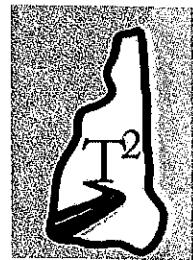
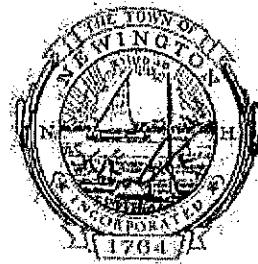


Town of Newington, NH

Road Management and

Maintenance Plan

Prepared by
Rockingham Planning Commission
January 2019



Contents

1.	Introduction	3
2.	Road Surface Management System	3
2.1.	Road Segments	4
2.2.	Road Condition Factors.....	4
2.3.	Priority Factors.....	4
3.	2018 Road Ranks.....	6
4.	3 Year Repair Schedule (2019-2021).....	7
4.1	2019 Recommendations	7
4.2	2020 Recommendations	8
4.3	2021 Recommendations	9
4.4	Network PCI	9
5.	Conclusions	10

1. Introduction

For most towns and cities, their road network is their most valuable asset when factoring in the pure material cost and the dedicated land. In fact, Rockingham Planning Commission (RPC) estimates that the Town of Newington's 2018 maintained road network has a material value of approximately \$5,768,692.

Roads allow commuting, services, commerce and shipping, tourism, and provide recreational opportunities. However, maintaining such an integral aspect requires significant attention and funding. The challenge is finding a balance between funding and maintenance. The Town of Newington has contracted RPC to implement a maintenance plan for their road system.

The goal of a Road Surface Management System (RSMS) is to provide municipalities with information on their road system's condition and estimate future maintenance costs. The main objective of this project is to inventory distressed pavement manifestations, such as cracking, so that municipalities can prioritize maintenance strategies to stretch their funding and improve the quality of the road network. This process involves completing a road inventory, condition survey, priority analysis, repair selection, and planning/budget preparation.

2. Road Surface Management System

The assessment was conducted using software developed by the University of New Hampshire Technology Transfer Center (UNH T²) in partnership with the New Hampshire Department of Transportation (NHDOT).

RPC inventoried the road system maintained by the Town of Newington, and subsequently divided each identified road into quarter-mile segments. RPC then performed a condition survey on each segment and documented multiple pavement-related attributes. In addition, the Town of Newington provided information for two additional attributes that were utilized to determine Priority Scores.

This data was then fed into the New Hampshire Statewide Asset Data Exchange System (NH SADES) RSMS Forecasting system. This web-based system calculates a Pavement Condition Index (PCI) based on the road inventory data inputs. Users can then apply repairs to specific road segments. After applying a repair, the system calculates the estimated repair cost and updates the life span of the road segment. The PCI (a number from 0 to 100) is a qualitative number representing the quality of the section of road, where the higher the score, the greater the general pavement condition of that section.

2.1. Road Segments

The Town of Newington maintains 14.4 miles of paved road which were divided into 63 segments. These road segments were evaluated and ranked according to Priority Score (see Newington_RSMS.xlsx tab “4-2018 Segment Rank”).

2.2. Road Condition Factors

The RSMS utilizes an attribute-driven methodology applied equally to each segment to ensure consistency and improve understanding of the output data. When surveying the road network, each segment is inspected for the relative severity and extent of the following surface distresses:

- Longitudinal Cracking – cracks which run parallel to the roadway centerline. These cracks are usually found at construction joints and between lanes.
- Transverse Cracking – cracks which 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.
- Alligator Cracking – interconnected crack patterns that resemble alligator skin or chicken wire.
- Edge Cracking – 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.
- Patching – areas where the original pavement was removed and subsequently replaced but is showing deterioration.
- Potholes – areas where portions of the road pavement have broken, and loss of pavement has resulted in a bowl-shaped depression.
- Drainage – the ability for run-off to flow from the paved area to a location that does not influence roadway conditions.
- Rutting – channel depressions in the wheel paths. Rutting causes water to drain along the road surface rather than drain to the edge of the road.
- Roughness – irregularities in the roadway surface which adversely affect the comfort of the ride.

2.3. Priority Factors

Over the last decade, pavement management has changed from a ‘worst first’ strategy to a multi-criteria analysis. This is because the strategy of completely rehabilitating every road, waiting for it to deteriorate, and rehabilitating it again has not proven to be the most efficient management strategy. Typically, when following the ‘worst first’ method, there is not enough money to fund full-scale rehabilitation over a whole road network, and therefore roads are in a continuous state of disrepair most of their lifespan. An RSMS is a data-driven preventative maintenance strategy aimed at long-term cost savings.

A section's Priority Score is determined using the following factors:

- Traffic Volume – how much traffic volume this road experiences
- Importance – how important this road is to the Town (i.e. crucial connecting roads to critical services, etc.)
- Pavement Condition Index (PCI), based on the attributes and methods described in Section 2.2

The Town of Newington determined Traffic Volume and Importance scores for each road which are values from 1 to 5, with 5 being the greatest.

The overall Priority Score for each road segment is calculated according to the formula below. It should be noted that the three factors contributing to the Priority Scores are weighted in the following order of descending importance, as can be seen in the equation: Importance, Traffic Volume, and PCI. Accordingly, the PCI is not the largest factor in how we recommend the Town prioritizes its roads for maintenance.

$$\text{Priority} = (\text{Importance} * 40\%) + (\text{Traffic Volume} * 35\%) + (\text{Pavement Condition Index} * 25\%)$$

It is also important to note that the PCI utilizes the "keep the good roads good" mentality. This is because \$1 of preventative maintenance can eliminate or delay spending \$8-\$10 on rehabilitation (All State Materials Group). This means that a higher PCI will result in a higher Priority Score. An example of the Priority Score calculation is shown below:

Street	Importance	Traffic Volume	PCI 2018 (Road)	Importance Score	Traffic Volume Score	PCI Score	Priority Score
Nimble Hill Rd	5	3	73	0.4	0.21	0.1825	79.3

3. 2018 Road Ranks

Utilizing the calculated Priority Scores, RPC ranked each segment and road. The top ten roads with the highest Priority Scores are listed below (see Newington_RSMS.xlsx tab "5-2018 Road Rank" for the full list):

Street	Priority Score	Rank
Gosling Rd	91.8	1
Shattuck Way	81.8	2
Nimble Hill Rd	79.3	3
Mcintyre Rd	66.3	4
Little Bay Rd	61.5	5
Fox Point Rd	57.5	6
Beane Ln	54.3	7
Patterson Ln	48	8
Hodgdon Farm Ln	46.3	9
Gundalow Lndg	45.3	10

4. 3 Year Repair Schedule (2019-2021)

RPC applied a repair strategy for future years according to the road rank values and the Town's 2019 road maintenance budget of \$190,000. After applying each year of repairs, Priority Scores were re-calculated based on new PCI values.

4.1 2019 Recommendations

For 2019, RPC recommends the following repairs at the road level. When multiple repairs are listed, this is because the select road has multiple road segments, and each segment has a specific repair. The "Cost" field takes into account a default per unit cost developed by the UNH T² and the NHDOT.

Repairs in 2019 prioritize routine maintenance, preventative maintenance, and rehabilitation, as follows:

Street	2018			2019	
	PCI	Priority Score	Rank	Repair	Cost
Gosling Rd	67	91.8	1	Deferred Maintenance	\$0.00
Shattuck Way	83	81.8	2	Deferred Maintenance	\$0.00
Nimble Hill Rd	73	79.3	3	Milling / HMA (1.5") HMA Overlay (1.25") Isolated Patch and HMA Shim	\$68,064.10
Mcintyre Rd	81	66.3	4	Milling / HMA (1.5") Isolated Patch and HMA Shim Microsurfacing (Single) Crack Seal (Major)	\$43,257.55
Little Bay Rd	90	61.5	5	Crack Seal (Minor) Crack Seal (Major) Isolated Patch and HMA Shim	\$20,874.23
Fox Point Rd	78	57.5	6	Crack Seal (Minor) Isolated Patch and HMA Shim	\$17,905.56
Beane Ln	93	54.3	7	Crack Seal (Major)	\$2,667.57
Patterson Ln	66	48	8	Milling / HMA (1.5") HMA Overlay (1.25")	\$39,633.16
					\$192,402.17

4.2 2020 Recommendations

Repairs in 2020 prioritize routine maintenance, preventative maintenance, and milling sections of Fox Point Rd that were not repaired in 2019:

Street	2019			2020	
	PCI	Priority Score	Rank	Repair	Cost
Woodbury Ave	94	91.5	1	Crack Seal (Minor)	\$13,906.74
Gosling Rd	61	90.3	2	Deferred Maintenance	\$0.00
Nimble Hill Rd	90	83.5	3	Crack Seal (Major) Crack Seal (Minor)	\$9,924.89
Shattuck Way	75	79.8	4	Deferred Maintenance	\$0.00
Piscataqua Dr	97	77.3	5	Deferred Maintenance	\$0.00
Mcintyre Rd	93	69.3	6	Crack Seal (Minor)	\$6,380.64
Little Bay Rd	94	62.5	7	Crack Seal (Minor)	\$6,565.41
Fox Point Rd	80	58	8	Milling / HMA (1.5")	\$86,846.56
Beane Ln	85	52.3	9	Crack Seal (Minor)	\$2,002.12
Patterson Ln	66	46.5	10	Crack Seal (Minor)	\$2,536.87
Hodgdon Farm Ln	59	44.8	11	HMA Overlay (1.5")	\$22,719.81
Gundalow Lndg	81	43.3	12	Crack Seal (Major)	\$2,819.42
Old Post Rd	74	41.5	13	Crack Seal (Minor) Microsurfacing (Single) Fog Seal	\$22,812.61
Airport Rd	72	40	14	Isolated Patch and HMA Shim Crack Seal (Minor)	\$7,191.81
					\$183,706.88

4.3 2021 Recommendations

Repairs in 2021 prioritize routine maintenance and rehabilitation/reconstructing Gosling Rd and Shattuck Way:

Street	PCI	2020		2021	
		Priority Score	Rank	Repair	Cost
Woodbury Ave	94	91.5	1	Crack Seal (Minor)	\$4,770.00
Gosling Rd	58	89.5	2	FDR & Cold Mix (4") Isolated Patch and HMA Shim Fog Seal Microsurfacing (Single)	\$94,347.37
Nimble Hill Rd	94	84.5	3	Crack Seal (Minor)	\$3,192.91
Shattuck Way	72	79	4	FDR & HMA (4") Milling / HMA (1.5") Microsurfacing (Single)	\$269,448.40
					\$371,758.68

4.4 Network PCI

The major goal of an RSMS is to track the overall pavement condition of the network—the “Network PCI”. RPC was able to calculate these conditions for 2018-2021 using a weighted average. It is important to note that the significant increase from 2018-2019 is partially due to the Town of Newington acquiring Woodbury Ave and Piscataqua Dr at DOT-level specifications.

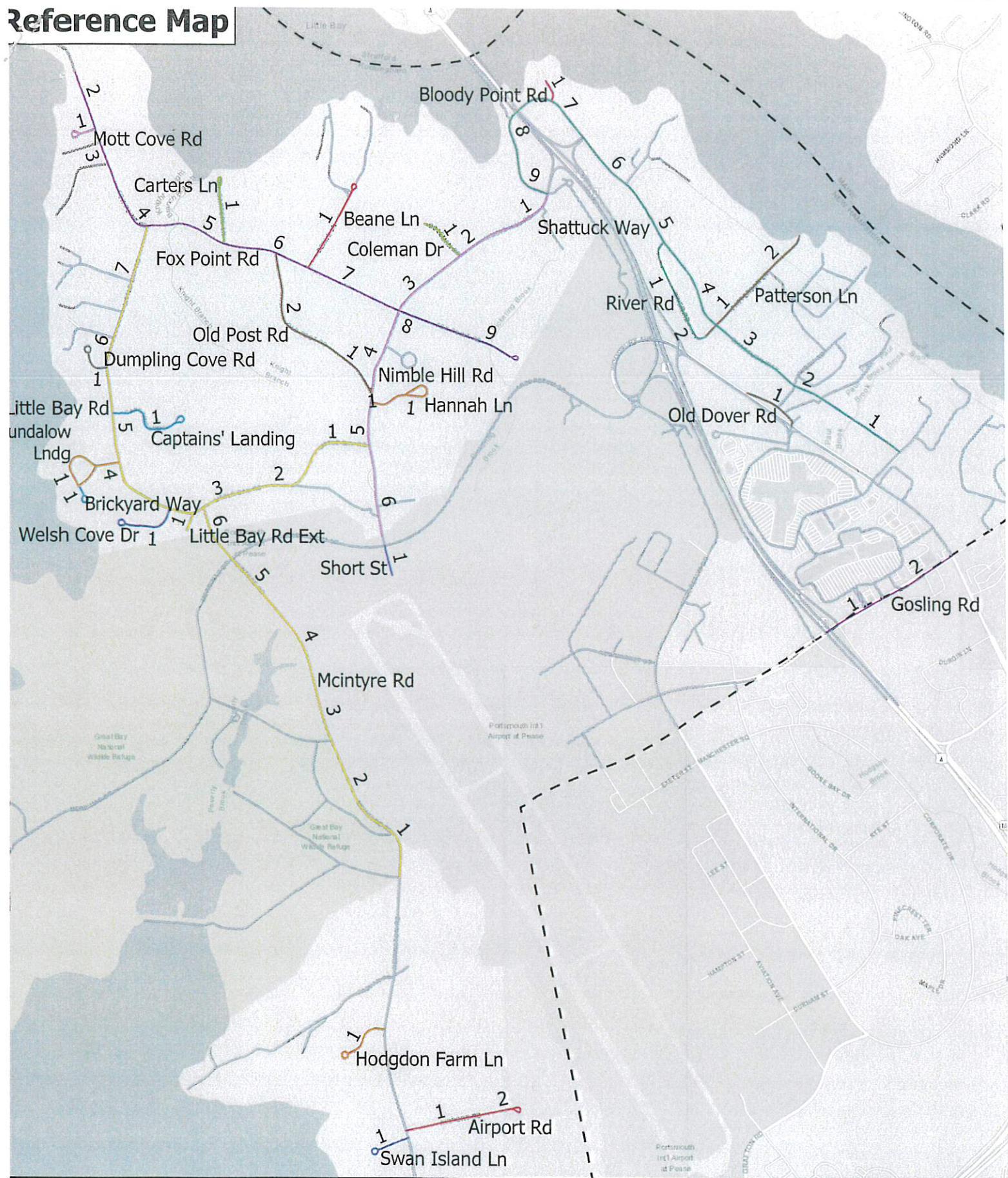
Year	Network PCI
2018 (at time of survey)	78.2
2019 (with repairs)	86.5
2020 (with repairs)	89.7
2021 (with repairs)	91.2

5. Conclusions

RPC recommends that the Town utilize this road maintenance plan for the years 2019-2021 to better target maintenance strategies and funding. In addition, it is recommended to regularly update this document and paving plan to meet the needs of the Town. We would like to note that the Town's current road maintenance budget of \$190,000 is projected to increase the overall network PCI for future years.

After discussion with the Town, it is undetermined as to when Gosling Rd and Shattuck Way can be repaired due to maintenance that the City of Portsmouth performs and an ongoing project by the United States Air Force. While these repairs might not occur in 2021, RPC sees it as critical to rehabilitate these roads as soon as practicable to prevent further degradation and cost increases.

Reference Map



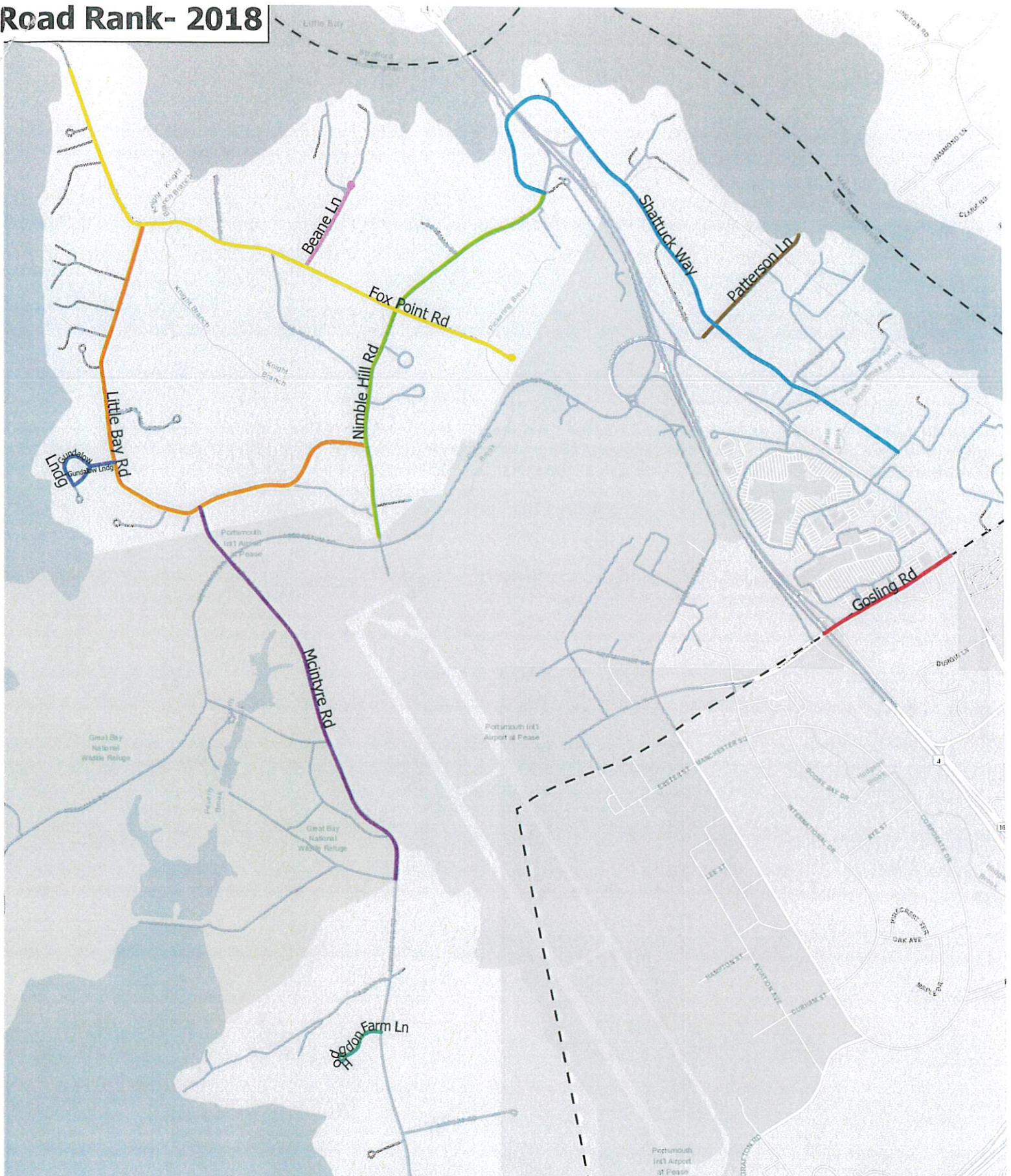
0 0.25 0.5 Miles

Network PCI
78.2



ROCKINGHAM
PLANNING
COMMISSION

Road Rank- 2018



N



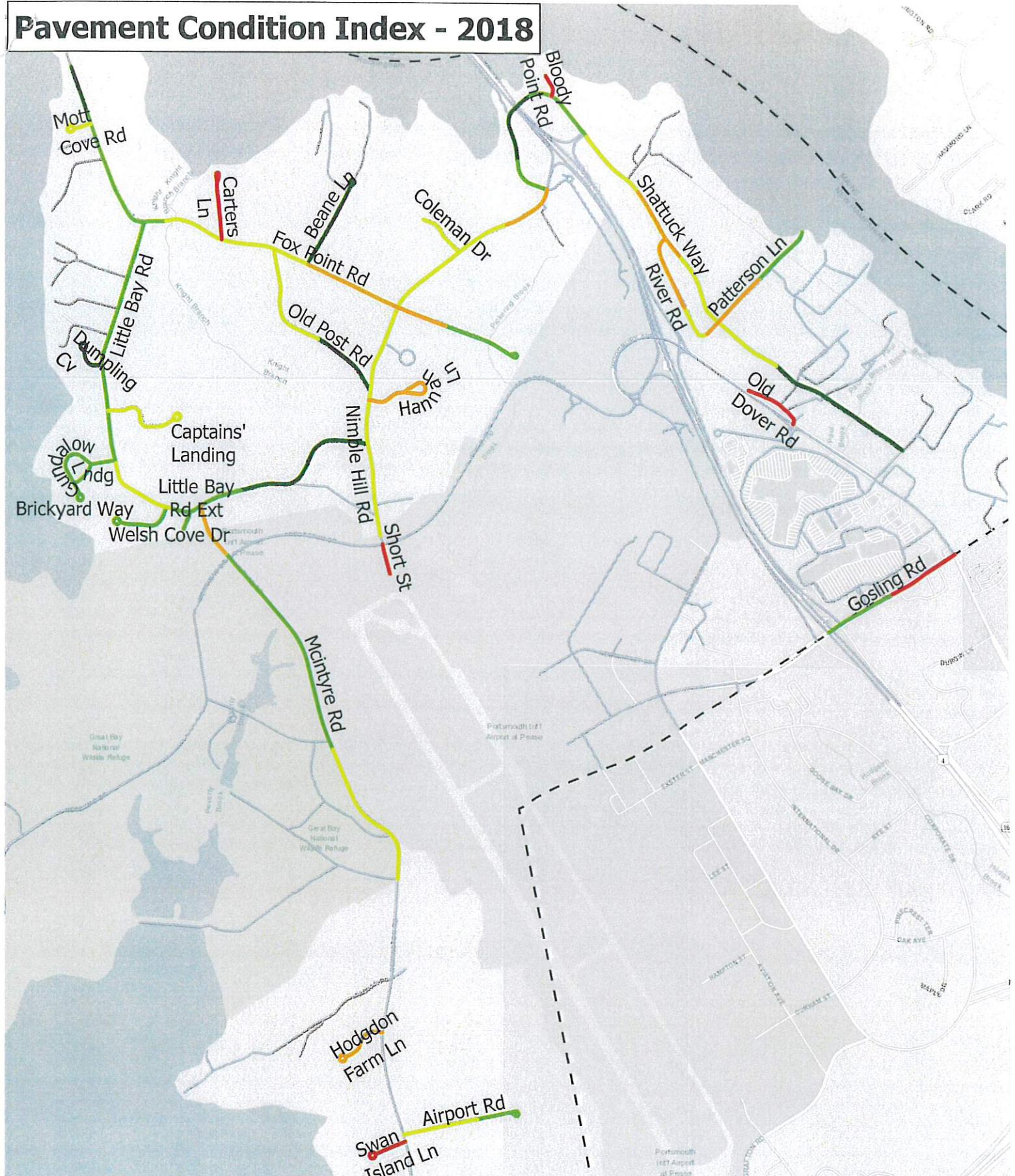
0 0.25 Miles

1	Gosling Rd	6	Fox Point Rd
2	Shattuck Way	7	Beane Ln
3	Nimble Hill Rd	8	Patterson Ln
4	Mcintyre Rd	9	Hodgdon Farm Ln
5	Little Bay Rd	10	Gundalow Lndg

**Network PCI
78.2**



Pavement Condition Index - 2018



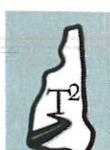
N

0 0.25 0.5 Miles

- Reconstruction
- Rehabilitation
- Preventative
- Routine
- Deferred

- Not Maintained
- Town Boundary

Network PCI
78.2



ROCKINGHAM
PLANNING
COMMISSION

Road Surface Management System

Town of Newington

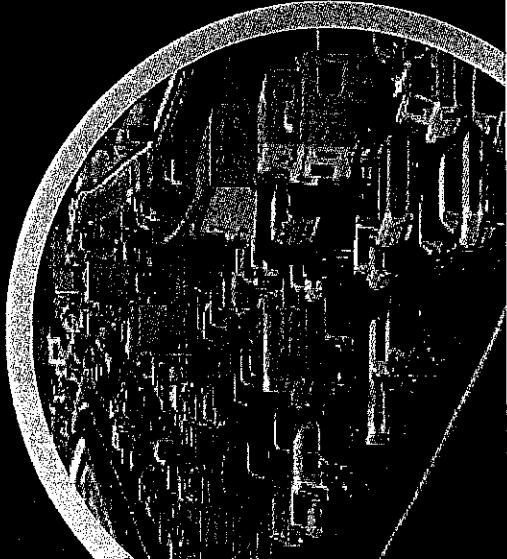
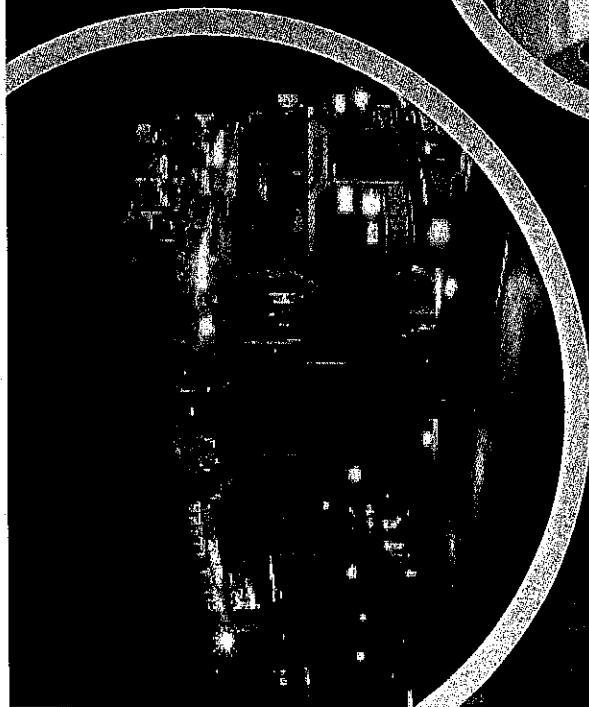
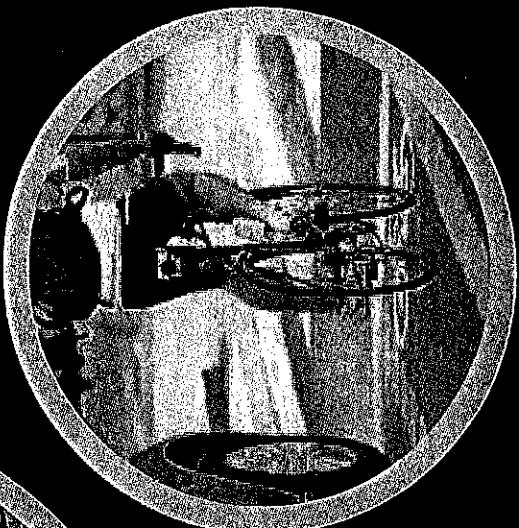
Christian Matthews, Transportation/GIS Analyst
Meredith Houghton, Planning Technician

ROCKINGHAM PLANNING COMMISSION



What role do your roads play?

- Commuting
 - To and from work, school, doctors, stores
- Services
 - Police, fire, ambulance, mail, trash
- Commerce/Shipping
 - Merchandise, natural resources, food
- Tourism
 - Beaches, mountains, skiing, events
- Recreational
 - Walking, cycling



Your Most Valuable Asset?

- Integral part of everyday life
- Largest financial asset in most towns
- Can have significant impacts (positive and negative) on many aspects of town activities
- Is your network getting the attention it deserves?



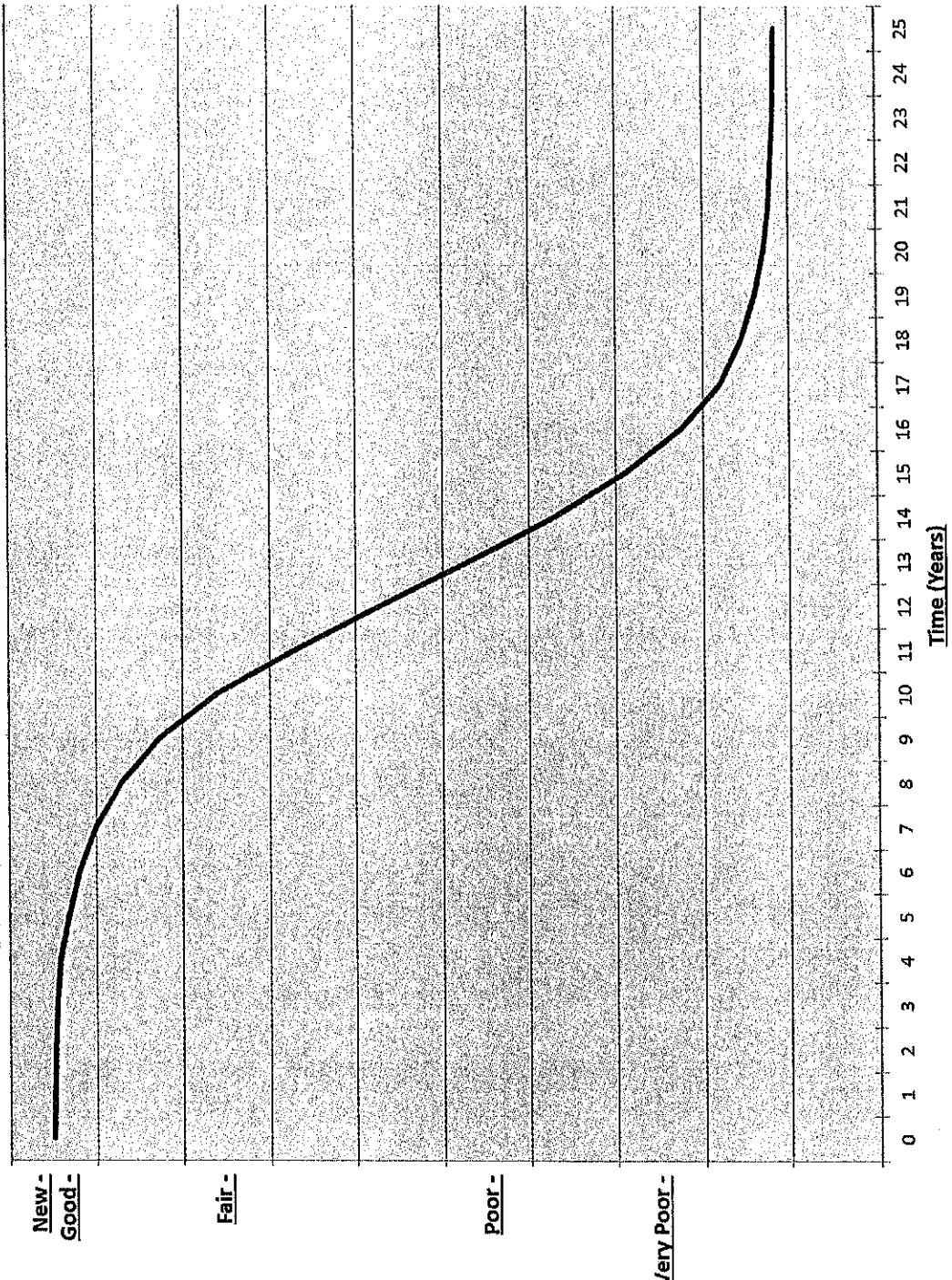
Newington's Maintained Roads (2018)

14.4 Miles of Paved Roads = \$5,724,094

0.35 Miles of Dirt Roads = \$44,598

Material Costs Value= \$5,768,692

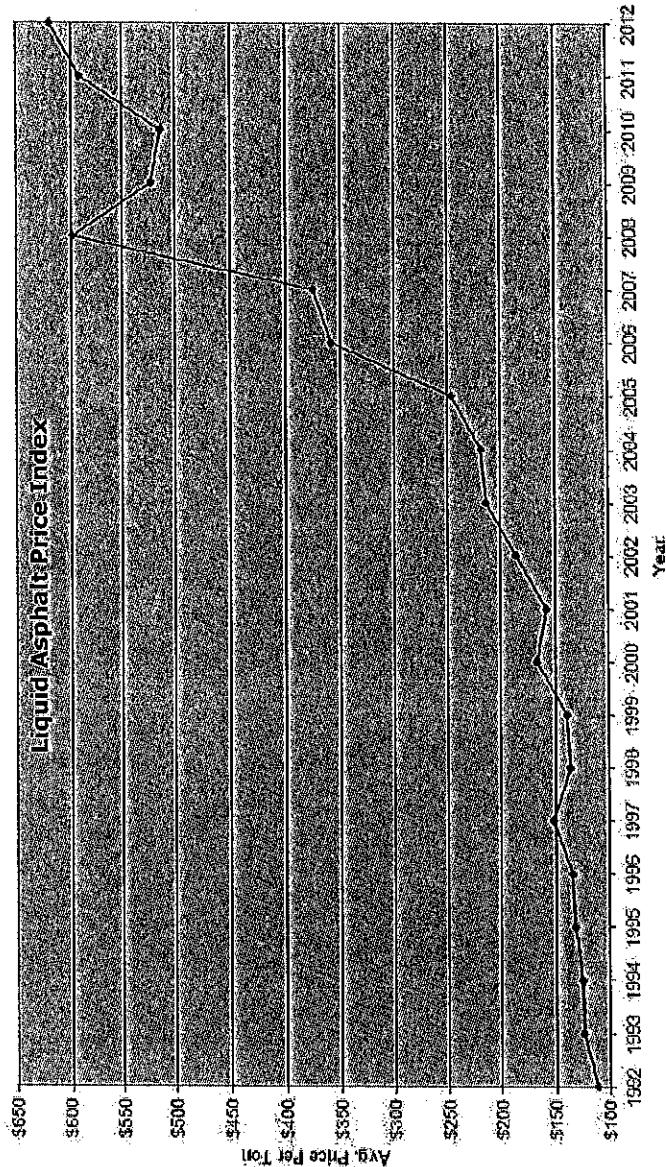
Generic Pavement Deterioration Curve



The Change in Road Maintenance

- Increased traffic volumes
- Increased heavy truck traffic
- Increased material costs
- Level or decreased budgets

*The Perfect Storm
for Road Maintenance*



Pavement Management: A Road Surface Management System (RSMS)

The practice of planning for pavement maintenance and rehabilitation with the goal of maximizing the value and life of a pavement network.

- A system to regularly collect roadway condition data
- A database to sort and store the collected data
- An analysis program to evaluate treatments and strategies at a network level
- Can be done internally or contracted out to a consultant / engineering firm based on your needs and resources

*In general...What do you have, What condition is it in,
and What is the best way to maintain it?*

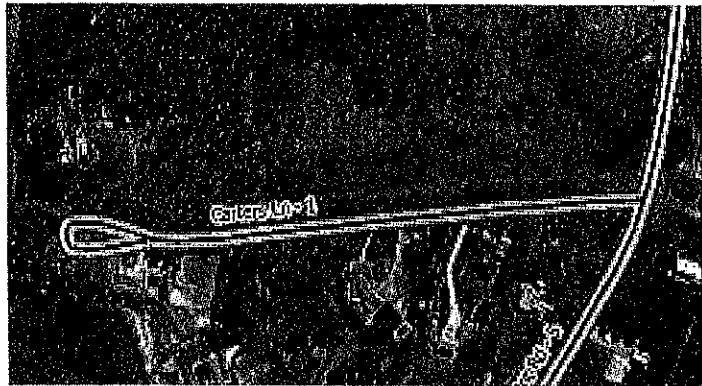
Pavement Management Implementation

- **Step 1: Create an Inventory**
 - Length
 - Width
 - Traffic Information
 - Priority



System Inventory

Carters Ln



- $\frac{1}{4}$ Mile Long
- 15' Wide
- Traffic = 1/5
- Importance = 1/5

Pavement Management Implementation

- Step 2: Condition Assessment
 - Collect Surface Condition Data
 - Ride Smoothness
 - Wheel Path Rutting
 - Cracking Types & Severity
 - Longitudinal
 - Transverse
 - Alligator
 - Edge
 - Patching
 - Potholes
 - Drainage
 - Calculate Pavement Condition Index
 - Generate Reports
 - Maps and Interactive Viewers
 - Charts and Graphs
 - Show Historical Trends

Condition Assessment – Carters Ln

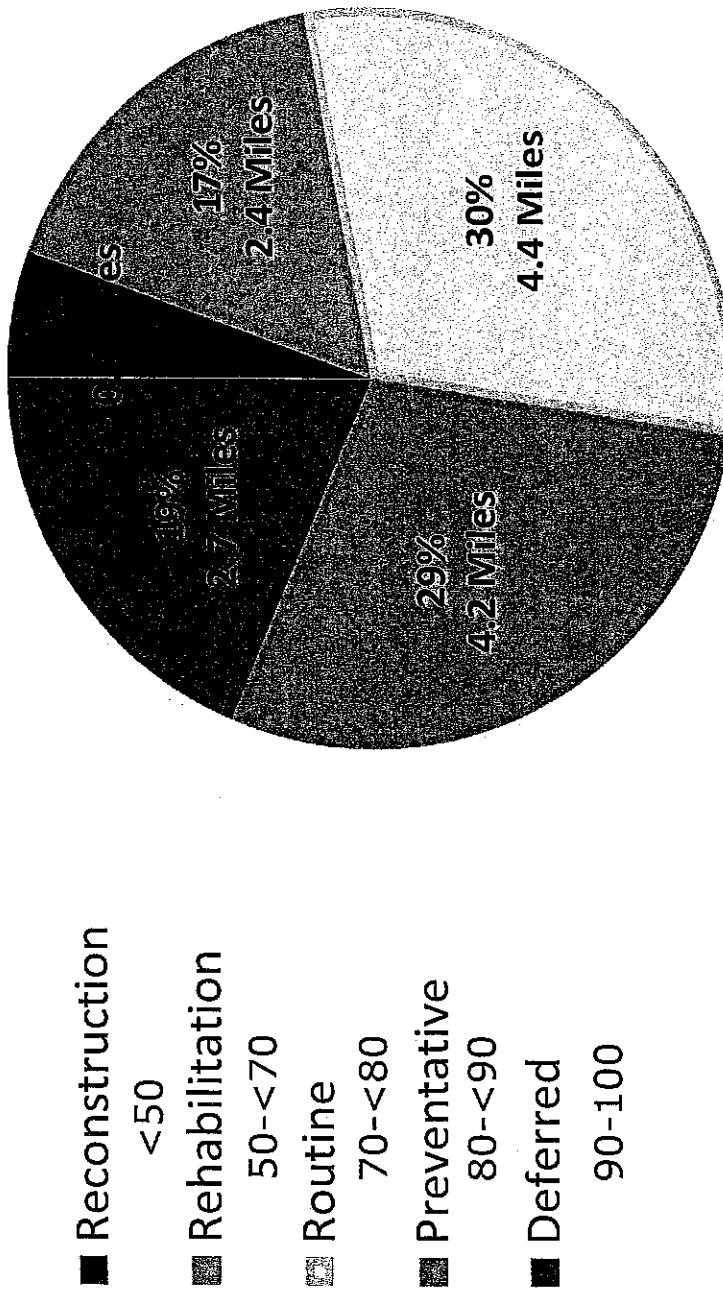
Patching/Potholes	Low
Drainage Condition	Fair
Roughness	Noticeably Uneven
Longitudinal/Transverse Crack Severity	Medium
Longitudinal/Transverse Crack Extent	Medium
Alligator Crack Severity	Medium
Alligator Crack Extent	High
Edge Crack Severity	Medium
Edge Crack Extent	High
Rutting Severity	Medium
Rutting Extent	Low



PCI = 50/100



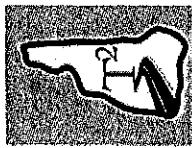
Total Network Miles by PCI - 2018





New Hampshire
DDT
Department of Transportation

ROCKINGHAM
PCI
PLANNING
COMMISSION



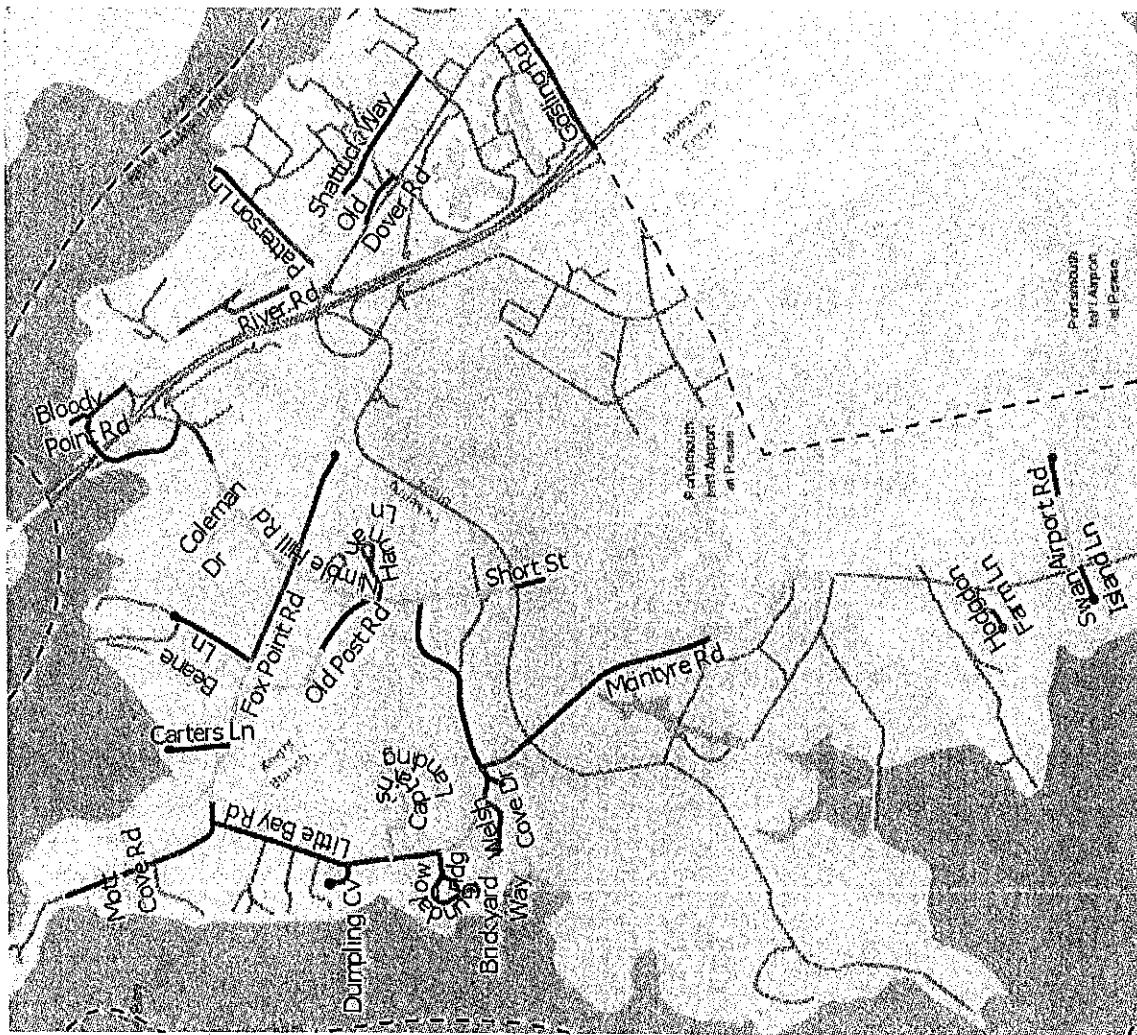
- Reconstruction
- Rehabilitation
- Preventative
- Routine
- Deferred
- Not Maintained
- Town Boundary

Network PCI

78.2

0 0.25 0.5 Miles

N



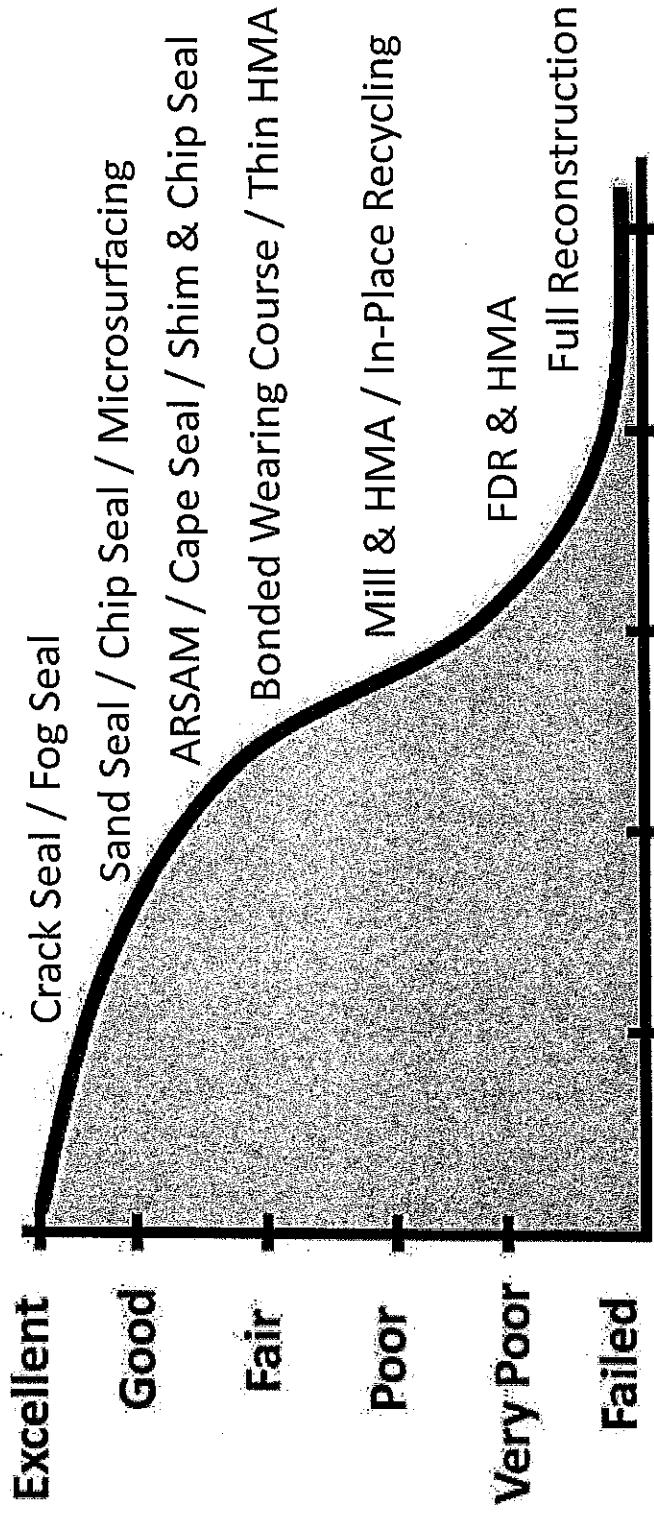
ROCKINGHAM
PCI
PLANNING
COMMISSION

Pavement Management Implementation

- **Step 3: Gather Cost Information**
 - Calculate Average Costs for Treatments
 - Use Life Cycle Approach
 - 29 Different Treatment Types

Repair	Cost	Unit	Life Span	CI Improvement
Crack Seal (Major)	0.55	Square Yards	24	60
Crack Seal (Minor)	0.40	Square Yards	36	60
Defer Maintenance	0.00	Each	0	0
HMA Overlay (1")	3.92	Square Yards	72	70
HMA Overlay (1.25")	4.90	Square Yards	84	75
HMA Overlay (1.5")	5.80	Square Yards	108	80
Milling / HMA (1.5")	7.80	Square Yards	120	80
Cold Patch (Normal Mix)	0.75	Square Feet	10	70
Digout and Cold Patch	1.00	Square Feet	12	80

Treatment Placement Timing



Every Treatment Has...

- Unit cost
- Estimated life extension
(number of years until the road returns to it's prior condition)
- Using these values, we calculate the
Equivalent Annual Cost

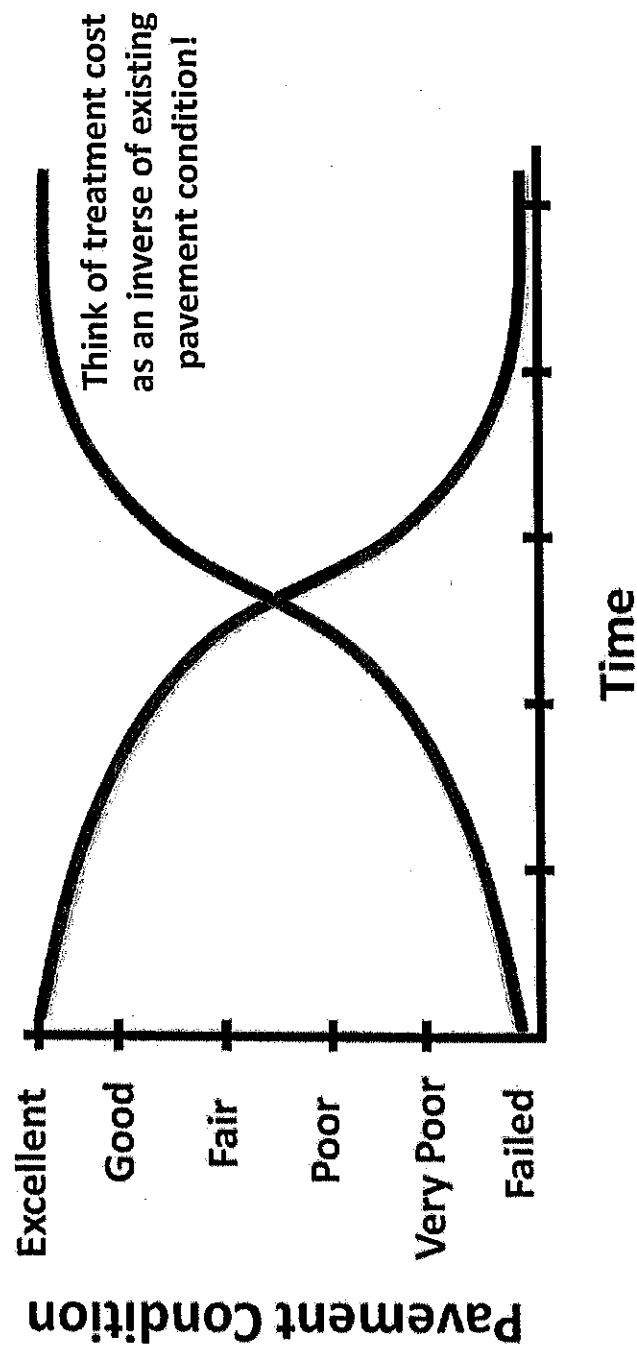
$$\boxed{\text{EAC} = \text{Unit Cost} / \text{Estimated Life Extension}}$$

For a Mile of Road...

Treatment	Per Mile Cost*	Life Extension	EAC per Square Yard
Full Reconstruction	\$1,000,000	25	\$2.84
Reclaim & Repave	\$250,000	15	\$1.18
Mill & HMA Overlay (1.5")	\$125,000	10	\$0.89
Crack Seal & Thin Overlay	\$75,000	8	\$0.67
Crack Seal & Single Seal	\$40,000	6	\$0.47
Crack Seal	\$5,000	3	\$0.12

*Based on 1 mile of pavement at 24 ft wide

Treatment Timing vs. Cost



“Worst First”- “Fix it First” Not Best Fiscal Policy

- Fixing the worst roads first means rebuilding, which has the highest cost
- Maintenance on other roads is neglected and their conditions worsen
- Each year adds more miles to the list of “worst” that need rebuilding
- Agencies dig themselves into a deeper financial hole with the “Worst First” strategy

Pavement Management Implementation

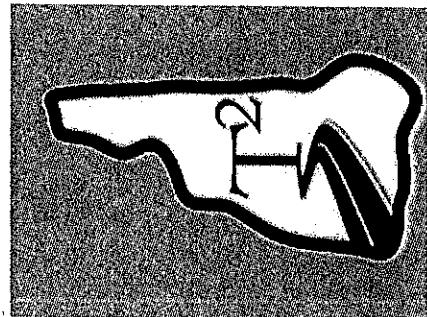
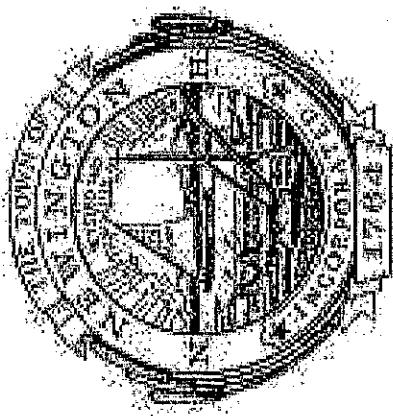
- Step 4: Establish Goals
 - Condition Goals
 - Mileage Goals

“Keep the Good Roads Good”

Goal = Year over Year, Increase or Maintain System PCI Level

Pavement Management Implementation

- **Step 5: Perform Analysis**
 - Entirely Up to the Agency
 - Simple to Complex
 - Computer Based Programs
 - Excel Spreadsheets



Scoring

$$\boxed{\text{Priority}} = \boxed{(\text{Importance} * 40\%)} + \boxed{(\text{Traffic Volume} * 35\%)} + \boxed{(\text{Pavement Condition Index} * 25\%)}$$

Lower PCI = Lower Priority, Higher PCI = Higher Priority

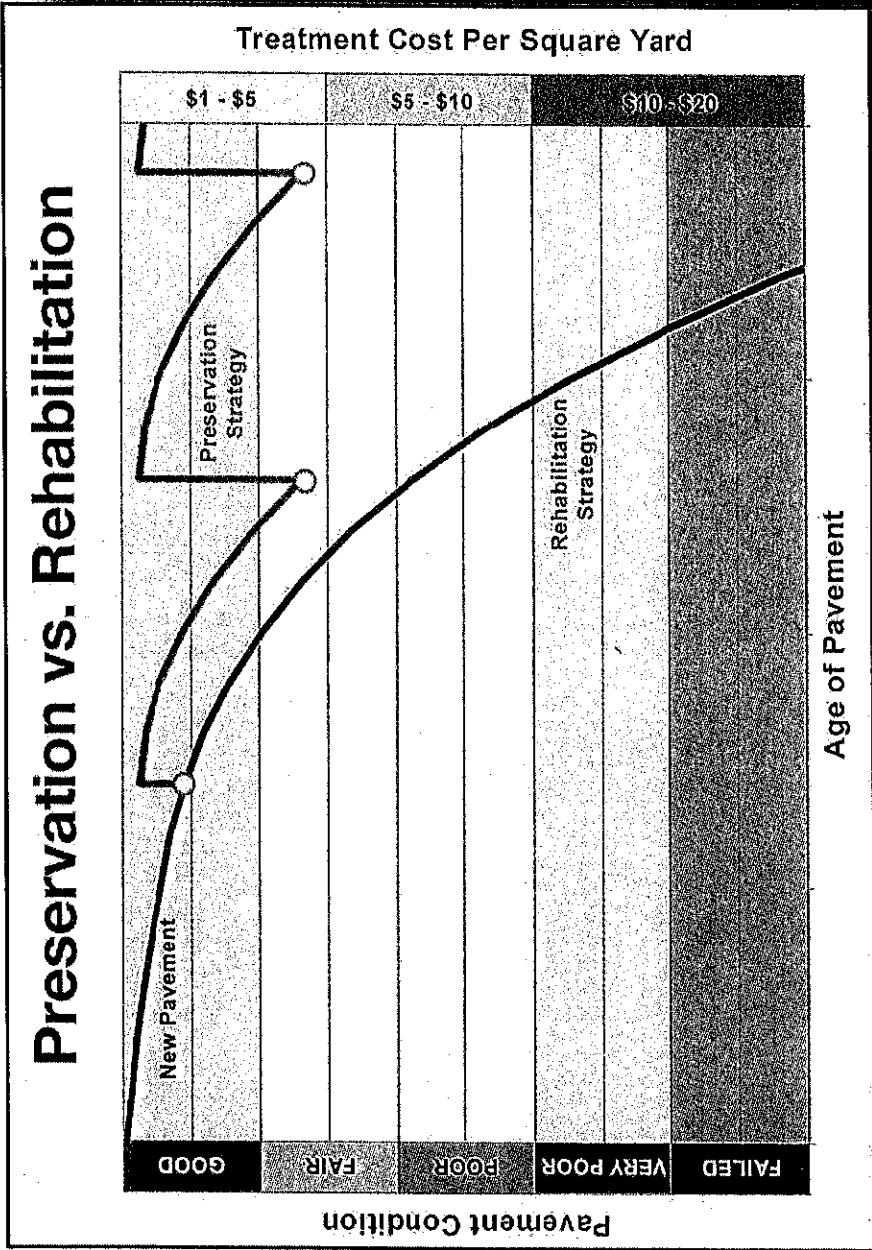
Rank	Priority Score	Street	Importance	Traffic Volume	PCTI 2018 (Road)	Importance Score	Traffic Volume Score	PCI Score
1	91.8	Gosling Rd	5	5	67	0.4	0.35	0.1675
2	81.8	Shattuck Way	5	3	83	0.4	0.21	0.2075
3	79.3	Nimble Hill Rd	5	3	73	0.4	0.21	0.1825
4	66.3	McIntyre Rd	4	2	81	0.32	0.14	0.2025
5	61.5	Little Bay Rd	4	1	90	0.32	0.07	0.2225
6	57.5	Fox Point Rd	3	2	78	0.24	0.14	0.195
7	54.3	Beane Ln	3	1	93	0.24	0.07	0.2325
8	48	Patterson Ln	2	2	72	0.16	0.14	0.18
9	46.3	Hodgdon Farm Ln	2	2	65	0.16	0.14	0.1625
10	45.3	Gundalow Lndg	2	1	89	0.16	0.07	0.2225
11	43.3	Old Post Rd	2	1	81	0.16	0.07	0.2025
12	41.8	Airport Rd	1	2	79	0.08	0.14	0.1975
13	39.5	Hannah Ln	2	1	66	0.16	0.07	0.165
14	39	River Rd	1	2	68	0.08	0.14	0.17
15	38	Dumpling Cv	1	1	92	0.08	0.07	0.23
16	37.3	Welsh Cove Dr	1	1	89	0.08	0.07	0.2225
17	36.5	Brickyard Way	1	1	86	0.08	0.07	0.215
18	35.5	Little Bay Rd Ext	1	1	82	0.08	0.07	0.205
19	34.8	Captains Landing	1	1	79	0.08	0.07	0.1975
20	34.5	Coleman Dr	1	1	78	0.08	0.07	0.195
21	34.3	Bloody Point Rd	1	2	49	0.08	0.14	0.1225
22	33.8	Mott Cove Rd	1	1	75	0.08	0.07	0.1875
22	33.8	Short St	1	2	47	0.08	0.14	0.175
24	33	Old Dover Rd	1	2	44	0.08	0.14	0.11
25	31.3	Swan Island Ln	1	2	37	0.08	0.14	0.0925
26	27.5	Carters Ln	1	1	50	0.08	0.07	0.125

Pavement Management Implementation

- **Step 6: Select Treatments**
 - Most Commonly Used Treatments
 - Crack Sealing
 - Chip Sealing
 - Overlays / Inlays
 - Rehab. Treatments
 - Research Other Treatments
 - Expand the Toolbox

PCI	Street	Selected Repairs			
			Cost	2019	2020
79	Little Bay Rd	2019: Crack Seal (Minor) 2019: Isolated Patch and HMA Shim 2020: Defer Maintenance			
80	Little Bay Rd	2019: Crack Seal (Major) 2019: Isolated Patch and HMA Shim 2020: Defer Maintenance			
83	Little Bay Rd	2019: Crack Seal (Major) 2019: Isolated Patch and HMA Shim 2020: Defer Maintenance			
88	Little Bay Rd	2019: Crack Seal (Major) 2020: Defer Maintenance			
89	Little Bay Rd	2019: Crack Seal (Minor)			
90	Little Bay Rd	2019: Crack Seal (Major) 2020: Crack Seal (Minor)			
100	Little Bay Rd	2019: Defer Maintenance			
100	Little Bay Rd	2020: Crack Seal (Minor)			
		2019: Defer Maintenance			
		2020: Crack Seal (Minor)			
		Selected Segments PCI and Repair			
		Cost			
		Average PCI Before Repairs	80.65	77.02	
		Average PCI After Repairs	93.70	93.73	
		Total Repair Cost (Inflated)	20,874.23	6,565.41	
		Total Miles Treated	1.81	1.81	

Maintenance Strategies



Pavement Management Implementation

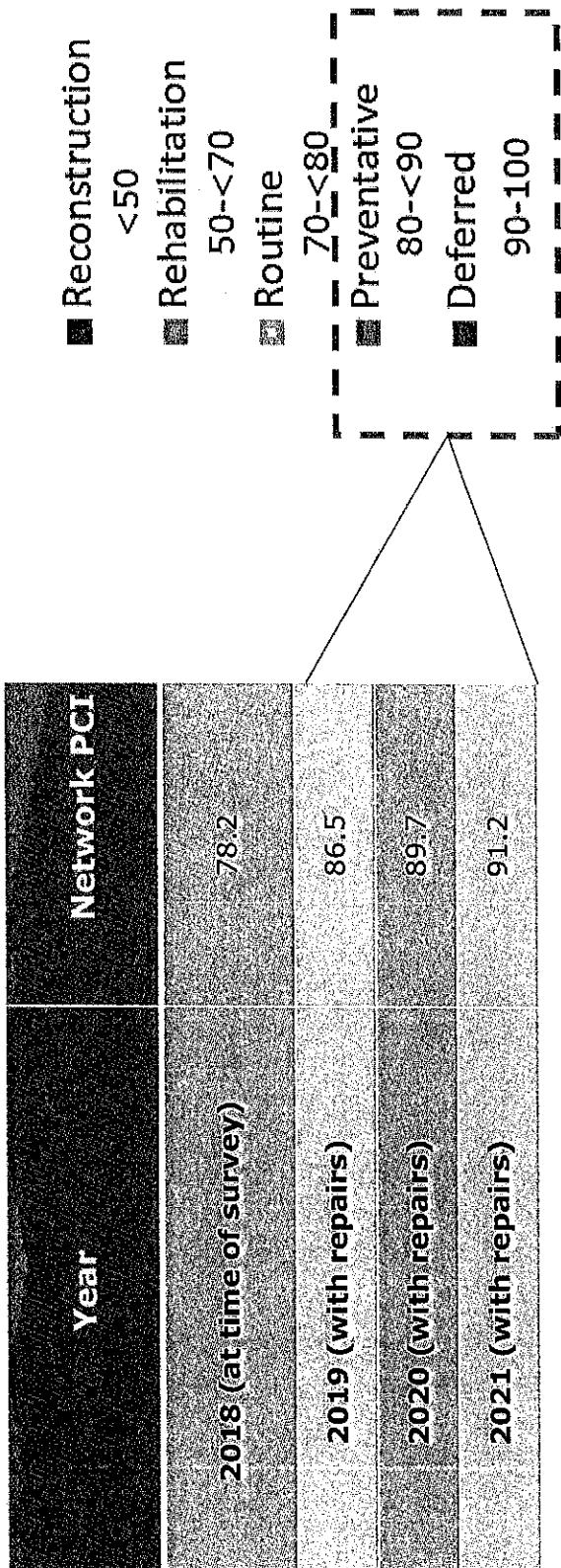
- **Step 7: Summarize and Communicate Results**
 - Develop 3-Year Paving Program
 - Communicate the Goals & the Budget



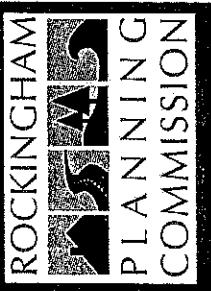
2019 Recommendations

Street	2018			2019	
	PCL	Priority Score	Rank	Repair	Cost
Gosling Rd	67	91.8	1	Deferred Maintenance	\$0.00
Shattuck Way	83	81.8	2	Deferred Maintenance	\$0.00
Nimble Hill Rd	73	79.3	3	Milling / HMA (1.5") HMA Overlay (1.25") Isolated Patch and HMA Shim	\$68,064.10
McIntyre Rd	81	66.3	4	Milling / HMA (1.5") Isolated Patch and HMA Shim Microsurfacing (Single) Crack Seal (Major)	\$43,257.55
Little Bay Rd	90	61.5	5	Crack Seal (Minor) Crack Seal (Major) Isolated Patch and HMA Shim	\$20,874.23
Fox Point Rd	78	57.5	6	Crack Seal (Minor) Isolated Patch and HMA Shim	\$17,905.56
Beane Ln	93	54.3	7	Crack Seal (Major)	\$2,667.57
Patterson Ln	66	48	8	Milling / HMA (1.5") HMA Overlay (1.25")	\$39,633.16
					\$192,402.17

Network PCI Over Time

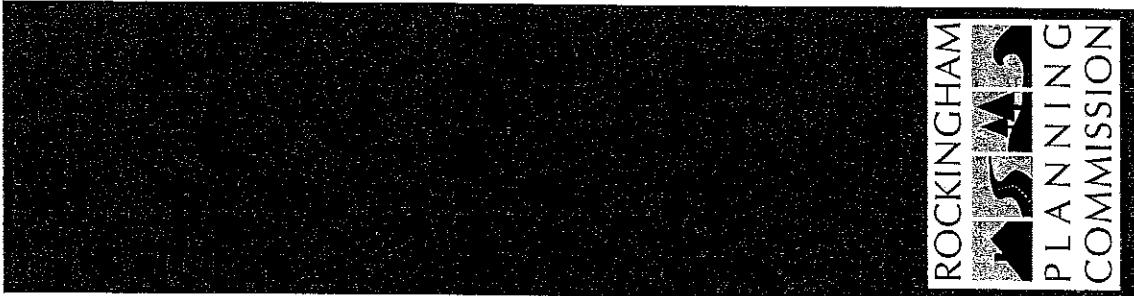


Questions?



Additional GIS/Asset Services

- Web Maps
- Crash Analysis
- Culvert Assessments
- Trail Mapping



Contact Information

Atkinson
Brentwood
Danville
East Kingston
Epping
Exeter
Fremont
Greenland
Hampstead
Hampton
Hampton Falls
Kensington
Kingston
New Castle
Newfields
Newington
Newton
North Hampton
Plaistow
Portsmouth
Raymond
Rye
Salem
Sandown
Seabrook
South Hampton
Stratham

Christian Matthews

cmatthews@rpc-nh.org

Rockingham Planning Commission

156 Water Street

Exeter, NH 03833

778-0885

www.rpc-nh.org



Road Ownership

Street Name	Surface Type	Town Maintained	Updated	Comments
Airport Rd	Paved	Yes		
Arboretum Dr	Paved	No		Portsmouth maintains
Avery Rd	Paved	No		
Beane Ln	Paved	Yes		
Bloody Point Rd	Paved	Yes		
Brickyard Way	Paved	Yes		
Captains Landing	Paved	Yes		
Carters Ln	Paved	Yes		
Coleman Dr	Paved	Yes		
Dumpling Cv	Paved	Yes		
Fox Point Rd	Paved	Yes		
Gosling Rd	Paved	Yes		
Gundalow Lndg	Paved	Yes		
Hannah Ln	Paved	Yes		
Hodgdon Farm Ln	Paved	Yes		
International Dr	Paved	No		Portsmouth maintains
Little Bay Rd	Paved	Yes		
Little Bay Rd Ext	Paved	Yes		
Muntrye Rd	Paved	Yes		
Mott Cove Rd	Paved	Yes		
New Hampshire Ave	Paved	No		Portsmouth maintains
Newmarket St	Paved	No		Road doesn't exist anymore.
Nimble Hill Rd	Paved	Yes		
Old Dover Rd	Paved	Yes		
Old Post Rd	Paved	Yes		
Patterson Ln	Paved	Yes		
Pease Blvd	Paved	No		Portsmouth maintains
Piscataqua Dr	Paved	Will be Oct 2019		DOT is going to bring to spec (100)
River Rd	Paved	Yes		Air Force is going to demolish and bring materials, rank, but don't apply repairs
Shattuck Way	Paved	Yes		
Short St	Paved	Yes		
Swan Island Ln	Paved	Yes		
Welsh Cove Dr	Paved	Yes		
Woodbury Ave	Paved	Will be Oct 2019		DOT is going to bring to spec (100)
Woodbury Rd	Paved	No		

2 - Town Scoring

Street Name	Surface Type	Frost Heave Severity			Importance (1=Low to 5=High)	Traffic Volume (1=Low to 5=High)
		(None)	(Low)	(Medium)		
Airport Rd	Paved	medium	low	severe	1	2
Arboretum Dr	Paved	4	1	1	2	2
Avery Rd	Paved	low	low	low	2	2
Beane Ln	Paved	3	3	1	1	1
Bloody Point Rd	Paved	low	low	low	2	2
Brickyard Way	Paved	low	low	low	1	1
Captains Landing	Paved	medium	medium	medium	1	1
Carters Ln	Paved	low	low	low	1	1
Coleman Dr	Paved	low	low	low	1	1
Dumpling Cv	Paved	low	low	low	1	1
Fox Point Rd	Paved	low	low	low	2	2
Gosling Rd	Paved	medium	medium	medium	5	5
Gundalow Lndg	Paved	low	low	low	2	1
Hannah Ln	Paved	low	low	low	2	1
Hodgdon Farm Ln	Paved	low	low	low	2	2
International Dr	Paved	medium	medium	medium	4	2
Little Bay Rd	Paved	medium	medium	medium	4	1
Little Bay Rd Ext	Paved	low	low	low	1	1
McIntyre Rd	Paved	medium	medium	medium	4	2
Mott Cove Rd	Paved	low	low	low	1	1
New Hampshire Ave	Paved	medium	medium	medium	4	2
Newington Rd	Paved	medium	medium	medium	4	2
Newmarket St	Paved	medium	medium	medium	3	2
Nimble Hill Rd	Paved	medium	medium	medium	5	3
Old Dover Rd	Paved	low	low	low	1	2
Old Post Rd	Paved	low	low	low	2	1
Patterson Ln	Paved	low	low	low	2	2
Pease Blvd	Paved	medium	medium	medium	4	5
Piscataqua Dr	Paved	medium	medium	medium	4	3
River Rd	Paved	low	low	low	1	2
Shattuck Way	Paved	medium	medium	medium	5	3
Short St	Paved	low	low	low	1	2
Swan Island Ln	Paved	low	low	low	1	2
Welsh Cove Dr	Paved	low	low	low	1	1
Woodburn Ave	Paved	low	low	low	5	4
Woodbury Rd	Paved	low	low	low	1	1

3 - Segment Data

Street Segment	Name & Suffix	Date Collected	Importance	Traffic Volume	PCI (2018)	PCI (2019)	PCI (2020)	PCI (2021)	Surface Type	Road Surface Width	Number of Lanes	Patching Priorities
Airport Rd - 1	Airport Rd - 1	11/4/2018 13:54	1	2	72	65.7	94.77952	90.54433	Paved	19	2	No Defect
Airport Rd	Airport Rd - 2	11/4/2018 13:58	1	2	89	81.2	96.35246	92.49409	Paved	19	2	No Defect
Arboretum Dr	Arboretum Dr - 1	11/29/2018 13:50	4	2	100	91.2	87.09839	83.17896	Paved	24	2	No Defect
Arboretum Dr	Arboretum Dr - 10	11/29/2018 14:04	4	2	45	41.0	39.19427	37.43053	Paved	24	2	Medium
Arboretum Dr	Arboretum Dr - 11	11/29/2018 14:22	4	2	48	43.8	41.80773	39.9259	Paved	24	2	Low
Arboretum Dr	Arboretum Dr - 12	11/29/2018 14:09	4	2	51	46.5	44.42018	42.42127	Paved	24	2	Medium
Arboretum Dr	Arboretum Dr - 13	11/29/2018 14:17	4	2	100	91.2	87.09839	83.17896	Paved	24	2	No Defect
Arboretum Dr	Arboretum Dr - 14	11/29/2018 14:13	4	2	58	52.9	50.51707	48.2438	Paved	24	2	Low
Arboretum Dr	Arboretum Dr - 2	11/29/2018 13:42	4	2	84	76.6	73.16265	69.87033	Paved	24	2	No Defect
Arboretum Dr	Arboretum Dr - 3	11/29/2018 13:46	4	2	92	83.9	80.13052	76.52464	Paved	24	2	No Defect
Arboretum Dr	Arboretum Dr - 4	11/29/2018 13:49	4	2	100	91.2	87.09839	83.17896	Paved	24	2	No Defect
Arboretum Dr	Arboretum Dr - 5	11/29/2018 13:50	4	2	100	91.2	87.09839	83.17896	Paved	24	2	No Defect
Arboretum Dr	Arboretum Dr - 6	11/29/2018 13:54	4	2	89	81.2	77.51757	74.02927	Paved	10	1	No Defect
Arboretum Dr	Arboretum Dr - 7	11/29/2018 13:55	4	2	41	37.4	35.71034	34.10337	Paved	24	2	Medium
Arboretum Dr	Arboretum Dr - 8	11/29/2018 13:59	4	2	31	28.3	27.00005	25.78348	Paved	24	2	High
Arboretum Dr	Arboretum Dr - 9	11/29/2018 14:02	4	2	31	28.3	27.00005	25.78348	Paved	24	2	High
Avery Rd	Avery Rd - 1	11/4/2018 19:02	1	2	67	61.1	58.35592	55.72749	Paved	28	2	Low
Beane Ln	Beane Ln - 1	11/4/2018 16:24	3	1	93	93.9	95.38024	91.56363	Paved	22	2	No Defect
Bloody Point Rd	Bloody Point Rd - 1	11/4/2018 17:58	1	2	49	44.7	42.67821	40.75769	Paved	21	2	Low
Brickyard Way	Brickyard Way - 1	11/4/2018 14:49	1	1	86	73.4	74.90452	71.53391	Paved	22	2	No Defect
Captains' Landing	Captains' Landing - 1	11/4/2018 15:02	1	1	79	72.0	68.80773	65.71138	Paved	25	2	No Defect
Carters Ln	Carters Ln - 1	11/4/2018 15:34	1	1	50	45.6	43.54919	41.58948	Paved	15	1	Low
Coleman Dr	Coleman Dr - 1	11/4/2018 16:10	1	1	78	71.1	67.99574	64.87059	Paved	22	2	Low
Dumpling Cove Rd	Dumpling Cove Rd - 1	11/4/2018 14:59	1	1	92	83.9	80.13052	76.52464	Paved	26	2	No Defect
Fox Point Rd	Fox Point Rd - 1	11/4/2018 15:18	3	2	95	94.7	90.38738	86.3295	Paved	21	2	No Defect
Fox Point Rd	Fox Point Rd - 2	11/4/2018 15:18	3	2	89	92.5	88.40702	84.3321	Paved	21	2	No Defect
Fox Point Rd	Fox Point Rd - 3	11/4/2018 15:12	3	2	83	95.6	92.25083	88.09954	Paved	21	2	No Defect
Fox Point Rd	Fox Point Rd - 4	11/4/2018 15:28	3	2	83	95.6	92.25083	88.09954	Paved	23	2	No Defect
Fox Point Rd	Fox Point Rd - 5	11/4/2018 15:31	3	2	78	96.0	91.64114	87.51729	Paved	23	2	No Defect
Fox Point Rd	Fox Point Rd - 6	11/4/2018 15:41	3	2	74	67.5	92.89056	88.7049	Paved	23	2	No Defect
Fox Point Rd	Fox Point Rd - 7	11/4/2018 15:20	3	2	61	55.6	90.62601	86.54734	Paved	23	2	No Defect
Fox Point Rd	Fox Point Rd - 8	11/4/2018 16:50	3	2	66	60.2	91.49699	87.37962	Paved	23	2	No Defect
Fox Point Rd	Fox Point Rd - 9	11/4/2018 16:53	3	2	83	95.6	92.25083	88.09954	Paved	23	2	No Defect
Gosling Rd	Gosling Rd - 1	11/4/2018 19:24	5	5	87	79.3	75.7756	98.98444	Paved	45	5	Low
Gosling Rd	Gosling Rd - 2	11/4/2018 19:12	5	5	47	42.9	40.93624	96.9547	Paved	24	2	High
Gundalow Lndg	Gundalow Lndg - 1	11/4/2018 14:45	2	1	89	81.2	91.00702	86.91171	Paved	22	2	No Defect
Hannah Ln	Hannah Ln - 1	11/4/2018 16:37	4	1	66	60.6	57.48494	54.88915	Paved	25	2	No Defect
Hodgdon Farm Ln	Hodgdon Farm Ln - 1	11/4/2018 14:09	2	2	65	59.3	91.32278	87.21326	Paved	27	2	Low
International Dr	International Dr - 1	11/4/2018 19:38	4	2	91	83.0	79.25954	75.69286	Paved	50	5	No Defect
Little Bay Rd	Little Bay Rd - 1	11/4/2018 17:05	4	1	100	91.2	94.83936	90.57159	Paved	25	2	No Defect
Little Bay Rd	Little Bay Rd - 2	11/4/2018 17:09	4	1	100	91.2	94.83936	90.57159	Paved	23	2	No Defect
Little Bay Rd	Little Bay Rd - 3	11/4/2018 17:13	4	1	90	96.2	91.88502	87.75019	Paved	18	2	No Defect
Little Bay Rd	Little Bay Rd - 4	11/4/2018 14:39	4	1	79	96.1	91.76308	87.63374	Paved	23	2	No Defect
Little Bay Rd	Little Bay Rd - 5	11/4/2018 14:54	4	1	83	96.6	92.25083	88.09954	Paved	23	2	No Defect
Little Bay Rd	Little Bay Rd - 6	11/4/2018 15:07	4	1	89	92.5	95.22281	91.02322	Paved	23	2	No Defect
Little Bay Rd	Little Bay Rd - 7	11/4/2018 15:10	4	2	90	92.1	95.18346	90.9002	Paved	21	2	No Defect
Little Bay Rd Ext	Little Bay Rd Ext - 1	11/4/2018 14:31	1	1	82	74.8	71.42058	68.20675	Paved	21	2	No Defect
McIntyre Rd	McIntyre Rd - 1	11/4/2018 14:09	4	2	72	96.4	92.05714	87.91457	Paved	21	2	No Defect
McIntyre Rd	McIntyre Rd - 2	11/4/2018 14:15	4	2	80	91.9	95.10144	90.82188	Paved	21	2	No Defect
McIntyre Rd	McIntyre Rd - 3	11/4/2018 14:21	4	2	90	92.8	95.46217	91.16637	Paved	21	2	No Defect
McIntyre Rd	McIntyre Rd - 4	11/4/2018 14:23	4	2	90	92.8	95.46217	91.16637	Paved	21	2	No Defect
McIntyre Rd	McIntyre Rd - 5	11/4/2018 14:25	4	2	84	90.6	94.62602	90.36785	Paved	21	2	No Defect
McIntyre Rd	McIntyre Rd - 6	11/4/2018 14:29	4	2	69	92.6	95.36783	91.01672	Paved	21	2	No Defect
Mott Cove Rd	Mott Cove Rd - 1	11/4/2018 15:22	1	1	75	68.4	65.32379	62.38422	Paved	26	2	No Defect
New Hampshire Ave	New Hampshire Ave - 1	11/4/2018 19:46	4	2	77	70.2	67.06516	64.0478	Paved	24	2	No Defect

Street Name	Location	Date Surveyed	Length (ft)	Width (ft)	Condition	Surface Type	Defect Type	Defect Rating
Newmarket St - 1	Nimble Hill Rd - 1	11/4/2018 19:49	3	2	69	92.6	95.36783	91.07627
Nimble Hill Rd	Nimble Hill Rd - 1	11/4/2018 16:03	5	3	78	89.9	94.34144	90.09579
Nimble Hill Rd	Nimble Hill Rd - 2	11/4/2018 16:07	5	3	72	88.0	95.75883	95.8572
Nimble Hill Rd	Nimble Hill Rd - 3	11/4/2018 16:15	5	3	74	88.6	93.85339	95.8572
Nimble Hill Rd	Nimble Hill Rd - 4	11/4/2018 16:46	5	3	71	91.2	94.83398	90.56645
Nimble Hill Rd	Nimble Hill Rd - 5	11/4/2018 16:56	5	3	75	92.1	95.18237	90.89916
Nimble Hill Rd	Nimble Hill Rd - 6	11/4/2018 17:01	5	3	44	40.1	38.32329	36.59874
Old Dover Rd	Old Dover Rd - 1	11/4/2018 18:57	1	2	100	91.2	94.83936	90.57159
Old Post Rd	Old Post Rd - 1	11/4/2018 16:34	2	1	78	71.1	90.1524	91.92555
Old Post Rd	Old Post Rd - 2	11/4/2018 16:29	2	1	85	77.5	97.27353	92.89622
Old Post Rd	Old Post Rd - 3	11/4/2018 16:34	2	1	64	91.7	95.01944	90.74356
Patterson Ln	Patterson Ln - 1	11/4/2018 18:25	2	2	81	93.5	95.70497	91.39825
Patterson Ln	Patterson Ln - 2	11/4/2018 18:25	2	2	91	83.0	79.25954	75.69286
Pease Blvd	Pease Blvd - 1	11/4/2018 19:32	4	5	90	83.0	79.25954	75.69286
Pease Blvd	Pease Blvd - 2	11/4/2018 19:35	4	5	80	73.0	69.67871	66.54317
Pease Blvd	Pease Blvd - 3	11/4/2018 19:40	4	5	80	73.0	69.67871	66.54317
Piscataqua Dr	Piscataqua Dr - 1	11/4/2018 18:38	4	3	36	96.6	92.29277	88.1396
River Rd	River Rd - 1	11/4/2018 18:16	1	2	65	59.3	56.61398	54.06633
River Rd	River Rd - 2	11/4/2018 18:13	1	2	74	67.5	64.45281	61.55243
Shattuck Way	Shattuck Way - 1	11/4/2018 18:36	5	3	94	85.7	81.87248	89.45647
Shattuck Way	Shattuck Way - 2	11/4/2018 18:34	5	3	94	85.7	81.87248	89.45647
Shattuck Way	Shattuck Way - 3	11/4/2018 18:28	5	3	76	69.3	66.19478	92.6432
Shattuck Way	Shattuck Way - 4	11/4/2018 18:10	5	3	78	71.1	67.93674	92.97592
Shattuck Way	Shattuck Way - 5	11/4/2018 18:07	5	3	66	60.2	57.48494	97.77449
Shattuck Way	Shattuck Way - 6	11/4/2018 18:04	5	3	74	67.5	64.4528	92.31049
Shattuck Way	Shattuck Way - 7	11/4/2018 18:01	5	3	82	74.8	71.42068	93.64135
Shattuck Way	Shattuck Way - 8	11/4/2018 17:55	5	3	94	85.7	81.87248	93.45647
Shattuck Way	Shattuck Way - 9	11/4/2018 17:48	5	3	89	81.2	77.51756	94.80585
Short St	Short St - 1	11/29/2018 14:09	1	2	47	42.9	40.93624	39.09411
Swan Island Ln	Swan Island Ln - 1	11/4/2018 15:46	1	2	37	33.7	32.22641	30.77622
Welch Cove Dr	Welch Cove Dr - 1	11/4/2018 14:35	1	1	89	81.2	77.51757	74.02927
Woodbury Ave	Woodbury Ave - 12	11/4/2018 19:08	5	4	78	94.2	95.99494	94.67517
Woodbury Ave	Woodbury Ave - 13	11/4/2018 19:03	5	4	62	91.3	94.89008	90.61047
Woodbury Ave	Woodbury Ave - 14	11/4/2018 18:43	5	4	72	93.1	95.57687	91.2759
Woodbury Ave	Woodbury Ave - 15	11/4/2018 18:46	5	4	92	95.2	90.88915	94.71066
Woodbury Rd	Woodbury Rd - 1	11/4/2018 18:50	1	1	1	1	1	1

Drainage Condition	Roughness	Longitudinal Transverse Crack Severity	Longitudinal Transverse Crack Extent	Alligator Crack Severity	Alligator Crack Extent	Edge Crack Severity	Edge Crack Extent	Running Severity	Running Extent	Length (feet)
Good	Smooth	High	Low	High	Low	Low	Medium	No Defect	No Defect	1321
Good	Smooth	Medium	Low	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	935
Good	Smooth	No Defect	Medium	High	Medium	High	Medium	High	Medium	63
Fair	Rough	Medium	High	Medium	High	Medium	High	Medium	Low	1320
Fair	Noticeably Uneven	Medium	High	Medium	High	Medium	High	Medium	Low	1320
Fair	Rough	Medium	High	High	Low	No Defect	No Defect	No Defect	No Defect	1320
Good	Smooth	High	Low	High	Low	No Defect	No Defect	No Defect	No Defect	1568
Fair	Smooth	Medium	High	Medium	Low	No Defect	No Defect	No Defect	No Defect	1320
Good	Smooth	Medium	High	No Defect	Medium	Medium	High	High	Low	1319
Good	Smooth	Medium	Medium	No Defect	No Defect	Medium	Low	No Defect	No Defect	1320
Good	Smooth	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	1320
Good	Smooth	Medium	Low	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	1213
Good	Smooth	Medium	Medium	High	High	Low	High	Medium	High	372
Poor	Rough	Medium	High	Medium	High	High	High	Medium	Medium	1535
Poor	Very Rough	Medium	High	Medium	Medium	Low	Medium	Low	Medium	1320
Poor	Very Rough	Medium	High	High	High	High	High	Medium	Medium	1032
Good	Noticeably Uneven	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	1865
Poor	Rough	Medium	High	Medium	High	Low	Medium	Medium	High	368
Good	Smooth	Medium	Low	No Defect	No Defect	Medium	Medium	Medium	Medium	554
Fair	Noticeably Uneven	Medium	Medium	Medium	Medium	Low	High	High	Low	1781
Good	Noticeably Uneven	Medium	Low	Low	Low	No Defect	No Defect	No Defect	No Defect	858
Fair	Smooth	Medium	Low	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	848
Good	Smooth	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	1822
Good	Smooth	Medium	Low	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	818
Good	Smooth	Medium	Low	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	1320
Good	Smooth	Medium	Medium	Medium	Medium	Medium	Low	Low	Low	1318
Fair	Smooth	Medium	Low	Medium	Medium	Medium	Medium	Medium	Low	1320
Good	Smooth	High	High	Medium	Medium	Medium	Medium	Medium	Medium	1323
Good	Noticeably Uneven	Medium	High	Medium	Medium	Medium	Medium	Medium	Low	1320
Good	Smooth	Medium	Low	Medium	Low	No Defect	No Defect	No Defect	No Defect	1320
Fair	Noticeably Uneven	High	High	High	Medium	Medium	Medium	Medium	Low	1322
Good	Smooth	Medium	Low	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	1908
Fair	Noticeably Uneven	Medium	High	Medium	High	Low	Medium	Medium	Low	1559
Fair	Noticeably Uneven	Medium	High	Medium	High	Low	Low	Low	No Defect	1188
Fair	Smooth	Low	Medium	Medium	No Defect	No Defect	No Defect	No Defect	No Defect	141
Good	Smooth	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	1320
Good	Smooth	Medium	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	1320
Good	Smooth	Low	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	1321
Good	Smooth	Medium	High	Medium	Medium	Low	Low	Low	No Defect	1318
Good	Smooth	Medium	Low	Medium	Medium	Low	Low	Low	No Defect	1319
Fair	Smooth	Medium	Low	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	1320
Good	Smooth	Low	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	1321
Good	Smooth	Low	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	1320
Good	Smooth	Medium	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	No Defect	940
Fair	Noticeably Uneven	Medium	Medium	Medium	Medium	High	Low	Low	No Defect	664
Fair	Noticeably Uneven	Medium	Low	Medium	Medium	High	Low	Low	No Defect	1321
Good	Smooth	Medium	High	Medium	Medium	High	High	No Defect	No Defect	1321

169									
Good	Smooth	Medium	Medium	Medium	Medium	Medium	Low	Medium	Low
Good	Smooth	Medium	Medium	Low	Medium	Medium	Low	Low	385
Good	Noticeably Uneven	No Defect	Medium	High	Medium	Medium	Low	Low	1321
Good	Smooth	Medium	Low	Medium	Low	Medium	Low	Low	1319
Good	Noticeably Uneven	No Defect	Medium	Medium	High	High	High	No Defect	1320
Good	Smooth	Medium	Low	Medium	Low	High	Medium	No Defect	1321
Poor	Noticeably Uneven	High	High	Medium	High	High	Low	No Defect	1210
Good	Smooth	No Defect	Medium	Low	1043				
Good	Smooth	High	High	No Defect	No Defect	No Defect	Medium	Low	68
Good	Smooth	Medium	High	No Defect	No Defect	No Defect	Medium	Low	1932
Good	Smooth	Medium	High	No Defect	No Defect	No Defect	Low	No Defect	1318
Fair	Noticeably Uneven	Medium	High	High	Low	Low	Medium	No Defect	1321
Good	Smooth	Medium	Medium	Medium	Low	Low	Low	No Defect	1152
Good	Smooth	Low	No Defect	1514					
Good	Smooth	Medium	High	No Defect	1320				
Fair	Rough	High	Medium	Medium	High	High	Low	Medium	453
Fair	Noticeably Uneven	Medium	High	Medium	Medium	High	Low	High	972
Fair	Noticeably Uneven	No Defect	1321						
Good	Smooth	Medium	Low	No Defect	1321				
Good	Smooth	Medium	Low	No Defect	692				
Good	Smooth	Medium	Low	No Defect	1321				
Good	Smooth	Medium	Low	No Defect	1318				
Good	Smooth	High	Medium	Low	Medium	Medium	No Defect	No Defect	1321
Fair	Noticeably Uneven	High	Medium	Medium	Low	Medium	No Defect	No Defect	1320
Fair	Noticeably Uneven	No Defect	1322						
Good	Smooth	Medium	Low	No Defect	1320				
Good	Smooth	Medium	Low	No Defect	1318				
Good	Smooth	Medium	Low	No Defect	1321				
Good	Smooth	Medium	Low	No Defect	787				
Good	Noticeably Uneven	Medium	Medium	Low	High	Medium	Low	Low	528
Fair	Noticeably Uneven	Medium	Medium	Medium	Low	Low	Low	Low	1322
Good	Smooth	Medium	Low	No Defect	1320				
Good	Smooth	Medium	Low	No Defect	1318				
Good	Smooth	Medium	Low	No Defect	1321				
Good	Smooth	Medium	Low	No Defect	1320				
Poor	Rough	High	High	High	High	High	High	Medium	895
Good	Smooth	Medium	Low	No Defect	1317				
Good	Noticeably Uneven	Medium	High	Low	Low	Low	Low	No Defect	1298
Good	Noticeably Uneven	Medium	High	Medium	Medium	Low	High	No Defect	1325
Good	Noticeably Uneven	Medium	High	Medium	Medium	Low	Low	No Defect	1331
Good	Smooth	Medium	Medium	Medium	Medium	Medium	Low	No Defect	1317

4- 2018 Segment Rank

Rank	Priority Score	Street	Importance	Traffic Volume	PCI 2018 (Segment)	Importance Score	Traffic Volume Score	PCI Score
1	96.8	Gosling Rd -1	5	5	87	0.4	0.35	0.2175
2	86.8	Gosling Rd - 2	5	5	47	0.4	0.35	0.1175
3	84.5	Shattuck Way -1	5	3	94	0.4	0.21	0.235
3	84.5	Shattuck Way - 2	5	3	94	0.4	0.21	0.235
3	84.5	Shattuck Way -8	5	3	94	0.4	0.21	0.235
6	83.3	Shattuck Way - 9	5	3	89	0.4	0.21	0.2225
7	81.5	Shattuck Way -7	5	3	82	0.4	0.21	0.205
8	80.5	Nimble Hill Rd - 2	5	3	78	0.4	0.21	0.195
8	80.5	Shattuck Way -4	5	3	78	0.4	0.21	0.195
10	80	Shattuck Way -3	5	3	76	0.4	0.21	0.19
11	79.8	Nimble Hill Rd -6	5	3	75	0.4	0.21	0.1875
12	79.5	Nimble Hill Rd - 4	5	3	74	0.4	0.21	0.185
12	79.5	Shattuck Way -6	5	3	74	0.4	0.21	0.185
14	79	Nimble Hill Rd - 3	5	3	72	0.4	0.21	0.18
15	78.8	Nimble Hill Rd -5	5	3	71	0.4	0.21	0.1775
16	78.3	Nimble Hill Rd - 1	5	3	69	0.4	0.21	0.1725
17	77.5	Shattuck Way -5	5	3	66	0.4	0.21	0.165
18	68.5	McIntyre Rd -3	4	2	90	0.32	0.14	0.225
18	68.5	McIntyre Rd -4	4	2	90	0.32	0.14	0.225
20	67	McIntyre Rd - 5	4	2	84	0.32	0.14	0.21
21	66	McIntyre Rd -2	4	2	80	0.32	0.14	0.2
22	64	Little Bay Rd - 1	4	1	100	0.32	0.07	0.25
22	64	Little Bay Rd -2	4	1	100	0.32	0.07	0.25
22	64	McIntyre Rd - 1	4	2	72	0.32	0.14	0.18
25	63.3	McIntyre Rd -6	4	2	69	0.32	0.14	0.1725
26	61.8	Fox Point Rd - 2	3	2	95	0.24	0.14	0.2375
27	61.5	Little Bay Rd - 3	4	1	90	0.32	0.07	0.225
28	61.3	Little Bay Rd - 6	4	1	89	0.32	0.07	0.2225
29	61	Little Bay Rd -7	4	1	88	0.32	0.07	0.22
30	60.3	Fox Point Rd - 3	3	2	89	0.24	0.14	0.2225
31	59.8	Little Bay Rd -5	4	1	83	0.32	0.07	0.2075
32	58.8	Fox Point Rd - 4	3	2	83	0.24	0.14	0.2075
32	58.8	Fox Point Rd - 9	3	2	83	0.24	0.14	0.2075
32	58.8	Little Bay Rd - 4	4	1	79	0.32	0.07	0.1975
35	57.5	Fox Point Rd -5	3	2	78	0.24	0.14	0.195
36	56.5	Fox Point Rd - 6	3	2	74	0.24	0.14	0.185
37	54.5	Fox Point Rd -8	3	2	66	0.24	0.14	0.165
38	54.3	Beane Ln -1	3	1	93	0.24	0.07	0.2325
39	53.3	Fox Point Rd -7	3	2	61	0.24	0.14	0.1525
40	50.3	Patterson Ln - 2	2	2	81	0.16	0.14	0.2025

41	48	Old Post Rd -1	2	1	100	0.16	0.07	0.25
42	46.3	Hodgdon Farm Ln -1	2	2	65	0.16	0.14	0.1625
43	46	Patterson Ln -1	2	2	64	0.16	0.14	0.16
44	45.3	Gundalow Lndg -1	2	1	89	0.16	0.07	0.2225
45	44.3	Airport Rd -2	1	2	89	0.08	0.14	0.2225
45	44.3	Old Post Rd -3	2	1	85	0.16	0.07	0.2125
47	42.5	Old Post Rd -2	2	1	78	0.16	0.07	0.195
48	40.5	River Rd -2	1	2	74	0.08	0.14	0.185
49	40	Airport Rd -1	1	2	72	0.08	0.14	0.18
50	39.5	Hannah Ln -1	2	1	66	0.16	0.07	0.165
51	38.3	River Rd -1	1	2	65	0.08	0.14	0.1625
52	38	Dumpling Cove Rd -1	1	1	92	0.08	0.07	0.23
53	37.3	Welsh Cove Dr -1	1	1	89	0.08	0.07	0.2225
54	36.5	Brickyard Way -1	1	1	86	0.08	0.07	0.215
55	35.5	Little Bay Rd Ext -1	1	1	82	0.08	0.07	0.205
56	34.8	Captains' Landing -1	1	1	79	0.08	0.07	0.1975
57	34.5	Coleman Dr -1	1	1	78	0.08	0.07	0.195
58	34.3	Bloody Point Rd -1	1	2	49	0.08	0.14	0.1225
59	33.8	Mott Cove Rd -1	1	1	75	0.08	0.07	0.1875
59	33.8	Short St -1	1	2	47	0.08	0.14	0.1175
61	33	Old Dover Rd -1	1	2	44	0.08	0.14	0.11
62	31.3	Swan Island Ln -1	1	2	37	0.08	0.14	0.0925
63	27.5	Carters Ln -1	1	1	50	0.08	0.07	0.125

5 - 2018 Road Rank

Rank	Priority Score	Street	Importance	Traffic Volume	PCI 2018 (Road)	Importance Score	Traffic Volume Score	PCI Score
1	91.8	Gosling Rd	5	5	67	0.4	0.35	0.1675
2	81.8	Shattuck Way	5	3	83	0.4	0.21	0.2075
3	79.3	Nimble Hill Rd	5	3	73	0.4	0.21	0.1825
4	66.3	McIntyre Rd	4	2	81	0.32	0.14	0.2025
5	61.5	Little Bay Rd	4	1	90	0.32	0.07	0.2225
6	57.5	Fox Point Rd	3	2	78	0.24	0.14	0.195
7	54.3	Beane Ln	3	1	93	0.24	0.07	0.2325
8	48	Patterson Ln	2	2	72	0.16	0.14	0.18
9	46.3	Hodgdon Farm Ln	2	2	65	0.16	0.14	0.1625
10	45.3	Gundalow Lndg	2	1	89	0.16	0.07	0.2225
11	43.3	Old Post Rd	2	1	81	0.16	0.07	0.2025
12	41.8	Airport Rd	1	2	79	0.08	0.14	0.1975
13	39.5	Hannah Ln	2	1	66	0.16	0.07	0.165
14	39	River Rd	1	2	68	0.08	0.14	0.17
15	38	Dumpling Cove Rd	1	1	92	0.08	0.07	0.23
16	37.3	Welsh Cove Dr	1	1	89	0.08	0.07	0.2225
17	36.5	Brickyard Way	1	1	86	0.08	0.07	0.215
18	35.5	Little Bay Rd Ext	1	1	82	0.08	0.07	0.205
19	34.8	Captains Landing	1	1	79	0.08	0.07	0.1975
20	34.5	Coleman Dr	1	1	78	0.08	0.07	0.195
21	34.3	Bloody Point Rd	1	2	49	0.08	0.14	0.1225
22	33.8	Mott Cove Rd	1	1	75	0.08	0.07	0.1875
22	33.8	Short St	1	2	47	0.08	0.14	0.1175
24	33	Old Dover Rd	1	2	44	0.08	0.14	0.11
25	31.3	Swan Island Ln	1	2	37	0.08	0.14	0.0925
26	27.5	Carters Ln	1	1	50	0.08	0.07	0.125

6-2019 Segment Repairs

Name Sort	Repair Category	Repair	Miles Treated	Cost
Beane Ln - 1	Crack Sealing	Crack Seal (Major)	0.35	\$2,668
Fox Point Rd - 2	Crack Sealing	Crack Seal (Minor)	0.15	\$813
Fox Point Rd - 3	Crack Sealing	Crack Seal (Major)	0.25	\$1,804
Fox Point Rd - 4	Crack Sealing	Crack Seal (Minor)	0.25	\$1,310
Fox Point Rd - 4	Patching	Isolated Patch and HMA Shim	0.25	\$3,210
Fox Point Rd - 5	Crack Sealing	Crack Seal (Minor)	0.25	\$1,437
Fox Point Rd - 5	Patching	Isolated Patch and HMA Shim	0.25	\$3,521
Fox Point Rd - 6	Deferred Maintenance	Defer Maintenance	0.25	\$0
Fox Point Rd - 7	Deferred Maintenance	Defer Maintenance	0.25	\$0
Fox Point Rd - 8	Deferred Maintenance	Defer Maintenance	0.25	\$0
Fox Point Rd - 9	Crack Sealing	Crack Seal (Minor)	0.29	\$1,684
Fox Point Rd - 9	Patching	Isolated Patch and HMA Shim	0.29	\$4,126
Gosling Rd - 1	Deferred Maintenance	Defer Maintenance	0.25	\$0
Gosling Rd - 2	Deferred Maintenance	Defer Maintenance	0.25	\$0
Little Bay Rd - 1	Deferred Maintenance	Defer Maintenance	0.25	\$0
Little Bay Rd - 2	Deferred Maintenance	Defer Maintenance	0.25	\$0
Little Bay Rd - 3	Crack Sealing	Crack Seal (Major)	0.25	\$2,149
Little Bay Rd - 3	Patching	Isolated Patch and HMA Shim	0.25	\$3,830
Little Bay Rd - 4	Crack Sealing	Crack Seal (Minor)	0.25	\$1,435
Little Bay Rd - 4	Patching	Isolated Patch and HMA Shim	0.25	\$3,515
Little Bay Rd - 5	Crack Sealing	Crack Seal (Major)	0.25	\$1,974
Little Bay Rd - 5	Patching	Isolated Patch and HMA Shim	0.25	\$3,518
Little Bay Rd - 6	Crack Sealing	Crack Seal (Major)	0.25	\$1,979
Little Bay Rd - 7	Crack Sealing	Crack Seal (Major)	0.31	\$2,473
Mcintyre Rd - 1	Patching	Isolated Patch and HMA Shim	0.25	\$3,217
Mcintyre Rd - 1	Pavement Preservation/Maintenance	Microsurfacing (Single)	0.25	\$8,207
Mcintyre Rd - 2	Pavement Preservation/Maintenance	Microsurfacing (Single)	0.25	\$8,201
Mcintyre Rd - 3	Crack Sealing	Crack Seal (Major)	0.25	\$1,804
Mcintyre Rd - 4	Crack Sealing	Crack Seal (Major)	0.25	\$1,804
Mcintyre Rd - 5	Crack Sealing	Crack Seal (Major)	0.25	\$1,804
Mcintyre Rd - 6	Overlays	Milling / HMA (1.5")	0.18	\$18,220
Nimble Hill Rd - 1	Overlays	Milling / HMA (1.5")	0.19	\$21,820

Nimble Hill Rd - 2	Patching	Isolated Patch and HMA Shim	0.25	\$3,677
Nimble Hill Rd - 3	Patching	Isolated Patch and HMA Shim	0.25	\$3,671
Nimble Hill Rd - 4	Patching	Isolated Patch and HMA Shim	0.25	\$3,674
Nimble Hill Rd - 5	Overlays	HMA Overlay (1.25")	0.25	\$18,383
Nimble Hill Rd - 6	Overlays	HMA Overlay (1.25")	0.23	\$16,839
Patterson Ln - 1	Overlays	Milling / HMA (1.5")	0.25	\$25,606
Patterson Ln - 2	Overlays	HMA Overlay (1.25")	0.22	\$14,028
Shattuck Way - 1	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 2	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 3	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 4	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 5	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 6	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 7	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 8	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 9	Deferred Maintenance	Defer Maintenance	0.15	\$0

7 - 2019 Segment Rank

Rank	Priority Score	Street	Importance	Traffic Volume	PCI2019 (Segment)	Importance Score	Traffic Volume Score	PCI Score
1	94.8	Gosling Rd -1	5	5	79.34618	0.4	0.35	0.19836345
2	91.8	Woodbury Ave - 15	5	4	95.17189	0.4	0.28	0.237929725
3	91.6	Woodbury Ave -12	5	4	94.22759	0.4	0.28	0.235568975
4	91.3	Woodbury Ave - 14	5	4	93.13316	0.4	0.28	0.2338329
5	90.8	Woodbury Ave -13	5	4	91.30911	0.4	0.28	0.228272775
6	85.7	Gosling Rd - 2	5	5	42.85517	0.4	0.35	0.107162925
7	84.1	Nimble Hill Rd -1	5	3	92.58595	0.4	0.21	0.231464875
8	84	Nimble Hill Rd - 6	5	3	92.10046	0.4	0.21	0.23025115
9	83.8	Nimble Hill Rd -5	5	3	91.18845	0.4	0.21	0.227971125
10	83.5	Nimble Hill Rd - 2	5	3	89.88828	0.4	0.21	0.2247457
11	83.2	Nimble Hill Rd -4	5	3	88.62144	0.4	0.21	0.2215536
12	83	Nimble Hill Rd - 3	5	3	87.98303	0.4	0.21	0.219957575
13	82.4	Shattuck Way -1	5	3	85.75035	0.4	0.21	0.21425875
13	82.4	Shattuck Way - 2	5	3	85.75035	0.4	0.21	0.21425875
13	82.4	Shattuck Way -8	5	3	85.75035	0.4	0.21	0.21425875
16	81.3	Shattuck Way - 9	5	3	81.17022	0.4	0.21	0.20292555
17	79.7	Shattuck Way -7	5	3	74.78605	0.4	0.21	0.18665115
18	78.8	Shattuck Way - 4	5	3	71.13795	0.4	0.21	0.177844875
19	78.3	Shattuck Way -3	5	3	69.3139	0.4	0.21	0.17328475
20	77.9	Shattuck Way - 6	5	3	67.48985	0.4	0.21	0.168724625
21	77.2	Piscataqua Dr -1	4	3	96.64165	0.32	0.21	0.241604125
22	76	Shattuck Way - 5	5	3	60.19365	0.4	0.21	0.150484125
23	70.1	McIntyre Rd -1	4	2	96.99491	0.32	0.14	0.240987275
24	69.2	McIntyre Rd - 3	4	2	92.8329	0.32	0.14	0.23208225
24	69.2	McIntyre Rd -4	4	2	92.8329	0.32	0.14	0.23208225
26	69.1	McIntyre Rd - 6	4	2	92.58595	0.32	0.14	0.231464875
27	69	McIntyre Rd -2	4	2	91.88856	0.32	0.14	0.2297215
28	68.7	McIntyre Rd - 5	4	2	90.64404	0.32	0.14	0.2266101
29	63.1	Little Bay Rd - 3	4	1	96.21468	0.32	0.07	0.2405367
29	63.1	Little Bay Rd - 5	4	1	96.59773	0.32	0.07	0.241494325
31	62	Little Bay Rd -4	4	1	96.087	0.32	0.07	0.2402175
32	62.1	Fox Point Rd - 4	3	2	96.59773	0.24	0.14	0.241494325
32	62.1	Fox Point Rd - 9	3	2	96.59773	0.24	0.14	0.241494325
32	62.1	Little Bay Rd - 6	4	1	92.46809	0.32	0.07	0.231170225
35	62	Fox Point Rd - 5	3	2	95.9593	0.24	0.14	0.23989825
35	62	Little Bay Rd -7	4	1	92.10328	0.32	0.07	0.2302582
37	61.8	Little Bay Rd -1	4	1	91.2025	0.32	0.07	0.22800625
37	61.8	Little Bay Rd - 2	4	1	91.2025	0.32	0.07	0.22800625
39	61.7	Fox Point Rd -2	3	2	94.55695	0.24	0.14	0.23664275
40	61.1	Fox Point Rd - 3	3	2	92.46809	0.24	0.14	0.231170225
41	54.9	Fox Point Rd -6	3	2	67.48985	0.24	0.14	0.168724625
42	54.5	Beane Ln - 1	3	1	93.92733	0.24	0.07	0.234818325

43	53.4	Patterson Ln - 2	2	2	93.46851	0.16	0.14	0.233671275
44	53	Fox Point Rd - 8	3	2	60.19365	0.24	0.14	0.150484125
45	52.9	Patterson Ln - 1	2	2	91.67392	0.16	0.14	0.2291848
46	51.9	Fox Point Rd - 7	3	2	55.63352	0.24	0.14	0.1390838
47	45.8	Old Post Rd - 1	2	1	91.2025	0.16	0.07	0.22800675
48	44.8	Hodgdon Farm Ln - 1	2	2	59.28162	0.16	0.14	0.14820405
49	43.3	Gundalow Lndg - 1	2	1	81.17022	0.16	0.07	0.20292555
50	42.4	Old Post Rd - 3	2	1	77.52213	0.16	0.07	0.193805325
51	42.3	Airport Rd - 2	1	2	81.17022	0.08	0.14	0.20292555
52	40.8	Old Post Rd - 2	2	1	71.13795	0.16	0.07	0.177844875
53	38.9	River Rd - 2	1	2	67.49885	0.08	0.14	0.16824625
54	38.4	Airport Rd - 1	1	2	65.6658	0.08	0.14	0.1611645
55	38	Hannah Ln - 1	2	1	60.19365	0.16	0.07	0.15084125
56	36.8	River Rd - 1	1	2	59.28162	0.08	0.14	0.14820405
57	36	Dumpling Cove Rd - 1	1	1	83.9063	0.08	0.07	0.20976575
58	35.3	Walsh Cove Dr - 1	1	1	81.17022	0.08	0.07	0.20292555
59	34.6	Brickyard Way - 1	1	1	78.42415	0.08	0.07	0.196685375
60	33.7	Little Bay Rd Ext - 1	1	1	74.78605	0.08	0.07	0.18665125
61	33.2	Bloody Point Rd - 1	1	2	44.66922	0.08	0.14	0.1172305
62	33	Captains' Landing - 1	1	1	72.04997	0.08	0.07	0.180124925
63	32.8	Coleman Dr - 1	1	1	71.13795	0.08	0.07	0.177844875
64	32.7	Short St - 1	1	2	42.38517	0.08	0.14	0.107162925
65	32.1	Mott Cove Rd - 1	1	1	68.40187	0.08	0.07	0.171004675
66	32	Old Dover Rd - 1	1	2	40.1291	0.08	0.14	0.1003275
67	30.4	Swan Island Ln - 1	1	2	33.74492	0.08	0.14	0.0843623
68	26.4	Carters Ln - 1	1	1	45.60125	0.08	0.07	0.114003125

8 - 2019 Road Rank

Rank	Priority Score	Street	Importance	Traffic Volume	PCI 2019 (Road)	Importance Score	Traffic Volume Score	PCI Score
1	91.5	Woodbury Ave	5	4	94	0.4	0.28	0.235
2	90.3	Gosling Rd	5	5	61	0.4	0.35	0.1525
3	83.5	Nimble Hill Rd	5	3	90	0.4	0.21	0.225
4	79.8	Shattuck Way	5	3	75	0.4	0.21	0.1875
5	77.3	Piscataqua Dr	4	3	97	0.32	0.21	0.2425
6	69.3	McIntyre Rd	4	2	93	0.32	0.14	0.2325
7	62.5	Little Bay Rd	4	1	94	0.32	0.07	0.235
8	58.5	Fox Point Rd	3	2	82	0.24	0.14	0.205
9	54.5	Beane Ln	3	1	94	0.24	0.07	0.235
10	53.3	Patterson Ln	2	2	93	0.16	0.14	0.2325
11	44.8	Hodgdon Farm Ln	2	2	59	0.16	0.14	0.1475
12	43.3	Gundalow Lndg	2	1	81	0.16	0.07	0.2025
13	41.5	Old Post Rd	2	1	74	0.16	0.07	0.185
14	40	Airport Rd	1	2	72	0.08	0.14	0.18
15	38	Hannah Ln	2	1	60	0.16	0.07	0.15
16	37.5	River Rd	1	2	62	0.08	0.14	0.155
17	36	Dumpling Cove Rd	1	1	84	0.08	0.07	0.21
18	35.3	Welsh Cove Dr	1	1	81	0.08	0.07	0.2025
19	34.5	Brickyard Way	1	1	78	0.08	0.07	0.195
20	33.8	Little Bay Rd Ext	1	1	75	0.08	0.07	0.1875
21	33.3	Bloody Point Rd	1	2	45	0.08	0.14	0.1125
22	33	Captains' Landing	1	1	72	0.08	0.07	0.18
23	32.8	Coleman Dr	1	1	71	0.08	0.07	0.1775
23	32.8	Short St	1	2	43	0.08	0.14	0.1075
25	32	Mott Cove Rd	1	1	68	0.08	0.07	0.17
25	32	Old Dover Rd	1	2	40	0.08	0.14	0.1
27	30.5	Swan Island Ln	1	2	34	0.08	0.14	0.085
28	26.5	Carters Ln	1	1	46	0.08	0.07	0.115

Q - 2020 Segment Repairs

Name	Repair Category	Repair	Miles Treated	Cost
Sort				
Airport Rd - 1	Crack Sealing	Crack Seal (Minor)	0.25	\$1,226
Airport Rd - 1	Patching	Isolated Patch and HMA Shim	0.25	\$3,004
Airport Rd - 2	Crack Sealing	Crack Seal (Minor)	0.18	\$859
Airport Rd - 2	Patching	Isolated Patch and HMA Shim	0.18	\$2,103
Beane Ln - 1	Crack Sealing	Crack Seal (Minor)	0.35	\$2,002
Fox Point Rd - 2	Deferred Maintenance	Defer Maintenance	0.15	\$0
Fox Point Rd - 3	Deferred Maintenance	Defer Maintenance	0.25	\$0
Fox Point Rd - 4	Deferred Maintenance	Defer Maintenance	0.25	\$0
Fox Point Rd - 5	Deferred Maintenance	Defer Maintenance	0.25	\$0
Fox Point Rd - 6	Overlays	Milling / HMA (1.5")	0.25	\$28,985
Fox Point Rd - 7	Overlays	Milling / HMA (1.5")	0.25	\$28,942
Fox Point Rd - 8	Overlays	Milling / HMA (1.5")	0.25	\$28,920
Fox Point Rd - 9	Deferred Maintenance	Defer Maintenance	0.29	\$0
Gosling Rd - 1	Deferred Maintenance	Defer Maintenance	0.25	\$0
Gosling Rd - 2	Deferred Maintenance	Defer Maintenance	0.25	\$0
Gundalow Lndg - 1	Crack Sealing	Crack Seal (Major)	0.36	\$2,819
Hodgdon Farm Ln - 1	Overlays	HMA Overlay (1.5")	0.23	\$22,720
Little Bay Rd - 1	Crack Sealing	Crack Seal (Minor)	0.25	\$1,612
Little Bay Rd - 2	Crack Sealing	Crack Seal (Minor)	0.25	\$1,612
Little Bay Rd - 3	Deferred Maintenance	Defer Maintenance	0.25	\$0
Little Bay Rd - 4	Deferred Maintenance	Defer Maintenance	0.25	\$0
Little Bay Rd - 5	Deferred Maintenance	Defer Maintenance	0.25	\$0
Little Bay Rd - 6	Crack Sealing	Crack Seal (Minor)	0.25	\$1,485
Little Bay Rd - 7	Crack Sealing	Crack Seal (Minor)	0.31	\$1,856
Mcintyre Rd - 1	Deferred Maintenance	Defer Maintenance	0.25	\$0
Mcintyre Rd - 2	Crack Sealing	Crack Seal (Minor)	0.25	\$1,354
Mcintyre Rd - 3	Crack Sealing	Crack Seal (Minor)	0.25	\$1,354
Mcintyre Rd - 4	Crack Sealing	Crack Seal (Minor)	0.25	\$1,354
Mcintyre Rd - 5	Crack Sealing	Crack Seal (Minor)	0.25	\$1,354
Nimble Hill Rd - 6	Crack Sealing	Crack Seal (Minor)	0.18	\$964
Nimble Hill Rd - 1	Crack Sealing	Crack Seal (Minor)	0.19	\$1,155
Nimble Hill Rd - 2	Crack Sealing	Crack Seal (Minor)	0.25	\$1,549

Nimble Hill Rd - 3	Crack Sealing	Crack Seal (Major)	0.25	\$2,126
Nimble Hill Rd - 4	Crack Sealing	Crack Seal (Major)	0.25	\$2,128
Nimble Hill Rd - 5	Crack Sealing	Crack Seal (Minor)	0.25	\$1,549
Nimble Hill Rd - 6	Crack Sealing	Crack Seal (Minor)	0.23	\$1,419
Old Post Rd - 1	Pavement Preservation/Maintenance	Fog Seal	0.25	\$3,187
Old Post Rd - 1	Pavement Preservation/Maintenance	Microsurfacing (Single)	0.25	\$7,243
Old Post Rd - 1	Crack Sealing	Crack Seal (Minor)	0.01	\$66
Old Post Rd - 2	Crack Sealing	Crack Seal (Minor)	0.37	\$1,699
Old Post Rd - 2	Pavement Preservation/Maintenance	Microsurfacing (Single)	0.37	\$10,617
Patterson Ln - 1	Crack Sealing	Crack Seal (Minor)	0.25	\$1,355
Patterson Ln - 2	Crack Sealing	Crack Seal (Minor)	0.22	\$1,182
Piscataqua Dr - 1	Deferred Maintenance	Defer Maintenance	0.18	\$0
Shattuck Way - 1	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 2	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 3	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 4	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 5	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 6	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 7	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 8	Deferred Maintenance	Defer Maintenance	0.25	\$0
Shattuck Way - 9	Deferred Maintenance	Defer Maintenance	0.15	\$0
Woodbury Ave - 12	Crack Sealing	Crack Seal (Minor)	0.25	\$4,565
Woodbury Ave - 13	Crack Sealing	Crack Seal (Minor)	0.25	\$4,660
Woodbury Ave - 14	Crack Sealing	Crack Seal (Minor)	0.25	\$4,681
Woodbury Ave - 15	Deferred Maintenance	Defer Maintenance	0.30	\$0

10 - 2020 Segment Rank

Rank	Priority Score	Street	Importance	Traffic Volume	PCI 2020 (Segment)	Importance Score	Traffic Volume	PCI Score
1	93.9	Gosling Rd - 1	5	5	75.7756	0.4	0.35	0.189439
2	92	Woodbury Ave - 12	5	4	95.99494	0.4	0.28	0.23998735
3	91.9	Woodbury Ave - 14	5	4	95.57687	0.4	0.28	0.238942175
4	91.7	Woodbury Ave - 13	5	4	94.88008	0.4	0.28	0.2372002
5	90.7	Woodbury Ave - 15	5	4	90.88915	0.4	0.28	0.227222875
6	85.2	Gosling Rd - 2	5	5	40.93624	0.4	0.35	0.1023406
7	84.8	Nimble Hill Rd - 1	5	3	95.367783	0.4	0.21	0.238419575
7	84.8	Nimble Hill Rd - 6	5	3	95.18237	0.4	0.21	0.237955925
9	84.7	Nimble Hill Rd - 5	5	3	94.83398	0.4	0.21	0.23708495
10	84.6	Nimble Hill Rd - 2	5	3	94.34114	0.4	0.21	0.23585285
11	84.5	Nimble Hill Rd - 4	5	3	93.85339	0.4	0.21	0.234633475
12	84.4	Nimble Hill Rd - 3	5	3	93.60932	0.4	0.21	0.2340238
13	81.5	Shattuck Way - 1	5	3	81.87248	0.4	0.21	0.2046812
13	81.5	Shattuck Way - 2	5	3	81.87248	0.4	0.21	0.2046812
13	81.5	Shattuck Way - 8	5	3	81.87248	0.4	0.21	0.2046812
16	80.4	Shattuck Way - 9	5	3	77.51756	0.4	0.21	0.1937939
17	78.9	Shattuck Way - 7	5	3	71.42068	0.4	0.21	0.178517
18	78	Shattuck Way - 4	5	3	67.93674	0.4	0.21	0.16984185
19	77.5	Shattuck Way - 3	5	3	66.19478	0.4	0.21	0.16548695
20	77.1	Shattuck Way - 6	5	3	64.4528	0.4	0.21	0.161132
21	76.1	Piscataqua Dr - 1	4	3	92.29277	0.32	0.21	0.230734925
22	75.4	Shattuck Way - 5	5	3	57.48494	0.4	0.21	0.14371235
23	69.9	McIntyre Rd - 3	4	2	95.46217	0.32	0.14	0.23865425
23	69.9	McIntyre Rd - 4	4	2	95.46217	0.32	0.14	0.23865425
25	69.8	McIntyre Rd - 2	4	2	95.10144	0.32	0.14	0.2377536
25	69.8	McIntyre Rd - 6	4	2	95.36783	0.32	0.14	0.238419575
27	66.7	McIntyre Rd - 5	4	2	94.62602	0.32	0.14	0.23656505
28	69	McIntyre Rd - 1	4	2	92.05714	0.32	0.14	0.23014285
29	62.8	Little Bay Rd - 6	4	1	95.32281	0.32	0.07	0.238307025
29	62.8	Little Bay Rd - 7	4	1	95.18346	0.32	0.07	0.23795865
31	62.7	Little Bay Rd - 1	4	1	94.83936	0.32	0.07	0.2370984
31	62.7	Little Bay Rd - 2	4	1	94.83936	0.32	0.07	0.2370984
33	62.1	Little Bay Rd - 5	4	1	92.25083	0.32	0.07	0.230627075
34	62	Little Bay Rd - 3	4	1	91.88502	0.32	0.07	0.22971255
35	61.9	Little Bay Rd - 4	4	1	91.76308	0.32	0.07	0.2294077
36	61.2	Fox Point Rd - 6	3	2	92.89056	0.24	0.14	0.2322264
37	61.1	Fox Point Rd - 4	3	2	92.25083	0.24	0.14	0.230627075

37	61.1	Fox Point Rd - 9	3	2	92.25083	0.24	0.14	0.230627075
39	60.9	Fox Point Rd - 5	3	2	91.64114	0.24	0.14	0.22910285
41	60.7	Fox Point Rd - 8	3	2	91.49699	0.24	0.14	0.228742475
42	60.6	Fox Point Rd - 2	3	2	90.62601	0.24	0.14	0.226565025
43	60.1	Fox Point Rd - 3	3	2	90.39738	0.24	0.14	0.22599345
44	55	Beane Ln - 1	3	1	95.88024	0.24	0.07	0.2397006
45	53.9	Patterson Ln - 2	2	2	95.70497	0.16	0.14	0.239262425
46	53.8	Patterson Ln - 1	2	2	95.01944	0.16	0.14	0.2375486
47	52.8	Hodgdon Farm Ln - 1	2	2	91.32273	0.16	0.14	0.22830695
48	47.3	Old Post Rd - 3	2	1	97.27353	0.16	0.07	0.243183825
49	47	Old Post Rd - 2	2	1	96.1524	0.16	0.07	0.240381
50	46.7	Old Post Rd - 1	2	1	94.83936	0.16	0.07	0.2370984
51	46.2	Airport Rd - 2	1	2	96.85246	0.08	0.14	0.2421315
52	45.8	Gundalow Lndg - 1	2	1	91.00702	0.16	0.07	0.22751755
53	45.7	Airport Rd - 1	1	2	94.77952	0.08	0.14	0.2369488
54	38.1	River Rd - 2	1	2	64.45281	0.08	0.14	0.161132025
55	37.4	Hannah Ln - 1	2	1	57.48494	0.16	0.07	0.14371235
56	36.2	River Rd - 1	1	2	56.61395	0.08	0.14	0.141534875
57	35	Dumpling Cove Rd	1	1	80.13052	0.08	0.07	0.2003263
58	34.4	Welsh Cove Dr - 1	1	1	77.51757	0.08	0.07	0.193793925
59	33.7	Brickyard Way - 1	1	1	74.90462	0.08	0.07	0.18726155
60	32.9	Little Bay Rd Ext - 1	1	1	71.42068	0.08	0.07	0.1785517
61	32.7	Bloody Point Rd - 1	1	2	42.67821	0.08	0.14	0.106695525
62	32.2	Captains' Landing - 1	1	1	68.80773	0.08	0.07	0.172019325
62	32.2	Short St - 1	1	2	40.93624	0.08	0.14	0.1023406
64	32	Coleman Dr - 1	1	1	67.93674	0.08	0.07	0.16984185
65	31.6	Old Dover Rd - 1	1	2	38.32379	0.08	0.14	0.095808225
66	31.3	Mott Cove Rd - 1	1	1	65.32379	0.08	0.07	0.163309475
67	30.1	Swan Island Ln - 1	1	2	32.2261	0.08	0.14	0.080566025
68	25.9	Carters Ln - 1	1	1	43.54919	0.08	0.07	0.108872975

II - 2020 Road Rank

Rank	Priority Score	Street	Importance	Traffic Volume	PCI 2019 (Road)	Importance Score	Traffic Volume Score	PCI Score
1	91.5	Woodbury Ave	5	4	94	0.4	0.28	0.235
2	90.3	Gosling Rd	5	5	61	0.4	0.35	0.1525
3	83.5	Nimble Hill Rd	5	3	90	0.4	0.21	0.225
4	79.8	Shattuck Way	5	3	75	0.4	0.21	0.1875
5	77.3	Piscataqua Dr	4	3	97	0.32	0.21	0.2425
6	69.3	McIntyre Rd	4	2	93	0.32	0.14	0.2325
7	62.5	Little Bay Rd	4	1	94	0.32	0.07	0.235
8	58.5	Fox Point Rd	3	2	82	0.24	0.14	0.205
9	54.5	Beane Ln	3	1	94	0.24	0.07	0.235
10	53.3	Patterson Ln	2	2	93	0.16	0.14	0.2325
11	44.8	Hodgdon Farm Ln	2	2	59	0.16	0.14	0.1475
12	43.3	Gundalow Lndg	2	1	81	0.16	0.07	0.2025
13	41.5	Old Post Rd	2	1	74	0.16	0.07	0.185
14	40	Airport Rd	1	2	72	0.08	0.14	0.18
15	38	Hannah Ln	2	1	60	0.16	0.07	0.15
16	37.5	River Rd	1	2	62	0.08	0.14	0.155
17	36	Dumpling Cove Rd	1	1	84	0.08	0.07	0.21
18	35.3	Welsh Cove Dr	1	1	81	0.08	0.07	0.2025
19	34.5	Brickyard Way	1	1	78	0.08	0.07	0.195
20	33.8	Little Bay Rd Ext	1	1	75	0.08	0.07	0.1875
21	33.3	Bloody Point Rd	1	2	45	0.08	0.14	0.1125
22	33	Captains Landing	1	1	72	0.08	0.07	0.18
23	32.8	Coleman Dr	1	1	71	0.08	0.07	0.1775
23	32.8	Short St	1	2	43	0.08	0.14	0.1075
25	32	Mott Cove Rd	1	1	68	0.08	0.07	0.17
25	32	Old Dover Rd	1	2	40	0.08	0.14	0.1
27	30.5	Swan Island Ln	1	2	34	0.08	0.14	0.085
28	26.5	Carters Ln	1	1	46	0.08	0.07	0.115

12-2021 Segment Repairs

Name	Repair Category	Repair	Miles Treated	Cost
Gosling Rd - 1	Patching	Isolated Patch and HMA Shim	0.25	\$7,336
Gosling Rd - 1	Pavement Preservation/Maintenance	Fog Seal	0.25	\$8,235
Gosling Rd - 1	Pavement Preservation/Maintenance	Microsurfacing (Single)	0.25	\$18,716
Gosling Rd - 2	Rehabilitate and Rebuild	FDR & Cold Mix (4")	0.25	\$60,060
Nimble Hill Rd - 1	Deferred Maintenance	Defer Maintenance	0.19	\$0
Nimble Hill Rd - 2	Deferred Maintenance	Defer Maintenance	0.25	\$0
Nimble Hill Rd - 3	Crack Sealing	Crack Seal (Minor)	0.25	\$1,596
Nimble Hill Rd - 4	Crack Sealing	Crack Seal (Minor)	0.25	\$1,597
Nimble Hill Rd - 5	Deferred Maintenance	Defer Maintenance	0.25	\$0
Nimble Hill Rd - 6	Deferred Maintenance	Defer Maintenance	0.23	\$0
Shattuck Way - 1	Pavement Preservation/Maintenance	Microsurfacing (Single)	0.25	\$15,400
Shattuck Way - 2	Pavement Preservation/Maintenance	Microsurfacing (Single)	0.25	\$15,365
Shattuck Way - 3	Overlays	Milling / HMA (1.5")	0.25	\$48,048
Shattuck Way - 4	Overlays	Milling / HMA (1.5")	0.25	\$31,143
Shattuck Way - 5	Rehabilitate and Rebuild	FDR & HMA (4")	0.25	\$68,698
Shattuck Way - 6	Overlays	Milling / HMA (1.5")	0.25	\$31,143
Shattuck Way - 7	Overlays	Milling / HMA (1.5")	0.25	\$31,095
Shattuck Way - 8	Pavement Preservation/Maintenance	Microsurfacing (Single)	0.25	\$9,989
Shattuck Way - 9	Overlays	Milling / HMA (1.5")	0.15	\$18,563
Woodbury Ave - 12	Deferred Maintenance	Defer Maintenance	0.25	\$0
Woodbury Ave - 13	Deferred Maintenance	Defer Maintenance	0.25	\$0
Woodbury Ave - 14	Deferred Maintenance	Defer Maintenance	0.25	\$0
Woodbury Ave - 15	Crack Sealing	Crack Seal (Minor)	0.30	\$4,770

2021 Segment Rank

Rank	Priority Score	Street	Importance	Traffic Volume	PCI 2021 Segment	Importance Score	Traffic Volume	PCI Score
1	99.7	Gosling Rd - 1	5	5	98.9844	0.4	0.35	0.2474611
2	99.2	Gosling Rd - 2	5	5	96.9547	0.4	0.35	0.24238675
3	91.7	Woodbury Ave - 15	5	4	94.71966	0.4	0.28	0.23679915
4	90.9	Woodbury Ave - 12	5	4	91.67517	0.4	0.28	0.229187925
5	90.8	Woodbury Ave - 14	5	4	91.2759	0.4	0.28	0.22818875
6	90.7	Woodbury Ave - 13	5	4	90.61047	0.4	0.28	0.226526175
7	85.4	Shattuck Way - 5	5	3	97.7449	0.4	0.21	0.24436225
8	85	Nimble Hill Rd - 4	5	3	95.852	0.4	0.21	0.23963
9	84.9	Nimble Hill Rd - 3	5	3	95.75883	0.4	0.21	0.239397075
10	84.7	Shattuck Way - 9	5	3	94.80585	0.4	0.21	0.237014625
11	84.4	Shattuck Way - 1	5	3	93.45647	0.4	0.21	0.233641175
11	84.4	Shattuck Way - 2	5	3	93.45647	0.4	0.21	0.233641175
11	84.4	Shattuck Way - 7	5	3	93.64135	0.4	0.21	0.234103375
11	84.4	Shattuck Way - 8	5	3	93.45647	0.4	0.21	0.233641175
15	84.2	Shattuck Way - 3	5	3	92.6432	0.4	0.21	0.231668
15	84.2	Shattuck Way - 4	5	3	92.97592	0.4	0.21	0.2324398
17	84.1	Shattuck Way - 6	5	3	92.31049	0.4	0.21	0.23076225
18	83.8	Nimble Hill Rd - 1	5	3	91.07627	0.4	0.21	0.227690675
19	83.7	Nimble Hill Rd - 6	5	3	90.89916	0.4	0.21	0.2272479
20	83.6	Nimble Hill Rd - 5	5	3	90.56645	0.4	0.21	0.226416125
21	83.5	Nimble Hill Rd - 2	5	3	90.09579	0.4	0.21	0.225239475
22	75	Piscataqua Dr - 1	4	3	88.1396	0.32	0.21	0.220349
23	68.8	McIntyre Rd - 3	4	2	91.16637	0.32	0.14	0.227915925
23	68.8	McIntyre Rd - 4	4	2	91.16637	0.32	0.14	0.227915925
23	68.8	McIntyre Rd - 6	4	2	91.07627	0.32	0.14	0.227690675
26	68.7	McIntyre Rd - 2	4	2	90.82183	0.32	0.14	0.2270547
27	68.6	McIntyre Rd - 5	4	2	90.36785	0.32	0.14	0.225919625
28	68	McIntyre Rd - 1	4	2	87.91457	0.32	0.14	0.219786425
29	61.8	Little Bay Rd - 6	4	1	91.03328	0.32	0.07	0.2275832
30	61.7	Little Bay Rd - 7	4	1	90.9002	0.32	0.07	0.2272505
31	61.6	Little Bay Rd - 1	4	1	90.57159	0.32	0.07	0.226428975
31	61.6	Little Bay Rd - 2	4	1	90.57159	0.32	0.07	0.226428975
33	61	Little Bay Rd - 5	4	1	88.09954	0.32	0.07	0.22024885
34	60.9	Little Bay Rd - 3	4	1	87.75019	0.32	0.07	0.219375475
34	60.9	Little Bay Rd - 4	4	1	87.63374	0.32	0.07	0.21908435
36	60.2	Fox Point Rd - 6	3	2	88.71049	0.24	0.14	0.221776225
37	60	Fox Point Rd - 4	3	2	88.09954	0.24	0.14	0.22024885

37	60	Fox Point Rd - 9	3	2	88.09954	0.24	0.14	0.22024885
39	59.9	Fox Point Rd - 5	3	2	87.51729	0.24	0.14	0.218753225
40	59.8	Fox Point Rd - 8	3	2	87.37962	0.24	0.14	0.21844905
41	59.6	Fox Point Rd - 2	3	2	86.3295	0.24	0.14	0.21582375
41	59.6	Fox Point Rd - 7	3	2	86.54784	0.24	0.14	0.2163696
43	59.1	Fox Point Rd - 3	3	2	84.33321	0.24	0.14	0.210833025
44	53.9	Beane Ln - 1	3	1	91.56563	0.24	0.07	0.228914075
45	52.8	Patterson Ln - 2	2	2	91.39825	0.16	0.14	0.228495625
46	52.7	Patterson Ln - 1	2	2	90.74356	0.16	0.14	0.2268589
47	51.8	Hodgdon Farm Ln - 1	2	2	87.21326	0.16	0.14	0.21803315
48	46.2	Old Post Rd - 3	2	1	92.89622	0.16	0.07	0.23224055
49	46	Old Post Rd - 2	2	1	91.18255	0.16	0.07	0.229563875
50	45.6	Old Post Rd - 1	2	1	90.57159	0.16	0.07	0.226428975
51	45.1	Airport Rd - 2	1	2	92.49409	0.08	0.14	0.231235225
52	44.7	Gundalow Lndg - 1	2	1	86.91171	0.16	0.07	0.217279275
53	44.6	Airport Rd - 1	1	2	90.51443	0.08	0.14	0.226286075
54	37.4	River Rd - 2	1	2	61.55243	0.08	0.14	0.153881075
55	36.7	Hannah Ln - 1	2	1	54.89811	0.16	0.07	0.137245275
56	35.5	River Rd - 1	1	2	54.06633	0.08	0.14	0.135165825
57	34.1	Dumpling Cove Rd - 1	1	1	76.52464	0.08	0.07	0.1913116
58	33.5	Welsh Cove Dr - 1	1	1	74.02927	0.08	0.07	0.185073175
59	32.9	Brickyard Way - 1	1	1	71.53391	0.08	0.07	0.178834775
60	32.2	Bloody Point Rd - 1	1	2	40.75769	0.08	0.14	0.101894225
61	32.1	Little Bay Rd Ext - 1	1	1	68.20675	0.08	0.07	0.170516875
62	31.8	Short St - 1	1	2	39.09411	0.08	0.14	0.097735275
63	31.4	Captains Landing	1	1	65.71133	0.08	0.07	0.16427845
64	31.2	Coleman Dr - 1	1	1	64.87959	0.08	0.07	0.162198975
65	31.1	Old Dover Rd - 1	1	2	36.59874	0.08	0.14	0.09429685
66	30.6	Mott Cove Rd - 1	1	1	62.38422	0.08	0.07	0.15596055
67	29.7	Swan Island Ln - 1	1	2	30.77622	0.08	0.14	0.07694055
68	25.4	Carters Ln - 1	1	1	41.58943	0.08	0.07	0.1039737

14-2021 Road Rank

Rank	Priority Score	Street	Importance	Traffic Volume	PCI 2021 (Road)	Importance Score	Traffic Volume Score	PCI Score
1	99.5	Gosling Rd	5	5	98	0.4	0.35	0.245
2	91	Woodbury Ave	5	4	92	0.4	0.28	0.23
3	84.5	Shattuck Way	5	3	94	0.4	0.21	0.235
4	84	Nimble Hill Rd	5	3	92	0.4	0.21	0.23
5	75	Piscataqua Dr	4	3	88	0.32	0.21	0.22
6	68.5	McIntyre Rd	4	2	90	0.32	0.14	0.225
7	61.5	Little Bay Rd	4	1	90	0.32	0.07	0.225
8	59.8	Fox Point Rd	3	2	87	0.24	0.14	0.2175
9	54	Beane Ln	3	1	92	0.24	0.07	0.23
10	52.8	Patterson Ln	2	2	91	0.16	0.14	0.2275
11	51.8	Hodgdon Farm Ln	2	2	87	0.16	0.14	0.2175
12	46	Old Post Rd	2	1	92	0.16	0.07	0.23
13	44.8	Airport Rd	1	2	91	0.08	0.14	0.2275
13	44.8	Gundalow Lndg	2	1	87	0.16	0.07	0.2175
15	36.8	Hannah Ln	2	1	55	0.16	0.07	0.1375
16	36.3	River Rd	1	2	57	0.08	0.14	0.1425
17	34.3	Dumpling Cove Rd	1	1	77	0.08	0.07	0.1925
18	33.5	Welsh Cove Dr	1	1	74	0.08	0.07	0.185
19	33	Brickyard Way	1	1	72	0.08	0.07	0.18
20	32.3	Bloody Point Rd	1	2	41	0.08	0.14	0.1025
21	32	Little Bay Rd Ext	1	1	68	0.08	0.07	0.17
22	31.8	Short St	1	2	39	0.08	0.14	0.0975
23	31.5	Captains Landing	1	1	66	0.08	0.07	0.165
24	31.3	Coleman Dr	1	1	65	0.08	0.07	0.1625
24	31.3	Old Dover Rd	1	2	37	0.08	0.14	0.0925
26	30.5	Mott Cove Rd	1	1	62	0.08	0.07	0.155
27	29.8	Swan Island Ln	1	2	31	0.08	0.14	0.0775
28	25.5	Carters Ln	1	1	42	0.08	0.07	0.105

15-Road Repairs

Street	PGI	2018		2019	
		Priority Score	Rank	Repair	Cost
Gosling Rd	67	91.8	1	Deferred Maintenance	\$0.00
Shattuck Way	83	81.8	2	Deferred Maintenance	\$0.00
Nimble Hill Rd	73	79.3	3	Milling / HMA (1.5") HMA Overlay (1.25") Isolated Patch and HMA Shim	\$68,064.10
McIntyre Rd	81	66.3	4	Milling / HMA (1.5") Isolated Patch and HMA Shim Microsurfacing (Single) Crack Seal (Major)	\$43,257.55
Little Bay Rd	90	61.5	5	Crack Seal (Minor) Crack Seal (Major) Isolated Patch and HMA Shim	\$20,874.23
Fox Point Rd	78	57.5	6	Crack Seal (Minor) Isolated Patch and HMA Shim	\$17,905.56
Beane Ln	93	54.3	7	Crack Seal (Major)	\$2,667.57
Patterson Ln	66	48	8	Milling / HMA (1.5") HMA Overlay (1.25")	\$39,633.16 \$192,402.17

Street	PGI	2018		2019			
		Priority Score	Rank	Street	PGI	Priority Score	Rank
Gosling Rd	67	91.8	1	Woodbury Ave	94	91.5	1
Shattuck Way	83	81.8	2	Gosling Rd	61	90.3	2
Nimble Hill Rd	73	79.3	3	Nimble Hill Rd	90	83.5	3
McIntyre Way	81	66.3	4	Shattuck Way	75	79.8	4
Little Bay Dr	90	61.5	5	Piscataqua Dr	97	77.3	5
Fox Point Rd	78	57.5	6	McIntyre Rd	93	69.3	6
Beane Ln	93	54.3	7	Little Bay Rd	94	62.5	7
Patterson Ln	66	48	8	Fox Point Rd	80	58	8
Hodgdon Farm Ln				Beane Ln	85	52.3	9
Gundalow Ln				Patterson Ln	66	46.5	10
Airport Rd				Hodgdon Farm Ln	59	44.8	11
Old Post Rd				Gundalow Ln	81	43.3	12

2020		2021	
Repair	Cost	Repair	Cost
Crack Seal (Minor)	\$13,906.74		
Deferred Maintenance	\$0.00		
Crack Seal (Major) Crack Seal (Minor)	\$9,924.89	Gosling Rd	94 91.5 FDR & Cold Mix (4") Isolated Patch and HMA Shim Fog Seal Microsurfacing (Single)
Nimble Hill Rd	58 89.5 Crack Seal (Minor)		\$94,347.37
Deferred Maintenance	\$0.00	Shattuck Way	94 84.5 FDR & HMA (4") Milling / HMA (1.5") Microsurfacing (Single)
Deferred Maintenance	\$0.00		\$3,192.91
Deferred Maintenance	\$0.00		\$269,448.40
Crack Seal (Minor)	\$6,380.64		\$371,758.68
Crack Seal (Minor)	\$6,565.41		
Milling / HMA (1.5")	\$86,846.56		
Crack Seal (Minor)	\$2,002.12		
Crack Seal (Minor)	\$2,536.87		
HMA Overlay (1.5")	\$22,719.81		
Crack Seal (Major)	\$2,819.42		
Crack Seal (Minor) Microsurfacing (Single) Fog Seal	\$22,812.61		
Isolated Patch and HMA Shim Crack Seal (Minor)	\$7,191.81		
	\$183,706.88		

2020		2021	
Repair	Cost	Repair	Cost
Crack Seal (Minor)	\$13,906.74		
Deferred Maintenance	\$0.00		
Crack Seal (Major) Crack Seal (Minor)	\$9,924.89	Gosling Rd	94 91.5 FDR & Cold Mix (4") Isolated Patch and HMA Shim Fog Seal Microsurfacing (Single)
Nimble Hill Rd	58 89.5 Crack Seal (Minor)		\$94,347.37
Deferred Maintenance	\$0.00	Shattuck Way	94 84.5 FDR & HMA (4") Milling / HMA (1.5") Microsurfacing (Single)
Deferred Maintenance	\$0.00		\$3,192.91
Deferred Maintenance	\$0.00		\$269,448.40
Crack Seal (Minor)	\$6,380.64		\$371,758.68
Crack Seal (Minor)	\$6,565.41		
Milling / HMA (1.5")	\$86,846.56		
Crack Seal (Minor)	\$2,002.12		
Crack Seal (Minor)	\$2,536.87		
HMA Overlay (1.5")	\$22,719.81		
Crack Seal (Major)	\$2,819.42		
Crack Seal (Minor) Microsurfacing (Single) Fog Seal	\$22,812.61		
Isolated Patch and HMA Shim Crack Seal (Minor)	\$7,191.81		
	\$183,706.88		

16 - System PCI (Pavement Condition Index)

Year	PCI
2018 PCI at Survey	78.2
2019 PCI with Repairs	86.5
2020 PCI with Repairs	89.7
2021 PCI with Repairs	91.2