hampshire.

Components of the SRSMS Service

SWRPC is currently seeking municipalities that are interested in road surface management technical assistance. As part of the process, SWRPC collects data about road surface conditions and then works with the town highway department, public works department, or road agent to explore different maintenance, rehabilitation or repair scenarios for individual roads. Steps involved with the service are depicted below.



Roadway surface data that describes the extent and severity of pavement distress is used to create a segment by segment score of pavement condition, as well as an overall picture of the road network's pavement condition. This information, along with local input around treatment preferences, budgets, as well as assessments of traffic and road importance, are used to create a plan of repairs through a scenario planning tool.

The scenario planning software allows SWRPC to provide information about comparative treatment costs and the anticipated longevity of a treatment strategy over a ten year period. Municipalities can use this information to inform their capital improvement planning process for their local road network.

More Information

SWRPC is currently accepting letters of interest for this service. Interested municipalities should contact Henry Underwood of Commission staff at hunderwood@swrpc.org or 357-0557 to learn more about how to participate.

PAVEMENT PRESERVATION PLAN (2018-2027)

Town of Hancock

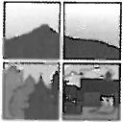
MARCH 2019

Prepared by:

Southwest Region Planning Commission

37 Ashuelot Street

Keene, NH 03431



SWRPC

With support from:

New Hampshire Department of Transportation



University of New Hampshire Technology Transfer Center



The preparation of this document has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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ABBREVIATIONS

CMA - Cold Mix Asphalt

FDR - Full Depth Reclamation

HMA - Hot Mix Asphalt

PCI - Pavement Condition Index

RSMS - Road Surface Management System

SADES - Statewide Asset Data Exchange System

SRSMS - SADES Road Surface Management System

SWRPC - Southwest Region Planning Commission

SY - Square Yard

UNH T2 - University of New Hampshire Technology Transfer Center

BACKGROUND AND SCOPE OF WORK

In most municipalities, roads represent one of the largest expenses, making budgeting for road maintenance and preservation an important priority. The ongoing management of roads often involves meeting driver satisfaction, improving road safety and balancing constrained budgets with rising road rehabilitation costs.¹ To address these challenges, many municipalities rely on a road surface management system (RSMS). RSMS is the application of pavement management principles and repair strategies to plan for the maintenance of paved roads. The set of strategies are informed by road condition data helping municipalities make cost-effective road maintenance decisions.

For many years, the two most commonly used RSMS applications to manage roads in New Hampshire have been RSMS 11, created by Maine Local Roads Center, as well as an RSMS tool created jointly by PWS Solutions and the University of New Hampshire Technology Transfer Center (UNHT2). However, not all municipalities had familiarity with the systems and RSMS practices were generally used less by New Hampshire's smaller communities. In 2015, New Hampshire Department of Transportation (NHDOT) partnered with the UNHT2 and all nine regional planning commissions (RPC) to update the RSMS platform while simultaneously developing a larger base of regional training capacity to introduce more municipalities to the asset management program. This effort began with a RSMS pilot program in each RPC in the State, called SADES RSMS or SRSMS.

In Southwest New Hampshire, the Town of Hancock and its Public Works Director Mia Lee, worked with SWRPC to develop an RSMS for the Town for the 10-year calendar year period 2018-2027. The project began by conducting an inventory of pavement condition on Class V highways, followed by the production of maps and pavement management scenario planning. Project deliverables included a map of pavement condition, the development of a road segment priority list based on traffic and importance and 10-year maintenance plan scenarios. The scenario findings included network level information on pavement condition and repair costs as well as project level information about specific road segments. The results are intended to support project planning and budgeting, while respecting the fact that budgets, project costs and pavement conditions are constantly changing. For that reason, it is recommended that the Plan be revisited after 4-5 years.

¹ <http://www.trb.org/Publications/Blurbs/164965.aspx>

PAVEMENT PRESERVATION AND MAINTENANCE CONCEPTS

RSMS tools offer a finite number of repair options, generally in the following three categories: preservation, rehabilitation and reconstruction. These repair categories are described below. Additional resources are also available beyond this Plan, including those found in Appendix A: Selected Pavement Preservation Resources.

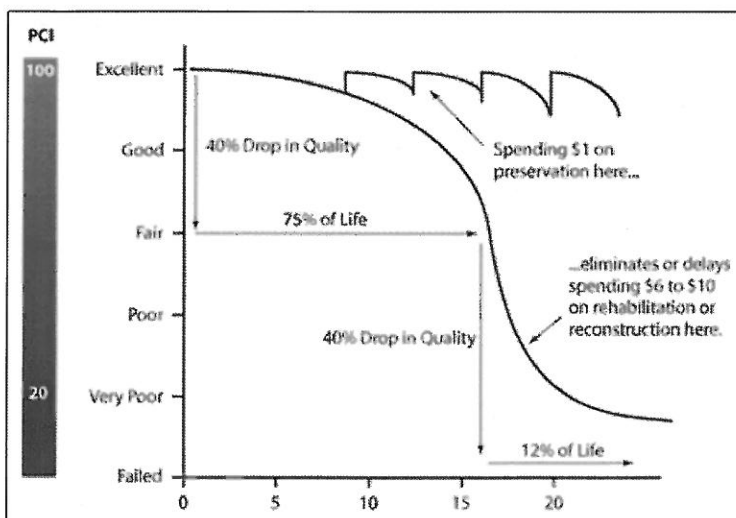
PRESERVATION

“Preservation consists of work that is planned and performed to improve or sustain the condition of the transportation facility in a state of good repair. Preservation activities generally do not add capacity or structural value, but do restore the overall condition of the transportation facility.”²

Preservation treatments are generally non-structural applications that preserve the surface and are designed to extend pavement life. The treatments can range from crack sealing to the application of thin overlays. Preservation is a proactive approach that can reap considerable cost savings because preservation strategies generally cost a fraction of rehabilitation or reconstruction projects. Additionally, products such as recycled shingles, rubber tires and warm mix asphalt included in some treatments address many towns’ sustainability goals while also providing cost savings. However, careful planning is needed to align the “right treatment” with the “right pavement” at the “right time”.

The figure below illustrates the deterioration of pavements as they reach the end of their useful life. Timely preservation treatments create a cost savings by preventing the rapid decline of pavements once they reach “poor” condition (Figure 1).

Figure 1 - Depreciation of Pavement Condition Index (PCI) by Year³



² www.fhwa.dot.gov/preservation/memos/160225.cfm

³ www.fhwa.dot.gov/planning/processes/statewide/practices/asset_sustainability_index/page01.cfm

REHABILITATION

Rehabilitation is generally considered to be a major repair, often an asphalt overlay following a surface preparation like a hot mix asphalt shim. Rehabilitation is more expensive than either preservation, but less expensive than reconstruction.

RECONSTRUCTION

Reconstruction, the most costly repair option, involves excavation and modification of the existing road base with additional aggregate as well as a new paved surface. This level of repair is usually required following inadequate maintenance, poor drainage, or the use of improper base materials. Reconstruction, such as full-depth reclamation, is much more costly than other repair options.

EVALUATION OF EXISTING CONDITIONS

With assistance from the Town's Public Works Director, SWRPC performed its assessment of the Town's road surface conditions in the summer and fall of 2017. The road surface assessment was an essential input to the RSMS software and scenario planning. A team conducted windshield surveys on approximately 25 miles of Class V paved roads, which were subdivided into units or segments of approximately one-quarter mile in length, as a way to provide flexibility in evaluating differing maintenance treatments segment by segment later on in the RSMS process.

PAVEMENT DISTRESSES

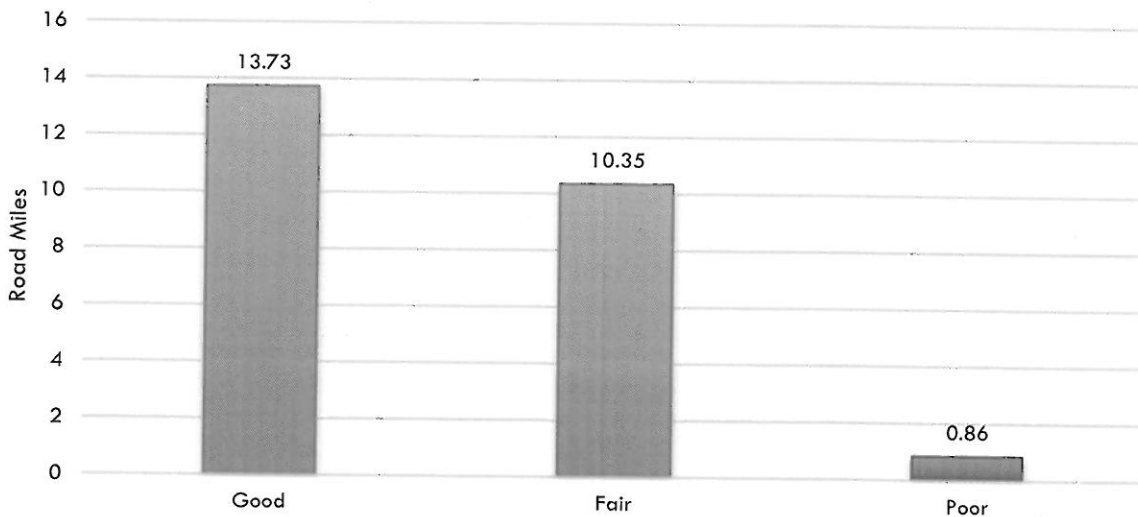
The assessment included evaluations of severity and extent of a variety of pavement distresses (Figure 2), as well as other key factors like roadway length and width. For future planning purposes, SWRPC also identified and mapped the location of 210 drainage structures, culverts, or stream crossings (note: the goal of this project was not to create a complete inventory of such structures and crossings). The remaining 25.5 miles of Class V roads in the Town are unpaved roads and were not assessed. Detailed information on the process of identifying pavement distresses can be found in Appendix D: RSMS Assessment Guide.

Figure 2 - Assessed Pavement Distresses (UNHT2)

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

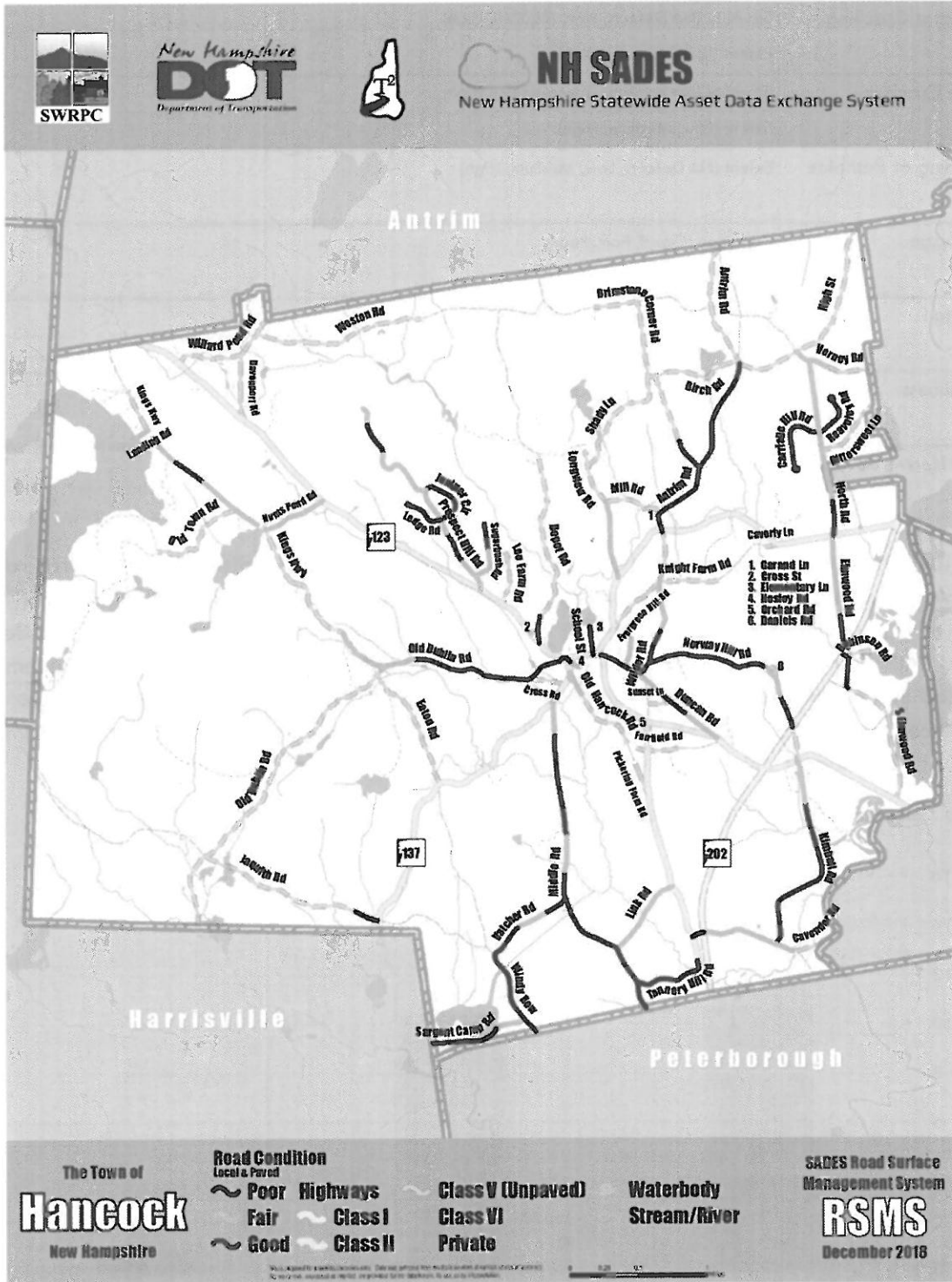
After identifying the severity, extent and condition of various pavement distresses, an overall rating of pavement condition was determined using a pavement condition index (PCI). Roads scored with a PCI of greater than 80 are considered "good." Roads with a PCI less than 50 are considered "poor." All other values are considered to be in "fair" condition. According to the PCI, pavements assessed in the Town of Hancock indicate that 13.7 miles (or 55%) are in "good" condition. The overall condition of the assessed road network is "good," based on an average PCI of all segments of 81.41. Less than 1 mile of highway was assessed to be in "poor" condition (Figure 3).

Figure 3 - 2018 Pavement Condition Categories by Mileage



PAVEMENT CONDITION MAP

Figure 4 - Hancock 2018 Pavement Condition Map



INTERACTIVE MAP

To provide guidance to the development of specific projects and budgets, all collected data was made available for initial review by SWRPC via an online interactive map available at <https://arca.is/1nm5n0>. The map will also be of assistance in confirming the unique segment name and order listed in the tables that are part of the appendix to this Plan.

FACTORS: TRAFFIC AND IMPORTANCE

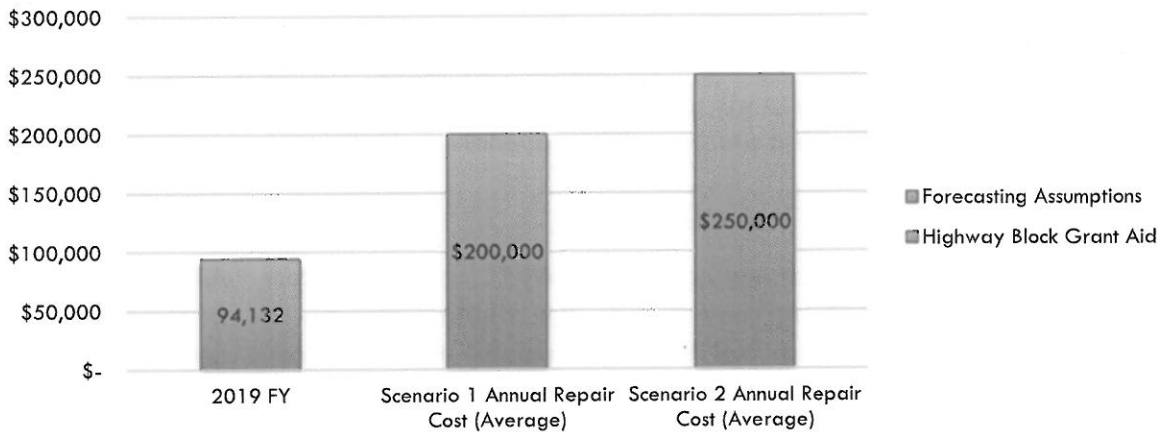
As part of the evaluation of existing conditions, SWRPC and the Hancock Public Works Director developed criteria for prioritizing road sections. The criteria enable the Town of Hancock to avoid a “worst first” approach, which can lead to expensive repairs in some areas and result in inadequate funding for less expensive preservation and maintenance in other parts of the road network. The prioritization rating was based on both the traffic volume and importance of each segment of road as ranked by the Public Works Director. Traffic count data collected by SWRPC as part of the State’s Highway Performance Monitoring System program⁴ were used to assign traffic volume rankings. Information that played a role in determining the importance of a road segment include the presence of critical facilities on the road (e.g. school, public services, employers), the availability of alternate routes, the extent the segment is a preferred route, as well as information about whether or not a segment could be an important emergency route. For both traffic volume and importance, the rating scale is 1 through 5, with 1 being the lowest and 5 being the highest. A complete listing of the traffic volume and importance ratings assigned to each road segment is available in Appendix E: Traffic Volume and Importance.

FORECASTING PAVEMENT CONDITION AND FUNDING NEEDS THROUGH SCENARIO PLANNING

Communities have a variety of options when considering the funding of pavement preservation and maintenance. At the local level, Hancock may consider issuing a municipal bond to support these expenses, raise funding through Town Meeting, or rely on the Town’s Highway Block Grant Aid (HBGA), as distributed annually by the State of New Hampshire through NHDOT. In general, the allocation of HBGA funds represents a disbursement of approximately \$1,300 for each mile of Class IV and Class V highway inventoried by each municipality and \$13 for each person residing in a municipality based on the state planning estimate of population. For Hancock, this is estimated to be \$94,132.45 for the 2019 fiscal year, which is not sufficient to fully cover the average annual repair costs presented as part of the pavement preservation scenarios documented within the Plan (Figure 5).

⁴ <https://nhdot.ms2soft.com/tcds>

Figure 5 - Highway Block Grant Aid and Average Annual Repair Costs



To anticipate and plan for repair expenses, SWRPC staff utilized a forecasting tool to tabulate costs associated with needed maintenance. The purpose of the tool is to maximize the use of collected roadway information and provide the basis to develop and justify a reasonable budget. It is important to understand that the results of the RSMS forecasting scenarios provide repair suggestions for estimated repair costs. In addition, a number of costs were not able to be taken into account through forecasting including: drainage (e.g. ditching, culverts, catch basins, underdrain, etc.), signage, guardrail, sidewalks, utilities, curbing, and pavement markings.

In consultation with the Town’s Public Works Director, SWRPC developed two scenarios: Scenario 1 utilizes an approximation of the Town’s past annual expenditures of \$100,000, plus \$500,000 in 2021 and 2026 anticipated from municipal bonding specifically for highway improvements (based on historical precedent); Scenario 2 utilizes a budget of \$150,000 annually in order to implement longer-lasting repairs, as well as increase the overall network pavement condition. Scenario 2 also assumes \$500,000 in 2021 and 2026 anticipated from municipal bonding (Figure 6). Note that both scenarios assume a constant inflation rate to repair costs of 3.2% annually.

Figure 6 - SRSMS Forecasting Scenario Targets and Assumptions

Scenario 1	Scenario 2
<ul style="list-style-type: none"> • Utilized a repair budget of \$100,000 annually (plus \$500,000 from municipal bonding in both 2021 and 2026) • Prioritized treatments using score based on existing pavement condition, importance, and traffic volume • Limited use of full depth reclamation repairs • Maximized network pavement condition per \$ spent 	<ul style="list-style-type: none"> • Utilized a repair budget of \$150,000 annually (plus \$500,000 from municipal bonding in both 2021 and 2026) • Prioritized treatments using score based on existing pavement condition, importance and traffic volume • Enhanced use of full depth reclamation repairs • Maximized network pavement condition per \$ spent

A list of common repairs, including preservation, maintenance and reconstruction options available through the forecasting software are shown below (Table 1).

Table 1 - List of Repair Options (UNHT2)

Repair Category	Repair	Cost (\$)	Unit	Life Span (Months)
Crack Sealing	Crack Seal (Major)	0.55	Square Yards	24
	Crack Seal (Minor)	0.4	Lineal Foot	36
Overlays	HMA Overlay (1")	3.92	Square Yards	72
	HMA Overlay (1.25")	4.9	Square Yards	84
	HMA Overlay (1.5")	5.8	Square Yards	108
	Milling / HMA (1.5")	7.8	Square Yards	120
	Cold Patch (Normal Mix)	0.75	Square Feet	10
	Digout and Cold Patch	1	Square Feet	12
Patching	Digout and Hot Patch	1.5	Square Feet	18
	Isolated Patch and HMA Shim	0.98	Square Yards	36
Pavement Preservation / Maintenance	Asphalt Rubber SAM	4.65	Square Yards	108
	Bonded Wearing Course	6.75	Square Yards	120
	Chip Seal	2.35	Square Yards	60
	Double Chip Seal	3.9	Square Yards	84
	Fog Seal	1.1	Square Yards	36
	HMA Shim (1/2") & Chip Seal	4.31	Square Yards	84
	HMA Shim (3/4" avg)	2.94	Square Yards	48
	Microsurfacing (Single)	2.5	Square Yards	60
	Sand Seal	1.7	Square Yards	48
	FDR & Cold Mix (4")	15.02	Square Yards	156
	FDR & HMA (4")	17.18	Square Yards	168
	FDR w/ Asphalt Stabilization and HMA (3")	18.26	Square Yards	192
	FDR w/ CaCl ₂ and HMA (4")	18.28	Square Yards	192
	Rehabilitate and Rebuild	Hammermill Recycling w/2" Hot Surface Mix	0.72	Square Feet
Reclaimer Recycling w/1" Hot Surface Mix		0.36	Square Feet	96
Reclaimer Recycling w/2" Hot Surface Mix		0.56	Square Feet	144
Revert to Gravel		0	Each	0

SCENARIO RESULTS

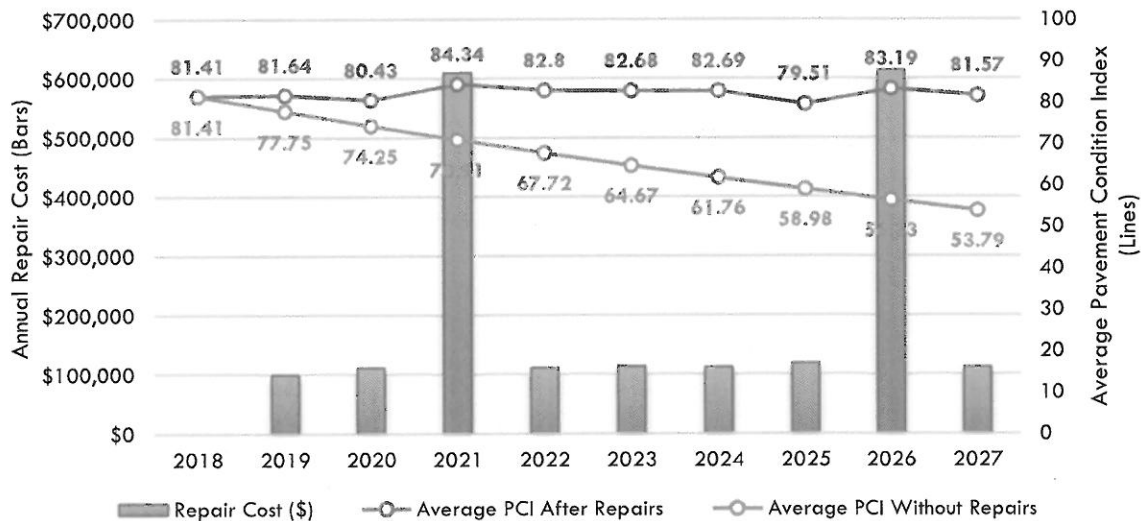
SCENARIO 1

As previously discussed, Scenario 1 assumes approximately \$100,000 in funding for repairs annually with an additional \$500,000 funding in 2021 and 2026. These figures were chosen to approximate past annual budgets through the State's Highway Block Grant Aid program and local taxes as well as \$500,000 from issuing municipal bonds. In this scenario, Hancock's average pavement condition index (PCI) is expected to **increase slightly from 81.41 to 81.57** (about 0.6%) over the 10-year period of the Plan. The total cost of treatments over this timeframe is estimated to be approximately \$2,000,000⁵. For a list of specific repair projects by road name, see Appendix B: Scenario 1 Reports.

Table 2 - Scenario 1 Summary: Pavement Condition Index (PCI), Total Miles Treated, and Annual Repair Cost

	Year 1 2018	Year 2 2019	Year 3 2020	Year 4 2021	Year 5 2022	Year 6 2023	Year 7 2024	Year 8 2025	Year 9 2026	Year 10 2027
Average PCI After Repairs	81.41	81.64	80.43	84.34	82.8	82.68	82.69	79.51	83.19	81.57
Average PCI Without Repairs	81.41	77.75	74.25	70.91	67.72	64.67	61.76	58.98	56.33	53.79
Total Miles Treated		8.01	2.48	10.07	3.26	4.77	7.01	0.48	8.25	1.76
Repair Cost (\$)		99,088	110,622	609,695	110,723	113,376	111,958	118,111	613,853	111,924

Figure 7 - Scenario 1 Summary (PCI and Total Cost)



⁵ A number of costs were not able to be taken into account through forecasting including: drainage (e.g. ditching, culverts, catch basins, underdrain, etc.), signage, guardrail, sidewalks, utilities, curbing, and pavement markings.

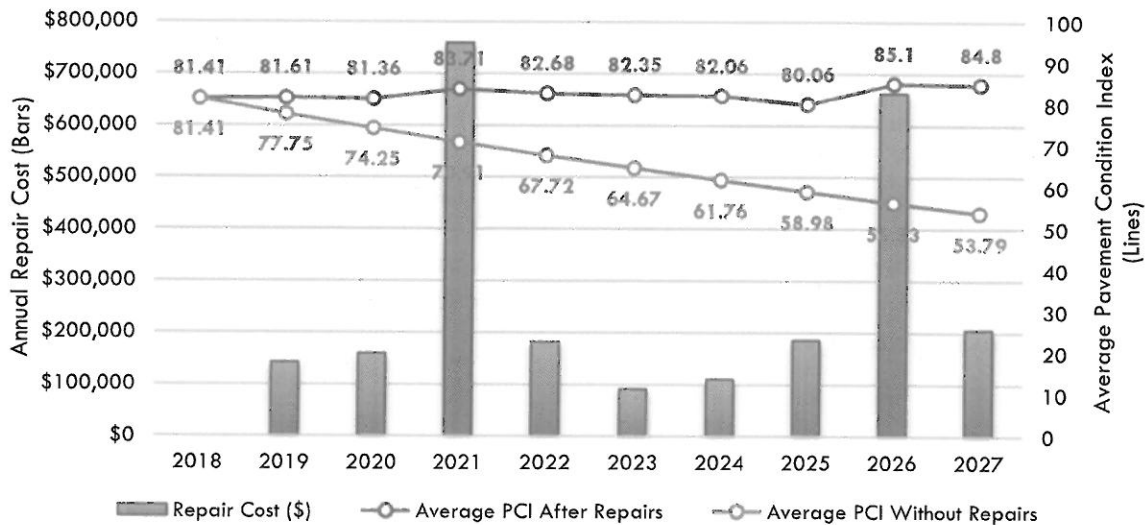
SCENARIO 2

Scenario 2 assumes an annual average of approximately \$150,000 in funding with an additional \$500,000 in 2021 and 2026. The increase in funding was proposed as a means to accomplish additional longer-lasting repairs, specifically full depth reclamation of the road surface in certain areas. In this scenario, Hancock's average pavement condition index (PCI) is expected to **increase from 81.41 to 84.80** (about 4.2%) over the 10-year period of the Plan. The total cost of treatments over this timeframe is estimated to be approximately \$2,495,553⁶. For a list of specific repair projects by road name, see Appendix C: Scenario 2 Reports.

Table 3 - Scenario 2 Summary: Pavement Condition Index (PCI), Total Miles Treated, and Annual Repair Cost

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Average PCI After Repairs	81.41	81.61	81.36	83.71	82.68	82.35	82.06	80.06	85.1	84.8
Average PCI Without Repairs	81.41	77.75	74.25	70.91	67.72	64.67	61.76	58.98	56.33	53.79
Total Miles Treated		7.1	3.59	8.15	3.41	4.77	6.24	2.44	10.65	3.81
Repair Cost (\$)		142,310	159,552	759,692	182,167	91,070	109,915	185,420	662,723	205,705

Figure 8 - Scenario 2 Summary (PCI and Total Cost)



⁶ A number of costs were not able to be taken into account through forecasting including: drainage (e.g. ditching, culverts, catch basins, underdrain, etc.), signage, guardrail, sidewalks, utilities, curbing, and pavement markings.

KEY FINDINGS AND RECOMMENDATIONS

- Of those pavements assessed, Hancock's overall network pavement condition rating is currently 81 out of 100; indicating "good" pavement condition. However, a score less than 80 indicates "fair."
- A funding level of \$100,000 annually with two \$500,000 bonds over a 10-year period (\$2,000,000 in total) was predicted to maintain the overall pavement condition rating of the network at the existing quality⁷.
- Neither scenario contemplated in the Plan provides adequate funding for significant progress towards reconstruction of higher volume and higher importance roads like Antrim Road, Duncan Road, Middle Road, and Norway Hill Road.

ADDITIONAL INFORMATION

The two scenarios contemplated in this Plan rely on cost estimates and the treatments themselves may need to be adjusted in consultation with a construction professional. Estimates represent the cost of pavement repairs only. Additional funds may be required for a project based on the need for drainage repair (e.g. ditching, culverts, catch basins, underdrain, etc.), signage, guardrail, sidewalks, utilities, curbing, and pavement markings. The proposed preservation treatments, when applied at the right time, will be essential in maintaining the road network at its current overall PCI. However, there are a substantial number of roads in fair condition that will require more expensive treatments to prevent them from declining into poor condition. In these situations, less expensive repair options are no longer possible.

MAINTAINING THE INVENTORY AND PLAN

To continue to effectively plan for expenditures related to pavement maintenance and preservation, it is recommended that an update to the Plan be conducted every 4-5 years and include an inventory of pavement conditions.

⁷ A number of costs were not able to be taken into account through forecasting including: drainage (e.g. ditching, culverts, catch basins, underdrain, etc.), signage, guardrail, sidewalks, utilities, curbing, and pavement markings.

APPENDIX A: SELECTED PAVEMENT PRESERVATION RESOURCES

The [National Center for Pavement Preservation](#) was established by Michigan State University and FP² Inc., an industry-supported trade organization, to advance pavement preservation practices through education, research, and outreach.

Since 2007, [FP² Inc.](#) has published *Pavement Preservation Journal*, a trade magazine focused on pavement preservation principles and practice.

The University of New Hampshire [Technology Transfer Center](#) offers pavement preservation and pavement maintenance training opportunities through the Local Technical Assistance Program workshops and New Hampshire Roads Scholar Program.

APPENDIX B: SCENARIO 1 REPORTS

Annual Repair Cost

Town of Hancock (2018-2027) - Scenario 1

Year	Cost
2018	
2019	\$99,088
2020	\$110,622
2021	\$609,695
2022	\$110,723
2023	\$113,376
2024	\$111,958
2025	\$118,111
2026	\$613,853
2027	\$111,924
Total	\$1,999,352

Annual Repair Cost by Repair Category

Town of Hancock (2018-2027) - Scenario 1

Description	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Crack Sealing	\$0	\$16,846	\$1,966	\$0	\$0	\$5,113	\$10,081	\$0	\$0	\$0
Overlays	\$0	\$14,405	\$108,656	\$450,798	\$12,019	\$62,136	\$0	\$0	\$163,413	\$0
Patching	\$0	\$0	\$0	\$61,846	\$12,677	\$31,978	\$6,759	\$0	\$0	\$0
Pavement Preservation/Maintenance	\$0	\$0	\$0	\$97,052	\$86,027	\$14,149	\$95,118	\$0	\$187,323	\$67,539
Rehabilitate and Rebuild	\$0	\$67,837	\$0	\$0	\$0	\$0	\$0	\$118,111	\$263,117	\$44,385
Total	\$0	\$99,088	\$110,622	\$609,695	\$110,723	\$113,376	\$111,958	\$118,111	\$613,853	\$111,924

Annual Repair Cost by Repair

Town of Hancock (2018-2027) - Scenario 1

Repair	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Chip Seal	\$0	\$0	\$0	\$97,052	\$86,027	\$14,149	\$95,118	\$0	\$187,323	\$35,679
Crack Seal (Minor)	\$0	\$16,846	\$1,966	\$0	\$0	\$5,113	\$10,081	\$0	\$0	\$0
FDR w/ CaCl2 and HMA (4")	\$0	\$67,837	\$0	\$0	\$0	\$0	\$0	\$118,111	\$263,117	\$44,385
HMA Overlay (1")	\$0	\$0	\$15,263	\$0	\$0	\$0	\$0	\$0	\$97,937	\$0
HMA Overlay (1.5")	\$0	\$14,405	\$93,394	\$450,798	\$12,019	\$62,136	\$0	\$0	\$65,475	\$0
HMA Shim (1/2") & Chip Seal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,791
HMA Shim (3/4" avg)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,069
Isolated Patch and HMA Shim	\$0	\$0	\$0	\$61,846	\$12,677	\$31,978	\$6,759	\$0	\$0	\$0
Total	\$0	\$99,088	\$110,622	\$609,695	\$110,723	\$113,376	\$111,958	\$118,111	\$613,853	\$111,924

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 1

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2019	Duncan Rd	3	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Duncan Rd	4	Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.30	\$67,837
	Kimball Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Kimball Rd	2	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Kimball Rd	3	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Kimball Rd	4	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Kimball Rd	5	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Kimball Rd	6	Crack Sealing	Crack Seal (Minor)	0.31	\$702
	Middle Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Middle Rd	2	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Middle Rd	3	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Middle Rd	4	Crack Sealing	Crack Seal (Minor)	0.30	\$671
	Middle Rd	5	Crack Sealing	Crack Seal (Minor)	0.20	\$455
	Middle Rd	6	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Middle Rd	7	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Middle Rd	8	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Middle Rd	9	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Middle Rd	10	Crack Sealing	Crack Seal (Minor)	0.25	\$558
	Old Dublin Rd	11	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Old Dublin Rd	12	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Old Dublin Rd	13	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Old Dublin Rd	14	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Old Dublin Rd	15	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Old Dublin Rd	16	Crack Sealing	Crack Seal (Minor)	0.19	\$418
	Old Hancock Rd	1	Overlays	HMA Overlay (1.5")	0.22	\$14,405
	Prospect Hill Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$561

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 1

	Prospect Hill Rd	1 Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Prospect Hill Rd	2 Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Prospect Hill Rd	2 Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Prospect Hill Rd	3 Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Prospect Hill Rd	3 Crack Sealing	Crack Seal (Minor)	0.36	\$804
	Prospect Hill Rd	4 Crack Sealing	Crack Seal (Minor)	0.13	\$302
	Total for Year 2019				\$99,088
2020	Brimstone Corner Rd	1 Crack Sealing	Crack Seal (Minor)	0.25	\$580
	Carriage Hill Rd	1 Crack Sealing	Crack Seal (Minor)	0.25	\$580
	Carriage Hill Rd	2 Crack Sealing	Crack Seal (Minor)	0.35	\$805
	Cavender Rd	1 Overlays	HMA Overlay (1.5")	0.69	\$51,820
	Cavender Rd	2 Overlays	HMA Overlay (1.5")	0.08	\$5,610
	Cross St	1 Overlays	HMA Overlay (1.5")	0.06	\$3,950
	Sargent Camp Rd	2 Overlays	HMA Overlay (1.5")	0.25	\$16,829
	Sargent Camp Rd	3 Overlays	HMA Overlay (1.5")	0.23	\$15,185
	School St	1 Overlays	HMA Overlay (1")	0.32	\$15,263
	Total for Year 2020				\$110,622
2021	Antrim Rd	1 Overlays	HMA Overlay (1.5")	0.25	\$19,312
	Antrim Rd	2 Overlays	HMA Overlay (1.5")	0.25	\$19,312
	Antrim Rd	3 Overlays	HMA Overlay (1.5")	0.25	\$19,298
	Antrim Rd	5 Overlays	HMA Overlay (1.5")	0.25	\$20,293
	Antrim Rd	6 Overlays	HMA Overlay (1.5")	0.25	\$22,192
	Antrim Rd	7 Overlays	HMA Overlay (1.5")	0.25	\$18,333
	Antrim Rd	8 Overlays	HMA Overlay (1.5")	0.25	\$19,298
	Antrim Rd	9 Overlays	HMA Overlay (1.5")	0.25	\$18,319
	Antrim Rd	10 Overlays	HMA Overlay (1.5")	0.21	\$15,250
	Duncan Rd	3 Overlays	HMA Overlay (1.5")	0.25	\$19,312

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 1

Duncan Rd	3	Patching	Isolated Patch and HMA Shim	0.25	\$3,263
Hunts Pond Rd	1	Patching	Isolated Patch and HMA Shim	0.25	\$2,935
Hunts Pond Rd	2	Patching	Isolated Patch and HMA Shim	0.22	\$2,606
Kings Hwy	1	Overlays	HMA Overlay (1.5")	0.42	\$28,920
Kings Hwy	1	Patching	Isolated Patch and HMA Shim	0.42	\$4,887
Kings Hwy	7	Overlays	HMA Overlay (1.5")	0.25	\$17,394
Kings Hwy	7	Patching	Isolated Patch and HMA Shim	0.25	\$2,939
Kings Hwy	8	Overlays	HMA Overlay (1.5")	0.25	\$19,298
Kings Hwy	8	Patching	Isolated Patch and HMA Shim	0.25	\$3,261
Kings Hwy	9	Overlays	HMA Overlay (1.5")	0.25	\$19,298
Kings Hwy	9	Patching	Isolated Patch and HMA Shim	0.25	\$3,261
Kings Hwy	10	Overlays	HMA Overlay (1.5")	0.25	\$19,312
Kings Hwy	10	Patching	Isolated Patch and HMA Shim	0.25	\$3,263
Middle Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,204
Middle Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,222
Middle Rd	3	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,825
Middle Rd	4	Pavement Preservation/Maintenance	Chip Seal	0.30	\$9,323
Middle Rd	5	Pavement Preservation/Maintenance	Chip Seal	0.20	\$6,636
Middle Rd	6	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,216
Middle Rd	7	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,210
Middle Rd	8	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,428
Middle Rd	9	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,422

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 1

	10	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,366
Middle Rd	10	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,366
Norway Hill Rd	1	Overlays	HMA Overlay (1.5")	0.25	\$19,269
Norway Hill Rd	1	Patching	Isolated Patch and HMA Shim	0.25	\$3,256
Norway Hill Rd	1	Overlays	HMA Overlay (1.5")	0.25	\$19,269
Norway Hill Rd	1	Patching	Isolated Patch and HMA Shim	0.25	\$3,256
Norway Hill Rd	2	Overlays	HMA Overlay (1.5")	0.25	\$19,312
Norway Hill Rd	2	Patching	Isolated Patch and HMA Shim	0.25	\$3,263
Norway Hill Rd	2	Overlays	HMA Overlay (1.5")	0.25	\$19,327
Norway Hill Rd	2	Patching	Isolated Patch and HMA Shim	0.25	\$3,266
Norway Hill Rd	3	Overlays	HMA Overlay (1.5")	0.25	\$19,298
Norway Hill Rd	3	Patching	Isolated Patch and HMA Shim	0.25	\$3,261
Norway Hill Rd	4	Overlays	HMA Overlay (1.5")	0.25	\$20,263
Norway Hill Rd	4	Patching	Isolated Patch and HMA Shim	0.25	\$3,424
Norway Hill Rd	5	Overlays	HMA Overlay (1.5")	0.25	\$19,312
Norway Hill Rd	5	Patching	Isolated Patch and HMA Shim	0.25	\$3,263
Norway Hill Rd	6	Overlays	HMA Overlay (1.5")	0.25	\$19,605
Norway Hill Rd	6	Patching	Isolated Patch and HMA Shim	0.25	\$3,313
Tannery Hill Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,210
Tannery Hill Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.30	\$9,989
Windy Row	1	Patching	Isolated Patch and HMA Shim	0.25	\$3,421
Windy Row	2	Patching	Isolated Patch and HMA Shim	0.25	\$3,424
Windy Row	3	Patching	Isolated Patch and HMA Shim	0.17	\$2,288
			Total for Year 2021	13.74	\$609,695
Ledge Rd	1	Patching	Isolated Patch and HMA Shim	0.32	\$4,334
Link Rd	1	Patching	Isolated Patch and HMA Shim	0.25	\$3,365
2022					

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 1

Link Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,069
Link Rd	2	Patching	Isolated Patch and HMA Shim	0.37	\$4,979
Link Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.37	\$11,939
Old Dublin Rd	11	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,262
Old Dublin Rd	12	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,268
Old Dublin Rd	13	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,268
Old Dublin Rd	14	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,262
Old Dublin Rd	15	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,063
Old Dublin Rd	16	Pavement Preservation/Maintenance	Chip Seal	0.19	\$6,297
Wilder Rd	1	Overlays	HMA Overlay (1.5")	0.22	\$12,019
Windy Row	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,466
Windy Row	2	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,473
Windy Row	3	Pavement Preservation/Maintenance	Chip Seal	0.17	\$5,661
Total for Year 2022				3.88	\$110,723
2023					
Hosley Rd	1	Overlays	HMA Overlay (1.5")	0.08	\$6,462
Hunts Pond Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,495
Hunts Pond Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.22	\$6,654
North Rd	1	Patching	Isolated Patch and HMA Shim	0.25	\$3,638
North Rd	1	Patching	Isolated Patch and HMA Shim	0.25	\$3,641

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 1

	North Rd	2	Patching	Isolated Patch and HMA Shim	0.25	\$3,649
	North Rd	3	Patching	Isolated Patch and HMA Shim	0.25	\$3,649
	North Rd	4	Patching	Isolated Patch and HMA Shim	0.25	\$3,646
	North Rd	5	Patching	Isolated Patch and HMA Shim	0.30	\$4,348
	Norway Hill Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$637
	Norway Hill Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$637
	Norway Hill Rd	2	Crack Sealing	Crack Seal (Minor)	0.25	\$638
	Norway Hill Rd	2	Crack Sealing	Crack Seal (Minor)	0.25	\$639
	Norway Hill Rd	3	Crack Sealing	Crack Seal (Minor)	0.25	\$638
	Norway Hill Rd	4	Crack Sealing	Crack Seal (Minor)	0.25	\$638
	Norway Hill Rd	5	Crack Sealing	Crack Seal (Minor)	0.25	\$638
	Norway Hill Rd	6	Crack Sealing	Crack Seal (Minor)	0.25	\$648
	Vatcher Rd	1	Overlays	HMA Overlay (1.5")	0.25	\$21,580
	Vatcher Rd	1	Patching	Isolated Patch and HMA Shim	0.25	\$3,646
	Vatcher Rd	2	Overlays	HMA Overlay (1.5")	0.25	\$21,580
	Vatcher Rd	2	Patching	Isolated Patch and HMA Shim	0.25	\$3,646
	Vatcher Rd	3	Overlays	HMA Overlay (1.5")	0.17	\$12,514
	Vatcher Rd	3	Patching	Isolated Patch and HMA Shim	0.17	\$2,114
				Total for Year 2023	5.44	\$113,376
2024	Brimstone Corner Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,734
	Cavender Rd	1	Crack Sealing	Crack Seal (Minor)	0.69	\$1,824
	Cavender Rd	2	Crack Sealing	Crack Seal (Minor)	0.08	\$219
	Juniper Cir	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,594
	Juniper Cir	2	Pavement Preservation/Maintenance	Chip Seal	0.19	\$6,634
	Middle Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$658

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 1

Middle Rd	2 Crack Sealing	Crack Seal (Minor)	0.25	\$659
Middle Rd	3 Crack Sealing	Crack Seal (Minor)	0.25	\$659
Middle Rd	4 Crack Sealing	Crack Seal (Minor)	0.30	\$785
Middle Rd	5 Crack Sealing	Crack Seal (Minor)	0.20	\$532
Middle Rd	6 Crack Sealing	Crack Seal (Minor)	0.25	\$659
Middle Rd	7 Crack Sealing	Crack Seal (Minor)	0.25	\$658
Middle Rd	8 Crack Sealing	Crack Seal (Minor)	0.25	\$658
Middle Rd	9 Crack Sealing	Crack Seal (Minor)	0.25	\$658
Middle Rd	10 Crack Sealing	Crack Seal (Minor)	0.25	\$653
North Rd	1 Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,010
North Rd	1 Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,003
North Rd	2 Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,030
North Rd	3 Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,030
North Rd	4 Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,024
North Rd	5 Pavement Preservation/Maintenance	Chip Seal	0.30	\$10,760
Old Hancock Rd	1 Pavement Preservation/Maintenance	Chip Seal	0.22	\$6,832
S Elmwood Rd	5 Pavement Preservation/Maintenance	Chip Seal	0.28	\$9,466
Sugarbush Rd	1 Patching	Isolated Patch and HMA Shim	0.25	\$3,763
Sugarbush Rd	2 Patching	Isolated Patch and HMA Shim	0.20	\$2,996
Tannery Hill Rd	1 Crack Sealing	Crack Seal (Minor)	0.25	\$658
Tannery Hill Rd	2 Crack Sealing	Crack Seal (Minor)	0.30	\$801
Total for Year 2024			7.01	\$111,958

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 1

Year	Location	Item	Material	Rate	Total for Year 2025	
2025	Sargent Camp Rd	2	Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.25	\$62,089
	Sargent Camp Rd	3	Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.23	\$56,022
2026	Antrim Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,160
	Antrim Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,160
	Antrim Rd	3	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,153
	Antrim Rd	5	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,625
	Antrim Rd	6	Pavement Preservation/Maintenance	Chip Seal	0.25	\$10,526
	Antrim Rd	7	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,695
	Antrim Rd	8	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,153
	Antrim Rd	9	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,688
	Antrim Rd	10	Pavement Preservation/Maintenance	Chip Seal	0.21	\$7,233
	Carriage Hill Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,610
	Carriage Hill Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.35	\$13,338
	Duncan Rd	3	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,160
	Elmwood Rd	1	Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.25	\$74,756
	Elmwood Rd	2	Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.25	\$74,756
	Elmwood Rd	3	Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.34	\$101,996
	Kimball Rd	1	Overlays	HMA Overlay (1")	0.25	\$15,279
Kimball Rd	2	Overlays	HMA Overlay (1")	0.25	\$15,267	

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 1

	Kimball Rd	3	Overlays	HMA Overlay (1")	0.25	\$15,279	
	Kimball Rd	4	Overlays	HMA Overlay (1")	0.25	\$16,043	
	Kimball Rd	5	Overlays	HMA Overlay (1")	0.25	\$16,043	
	Kimball Rd	6	Overlays	HMA Overlay (1")	0.31	\$20,026	
	Longview Rd	1	Overlays	HMA Overlay (1.5")	0.25	\$22,572	
	Longview Rd	2	Overlays	HMA Overlay (1.5")	0.25	\$22,572	
	Norway Hill Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,139	
	Norway Hill Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,139	
	Norway Hill Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,160	
	Norway Hill Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,167	
	Norway Hill Rd	3	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,153	
	Norway Hill Rd	4	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,610	
	Norway Hill Rd	5	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,160	
	Norway Hill Rd	6	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,298	
	Sargent Camp Rd	1	Overlays	HMA Overlay (1.5")	0.25	\$20,331	
	Unnamed Rd	1	Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.04	\$11,610	
		Total for Year 2026				8.25	\$613,853
2027	Depot Rd	1	Pavement Preservation/Maintenance	HMA Shim (1/2") & Chip Seal	0.20	\$11,791	
	Jaquith Rd	1	Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.17	\$44,385	
	Ledge Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.32	\$12,165	
	Reaveley Rd	1	Pavement	HMA Shim (3/4" avg)	0.25	\$12,417	

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 1

		Preservation/Maintenance			
Reaveley Rd	2	Pavement Preservation/Maintenance	HMA Shim (3/4" avg)	0.15	\$7,651
Sugarbush Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,918
Sugarbush Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.20	\$7,897
Wilder Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.22	\$5,700
Total for Year 2027				1.76	\$111,924
Total				51.05	\$1,999,352

Analysis Detail Report

Town of Hancock (2018-2027) - Scenario 1

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
45.5	98	Antrim Rd	1	1321	20	2	Paved	2021	HMA Overlay (1.5")	\$19,312
45.5	98	Antrim Rd	1	1321	20	2	Paved	2026	Chip Seal	\$9,160
51.75	73	Antrim Rd	2	1321	20	2	Paved	2021	HMA Overlay (1.5")	\$19,312
51.75	73	Antrim Rd	2	1321	20	2	Paved	2026	Chip Seal	\$9,160
54.25	63	Antrim Rd	3	1320	20	2	Paved	2021	HMA Overlay (1.5")	\$19,298
54.25	63	Antrim Rd	3	1320	20	2	Paved	2026	Chip Seal	\$9,153
45	100	Antrim Rd	5	1322	21	2	Paved	2021	HMA Overlay (1.5")	\$20,293
45	100	Antrim Rd	5	1322	21	2	Paved	2026	Chip Seal	\$9,625
46.25	95	Antrim Rd	6	1320	23	2	Paved	2021	HMA Overlay (1.5")	\$22,192
46.25	95	Antrim Rd	6	1320	23	2	Paved	2026	Chip Seal	\$10,526
38.5	94	Antrim Rd	7	1320	19	2	Paved	2021	HMA Overlay (1.5")	\$18,333
38.5	94	Antrim Rd	7	1320	19	2	Paved	2026	Chip Seal	\$8,695
37.5	98	Antrim Rd	8	1320	20	2	Paved	2021	HMA Overlay (1.5")	\$19,298
37.5	98	Antrim Rd	8	1320	20	2	Paved	2026	Chip Seal	\$9,153
37.5	98	Antrim Rd	9	1319	19	2	Paved	2021	HMA Overlay (1.5")	\$18,319
37.5	98	Antrim Rd	9	1319	19	2	Paved	2026	Chip Seal	\$8,688
37	100	Antrim Rd	10	1098	19	2	Paved	2021	HMA Overlay (1.5")	\$15,250
37	100	Antrim Rd	10	1098	19	2	Paved	2026	Chip Seal	\$7,233
2	92	Brimstone Corner Rd	1	1320	18	2	Paved	2020	Crack Seal (Minor)	\$580
2	92	Brimstone Corner Rd	1	1320	18	2	Paved	2024	Chip Seal	\$7,734
32.25	91	Carriage Hill Rd	1	1320	21	2	Paved	2020	Crack Seal (Minor)	\$580
32.25	91	Carriage Hill Rd	1	1320	21	2	Paved	2026	Chip Seal	\$9,610
31.5	94	Carriage Hill Rd	2	1832	21	2	Paved	2020	Crack Seal (Minor)	\$805
31.5	94	Carriage Hill Rd	2	1832	21	2	Paved	2026	Chip Seal	\$13,338
37	72	Cavender Rd	1	3658	20	2	Paved	2020	HMA Overlay (1.5")	\$51,820
37	72	Cavender Rd	1	3658	20	2	Paved	2024	Crack Seal (Minor)	\$1,824

Analysis Detail Report

Town of Hancock (2018-2027) - Scenario 1

41.5	54	Cavender Rd	2	440	18	2	Paved	2020	HMA Overlay (1.5")	\$5,610
41.5	54	Cavender Rd	2	440	18	2	Paved	2024	Crack Seal (Minor)	\$219
34.5	82	Cross St	1	328	17	2	Paved	2020	HMA Overlay (1.5")	\$3,950
30	100	Depot Rd	1	1057	17	2	Paved	2027	HMA Shim (1/2") & Chip Seal	\$11,791
70	88	Duncan Rd	3	1321	20	2	Paved	2019	Crack Seal (Minor)	\$563
70	88	Duncan Rd	3	1321	20	2	Paved	2021	HMA Overlay (1.5")	\$19,312
70	88	Duncan Rd	3	1321	20	2	Paved	2021	Isolated Patch and HMA Shim	\$3,263
70	88	Duncan Rd	3	1321	20	2	Paved	2026	Chip Seal	\$9,160
74.25	71	Duncan Rd	4	1568	20	2	Paved	2019	FDR w/ CaCl2 and HMA (4")	\$67,837
40	88	Elmwood Rd	1	1320	21	2	Paved	2026	FDR w/ CaCl2 and HMA (4")	\$74,756
41.75	81	Elmwood Rd	2	1320	21	2	Paved	2026	FDR w/ CaCl2 and HMA (4")	\$74,756
40.25	87	Elmwood Rd	3	1801	21	2	Paved	2026	FDR w/ CaCl2 and HMA (4")	\$101,996
19	84	Hosley Rd	1	415	20	2	Paved	2023	HMA Overlay (1.5")	\$6,462
50	80	Hunts Pond Rd	1	1320	18	2	Paved	2021	Isolated Patch and HMA Shim	\$2,935
50	80	Hunts Pond Rd	1	1320	18	2	Paved	2023	Chip Seal	\$7,495
51.75	73	Hunts Pond Rd	2	1172	18	2	Paved	2021	Isolated Patch and HMA Shim	\$2,606
51.75	73	Hunts Pond Rd	2	1172	18	2	Paved	2023	Chip Seal	\$6,654
42.75	49	Jaquith Rd	1	886	18	2	Paved	2027	FDR w/ CaCl2 and HMA (4")	\$44,385
30.5	98	Juniper Cir	1	1320	20	2	Paved	2024	Chip Seal	\$8,594
30	100	Juniper Cir	2	1019	20	2	Paved	2024	Chip Seal	\$6,634
38	96	Kimball Rd	1	1321	20	2	Paved	2019	Crack Seal (Minor)	\$563
38	96	Kimball Rd	1	1321	20	2	Paved	2026	HMA Overlay (1")	\$15,279
39.25	91	Kimball Rd	2	1320	20	2	Paved	2019	Crack Seal (Minor)	\$562
39.25	91	Kimball Rd	2	1320	20	2	Paved	2026	HMA Overlay (1")	\$15,267
39.75	89	Kimball Rd	3	1321	20	2	Paved	2019	Crack Seal (Minor)	\$563
39.75	89	Kimball Rd	3	1321	20	2	Paved	2026	HMA Overlay (1")	\$15,279
40	88	Kimball Rd	4	1321	21	2	Paved	2019	Crack Seal (Minor)	\$563

Analysis Detail Report

Town of Hancock (2018-2027) - Scenario 1

40	88 Kimball Rd	4	1321	21	2 Paved	2026 HMA Overlay (1")	\$16,043
39	92 Kimball Rd	5	1321	21	2 Paved	2019 Crack Seal (Minor)	\$563
39	92 Kimball Rd	5	1321	21	2 Paved	2026 HMA Overlay (1")	\$16,043
40.5	86 Kimball Rd	6	1649	21	2 Paved	2019 Crack Seal (Minor)	\$702
40.5	86 Kimball Rd	6	1649	21	2 Paved	2026 HMA Overlay (1")	\$20,026
75	72 Kings Hwy	1	2198	18	2 Paved	2021 HMA Overlay (1.5")	\$28,920
75	72 Kings Hwy	1	2198	18	2 Paved	2021 Isolated Patch and HMA Shim	\$4,887
51.75	73 Kings Hwy	7	1322	18	2 Paved	2021 HMA Overlay (1.5")	\$17,394
51.75	73 Kings Hwy	7	1322	18	2 Paved	2021 Isolated Patch and HMA Shim	\$2,939
49.25	83 Kings Hwy	8	1320	20	2 Paved	2021 HMA Overlay (1.5")	\$19,298
49.25	83 Kings Hwy	8	1320	20	2 Paved	2021 Isolated Patch and HMA Shim	\$3,261
47.25	91 Kings Hwy	9	1320	20	2 Paved	2021 HMA Overlay (1.5")	\$19,298
47.25	91 Kings Hwy	9	1320	20	2 Paved	2021 Isolated Patch and HMA Shim	\$3,261
51.25	75 Kings Hwy	10	1321	20	2 Paved	2021 HMA Overlay (1.5")	\$19,312
51.25	75 Kings Hwy	10	1321	20	2 Paved	2021 Isolated Patch and HMA Shim	\$3,263
30.5	98 Ledge Rd	1	1700	20	2 Paved	2022 Isolated Patch and HMA Shim	\$4,334
30.5	98 Ledge Rd	1	1700	20	2 Paved	2027 Chip Seal	\$12,165
57.5	78 Link Rd	1	1320	20	2 Paved	2022 Isolated Patch and HMA Shim	\$3,365
57.5	78 Link Rd	1	1320	20	2 Paved	2022 Chip Seal	\$8,069
60	68 Link Rd	2	1953	20	2 Paved	2022 Isolated Patch and HMA Shim	\$4,979
60	68 Link Rd	2	1953	20	2 Paved	2022 Chip Seal	\$11,939
48.5	86 Longview Rd	1	1319	20	2 Paved	2026 HMA Overlay (1.5")	\$22,572
48.5	86 Longview Rd	2	1319	20	2 Paved	2026 HMA Overlay (1.5")	\$22,572
75	100 Middle Rd	1	1319	21	2 Paved	2019 Crack Seal (Minor)	\$562
75	100 Middle Rd	1	1319	21	2 Paved	2021 Chip Seal	\$8,204
75	100 Middle Rd	1	1319	21	2 Paved	2024 Crack Seal (Minor)	\$658
59	100 Middle Rd	2	1322	21	2 Paved	2019 Crack Seal (Minor)	\$563

Analysis Detail Report

Town of Hancock (2018-2027) - Scenario 1

59	100	Middle Rd	2	1322	21	2	Paved	2021	Chip Seal	\$8,222
59	100	Middle Rd	2	1322	21	2	Paved	2024	Crack Seal (Minor)	\$659
59	100	Middle Rd	3	1321	20	2	Paved	2019	Crack Seal (Minor)	\$563
59	100	Middle Rd	3	1321	20	2	Paved	2021	Chip Seal	\$7,825
59	100	Middle Rd	3	1321	20	2	Paved	2024	Crack Seal (Minor)	\$659
59	100	Middle Rd	4	1574	20	2	Paved	2019	Crack Seal (Minor)	\$671
59	100	Middle Rd	4	1574	20	2	Paved	2021	Chip Seal	\$9,323
59	100	Middle Rd	4	1574	20	2	Paved	2024	Crack Seal (Minor)	\$785
69	92	Middle Rd	5	1067	21	2	Paved	2019	Crack Seal (Minor)	\$455
69	92	Middle Rd	5	1067	21	2	Paved	2021	Chip Seal	\$6,636
69	92	Middle Rd	5	1067	21	2	Paved	2024	Crack Seal (Minor)	\$532
70.75	85	Middle Rd	6	1321	21	2	Paved	2019	Crack Seal (Minor)	\$563
70.75	85	Middle Rd	6	1321	21	2	Paved	2021	Chip Seal	\$8,216
70.75	85	Middle Rd	6	1321	21	2	Paved	2024	Crack Seal (Minor)	\$659
70	88	Middle Rd	7	1320	21	2	Paved	2019	Crack Seal (Minor)	\$562
70	88	Middle Rd	7	1320	21	2	Paved	2021	Chip Seal	\$8,210
70	88	Middle Rd	7	1320	21	2	Paved	2024	Crack Seal (Minor)	\$658
69.75	89	Middle Rd	8	1320	19	2	Paved	2019	Crack Seal (Minor)	\$562
69.75	89	Middle Rd	8	1320	19	2	Paved	2021	Chip Seal	\$7,428
69.75	89	Middle Rd	8	1320	19	2	Paved	2024	Crack Seal (Minor)	\$658
69	92	Middle Rd	9	1319	19	2	Paved	2019	Crack Seal (Minor)	\$562
69	92	Middle Rd	9	1319	19	2	Paved	2021	Chip Seal	\$7,422
69	92	Middle Rd	9	1319	19	2	Paved	2024	Crack Seal (Minor)	\$658
72	80	Middle Rd	10	1309	19	2	Paved	2019	Crack Seal (Minor)	\$558
72	80	Middle Rd	10	1309	19	2	Paved	2021	Chip Seal	\$7,366
72	80	Middle Rd	10	1309	19	2	Paved	2024	Crack Seal (Minor)	\$653
40	88	North Rd	1	1318	21	2	Paved	2023	Isolated Patch and HMA Shim	\$3,641

Analysis Detail Report

Town of Hancock (2018-2027) - Scenario 1

40	88 North Rd	1	1318	21	2 Paved	2024 Chip Seal	\$9,010
46	64 North Rd	2	1321	21	2 Paved	2023 Isolated Patch and HMA Shim	\$3,649
46	64 North Rd	2	1321	21	2 Paved	2024 Chip Seal	\$9,030
44	72 North Rd	3	1321	21	2 Paved	2023 Isolated Patch and HMA Shim	\$3,649
44	72 North Rd	3	1321	21	2 Paved	2024 Chip Seal	\$9,030
44	72 North Rd	4	1320	21	2 Paved	2023 Isolated Patch and HMA Shim	\$3,646
44	72 North Rd	4	1320	21	2 Paved	2024 Chip Seal	\$9,024
44.75	69 North Rd	5	1574	21	2 Paved	2023 Isolated Patch and HMA Shim	\$4,348
44.75	69 North Rd	5	1574	21	2 Paved	2024 Chip Seal	\$10,760
42.5	78 North Rd	1	1317	21	2 Paved	2023 Isolated Patch and HMA Shim	\$3,638
42.5	78 North Rd	1	1317	21	2 Paved	2024 Chip Seal	\$9,003
68.25	95 Norway Hill Rd	1	1318	20	2 Paved	2021 HMA Overlay (1.5")	\$19,269
68.25	95 Norway Hill Rd	1	1318	20	2 Paved	2021 Isolated Patch and HMA Shim	\$3,256
68.25	95 Norway Hill Rd	1	1318	20	2 Paved	2023 Crack Seal (Minor)	\$637
68.25	95 Norway Hill Rd	1	1318	20	2 Paved	2026 Chip Seal	\$9,139
74	72 Norway Hill Rd	2	1322	20	2 Paved	2021 HMA Overlay (1.5")	\$19,327
74	72 Norway Hill Rd	2	1322	20	2 Paved	2021 Isolated Patch and HMA Shim	\$3,266
74	72 Norway Hill Rd	2	1322	20	2 Paved	2023 Crack Seal (Minor)	\$639
74	72 Norway Hill Rd	2	1322	20	2 Paved	2026 Chip Seal	\$9,167
40	88 Norway Hill Rd	1	1318	20	2 Paved	2021 HMA Overlay (1.5")	\$19,269
40	88 Norway Hill Rd	1	1318	20	2 Paved	2021 Isolated Patch and HMA Shim	\$3,256
40	88 Norway Hill Rd	1	1318	20	2 Paved	2023 Crack Seal (Minor)	\$637
40	88 Norway Hill Rd	1	1318	20	2 Paved	2026 Chip Seal	\$9,139
39	92 Norway Hill Rd	2	1321	20	2 Paved	2021 HMA Overlay (1.5")	\$19,312
39	92 Norway Hill Rd	2	1321	20	2 Paved	2021 Isolated Patch and HMA Shim	\$3,263
39	92 Norway Hill Rd	2	1321	20	2 Paved	2023 Crack Seal (Minor)	\$638
39	92 Norway Hill Rd	2	1321	20	2 Paved	2026 Chip Seal	\$9,160

Analysis Detail Report

Town of Hancock (2018-2027) - Scenario 1

39.75	89	Norway Hill Rd	3	1320	20	2	Paved	2021	HMA Overlay (1.5")	\$19,298
39.75	89	Norway Hill Rd	3	1320	20	2	Paved	2021	Isolated Patch and HMA Shim	\$3,261
39.75	89	Norway Hill Rd	3	1320	20	2	Paved	2023	Crack Seal (Minor)	\$638
39.75	89	Norway Hill Rd	3	1320	20	2	Paved	2026	Chip Seal	\$9,153
39.75	89	Norway Hill Rd	4	1320	21	2	Paved	2021	HMA Overlay (1.5")	\$20,263
39.75	89	Norway Hill Rd	4	1320	21	2	Paved	2021	Isolated Patch and HMA Shim	\$3,424
39.75	89	Norway Hill Rd	4	1320	21	2	Paved	2023	Crack Seal (Minor)	\$638
39.75	89	Norway Hill Rd	4	1320	21	2	Paved	2026	Chip Seal	\$9,610
40.5	86	Norway Hill Rd	5	1321	20	2	Paved	2021	HMA Overlay (1.5")	\$19,312
40.5	86	Norway Hill Rd	5	1321	20	2	Paved	2021	Isolated Patch and HMA Shim	\$3,263
40.5	86	Norway Hill Rd	5	1321	20	2	Paved	2023	Crack Seal (Minor)	\$638
40.5	86	Norway Hill Rd	5	1321	20	2	Paved	2026	Chip Seal	\$9,160
39.25	91	Norway Hill Rd	6	1341	20	2	Paved	2021	HMA Overlay (1.5")	\$19,605
39.25	91	Norway Hill Rd	6	1341	20	2	Paved	2021	Isolated Patch and HMA Shim	\$3,313
39.25	91	Norway Hill Rd	6	1341	20	2	Paved	2023	Crack Seal (Minor)	\$648
39.25	91	Norway Hill Rd	6	1341	20	2	Paved	2026	Chip Seal	\$9,298
71.75	85	Old Dublin Rd	11	1320	18	2	Paved	2019	Crack Seal (Minor)	\$562
71.75	85	Old Dublin Rd	11	1320	18	2	Paved	2022	Chip Seal	\$7,262
69.75	93	Old Dublin Rd	12	1321	18	2	Paved	2019	Crack Seal (Minor)	\$563
69.75	93	Old Dublin Rd	12	1321	18	2	Paved	2022	Chip Seal	\$7,268
69.75	93	Old Dublin Rd	13	1321	18	2	Paved	2019	Crack Seal (Minor)	\$563
69.75	93	Old Dublin Rd	13	1321	18	2	Paved	2022	Chip Seal	\$7,268
69.75	93	Old Dublin Rd	14	1320	18	2	Paved	2019	Crack Seal (Minor)	\$562
69.75	93	Old Dublin Rd	14	1320	18	2	Paved	2022	Chip Seal	\$7,262
69.75	93	Old Dublin Rd	15	1319	20	2	Paved	2019	Crack Seal (Minor)	\$562
69.75	93	Old Dublin Rd	15	1319	20	2	Paved	2022	Chip Seal	\$8,063
68	100	Old Dublin Rd	16	981	21	2	Paved	2019	Crack Seal (Minor)	\$418

Analysis Detail Report

Town of Hancock (2018-2027) - Scenario 1

68	100 Old Dublin Rd	16	981	21	2 Paved	2022 Chip Seal	\$6,297
37.5	70 Old Hancock Rd	1	1166	18	2 Paved	2019 HMA Overlay (1.5")	\$14,405
37.5	70 Old Hancock Rd	1	1166	18	2 Paved	2024 Chip Seal	\$6,832
37.25	71 Prospect Hill Rd	1	1318	20	2 Paved	2019 Crack Seal (Minor)	\$561
32.75	89 Prospect Hill Rd	2	1321	20	2 Paved	2019 Crack Seal (Minor)	\$563
33.25	87 Prospect Hill Rd	3	1888	21	2 Paved	2019 Crack Seal (Minor)	\$804
35.75	77 Prospect Hill Rd	1	1320	20	2 Paved	2019 Crack Seal (Minor)	\$562
35.75	77 Prospect Hill Rd	2	1320	20	2 Paved	2019 Crack Seal (Minor)	\$562
33	88 Prospect Hill Rd	3	1321	20	2 Paved	2019 Crack Seal (Minor)	\$563
34.25	83 Prospect Hill Rd	4	708	20	2 Paved	2019 Crack Seal (Minor)	\$302
22	100 Reaveley Rd	1	1321	21	2 Paved	2027 HMA Shim (3/4" avg)	\$12,417
22.5	98 Reaveley Rd	2	814	21	2 Paved	2027 HMA Shim (3/4" avg)	\$7,651
38.25	95 S Elmwood Rd	5	1454	20	2 Paved	2024 Chip Seal	\$9,466
47	96 Sargent Camp Rd	1	1320	18	2 Paved	2026 HMA Overlay (1.5")	\$20,331
61.25	39 Sargent Camp Rd	2	1320	18	2 Paved	2020 HMA Overlay (1.5")	\$16,829
61.25	39 Sargent Camp Rd	2	1320	18	2 Paved	2025 FDR w/ CaCl2 and HMA (4")	\$62,089
52.25	75 Sargent Camp Rd	3	1191	18	2 Paved	2020 HMA Overlay (1.5")	\$15,185
52.25	75 Sargent Camp Rd	3	1191	18	2 Paved	2025 FDR w/ CaCl2 and HMA (4")	\$56,022
51	52 School St	1	1678	19	2 Paved	2020 HMA Overlay (1")	\$15,263
34.75	81 Sugarbush Rd	1	1320	21	2 Paved	2024 Isolated Patch and HMA Shim	\$3,763
34.75	81 Sugarbush Rd	1	1320	21	2 Paved	2027 Chip Seal	\$9,918
33	88 Sugarbush Rd	2	1051	21	2 Paved	2024 Isolated Patch and HMA Shim	\$2,996
33	88 Sugarbush Rd	2	1051	21	2 Paved	2027 Chip Seal	\$7,897
60	100 Tannery Hill Rd	1	1320	21	2 Paved	2021 Chip Seal	\$8,210
60	100 Tannery Hill Rd	1	1320	21	2 Paved	2024 Crack Seal (Minor)	\$658
60	100 Tannery Hill Rd	2	1606	21	2 Paved	2021 Chip Seal	\$9,989
60	100 Tannery Hill Rd	2	1606	21	2 Paved	2024 Crack Seal (Minor)	\$801

Analysis Detail Report

Town of Hancock (2018-2027) - Scenario 1

44.75	41	Unnamed Rd	1	205	21	2	Paved	2026	FDR w/ CaCl2 and HMA (4")	\$11,610
53	100	Vatcher Rd	1	1320	21	2	Paved	2023	HMA Overlay (1.5")	\$21,580
53	100	Vatcher Rd	1	1320	21	2	Paved	2023	Isolated Patch and HMA Shim	\$3,646
57.5	82	Vatcher Rd	2	1320	21	2	Paved	2023	HMA Overlay (1.5")	\$21,580
57.5	82	Vatcher Rd	2	1320	21	2	Paved	2023	Isolated Patch and HMA Shim	\$3,646
54.5	94	Vatcher Rd	3	893	18	2	Paved	2023	HMA Overlay (1.5")	\$12,514
54.5	94	Vatcher Rd	3	893	18	2	Paved	2023	Isolated Patch and HMA Shim	\$2,114
23.75	65	Wilder Rd	1	1138	14	2	Paved	2022	HMA Overlay (1.5")	\$12,019
23.75	65	Wilder Rd	1	1138	14	2	Paved	2027	Chip Seal	\$5,700
53	100	Windy Row	1	1319	21	2	Paved	2021	Isolated Patch and HMA Shim	\$3,421
53	100	Windy Row	1	1319	21	2	Paved	2022	Chip Seal	\$8,466
53	100	Windy Row	2	1320	21	2	Paved	2021	Isolated Patch and HMA Shim	\$3,424
53	100	Windy Row	2	1320	21	2	Paved	2022	Chip Seal	\$8,473
55	92	Windy Row	3	882	21	2	Paved	2021	Isolated Patch and HMA Shim	\$2,288
55	92	Windy Row	3	882	21	2	Paved	2022	Chip Seal	\$5,661

Annual Repair Cost and PCI

Town of Hancock (2018-2027) - Scenario 1

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Average PCI After Repairs	81.41	81.64	80.43	84.34	82.80	82.68	82.69	79.51	83.19	81.57
Average PCI Without Repairs	81.41	77.75	74.25	70.91	67.72	64.67	61.76	58.98	56.33	53.79
Total Miles Treated		8.01	2.48	10.07	3.26	4.77	7.01	0.48	8.25	1.76
Total Repair Cost		\$99,088	\$110,622	\$609,695	\$110,723	\$113,376	\$111,958	\$118,111	\$613,853	\$111,924

APPENDIX C: SCENARIO 2 REPORTS

Annual Repair Cost

Town of Hancock (2018-2027) - Scenario 2

Year	Cost
2018	
2019	\$142,310
2020	\$159,552
2021	\$759,692
2022	\$182,167
2023	\$91,070
2024	\$109,915
2025	\$185,420
2026	\$662,723
2027	\$205,705
Total	\$2,498,553

Annual Repair Cost by Repair Category

Town of Hancock (2018-2027) - Scenario 2

Description	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Crack Sealing	\$0	\$13,053	\$1,966	\$0	\$1,919	\$5,113	\$8,038	\$0	\$3,194	\$0
Overlays	\$0	\$61,419	\$152,218	\$327,262	\$65,967	\$6,462	\$0	\$0	\$163,413	\$0
Patching	\$0	\$0	\$5,368	\$26,300	\$12,677	\$22,571	\$6,759	\$0	\$0	\$0
Pavement Preservation/Maintenance	\$0	\$0	\$0	\$78,853	\$38,789	\$56,925	\$95,118	\$67,309	\$232,999	\$161,319
Rehabilitate and Rebuild	\$0	\$67,837	\$0	\$327,277	\$62,815	\$0	\$0	\$118,111	\$263,117	\$44,385
Total	\$0	\$142,310	\$159,552	\$759,692	\$182,167	\$91,070	\$109,915	\$185,420	\$662,723	\$205,705

Annual Repair Cost by Repair

Town of Hancock (2018-2027) - Scenario 2

Repair	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Chip Seal	\$0	\$0	\$0	\$78,853	\$38,789	\$14,149	\$95,118	\$67,309	\$232,999	\$86,505
Crack Seal (Minor)	\$0	\$13,053	\$1,966	\$0	\$1,919	\$5,113	\$8,038	\$0	\$3,194	\$0
FDR w/ CaCl2 and HMA (4")	\$0	\$67,837	\$0	\$327,277	\$62,815	\$0	\$0	\$118,111	\$263,117	\$44,385
HMA Overlay (1")	\$0	\$0	\$15,263	\$0	\$0	\$0	\$0	\$0	\$97,937	\$0
HMA Overlay (1.25")	\$0	\$47,014	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HMA Overlay (1.5")	\$0	\$14,405	\$136,955	\$327,262	\$65,967	\$6,462	\$0	\$0	\$65,475	\$0
HMA Shim (1/2") & Chip Seal	\$0	\$0	\$0	\$0	\$0	\$42,776	\$0	\$0	\$0	\$54,746
HMA Shim (3/4" avg)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,069
Isolated Patch and HMA Shim	\$0	\$0	\$5,368	\$26,300	\$12,677	\$22,571	\$6,759	\$0	\$0	\$0
Total	\$0	\$142,310	\$159,552	\$759,692	\$182,167	\$91,070	\$109,915	\$185,420	\$662,723	\$205,705

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 2

Year	Street	Order ID	Repair Category	Repair	Miles Treated	Cost
2019	Cavender Rd	1	Overlays	HMA Overlay (1.25")	0.69	\$42,422
	Cavender Rd	2	Overlays	HMA Overlay (1.25")	0.08	\$4,592
	Duncan Rd	4	Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.30	\$67,837
	Kimball Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Kimball Rd	2	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Kimball Rd	3	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Kimball Rd	4	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Kimball Rd	5	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Kimball Rd	6	Crack Sealing	Crack Seal (Minor)	0.31	\$702
	Middle Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Middle Rd	2	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Middle Rd	3	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Middle Rd	4	Crack Sealing	Crack Seal (Minor)	0.30	\$671
	Middle Rd	5	Crack Sealing	Crack Seal (Minor)	0.20	\$455
	Middle Rd	6	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Middle Rd	7	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Middle Rd	8	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Middle Rd	9	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Middle Rd	10	Crack Sealing	Crack Seal (Minor)	0.25	\$558
	Old Hancock Rd	1	Overlays	HMA Overlay (1.5")	0.22	\$14,405
	Prospect Hill Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$561
	Prospect Hill Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Prospect Hill Rd	2	Crack Sealing	Crack Seal (Minor)	0.25	\$562
	Prospect Hill Rd	2	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Prospect Hill Rd	3	Crack Sealing	Crack Seal (Minor)	0.25	\$563
	Prospect Hill Rd	3	Crack Sealing	Crack Seal (Minor)	0.36	\$804

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 2

	Prospect Hill Rd	4 Crack Sealing	Crack Seal (Minor)	0.13	\$302
	Total for Year 2019			7.10	\$142,310
2020	Brimstone Corner Rd	1 Crack Sealing	Crack Seal (Minor)	0.25	\$580
	Carriage Hill Rd	1 Crack Sealing	Crack Seal (Minor)	0.25	\$580
	Carriage Hill Rd	2 Crack Sealing	Crack Seal (Minor)	0.35	\$805
	Cross St	1 Overlays	HMA Overlay (1.5")	0.06	\$3,950
	Hunts Pond Rd	1 Patching	Isolated Patch and HMA Shim	0.25	\$2,844
	Hunts Pond Rd	2 Patching	Isolated Patch and HMA Shim	0.22	\$2,525
	Kings Hwy	1 Overlays	HMA Overlay (1.5")	0.42	\$28,024
	Kings Hwy	7 Overlays	HMA Overlay (1.5")	0.25	\$16,855
	Kings Hwy	8 Overlays	HMA Overlay (1.5")	0.25	\$18,699
	Kings Hwy	9 Overlays	HMA Overlay (1.5")	0.25	\$18,699
	Kings Hwy	10 Overlays	HMA Overlay (1.5")	0.25	\$18,714
	Sargent Camp Rd	2 Overlays	HMA Overlay (1.5")	0.25	\$16,829
	Sargent Camp Rd	3 Overlays	HMA Overlay (1.5")	0.23	\$15,185
	School St	1 Overlays	HMA Overlay (1")	0.32	\$15,263
	Total for Year 2020			3.59	\$159,552
2021	Antrim Rd	1 Overlays	HMA Overlay (1.5")	0.25	\$19,312
	Antrim Rd	2 Overlays	HMA Overlay (1.5")	0.25	\$19,312
	Antrim Rd	3 Overlays	HMA Overlay (1.5")	0.25	\$19,298
	Antrim Rd	5 Overlays	HMA Overlay (1.5")	0.25	\$20,293
	Antrim Rd	6 Overlays	HMA Overlay (1.5")	0.25	\$22,192
	Antrim Rd	7 Overlays	HMA Overlay (1.5")	0.25	\$18,333
	Antrim Rd	8 Overlays	HMA Overlay (1.5")	0.25	\$19,298
	Antrim Rd	9 Overlays	HMA Overlay (1.5")	0.25	\$18,319
	Antrim Rd	10 Overlays	HMA Overlay (1.5")	0.21	\$15,250
	Middle Rd	1 Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,204

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 2

Middle Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,222
Middle Rd	3	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,825
Middle Rd	4	Pavement Preservation/Maintenance	Chip Seal	0.30	\$9,323
Middle Rd	5	Pavement Preservation/Maintenance	Chip Seal	0.20	\$6,636
Middle Rd	6	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,216
Middle Rd	7	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,210
Middle Rd	8	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,428
Middle Rd	9	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,422
Middle Rd	10	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,366
Norway Hill Rd	1	Overlays	HMA Overlay (1.5")	0.25	\$19,269
Norway Hill Rd	1	Patching	Isolated Patch and HMA Shim	0.25	\$3,256
Norway Hill Rd	1	Overlays	HMA Overlay (1.5")	0.25	\$19,269
Norway Hill Rd	1	Patching	Isolated Patch and HMA Shim	0.25	\$3,256
Norway Hill Rd	2	Overlays	HMA Overlay (1.5")	0.25	\$19,327
Norway Hill Rd	2	Patching	Isolated Patch and HMA Shim	0.25	\$3,266
Norway Hill Rd	2	Overlays	HMA Overlay (1.5")	0.25	\$19,312
Norway Hill Rd	2	Patching	Isolated Patch and HMA Shim	0.25	\$3,263
Norway Hill Rd	3	Overlays	HMA Overlay (1.5")	0.25	\$19,298
Norway Hill Rd	3	Patching	Isolated Patch and HMA Shim	0.25	\$3,261
Norway Hill Rd	4	Overlays	HMA Overlay (1.5")	0.25	\$20,263
Norway Hill Rd	4	Patching	Isolated Patch and HMA Shim	0.25	\$3,424
Norway Hill Rd	5	Overlays	HMA Overlay (1.5")	0.25	\$19,312

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 2

	Norway Hill Rd	5 Patching	Isolated Patch and HMA Shim	0.25	\$3,263
	Norway Hill Rd	6 Overlays	HMA Overlay (1.5")	0.25	\$19,605
	Norway Hill Rd	6 Patching	Isolated Patch and HMA Shim	0.25	\$3,313
	Old Dublin Rd	11 Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.25	\$54,739
	Old Dublin Rd	12 Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.25	\$54,781
	Old Dublin Rd	13 Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.25	\$54,781
	Old Dublin Rd	14 Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.25	\$54,739
	Old Dublin Rd	15 Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.25	\$60,775
	Old Dublin Rd	16 Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.19	\$47,461
			Total for Year 2021	10.15	\$759,692
2022	Cavender Rd	1 Crack Sealing	Crack Seal (Minor)	0.69	\$1,713
	Cavender Rd	2 Crack Sealing	Crack Seal (Minor)	0.08	\$206
	Duncan Rd	3 Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.25	\$62,815
	Ledge Rd	1 Patching	Isolated Patch and HMA Shim	0.32	\$4,334
	Link Rd	1 Patching	Isolated Patch and HMA Shim	0.25	\$3,365
	Link Rd	1 Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,069
	Link Rd	2 Patching	Isolated Patch and HMA Shim	0.37	\$4,979
	Link Rd	2 Pavement Preservation/Maintenance	Chip Seal	0.37	\$11,939
	Tannery Hill Rd	1 Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,473
	Tannery Hill Rd	2 Pavement Preservation/Maintenance	Chip Seal	0.30	\$10,308
	Watcher Rd	1 Overlays	HMA Overlay (1.5")	0.25	\$20,911
	Watcher Rd	2 Overlays	HMA Overlay (1.5")	0.25	\$20,911
	Watcher Rd	3 Overlays	HMA Overlay (1.5")	0.17	\$12,126
	Wilder Rd	1 Overlays	HMA Overlay (1.5")	0.22	\$12,019
			Total for Year 2022	4.03	\$182,167

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 2

2023	Hosley Rd	1	Overlays	HMA Overlay (1.5")	0.08	\$6,462
	Hunts Pond Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,495
	Hunts Pond Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.22	\$6,654
	North Rd	1	Patching	Isolated Patch and HMA Shim	0.25	\$3,638
	North Rd	1	Patching	Isolated Patch and HMA Shim	0.25	\$3,641
	North Rd	2	Patching	Isolated Patch and HMA Shim	0.25	\$3,649
	North Rd	3	Patching	Isolated Patch and HMA Shim	0.25	\$3,649
	North Rd	4	Patching	Isolated Patch and HMA Shim	0.25	\$3,646
	North Rd	5	Patching	Isolated Patch and HMA Shim	0.30	\$4,348
	Norway Hill Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$637
	Norway Hill Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$637
	Norway Hill Rd	2	Crack Sealing	Crack Seal (Minor)	0.25	\$639
	Norway Hill Rd	2	Crack Sealing	Crack Seal (Minor)	0.25	\$638
	Norway Hill Rd	3	Crack Sealing	Crack Seal (Minor)	0.25	\$638
	Norway Hill Rd	4	Crack Sealing	Crack Seal (Minor)	0.25	\$638
	Norway Hill Rd	5	Crack Sealing	Crack Seal (Minor)	0.25	\$638
	Norway Hill Rd	6	Crack Sealing	Crack Seal (Minor)	0.25	\$648
	Windy Row	1	Pavement Preservation/Maintenance	HMA Shim (1/2") & Chip Seal	0.25	\$16,024
	Windy Row	2	Pavement Preservation/Maintenance	HMA Shim (1/2") & Chip Seal	0.25	\$16,036
	Windy Row	3	Pavement Preservation/Maintenance	HMA Shim (1/2") & Chip Seal	0.17	\$10,715
				Total for Year 2023	4.77	\$91,070
2024	Brimstone Corner Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$7,734
	Juniper Cir	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,594

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 2

Juniper Cir	2	Pavement Preservation/Maintenance	Chip Seal	0.19	\$6,634
Middle Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$658
Middle Rd	2	Crack Sealing	Crack Seal (Minor)	0.25	\$659
Middle Rd	3	Crack Sealing	Crack Seal (Minor)	0.25	\$659
Middle Rd	4	Crack Sealing	Crack Seal (Minor)	0.30	\$785
Middle Rd	5	Crack Sealing	Crack Seal (Minor)	0.20	\$532
Middle Rd	6	Crack Sealing	Crack Seal (Minor)	0.25	\$659
Middle Rd	7	Crack Sealing	Crack Seal (Minor)	0.25	\$658
Middle Rd	8	Crack Sealing	Crack Seal (Minor)	0.25	\$658
Middle Rd	9	Crack Sealing	Crack Seal (Minor)	0.25	\$658
Middle Rd	10	Crack Sealing	Crack Seal (Minor)	0.25	\$653
North Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,010
North Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,003
North Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,030
North Rd	3	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,030
North Rd	4	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,024
North Rd	5	Pavement Preservation/Maintenance	Chip Seal	0.30	\$10,760
Old Hancock Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.22	\$6,832
S Elmwood Rd	5	Pavement Preservation/Maintenance	Chip Seal	0.28	\$9,466
Sugarbush Rd	1	Patching	Isolated Patch and HMA Shim	0.25	\$3,763
Sugarbush Rd	2	Patching	Isolated Patch and HMA Shim	0.20	\$2,996
Tannery Hill Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$658

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 2

	Tannery Hill Rd	2 Crack Sealing	Crack Seal (Minor)		0.30	\$801
2025	Duncan Rd	3 Pavement Preservation/Maintenance	Chip Seal	Total for Year 2024	6.24	\$109,915
	Duncan Rd	4 Pavement Preservation/Maintenance	Chip Seal		0.25	\$8,876
	Kings Hwy	1 Pavement Preservation/Maintenance	Chip Seal		0.30	\$10,535
	Kings Hwy	7 Pavement Preservation/Maintenance	Chip Seal		0.42	\$13,291
	Kings Hwy	8 Pavement Preservation/Maintenance	Chip Seal		0.25	\$7,994
	Kings Hwy	9 Pavement Preservation/Maintenance	Chip Seal		0.25	\$8,869
	Kings Hwy	10 Pavement Preservation/Maintenance	Chip Seal		0.25	\$8,869
	Sargent Camp Rd	2 Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")		0.25	\$62,089
	Sargent Camp Rd	3 Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")		0.23	\$56,022
					Total for Year 2025	2.44
2026	Antrim Rd	1 Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,160	
	Antrim Rd	2 Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,160	
	Antrim Rd	3 Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,153	
	Antrim Rd	5 Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,625	
	Antrim Rd	6 Pavement Preservation/Maintenance	Chip Seal	0.25	\$10,526	
	Antrim Rd	7 Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,695	
	Antrim Rd	8 Pavement	Chip Seal	0.25	\$9,153	

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 2

		Preservation/Maintenance			
Antrim Rd	9	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,688
Antrim Rd	10	Pavement Preservation/Maintenance	Chip Seal	0.21	\$7,233
Carriage Hill Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,610
Carriage Hill Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.35	\$13,338
Cavender Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.69	\$25,364
Cavender Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.08	\$2,746
Cross St	1	Pavement Preservation/Maintenance	Chip Seal	0.06	\$1,933
Elmwood Rd	1	Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.25	\$74,756
Elmwood Rd	2	Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.25	\$74,756
Elmwood Rd	3	Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.34	\$101,996
Hunts Pond Rd	1	Crack Sealing	Crack Seal (Minor)	0.25	\$701
Hunts Pond Rd	2	Crack Sealing	Crack Seal (Minor)	0.22	\$622
Kimball Rd	1	Overlays	HMA Overlay (1")	0.25	\$15,279
Kimball Rd	2	Overlays	HMA Overlay (1")	0.25	\$15,267
Kimball Rd	3	Overlays	HMA Overlay (1")	0.25	\$15,279
Kimball Rd	4	Overlays	HMA Overlay (1")	0.25	\$16,043
Kimball Rd	5	Overlays	HMA Overlay (1")	0.25	\$16,043
Kimball Rd	6	Overlays	HMA Overlay (1")	0.31	\$20,026
Longview Rd	1	Overlays	HMA Overlay (1.5")	0.25	\$22,572
Longview Rd	2	Overlays	HMA Overlay (1.5")	0.25	\$22,572
Norway Hill Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,139

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario-2

Norway Hill Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,139
Norway Hill Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,160
Norway Hill Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,167
Norway Hill Rd	3	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,153
Norway Hill Rd	4	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,610
Norway Hill Rd	5	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,160
Norway Hill Rd	6	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,298
Sargent Camp Rd	1	Overlays	HMA Overlay (1.5")	0.25	\$20,331
Unnamed Rd	1	Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.04	\$11,610
Vatcher Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,610
Vatcher Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,610
Vatcher Rd	3	Pavement Preservation/Maintenance	Chip Seal	0.17	\$5,573
Windy Row	1	Crack Sealing	Crack Seal (Minor)	0.25	\$701
Windy Row	2	Crack Sealing	Crack Seal (Minor)	0.25	\$701
Windy Row	3	Crack Sealing	Crack Seal (Minor)	0.17	\$468
Total for Year 2026				10.65	\$662,723
2027	1	Pavement Preservation/Maintenance	HMA Shim (1/2") & Chip Seal	0.20	\$11,791
Jaquith Rd	1	Rehabilitate and Rebuild	FDR w/ CaCl2 and HMA (4")	0.17	\$44,385
Ledge Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.32	\$12,165
Link Rd	1	Pavement	HMA Shim (1/2") & Chip Seal	0.25	\$17,324

Repair Detail By Year

Town of Hancock (2018-2027) - Scenario 2

Link Rd	2	Pavement Preservation/Maintenance	HMA Shim (1/2") & Chip Seal	0.37	\$25,631
Old Dublin Rd	11	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,501
Old Dublin Rd	12	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,507
Old Dublin Rd	13	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,507
Old Dublin Rd	14	Pavement Preservation/Maintenance	Chip Seal	0.25	\$8,501
Old Dublin Rd	15	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,438
Old Dublin Rd	16	Pavement Preservation/Maintenance	Chip Seal	0.19	\$7,371
Reaveley Rd	1	Pavement Preservation/Maintenance	HMA Shim (3/4" avg)	0.25	\$12,417
Reaveley Rd	2	Pavement Preservation/Maintenance	HMA Shim (3/4" avg)	0.15	\$7,651
Sugarbush Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.25	\$9,918
Sugarbush Rd	2	Pavement Preservation/Maintenance	Chip Seal	0.20	\$7,897
Wilder Rd	1	Pavement Preservation/Maintenance	Chip Seal	0.22	\$5,700
Total for Year 2027				3.81	\$205,705
Total				52.78	\$2,498,553

Analysis Detail Report

Town of Hancock (2018-2027) - Scenario 2

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
45.5	98	Antrim Rd	1	1321	20	2	Paved	2021	HMA Overlay (1.5")	\$19,312
45.5	98	Antrim Rd	1	1321	20	2	Paved	2026	Chip Seal	\$9,160
51.75	73	Antrim Rd	2	1321	20	2	Paved	2021	HMA Overlay (1.5")	\$19,312
51.75	73	Antrim Rd	2	1321	20	2	Paved	2026	Chip Seal	\$9,160
54.25	63	Antrim Rd	3	1320	20	2	Paved	2021	HMA Overlay (1.5")	\$19,298
54.25	63	Antrim Rd	3	1320	20	2	Paved	2026	Chip Seal	\$9,153
45	100	Antrim Rd	5	1322	21	2	Paved	2021	HMA Overlay (1.5")	\$20,293
45	100	Antrim Rd	5	1322	21	2	Paved	2026	Chip Seal	\$9,625
46.25	95	Antrim Rd	6	1320	23	2	Paved	2021	HMA Overlay (1.5")	\$22,192
46.25	95	Antrim Rd	6	1320	23	2	Paved	2026	Chip Seal	\$10,526
38.5	94	Antrim Rd	7	1320	19	2	Paved	2021	HMA Overlay (1.5")	\$18,333
38.5	94	Antrim Rd	7	1320	19	2	Paved	2026	Chip Seal	\$8,695
37.5	98	Antrim Rd	8	1320	20	2	Paved	2021	HMA Overlay (1.5")	\$19,298
37.5	98	Antrim Rd	8	1320	20	2	Paved	2026	Chip Seal	\$9,153
37.5	98	Antrim Rd	9	1319	19	2	Paved	2021	HMA Overlay (1.5")	\$18,319
37.5	98	Antrim Rd	9	1319	19	2	Paved	2026	Chip Seal	\$8,688
37	100	Antrim Rd	10	1098	19	2	Paved	2021	HMA Overlay (1.5")	\$15,250
37	100	Antrim Rd	10	1098	19	2	Paved	2026	Chip Seal	\$7,233
2	92	Brimstone Corner Rd	1	1320	18	2	Paved	2020	Crack Seal (Minor)	\$580
2	92	Brimstone Corner Rd	1	1320	18	2	Paved	2024	Chip Seal	\$7,734
32.25	91	Carriage Hill Rd	1	1320	21	2	Paved	2020	Crack Seal (Minor)	\$580
32.25	91	Carriage Hill Rd	1	1320	21	2	Paved	2026	Chip Seal	\$9,610
31.5	94	Carriage Hill Rd	2	1832	21	2	Paved	2020	Crack Seal (Minor)	\$805
31.5	94	Carriage Hill Rd	2	1832	21	2	Paved	2026	Chip Seal	\$13,338
37	72	Cavender Rd	1	3658	20	2	Paved	2019	HMA Overlay (1.25")	\$42,422
37	72	Cavender Rd	1	3658	20	2	Paved	2022	Crack Seal (Minor)	\$1,713

Analysis Detail Report

Town of Hancock (2018-2027) - Scenario 2

37	72	Cavender Rd	1	3658	20	2	Paved	2026	Chip Seal	\$25,364
41.5	54	Cavender Rd	2	440	18	2	Paved	2019	HMA Overlay (1.25")	\$4,592
41.5	54	Cavender Rd	2	440	18	2	Paved	2022	Crack Seal (Minor)	\$206
41.5	54	Cavender Rd	2	440	18	2	Paved	2026	Chip Seal	\$2,746
34.5	82	Cross St	1	328	17	2	Paved	2020	HMA Overlay (1.5")	\$3,950
34.5	82	Cross St	1	328	17	2	Paved	2026	Chip Seal	\$1,933
30	100	Depot Rd	1	1057	17	2	Paved	2027	HMA Shim (1/2") & Chip Seal	\$11,791
70	88	Duncan Rd	3	1321	20	2	Paved	2022	FDR w/ CaCl2 and HMA (4")	\$62,815
70	88	Duncan Rd	3	1321	20	2	Paved	2025	Chip Seal	\$8,876
74.25	71	Duncan Rd	4	1568	20	2	Paved	2019	FDR w/ CaCl2 and HMA (4")	\$67,837
74.25	71	Duncan Rd	4	1568	20	2	Paved	2025	Chip Seal	\$10,535
40	88	Elmwood Rd	1	1320	21	2	Paved	2026	FDR w/ CaCl2 and HMA (4")	\$74,756
41.75	81	Elmwood Rd	2	1320	21	2	Paved	2026	FDR w/ CaCl2 and HMA (4")	\$74,756
40.25	87	Elmwood Rd	3	1801	21	2	Paved	2026	FDR w/ CaCl2 and HMA (4")	\$101,996
19	84	Hosley Rd	1	415	20	2	Paved	2023	HMA Overlay (1.5")	\$6,462
50	80	Hunts Pond Rd	1	1320	18	2	Paved	2020	Isolated Patch and HMA Shim	\$2,844
50	80	Hunts Pond Rd	1	1320	18	2	Paved	2023	Chip Seal	\$7,495
50	80	Hunts Pond Rd	1	1320	18	2	Paved	2026	Crack Seal (Minor)	\$701
51.75	73	Hunts Pond Rd	2	1172	18	2	Paved	2020	Isolated Patch and HMA Shim	\$2,525
51.75	73	Hunts Pond Rd	2	1172	18	2	Paved	2023	Chip Seal	\$6,654
51.75	73	Hunts Pond Rd	2	1172	18	2	Paved	2026	Crack Seal (Minor)	\$622
42.75	49	Jaquith Rd	1	886	18	2	Paved	2027	FDR w/ CaCl2 and HMA (4")	\$44,385
30.5	98	Juniper Cir	1	1320	20	2	Paved	2024	Chip Seal	\$8,594
30	100	Juniper Cir	2	1019	20	2	Paved	2024	Chip Seal	\$6,634
38	96	Kimball Rd	1	1321	20	2	Paved	2019	Crack Seal (Minor)	\$563
38	96	Kimball Rd	1	1321	20	2	Paved	2026	HMA Overlay (1")	\$15,279
39.25	91	Kimball Rd	2	1320	20	2	Paved	2019	Crack Seal (Minor)	\$562

Analysis Detail Report

Town of Hancock (2018-2027) - Scenario 2

39.25	91 Kimball Rd	2	1320	20	2 Paved	2026 HMA Overlay (1")	\$15,267
39.75	89 Kimball Rd	3	1321	20	2 Paved	2019 Crack Seal (Minor)	\$563
39.75	89 Kimball Rd	3	1321	20	2 Paved	2026 HMA Overlay (1")	\$15,279
40	88 Kimball Rd	4	1321	21	2 Paved	2019 Crack Seal (Minor)	\$563
40	88 Kimball Rd	4	1321	21	2 Paved	2026 HMA Overlay (1")	\$16,043
39	92 Kimball Rd	5	1321	21	2 Paved	2019 Crack Seal (Minor)	\$563
39	92 Kimball Rd	5	1321	21	2 Paved	2026 HMA Overlay (1")	\$16,043
40.5	86 Kimball Rd	6	1649	21	2 Paved	2019 Crack Seal (Minor)	\$702
40.5	86 Kimball Rd	6	1649	21	2 Paved	2026 HMA Overlay (1")	\$20,026
75	72 Kings Hwy	1	2198	18	2 Paved	2020 HMA Overlay (1.5")	\$28,024
75	72 Kings Hwy	1	2198	18	2 Paved	2025 Chip Seal	\$13,291
51.75	73 Kings Hwy	7	1322	18	2 Paved	2020 HMA Overlay (1.5")	\$16,855
51.75	73 Kings Hwy	7	1322	18	2 Paved	2025 Chip Seal	\$7,994
49.25	83 Kings Hwy	8	1320	20	2 Paved	2020 HMA Overlay (1.5")	\$18,699
49.25	83 Kings Hwy	8	1320	20	2 Paved	2025 Chip Seal	\$8,869
47.25	91 Kings Hwy	9	1320	20	2 Paved	2020 HMA Overlay (1.5")	\$18,699
47.25	91 Kings Hwy	9	1320	20	2 Paved	2025 Chip Seal	\$8,869
51.25	75 Kings Hwy	10	1321	20	2 Paved	2020 HMA Overlay (1.5")	\$18,714
51.25	75 Kings Hwy	10	1321	20	2 Paved	2025 Chip Seal	\$8,876
30.5	98 Ledge Rd	1	1700	20	2 Paved	2022 Isolated Patch and HMA Shim	\$4,334
30.5	98 Ledge Rd	1	1700	20	2 Paved	2027 Chip Seal	\$12,165
57.5	78 Link Rd	1	1320	20	2 Paved	2022 Isolated Patch and HMA Shim	\$3,365
57.5	78 Link Rd	1	1320	20	2 Paved	2022 Chip Seal	\$8,069
57.5	78 Link Rd	1	1320	20	2 Paved	2027 HMA Shim (1/2") & Chip Seal	\$17,324
60	68 Link Rd	2	1953	20	2 Paved	2022 Isolated Patch and HMA Shim	\$4,979
60	68 Link Rd	2	1953	20	2 Paved	2022 Chip Seal	\$11,939
60	68 Link Rd	2	1953	20	2 Paved	2027 HMA Shim (1/2") & Chip Seal	\$25,631

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Town of Hancock (2018-2027) - Scenario 2

48.5	86	Longview Rd	1	1319	20	2	Paved	2026	HMA Overlay (1.5")	\$22,572
48.5	86	Longview Rd	2	1319	20	2	Paved	2026	HMA Overlay (1.5")	\$22,572
75	100	Middle Rd	1	1319	21	2	Paved	2019	Crack Seal (Minor)	\$562
75	100	Middle Rd	1	1319	21	2	Paved	2021	Chip Seal	\$8,204
75	100	Middle Rd	1	1319	21	2	Paved	2024	Crack Seal (Minor)	\$658
59	100	Middle Rd	2	1322	21	2	Paved	2019	Crack Seal (Minor)	\$563
59	100	Middle Rd	2	1322	21	2	Paved	2021	Chip Seal	\$8,222
59	100	Middle Rd	2	1322	21	2	Paved	2024	Crack Seal (Minor)	\$659
59	100	Middle Rd	3	1321	20	2	Paved	2019	Crack Seal (Minor)	\$563
59	100	Middle Rd	3	1321	20	2	Paved	2021	Chip Seal	\$7,825
59	100	Middle Rd	3	1321	20	2	Paved	2024	Crack Seal (Minor)	\$659
59	100	Middle Rd	4	1574	20	2	Paved	2019	Crack Seal (Minor)	\$671
59	100	Middle Rd	4	1574	20	2	Paved	2021	Chip Seal	\$9,323
59	100	Middle Rd	4	1574	20	2	Paved	2024	Crack Seal (Minor)	\$785
69	92	Middle Rd	5	1067	21	2	Paved	2019	Crack Seal (Minor)	\$455
69	92	Middle Rd	5	1067	21	2	Paved	2021	Chip Seal	\$6,636
69	92	Middle Rd	5	1067	21	2	Paved	2024	Crack Seal (Minor)	\$532
70.75	85	Middle Rd	6	1321	21	2	Paved	2019	Crack Seal (Minor)	\$563
70.75	85	Middle Rd	6	1321	21	2	Paved	2021	Chip Seal	\$8,216
70.75	85	Middle Rd	6	1321	21	2	Paved	2024	Crack Seal (Minor)	\$659
70	88	Middle Rd	7	1320	21	2	Paved	2019	Crack Seal (Minor)	\$562
70	88	Middle Rd	7	1320	21	2	Paved	2021	Chip Seal	\$8,210
70	88	Middle Rd	7	1320	21	2	Paved	2024	Crack Seal (Minor)	\$658
69.75	89	Middle Rd	8	1320	19	2	Paved	2019	Crack Seal (Minor)	\$562
69.75	89	Middle Rd	8	1320	19	2	Paved	2021	Chip Seal	\$7,428
69.75	89	Middle Rd	8	1320	19	2	Paved	2024	Crack Seal (Minor)	\$658
69	92	Middle Rd	9	1319	19	2	Paved	2019	Crack Seal (Minor)	\$562

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Town of Hancock (2018-2027) - Scenario 2

69	92 Middle Rd	9	1319	19	2 Paved	2021 Chip Seal	\$7,422
69	92 Middle Rd	9	1319	19	2 Paved	2024 Crack Seal (Minor)	\$658
72	80 Middle Rd	10	1309	19	2 Paved	2019 Crack Seal (Minor)	\$558
72	80 Middle Rd	10	1309	19	2 Paved	2021 Chip Seal	\$7,366
72	80 Middle Rd	10	1309	19	2 Paved	2024 Crack Seal (Minor)	\$653
40	88 North Rd	1	1318	21	2 Paved	2023 Isolated Patch and HMA Shim	\$3,641
40	88 North Rd	1	1318	21	2 Paved	2024 Chip Seal	\$9,010
46	64 North Rd	2	1321	21	2 Paved	2023 Isolated Patch and HMA Shim	\$3,649
46	64 North Rd	2	1321	21	2 Paved	2024 Chip Seal	\$9,030
44	72 North Rd	3	1321	21	2 Paved	2023 Isolated Patch and HMA Shim	\$3,649
44	72 North Rd	3	1321	21	2 Paved	2024 Chip Seal	\$9,030
44	72 North Rd	4	1320	21	2 Paved	2023 Isolated Patch and HMA Shim	\$3,646
44	72 North Rd	4	1320	21	2 Paved	2024 Chip Seal	\$9,024
44.75	69 North Rd	5	1574	21	2 Paved	2023 Isolated Patch and HMA Shim	\$4,348
44.75	69 North Rd	5	1574	21	2 Paved	2024 Chip Seal	\$10,760
42.5	78 North Rd	1	1317	21	2 Paved	2023 Isolated Patch and HMA Shim	\$3,638
42.5	78 North Rd	1	1317	21	2 Paved	2024 Chip Seal	\$9,003
68.25	95 Norway Hill Rd	1	1318	20	2 Paved	2021 HMA Overlay (1.5")	\$19,269
68.25	95 Norway Hill Rd	1	1318	20	2 Paved	2021 Isolated Patch and HMA Shim	\$3,256
68.25	95 Norway Hill Rd	1	1318	20	2 Paved	2023 Crack Seal (Minor)	\$637
68.25	95 Norway Hill Rd	1	1318	20	2 Paved	2026 Chip Seal	\$9,139
74	72 Norway Hill Rd	2	1322	20	2 Paved	2021 HMA Overlay (1.5")	\$19,327
74	72 Norway Hill Rd	2	1322	20	2 Paved	2021 Isolated Patch and HMA Shim	\$3,266
74	72 Norway Hill Rd	2	1322	20	2 Paved	2023 Crack Seal (Minor)	\$639
74	72 Norway Hill Rd	2	1322	20	2 Paved	2026 Chip Seal	\$9,167
40	88 Norway Hill Rd	1	1318	20	2 Paved	2021 HMA Overlay (1.5")	\$19,269
40	88 Norway Hill Rd	1	1318	20	2 Paved	2021 Isolated Patch and HMA Shim	\$3,256

Analysis Detail Report

Town of Hancock (2018-2027) - Scenario 2

40	88	Norway Hill Rd	1	1318	20	2	Paved	2023	Crack Seal (Minor)	\$637
40	88	Norway Hill Rd	1	1318	20	2	Paved	2026	Chip Seal	\$9,139
39	92	Norway Hill Rd	2	1321	20	2	Paved	2021	HMA Overlay (1.5")	\$19,312
39	92	Norway Hill Rd	2	1321	20	2	Paved	2021	Isolated Patch and HMA Shim	\$3,263
39	92	Norway Hill Rd	2	1321	20	2	Paved	2023	Crack Seal (Minor)	\$638
39	92	Norway Hill Rd	2	1321	20	2	Paved	2026	Chip Seal	\$9,160
39.75	89	Norway Hill Rd	3	1320	20	2	Paved	2021	HMA Overlay (1.5")	\$19,298
39.75	89	Norway Hill Rd	3	1320	20	2	Paved	2021	Isolated Patch and HMA Shim	\$3,261
39.75	89	Norway Hill Rd	3	1320	20	2	Paved	2023	Crack Seal (Minor)	\$638
39.75	89	Norway Hill Rd	3	1320	20	2	Paved	2026	Chip Seal	\$9,153
39.75	89	Norway Hill Rd	4	1320	21	2	Paved	2021	HMA Overlay (1.5")	\$20,263
39.75	89	Norway Hill Rd	4	1320	21	2	Paved	2021	Isolated Patch and HMA Shim	\$3,424
39.75	89	Norway Hill Rd	4	1320	21	2	Paved	2023	Crack Seal (Minor)	\$638
39.75	89	Norway Hill Rd	4	1320	21	2	Paved	2026	Chip Seal	\$9,610
40.5	86	Norway Hill Rd	5	1321	20	2	Paved	2021	HMA Overlay (1.5")	\$19,312
40.5	86	Norway Hill Rd	5	1321	20	2	Paved	2021	Isolated Patch and HMA Shim	\$3,263
40.5	86	Norway Hill Rd	5	1321	20	2	Paved	2023	Crack Seal (Minor)	\$638
40.5	86	Norway Hill Rd	5	1321	20	2	Paved	2026	Chip Seal	\$9,160
39.25	91	Norway Hill Rd	6	1341	20	2	Paved	2021	HMA Overlay (1.5")	\$19,605
39.25	91	Norway Hill Rd	6	1341	20	2	Paved	2021	Isolated Patch and HMA Shim	\$3,313
39.25	91	Norway Hill Rd	6	1341	20	2	Paved	2023	Crack Seal (Minor)	\$648
39.25	91	Norway Hill Rd	6	1341	20	2	Paved	2026	Chip Seal	\$9,298
71.75	85	Old Dublin Rd	11	1320	18	2	Paved	2021	FDR w/ CaCl2 and HMA (4")	\$54,739
71.75	85	Old Dublin Rd	11	1320	18	2	Paved	2027	Chip Seal	\$8,501
69.75	93	Old Dublin Rd	12	1321	18	2	Paved	2021	FDR w/ CaCl2 and HMA (4")	\$54,781
69.75	93	Old Dublin Rd	12	1321	18	2	Paved	2027	Chip Seal	\$8,507
69.75	93	Old Dublin Rd	13	1321	18	2	Paved	2021	FDR w/ CaCl2 and HMA (4")	\$54,781

Analysis Detail Report

Town of Hancock (2018-2027) - Scenario 2

69.75	93 Old Dublin Rd	13	1321	18	2 Paved	2027 Chip Seal	\$8,507
69.75	93 Old Dublin Rd	14	1320	18	2 Paved	2021 FDR w/ CaCl2 and HMA (4")	\$54,739
69.75	93 Old Dublin Rd	14	1320	18	2 Paved	2027 Chip Seal	\$8,501
69.75	93 Old Dublin Rd	15	1319	20	2 Paved	2021 FDR w/ CaCl2 and HMA (4")	\$60,775
69.75	93 Old Dublin Rd	15	1319	20	2 Paved	2027 Chip Seal	\$9,438
68	100 Old Dublin Rd	16	981	21	2 Paved	2021 FDR w/ CaCl2 and HMA (4")	\$47,461
68	100 Old Dublin Rd	16	981	21	2 Paved	2027 Chip Seal	\$7,371
37.5	70 Old Hancock Rd	1	1166	18	2 Paved	2019 HMA Overlay (1.5")	\$14,405
37.5	70 Old Hancock Rd	1	1166	18	2 Paved	2024 Chip Seal	\$6,832
37.25	71 Prospect Hill Rd	1	1318	20	2 Paved	2019 Crack Seal (Minor)	\$561
32.75	89 Prospect Hill Rd	2	1321	20	2 Paved	2019 Crack Seal (Minor)	\$563
33.25	87 Prospect Hill Rd	3	1888	21	2 Paved	2019 Crack Seal (Minor)	\$804
35.75	77 Prospect Hill Rd	1	1320	20	2 Paved	2019 Crack Seal (Minor)	\$562
35.75	77 Prospect Hill Rd	2	1320	20	2 Paved	2019 Crack Seal (Minor)	\$562
33	88 Prospect Hill Rd	3	1321	20	2 Paved	2019 Crack Seal (Minor)	\$563
34.25	83 Prospect Hill Rd	4	708	20	2 Paved	2019 Crack Seal (Minor)	\$302
22	100 Reaveley Rd	1	1321	21	2 Paved	2027 HMA Shim (3/4" avg)	\$12,417
22.5	98 Reaveley Rd	2	814	21	2 Paved	2027 HMA Shim (3/4" avg)	\$7,651
38.25	95 S Elmwood Rd	5	1454	20	2 Paved	2024 Chip Seal	\$9,466
47	96 Sargent Camp Rd	1	1320	18	2 Paved	2026 HMA Overlay (1.5")	\$20,331
61.25	39 Sargent Camp Rd	2	1320	18	2 Paved	2020 HMA Overlay (1.5")	\$16,829
61.25	39 Sargent Camp Rd	2	1320	18	2 Paved	2025 FDR w/ CaCl2 and HMA (4")	\$62,089
52.25	75 Sargent Camp Rd	3	1191	18	2 Paved	2020 HMA Overlay (1.5")	\$15,185
52.25	75 Sargent Camp Rd	3	1191	18	2 Paved	2025 FDR w/ CaCl2 and HMA (4")	\$56,022
51	52 School St	1	1678	19	2 Paved	2020 HMA Overlay (1")	\$15,263
34.75	81 Sugarbush Rd	1	1320	21	2 Paved	2024 Isolated Patch and HMA Shim	\$3,763
34.75	81 Sugarbush Rd	1	1320	21	2 Paved	2027 Chip Seal	\$9,918

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Town of Hancock (2018-2027) - Scenario 2

33	88 Sugarbush Rd	2	1051	21	2 Paved	2024	Isolated Patch and HMA Shim	\$2,996
33	88 Sugarbush Rd	2	1051	21	2 Paved	2027	Chip Seal	\$7,897
60	100 Tannery Hill Rd	1	1320	21	2 Paved	2022	Chip Seal	\$8,473
60	100 Tannery Hill Rd	1	1320	21	2 Paved	2024	Crack Seal (Minor)	\$658
60	100 Tannery Hill Rd	2	1606	21	2 Paved	2022	Chip Seal	\$10,308
60	100 Tannery Hill Rd	2	1606	21	2 Paved	2024	Crack Seal (Minor)	\$801
44.75	41 Unnamed Rd	1	205	21	2 Paved	2026	FDR w/ CaCl2 and HMA (4")	\$11,610
53	100 Vatcher Rd	1	1320	21	2 Paved	2022	HMA Overlay (1.5")	\$20,911
53	100 Vatcher Rd	1	1320	21	2 Paved	2026	Chip Seal	\$9,610
57.5	82 Vatcher Rd	2	1320	21	2 Paved	2022	HMA Overlay (1.5")	\$20,911
57.5	82 Vatcher Rd	2	1320	21	2 Paved	2026	Chip Seal	\$9,610
54.5	94 Vatcher Rd	3	893	18	2 Paved	2022	HMA Overlay (1.5")	\$12,126
54.5	94 Vatcher Rd	3	893	18	2 Paved	2026	Chip Seal	\$5,573
23.75	65 Wilder Rd	1	1138	14	2 Paved	2022	HMA Overlay (1.5")	\$12,019
23.75	65 Wilder Rd	1	1138	14	2 Paved	2027	Chip Seal	\$5,700
53	100 Windy Row	1	1319	21	2 Paved	2023	HMA Shim (1/2") & Chip Seal	\$16,024
53	100 Windy Row	1	1319	21	2 Paved	2026	Crack Seal (Minor)	\$701
53	100 Windy Row	2	1320	21	2 Paved	2023	HMA Shim (1/2") & Chip Seal	\$16,036
53	100 Windy Row	2	1320	21	2 Paved	2026	Crack Seal (Minor)	\$701
55	92 Windy Row	3	882	21	2 Paved	2023	HMA Shim (1/2") & Chip Seal	\$10,715
55	92 Windy Row	3	882	21	2 Paved	2026	Crack Seal (Minor)	\$468

Annual Repair Cost and PCI

Town of Hancock (2018-2027) - Scenario 2

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Average PCI After Repairs	81.41	81.61	81.36	83.71	82.68	82.35	82.06	80.06	85.10	84.80
Average PCI Without Repairs	81.41	77.75	74.25	70.91	67.72	64.67	61.76	58.98	56.33	53.79
Total Miles Treated		7.10	3.59	8.15	3.41	4.77	6.24	2.44	10.65	3.81
Total Repair Cost		\$142,310	\$159,552	\$759,692	\$182,167	\$91,070	\$109,915	\$185,420	\$662,723	\$205,705

APPENDIX D: RSMS ASSESSMENT GUIDE

Statewide Asset Data Exchange System (SADES)

Working Data Collection Document

Road Surface Management System (RSMS) Assessment Guide

Partnership with

NH Department of Transportation
NH Regional Planning Commissions
UNH Technology Transfer Center

SADES RSMS – Version 2.0

Data Collection Specifications Guide

This document was established to outline an assessment standard for specified inventory and condition collection criteria for municipal road networks in the state of New Hampshire. All specifications were initially developed by the Technology Transfer Center at UNH (T²). They were then reviewed by the NH Department of Transportation (DOT).

As a part of the SADES project, all collected data will be compiled into a composite statewide map. This data will then be prepared for redistribution for any interested parties. The data will be available through three outlets: a web application, a web mapping service, and a direct download portal. The initial data compilation, QA/QC, and redistribution will be completed by T². Data collection efforts are to be organized by each RPC for their respective jurisdictions. T² has an equipment loan program for use by any of the aforementioned entities that need access to GPS field data collection equipment. This equipment is available on a first-come-first-served reservation basis. An outline of the loan program and the available equipment will be distributed by T² to all stake-holding parties.

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Road Surface Width: 5

Number of Lanes: 5

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General User Information

Data will be collected using the ESRI Collector App for the iPad.

Additional recommended equipment for conducting the assessment includes:

Tape Measure
Reflective Vest

A file geodatabase was set up with the following parameters:

Coordinate system: NAD 1983 State Plane New Hampshire FIPS 2800 (US Feet)

If you have questions or concerns about this iPad application or the SADES RSMS Assessment program, please contact the UNH Technology Transfer Center.

Contact Information:

Chris Dowd
SADES Manager
chris@nhsades.com
Office: (603) 862-5489
Mobile: (603) 397-7745

General Information

Date:

User Input Date

Record the date when the road assessment is performed.

Observer/Organization:

User Input

Record the observer(s) completing the assessment as well as the organization for which they are collecting for. Initials and abbreviations are accepted.

Road Name:

User Input

Record the full road name. Unless recording a new road, leave name as is.

Road Alias:

User Input

If municipality uses a different road name than that shown on the map, input here.

Town Name:

User Input

Record the full name of the town. Unless recording a new road, leave name as is.

Surface Type:

Paved

Unpaved

Shoulder Type:

Paved

Unpaved

None

Road Surface Width:

User input number

The width of the road surface measured in feet. If paved, width is from edges of pavement on each side.

Number of Lanes:

User input number

The number of lanes making up the pavement width.

Last Year Surveyed

User input number

If known, input year in which the inventory data was last updated.

Longitudinal/Transverse Cracking

Longitudinal cracks are cracks which run parallel to the roadway centerline. Longitudinal cracks are usually found at construction joints and between lanes.

Transverse cracks run perpendicular to the roadway centerline. Transverse cracks are generally spaced at regular intervals and caused by expansion and contraction of the road surface material.

Long./Trnsv. Cracking Severity:
<i>No Defects</i>
<i>Low</i>
<i>Medium</i>
<i>High</i>

No Defects The road section has no visible signs of longitudinal/transverse cracking

Low Hairline cracks with little or no spalling (width of pencil tip)

Medium Crack widths up to 1/4" in width with some spalling evident (width of pencil)

High Well-defined cracks filled with foreign material (sand, stones, etc.)
Extensive spalling and breakage

Long./Trnsv. Cracking Extent:
<i>Low</i>
<i>Medium</i>
<i>High</i>

Low The overall length of *longitudinal* cracking is less than 10% of the section length and/or *transverse* cracks are 50' apart.

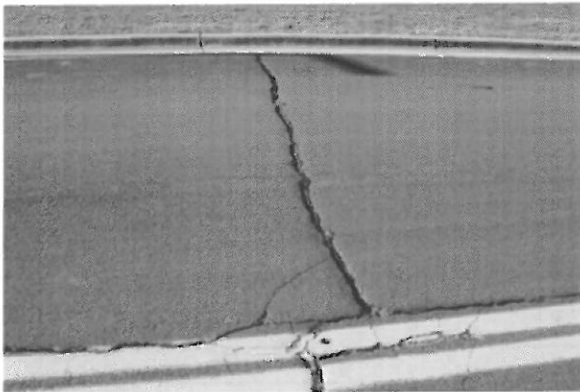
Medium The overall length of *longitudinal* cracking is between 10% and 30% of the total section length and/or *transverse* cracks are between 25' and 50' apart.

High The overall length of *longitudinal* cracking is over 30% of the total section length and/or *transverse* cracks are less than 25' apart.

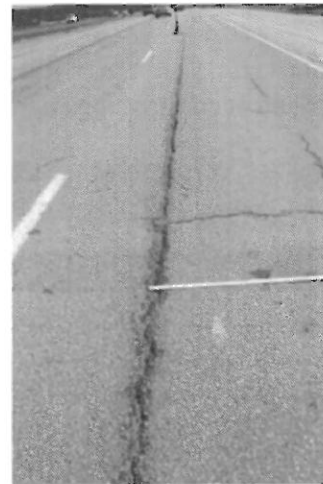
Notes:

1. Spalling refers to the physical relocation and/or displacement of pieces of original pavement
2. Transverse cracks must extend across at least one full lane width to be counted as transverse. Cracks limited to wheel paths, typically alligator cracks, are not included in this category.
3. Multiple cracks within 8" of primary crack are considered as part of the primary crack.

High Severity

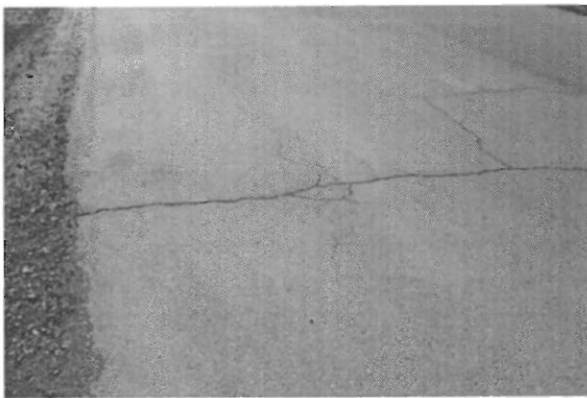


Transverse Crack

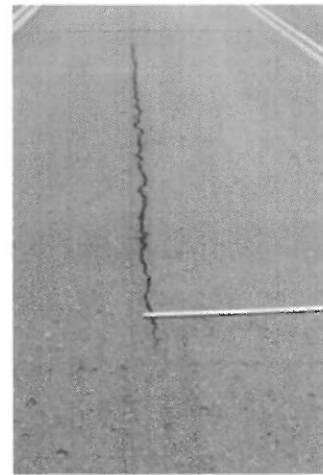


Longitudinal Crack

Medium Severity

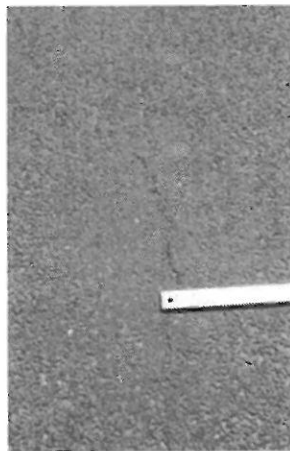


Transverse Crack



Longitudinal Crack

Low Severity



Alligator Cracking

Alligator cracking refers to interconnected crack patterns that resemble alligator skin or chicken wire. Pavement pieces range in size from one to six inches on a side.

Alligator Cracking Severity:
<i>No Defects</i>
<i>Low</i>
<i>Medium</i>
<i>High</i>

- No Defects The road section has no visible signs of alligator cracking.
- Low Crack pattern is just beginning to appear. Cracks have no measureable *width* and no actual pavement separation is found.
- Medium Easily discernible cracking with measureable crack *widths* up to 1/8" and some breakup. Pavement pieces, while loose, are still interconnected.
- High Wide cracking (1/4") has resulted in major pavement breakup with loose pieces actually displaced.

Alligator Cracking Extent:
<i>Low</i>
<i>Medium</i>
<i>High</i>

- Low The *total area* exhibiting alligator cracking encompasses less than 10% of the roadway section
- Medium The *total area* exhibiting alligator cracking encompasses between 10% and 30% of the roadway section
- High The *total area* exhibiting alligator cracking encompasses greater than 30% of the roadway section

Notes:

1. When alligator cracking is the primary distress, it is generally related to traffic loading. As such, alligator cracking will be found primarily in wheel paths.

High Severity



Medium Severity



Low Severity



Edge Cracking

Edge cracking refers to cracks adjacent and/or parallel to the edge of the pavement. While generally confined to the outer one or two feet of pavement, edge cracking can progress into the travel lane.

Edge Cracking Severity:
<i>No Defects</i>
<i>Low</i>
<i>Medium</i>
<i>High</i>

- No Defects The roadway does not exhibit edge cracking.

- Low Cracking evident; however, no breakup. Crack widths <1/8" and confined to 12" from *edge of pavement*.

- Medium Multiple cracking occurring with some breakup. Cracks extend *up to 24" into pavement*.

- High Extensive cracking *beyond 24" into roadway*; breakup. This condition closely resembles alligator cracking

Edge Cracking Extent:
<i>Low</i>
<i>Medium</i>
<i>High</i>

- Low The section length affected by cracking is *less than 10% of the total section length*.

- Medium The section length affected by cracking is *between 10% and 30% of total section length*.

- High The section length affected by cracking is *greater than 30% of the total section length*.

High Severity



Medium Severity



Low Severity



Patching/Potholes

Patching refers to areas where the original pavement has been removed and subsequently replaced but is showing deterioration. Potholes are areas where portions of the road pavement have broken and loss of pavement has resulted in a bowl-shaped depression.

Patching/Potholes Extent:
<i>No Defects</i>
<i>Low</i>
<i>Medium</i>
<i>High</i>

- No Defects No patches showing deterioration or potholes detected in the rated section.
- Low The *total area* of patching showing deterioration is less than 10% of the total section area and/or there are fewer than 5 potholes per 100' section length.
- Medium The *total area* of patching showing deterioration is between 10% and 30% of the total section area and/or there are between 5 and 10 potholes per 100' section length.
- High The *total area* of patching showing deterioration is greater than 30% of the total section area and/or there are more than 10 potholes per 100' section length.

Notes:

1. Edge cracks, spalling of longitudinal/transverse cracks and displacement of alligator cracks are not counted as potholes.
2. Only patches that show deterioration should be evaluated. Good patches should be ignored. Surface area, rather than depth of deterioration, should be used to assess extent.

Patching



Pothole



Drainage

Drainage severities are judged by the ability for run-off to flow from the paved area to a location that does not influence roadway conditions. Visual indicators of drainage problems include accumulation of debris and sand as well as high water marks. Evaluations during or just after a rainfall event can be extremely beneficial.

Drainage Condition:
<i>Good</i>
<i>Fair</i>
<i>Poor</i>

- Good There is no evidence of water accumulation on the pavement surface. Roadway has good crown. Positive drainage can be visually confirmed. Ditches, gutters, and other drainage structures are clear, clean, and functioning.
- Fair There is evidence of occasional water accumulation on the pavement surface. Road crown is minimal. Ditches, gutters, and other drainage structures are functional though probably need maintenance.
- Poor There is evidence of recurring and extensive ponding of water on the pavement surface. Roadway has no crown. Ditches, gutters, and other drainage structures are not functioning or non-existent.

Notes:

Sure signs of poor drainage include:

1. Road shoulders above the edge of pavement;
2. Standing water; and
3. Outwashes or accumulations of sand along the edge of the roadway.

Interview with local knowledge will also help determine areas of poor drainage.

Rutting

Rutting refers to the channel depressions in the wheel paths. Rutting causes water to drain along the road surface rather than drain to the edge of the road.

Rutting Severity:
<i>No Defects</i>
<i>Low</i>
<i>Medium</i>
<i>High</i>

No Defects No visible rutting in the rated section.

Low Depth of rut is less than 1".

Medium Ruts are between 1" and 3" deep.

High Ruts are greater than 3" deep.

Rutting Extent:
<i>Low</i>
<i>Medium</i>
<i>High</i>

Low *Less than 10% of the total road surface is covered by rutting.*

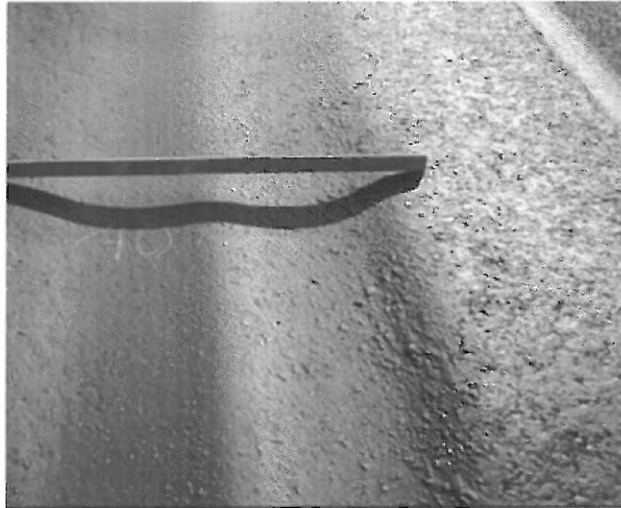
Medium *Between 10% and 30% of the total road surface is covered by rutting.*

High *More than 30% of the total road surface is covered by rutting.*

Notes:

1. Ruts are caused by a permanent deformation in any of the road layers or subgrade. Ruts result from repeated vehicle passes when the road is soft. Significant rutting can destroy a road.

High Severity



Medium Severity



Low Severity



Roughness

Pavement roughness is defined as irregularities in the roadway surface which adversely affect the comfort of the ride.

Roughness Condition:
<i>Smooth</i>
<i>Noticeably Uneven</i>
<i>Rough</i>
<i>Very Rough</i>

Smooth Road has *even surface* – ideal for smooth, undisturbed travel. New roads and recent resurfacing generally fall into this category. (There may be minor distortions not noticeable to the typical rider)

Noticeably Uneven *Noticeable unevenness*, but vehicle may continue safely at the posted speeds. Sags and humps have not yet become hazardous.

Rough Pavement surface is *very uneven*, causing a safety hazard for vehicles traveling at the posted speed limit.

Very Rough Surface roughness is *severe*, causing the vehicle to lower speed below posted limit.

Notes:

1. Assessment of roughness should be determined while the survey vehicle is traveling at posted speeds.
2. This category is also a “catch-all” for conditions which are not included in other categories – i.e., corrugations, waves, settlement, etc.

Frost Heave Severity

Pavement roughness is defined as irregularities in the roadway surface which adversely affect the comfort of the ride.

Frost Heave Severity:
<i>None</i>
<i>Low</i>
<i>Medium</i>
<i>Severe</i>

None Interview with local knowledge does not identify this road segment as being prone to frost heaves.

Low Interview with local knowledge indicates that this segment is prone to minor frost heave severity, but does not affect vehicle travel.

Medium Interview with local knowledge indicates that this segment is prone to substantial frost heave severity and is just beginning to affect vehicle travel.

Severe Interview with local knowledge indicates that this segment is prone to major frost heave severity and clearly affects vehicle travel.

Notes:

This information could come from an interview with local knowledge that is familiar with the areas winter conditions

Frost Heave



Factors

There are two factors that will aid in determining the priority of a road segment during the SADES RSMS Forecasting. Follow the guidelines below to determine these factors.

Traffic Volume:
1
2
3
4
5

This category has been divided into five groups. It's best for the municipality to take the largest volume road and making it a 5 and the lowest volume in town a 1. Input the traffic volume of the particular road segment using the following guidelines:

- 1 Low
- 2 *Medium-Low*
- 3 Medium
- 4 Medium-High
- 5 High

Importance:
1
2
3
4
5

Factors that may play a role in determine the importance of a road segment are whether or not there is a school on the road, a hospital on the road, the segment is on an emergency route, or critical service are located on the road. Input the importance of the particular road segment using the following guidelines:

- 1 Low
- 2 *Medium-Low*
- 3 Medium
- 4 Medium-High
- 5 High

Notes:

An interview with local knowledge may also help determine both of these factors.

Local Knowledge

It is recommended that the organization responsible for data collection meet with a person with local knowledge (i.e. road agent or DPW director) to discuss areas of concern. Please use the following fields to record information about that meeting.

Interview with Local Knowledge:

Yes

No

Please record whether or not there was a meeting held with a person of local knowledge.

Interview Comments:

User input text (500 ch. max)

Please record any comments or information received from meeting with local knowledge for a particular segment.

Weather Conditions

Weather Conditions:

Sunny/Clear

Overcast/Cloudy

Rain

Snow

Other

If desired, record the weather conditions observed on the day of collection.

General Comments

General Comments:

User input comments (500 ch. max)

Record any comments about the road segment that the collector felt was not covered in the above assessment.

APPENDIX E: TRAFFIC VOLUME AND IMPORTANCE

Street Name	Segment Name	Importance	Traffic Volume
Antrim Rd	Antrim Rd - 1	3	3
Antrim Rd	Antrim Rd - 2	3	3
Antrim Rd	Antrim Rd - 3	3	3
Antrim Rd	Antrim Rd - 5	3	3
Antrim Rd	Antrim Rd - 6	3	3
Antrim Rd	Antrim Rd - 7	2	3
Antrim Rd	Antrim Rd - 8	2	3
Antrim Rd	Antrim Rd - 9	2	3
Antrim Rd	Antrim Rd - 10	2	3
Brimstone Corner Rd	Brimstone Corner Rd - 1	1	1
Carriage Hill Rd	Carriage Hill Rd - 1	2	2
Carriage Hill Rd	Carriage Hill Rd - 2	2	2
Cavender Rd	Cavender Rd - 1	2	2
Cavender Rd	Cavender Rd - 2	2	2
Cross St	Cross St - 1	2	2
Depot Rd	Depot Rd - 1	2	2
Duncan Rd	Duncan Rd - 2	4	5
Duncan Rd	Duncan Rd - 3	4	5
Duncan Rd	Duncan Rd - 4	4	5
Elmwood Rd	Elmwood Rd - 1	2	3
Elmwood Rd	Elmwood Rd - 2	2	3
Elmwood Rd	Elmwood Rd - 3	2	3
Hosley Rd	Hosley Rd - 1	1	1
Hunts Pond Rd	Hunts Pond Rd - 1	3	3
Hunts Pond Rd	Hunts Pond Rd - 2	3	3
Jaquith Rd	Jaquith Rd - 1	2	2
Juniper Cir	Juniper Cir - 1	2	2
Juniper Cir	Juniper Cir - 2	2	2
Kimball Rd	Kimball Rd - 1	2	3
Kimball Rd	Kimball Rd - 2	2	3
Kimball Rd	Kimball Rd - 3	2	3
Kimball Rd	Kimball Rd - 4	2	3
Kimball Rd	Kimball Rd - 5	2	3
Kimball Rd	Kimball Rd - 6	2	3
Kings Hwy	Kings Hwy - 1	5	4
Kings Hwy	Kings Hwy - 7	3	3
Kings Hwy	Kings Hwy - 8	3	3
Kings Hwy	Kings Hwy - 9	3	3
Kings Hwy	Kings Hwy - 10	3	3
Landing Rd	Landing Rd - 1	2	2
Ledge Rd	Ledge Rd - 1	2	2
Link Rd	Link Rd - 1	3	4

Street Name	Segment Name	Importance	Traffic Volume
Link Rd	Link Rd - 2	3	4
Longview Rd	Longview Rd - 1	3	3
Longview Rd	Longview Rd - 2	3	3
Middle Rd	Middle Rd - 1	5	5
Middle Rd	Middle Rd - 2	3	5
Middle Rd	Middle Rd - 3	3	5
Middle Rd	Middle Rd - 4	3	5
Middle Rd	Middle Rd - 5	4	5
Middle Rd	Middle Rd - 6	4	5
Middle Rd	Middle Rd - 7	4	5
Middle Rd	Middle Rd - 8	4	5
Middle Rd	Middle Rd - 9	4	5
Middle Rd	Middle Rd - 10	4	5
North Rd	North Rd - 1	2	3
North Rd	North Rd - 2	2	3
North Rd	North Rd - 3	2	3
North Rd	North Rd - 4	2	3
North Rd	North Rd - 5	2	3
North Rd	North Rd - 6	2	3
Norway Hill Rd	Norway Hill Rd - 1	4	5
Norway Hill Rd	Norway Hill Rd - 2	2	3
Norway Hill Rd	Norway Hill Rd - 3	2	3
Norway Hill Rd	Norway Hill Rd - 4	2	3
Norway Hill Rd	Norway Hill Rd - 5	2	3
Norway Hill Rd	Norway Hill Rd - 6	2	3
Norway Hill Rd	Norway Hill Rd - 7	2	3
Old Dublin Rd	Old Dublin Rd - 11	5	4
Old Dublin Rd	Old Dublin Rd - 12	5	4
Old Dublin Rd	Old Dublin Rd - 13	5	4
Old Dublin Rd	Old Dublin Rd - 14	5	4
Old Dublin Rd	Old Dublin Rd - 15	5	4
Old Dublin Rd	Old Dublin Rd - 16	5	4
Old Hancock Rd	Old Hancock Rd - 1	2	2
Prospect Hill Rd	Prospect Hill Rd - 1	2	2
Prospect Hill Rd	Prospect Hill Rd - 2	2	2
Prospect Hill Rd	Prospect Hill Rd - 3	2	2
Prospect Hill Rd	Prospect Hill Rd - 4	2	2
Prospect Hill Rd	Prospect Hill Rd - 5	2	2
Prospect Hill Rd	Prospect Hill Rd - 6	2	2
Prospect Hill Rd	Prospect Hill Rd - 7	2	2
Reaveley Rd	Reaveley Rd - 1	1	2
Reaveley Rd	Reaveley Rd - 2	1	2

Street Name	Segment Name	Importance	Traffic Volume
S Elmwood Rd	S Elmwood Rd - 5	2	3
Sargent Camp Rd	Sargent Camp Rd - 1	4	2
Sargent Camp Rd	Sargent Camp Rd - 2	4	2
Sargent Camp Rd	Sargent Camp Rd - 3	4	2
School St	School St - 1	4	1
Sugarbush Rd	Sugarbush Rd - 1	2	2
Sugarbush Rd	Sugarbush Rd - 2	2	2
Tannery Hill Rd	Tannery Hill Rd - 1	4	4
Tannery Hill Rd	Tannery Hill Rd - 2	4	4
Unnamed Rd	Unnamed Rd - 1	2	2
Vatcher Rd	Vatcher Rd - 1	4	3
Vatcher Rd	Vatcher Rd - 2	4	3
Vatcher Rd	Vatcher Rd - 3	4	3
Wilder Rd	Wilder Rd - 1	1	1
Windy Row	Windy Row - 1	4	3
Windy Row	Windy Row - 2	4	3
Windy Row	Windy Row - 3	4	3