



PAVEMENT MANAGEMENT SYSTEM

Town of Mansfield, Connecticut

Prepared for:

Town of Mansfield
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Executive Summary

Amec Foster Wheeler Environment & Infrastructure, Inc. (Amec Foster Wheeler) was awarded a contract with the Town of Mansfield (Town) to implement a Pavement Management System (PMS) for the roads maintained by the Town and to produce a list of needs for the road network, considering a ten year planning horizon. A PMS assists the Town by providing current inspection data used to evaluate pavement condition. This helps to maintain a defined desirable level of pavement performance while optimizing the expenditure of limited fiscal resources. Specifically, the system provides administrators and engineering staff with:

- ▶ Inventory of all Town maintained roadways
- ▶ Current pavement condition for all Town maintained roadways
- ▶ A listing of pavement needing maintenance and rehabilitation
- ▶ A forecast of budget needs for maintenance and rehabilitation

A summary of the results of the PMS update is contained in this Executive Summary.

Inventory

The inventory data was developed based upon the Town-provided GIS data and was further refined during the field surveys. A total of approximately 100.4 centerline miles of paved roads maintained by the Town were added to PAVER. This translates to 180 branches (roadways) and 293 sections. In addition to the paved network, a separate network consisting of 6.8 centerline miles of unsurfaced pavement was also added. The following table provides a summary of the paved road network of the Town of Mansfield.

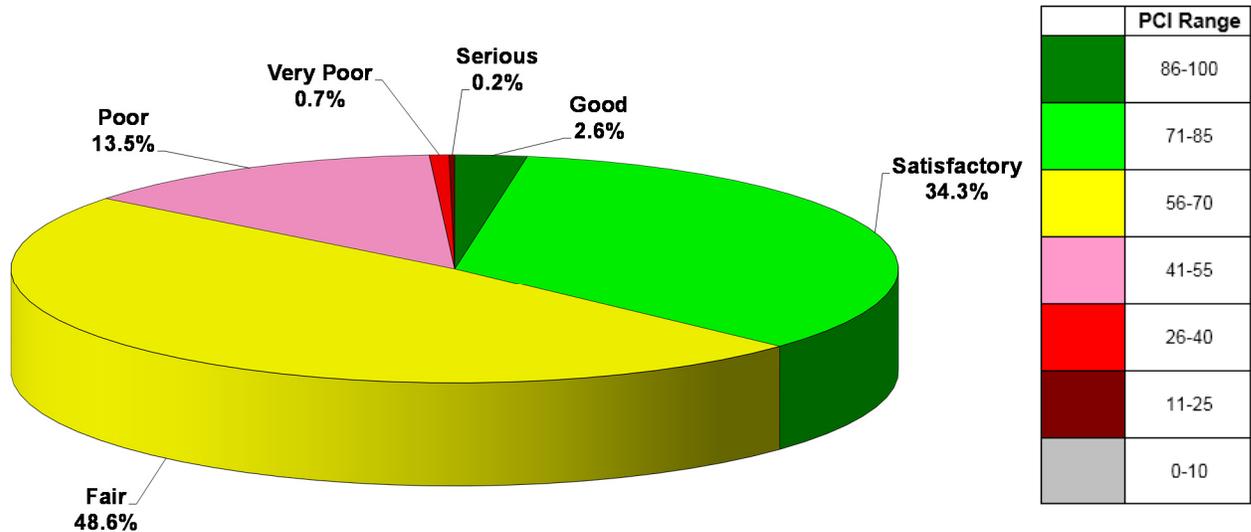
Table ES-1. Paved Network Summary by Functional Classification

Functional Classification	No. of Sections	Centerline Miles
Collector	22	7.5
Residential Collector	89	42.1
Residential	182	50.8
Total	293	100.4

Pavement Condition Survey

PAVER utilizes pavement condition survey information as the basis for developing maintenance and rehabilitation plans. The condition survey methods specified in ASTM D 6433 “Standard Practice for Roads and Parking Lots Pavement Condition Survey” were used to visually assess pavement condition for the pavement sections. The distress quantities and severity levels from the sample units are used to compute the Pavement Condition Index (PCI) value for each section. PCI values range from 0 to 100, with a PCI of 0 considered failed and a PCI of 100 considered perfect, with no distress.

The area-weighted network average PCI value for the Town of Mansfield is 67, corresponding to a “Fair” overall condition. The following figure shows the percentage of pavement area within each PCI range for the network. As seen from the figure, approximately 63% of the network in the Town of Mansfield is in “Fair” to “Serious” condition.



*PCI ranges are further defined in Table 3-2 on page 3-2 of this report.

Figure ES-1. Percentage of Pavement Area Within Each PCI Range* for the Network

The area-weighted PCI by functional classification for the entire network is presented in the following table.

Table ES-2. Area-Weighted PCI by Functional Classification

Functional Classification	Area-Weighted PCI
Collector	78
Residential Collector	68
Residential	65
All	67

Maintenance and Rehabilitation Analysis

The network average PCI value is 67 according to the 2015 survey data. With the current average annual funding level of \$600,000 the average network PCI value is expected to drop to 60 in ten years. Increased investment above the current level of \$600,000 is needed to maintain the system at its current performance level of 67.

We recommend a **minimum** increase to annual funding of \$1.3 million/year, with approximately \$70,000 of that amount allocated to maintenance activities such as crack sealing and patching. This will allow the overall condition to increase to 71, “Satisfactory” condition, and will also start to decrease the backlog of rehabilitation activities.

1.0 Introduction

Amec Foster Wheeler Environment & Infrastructure, Inc. (Amec Foster Wheeler) was awarded a contract with the Town of Mansfield (Town) to implement a PAVER Pavement Management System (PMS) and produce a list of needs for the road network, considering a ten-year planning horizon.

Pavement management offers the potential for improved road conditions and reduced pavement maintenance costs, simultaneously. Many communities with a backlog of maintenance and constrained funds find this idea too good to be true; but the concept is tested and proven. The key is in maintaining streets and roads in good condition (at a relatively low cost) rather than allowing pavements to deteriorate to the point where extensive rehabilitation or reconstruction becomes necessary.

To meet this need, Amec Foster Wheeler has implemented PAVER for their pavement network and updated it with condition and inventory data collected in the field. PAVER is a pavement management system that was originally developed in the late 1970s for the Department of Defense. It is now one of the most widely used systems for managing pavements. This report contains the results of the PAVER implementation and provides maintenance and rehabilitation (M&R) needs for the Town's pavement network.

The report contains five sections including:

- ▶ Introduction (Overview of the Pavement Management System)
- ▶ Network Definition
- ▶ Pavement Condition Analysis
- ▶ PAVER Customization
- ▶ Maintenance and Rehabilitation Needs

A pavement management system assists the Town by providing current inspection data used to evaluate pavement condition. This helps to maintain a Town-defined desirable level of pavement performance while optimizing the expenditure of limited fiscal resources. Specifically, the program provides administrators and maintenance personnel with:

- ▶ Inventory of all Town maintained roadways
- ▶ Current pavement condition for all Town maintained roadways
- ▶ A listing of pavement needing maintenance and rehabilitation
- ▶ A forecast of budget needs for maintenance and rehabilitation

It must be recognized that this report is limited to existing pavement repairs based on the inspections conducted in 2015. It does not include deficiencies for other right-of-way elements such as sidewalks, curb & gutter, drainage, trees, and non-structural improvements such as decorative crosswalks, medians, lighting and street furniture. The recommendations generated by the PMS are for planning purposes only. The resulting general recommendations are not intended to replace sound engineering judgment, which should dictate specific needs for an individual project. M&R projects should be based on a combination of the system's recommendations weighed against the Town's preferences, budget constraints and other factors. In addition, further refinements may be warranted from an engineering staff review of the pavement condition. For example, a particular pavement section may require treatment earlier (or later) than the rest of the roads in its localized area.

1.1. Pavement Management Concept

In most cities throughout the United States, road and street surfaces represent the largest single cost of building and maintaining a transportation system. Forty to fifty percent of public funds spent on roadway systems are for the road surface. For many smaller communities, this percentage can be much higher. Because of this tremendous investment in roadway systems, local agencies must be able to control cost by preventing deterioration of roadway surfaces. This requires making cost effective decisions regarding the maintenance, repair, rehabilitation and reconstruction of the roadway network within the Town. Developing an M&R budget based on cost-effective decisions requires a rational, systematic process of evaluating the condition of the road network and allocating limited funds where they can do the most good.

A PMS is a formal program that provides a systematic, consistent approach to evaluate the present condition of each pavement surface, determine the proper type of M&R given a particular condition level and distress type, prioritize necessary repairs within the network and produce reports. The reports include a variety of information such as the current overall condition of the network and the cost to maintain the entire network at an acceptable level of service.

The underlying conceptual framework of a pavement management system is the pavement deterioration curve shown in Figure 1-1 which illustrates that roads in good shape cost less to maintain than roads in bad shape. With that concept in mind, pavement management systems were created to provide a structured framework for keeping the network in good condition. The main goal of a PMS is to assist decision makers in developing cost-effective strategies so that available maintenance funds are spent in a rational and systematic manner that focuses on the preventative maintenance concept rather than a worst-first approach.

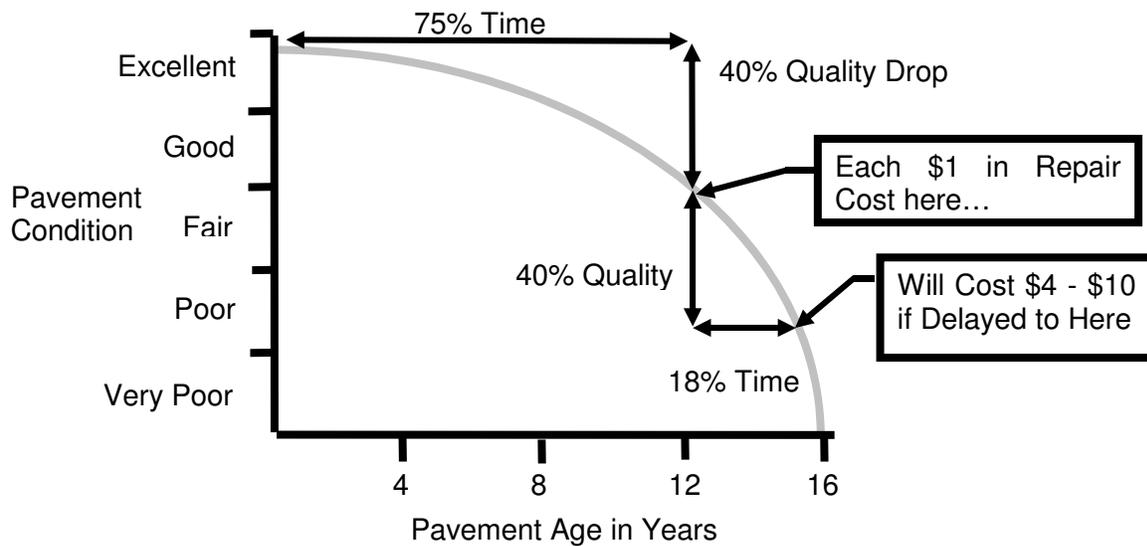


Figure 1-1. Pavement Deterioration Concept

The reason for the focus on preventative maintenance can be best illustrated by reviewing Figure 1-2. It conceptually shows what types of maintenance and rehabilitation techniques are required to upgrade the condition of a pavement as it ages. If for example, rehabilitation is performed at the 12 year mark, the pavement may require rehabilitation such as an overlay. If rehabilitation is delayed until the 16 year mark, the pavement requires reconstruction which is much more expensive. Notice that the rate of deterioration begins to rapidly increase after the 75% use point. Beyond that point a much more expensive rehabilitation procedure is necessary to upgrade the street. Therefore, the primary goal of any pavement management system is to keep the good streets in good shape, and delay rehabilitation of the streets in bad shape until funds are available. It is important to note that even with proper maintenance, streets will eventually deteriorate to the point of needing an overlay or rehabilitation. However, the age at which the overlay or rehabilitation is needed will be much older than a pavement that has not been properly maintained.

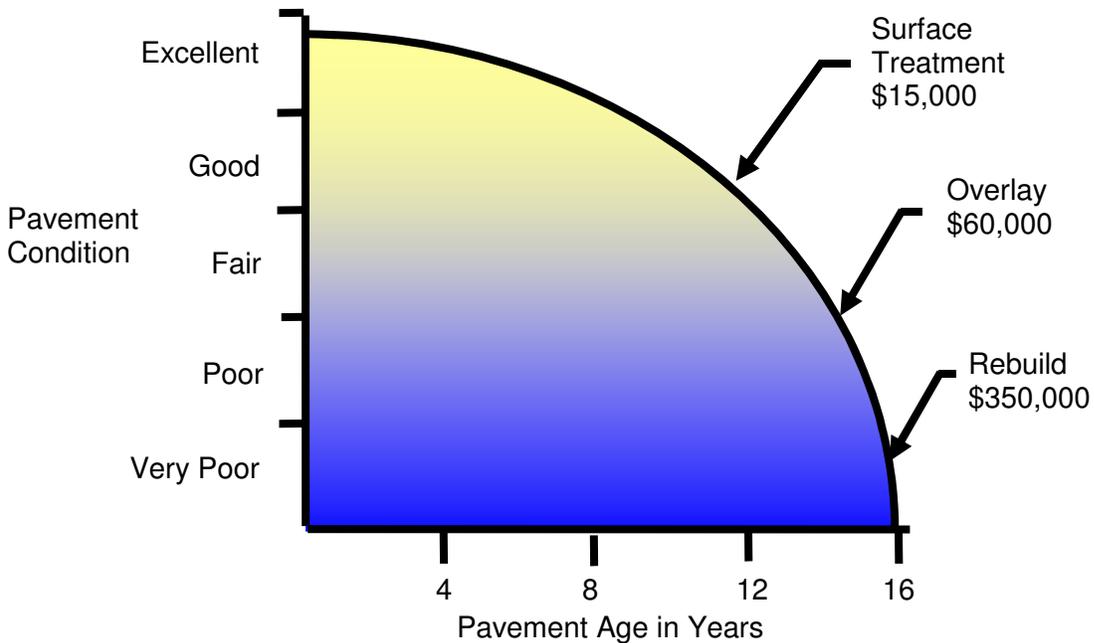


Figure 1-2. Pavement Deterioration Versus Cost to Maintain

The following scenario is a simple example of how the cost of pavement maintenance can drastically increase. Suppose a section of pavement that was built ten years ago needs a preventive maintenance treatment (i.e. surface treatment) today, estimated at \$15,000. If the action is deferred for four years allowing time for the pavement to become structurally damaged, it may require a thick overlay. It will now cost \$60,000 to \$80,000 to rehabilitate the same pavement to an acceptable condition. If the rehabilitation treatment is deferred until complete reconstruction of the roadway is needed, then an expenditure of \$350,000, or more, may be necessary.

The problem, however, is more complicated than this simple example. The Town is not managing just one section of pavement but a whole network of roads, all at different levels of condition and at different rates of deterioration. Moreover, there is never enough money to adequately fund all maintenance needs for the entire roadway network. Therefore, as stated earlier, local agencies need a systematic, rational approach to invest their limited funds in the most cost-effective manner possible. Instituting and utilizing a PMS is a big step in that direction.

It is important to understand that a PMS is a network level tool. Additional project level designs should be carried out on individual projects to determine the exact treatment to apply given the unique circumstances of each specific project.

2.0 Network Definition

Approximately 100.4 centerline miles of pavement maintained by the Town were added within the PAVER pavement management system using the Town-provided GIS shapefile. For pavement management purposes, the pavement system maintained by the Town is considered to be the network. This network is divided into branches, which are the individual roadways. Further, each branch is divided into sections based on factors such as pavement type, structure, age, and condition. A total of 180 branches and 293 sections are included within PAVER.

Additionally, the Town-provided shapefile contained unimproved (unsurfaced) Town maintained roads and roads not maintained by the Town (private, State, etc.). These roads were inventoried under separate networks from the paved Town maintained roads and did not receive a condition survey. The unimproved Town maintained network consists of 6.8 centerline miles of unsurfaced pavement, translating to a total of 17 branches and 19 sections.

The inventory data is information necessary to adequately describe the roads in the network. The process of assembling and/or reviewing the inventory data was accomplished in the following phases:

- ▶ Determine the types of data needed
- ▶ Gather and review existing records
- ▶ Field review of roads

2.1. Data Needed

2.1.1. Standard PAVER Fields

The following is a listing of the 'standard' fields within PAVER for which data was collected and the source of this data.

1. **Branch Name:** Name of road.
2. **Section ID:** Unique identifier for each section.
3. **From:** Starting point of roadway section.
4. **To:** Ending point of roadway section.
5. **Length:** Length of section in feet.
6. **Width:** Average width of section in feet.

7. **Surface Type:** Type of surface as listed below.

Asphalt Concrete - AC
Surface Treatment (Chip Seal) – ST

8. **Last Construction Date:** The date of last major rehabilitation (overlay, reconstruction) on the section.

9. **Rank:** Relates to the functional classification as listed below.

Collectors (Rank = Primary)

Low to moderate capacity road which serves to move traffic from local streets to arterial roads.

Residential Collectors (Rank = Secondary)

High accessibility and to connect to collector and arterial roads, and are typically not used for through traffic.

Residential (Rank = Tertiary)

The most common roads by far, but are also the slowest for travel. They are designed specifically to connect to Residential Collectors and are typically not used for through traffic.

2.2. Records Review

The records provided by the Town for review included the following:

1. GIS shapefile
2. 2013 Chip Seal List
3. Town Road Map

The GIS shapefile contained all of the information needed to populate the standard PAVER fields. The 'Road_Owner' field was used to split the roads into the 3 networks- Town Road, Town Road – Unimproved, and Private. The shapefile contained the fields 'type of last repair' and 'year of last repair,' but no other construction information prior to the last repair. As a result, a default value of 1970 was used as the initial construction date for all of the roadways unless there was evidence stating otherwise. The shapefile also contained condition information for the prior windshield survey, where applicable.

The 2013 chip seal list was a list of roads that received a chip seal in 2013. These M&R activities were added to the work history within PAVER.

The Town road map, dated July 2008, was cross-referenced with the GIS shapefile to ensure all Town roads were captured in the inventory. The map depicted State and Federal highways, improved local roads, unimproved local roads, private roads, and abandoned or discontinued roads.

2.3. Field Inventory Review

A field review of the section inventory data for the Town maintained network was carried out in conjunction with the condition surveys. The section length was collected with an on-board digital measuring instrument (DMI) by driving along the section between the 'from' and 'to' points, approximately along the road centerline. Lengths were measured to the nearest foot, and differences were updated in the PAVER database. Width measurements were taken at multiple locations along the road with a calibrated measuring wheel from pavement edge to pavement edge, and then averaged. Widths were measured to the nearest foot and differences were updated in the PAVER database.

Construction information and surface type was also verified in the field. Any pavements that looked to have had recent construction or a different surface type were noted and photographed. These changes were verified in the office by an engineer using historical and current aerial imagery and photographs. Within an existing PMS section, if the construction date, surface type, and/or condition was not homogeneous, the section was further divided. This was done to facilitate the maintenance and rehabilitation analysis that was performed on the network.

2.4. Inventory Summary

The inventory was finalized based upon data collected during the field surveys. The inventory data for all sections is presented in Appendix A. Table 2-1 provides a summary of the road network for the Town of Mansfield.

Table 2-1. Network Summary by Functional Classification

Functional Classification	No. of Sections	Centerline Miles
Collector	22	7.5
Residential Collector	89	42.1
Residential	182	50.8
Total	293	100.4

Figure 2-1 presents the percentage of pavement centerline miles by functional classification rank.

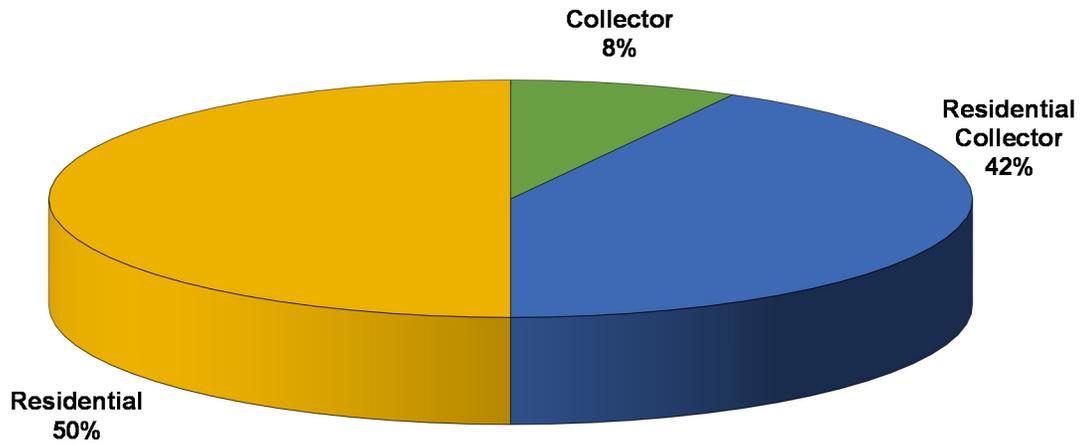


Figure 2-1. Percentage of Pavement Centerline Miles by Functional Classification

3.0 Pavement Condition Survey

PAVER utilizes pavement condition survey information as the basis for developing maintenance and rehabilitation plans. The condition survey methods specified in ASTM D 6433 “Standard Practice for Roads and Parking Lots Pavement Condition Survey” were used to visually assess pavement condition for the pavement sections.

3.1. Pavement Distress

Only asphalt concrete (AC) pavements were observed in the network of the Town of Mansfield. Many of the AC pavements have had surface treatments applied, such as chip seal or double chip seal. The PCI procedure for asphalt pavement considers twenty distress types for roadway/parking lot pavements, with three severity levels for most distress. Severity is evaluated as low, medium, or high, as defined in the referenced ASTM standard. Table 3-1 lists the distress types evaluated for AC pavements.

Table 3-1. Asphalt Surface Distress Types

Distress Code	Description
1	Alligator Cracking
2	Bleeding
3	Block Cracking
4	Bumps/Sags
5	Corrugation
6	Depression
7	Edge Cracking
8	Joint Reflection Cracking
9	Lane/Shoulder Drop Off
10	Longitudinal/Transverse Cracking
11	Patch/Utility Cut
12	Polished Aggregate*
13	Pothole
14	Railroad Crossing
15	Rutting
16	Shoving
17	Slippage Cracking
18	Swell
19	Raveling
20	Weathering

* No severity assigned

Pavement sections were inspected on a sample unit basis as established in ASTM D 6433 for roadway pavements. Sample unit sizes are 2,500 ± 1,000 square feet for AC-surfaced roadway pavements and are selected at locations within a section that are representative of the overall

condition. In cases where the condition is not homogeneous throughout the section, additional samples may be added.

3.2. Pavement Condition Index (PCI) Rating

The distress quantities and severity levels from the sample units are used to compute the PCI value for each section. PCI values range from 0 to 100, with a PCI of 0 considered failed and a PCI of 100 considered perfect, with no distress. Table 3-2 shows the PCI scale and likely maintenance requirements.

Table 3-2. PCI Rating Scale Used In PAVER

Color	PCI Range	Rating	Likely Maintenance Requirements
	86-100	Good	Pavement has minor or no distresses and should require only routine maintenance.
	71-85	Satisfactory	Pavement has scattered low-severity distresses that should require only routine maintenance.
	56-70	Fair	Pavement has a significant amount of generally low- and medium-severity distresses. Near-term M&R needs may range from routine to major.
	41-55	Poor	Pavement has low-, medium-, and high-severity distresses that probably cause some operational problems. Near-term M&R needs may range from routine up to a requirement for reconstruction.
	26-40	Very Poor	Pavement has predominantly medium- and high-severity distresses that cause considerable maintenance and operational problems. Near-term M&R needs will be intensive in nature.
	11-25	Serious	Pavement has mainly high-severity distresses that may cause operational restrictions, immediate major repairs are needed.
	0-10	Failed	Pavement deterioration has progressed to the point that safe vehicle operations may no longer be possible, complete reconstruction is required.

Pavement condition inspections were performed between July 21 and August 23, 2015. Town staff observed the pavement raters on August 18 in order to familiarize themselves with the field data collection process. Data were recorded in the field using tablet PC's equipped with the PAVER Field Inspector software. The identifying information for each sample unit was pre-loaded into PAVER Field Inspector, and the survey results were entered directly, at the time of inspection. Field Inspector calculates PCI at the sample unit and section level so the field crew can assess whether the result reflects an acceptable level of variability (standard deviation of sample unit PCI within a section). If variability is higher than expected additional sample units would be inspected.

The functionality in Field Inspector provided reliable quality control by simplifying data handling and management. Quality control checks were performed in the office to verify the collected data for completeness and reasonableness, i.e. were all sections inspected and did the data agree with expected values. After the completion of data collection, the data were imported into PAVER and PCI values were calculated for the pavement sections.

The overall area-weighted PCI for the Town of Mansfield is 67 in 2015, representing a “Fair” overall network condition. Figure 3-1 provides the PCI distribution by rating category for the network. Condition maps showing the PCI rating category for each road section can be found in Appendix E.

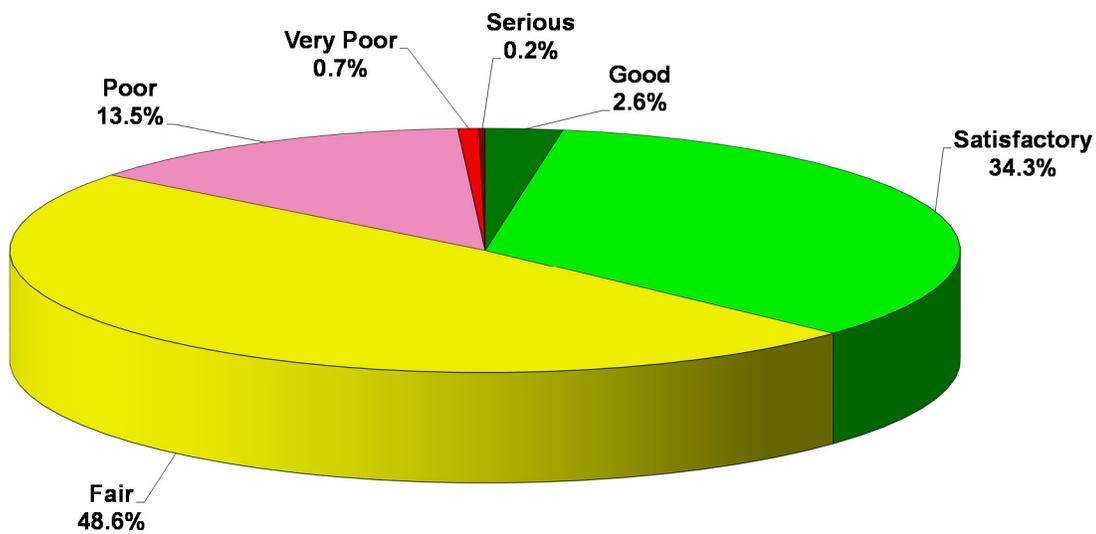


Figure 3-1. Network PCI Distribution by Rating Category

Approximately 63% of the network is in fair to serious condition. Table 3-3 illustrates the area-weighted PCI computed individually for each of the functional classifications (collector, residential collector, and residential).

Table 3-3. Condition Summary by Functional Classification

Functional Classification	Area-Weighted PCI
Collector	78
Residential Collector	68
Residential	65
All	67

Overall, the collectors are have a higher condition rating than the residential collector and residential roads.

Figure 3-2 presents the breakdown of PCI by PCI range for collector, residential collector, and residential roads.

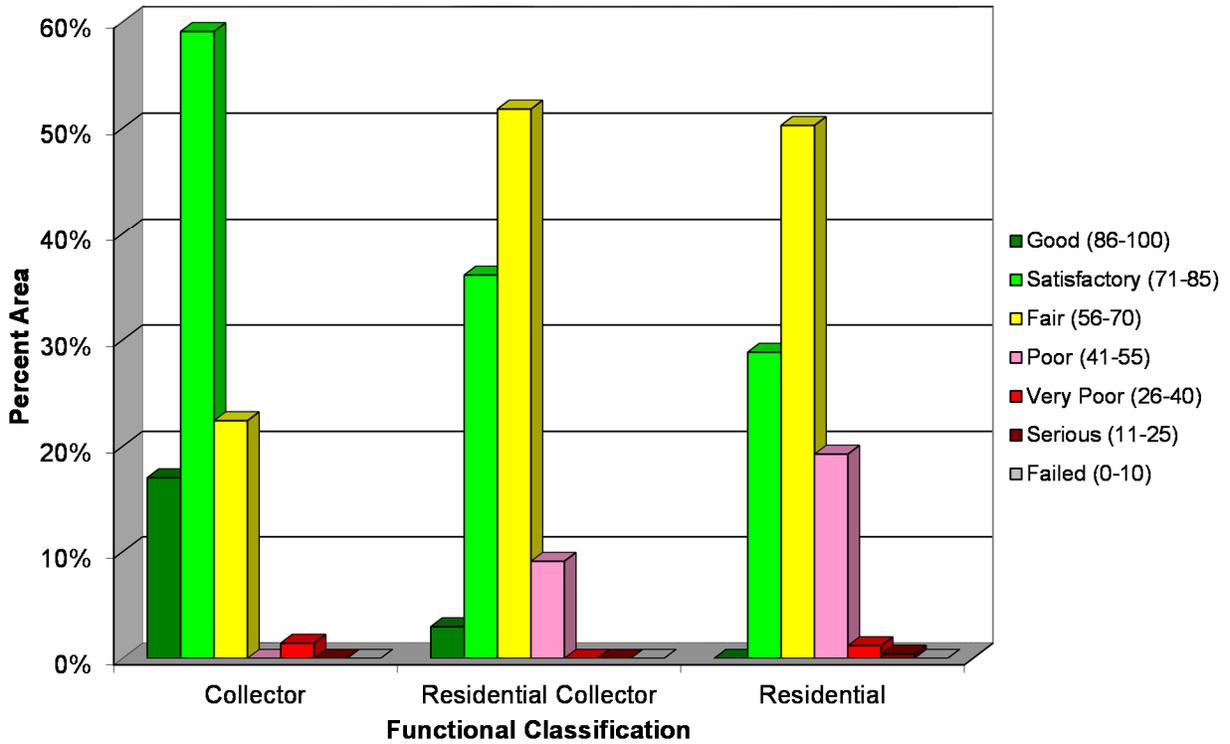


Figure 3-2. Percent of Pavement Area within Each PCI Range by Functional Classification

4.0 PAVER Customization

PAVER can be used to generate maintenance and rehabilitation (M&R) needs over a specified time period. Significant user-defined inputs are needed for this purpose, including maintenance and rehabilitation activities, unit costs, inflation rate, condition trigger values and condition prediction models. These inputs are described in this report section.

4.1. Maintenance and Rehabilitation (M&R) Activities

M&R activities were customized in PAVER based on the Town's current practices and Amec Foster Wheeler recommendations. M&R activities are grouped into three categories: Preventive, Global, and Rehabilitation. The three groups are defined below with the M&R activities used in the analysis:

- ▶ Preventive Maintenance – Consists of maintenance actions performed on pavement at the location of individual distresses to slow down the rate of pavement deterioration. It differs from Global maintenance in that it typically is not applied to pavement outside of the location of the distress, whereas global is applied to areas of the pavement that may not be distressed.
 - Crack Sealing – Specialized materials are placed into or above cracks to prevent the intrusion of water and incompressible material into the cracks and to reinforce the adjacent pavement.
 - Partial-Depth Asphalt Patching – Removal of the surface layer and replacing it with hot mix asphalt.
 - Full-Depth Asphalt Patching – Removal of the complete pavement down to the sub-grade or to an intermediate sub-base layer that is intact and replacing it with new base materials and hot mix asphalt.
 - Shoulder Leveling – Placement of aggregate and soil mixture along the edge of the road to restore slope and grade.

- ▶ Global Maintenance – Treatments apply to the entire pavement section and are used to slow the rate of deterioration and improve the current Pavement Condition Index (PCI). Generally, global maintenance is effective at the beginning of pavement life and/or when climate-caused distresses have not started or, in some cases, the severity is low or medium. Global maintenance, like preventive, may be performed in response to the appearance or progression of distress, but is more commonly performed on a recurring schedule (i.e., at set time intervals) without regard for the distress present.
 - Slurry Seal (Type II) – A homogenous mixture of emulsified asphalt, water, well-graded fine aggregate and mineral filler that has a fluid-like appearance when applied. It is used to treat existing pavement that exhibits moderate to severe weathering/raveling due to aging or improve skid resistance.

- Micro Surface – A protective seal coat which extends the life of the pavement. Micro-surfacing combines highly selected aggregates and bitumen, and then incorporating special polymers and emulsifiers. This allows the product to remain stable even when applied in multi-stone thicknesses for restoring pavement cross section (i.e. rut filling).

- ▶ Rehabilitation – Structural enhancements that both extend the life of an existing pavement and/or improve its load-carrying capability by the replacement of portions of the surface layer (mill and overlay) or increased pavement structure (overlay). This also includes replacement of the entire existing pavement structure by the placement of the equivalent or increased pavement structure using new materials (reconstruction) or recycled materials incorporated into the materials used (full-depth reclamation).
 - Mill and Overlay – Removal of the top layer of the pavement by the grinding action of a large milling machine. After the top layer is removed, the milled pavement is covered with a liquid tack coat to bond the old and new pavements and a new layer of asphalt pavement is put in its place.
 - Full-Depth Reclamation (FDR) – A pavement rehabilitation technique in which the full flexible pavement section and a predetermined portion of the underlying materials are uniformly pulverized and blended together to produce a homogenous stabilized base course. An asphalt surface course is then laid over the base course.

Based on our experience and discussions with the Town, the PCI trigger value for a mill and overlay is set at 70 and FDR at 55. As illustrated in Section 1, it is cost effective to maintain pavements that are already in good condition rather than wait for them to get worse and require more expensive rehabilitation. Crack sealing, partial and full-depth asphalt concrete (AC) patching, and shoulder leveling are maintenance activities recommended to repair pavements with PCI values greater than 70. PAVER considers these as preventive activities, with their primary objective being to slow the rate of pavement deterioration.

Maintenance policies are used to assign the maintenance treatment to a pavement section based on the observed distress and severity. This applies to analyses for the first year after an inspection. Distress data are not forecasted for future needs analyses. Rather, the need is based on PCI and typical cost for M&R for that condition (cost by condition). The maintenance policies used in PAVER are provided in Table 4-1. **Bold** text indicates conditions found during our inspection.

Table 4-1. Maintenance Treatment by Distress Type and Severity Level

Distress	Severity		
	Low	Medium	High
Alligator Cracking	Do Nothing	Patching - AC Deep	Patching - AC Deep
Bleeding	Do Nothing	Do Nothing	Do Nothing
Block Cracking	Do Nothing	Crack Sealing - AC	Crack Sealing - AC
Bumps/ Sags	Do Nothing	Patching - AC Shallow	Patching - AC Deep
Corrugation	Do Nothing	Patching - AC Shallow	Patching - AC Deep
Depression	Do Nothing	Patching - AC Deep	Patching - AC Deep
Edge Cracking	Do Nothing	Crack Sealing - AC	Patching - AC Shallow
Joint Reflection Cracking	Do Nothing	Crack Sealing - AC	Patching - AC Shallow
Lane/Shoulder Drop	Do Nothing	Shoulder leveling	Shoulder leveling
Longitudinal/Transverse Cracking	Do Nothing	Crack Sealing - AC	Patching - AC Shallow
Patch/ Utility Cut	Do Nothing	Do Nothing	Patching - AC Deep
Polished Aggregate	Do Nothing	Do Nothing	Do Nothing
Pothole	Patching - AC Deep	Patching - AC Deep	Patching - AC Deep
Railroad Crossing	Do Nothing	Do Nothing	Do Nothing
Rutting	Do Nothing	Patching - AC Shallow	Patching - AC Deep
Shoving	Do Nothing	Grinding (Localized)	Grinding (Localized)
Slippage Cracking	Do Nothing	Patching - AC Shallow	Patching - AC Shallow
Swell	Do Nothing	Do Nothing	Do Nothing
Raveling	Do Nothing	Do Nothing	Do Nothing
Weathering	Do Nothing	Do Nothing	Do Nothing

The unit costs for the various components of the M&R activities were formulated using CTDOT bid tabulations and RS Means cost data. Unit costs for maintenance were adjusted to increase as the PCI decreases on the premise that a higher level of the maintenance activity would be required as the condition deteriorates. The unit costs for maintenance were adjusted for the PCI ranges of 71 – 80, 81 – 90, and 91-99 to account for varying condition and therefore, different required quantities of crack seal, patching, etc. A 2% inflation rate per year was applied to the unit costs during the analysis.

The M&R activities and unit costs that were set up in PAVER are provided in Table 4-2.

Table 4-2. M&R Activities and Unit Costs

Activity	PCI Range	Cost/sf
Maintenance		
Crack Sealing, Partial-Depth Asphalt Patching, Full-Depth Asphalt Patching, & Shoulder Leveling	91-99	\$0.02
	81-90	\$0.04
	71-80	\$0.06
Surface Treatment - Slurry Seal	71-80	\$0.31
Surface Treatment - Micro Surface		\$0.40
Rehabilitation		
Mill 1.5" and Resurface with 1.5" Hot Mix Asphalt	56-70	\$1.61
Full-Depth Reclamation	0-55	\$2.70

Please note the unit costs reflect pavement costs only, and do not consider other works that may occur in conjunction with the rehabilitation such as, but not limited to, lighting, drainage, pavement markings and the like.

4.2. Performance Model

Performance prediction models or deterioration curves for PCI are used in the M&R analysis process. Pavement performance is modeled over time for each year of the analysis period. The predicted condition is then compared to the trigger values for rehabilitation.

For the Town of Mansfield, there is good performance data for AC pavements based on a reasonable proportion of reliable age data and consistent surveys on all sections in 2015. For ST pavements, there was not enough reliable age data other than the date of the last surface treatment, which is only useful if the original construction date is known as well. The majority of the ST pavements did not have an original construction date, and were given the default date of 1970. As a result, both the AC and ST pavements use the same model built from the performance data for AC pavements.

To build the performance models used in developing this plan, condition data for AC sections was plotted against age for the 2015 survey. Only sections with reliable last construction dates were included, and an age range filter was used to exclude sections with the default date of 1970. There were not enough data points to separate the models for collector, residential collector, and residential roads, and the result would have been a weaker correlation between age and condition. By combining all of the ranks, a stronger correlation was achieved. With 63 total data points, the R² value improved to approximately 0.46. The correlation for collectors on their own, however, with only 5 data points, was low (R² value of 0.1). Therefore, one curve was developed for all ranks. It is recommended that performance models be re-evaluated in the future with more data collection.

Figure 4-1 shows the condition data for the 63 sections, and the prediction model that was developed. The equations shown in the figures provide the PCI for a given pavement age, X, in years. Data points used in the development of the models are shown as green crosses, while the red triangles are statistical outliers.

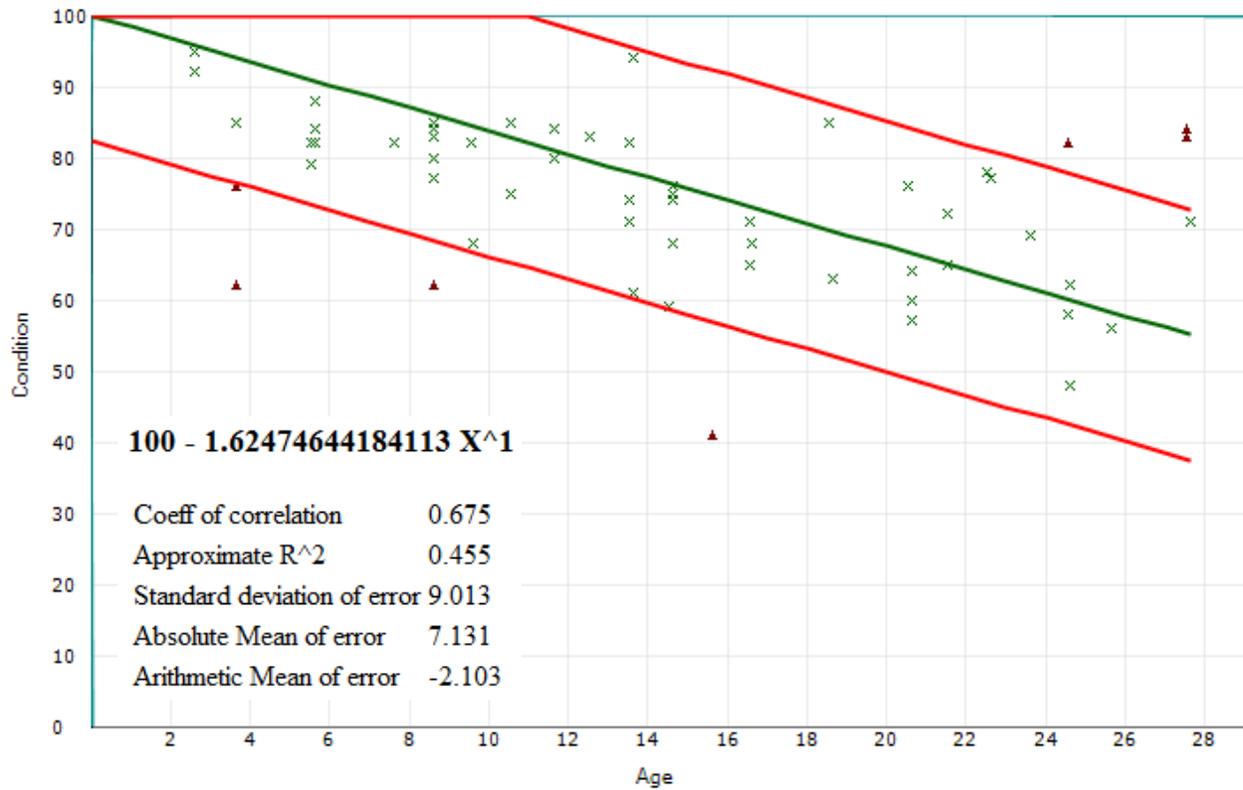


Figure 4-1. PCI Prediction Model

5.0 Maintenance and Rehabilitation (M&R) Needs

After the condition data was calculated and PAVER customized with the settings described in Section 4, M&R analyses for a 10-year period were performed.

5.1. Network Level Analyses

The objective of the network level analyses is to observe the effect of different fiscal scenarios on the network condition, over a period of ten years. Analyses were performed for different scenarios to determine the impact on the network condition:

1. Maintain current condition – From the analysis, a budget of approximately \$1.0 million/year is required to maintain the network at a PCI of approximately 67.
2. Achieve a target condition of 75 – From analysis, a budget of approximately \$1.6 million/year is required to increase the PCI to 75 and decrease the backlog of roads requiring repair within the 10-year analysis period.
3. Budget of \$330 thousand/year – Approximate historical annual budget for the Town. The PCI decreases to approximately 55 at the end of the 10-year analysis period.
4. Budget of \$600 thousand/year – Current approximate annual budget for the Town. The PCI decreases to approximately 60 at the end of the 10-year analysis period.
5. Budget of \$1.3 million/year – A budget that clears some backlog and allows condition to remain above the 70 PCI trigger value during the 10 year analysis period.

Figure 5-1 provides the impact on network PCI for each of the scenarios analyzed. The trigger PCI shown, discussed in Chapter 4, is the PCI value that a pavement must fall under in order to receive M&R.

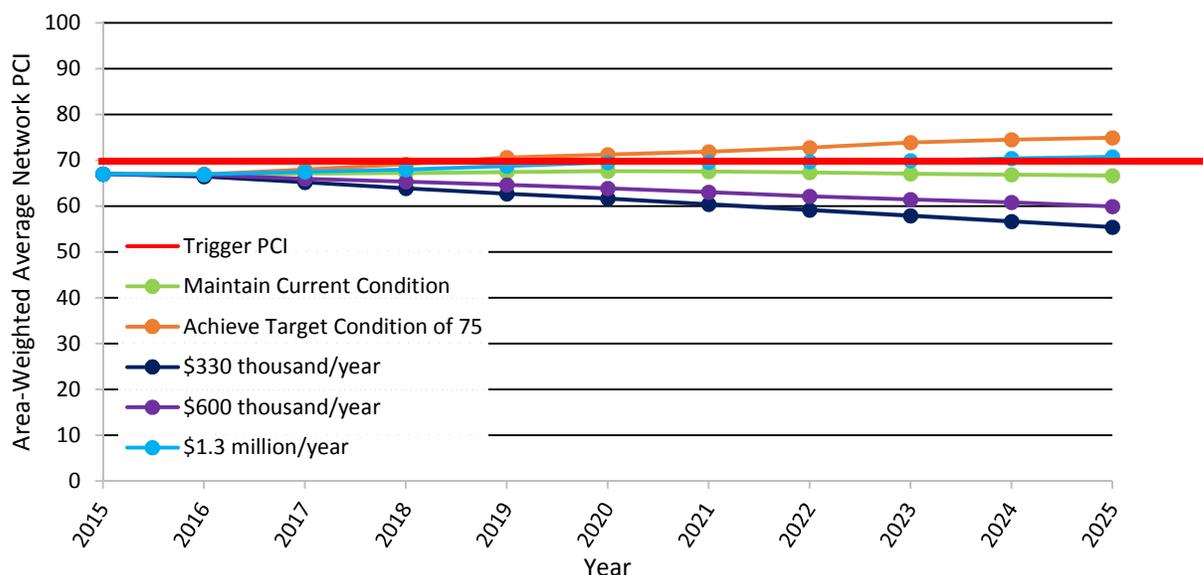


Figure 5-1. Budget Scenario Analysis

From the figure above, the PCI will deteriorate from 67 to 60 in ten years using the current average budget of \$600,000 per year, below the PCI trigger value for rehabilitation. If a higher network PCI is desired, the M&R budget must be increased.

Table 5-1 summarizes the 10-year total funding requirements for the five budget scenarios. Also shown in the table is the amount of M&R needed at the end of the 10-year planning period (backlog) and the PCI at year 10. The Total 10-Year M&R Budget Need is the sum of the Backlog at Year 10 and the 10-Year Total Funded. The current backlog is equal to the sum of the immediate M&R needs for all sections.

Table 5-1. Comparison of 10-Year Budget Scenarios, in \$Millions

Budget Funding Scenario	10-Year Total of Preventive Maintenance	10-Year Total of Global Maintenance	10-Year Total of Rehabilitation	10-Year Total Funded	Backlog at Year 10	Total 10-Year M&R Budget Need	PCI at Year 10
Maintain Current Condition	\$0.67	\$1.86	\$7.79	\$10.32	\$16.91	\$27.23	67
Achieve Target Condition of 75	\$0.75	\$1.86	\$12.65	\$15.26	\$10.85	\$26.11	75
\$330K/year	\$0.51	\$1.64	\$1.13	\$3.28	\$26.56	\$29.84	55
\$600K/year	\$0.59	\$1.83	\$3.55	\$5.97	\$22.95	\$28.92	60
\$1.3M/year	\$0.70	\$1.86	\$9.81	\$12.37	\$14.27	\$26.64	71

We recommend a **minimum** increase to annual funding of \$1.3 million/year, with approximately \$70,000 of that amount allocated to maintenance activities such as crack sealing and patching. This will allow the overall condition to increase above the PCI trigger, and will also start to decrease the backlog of rehabilitation activities.

These costs are for planning purposes only and reflect costs for pavement considerations only. They do not consider other works that may occur in conjunction with the M&R such as drainage, pavement markings, traffic control and the like.

5.2. Maintenance and Rehabilitation – Prioritized Road List

It is important to understand that a PMS is a network level tool and the associated M&R costs are only for planning purposes. The M&R planning tool in PAVER is used to generate a road list of maintenance needs for year 1 of the 10-year plan, and rehabilitation needs for years 1 through 10. The recommendations generated by the PMS are for planning purposes only. The resulting general recommendations are not intended to replace sound engineering judgment,

which should dictate specific needs for an individual project. M&R projects should be based on a combination of the system's recommendations weighed against the Town's preferences, budget constraints and other factors.

The pavement condition is one component within the decision-making process. We are providing the following output from the M&R analysis, for use in the Town's decision-making:

1. Forecasted Condition
2. Year 1 Prioritized Maintenance List
3. Prioritized Rehabilitation Needs Road List

5.2.1. Forecasted Condition

When the 10-year analysis tool is run, the condition is forecasted for each section during each year of the analysis period. The data are provided in Appendix B for reference by the Town.

5.2.2. Year 1 Prioritized Maintenance List

As defined in Section 4, Table 4-2, the PCI trigger between maintenance and rehabilitation is set at 70. In the maintenance analysis, the PCI is forecasted to 2016 and roads that have a PCI between 71 and 99 are recommended as candidates for maintenance within Year 1 (2016) of the 10-Year plan. The recommended maintenance activities are based on the maintenance policies defined in Table 4-1. The budget for Year 1 maintenance is recommended to be approximately \$187 thousand and the list of candidate roads and activities is provided in Appendix C.

5.2.3. Recommended Rehabilitation Needs Road List by Year

Rehabilitation is recommended for roads with a PCI below 71. As described in section 1, roads in good shape cost less to maintain than roads in bad shape and therefore the PMS approach is a 'best-first' approach that, when budgets are constrained, will systematically apply maintenance first, followed by rehabilitation (mill and overlay), and finally full-depth reclamation (FDR). Therefore, roads in poor to serious condition may be left in their current deteriorated state for a longer time period, while roads in better condition are rehabilitated sooner at a lower cost. If rehabilitation is deferred on the poor to serious condition roads, they should be monitored and maintained in safe operating condition.

The key for rehabilitation is to apply the activity before the road deteriorates to the point of needing FDR, defined approximately by a PCI of 55. With this in mind, engineering judgement has been applied to prioritize the rehabilitation road list provided in Appendix D. The order of rehabilitation is as follows;

- 1) collector roads from 56 to 70
- 2) residential collector roads from 56 to 70
- 3) residential roads from 56 to 70
- 4) collector roads from 0 to 55
- 5) residential collector roads from 0 to 55
- 6) residential roads from 0 to 55

The tabular report within the appendix provides the roads in priority order by year, the associated recommended rehabilitation activity, the estimated pavement cost for each road section, and the forecasted PCI before rehabilitation for each section. It is important to note that the list is a general prioritization and not an absolute rule, as other factors may influence the timing and grouping of projects.

APPENDIX A. NETWORK INVENTORY

Name	From	To	Sect ID	Rank*	Length (ft)	Width (ft)	Last Major Work Year	PCI
Adeline Place	Michele Lane	End	01	T	1,280	25	1988	83
Anton Road	Baxter Road	End	01	T	742	25	2009	75
Ash Street	S. Frontage Road	City Line	01	P	540	25	1970	33
Atwoodville Lane	Atwoodville Road	Narrow section 02	01	T	935	18	2012	60
Atwoodville Lane	Wider section 01	Dead End	02	T	842	10	1980	14
Atwoodville Road	Route 89	Hickory Lane	01	T	3,471	24	2012	66
Atwoodville Road	Hickory Lane	Town Line	02	S	3,699	21	2012	63
Ball Hill Road	South Eagleville Ro	End	01	T	2,054	25	2008	46
Bassetts Bridge Road	Route 195	Mansfield Hollow Ext	01	P	2,163	25	2014	92
Bassetts Bridge Road	Mansfield Hollow Ext	03	02	P	2,623	25	2014	94
Bassetts Bridge Road	02	Kaya Lane	03	P	4,314	22	2006	62
Bassetts Bridge Road	Kaya Lane	Bedlam Road	04	P	3,807	23	2006	75
Bassetts Bridge Road	Bedlam Road	Town Line	05	P	2,088	23	2006	71
Baxter Road	Route 195	Anton Road	01	T	1,120	22	2009	68
Baxter Road	Cornell Road	Route 195	02	S	2,270	22	1970	70
Baxter Road	Route 44	Cornell Road	03	S	2,213	22	1970	70
Beacon Hill Drive	Mansfield City Road	End	01	T	3,225	20	2007	84
Beech Mountain Circle	Beech Mountain Road	End	01	T	820	26	2005	80
Beech Mountain Road	Sawmill Brook Lane	02	01	T	3,817	26	2005	80
Beechwood Drive	Oakwood Drive	Orchard Drive	01	T	380	23	2009	59
Birch Road	Bone Mill Road	02	01	T	438	22	1970	77
Birch Road	01	Hunting Lodge Road	02	T	2,893	22	1970	76
Birch Road	Hunting Lodge Road	Route 44	03	S	2,453	25	1970	74
Birchwood Heights Road	Route 195	End	01	T	2,647	22	2008	46
Blake Lane	Jonathan Lane	End	01	T	391	26	2007	85
Bolton Road Extension	Rte 195	Royce Circle	01	S	182	25	2012	85
Bone Mill Road	Route 44	Birch Road	01	S	2,023	23	1970	57
Bone Mill Road	Ravine Road	North Eagleville Ro	02	T	1,365	20	2006	63
Bone Mill Road	Gravel Section	Birch Road	03	T	169	20	1970	29
Bone Mill Road	Ravine Road	Gravel Section	04	T	769	20	1970	14
Boulder Lane	Route 89	End	01	T	1,546	23	2005	62
Briarcliff Road	Thornbush Road	Thornbush Road	01	T	1,130	19	2009	62
Brittony Drive	Jacobs Hill Road	End	01	T	613	26	2002	71
Brookside Lane	Old end of road	New end of road	01	T	1,342	22	2005	68
Brookside Lane	South end of Road	Juniper Lane	02	T	1,404	22	2005	67
Brookside Lane	Juniper Lane	North end of road	03	T	2,421	22	2005	67
Browns Road	Route 32	Fern Road	01	S	1,672	24	2005	46
Browns Road	Fern Road	Chatham Drive	02	S	2,910	22	2005	57
Browns Road	Chatham Drive	Coventry Road	03	S	2,127	21	2005	69
Browns Road	Coventry Road	Mansfield City Road	04	S	3,369	22	2005	59
Browns Road	Mansfield City Road	September Road	05	S	4,314	22	2005	70
Browns Road	September Road	Crane Hill Road	06	S	1,306	22	2005	73

*Rank abbreviations are: P = Collector, S = Residential Collector, T = Residential

Name	From	To	Sect ID	Rank*	Length (ft)	Width (ft)	Last Major Work Year	PCI
Browns Road	Crane Hill Road	Route 195	07	S	4,388	22	2005	44
Buckingham Road	End	Route 32	01	T	700	23	2005	62
Bundy Lane	Gurleyville Road	Farrell Road	01	S	1,570	18	1970	73
Bundy Lane	Farrell Road	End	02	T	518	17	2006	57
Candide Lane	Browns Road	Stearns Road	01	T	3,075	22	2011	58
Carleton Road	Maple Road	End	01	T	856	24	2008	46
Carriage House Drive	Hunting Lodge Road	End	01	T	2,060	25	2011	69
Cedar Swamp Road	Route 195	Town Line	01	S	2,898	22	2004	71
Cedar Swamp Road	Route 44	Route 195	02	S	2,469	22	1970	75
Cemetery Road	Route 195	End	01	T	2,500	22	2010	54
Center Street	Route 195	Route 89	01	T	1,305	18	2010	63
Chaffeeville Road	Stone Mill Road	Gurleyville Road	01	S	1,048	21	2006	55
Chaffeeville Road	Stone Mill Road	Stone Mill Road	02	S	1,148	21	2006	64
Chaffeeville Road	Wildwood Road	Stone Mill Road	03	S	1,757	21	2006	51
Chaffeeville Road	Mulberry Road	Wildwood Road	04	S	4,299	21	2006	68
Chaffeeville Road	06	Mulberry Road	05	S	1,660	21	2005	68
Chaffeeville Road	07	05	06	S	2,934	21	2005	67
Chaffeeville Road	08	06	07	S	2,986	24	2005	65
Chaffeeville Road	Route 195	07	08	S	2,417	22	2005	67
Charles Lane	Gurleyville Road	End	01	T	2,228	27	2001	74
Charles Smith Way	Rte 195	Courtyard Ln	01	S	303	44	2013	95
Charles Smith Way	Courtyard Ln	End	02	T	158	31	2000	41
Chatham Drive	Browns Road	End	01	T	1,880	24	1999	71
Cheney Drive	Separatist Road	End	01	T	1,330	25	2010	46
Cider Mill Road	Town Line	Route 32	01	S	1,310	23	2008	60
Circle Drive	Meadowbrook Lane	Meadowbrook Lane	01	T	1,983	25	1991	58
Clark Street	Route 89	Edgewood Lane	01	T	512	18	2010	69
Clearview Drive	Conantville Road	Puddin Lane	01	T	994	22	2006	55
Clover Mill Road	Town Garage Road	Spring Hill Road	01	S	1,525	25	2006	71
Clover Mill Road	Clover Mill Road	Spring Hill Road	02	S	4,211	25	2006	63
Clover Mill Road	Route 195 (S)	Clover Mill	03	S	1,747	25	2008	82
Clubhouse Circle	Birch Road	End town road	01	T	730	22	2011	47
Codfish Falls Road	Gurleyville Road	02	01	S	3,902	20	2008	57
Codfish Falls Road	01	Ellise Road	02	S	3,608	20	2008	68
Codfish Falls Road	Ellise Road	Route 44	03	S	2,082	20	2005	75
Conantville Road	Meadowbrook Lane	N. Frontage Road	01	S	2,250	22	1995	76
Conantville Road	Meadowbrook Lane	Route 195	02	S	2,236	22	1970	80
Conantville Road No. 2	Foster Drive	End	01	T	565	25	2009	73
Costello Circle	Ridge Road	End	01	T	480	20	2009	52
Coventry Road	Route 32	Dirt Section	01	T	3,489	20	2010	65
Coventry Road	Town Line	Route 32	02	S	1,235	25	2005	71
Crane Hill Road	Mansfield City	Browns	01	S	5,751	22	2010	60

*Rank abbreviations are: P = Collector, S = Residential Collector, T = Residential

Name	From	To	Sect ID	Rank*	Length (ft)	Width (ft)	Last Major Work Year	PCI
Crest Road	Edgewood Lane	End	01	T	354	17	2010	62
Daleville Road	Route 44	Town Line	01	S	1,904	20	2008	64
Davis Road	Maple Road	Monticello Road	01	T	1,691	23	2010	62
Davis Road	Monticello Drive	Fellen Road	02	T	1,264	25	2010	54
Davis Road	Fellen Road	Spring Hill Road	03	T	2,524	24	2010	72
Deerfield Lane	Mansfield City Road	End	01	T	932	25	1988	71
Depot Road	Route 44	RR Tracks	01	S	1,381	22	1995	77
Depot Road	RR Tracks	Route 32	02	S	1,580	22	1995	69
Derek Drive	Chatham Drive	End	01	T	500	23	1999	65
Dodd Road	Route 195	Chaffeeville Road	01	T	1,670	17	2009	68
Dog Lane	Route 195	End of Parking Lot	01	P	736	22	2002	94
Dog Lane	End of Parking Lot	Willowbrook Lane	02	P	315	21	1970	75
Dog Lane	Willowbrook Lane	Bundy Lane	03	S	3,125	18	1970	74
Dunham Pond Road	Route 275	End	01	T	2,795	22	2008	64
Dunham Pond Road	Dunham Pond Road	End	02	T	567	20	2008	61
East Road	Route 195	Hanks Hill Road	01	T	3,862	20	2012	63
Eastwood Road	Route 275	Hillside Circle	01	P	1,143	27	1970	81
Echo Road	Cemetary Road	End of Town Road	01	T	1,569	20	2010	49
Edgewood Extension	Crest Road	End	01	T	991	22	2010	72
Edgewood Lane	Clark Street	Crest Road	01	T	964	20	2010	71
Elizabeth Road	Brookside Lane	Hickory Lane	01	T	1,630	22	2005	60
Ellise Road	Codfish Falls Road	02	01	T	1,077	25	2011	69
Ellise Road	01	End of road	02	T	1,266	22	2011	74
Farmstead Road	Ridge Road	Lynwood Road	01	T	1,729	20	2009	58
Farrell Road	Bundy Lane	Hunks Hill Road	01	S	1,944	20	1970	77
Fellen Road	Davis Road	End	01	T	1,192	20	2010	47
Fern Road	Coventry Road	Browns Road	01	T	3,970	20	2010	55
Fieldstone Lane	Maple Road	End	01	T	1,757	25	1991	62
Flaherty Road	Hanks Hill Road	Storrs Heights	01	T	996	20	2011	56
Flaherty Road	Storrs Heights	Route 195	02	T	913	20	2011	66
Forest Road	Route 32	gravel surface	01	T	3,882	17	2008	75
Forest Road	gravel surface	Baxter Road	02	T	2,332	20	2009	62
Greenfield Lane	Route 320	End	01	T	832	24	1997	63
Gurleyville Road	Route 195	Bundy Lane	01	S	3,668	22	2005	79
Gurleyville Road	Bundy Lane	Chaffeeville Road	02	S	4,680	20	2005	75
Gurleyville Road	Chaffeeville Road	Charles Lane	03	S	3,159	20	2011	70
Gurleyville Road	Charles Lane	Woodland Road	04	S	2,166	20	2011	66
Gurleyville Road	Woodland Road	Wormwood Hill Road	05	S	2,850	20	2011	74
Hanks Hill Road	Route 195	Farrell Road	01	T	3,343	20	2012	68
Hanks Hill Road	Farrell Road	Stone Mill Road	02	T	2,452	19	2012	68
Hanks Hill Road	Stone Mill Road	East Road	03	T	2,746	19	2012	66
Hawthorne Lane	Bassetts Bridge Rd	End	01	T	703	24	2002	82

*Rank abbreviations are: P = Collector, S = Residential Collector, T = Residential

Name	From	To	Sect ID	Rank*	Length (ft)	Width (ft)	Last Major Work Year	PCI
Hickory Lane	Atwoodville Road	Elizabeth Road	01	T	168	20	2005	73
Highland Road	Woods Road	End of older road	01	T	2,751	20	2011	64
Highland Road	Stearns Road	Old portion of High	02	T	1,897	25	1991	82
Highland Road West	Woods Road	End of Town Road	01	T	326	18	2011	84
Hillcrest Road	Hanks Hill Road	End of Town Road	01	T	2,664	24	2008	44
Hillside Circle	Hillside Road	Hillside Road	01	P	2,137	24	1970	82
Hillyndale Road	Little Lane	N. Eagleville Road	01	T	3,000	25	2007	54
Hillyndale Road	Separatist Road	Little Lane	02	T	1,290	25	2007	53
Holly Drive	Bundy Lane	End	01	T	937	24	2011	49
Homestead Drive	Rockridge Rd	End	01	T	1,947	25	1999	68
Hunters Run	Mansfield City	End	01	T	856	25	1995	57
Hunting Heights Drive	Hunting Lodge Road	End	01	T	892	22	2011	52
Hunting Lodge Road	Route 44	Birch Road	01	P	972	22	1970	80
Hunting Lodge Road	New pavement	Carriage House Drive	02	P	1,917	22	2010	80
Hunting Lodge Road	Route 44	Birch Road	03	P	280	24	1970	84
Hunting Lodge Road	Carriage House Drive	N. Eagleville Road	04	P	2,960	22	2010	82
Hunting Lodge Road	N. Eagleville Road	Separatist Road	05	S	1,742	22	2015	100
Hunting Lodge Road	Birch	Old pavement	06	P	1,196	22	2015	97
Jackson Lane	S. Bedlam Road	End	01	T	426	24	2006	82
Jacobs Hill Road	Puddin Lane	End	01	T	1,833	25	2002	74
Jonathan Lane	Mansfield City Road	Mansfield City Road	01	T	3,609	26	2007	83
Jude Lane	End	Route 32	01	T	838	28	2011	66
Juniper Lane (west)	Route 89	Bridge	01	T	296	20	2005	66
Juniper Lane (west)	Bridge	Brookside Lane	02	T	278	16	2005	67
Kaya Lane	Bassetts Bridge Rd	End	01	T	1,918	24	1993	78
Knowlton Road	Wormwood Hill Road	Town Line	01	T	1,917	20	2009	34
Knowlton Road	Older pavement	Town Line	02	T	1,004	20	2009	80
Ledgewood Road	Route 195	End	01	T	829	20	2005	37
Little Lane	Hillyndale Road	End	01	T	498	22	2007	70
Lodi Drive	Maple Road	End	01	T	1,090	25	1993	77
Longview Drive	Route 195	Orchard Drive	01	T	855	20	2009	45
Lorraine Circle	Lorraine Drive	Lorraine Drive	01	T	258	26	2001	75
Lorraine Drive	Gurleyville Road	Charles Lane	01	T	2,633	26	2001	68
Lorraine Drive	Charles Lane	End	02	T	988	26	2001	76
Lynwood Road	Farmstead Road	Separatist Road	01	T	2,271	25	2009	62
Mansfield Avenue	Pleasant Valley	I-84	01	S	1,900	30	1994	72
Mansfield Avenue	I-84	Town Line	02	S	884	40	1970	75
Mansfield City Road	Route 32	White Oak Drive	01	S	6,822	21	2007	60
Mansfield City Road	White Oak Drive	Deerfield Lane	02	S	2,346	21	2007	63
Mansfield City Road	Deerfield Lane	Spring Hill Road	03	S	2,068	23	2015	95
Mansfield City Road	Spring Hill Road	Browns Road	04	S	647	23	2015	100
Mansfield City Road	Browns Road	Stearns Road	05	S	6,000	20	2008	43

*Rank abbreviations are: P = Collector, S = Residential Collector, T = Residential

Name	From	To	Sect ID	Rank*	Length (ft)	Width (ft)	Last Major Work Year	PCI
Mansfield City Road	Stearns Road	Crane Hill Road	06	S	422	22	2008	46
Mansfield City Road	Crane Hill Road	Pleasant Valley	07	S	4,084	20	2008	69
Mansfield City Road	Pleasant Valley Rd	Puddin Lane	08	S	742	23	1970	71
Mansfield City Road	Puddin Lane	Meadowbrook Lane	09	S	2,623	23	2008	79
Mansfield City Road	Meadowbrook Lane	Town Line	10	P	1,690	50	2010	82
Mansfield Hollow Ext	Bassetts Bridge Rd	Mansfield Hollow Rd	01	T	1,147	18	2010	54
Mansfield Hollow Road	Route 195	Mansfield Hollow Ext	01	S	2,596	20	2010	48
Mansfield Hollow Road	Mansfield Hollow Ext	Town Line	02	S	682	16	2010	62
Maple Road	Route 275	Silo Road	01	S	726	34	2006	84
Maple Road	Silo Road	Davis Road	02	S	1,642	29	2006	78
Maple Road	Davis Road	04	03	S	2,583	23	2006	71
Maple Road	03	Spring Hill Road	04	S	2,956	22	1970	79
Max Felix Drive	Maple Road	End	01	T	1,388	25	2004	84
Meadowbrook Lane	Mansfield City Road	Circle Drive	01	P	1,077	20	2012	77
Meadowbrook Lane	Circle Drive	Conantville Road	02	S	2,984	20	2011	78
Meadowood Road	N. Eagleville Road	N. Eagleville Road	01	T	2,230	20	2007	72
Merrow Road	Town Line	Route 32	01	T	782	21	2005	57
Michelle Lane	Meadowbrook Lane	End	01	T	1,070	25	1988	84
Minnesota Road	Storrs Heights	End	01	T	175	17	2007	43
Minnesota Road	End	Storrs Heights Road	02	T	180	17	2007	49
Monticello Lane	Davis Road	Previous end	01	T	1,448	22	2010	49
Monticello Lane	Previous End	New cul-de-sac	02	T	830	24	2007	85
Moulton Road	Bituminous Overlay	Old Turnpike Road	01	S	468	21	2005	76
Moulton Road	Route 195	Older pavement	02	S	4,015	21	2005	65
Mount Hope Road	Wormwood Hill Road	02	01	S	3,128	20	2005	60
Mount Hope Road	01	Route 89	02	S	3,249	20	2005	51
Mount Hope Road	Route 89	Town Line	03	S	2,904	20	2005	66
Mountain Road	End	Route 195	01	T	1,656	20	2010	61
Mulberry Road	Chaffeeville Road	Olsen Drive	01	T	1,901	20	2012	72
Mulberry Road	Olsen Drive	Woodland Road	02	T	3,037	20	2012	70
Mulberry Road	Woodland Road	Wormwood Hill Road	03	T	1,982	20	2012	58
Mulberry Road	Wormwood Hill Road	Route 89	04	T	4,080	20	2010	60
Nipmuck Road	Route 44	Town Line	01	T	278	25	1990	56
North Eagleville Road	Route 32	Hillyndale Road	01	P	3,407	22	2012	69
North Eagleville Road	Hillyndale Road	Bone Mill Road	02	P	1,238	22	2012	79
North Eagleville Road	Bone Mill Road	Northwood Road	03	P	1,632	22	1970	73
North Eagleville Road	Northwood Road	Hunting Lodge Road	04	P	2,162	20	1970	64
North Windham Road	End	Town Line	01	T	1,438	20	2008	68
Northwood Road	North Eagleville Road	02	01	T	831	25	2010	84
Northwood Road	01	End	02	T	983	18	2005	46
Oak Hill Road	Route 195	Willowbrook Road	01	T	954	17	1995	60
Oakwood Drive	Beechwood Drive	Longview Drive	01	T	617	23	2009	52

*Rank abbreviations are: P = Collector, S = Residential Collector, T = Residential

Name	From	To	Sect ID	Rank*	Length (ft)	Width (ft)	Last Major Work Year	PCI
Old Kent Road	End	Route 32	01	T	944	21	2009	58
Old Mansfield Hollow Rd	Route 195	Mansfield Hollow Rd	01	T	786	20	2010	66
Old Mill Court	Shady Lane	End	01	T	341	20	2007	77
Old Schoolhouse Road	Route 275	End	01	T	647	25	1992	69
Old Turnpike Road	Gravel Section	Route 44	01	T	980	25	2009	65
Old Turnpike Road	Moulton Road	Gravel Section	02	T	2,675	20	2009	48
Olsen Drive	Mulberry Road	Mulberry Road	01	T	2,092	20	2012	72
Orchard Drive	Beechwood Drive	Route 195	01	T	901	23	2008	41
Overlook Drive	Conantville Road	Puddin Lane	01	T	640	22	2006	72
Park Road	Transfer Station Road	Route 89	01	T	424	24	1990	51
Philip Drive	Hillcrest Drive	End	01	T	1,559	23	2008	42
Pine Ridge Lane	Puddin Lane	End	01	T	940	24	1994	65
Pinewoods Lane	Route 89	End	01	T	1,180	20	2008	64
Plains Road	Route 32	Dirt Section	01	T	1,280	22	2007	80
Pleasant Valley Road	Mansfield Avenue	Route 32	01	S	4,710	22	2010	69
Pleasant Valley Road	Mansfield City	Mansfield Ave	02	S	3,720	20	2011	69
Pollack Road	Meadowbrook Lane	Conantville Road	01	T	709	20	2012	78
Puddin Lane	Jacobs Hill Road	Mansfield City Road	01	S	1,723	20	2009	58
Puddin Lane	Pine Ridge Lane	Jacobs Hill Road	02	S	2,921	23	2009	70
Puddin Lane	Sawmill Brook Lane	Pine Ridge Lane	03	S	645	28	2004	76
Puddin Lane	Route 195	Sawmill Brook Lane	04	S	1,571	23	2004	66
Quail Run	Browns Road	End	01	T	997	24	2003	83
Ravine Road	Route 32	gravel road	01	T	1,347	19	2010	74
Ridge Road	Farmstead Road	Separatist Road	01	T	1,051	20	2009	64
River Road	Mont Hope Road	Town Line	01	T	2,987	18	2011	65
Riverview Road	Route 195	End	01	T	1,642	23	2001	59
Rockridge Road	Homestead	195	01	T	384	23	2002	61
Royce Circle	Dog Lane	Dog Lane	01	S	1,112	24	2012	85
Russett Lane	Route 44	End	01	T	518	22	2010	51
Sawmill Brook Lane	Puddin Lane	End	01	T	3,484	25	2005	68
Scottron Drive	Fern Road	Sheffield Dr.	01	T	773	24	2005	75
Separatist Road	S. Eagleville Road	Lynwood Road	01	S	3,107	22	1970	72
Separatist Road	Lynwood Road	N. Eagleville	02	S	2,466	25	1970	73
September Road	Browns Road	End	01	T	530	23	2008	41
Shady Lane	Route 275	End	01	T	1,276	19	2007	62
Sheffield Drive	Scottron Dr.	Ends	01	T	1,027	24	2005	85
Shuba Lane	Bedlam Road	Town Line	01	T	388	16	2009	66
Silver Falls Lane	Birch Road	End	01	T	697	25	1991	48
South Bedlam Road	Bassetts Bridge Rd	Town Line	01	T	2,500	21	2012	69
Southwood Road	N. Eagleville Road	End	01	T	643	22	2010	73
Spring Hill Road	Mansfield City Road	Clover Mill Road	01	S	3,510	21	2005	72
Spring Hill Road	Clover Mill Road	Maple Road	02	S	1,954	32	2009	57

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Name	From	To	Sect ID	Rank*	Length (ft)	Width (ft)	Last Major Work Year	PCI
Spring Hill Road	Maple Road	Davis Road	03	S	1,350	22	2004	72
Spring Hill Road	Davis Road	Route 195	04	S	2,734	22	2004	67
Stearns Road	Route 32	Candide Lane	01	T	2,916	20	2007	67
Stearns Road	Candide Lane	03	02	T	4,469	25	2007	61
Stearns Road	02	Mansfield City	03	T	2,721	25	2007	69
Stone Mill Road	Hanks Hill Road	gravel	01	T	966	18	2008	50
Stone Mill Road	Stone Mill Bridge	Chaffeeville Road	02	T	451	18	2006	49
Stone Ridge Lane	Highland Road	End	01	T	2,298	25	1997	85
Storrs Heights Road	Flaherty Road	02	01	T	461	20	2011	33
Storrs Heights Road	01	01	02	T	3,628	20	2011	63
Summit Road	Gravel	Woodland Road	01	T	140	18	2011	36
Sumner Drive	Thomas Drive	Route 320	01	T	597	22	2009	70
Thomas Drive	Sumner Drive	North End	01	T	838	23	1998	80
Thomas Drive	End	Sumner Drive	02	T	356	22	2007	76
Thompson Road	End	Hillyndale Road	01	T	624	25	2007	68
Thornbush Extension	End	Thornbush Road	01	T	577	18	2009	66
Thornbush Road	End	RR Tracks	01	T	1,610	18	2005	72
Thornbush Road	Old Kent Road	RR Tracks	02	T	2,096	20	2005	76
Timber Drive	Route 195	Thomas Drive	01	T	3,104	23	2007	54
Town Garage Road	Clover Mill Road	End	01	T	433	30	1970	55
Transfer Station Road	Park Road	End	01	T	900	20	1990	44
Westgate Lane	Birch Road	End	01	T	1,316	25	2006	53
Westwood Road	S. Eagleville Road	Hillside Circle	01	P	1,207	27	1970	83
White Oak Drive	Mansfield City Road	End old road	01	T	1,008	26	2006	50
White Oak Drive	White Oak (Old)	End	02	T	957	26	2006	68
Wilbur Cross Way	Charles Smith Way	Royce Circle	01	S	1,357	22	2013	92
Wildwood Road	Chaffeeville Road	Woodland Road	01	T	3,786	21	2008	59
Willowbrook Road	Route 195	Dog Lane	01	T	2,256	20	1995	64
Windswept Lane	East Road	End	01	T	976	24	2004	80
Woodland Road	03	Gurleyville Road	01	T	182	18	2006	66
Woodland Road	Gurleyville Road	Summit Road	02	T	3,608	20	2006	68
Woodland Road	Summit Road	Town Line	03	T	2,403	20	2006	64
Woodmont Drive	End	Stearns Road	01	T	1,223	23	2010	47
Woods Road	Pleasant Valley	Highland Road	01	T	2,780	20	2011	75
Wormwood Hill Road	Route 89	Mulberry Road	01	S	5,640	20	2004	71
Wormwood Hill Road	Mulberry Road	New Found Lake Rd	02	S	3,195	21	2011	64
Wormwood Hill Road	New Found Lake Road	04	03	S	2,702	21	2011	66
Wormwood Hill Road	03	05	04	S	1,439	21	2011	70
Wormwood Hill Road	04	Gurleyville Road	05	S	3,634	20	2011	72
Wormwood Hill Road	Gurleyville Road	Knowlton Road	06	T	2,240	20	2012	78
Wormwood Hill Road	Knowlton Road	Town Line	07	T	3,214	21	1970	69

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APPENDIX B. FORECASTED SECTION CONDITION

= PCI Range for Mill & Overlay = PCI Range for FDR
 *Rank: P = Collector, S = Residential Collector, T = Residential

Name	From	To	Sect ID	Rank*	Forecasted PCI									
					2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Adeline Place	Michele Lane	End	01	T	81	79	78	76	75	73	71	70	68	66
Anton Road	Baxter Road	End	01	T	73	72	70	68	67	65	63	62	60	59
Ash Street	S. Frontage Road	City Line	01	P	31	29	28	26	25	23	21	20	18	16
Atwoodville Lane	Atwoodville Road	Narrow section 02	01	T	58	57	55	53	52	50	48	47	45	44
Atwoodville Lane	Wider section 01	Dead End	02	T	12	11	9	7	6	4	2	1	0	0
Atwoodville Road	Route 89	Hickory Lane	01	T	64	63	61	59	58	56	54	53	51	50
Atwoodville Road	Hickory Lane	Town Line	02	S	61	60	58	56	55	53	51	50	48	47
Ball Hill Road	South Eagleville Ro	End	01	T	44	43	41	39	38	36	34	33	31	30
Bassetts Bridge Road	Route 195	Mansfield Hollow Ext	01	P	90	88	87	85	84	82	80	79	77	75
Bassetts Bridge Road	Mansfield Hollow Ext	3	02	P	92	90	89	87	86	84	82	81	79	77
Bassetts Bridge Road	2	Kaya Lane	03	P	60	58	57	55	54	52	50	49	47	45
Bassetts Bridge Road	Kaya Lane	Bedlam Road	04	P	73	71	70	68	67	65	63	62	60	58
Bassetts Bridge Road	Bedlam Road	Town Line	05	P	69	67	66	64	63	61	59	58	56	54
Baxter Road	Route 195	Anton Road	01	T	66	65	63	61	60	58	56	55	53	52
Baxter Road	Cornell Road	Route 195	02	S	68	67	65	63	62	60	58	57	55	54
Baxter Road	Route 44	Cornell Road	03	S	68	67	65	63	62	60	58	57	55	54
Beacon Hill Drive	Mansfield City Road	End	01	T	82	81	79	77	76	74	72	71	69	68
Beech Mountain Circle	Beech Mountain Road	End	01	T	78	76	75	73	72	70	68	67	65	63
Beech Mountain Road	Sawmill Brook Lane	2	01	T	78	76	75	73	72	70	68	67	65	63
Beechwood Drive	Oakwood Drive	Orchard Drive	01	T	57	56	54	52	51	49	47	46	44	43
Birch Road	Bone Mill Road	2	01	T	75	74	72	70	69	67	65	64	62	61
Birch Road	1	Hunting Lodge Road	02	T	74	73	71	69	68	66	64	63	61	60
Birch Road	Hunting Lodge Road	Route 44	03	S	72	71	69	67	66	64	62	61	59	58
Birchwood Heights Road	Route 195	End	01	T	44	43	41	39	38	36	34	33	31	30
Blake Lane	Jonathan Lane	End	01	T	83	82	80	78	77	75	73	72	70	69
Bolton Road Extension	Rte 195	Royce Circle	01	S	83	82	80	78	77	75	73	72	70	69
Bone Mill Road	Route 44	Birch Road	01	S	55	54	52	50	49	47	45	44	42	41
Bone Mill Road	Ravine Road	North Eagleville Ro	02	T	61	60	58	56	55	53	51	50	48	47
Bone Mill Road	Gravel Section	Birch Road	03	T	27	26	24	22	21	19	17	16	14	13
Bone Mill Road	Ravine Road	Gravel Section	04	T	12	11	9	7	6	4	2	1	0	0
Boulder Lane	Route 89	End	01	T	60	59	57	55	54	52	50	49	47	46
Briarcliff Road	Thornbush Road	Thornbush Road	01	T	60	58	57	55	54	52	50	49	47	45
Brittony Drive	Jacobs Hill Road	End	01	T	69	67	66	64	63	61	59	58	56	54
Brookside Lane	Old end of road	New end of road	01	T	66	65	63	61	60	58	56	55	53	52
Brookside Lane	South end of Road	Juniper Lane	02	T	65	64	62	60	59	57	55	54	52	51
Brookside Lane	Juniper Lane	North end of road	03	T	65	64	62	60	59	57	55	54	52	51
Browns Road	Route 32	Fern Road	01	S	44	42	41	39	38	36	34	33	31	29
Browns Road	Fern Road	Chatham Drive	02	S	55	53	52	50	49	47	45	44	42	40

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Name	From	To	Sect ID	Rank*	Forecasted PCI									
					2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Browns Road	Chatham Drive	Coventry Road	03	S	67	65	64	62	61	59	57	56	54	52
Browns Road	Coventry Road	Mansfield City Road	04	S	57	56	54	52	51	49	47	46	44	43
Browns Road	Mansfield City Road	September Road	05	S	68	67	65	63	62	60	58	57	55	54
Browns Road	September Road	Crane Hill Road	06	S	71	70	68	66	65	63	61	60	58	57
Browns Road	Crane Hill Road	Route 195	07	S	42	40	39	37	36	34	32	31	29	27
Buckingham Road	End	Route 32	01	T	60	58	57	55	54	52	50	49	47	45
Bundy Lane	Gurleyville Road	Farrell Road	01	S	71	70	68	66	65	63	61	60	58	57
Bundy Lane	Farrell Road	End	02	T	55	54	52	50	49	47	45	44	42	41
Candide Lane	Browns Road	Stearns Road	01	T	56	54	53	51	50	48	46	45	43	41
Carleton Road	Maple Road	End	01	T	44	43	41	39	38	36	34	33	31	30
Carriage House Drive	Hunting Lodge Road	End	01	T	67	66	64	62	61	59	57	56	54	53
Cedar Swamp Road	Route 195	Town Line	01	S	69	68	66	64	63	61	59	58	56	55
Cedar Swamp Road	Route 44	Route 195	02	S	73	72	70	68	67	65	63	62	60	59
Cemetery Road	Route 195	End	01	T	52	50	49	47	46	44	42	41	39	37
Center Street	Route 195	Route 89	01	T	61	59	58	56	55	53	51	50	48	46
Chaffeeville Road	Stone Mill Road	Gurleyville Road	01	S	53	52	50	48	47	45	43	42	40	39
Chaffeeville Road	Stone Mill Road	Stone Mill Road	02	S	62	61	59	57	56	54	52	51	49	48
Chaffeeville Road	Wildwood Road	Stone Mill Road	03	S	49	48	46	44	43	41	39	38	36	35
Chaffeeville Road	Mulberry Road	Wildwood Road	04	S	66	65	63	61	60	58	56	55	53	52
Chaffeeville Road	6	Mulberry Road	05	S	66	65	63	61	60	58	56	55	53	52
Chaffeeville Road	7	5	06	S	65	64	62	60	59	57	55	54	52	51
Chaffeeville Road	8	6	07	S	63	62	60	58	57	55	53	52	50	49
Chaffeeville Road	Route 195	7	08	S	65	63	62	60	59	57	55	54	52	50
Charles Lane	Gurleyville Road	End	01	T	72	71	69	67	66	64	62	61	59	58
Charles Smith Way	Rte 195	Courtyard Ln	01	S	93	92	90	88	87	85	83	82	80	79
Charles Smith Way	Courtyard Ln	End	02	T	39	38	36	34	33	31	29	28	26	25
Chatham Drive	Browns Road	End	01	T	69	67	66	64	63	61	59	58	56	54
Cheney Drive	Separatist Road	End	01	T	44	43	41	39	38	36	34	33	31	30
Cider Mill Road	Town Line	Route 32	01	S	58	56	55	53	52	50	48	47	45	43
Circle Drive	Meadowbrook Lane	Meadowbrook Lane	01	T	56	54	53	51	50	48	46	45	43	41
Clark Street	Route 89	Edgewood Lane	01	T	67	65	64	62	61	59	57	56	54	52
Clubhouse Circle	Birch Road	End town road	01	T	45	44	42	40	39	37	35	34	32	31
Clearview Drive	Conantville Road	Puddin Lane	01	T	53	51	50	48	47	45	43	42	40	38
Clover Mill Road	Town Garage Road	Spring Hill Road	01	S	69	68	66	64	63	61	59	58	56	55
Clover Mill Road	Clover Mill Road	Spring Hill Road	02	S	61	60	58	56	55	53	51	50	48	47
Clover Mill Road	Route 195 (S)	Clover Mill	03	S	80	79	77	75	74	72	70	69	67	66
Codfish Falls Road	Gurleyville Road	2	01	S	55	54	52	50	49	47	45	44	42	41
Codfish Falls Road	1	Ellise Road	02	S	66	65	63	61	60	58	56	55	53	52

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Name	From	To	Sect ID	Rank*	Forecasted PCI									
					2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Codfish Falls Road	Ellise Road	Route 44	03	S	73	72	70	68	67	65	63	62	60	59
Conantville Road No. 2	Foster Drive	End	01	T	71	69	68	66	65	63	61	60	58	56
Conantville Road	Meadowbrook Lane	N. Frontage Road	01	S	74	72	71	69	68	66	64	63	61	59
Conantville Road	Meadowbrook Lane	Route 195	02	S	78	76	75	73	72	70	68	67	65	63
Costello Circle	Ridge Road	End	01	T	50	49	47	45	44	42	40	39	37	36
Coventry Road	Route 32	Dirt Section	01	T	63	62	60	58	57	55	53	52	50	49
Coventry Road	Town Line	Route 32	02	S	69	68	66	64	63	61	59	58	56	55
Crane Hill Road	Mansfield City	Browns	01	S	58	56	55	53	52	50	48	47	45	43
Crest Road	Edgewood Lane	End	01	T	60	58	57	55	54	52	50	49	47	45
Daleville Road	Route 44	Town Line	01	S	62	61	59	57	56	54	52	51	49	48
Davis Road	Maple Road	Monticello Road	01	T	60	59	57	55	54	52	50	49	47	46
Davis Road	Monticello Drive	Fellen Road	02	T	52	51	49	47	46	44	42	41	39	38
Davis Road	Fellen Road	Spring Hill Road	03	T	70	69	67	65	64	62	60	59	57	56
Deerfield Lane	Mansfield City Road	End	01	T	69	68	66	64	63	61	59	58	56	55
Depot Road	Route 44	RR Tracks	01	S	75	74	72	70	69	67	65	64	62	61
Depot Road	RR Tracks	Route 32	02	S	67	66	64	62	61	59	57	56	54	53
Derek Drive	Chatham Drive	End	01	T	63	61	60	58	57	55	53	52	50	48
Dodd Road	Route 195	Chaffeeville Road	01	T	66	64	63	61	60	58	56	55	53	51
Dog Lane	Route 195	End of Parking Lot	01	P	92	91	89	87	86	84	82	81	79	78
Dog Lane	End of Parking Lot	Willowbrook Lane	02	P	73	72	70	68	67	65	63	62	60	59
Dog Lane	Willowbrook Lane	Bundy Lane	03	S	72	71	69	67	66	64	62	61	59	58
Dunham Pond Road	Route 275	End	01	T	62	61	59	57	56	54	52	51	49	48
Dunham Pond Road	Dunham Pond Road	End	02	T	59	58	56	54	53	51	49	48	46	45
East Road	Route 195	Hanks Hill Road	01	T	61	60	58	56	55	53	51	50	48	47
Eastwood Road	Route 275	Hillside Circle	01	P	79	78	76	74	73	71	69	68	66	65
Echo Road	Cemetery Road	End of Town Road	01	T	47	45	44	42	41	39	37	36	34	32
Edgewood Extension	Crest Road	End	01	T	70	68	67	65	64	62	60	59	57	55
Edgewood Lane	Clark Street	Crest Road	01	T	69	67	66	64	63	61	59	58	56	54
Elizabeth Road	Brookside Lane	Hickory Lane	01	T	58	57	55	53	52	50	48	47	45	44
Ellise Road	Codfish Falls Road	2	01	T	67	66	64	62	61	59	57	56	54	53
Ellise Road	1	End of road	02	T	72	71	69	67	66	64	62	61	59	58
Farmstead Road	Ridge Road	Lynwood Road	01	T	56	55	53	51	50	48	46	45	43	42
Farrell Road	Bundy Lane	Hunks Hill Road	01	S	75	74	72	70	69	67	65	64	62	61
Fellen Road	Davis Road	End	01	T	45	44	42	40	39	37	35	34	32	31
Fern Road	Coventry Road	Browns Road	01	T	53	51	50	48	47	45	43	42	40	38
Fieldstone Lane	Maple Road	End	01	T	60	59	57	55	54	52	50	49	47	46
Flaherty Road	Hanks Hill Road	Storrs Heights	01	T	54	53	51	49	48	46	44	43	41	40
Flaherty Road	Storrs Heights	Route 195	02	T	64	63	61	59	58	56	54	53	51	50

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Name	From	To	Sect ID	Rank*	Forecasted PCI									
					2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Forest Road	Route 32	gravel surface	01	T	73	72	70	68	67	65	63	62	60	59
Forest Road	gravel surface	Baxter Road	02	T	60	59	57	55	54	52	50	49	47	46
Greenfield Lane	Route 320	End	01	T	61	60	58	56	55	53	51	50	48	47
Gurleyville Road	Route 195	Bundy Lane	01	S	77	76	74	72	71	69	67	66	64	63
Gurleyville Road	Bundy Lane	Chaffeeville Road	02	S	73	72	70	68	67	65	63	62	60	59
Gurleyville Road	Chaffeeville Road	Charles Lane	03	S	68	67	65	63	62	60	58	57	55	54
Gurleyville Road	Charles Lane	Woodland Road	04	S	64	63	61	59	58	56	54	53	51	50
Gurleyville Road	Woodland Road	Wormwood Hill Road	05	S	72	71	69	67	66	64	62	61	59	58
Hanks Hill Road	Route 195	Farrell Road	01	T	66	65	63	61	60	58	56	55	53	52
Hanks Hill Road	Farrell Road	Stone Mill Road	02	T	66	65	63	61	60	58	56	55	53	52
Hanks Hill Road	Stone Mill Road	East Road	03	T	64	63	61	59	58	56	54	53	51	50
Hawthorne Lane	Bassetts Bridge Rd	End	01	T	80	78	77	75	74	72	70	69	67	65
Hickory Lane	Atwoodville Road	Elizabeth Road	01	T	71	70	68	66	65	63	61	60	58	57
Highland Road	Woods Road	End of older road	01	T	62	60	59	57	56	54	52	51	49	47
Highland Road	Stearns Road	Old portion of High	02	T	80	78	77	75	74	72	70	69	67	65
Highland Road West	Woods Road	End of Town Road	01	T	82	80	79	77	76	74	72	71	69	67
Hillcrest Road	Hanks Hill Road	End of Town Road	01	T	42	41	39	37	36	34	32	31	29	28
Hillside Circle	Hillside Road	Hillside Road	01	P	80	79	77	75	74	72	70	69	67	66
Hillyndale Road	Little Lane	N. Eagleville Road	01	T	52	51	49	47	46	44	42	41	39	38
Hillyndale Road	Separatist Road	Little Lane	02	T	51	50	48	46	45	43	41	40	38	37
Holly Drive	Bundy Lane	End	01	T	47	46	44	42	41	39	37	36	34	33
Homestead Drive	Rockridge Rd	End	01	T	66	65	63	61	60	58	56	55	53	52
Hunters Run	Mansfield City	End	01	T	55	54	52	50	49	47	45	44	42	41
Hunting Heights Drive	Hunting Lodge Road	End	01	T	50	49	47	45	44	42	40	39	37	36
Hunting Lodge Road	Route 44	Birch Road	01	P	78	77	75	73	72	70	68	67	65	64
Hunting Lodge Road	New pavement	Carriage House Drive	02	P	78	77	75	73	72	70	68	67	65	64
Hunting Lodge Road	Route 44	Birch Road	03	P	82	81	79	77	76	74	72	71	69	68
Hunting Lodge Road	Carriage House Drive	N. Eagleville Road	04	P	80	79	77	75	74	72	70	69	67	66
Hunting Lodge Road	N. Eagleville Road	Separatist Road	05	S	98	96	95	93	92	90	88	87	85	83
Hunting Lodge Road	Birch	Old pavement	06	P	95	94	92	90	89	87	85	84	82	81
Jackson Lane	S. Bedlam Road	End	01	T	80	78	77	75	74	72	70	69	67	65
Jacobs Hill Road	Puddin Lane	End	01	T	72	70	69	67	66	64	62	61	59	57
Jonathan Lane	Mansfield City Road	Mansfield City Road	01	T	81	80	78	76	75	73	71	70	68	67
Jude Lane	End	Route 32	01	T	64	62	61	59	58	56	54	53	51	49
Juniper Lane (west)	Route 89	Bridge	01	T	64	63	61	59	58	56	54	53	51	50
Juniper Lane (west)	Bridge	Brookside Lane	02	T	65	64	62	60	59	57	55	54	52	51
Kaya Lane	Bassetts Bridge Rd	End	01	T	76	74	73	71	70	68	66	65	63	61
Knowlton Road	Wormwood Hill Road	Town Line	01	T	32	31	29	27	26	24	22	21	19	18

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Name	From	To	Sect ID	Rank*	Forecasted PCI									
					2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Knowlton Road	Older pavement	Town Line	02	T	78	77	75	73	72	70	68	67	65	64
Ledgewood Road	Route 195	End	01	T	35	34	32	30	29	27	25	24	22	21
Little Lane	Hillyndale Road	End	01	T	68	67	65	63	62	60	58	57	55	54
Lodi Drive	Maple Road	End	01	T	75	74	72	70	69	67	65	64	62	61
Longview Drive	Route 195	Orchard Drive	01	T	43	42	40	38	37	35	33	32	30	29
Lorraine Circle	Lorraine Drive	Lorraine Drive	01	T	73	72	70	68	67	65	63	62	60	59
Lorraine Drive	Gurleyville Road	Charles Lane	01	T	66	65	63	61	60	58	56	55	53	52
Lorraine Drive	Charles Lane	End	02	T	74	73	71	69	68	66	64	63	61	60
Lynwood Road	Farmstead Road	Separatist Road	01	T	60	59	57	55	54	52	50	49	47	46
Mansfield Avenue	Pleasant Valley	I-84	01	S	70	68	67	65	64	62	60	59	57	55
Mansfield Avenue	I-84	Town Line	02	S	73	71	70	68	67	65	63	62	60	58
Mansfield City Road	Route 32	White Oak Drive	01	S	58	57	55	53	52	50	48	47	45	44
Mansfield City Road	White Oak Drive	Deerfield Lane	02	S	61	60	58	56	55	53	51	50	48	47
Mansfield City Road	Deerfield Lane	Spring Hill Road	03	S	93	92	90	88	87	85	83	82	80	79
Mansfield City Road	Spring Hill Road	Browns Road	04	S	98	97	95	93	92	90	88	87	85	84
Mansfield City Road	Browns Road	Stearns Road	05	S	41	39	38	36	35	33	31	30	28	26
Mansfield City Road	Stearns Road	Crane Hill Road	06	S	44	42	41	39	38	36	34	33	31	29
Mansfield City Road	Crane Hill Road	Pleasant Valley	07	S	67	65	64	62	61	59	57	56	54	52
Mansfield City Road	Pleasant Valley Rd	Puddin Lane	08	S	69	67	66	64	63	61	59	58	56	54
Mansfield City Road	Puddin Lane	Meadowbrook Lane	09	S	77	75	74	72	71	69	67	66	64	62
Mansfield City Road	Meadowbrook Lane	Town Line	10	P	80	78	77	75	74	72	70	69	67	65
Mansfield Hollow Ext	Bassetts Bridge Rd	Mansfield Hollow Rd	01	T	52	50	49	47	46	44	42	41	39	37
Mansfield Hollow Road	Route 195	Mansfield Hollow Ext	01	S	46	44	43	41	40	38	36	35	33	31
Mansfield Hollow Road	Mansfield Hollow Ext	Town Line	02	S	60	58	57	55	54	52	50	49	47	45
Maple Road	Route 275	Silo Road	01	S	82	81	79	77	76	74	72	71	69	68
Maple Road	Silo Road	Davis Road	02	S	76	75	73	71	70	68	66	65	63	62
Maple Road	Davis Road	4	03	S	69	68	66	64	63	61	59	58	56	55
Maple Road	3	Spring Hill Road	04	S	77	76	74	72	71	69	67	66	64	63
Max Felix Drive	Maple Road	End	01	T	82	81	79	77	76	74	72	71	69	68
Meadowbrook Lane	Mansfield City Road	Circle Drive	01	P	75	73	72	70	69	67	65	64	62	60
Meadowbrook Lane	Circle Drive	Conantville Road	02	S	76	74	73	71	70	68	66	65	63	61
Meadowood Road	N. Eagleville Road	N. Eagleville Road	01	T	70	69	67	65	64	62	60	59	57	56
Merrow Road	Town Line	Route 32	01	T	55	54	52	50	49	47	45	44	42	41
Michelle Lane	Meadowbrook Lane	End	01	T	82	80	79	77	76	74	72	71	69	67
Minnesota Road	Storrs Heights	End	01	T	41	40	38	36	35	33	31	30	28	27
Minnesota Road	End	Storrs Heights Road	02	T	47	46	44	42	41	39	37	36	34	33
Monticello Lane	Davis Road	Previous end	01	T	47	46	44	42	41	39	37	36	34	33
Monticello Lane	Previous End	New cul-de-sac	02	T	83	82	80	78	77	75	73	72	70	69

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Name	From	To	Sect ID	Rank*	Forecasted PCI									
					2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Moulton Road	Bituminous Overlay	Old Turnpike Road	01	S	74	73	71	69	68	66	64	63	61	60
Moulton Road	Route 195	Older pavement	02	S	63	62	60	58	57	55	53	52	50	49
Mountain Road	End	Route 195	01	T	59	57	56	54	53	51	49	48	46	44
Mount Hope Road	Wormwood Hill Road	2	01	S	58	57	55	53	52	50	48	47	45	44
Mount Hope Road	1	Route 89	02	S	49	48	46	44	43	41	39	38	36	35
Mount Hope Road	Route 89	Town Line	03	S	64	63	61	59	58	56	54	53	51	50
Mulberry Road	Chaffeeville Road	Olsen Drive	01	T	70	69	67	65	64	62	60	59	57	56
Mulberry Road	Olsen Drive	Woodland Road	02	T	68	67	65	63	62	60	58	57	55	54
Mulberry Road	Woodland Road	Wormwood Hill Road	03	T	56	55	53	51	50	48	46	45	43	42
Mulberry Road	Wormwood Hill Road	Route 89	04	T	58	57	55	53	52	50	48	47	45	44
North Eagleville Road	Route 32	Hillyndale Road	01	P	67	66	64	62	61	59	57	56	54	53
North Eagleville Road	Hillyndale Road	Bone Mill Road	02	P	77	76	74	72	71	69	67	66	64	63
North Eagleville Road	Bone Mill Road	Northwood Road	03	P	71	70	68	66	65	63	61	60	58	57
North Eagleville Road	Northwood Road	Hunting Lodge Road	04	P	62	61	59	57	56	54	52	51	49	48
Nipmuck Road	Route 44	Town Line	01	T	54	53	51	49	48	46	44	43	41	40
North Windham Road	End	Town Line	01	T	66	64	63	61	60	58	56	55	53	51
Northwood Road	North Eagleville Road	2	01	T	82	81	79	77	76	74	72	71	69	68
Northwood Road	1	End	02	T	44	43	41	39	38	36	34	33	31	30
Oak Hill Road	Route 195	Willowbrook Road	01	T	58	57	55	53	52	50	48	47	45	44
Oakwood Drive	Beechwood Drive	Longview Drive	01	T	50	49	47	45	44	42	40	39	37	36
Old Kent Road	End	Route 32	01	T	56	54	53	51	50	48	46	45	43	41
Old Mansfield Hollow Rd	Route 195	Mansfield Hollow Rd	01	T	64	62	61	59	58	56	54	53	51	49
Old Mill Court	Shady Lane	End	01	T	75	74	72	70	69	67	65	64	62	61
Old Schoolhouse Road	Route 275	End	01	T	67	66	64	62	61	59	57	56	54	53
Old Turnpike Road	Gravel Section	Route 44	01	T	63	62	60	58	57	55	53	52	50	49
Old Turnpike Road	Moulton Road	Gravel Section	02	T	46	45	43	41	40	38	36	35	33	32
Olsen Drive	Mulberry Road	Mulberry Road	01	T	70	69	67	65	64	62	60	59	57	56
Orchard Drive	Beechwood Drive	Route 195	01	T	39	38	36	34	33	31	29	28	26	25
Overlook Drive	Conantville Road	Puddin Lane	01	T	70	68	67	65	64	62	60	59	57	55
Park Road	Transfer Station Road	Route 89	01	T	49	47	46	44	43	41	39	38	36	34
Philip Drive	Hillcrest Drive	End	01	T	40	39	37	35	34	32	30	29	27	26
Pine Ridge Lane	Puddin Lane	End	01	T	63	61	60	58	57	55	53	52	50	48
Pinewoods Lane	Route 89	End	01	T	62	60	59	57	56	54	52	51	49	47
Plains Road	Route 32	Dirt Section	01	T	78	77	75	73	72	70	68	67	65	64
Pleasant Valley Road	Mansfield Avenue	Route 32	01	S	67	65	64	62	61	59	57	56	54	52
Pleasant Valley Road	Mansfield City	Mansfield Ave	02	S	67	65	64	62	61	59	57	56	54	52
Pollack Road	Meadowbrook Lane	Conantville Road	01	T	76	74	73	71	70	68	66	65	63	61
Puddin Lane	Jacobs Hill Road	Mansfield City Road	01	S	56	54	53	51	50	48	46	45	43	41

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Puddin Lane	Pine Ridge Lane	Jacobs Hill Road	02	S	68	66	65	63	62	60	58	57	55	53
Puddin Lane	Sawmill Brook Lane	Pine Ridge Lane	03	S	74	72	71	69	68	66	64	63	61	59
Puddin Lane	Route 195	Sawmill Brook Lane	04	S	64	62	61	59	58	56	54	53	51	49
Quail Run	Browns Road	End	01	T	81	79	78	76	75	73	71	70	68	66
Ravine Road	Route 32	gravel road	01	T	72	71	69	67	66	64	62	61	59	58
Ridge Road	Farmstead Road	Separatist Road	01	T	62	61	59	57	56	54	52	51	49	48
River Road	Mont Hope Road	Town Line	01	T	63	62	60	58	57	55	53	52	50	49
Rockridge Road	Homestead	195	01	T	59	58	56	54	53	51	49	48	46	45
Royce Circle	Dog Lane	Dog Lane	01	S	83	82	80	78	77	75	73	72	70	69
Russett Lane	Route 44	End	01	T	49	48	46	44	43	41	39	38	36	35
Riverview Road	Route 195	End	01	T	57	55	54	52	51	49	47	46	44	42
Sawmill Brook Lane	Puddin Lane	End	01	T	66	64	63	61	60	58	56	55	53	51
Scottron Drive	Fern Road	Sheffield Dr.	01	T	73	71	70	68	67	65	63	62	60	58
Separatist Road	S. Eagleville Road	Lynwood Road	01	S	70	69	67	65	64	62	60	59	57	56
Separatist Road	Lynwood Road	N. Eagleville	02	S	71	70	68	66	65	63	61	60	58	57
September Road	Browns Road	End	01	T	39	38	36	34	33	31	29	28	26	25
Shady Lane	Route 275	End	01	T	60	59	57	55	54	52	50	49	47	46
Sheffield Drive	Scottron Dr.	Ends	01	T	83	81	80	78	77	75	73	72	70	68
Shuba Lane	Bedlam Road	Town Line	01	T	64	62	61	59	58	56	54	53	51	49
Silver Falls Lane	Birch Road	End	01	T	46	45	43	41	40	38	36	35	33	32
South Bedlam Road	Bassetts Bridge Rd	Town Line	01	T	67	65	64	62	61	59	57	56	54	52
Southwood Road	N. Eagleville Road	End	01	T	71	70	68	66	65	63	61	60	58	57
Spring Hill Road	Mansfield City Road	Clover Mill Road	01	S	70	69	67	65	64	62	60	59	57	56
Spring Hill Road	Clover Mill Road	Maple Road	02	S	55	54	52	50	49	47	45	44	42	41
Spring Hill Road	Maple Road	Davis Road	03	S	70	69	67	65	64	62	60	59	57	56
Spring Hill Road	Davis Road	Route 195	04	S	65	64	62	60	59	57	55	54	52	51
Stearns Road	Route 32	Candide Lane	01	T	65	63	62	60	59	57	55	54	52	50
Stearns Road	Candide Lane	3	02	T	59	57	56	54	53	51	49	48	46	44
Stearns Road	2	Mansfield City	03	T	67	65	64	62	61	59	57	56	54	52
Stone Ridge Lane	Highland Road	End	01	T	83	81	80	78	77	75	73	72	70	68
Stone Mill Road	Hanks Hill Road	gravel	01	T	48	47	45	43	42	40	38	37	35	34
Stone Mill Road	Stone Mill Bridge	Chaffeeville Road	02	T	47	46	44	42	41	39	37	36	34	33
Storrs Heights Road	Flaherty Road	2	01	T	31	30	28	26	25	23	21	20	18	17
Storrs Heights Road	1	1	02	T	61	60	58	56	55	53	51	50	48	47
Summit Road	Gravel	Woodland Road	01	T	34	33	31	29	28	26	24	23	21	20
Sumner Drive	Thomas Drive	Route 320	01	T	68	67	65	63	62	60	58	57	55	54
Thomas Drive	Sumner Drive	North End	01	T	78	77	75	73	72	70	68	67	65	64
Thomas Drive	End	Sumner Drive	02	T	74	73	71	69	68	66	64	63	61	60

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Thompson Road	End	Hillyndale Road	01	T	66	65	63	61	60	58	56	55	53	52
Thornbush Extension	End	Thornbush Road	01	T	64	62	61	59	58	56	54	53	51	49
Thornbush Road	End	RR Tracks	01	T	70	68	67	65	64	62	60	59	57	55
Thornbush Road	Old Kent Road	RR Tracks	02	T	74	72	71	69	68	66	64	63	61	59
Timber Drive	Route 195	Thomas Drive	01	T	52	51	49	47	46	44	42	41	39	38
Town Garage Road	Clover Mill Road	End	01	T	53	52	50	48	47	45	43	42	40	39
Transfer Station Road	Park Road	End	01	T	42	40	39	37	36	34	32	31	29	27
Westgate Lane	Birch Road	End	01	T	51	50	48	46	45	43	41	40	38	37
Westwood Road	S. Eagleville Road	Hillside Circle	01	P	81	80	78	76	75	73	71	70	68	67
White Oak Drive	Mansfield City Road	End old road	01	T	48	47	45	43	42	40	38	37	35	34
White Oak Drive	White Oak (Old)	End	02	T	66	65	63	61	60	58	56	55	53	52
Wilbur Cross Way	Charles Smith Way	Royce Circle	01	S	90	89	87	85	84	82	80	79	77	76
Wildwood Road	Chaffeeville Road	Woodland Road	01	T	57	56	54	52	51	49	47	46	44	43
Willowbrook Road	Route 195	Dog Lane	01	T	62	61	59	57	56	54	52	51	49	48
Windswept Lane	East Road	End	01	T	78	77	75	73	72	70	68	67	65	64
Woodland Road	3	Gurleyville Road	01	T	64	63	61	59	58	56	54	53	51	50
Woodland Road	Gurleyville Road	Summit Road	02	T	66	65	63	61	60	58	56	55	53	52
Woodland Road	Summit Road	Town Line	03	T	62	61	59	57	56	54	52	51	49	48
Woodmont Drive	End	Stearns Road	01	T	45	43	42	40	39	37	35	34	32	30
Woods Road	Pleasant Valley	Highland Road	01	T	73	71	70	68	67	65	63	62	60	58
Wormwood Hill Road	Route 89	Mulberry Road	01	S	69	67	66	64	63	61	59	58	56	54
Wormwood Hill Road	Mulberry Road	New Found Lake Rd	02	S	62	61	59	57	56	54	52	51	49	48
Wormwood Hill Road	New Found Lake Rd	4	03	S	64	63	61	59	58	56	54	53	51	50
Wormwood Hill Road	3	5	04	S	68	67	65	63	62	60	58	57	55	54
Wormwood Hill Road	4	Gurleyville Road	05	S	70	69	67	65	64	62	60	59	57	56
Wormwood Hill Road	Gurleyville Road	Knowlton Road	06	T	76	75	73	71	70	68	66	65	63	62
Wormwood Hill Road	Knowlton Road	Town Line	07	T	67	66	64	62	61	59	57	56	54	53

APPENDIX C. YEAR 1 PRIORITIZED MAINTENANCE LIST

Name	From	To	Sect ID	Work Description	Unit Cost	Work Qty	Work Unit	Work Cost
Adeline Place	Michele Lane	End	01	Crack Sealing - AC	\$1.25	236	Ft	\$295
Anton Road	Baxter Road	End	01	Crack Sealing - AC	\$1.25	345	Ft	\$431
				Patching - AC Shallow	\$3.67	128	SqFt	\$470
Bassetts Bridge Road	Kaya Lane	Bedlam Road	04	Crack Sealing - AC	\$1.25	1062	Ft	\$1,328
				Patching - AC Shallow	\$3.67	100	SqFt	\$367
	Bedlam Road	Town Line	05	Crack Sealing - AC	\$1.25	612	Ft	\$765
				Patching - AC Deep	\$10.00	363	SqFt	\$3,630
Beacon Hill Drive	Mansfield City Rd	End	01	Crack Sealing - AC	\$1.25	174	Ft	\$218
Beech Mountain Circle	Beech Mountain Road	End	01	Crack Sealing - AC	\$1.25	71	Ft	\$89
				Patching - AC Deep	\$10.00	50	SqFt	\$500
Beech Mountain Road	Sawmill Brook Lane	2	01	Crack Sealing - AC	\$1.25	598	Ft	\$748
Birch Road	Bone Mill Road	2	01	Crack Sealing - AC	\$1.25	166	Ft	\$208
				Crack Sealing - AC	\$1.25	140	Ft	\$175
	1	Hunting Lodge Road	02	Patching - AC Deep	\$10.00	139	SqFt	\$1,390
				Shoulder leveling	\$0.50	509	Ft	\$255
				Crack Sealing - AC	\$1.25	460	Ft	\$575
Hunting Lodge Road	Route 44	03	Patching - AC Shallow	\$3.67	717	SqFt	\$2,631	
			Crack Sealing - AC	\$1.25	460	Ft	\$575	
Brittony Drive	Jacobs Hill Road	End	01	Crack Sealing - AC	\$1.25	783	Ft	\$979
Browns Road	September Road	Crane Hill Road	06	Crack Sealing - AC	\$1.25	674	Ft	\$843
				Patching - AC Shallow	\$3.67	201	SqFt	\$738
Bundy Lane	Gurleyville Road	Farrell Road	01	Crack Sealing - AC	\$1.25	1055	Ft	\$1,319
				Patching - AC Shallow	\$3.67	37	SqFt	\$136
Cedar Swamp Road	Route 195	Town Line	01	Crack Sealing - AC	\$1.25	427	Ft	\$534
				Patching - AC Deep	\$10.00	84	SqFt	\$840
				Patching - AC Shallow	\$3.67	313	SqFt	\$1,149
	Route 44	Route 195	02	Crack Sealing - AC	\$1.25	918	Ft	\$1,148
				Patching - AC Deep	\$10.00	122	SqFt	\$1,220
				Shoulder leveling	\$0.50	49	Ft	\$25
Charles Lane	Gurleyville Road	End	01	Crack Sealing - AC	\$1.25	1140	Ft	\$1,425
				Patching - AC Deep	\$10.00	132	SqFt	\$1,320
				Patching - AC Shallow	\$3.67	208	SqFt	\$763
Chatham Drive	Browns Road	End	01	Crack Sealing - AC	\$1.25	793	Ft	\$991
				Patching - AC Deep	\$10.00	366	SqFt	\$3,660
				Patching - AC Shallow	\$3.67	459	SqFt	\$1,685
Clover Mill Road	Town Garage Road	Spring Hill Road	01	Crack Sealing - AC	\$1.25	1067	Ft	\$1,334
				Patching - AC Shallow	\$3.67	167	SqFt	\$613
	Route 195 (S)	Clover Mill	03	Shoulder leveling	\$0.50	415	Ft	\$208
Codfish Falls Road	Ellise Road	Route 44	03	Crack Sealing - AC	\$1.25	916	Ft	\$1,145
Conantville Road No. 2	Foster Drive	End	01	Crack Sealing - AC	\$1.25	416	Ft	\$520
Conantville Road	Meadowbrook Lane	N. Frontage Road	01	Crack Sealing - AC	\$1.25	829	Ft	\$1,036
				Patching - AC Deep	\$10.00	236	SqFt	\$2,360
Meadowbrook Lane	Route 195	02	02	Patching - AC Shallow	\$3.67	411	SqFt	\$1,508
				Crack Sealing - AC	\$1.25	854	Ft	\$1,068
Coventry Road	Town Line	Route 32	02	Patching - AC Deep	\$10.00	221	SqFt	\$2,210
				Patching - AC Shallow	\$3.67	250	SqFt	\$918
				Shoulder leveling	\$0.50	41	Ft	\$21
				Crack Sealing - AC	\$1.25	315	Ft	\$394
Davis Road	Fellen Road	Spring Hill Road	03	Shoulder leveling	\$0.50	182	Ft	\$91
				Crack Sealing - AC	\$1.25	359	Ft	\$449
Deerfield Lane	Mansfield City Road	End	01	Crack Sealing - AC	\$1.25	359	Ft	\$449
				Patching - AC Deep	\$10.00	208	SqFt	\$2,080

Name	From	To	Sect ID	Work Description	Unit Cost	Work Qty	Work Unit	Work Cost
Depot Road	Route 44	RR Tracks	01	Crack Sealing - AC	\$1.25	206	Ft	\$258
Dog Lane	End of Parking Lot	Willowbrook Lane	02	Crack Sealing - AC	\$1.25	119	Ft	\$149
	Willowbrook Lane	Bundy Lane	03	Crack Sealing - AC	\$1.25	1108	Ft	\$1,385
				Patching - AC Shallow	\$3.67	83	SqFt	\$305
Eastwood Road	Route 275	Hillside Circle	01	Crack Sealing - AC	\$1.25	284	Ft	\$355
Edgewood Extension	Crest Road	End	01	Crack Sealing - AC	\$1.25	27	Ft	\$34
				Patching - AC Deep	\$10.00	330	SqFt	\$3,300
Edgewood Lane	Clark Street	Crest Road	01	Crack Sealing - AC	\$1.25	53	Ft	\$66
				Patching - AC Deep	\$10.00	319	SqFt	\$3,190
Ellise Road	1	End of road	02	Crack Sealing - AC	\$1.25	430	Ft	\$538
				Patching - AC Shallow	\$3.67	323	SqFt	\$1,185
Farrell Road	Bundy Lane	Hunks Hill Road	01	Crack Sealing - AC	\$1.25	788	Ft	\$985
Forest Road	Route 32	gravel surface	01	Crack Sealing - AC	\$1.25	1315	Ft	\$1,644
				Patching - AC Shallow	\$3.67	130	SqFt	\$477
Gurleyville Road	Route 195	Bundy Lane	01	Crack Sealing - AC	\$1.25	581	Ft	\$726
	Bundy Lane	Chaffeeville Road	02	Crack Sealing - AC	\$1.25	824	Ft	\$1,030
	Woodland Road	Wormwood Hill Road	05	Crack Sealing - AC	\$1.25	1277	Ft	\$1,596
				Patching - AC Shallow	\$3.67	597	SqFt	\$2,191
Hawthorne Lane	Bassetts Bridge Rd	End	01	Crack Sealing - AC	\$1.25	54	Ft	\$68
Hickory Lane	Atwoodville Road	Elizabeth Road	01	Crack Sealing - AC	\$1.25	16	Ft	\$20
				Patching - AC Shallow	\$3.67	40	SqFt	\$147
Highland Road	Stearns Road	Old portion of High	02	Crack Sealing - AC	\$1.25	421	Ft	\$526
Hunting Lodge Road	Route 44	Birch Road	01	Crack Sealing - AC	\$1.25	51	Ft	\$64
				Shoulder leveling	\$0.50	385	Ft	\$193
	New pavement	Carriage House Drive	02	Crack Sealing - AC	\$1.25	253	Ft	\$316
				Carriage House Drive	N. Eagleville Road	04	Crack Sealing - AC	\$1.25
Patching - AC Shallow	\$3.67	65	SqFt				\$239	
Jackson Lane	S. Bedlam Road	End	01	Crack Sealing - AC	\$1.25	25	Ft	\$31
Jacobs Hill Road	Puddin Lane	End	01	Crack Sealing - AC	\$1.25	1529	Ft	\$1,911
Jonathan Lane	Mansfield City Road	Mansfield City Road	01	Crack Sealing - AC	\$1.25	150	Ft	\$188
Kaya Lane	Bassetts Bridge Rd	End	01	Crack Sealing - AC	\$1.25	375	Ft	\$469
Knowlton Road	Older pavement	Town Line	02	Crack Sealing - AC	\$1.25	149	Ft	\$186
Lodi Drive	Maple Road	End	01	Crack Sealing - AC	\$1.25	561	Ft	\$701
Lorraine Circle	Lorraine Drive	Lorraine Drive	01	Crack Sealing - AC	\$1.25	153	Ft	\$191
Lorraine Drive	Charles Lane	End	02	Crack Sealing - AC	\$1.25	539	Ft	\$674
				Patching - AC Shallow	\$3.67	421	SqFt	\$1,545
Mansfield Avenue	Pleasant Valley	I-84	01	Crack Sealing - AC	\$1.25	1995	Ft	\$2,494
	I-84	Town Line	02	Crack Sealing - AC	\$1.25	1029	Ft	\$1,286
				Patching - AC Shallow	\$3.67	46	SqFt	\$169
Mansfield City Road	Deerfield Lane	Spring Hill Road	03	Shoulder leveling	\$0.50	518	Ft	\$259
	Pleasant Valley Rd	Puddin Lane	08	Crack Sealing - AC	\$1.25	439	Ft	\$549
				Patching - AC Deep	\$10.00	227	SqFt	\$2,270
				Shoulder leveling	\$0.50	102	Ft	\$51
	Puddin Lane	Meadowbrook Lane	09	Crack Sealing - AC	\$1.25	452	Ft	\$565
				Patching - AC Deep	\$10.00	442	SqFt	\$4,420
Meadowbrook Lane	Town Line	10	Crack Sealing - AC	\$1.25	1082	Ft	\$1,353	

Name	From	To	Sect ID	Work Description	Unit Cost	Work Qty	Work Unit	Work Cost
Maple Road	Davis Road	4	03	Crack Sealing - AC	\$1.25	1155	Ft	\$1,444
				Patching - AC Deep	\$10.00	322	SqFt	\$3,220
				Shoulder leveling	\$0.50	36	Ft	\$18
	3	Spring Hill Road	04	Crack Sealing - AC	\$1.25	548	Ft	\$685
				Patching - AC Shallow	\$3.67	128	SqFt	\$470
Meadowbrook Lane	Mansfield City Road	Circle Drive	01	Crack Sealing - AC	\$1.25	159	Ft	\$199
				Patching - AC Shallow	\$3.67	191	SqFt	\$701
	Circle Drive	Conantville Road	02	Crack Sealing - AC	\$1.25	388	Ft	\$485
				Patching - AC Deep	\$10.00	36	SqFt	\$360
				Patching - AC Shallow	\$3.67	29	SqFt	\$106
Meadowood Road	N. Eagleville Road	N. Eagleville Road	01	Crack Sealing - AC	\$1.25	544	Ft	\$680
				Patching - AC Deep	\$10.00	603	SqFt	\$6,030
Michelle Lane	Meadowbrook Lane	End	01	Crack Sealing - AC	\$1.25	53	Ft	\$66
Moulton Road	Bituminous Overlay	Old Turnpike Road	01	Crack Sealing - AC	\$1.25	118	Ft	\$148
				Patching - AC Shallow	\$3.67	116	SqFt	\$426
Mulberry Road	Chaffeeville Road	Olsen Drive	01	Crack Sealing - AC	\$1.25	774	Ft	\$968
				Patching - AC Deep	\$10.00	305	SqFt	\$3,050
				Patching - AC Shallow	\$3.67	187	SqFt	\$686
North Eagleville Road	Hillyndale Road	Bone Mill Road	02	Crack Sealing - AC	\$1.25	54	Ft	\$68
				Patching - AC Shallow	\$3.67	164	SqFt	\$602
	Bone Mill Road	Northwood Road	03	Crack Sealing - AC	\$1.25	242	Ft	\$303
				Patching - AC Deep	\$10.00	196	SqFt	\$1,960
				Patching - AC Shallow	\$3.67	100	SqFt	\$367
				Shoulder leveling	\$0.50	19	Ft	\$10
Old Mill Court	Shady Lane	End	01	Crack Sealing - AC	\$1.25	73	Ft	\$91
				Patching - AC Shallow	\$3.67	18	SqFt	\$66
Olsen Drive	Mulberry Road	Mulberry Road	01	Crack Sealing - AC	\$1.25	616	Ft	\$770
				Patching - AC Shallow	\$3.67	206	SqFt	\$756
				Shoulder leveling	\$0.50	126	Ft	\$63
Overlook Drive	Conantville Road	Puddin Lane	01	Crack Sealing - AC	\$1.25	468	Ft	\$585
				Patching - AC Shallow	\$3.67	143	SqFt	\$525
Plains Road	Route 32	Dirt Section	01	Crack Sealing - AC	\$1.25	415	Ft	\$519
Pollack Road	Meadowbrook Lane	Conantville Road	01	Crack Sealing - AC	\$1.25	128	Ft	\$160
				Patching - AC Shallow	\$3.67	116	SqFt	\$426
Puddin Lane	Sawmill Brook Lane	Pine Ridge Lane	03	Crack Sealing - AC	\$1.25	369	Ft	\$461
				Patching - AC Shallow	\$3.67	89	SqFt	\$327
Ravine Road	Route 32	gravel road	01	Crack Sealing - AC	\$1.25	262	Ft	\$328
				Patching - AC Deep	\$10.00	283	SqFt	\$2,830
Scottron Drive	Fern Road	Sheffield Dr.	01	Crack Sealing - AC	\$1.25	282	Ft	\$353
				Patching - AC Deep	\$10.00	216	SqFt	\$2,160
Separatist Road	S. Eagleville Road	Lynwood Road	01	Crack Sealing - AC	\$1.25	2415	Ft	\$3,019
				Patching - AC Deep	\$10.00	267	SqFt	\$2,670
				Patching - AC Shallow	\$3.67	246	SqFt	\$903
	Lynwood Road	N. Eagleville	02	Crack Sealing - AC	\$1.25	987	Ft	\$1,234
				Patching - AC Deep	\$10.00	349	SqFt	\$3,490
Spring Hill Road	Mansfield City Road	Clover Mill Road	01	Crack Sealing - AC	\$1.25	211	Ft	\$264
				Patching - AC Deep	\$10.00	561	SqFt	\$5,610
				Patching - AC Shallow	\$3.67	461	SqFt	\$1,692
	Maple Road	Davis Road	03	Crack Sealing - AC	\$1.25	691	Ft	\$864
				Patching - AC Shallow	\$3.67	32	SqFt	\$117
				Shoulder leveling	\$0.50	20	Ft	\$10
Stone Ridge Lane	Highland Road	End	01	Crack Sealing - AC	\$1.25	69	Ft	\$86

Name	From	To	Sect ID	Work Description	Unit Cost	Work Qty	Work Unit	Work Cost
Thomas Drive	Sumner Drive	North End	01	Crack Sealing - AC	\$1.25	35	Ft	\$44
				Patching - AC Deep	\$10.00	46	SqFt	\$460
	End	Sumner Drive	02	Crack Sealing - AC	\$1.25	267	Ft	\$334
				Shoulder leveling	\$0.50	103	Ft	\$52
Thornbush Road	End	RR Tracks	01	Crack Sealing - AC	\$1.25	443	Ft	\$554
				Crack Sealing - AC	\$1.25	679	Ft	\$849
	Old Kent Road	RR Tracks	02	Patching - AC Deep	\$10.00	224	SqFt	\$2,240
				Patching - AC Shallow	\$3.67	385	SqFt	\$1,413
				Shoulder leveling	\$0.50	42	Ft	\$21
Westwood Road	S. Eagleville Road	Hillside Circle	01	Crack Sealing - AC	\$1.25	204	Ft	\$255
				Shoulder leveling	\$0.50	87	Ft	\$44
Windswept Lane	East Road	End	01	Crack Sealing - AC	\$1.25	398	Ft	\$498
Woods Road	Pleasant Valley	Highland Road	01	Crack Sealing - AC	\$1.25	656	Ft	\$820
				Patching - AC Deep	\$10.00	103	SqFt	\$1,030
				Patching - AC Shallow	\$3.67	246	SqFt	\$903
				Shoulder leveling	\$0.50	167	Ft	\$84
Wormwood Hill Road	Route 89	Mulberry Road	01	Crack Sealing - AC	\$1.25	1119	Ft	\$1,399
				Patching - AC Deep	\$10.00	1474	SqFt	\$14,740
				Patching - AC Shallow	\$3.67	222	SqFt	\$815
	4	Gurleyville Road	05	Crack Sealing - AC	\$1.25	829	Ft	\$1,036
				Patching - AC Deep	\$10.00	1273	SqFt	\$12,730
				Patching - AC Shallow	\$3.67	632	SqFt	\$2,319
	Gurleyville Road	Knowlton Road	06	Crack Sealing - AC	\$1.25	466	Ft	\$583
				Patching - AC Shallow	\$3.67	169	SqFt	\$620

**APPENDIX D. RECOMMENDED REHABILITATION NEEDS ROAD LIST
BY YEAR**

This list is an example of one way to address the M&R needs. It should be used as a general guide, not an absolute rule. Other factors, beyond the scope of this project, should be considered when planning M&R projects.

Year	Name	From	To	Sect ID	Rank*	PCI Before	Rehabilitation	Cost
2016	Ash Street	S. Frontage Road	City Line	01	P	31	Full-Depth Reclamation	\$37,176
2016	Bassetts Bridge Road	2	Kaya Lane	03	P	60	Mill and Overlay	\$155,859
2016	Bassetts Bridge Road	Bedlam Road	Town Line	05	P	69	Mill and Overlay	\$78,865
2016	Cedar Swamp Road	Route 195	Town Line	01	S	69	Mill and Overlay	\$104,701
2016	Clover Mill Road	Town Garage Road	Spring Hill Road	01	S	69	Mill and Overlay	\$62,609
2016	Maple Road	Davis Road	4	03	S	69	Mill and Overlay	\$97,562
2016	North Eagleville Road	Route 32	Hillyndale Road	01	P	67	Mill and Overlay	\$123,090
2016	North Eagleville Road	Northwood Road	Hunting Lodge Road	04	P	62	Mill and Overlay	\$71,009
2016	Wormwood Hill Road	Route 89	Mulberry Road	01	S	69	Mill and Overlay	\$185,241
2016	Wormwood Hill Road	4	Gurleyville Road	05	S	70	Mill and Overlay	\$119,356
2016 Subtotal								\$1,035,469
2017	Baxter Road	Cornell Road	Route 195	02	S	66	Mill and Overlay	\$83,652
2017	Baxter Road	Route 44	Cornell Road	03	S	66	Mill and Overlay	\$81,552
2017	Browns Road	Mansfield City Road	September Road	05	S	66	Mill and Overlay	\$158,976
2017	Coventry Road	Town Line	Route 32	02	S	67	Mill and Overlay	\$51,717
2017	Gurleyville Road	Chaffeeville Road	Charles Lane	03	S	66	Mill and Overlay	\$105,830
2017	Juniper Lane (west)	Bridge	Brookside Lane	02	T	63	Mill and Overlay	\$7,451
2017	Mansfield City Road	Stearns Road	Crane Hill Road	06	S	42	Full-Depth Reclamation	\$26,077
2017	Mansfield City Road	Crane Hill Road	Pleasant Valley	07	S	65	Mill and Overlay	\$136,818
2017	Mansfield City Road	Pleasant Valley Rd	Puddin Lane	08	S	67	Mill and Overlay	\$28,586
2017	Pleasant Valley Road	Mansfield Avenue	Route 32	01	S	65	Mill and Overlay	\$173,569
2017	Pleasant Valley Road	Mansfield City	Mansfield Ave	02	S	65	Mill and Overlay	\$124,624
2017	Puddin Lane	Pine Ridge Lane	Jacobs Hill Road	02	S	66	Mill and Overlay	\$112,535
2017	Wormwood Hill Road	3	5	04	S	66	Mill and Overlay	\$50,620
2017 Subtotal								\$1,142,008
2018	Browns Road	Chatham Drive	Coventry Road	03	S	64	Mill and Overlay	\$76,316
2018	Chaffeeville Road	Mulberry Road	Wildwood Road	04	S	63	Mill and Overlay	\$154,247
2018	Chaffeeville Road	6	Mulberry Road	05	S	63	Mill and Overlay	\$59,560
2018	Chaffeeville Road	7	5	06	S	62	Mill and Overlay	\$105,271

Year	Name	From	To	Sect ID	Rank*	PCI Before	Rehabilitation	Cost
2018	Chaffeeville Road	Route 195	7	08	S	62	Mill and Overlay	\$90,851
2018	Codfish Falls Road	1	Ellise Road	02	S	63	Mill and Overlay	\$123,286
2018	Depot Road	RR Tracks	Route 32	02	S	64	Mill and Overlay	\$59,377
2018	Edgewood Lane	Clark Street	Crest Road	01	T	66	Mill and Overlay	\$32,941
2018	Gurleyville Road	Charles Lane	Woodland Road	04	S	61	Mill and Overlay	\$74,015
2018	Mount Hope Road	Route 89	Town Line	03	S	61	Mill and Overlay	\$99,233
2018	Puddin Lane	Route 195	Sawmill Brook Lane	04	S	61	Mill and Overlay	\$61,735
2018	Spring Hill Road	Davis Road	Route 195	04	S	62	Mill and Overlay	\$102,766
2018	Wormwood Hill Road	New Found Lake Road	4	03	S	61	Mill and Overlay	\$96,959
2018 Subtotal								\$1,136,557
2019	Atwoodville Road	Hickory Lane	Town Line	02	S	56	Mill and Overlay	\$135,373
2019	Chaffeeville Road	Stone Mill Road	Stone Mill Road	02	S	57	Mill and Overlay	\$42,014
2019	Chaffeeville Road	8	6	07	S	58	Mill and Overlay	\$124,884
2019	Clover Mill Road	Clover Mill Road	Spring Hill Road	02	S	56	Mill and Overlay	\$183,466
2019	Daleville Road	Route 44	Town Line	01	S	57	Mill and Overlay	\$66,363
2019	Mansfield Avenue	Pleasant Valley	I-84	01	S	70	Mill and Overlay	\$99,335
2019	Moulton Road	Route 195	Older pavement	02	S	58	Mill and Overlay	\$146,954
2019	Separatist Road	S. Eagleville Road	Lynwood Road	01	S	70	Mill and Overlay	\$119,122
2019	Spring Hill Road	Mansfield City Road	Clover Mill Road	01	S	70	Mill and Overlay	\$126,621
2019	Spring Hill Road	Maple Road	Davis Road	03	S	70	Mill and Overlay	\$51,759
2019	Thomas Drive	End	Sumner Drive	02	T	69	Mill and Overlay	\$13,649
2019	Wormwood Hill Road	Mulberry Road	New Found Lake Rd	02	S	57	Mill and Overlay	\$116,928
2019 Subtotal								\$1,226,468
2020	Browns Road	September Road	Crane Hill Road	06	S	69	Mill and Overlay	\$51,073
2020	Bundy Lane	Gurleyville Road	Farrell Road	01	S	69	Mill and Overlay	\$50,234
2020	Mansfield City Road	Route 32	White Oak Drive	01	S	51	Full-Depth Reclamation	\$427,029
2020	Mansfield City Road	White Oak Drive	Deerfield Lane	02	S	54	Full-Depth Reclamation	\$146,829
2020	North Eagleville Road	Bone Mill Road	Northwood Road	03	P	69	Mill and Overlay	\$63,822
2020	Separatist Road	Lynwood Road	N. Eagleville	02	S	69	Mill and Overlay	\$109,588
2020	Southwood Road	N. Eagleville Road	End	01	T	69	Mill and Overlay	\$25,146
2020 Subtotal								\$873,722

Year	Name	From	To	Sect ID	Rank*	PCI Before	Rehabilitation	Cost
2021	Birch Road	Hunting Lodge Road	Route 44	03	S	69	Mill and Overlay	\$111,190
2021	Chaffeeville Road	Stone Mill Road	Gurleyville Road	01	S	45	Full-Depth Reclamation	\$66,912
2021	Crane Hill Road	Mansfield City	Browns	01	S	50	Full-Depth Reclamation	\$384,674
2021	Dog Lane	Willowbrook Lane	Bundy Lane	03	S	69	Mill and Overlay	\$101,989
2021	Gurleyville Road	Woodland Road	Wormwood Hill Road	05	S	69	Mill and Overlay	\$103,349
2021	Hickory Lane	Atwoodville Road	Elizabeth Road	01	T	68	Mill and Overlay	\$6,092
2021	Mount Hope Road	Wormwood Hill Road	2	01	S	50	Full-Depth Reclamation	\$190,206
2021	Woodland Road	3	Gurleyville Road	01	T	56	Mill and Overlay	\$6,704
2021 Subtotal								\$971,115
2022	Browns Road	Fern Road	Chatham Drive	02	S	45	Full-Depth Reclamation	\$198,537
2022	Browns Road	Coventry Road	Mansfield City Road	04	S	47	Full-Depth Reclamation	\$229,853
2022	Cider Mill Road	Town Line	Route 32	01	S	48	Full-Depth Reclamation	\$94,651
2022	Codfish Falls Road	Gurleyville Road	2	01	S	45	Full-Depth Reclamation	\$242,025
2022	Conantville Road No. 2	Foster Drive	End	01	T	66	Mill and Overlay	\$26,123
2022	Meadowbrook Lane	Mansfield City Road	Circle Drive	01	P	70	Mill and Overlay	\$39,836
2022	Puddin Lane	Jacobs Hill Road	Mansfield City Road	01	S	46	Full-Depth Reclamation	\$106,867
2022	Spring Hill Road	Clover Mill Road	Maple Road	02	S	45	Full-Depth Reclamation	\$190,881
2022 Subtotal								\$1,128,773
2023	Bone Mill Road	Route 44	Birch Road	01	S	44	Full-Depth Reclamation	\$147,181
2023	Browns Road	Route 32	Fern Road	01	S	32	Full-Depth Reclamation	\$126,933
2023	Browns Road	Crane Hill Road	Route 195	07	S	30	Full-Depth Reclamation	\$305,363
2023	Chaffeeville Road	Wildwood Road	Stone Mill Road	03	S	38	Full-Depth Reclamation	\$116,713
2023	Mansfield Hollow Road	Route 195	Mansfield Hollow Ext	01	S	34	Full-Depth Reclamation	\$164,233
2023	Mount Hope Road	1	Route 89	02	S	38	Full-Depth Reclamation	\$205,545
2023	Overlook Drive	Conantville Road	Puddin Lane	01	T	63	Mill and Overlay	\$26,560
2023	Pollack Road	Meadowbrook Lane	Conantville Road	01	T	69	Mill and Overlay	\$26,749
2023 Subtotal								\$1,119,277
2024	Anton Road	Baxter Road	End	01	T	70	Mill and Overlay	\$35,692
2024	Bassetts Bridge Road	Kaya Lane	Bedlam Road	04	P	70	Mill and Overlay	\$168,477
2024	Cedar Swamp Road	Route 44	Route 195	02	S	70	Mill and Overlay	\$104,514
2024	Codfish Falls Road	Ellise Road	Route 44	03	S	70	Mill and Overlay	\$80,126
2024	Dog Lane	End of Parking Lot	Willowbrook Lane	02	P	70	Mill and Overlay	\$12,728

Year	Name	From	To	Sect ID	Rank*	PCI Before	Rehabilitation	Cost
2024	Forest Road	Route 32	gravel surface	01	T	70	Mill and Overlay	\$126,980
2024	Hunting Lodge Road	N. Eagleville Road	Separatist Road	05	S	11	Full-Depth Reclamation	\$123,622
2024	Lorraine Circle	Lorraine Drive	Lorraine Drive	01	T	70	Mill and Overlay	\$12,907
2024	Mansfield Avenue	I-84	Town Line	02	S	70	Mill and Overlay	\$68,037
2024	Mansfield City Road	Browns Road	Stearns Road	05	S	28	Full-Depth Reclamation	\$387,176
2024	Scottron Drive	Fern Road	Sheffield Dr.	01	T	70	Mill and Overlay	\$35,696
2024	Shuba Lane	Bedlam Road	Town Line	01	T	51	Full-Depth Reclamation	\$20,030
2024 Subtotal								\$1,175,984
Total Rehabilitation Cost								\$9,809,372

*Rank: P = Collector, S = Residential Collector, T = Residential

APPENDIX E. CONDITION MAPS

