

Southern New Hampshire Planning Commission

Road Surface Management System

New Boston, NH

December 2024



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EXECUTIVE SUMMARY

ROAD SURFACE MANAGEMENT SYSTEM INTRODUCTION

One aspect of the ongoing planning assistance the Southern New Hampshire Planning Commission (SNHPC) provides to its member communities is Road Surface Management System (RSMS). RSMS is a tool that gives an overview of a road system's pavement condition and can be used to anticipate future maintenance, repair and improvement costs. It also provides a systematic approach for a community to use their roadway resources efficiently.

With time, all roads deteriorate; the exact rate will vary based on local conditions. Pavement preservation is a set of non-structural applications to preserve the surface, such as crack sealing or thin overlays. These applications are not only cost effective, but they also extend pavement life.

Often, municipal officials set priorities by the "worst first" approach, giving the most deteriorated roads the highest priorities. Unfortunately, the worst roads are the most expensive to repair and often consume much of a town's budget for system-wide roadway repair and maintenance. Fortunately, RSMS provides a more efficient way of developing an inventory, assessment, and strategy for cost-effective maintenance of a community's roadway network. This methodology focuses on roads within the system that have only low to moderate deterioration to extend their useful lives at a significantly lower cost through pavement preservation strategies.

As a part of a Program with the NH Department of Transportation and UNH Technology Transfer Center (UNH T2), the Southern New Hampshire Planning Commission (SNHPC) conducted a road inventory, condition assessment, and forecasting for the town of New Boston, NH. This project was funded 50% by the Town and 50% by SNHPC's Unified Planning Work Program (UPWP). Inventory and assessments were entered into the Statewide Road Surface Management System (SRSMS) software for analysis, prioritization, and generation of repair scenarios. Repair scenarios and a ten-year budget plan have been prepared in partnership with the town and presented within this report.

What is Pavement Condition Index (PCI)?



The PCI is a numerical indicator that rates the surface condition of the pavement. The PCI provides a measure of the present condition of the pavement based on the distress observed on the surface of the pavement, which also indicates the structural integrity and surface operational condition (localized roughness and safety).

Source: ASTM International. <https://www.astm.org/d6433-20.html>

Key Findings

In collaboration with New Boston municipal staff, SNHPC staff developed three scenarios to assist the Town determine where to utilize roadway resources in the future. Additional details can be found in Section III as well as the appendices.

Scenario 1 was based on the 2025 New Boston Road budget of \$798,000 and strived to improve/maintain all town-maintained paved roads. This scenario would have an overall cost totaling approximately \$7.24 million over a 10-year period and results in an improvement to the PCI from 74.12 to 87.42.

Scenario 2 prioritized the roadways that were determined by municipal staff to be critical for the town and strived to improve/maintain those priority roads at a PCI of 85. This scenario would see overall costs totaling \$5.96 million over a 10-year period and would maintain the town-identified priority roads at the expense of other town-maintained paved roads.

Scenario 3 looked at a reduced town budget of \$648,000 per year over a 10-year period with the goal of improving/maintaining all paved, town-maintained roadways. This scenario would cost approximately \$6.21 million and would improve the road network PCI from 74.12 to 85.32.

The three scenarios outlined in this report are meant to be used as a guide for New Boston to develop and modify its road budgets and approaches to pavement management in a way that would best serve the community. SNHPC recommends the town partner with the UNH Technology Transfer Center (T2) program to ensure that the data collected and analyzed as part of this project remains useful and can be adapted as conditions and budgets change.

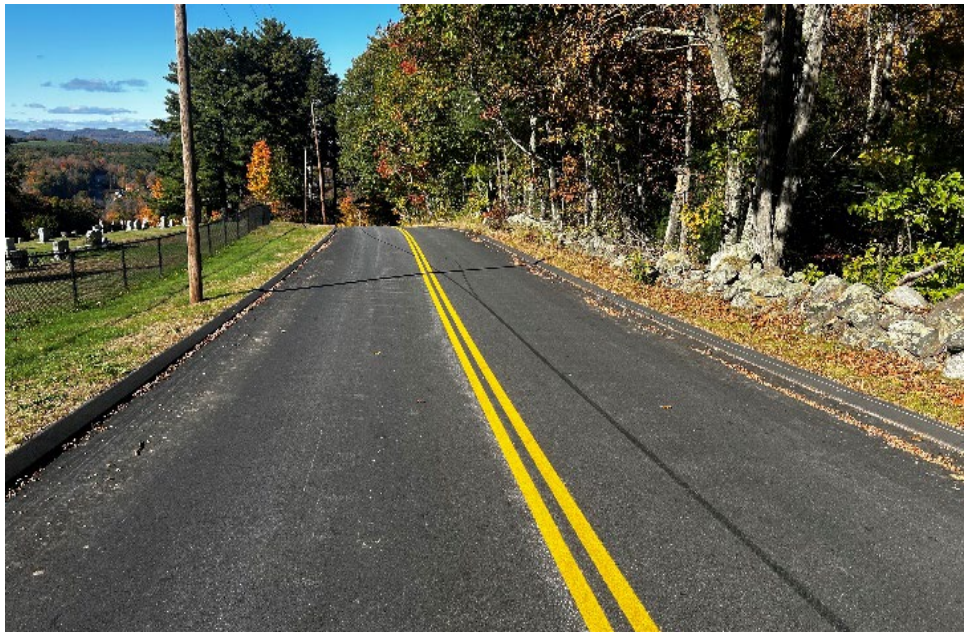


Photo 1: Cemetery Road (photo credit: Dave Tilton)

SECTION I: PROJECT OVERVIEW

SADES ROAD SURFACE MANAGEMENT SYSTEM

The Road Surface Management System (RSMS) is a useful program that provides a municipality with an overview of their road network's pavement conditions. The RSMS methodology includes a windshield survey of current pavement conditions followed by scenario planning/forecasting. The forecasts analyze pavement degradation and review potential outcomes based on road network maintenance priorities. The forecasting tool provides municipal officials with a diverse range of potential pavement treatments for preventative maintenance, which can result in significant cost savings over the life of the road. A municipality can then make informed decisions on efficient investment strategies and schedules to improve the network's overall condition.

In the past few years, town officials and representatives from New Boston had learned about the RSMS work being done by the Southern New Hampshire Planning Commission and became interested in the program. A scope of work was developed and included the following tasks:

1	Convene a kick-off meeting with town staff to review scope of work
2	Identify RSMS segments and program segments into iPad ArcCollector app
3	Perform RSMS fieldwork (roadway surface condition assessment & culvert locations)
4	Conduct quality assurance/quality control of collected data
5	Coordinate an interim municipal update meeting
6	Produce RSMS condition/location maps
7	Develop pavement management scenarios
8	Meet with the Road Agent to review draft RSMS findings
9	Develop, complete, and deliver a final RSMS report

This is part of a program being used by the NH Department of Transportation (NHDOT), in partnership with UNH T2 and the regional planning commission to assist communities in planning local road maintenance. It should be noted that this program focuses on pavement surfaces and not subgrades of town roads.

RSMS IN NEW BOSTON

New Boston is a rural town located in Hillsborough County, occupying 43 square miles with 57.1 miles of paved, town-maintained roads. SNHPC staff worked with town officials and town departments to develop local road maintenance budgeting tools to ultimately assist the town in future road maintenance decisions.

In early 2024, New Boston staff expressed interest in utilizing the SRSMS to assist them create a system-wide strategy for maintaining their road network. During initial meetings, the scope of work, schedule, and general objectives of the project were defined. In July-August 2024, SNHPC staff

conducted a windshield survey of the roads to gather roadway surface data using an iPad and the RSMS software.

The following tasks were conducted using UNH T2's SRSMS data collection protocols and software:

1. Divided the town's road system into ¼-mile sections for assessment and analysis
2. Determined and documented the conditions of each section
3. Worked with Road Agent to characterize and document the relative priority and amount of traffic, and the likelihood of the road-surface heaving from frost for each road segment
4. Reviewed maintenance or repair methods by category with the Road Agent
5. Conducted a second analysis focused on roadway preservation

SNHPC staff developed an inventory of road conditions for all paved, town-maintained roads based on a list of roads derived from NHDOT centerline shapefiles. Staff then synthesized the information as well as data collected to create roadway condition/ location maps.

The Road Agent evaluated each road segment for the relative amount of traffic that it bears and the relative importance to the Town. SNHPC entered the data into the RSMS program, which developed a Pavement Condition Index (PCI) and a list of maintenance and repair recommendations. PCI is a measurement of the overall condition of a section of pavement. Sections are rated from 0 (failed) to 100 (good).¹

PCI range	Class
85-100	Good
70-85	Satisfactory
55-70	Fair
40-55	Poor
25-40	Very Poor
10-25	Serious
0-10	Failed

Based on the information input into the SRSMS Forecasting program, the tool can:

- Calculate a Pavement Condition Index (PCI)
- Calculate a road segment priority for repairs
- Suggest maintenance/repairs
- Calculate estimated repair costs
- Develop reports

SNHPC and Town representatives reviewed the findings and developed a prioritized list of likely strategies for scenario building (detailed in Section III).

In addition to generating a PCI for each road segment, the SRSMS software forecasts what PCI could be anticipated annually if various maintenance and repair strategies (including deferred maintenance) were applied over the next nine to ten years. The software not only projects the PCI of individual segments but also the full road network. The SRSMS program provides a set of recommended repair alternatives consistent with the repair strategy for each road section's

¹ Source: Pirayonesi, S. M.; El-Diraby, T. E. (2020) [Published online: December 21, 2019]. "Data Analytics in Asset Management: Cost-Effective Prediction of the Pavement Condition Index". *Journal of Infrastructure Systems*. **26** (1): 04019036. doi:[10.1061/\(ASCE\)IS.1943-555X.0000512](https://doi.org/10.1061/(ASCE)IS.1943-555X.0000512).

drainage and condition. SNHPC staff reviewed these alternatives with the Road Agent and discussed potential road repairs.

IDENTIFICATION AND CHARACTERIZATION OF SECTIONS

New Boston's paved road network was segmented into roughly quarter-mile sections by NH DOT, based mainly on road geometry (designing a road to maximize efficiency and safety while minimizing cost/environmental harm). Over 250 segments were defined for the 62 miles of roads assessed. Segments ranged in length from 58 to 3,009 feet. Town Road Agent Benji Knapp reviewed each segment and characterized its local importance and the relative volume of traffic that it handles, each on a five-point scale (5 = high; road has police, hospital, school, etc.; 1 = dead end street with few houses), as well as noting frost heave severity. The ten priority roads identified through the review are as follows:

- 2nd NH Turnpike
- Bedford Road
- Byam Road
- Gregg Mill Road
- Howe Bridge Road
- Old Coach Road
- Parker Road
- Twin Bridge Road
- Cemetery Road
- Meetinghouse Hill Road

For more detail, please see map on following page.

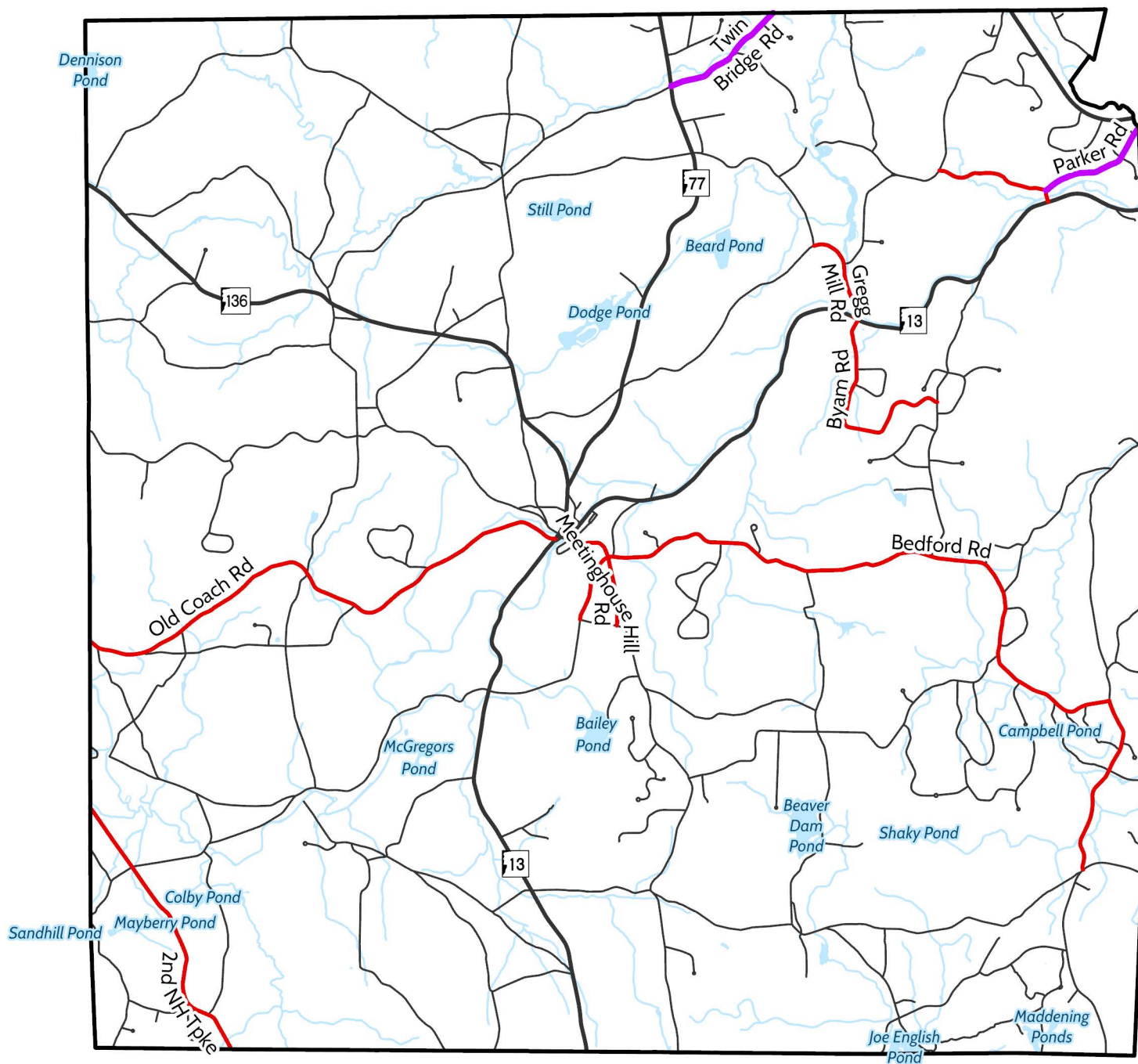
Note: the SRSMS Forecasting Program is a tool that provides an overview of the whole network, including rough estimates to allow the community information for creating a strategic maintenance and replacement plan. Additional analysis would be needed to create specific repair and replacement strategies and costs.

TRAFFIC TRENDS

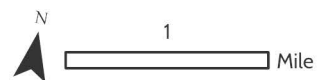
Finally, SNHPC examined traffic trends on town roads deemed to be high priority (rated 4 or 5 on a 1-5 scale) by New Boston based on traffic count data from 2010-2023. Of the roads that were given a 4 or 5 priority rating, most of them experienced minimal to moderate growth, with several roads growing at a rate of 10% to 20% over a ten-year period. However, two roads saw increases of at least 30%:

- Parker Rd east of Howe Bridge Rd (200 in 2010; 500 in 2019; 150% increase)
- Twin Bridge Rd east of NH 77 (600 in 2011, 896 in 2021; 49% increase)

While volumes on these roads remain low, SNHPC suggests the town monitor volumes closely, as increases of this magnitude can lead to additional and/or more frequent repairs being needed over the next decade and beyond.



- High Priority Roads
- High Priority Roads That Have Seen Recent Growth



Created by the Southern New Hampshire Planning Commission, 2024. Sources: NH Department of Transportation; Town of New Boston; US Census Bureau; US Geological Survey.

SECTION II: ROAD NETWORK INVENTORY + REPAIR OPTIONS

PAVEMENT CONDITION RATING – THE PROCESS

The SRSMS applies a comprehensive condition rating technique based on sound engineering and management practices. These techniques enable the user to draw objective, consistent, and easy-to-explain conclusions. Researchers and practitioners have developed several pavement condition rating techniques based on visual inspection. A road section is inspected, and the severity and extent of surface distresses are recorded. The SRSMS distress characteristics for pavement include:

Road Pavement Distress²

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



Photo 2: Edge Cracking on Thornton Rd (photo credit: Anthony Summers)

PAVEMENT PRESERVATION

With time, all roads deteriorate; the exact rate will vary based on local conditions. Pavement preservation is a program employing a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend the pavement life, improve safety, and meet motorist expectations. Pavement preservation is a set of non-structural

² For more information on these distresses, please see Appendix A

applications to preserve the surface, including minor rehabilitation as well as preventative and routine maintenance ranging from crack sealing to thin overlays.

As mentioned in the executive summary, municipal officials often set priorities by the “worst first” approach; they give the most deteriorated roads the highest priorities. Such roads are also the most expensive to repair, which commits a large amount of town funds to only a few roads. Inadequate funds remain to accomplish the relatively inexpensive preventative and routine maintenance. These roads have low to moderate deterioration and can have their useful lives extended significantly at a lower cost by utilizing pavement preservation strategies.

Figure 2 illustrates the smoothed curve of pavement life which shows pavement conditions over time.

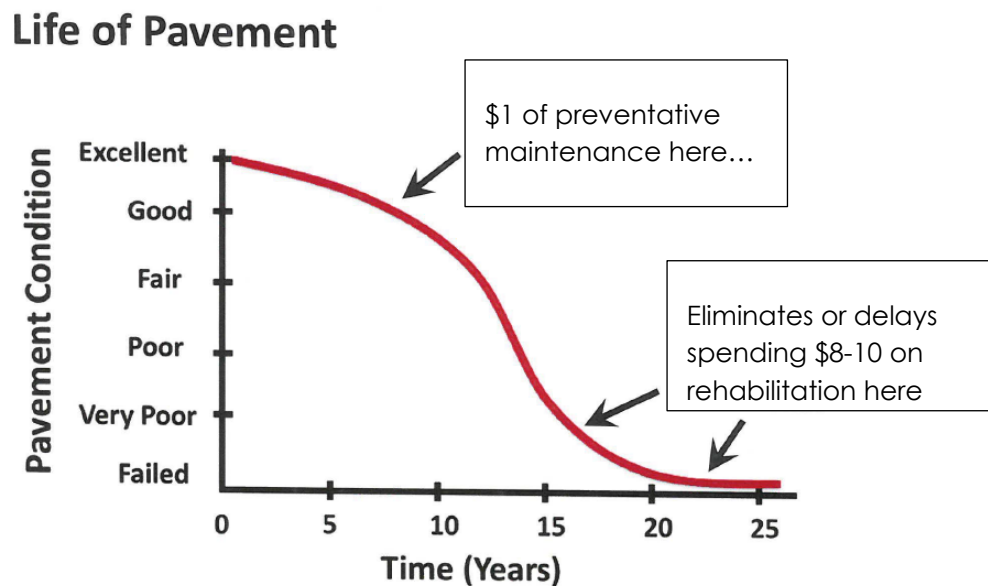


Figure 1: Life of Pavement (Pavement Condition over Time)

MAINTENANCE AND REPAIR OPTIONS

Together with the New Boston Road Agent, SNHPC staff developed several potential repair strategies. Some strategies are more applicable than others based on conditions, expense, even weather exposure such as the amount of sunshine received on site. Generally, in addition to deferred maintenance, the repairs fall into three broad types: preservation, repair and overlay, and rehabilitation and reconstruction.

The following are the available strategies for the town:

1. **Deferred Maintenance:** No action required. The road section is in very good condition.
2. **Preservation Maintenance:** This strategy includes sealing cracks and patching potholes for specific small areas; routine maintenance should include cleaning ditches and culverts. Crack sealing, patching, ditch and culvert cleaning, and mowing of shoulders and adjacent areas are essential to get

the intended service life from a section of pavement. Examples include crack, fog, sand, and chip seals as well as isolated patch & shim.

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

3. Repair and Overlay: Coating of the surface and chip seals of thin (1½ inch) overlays are used to prevent or slow further deterioration. Hot mix asphalt (HMA) overlays and milling are examples of these types of strategies.

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

4. Rehabilitation and Rebuilding: This strategy Includes major repairs of the road surface such as an asphalt overlay after surface preparation or the excavation of the road base, the replacement and often the addition of aggregate, and new paved surface. This strategy is used when the road including its sub-base has deteriorated to such an extent that the base must be replaced or stabilized. Such conditions are usually caused by too long a period of inadequate maintenance, and by poor subsurface drainage. In the latter conditions, appropriate repair and/or new construction of under-drains, ditches and culverts should be included in the project. Full Depth Reclamation (FDR) projects fall into this repair type. Contractors usually perform rehabilitation repairs.

An additional consideration for town officials is to propose rehabilitation and rebuilding of roads as a separate capital project instead of utilizing a large portion if not all of an annual budget. This will avoid impacting routine and preventive maintenance budgets. Figure 3 illustrates the suggested repair options along the pavement life curve.

Treatment Placement Timing

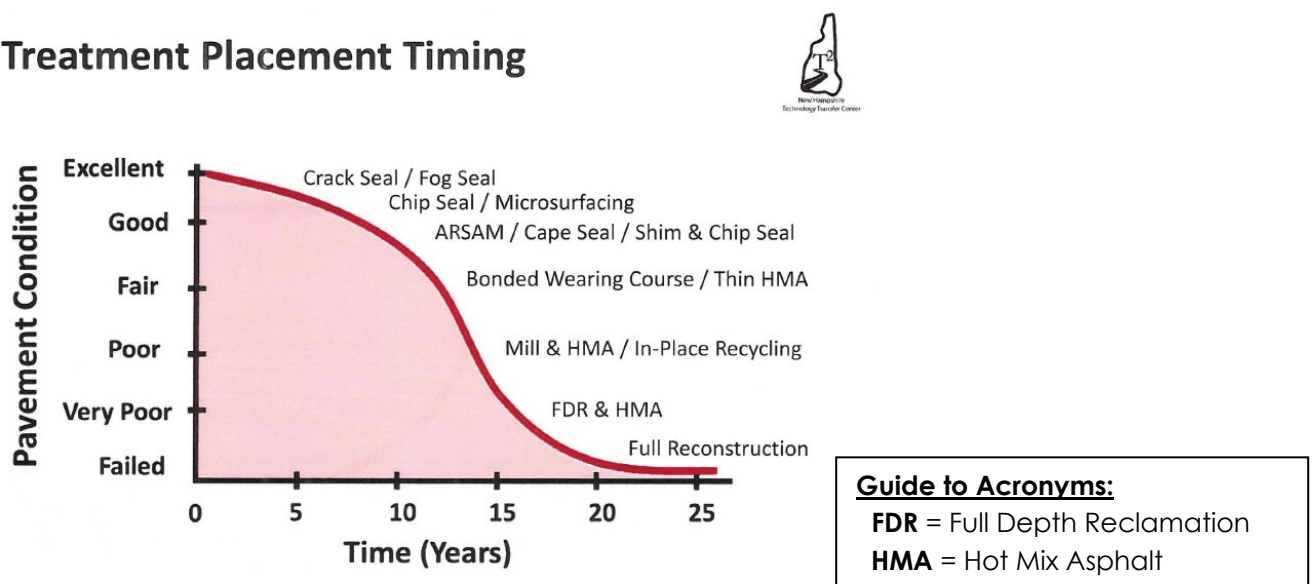
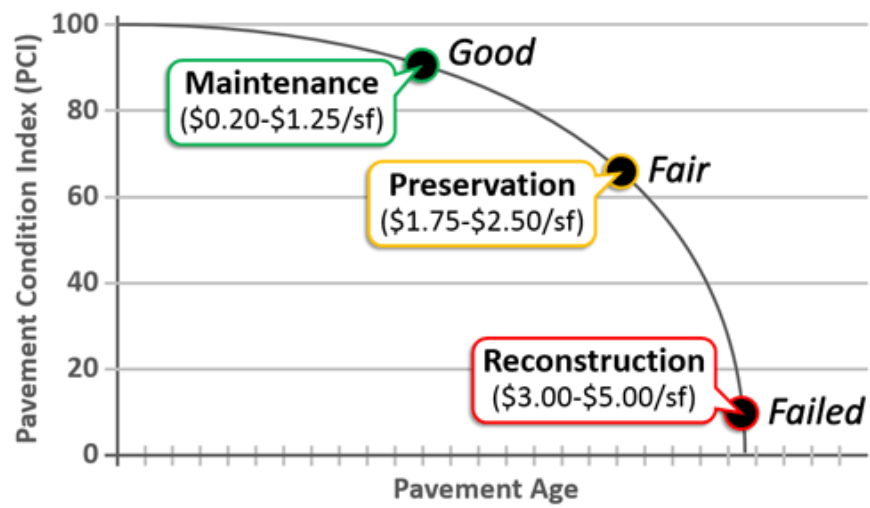


Figure 2: Suggested repairs by pavement condition over time



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Figure 3: Cost to repair pavement at various condition levels

³ Source: Washington State DOT

SECTION III: REPAIR SCENARIOS/CONCLUSION

In September 2024, SNHPC staff developed three scenarios for future planning purposes with input from New Boston’s Town Administrator.

- a base-line budget similar to current recommended expenditures,
- a more aggressive improvement program in the first year to “catch up” on repairs to high priority roads with less maintenance costs in future years
- a somewhat lower-budget approach that might appeal more to taxpayers.

For much more detail on the types of repairs chosen, please see appendices.

SCENARIO 1 is based on the 2025 road budget of \$798,000 and maintains a similar investment annually. This scenario would cost \$782,350 in year one, with overall costs totaling approximately \$7.24 million over a 10-year period. With this amount of dedicated funding, the PCI improves over the next decade from 74.12 to 87.42, or from satisfactory to good condition.

If New Boston did not continue investing in repairs and maintenance over the same period, PCI would decrease to 48.97 at year 10.

YEAR	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
PCI before repairs	74.12	70.78	67.60	64.56	61.65	58.88	56.23	53.70	51.28	48.97
PCI after repairs	80.02	81.27	82.52	84.18	84.82	84.71	84.46	85.58	86.35	87.42
Cost	\$783k	\$767k	\$763k	\$763k	\$747k	\$692k	\$632k	\$670k	\$710k	\$718k

SCENARIO 2 explored different types of treatments to bring the PCI of priority roads to 85, or good condition. Priority roads were identified as those receiving a four (4) or five (5) priority rating from New Boston’s Road Agent. Ten roads met this criterion and are listed in the *Identification and Characterization of Sections*. This scenario would cost approximately \$992,000 in year one, with overall costs totaling approximately \$5.95 million. Within the parameters of scenario 2, the ten priority roads would maintain a PCI in the low to mid 80s and remain in satisfactory condition while other paved town-maintained roadways would slowly degrade over time.

YEAR	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
PCI before repairs	74.12	70.78	67.60	64.56	61.65	58.88	56.23	53.70	51.28	48.97
PCI after repairs	81.90	82.63	83.81	85.25	84.08	84.41	84.64	83.89	82.77	82.39
Cost	\$992k	\$568k	\$650k	\$677k	\$416k	\$653k	\$630k	\$458k	\$413k	\$483k

SCENARIO 3 focused on a reduced annual road budget of \$648,000 but would again maintain/repair all roads. This scenario would cost \$640,047 in year one, with overall ten-year costs totaling approximately \$6.21 million. With this amount of dedicated funding, the PCI improves over the next decade from 74.12 to 85.32, again going from satisfactory to good condition.

YEAR	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
PCI before repairs	74.12	70.78	67.60	64.56	61.65	58.88	56.23	53.70	51.28	48.97
PCI after repairs	81.34	82.04	82.33	83.63	84.11	84.09	84.56	84.64	85.17	85.32
Cost	\$641k	\$637k	\$644k	\$632k	\$642k	\$628k	\$550k	\$579k	\$627k	\$630k

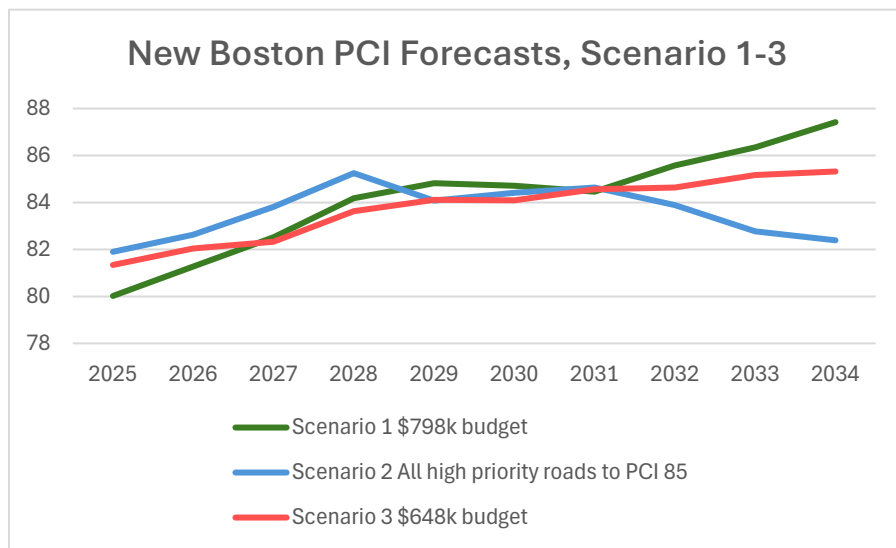


Figure 4: New Boston PCI Forecasts

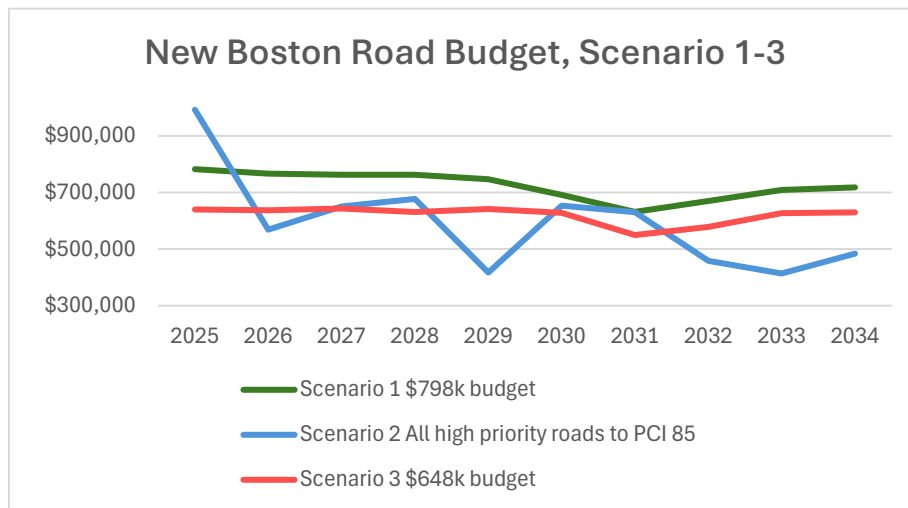


Figure 5: New Boston Road Budget

The SRSMS tool and analyses are useful for planning, budgeting, and spurring discussions with town leaders about how best to maintain town roads' pavement. The color-coded map accompanying this report (Appendix E) is another useful tool to visualize current conditions.

Scenario 1 shows that continuing to invest in pavement at or near current budget levels over the course of the next decade will yield very positive results, raising overall PCI from 80.02 to 87.42. It reflects a mix of undertaking larger repairs in the early years with striving to keep roads from descending into poor condition throughout the period. The “sweet spot” to avoid large repairs is often addressing roads in the 65-70 PCI range.

This scenario also makes heavy use of smaller repairs (i.e. minor and major crack sealing, pothole patching) when road conditions remain in the 85-95 PCI range. “Keeping good roads good” is a proven best practice across New Hampshire and beyond, and by undertaking minor maintenance regularly, pavement life can be extended across the network.

Scenario 2's objectives are slightly different, prioritizing heavy upfront investment in the town's highest priority roads. Network PCI rises rapidly but then drops off toward the end of the ten-year period. After a nearly \$1 million expenditure in year one, budget numbers are also significantly lower in the following years. Despite the lower expenditures, overall network PCI remains slightly better (82.39) vs. initially (81.34).

Scenario 3 strikes a balance, using a lower budget ceiling of \$648,000 annually. It could also be seen as an appealing scenario due to the overall PCI increasing from 81.34 to 85.32 despite expenditures averaging only \$620,526 per year, approximately \$177,000 less than the current road budget. This is achieved using largely the same strategies as mentioned in Scenario 1, making heavy use of minor maintenance and selectively repairing roads that have fallen into poor condition.

If the Town chooses to work with UNH T2 moving forward, there is the potential to keep this analysis as a living tool, rather than simply a point-in-time snapshot of road conditions and potential deterioration/improvement scenarios. Furthermore, the town would be able to customize scenarios to better match changing budgets/strategies for long-term repairs.

The forecasting element of this project will give a good basis for continuing discussions about costs and potential repairs occurring in 2025 and beyond. Large repair amounts can be daunting, but when existing budgets are applied to pavement sections with PCI between 65 and 85, the life of these roads can be extended by five years or more. Familiarity with road network PCI and the deterioration curve can guide decision makers in their constant task of making budgets stretch the farthest and preserve the network for many years of smooth driving.

APPENDIX A:

ROAD CONDITION TAXONOMY

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



Technology Transfer Center at UNH (T2)

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



Technology Transfer Center at UNH (T2)

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



Technology Transfer Center at UNH (T2)

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



Technology Transfer Center at UNH (T2)

Patching refers to areas where the original pavement has been removed and subsequently replaced but is showing deterioration.



Technology Transfer Center at UNH (T2)

Potholes are areas where portions of the road pavement have broken and loss of pavement has resulted in a bowl-shaped



Technology Transfer Center at UNH (T2)

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



Technology Transfer Center at UNH (T2)

Frost heaving is a section of ground or pavement that has been pushed up by the freezing of water in the soil.



Technology Transfer Center at UNH (T2)

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



Concrete Sustainability Hub

APPENDIX B:

SCENARIO 1

- Annual Repair Cost by Repair
- Annual Repair Cost & PCI
- Analysis Detail Report

Annual Repair Cost by Repair

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Repair	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Chip Seal	\$108,700	\$59,085	\$17,791	\$16,963	\$137,433	\$143,745	\$133,289	\$268,624	\$68,676	\$10,863
Crack Seal (Major)	\$64,975	\$39,858	\$12,211	\$11,372	\$9,426	\$14,825	\$31,313	\$37,902	\$80,165	\$118,312
Crack Seal (Minor)	\$2,615	\$2,011	\$3,610	\$0	\$2,936	\$2,341	\$886	\$579	\$6,237	\$724
FDR & HMA (4")	\$154,160	\$159,048	\$127,342	\$293,788	\$258,356	\$158,266	\$61,607	\$0	\$0	\$0
HMA Overlay (1")	\$158,186	\$144,085	\$212,659	\$139,969	\$160,212	\$27,999	\$16,477	\$138,813	\$203,308	\$378,873
HMA Overlay (1.5")	\$62,412	\$110,659	\$11,962	\$19,806	\$0	\$119,430	\$0	\$0	\$0	\$0
HMA Shim (1/2") & Chip Seal	\$68,621	\$41,267	\$0	\$0	\$0	\$23,799	\$127,654	\$36,401	\$153,046	\$33,176
Isolated Patch and HMA Shim	\$54,798	\$38,257	\$70,063	\$195,612	\$146,351	\$77,388	\$96,403	\$187,639	\$197,656	\$176,046
Milling / HMA (1.5")	\$107,884	\$172,372	\$306,991	\$85,348	\$32,170	\$123,696	\$163,761	\$0	\$0	\$0
Total	\$782,350	\$766,641	\$762,629	\$762,858	\$746,885	\$691,488	\$631,389	\$669,959	\$709,089	\$717,993

Annual Repair Cost and PCI

New Boston 2024 - Scenario 1: 2025 Annual Budget 10-Year Period (\$798k per year)

	2025	2026	2027	2028	2029
Average PCI After Repairs	80.02	81.27	82.52	84.18	84.82
Average PCI Without Repairs	74.12	70.78	67.60	64.56	61.65
Total Miles Treated	23.36	17.09	15.35	19.27	19.15
Total Repair Cost	\$782,350	\$766,641	\$762,629	\$762,858	\$746,885

	2030	2031	2032	2033	2034
Average PCI After Repairs	84.71	84.46	85.58	86.35	87.42
Average PCI Without Repairs	58.88	56.23	53.70	51.28	48.97
Total Miles Treated	14.79	16.47	24.21	28.18	27.48
Total Repair Cost	\$691,488	\$631,389	\$669,959	\$709,089	\$717,993

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
78.5	86	2Nd Nh Tpke	1	1320.364	23	2	Paved	2025	Crack Seal (Major)	\$1,915
78.5	86	2Nd Nh Tpke	1	1320.364	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,751
78.5	86	2Nd Nh Tpke	1	1320.364	23	2	Paved	2032	Chip Seal	\$10,202
78.5	86	2Nd Nh Tpke	1	1320.364	23	2	Paved	2033	Crack Seal (Minor)	\$701
79	84	2Nd Nh Tpke	2	1319.177	23	2	Paved	2025	Crack Seal (Major)	\$1,914
79	84	2Nd Nh Tpke	2	1319.177	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,747
79	84	2Nd Nh Tpke	2	1319.177	23	2	Paved	2032	Chip Seal	\$10,193
79	84	2Nd Nh Tpke	2	1319.177	23	2	Paved	2033	Crack Seal (Major)	\$2,462
78.5	86	2Nd Nh Tpke	3	1319.946	23	2	Paved	2025	Crack Seal (Major)	\$1,915
78.5	86	2Nd Nh Tpke	3	1319.946	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
78.5	86	2Nd Nh Tpke	3	1319.946	23	2	Paved	2032	Chip Seal	\$10,199
78.5	86	2Nd Nh Tpke	3	1319.946	23	2	Paved	2033	Crack Seal (Major)	\$2,463
78.5	86	2Nd Nh Tpke	4	1320.133	23	2	Paved	2025	Crack Seal (Major)	\$1,915
78.5	86	2Nd Nh Tpke	4	1320.133	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
78.5	86	2Nd Nh Tpke	4	1320.133	23	2	Paved	2032	Chip Seal	\$10,200
78.5	86	2Nd Nh Tpke	4	1320.133	23	2	Paved	2033	Crack Seal (Major)	\$2,464
78.5	86	2Nd Nh Tpke	5	1320.159	23	2	Paved	2025	Crack Seal (Major)	\$1,915
78.5	86	2Nd Nh Tpke	5	1320.159	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
78.5	86	2Nd Nh Tpke	5	1320.159	23	2	Paved	2032	Chip Seal	\$10,200
78.5	86	2Nd Nh Tpke	5	1320.159	23	2	Paved	2033	Crack Seal (Minor)	\$701
83.75	65	2Nd Nh Tpke	6	1319.52	23	2	Paved	2025	HMA Overlay (1")	\$13,642
83.75	65	2Nd Nh Tpke	6	1319.52	23	2	Paved	2032	HMA Overlay (1")	\$17,007
83.75	65	2Nd Nh Tpke	6	1319.52	23	2	Paved	2033	Crack Seal (Major)	\$2,463
85.25	59	2Nd Nh Tpke	7	1788.634	23	2	Paved	2025	Milling / HMA (1.5")	\$36,794
85.25	59	2Nd Nh Tpke	7	1788.634	23	2	Paved	2030	HMA Shim (1/2") & Chip Seal	\$23,799
85.25	59	2Nd Nh Tpke	7	1788.634	23	2	Paved	2032	Crack Seal (Major)	\$3,234
85.25	59	2Nd Nh Tpke	7	1788.634	23	2	Paved	2034	Crack Seal (Major)	\$3,445
27	80	Arrowwood Rd	1	1318.773	23	2	Paved	2025	Chip Seal	\$8,173

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
27	80	Arrowwood Rd	1	1318.773	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,746
27	80	Arrowwood Rd	1	1318.773	23	2	Paved	2032	Chip Seal	\$10,190
27	80	Arrowwood Rd	1	1318.773	23	2	Paved	2034	Crack Seal (Major)	\$2,540
26	84	Arrowwood Rd	2	1065.779	23	2	Paved	2025	Chip Seal	\$6,605
26	84	Arrowwood Rd	2	1065.779	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,028
26	84	Arrowwood Rd	2	1065.779	23	2	Paved	2032	Chip Seal	\$8,235
26	84	Arrowwood Rd	2	1065.779	23	2	Paved	2034	Crack Seal (Major)	\$2,053
21.5	74	Barss Dr	1	1588.38	23	2	Paved	2028	HMA Overlay (1")	\$18,049
21.5	74	Barss Dr	1	1588.38	23	2	Paved	2030	Milling / HMA (1.5")	\$38,248
21.5	74	Barss Dr	1	1588.38	23	2	Paved	2033	Isolated Patch and HMA Shim	\$5,282
11.75	53	Beard Rd		113.6906	23	2	Paved	2027	Milling / HMA (1.5")	\$2,491
11.75	53	Beard Rd		113.6906	23	2	Paved	2028	Crack Seal (Major)	\$181
11.75	53	Beard Rd		113.6906	23	2	Paved	2031	Crack Seal (Minor)	\$57
11.75	53	Beard Rd		113.6906	23	2	Paved	2033	Crack Seal (Minor)	\$60
85	60	Bedford Rd	3	1319.576	23	2	Paved	2026	HMA Overlay (1.5")	\$20,831
85	60	Bedford Rd	3	1319.576	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,869
85	60	Bedford Rd	3	1319.576	23	2	Paved	2032	Chip Seal	\$10,196
85	60	Bedford Rd	3	1319.576	23	2	Paved	2033	Crack Seal (Minor)	\$701
80.5	78	Bedford Rd	4	1320.033	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$15,005
80.5	78	Bedford Rd	4	1320.033	23	2	Paved	2026	Crack Seal (Major)	\$1,976
80.5	78	Bedford Rd	4	1320.033	23	2	Paved	2027	Crack Seal (Minor)	\$580
80.5	78	Bedford Rd	4	1320.033	23	2	Paved	2032	Chip Seal	\$10,199
80.5	78	Bedford Rd	4	1320.033	23	2	Paved	2034	Crack Seal (Major)	\$2,542
81.25	75	Bedford Rd	5	1015.305	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$11,541
81.25	75	Bedford Rd	5	1015.305	23	2	Paved	2026	Crack Seal (Major)	\$1,520
81.25	75	Bedford Rd	5	1015.305	23	2	Paved	2027	Crack Seal (Minor)	\$446
81.25	75	Bedford Rd	5	1015.305	23	2	Paved	2032	Chip Seal	\$7,845
81.25	75	Bedford Rd	5	1015.305	23	2	Paved	2034	Crack Seal (Major)	\$1,955

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
84.25	63	Bedford Rd	6	1615.674	23	2	Paved	2026	HMA Overlay (1.5")	\$25,505
84.25	63	Bedford Rd	6	1615.674	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,737
84.25	63	Bedford Rd	6	1615.674	23	2	Paved	2033	Chip Seal	\$12,883
84.25	63	Bedford Rd	6	1615.674	23	2	Paved	2034	Crack Seal (Major)	\$3,112
81.75	73	Bedford Rd	7	1321.266	23	2	Paved	2025	HMA Overlay (1")	\$13,660
81.75	73	Bedford Rd	7	1321.266	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,637
81.75	73	Bedford Rd	7	1321.266	23	2	Paved	2031	Chip Seal	\$9,892
81.75	73	Bedford Rd	7	1321.266	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,534
79	84	Bedford Rd	8	1320.014	23	2	Paved	2026	Chip Seal	\$8,443
79	84	Bedford Rd	8	1320.014	23	2	Paved	2032	HMA Overlay (1")	\$17,013
79	84	Bedford Rd	8	1320.014	23	2	Paved	2033	Crack Seal (Major)	\$2,463
79	84	Bedford Rd	9	1319.907	23	2	Paved	2026	Chip Seal	\$8,442
79	84	Bedford Rd	9	1319.907	23	2	Paved	2032	HMA Overlay (1")	\$17,012
79	84	Bedford Rd	9	1319.907	23	2	Paved	2033	Crack Seal (Major)	\$2,463
78	88	Bedford Rd	10	1320.22	23	2	Paved	2025	Crack Seal (Major)	\$1,915
78	88	Bedford Rd	10	1320.22	23	2	Paved	2030	Chip Seal	\$9,578
78	88	Bedford Rd	10	1320.22	23	2	Paved	2032	Crack Seal (Major)	\$2,387
78	88	Bedford Rd	10	1320.22	23	2	Paved	2034	Crack Seal (Major)	\$2,543
79	84	Bedford Rd	11	1321.042	23	2	Paved	2026	Chip Seal	\$8,449
79	84	Bedford Rd	11	1321.042	23	2	Paved	2030	Chip Seal	\$9,584
79	84	Bedford Rd	11	1321.042	23	2	Paved	2032	Crack Seal (Major)	\$2,389
79	84	Bedford Rd	11	1321.042	23	2	Paved	2034	Crack Seal (Major)	\$2,544
82.25	71	Bedford Rd	12	1319.774	23	2	Paved	2025	HMA Overlay (1")	\$13,644
82.25	71	Bedford Rd	12	1319.774	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,633
82.25	71	Bedford Rd	12	1319.774	23	2	Paved	2031	Chip Seal	\$9,881
82.25	71	Bedford Rd	12	1319.774	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,529
83.5	66	Bedford Rd	13	1321.308	23	2	Paved	2026	HMA Overlay (1.5")	\$20,858
83.5	66	Bedford Rd	13	1321.308	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,874

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
83.5	66	Bedford Rd	13	1321.308	23	2	Paved	2033	Chip Seal	\$10,536
83.5	66	Bedford Rd	13	1321.308	23	2	Paved	2034	Crack Seal (Minor)	\$724
81	76	Bedford Rd	14	1320.895	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$15,014
81	76	Bedford Rd	14	1320.895	23	2	Paved	2026	Crack Seal (Major)	\$1,977
81	76	Bedford Rd	14	1320.895	23	2	Paved	2027	Crack Seal (Minor)	\$581
81	76	Bedford Rd	14	1320.895	23	2	Paved	2032	Chip Seal	\$10,206
81	76	Bedford Rd	14	1320.895	23	2	Paved	2034	Crack Seal (Major)	\$2,544
78.25	87	Bedford Rd	15	1317.165	23	2	Paved	2025	Crack Seal (Major)	\$1,911
78.25	87	Bedford Rd	15	1317.165	23	2	Paved	2030	Chip Seal	\$9,556
78.25	87	Bedford Rd	15	1317.165	23	2	Paved	2032	Crack Seal (Major)	\$2,382
78.25	87	Bedford Rd	15	1317.165	23	2	Paved	2034	Crack Seal (Major)	\$2,537
77.5	90	Bedford Rd	16	1321.243	23	2	Paved	2025	Crack Seal (Major)	\$1,917
77.5	90	Bedford Rd	16	1321.243	23	2	Paved	2030	Chip Seal	\$9,585
77.5	90	Bedford Rd	16	1321.243	23	2	Paved	2032	Crack Seal (Major)	\$2,389
77.5	90	Bedford Rd	16	1321.243	23	2	Paved	2034	Crack Seal (Major)	\$2,545
77.25	91	Bedford Rd	17	1816.2	23	2	Paved	2026	Crack Seal (Major)	\$2,719
77.25	91	Bedford Rd	17	1816.2	23	2	Paved	2030	Chip Seal	\$13,176
77.25	91	Bedford Rd	17	1816.2	23	2	Paved	2032	Crack Seal (Major)	\$3,284
77.25	91	Bedford Rd	17	1816.2	23	2	Paved	2034	Crack Seal (Major)	\$3,498
87.5	50	Bedford Rd	1	1018.986	23	2	Paved	2025	Milling / HMA (1.5")	\$20,962
87.5	50	Bedford Rd	1	1018.986	23	2	Paved	2027	Isolated Patch and HMA Shim	\$2,805
87.5	50	Bedford Rd	1	1018.986	23	2	Paved	2032	HMA Overlay (1")	\$13,133
87.5	50	Bedford Rd	1	1018.986	23	2	Paved	2034	Isolated Patch and HMA Shim	\$3,497
82.25	71	Bedford Rd	1	1319.704	23	2	Paved	2025	HMA Overlay (1")	\$13,644
82.25	71	Bedford Rd	1	1319.704	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,633
82.25	71	Bedford Rd	1	1319.704	23	2	Paved	2031	Chip Seal	\$9,881
82.25	71	Bedford Rd	1	1319.704	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,529
80.5	78	Bedford Rd	2	1320.008	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$15,004

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
80.5	78	Bedford Rd	2	1320.008	23	2	Paved	2026	Crack Seal (Major)	\$1,976
80.5	78	Bedford Rd	2	1320.008	23	2	Paved	2027	Crack Seal (Minor)	\$580
80.5	78	Bedford Rd	2	1320.008	23	2	Paved	2032	Chip Seal	\$10,199
80.5	78	Bedford Rd	2	1320.008	23	2	Paved	2034	Crack Seal (Major)	\$2,542
80	80	Bedford Rd	3	1319.33	23	2	Paved	2025	Chip Seal	\$8,177
80	80	Bedford Rd	3	1319.33	23	2	Paved	2032	HMA Overlay (1")	\$17,004
80	80	Bedford Rd	3	1319.33	23	2	Paved	2033	Crack Seal (Major)	\$2,462
78.75	85	Bedford Rd	4	1319.734	23	2	Paved	2026	Chip Seal	\$8,441
78.75	85	Bedford Rd	4	1319.734	23	2	Paved	2030	Chip Seal	\$9,575
78.75	85	Bedford Rd	4	1319.734	23	2	Paved	2032	Crack Seal (Major)	\$2,387
78.75	85	Bedford Rd	4	1319.734	23	2	Paved	2034	Crack Seal (Major)	\$2,542
79.5	82	Bedford Rd	5	834.6784	23	2	Paved	2025	Chip Seal	\$5,173
79.5	82	Bedford Rd	5	834.6784	23	2	Paved	2032	HMA Overlay (1")	\$10,758
79.5	82	Bedford Rd	5	834.6784	23	2	Paved	2033	Crack Seal (Major)	\$1,558
18.25	87	Bessie Leavitt Ln	1	1079.694	23	2	Paved	2025	Crack Seal (Major)	\$1,566
18.25	87	Bessie Leavitt Ln	1	1079.694	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,067
18.25	87	Bessie Leavitt Ln	1	1079.694	23	2	Paved	2030	Crack Seal (Major)	\$1,833
18.25	87	Bessie Leavitt Ln	1	1079.694	23	2	Paved	2032	Crack Seal (Major)	\$1,952
47.25	91	Bog Brook Rd	8	928.8602	23	2	Paved	2025	Crack Seal (Major)	\$1,347
47.25	91	Bog Brook Rd	8	928.8602	23	2	Paved	2028	Isolated Patch and HMA Shim	\$2,639
47.25	91	Bog Brook Rd	8	928.8602	23	2	Paved	2031	Chip Seal	\$6,954
47.25	91	Bog Brook Rd	8	928.8602	23	2	Paved	2033	Crack Seal (Major)	\$1,733
52.75	69	Bog Brook Rd	1	1318.824	23	2	Paved	2025	HMA Overlay (1")	\$13,634
52.75	69	Bog Brook Rd	1	1318.824	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,630
52.75	69	Bog Brook Rd	1	1318.824	23	2	Paved	2034	HMA Overlay (1")	\$18,103
56.25	55	Bog Brook Rd	2	1320.166	23	2	Paved	2028	Milling / HMA (1.5")	\$29,849
56.25	55	Bog Brook Rd	2	1320.166	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,994
56.25	55	Bog Brook Rd	2	1320.166	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,390

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
59.25	43	Bog Brook Rd	3	1320.515	23	2	Paved	2027	FDR & HMA (4")	\$63,722
59.25	43	Bog Brook Rd	3	1320.515	23	2	Paved	2029	Crack Seal (Major)	\$2,173
59.25	43	Bog Brook Rd	3	1320.515	23	2	Paved	2032	Crack Seal (Major)	\$2,388
53.5	66	Bog Brook Rd	4	993.4555	23	2	Paved	2025	HMA Overlay (1")	\$10,271
53.5	66	Bog Brook Rd	4	993.4555	23	2	Paved	2027	Isolated Patch and HMA Shim	\$2,735
53.5	66	Bog Brook Rd	4	993.4555	23	2	Paved	2034	HMA Overlay (1")	\$13,637
50.25	79	Bog Brook Rd	5	1060.655	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$12,056
50.25	79	Bog Brook Rd	5	1060.655	23	2	Paved	2027	Crack Seal (Major)	\$1,639
50.25	79	Bog Brook Rd	5	1060.655	23	2	Paved	2034	HMA Overlay (1")	\$14,559
1.25	95	Briar Hill Rd	1	1322.686	20	2	Paved	2025	Crack Seal (Minor)	\$546
1.25	95	Briar Hill Rd	1	1322.686	20	2	Paved	2030	Chip Seal	\$8,344
1.25	95	Briar Hill Rd	1	1322.686	20	2	Paved	2032	Crack Seal (Major)	\$2,080
1.25	95	Briar Hill Rd	1	1322.686	20	2	Paved	2034	Crack Seal (Major)	\$2,215
2.5	90	Briar Hill Rd	2	222.9451	20	2	Paved	2025	Crack Seal (Major)	\$281
2.5	90	Briar Hill Rd	2	222.9451	20	2	Paved	2030	Chip Seal	\$1,406
2.5	90	Briar Hill Rd	2	222.9451	20	2	Paved	2033	Isolated Patch and HMA Shim	\$645
51.25	47	Bunker Hill Rd	1	1319.558	24	2	Paved	2029	FDR & HMA (4")	\$70,765
51.25	47	Bunker Hill Rd	1	1319.558	24	2	Paved	2030	Crack Seal (Minor)	\$638
51.25	47	Bunker Hill Rd	1	1319.558	24	2	Paved	2033	Crack Seal (Major)	\$2,570
49.25	55	Bunker Hill Rd	2	1319.829	24	2	Paved	2025	Milling / HMA (1.5")	\$28,331
49.25	55	Bunker Hill Rd	2	1319.829	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,912
49.25	55	Bunker Hill Rd	2	1319.829	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,438
41.75	85	Bunker Hill Rd	3	1319.74	24	2	Paved	2025	Isolated Patch and HMA Shim	\$3,559
41.75	85	Bunker Hill Rd	3	1319.74	24	2	Paved	2033	HMA Overlay (1")	\$18,317
44.75	73	Bunker Hill Rd	4	1319.651	24	2	Paved	2028	HMA Overlay (1")	\$15,647
44.75	73	Bunker Hill Rd	4	1319.651	24	2	Paved	2030	Isolated Patch and HMA Shim	\$4,166
44.75	73	Bunker Hill Rd	4	1319.651	24	2	Paved	2033	Isolated Patch and HMA Shim	\$4,579
43.5	78	Bunker Hill Rd	5	639.1339	24	2	Paved	2029	HMA Overlay (1")	\$7,821

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
43.5	78	Bunker Hill Rd	5	639.1339	24	2	Paved	2031	Isolated Patch and HMA Shim	\$2,082
43.5	78	Bunker Hill Rd	5	639.1339	24	2	Paved	2033	Crack Seal (Major)	\$1,245
22.5	70	Burnham Dr	1	322.0468	23	2	Paved	2027	HMA Overlay (1")	\$3,546
22.5	70	Burnham Dr	1	322.0468	23	2	Paved	2029	Isolated Patch and HMA Shim	\$944
22.5	70	Burnham Dr	1	322.0468	23	2	Paved	2032	Isolated Patch and HMA Shim	\$1,038
64	84	Byam Rd	1	1320.862	23	2	Paved	2029	HMA Overlay (1")	\$15,489
64	84	Byam Rd	1	1320.862	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,124
64	84	Byam Rd	1	1320.862	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,533
65.25	79	Byam Rd	2	1321.755	23	2	Paved	2029	HMA Overlay (1")	\$15,500
65.25	79	Byam Rd	2	1321.755	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,127
65.25	79	Byam Rd	2	1321.755	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,536
63.75	85	Byam Rd	3	1319.865	23	2	Paved	2029	HMA Overlay (1")	\$15,477
63.75	85	Byam Rd	3	1319.865	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,253
66.25	75	Byam Rd	4	1319.99	23	2	Paved	2029	HMA Overlay (1")	\$15,479
66.25	75	Byam Rd	4	1319.99	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
66.25	75	Byam Rd	4	1319.99	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,530
66.25	75	Byam Rd	5	1319.866	23	2	Paved	2029	HMA Overlay (1")	\$15,477
66.25	75	Byam Rd	5	1319.866	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
66.25	75	Byam Rd	5	1319.866	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,529
64.5	82	Byam Rd	6	860.6949	23	2	Paved	2029	HMA Overlay (1")	\$10,093
64.5	82	Byam Rd	6	860.6949	23	2	Paved	2031	Isolated Patch and HMA Shim	\$2,687
64.5	82	Byam Rd	6	860.6949	23	2	Paved	2034	Isolated Patch and HMA Shim	\$2,954
22.75	69	Carriage Rd	1	1319.865	23	2	Paved	2026	HMA Overlay (1")	\$14,082
22.75	69	Carriage Rd	1	1319.865	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,749
22.75	69	Carriage Rd	1	1319.865	23	2	Paved	2034	HMA Overlay (1")	\$18,117
24.25	63	Carriage Rd	2	1319.977	23	2	Paved	2026	HMA Overlay (1")	\$14,083
24.25	63	Carriage Rd	2	1319.977	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
24.25	63	Carriage Rd	2	1319.977	23	2	Paved	2034	HMA Overlay (1")	\$18,119

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
17.25	91	Carriage Rd	3	1320.069	23	2	Paved	2025	Crack Seal (Major)	\$1,915
17.25	91	Carriage Rd	3	1320.069	23	2	Paved	2030	Chip Seal	\$9,577
17.25	91	Carriage Rd	3	1320.069	23	2	Paved	2034	Chip Seal	\$10,863
21.25	75	Carriage Rd	4	1320.111	23	2	Paved	2028	HMA Overlay (1")	\$15,000
21.25	75	Carriage Rd	4	1320.111	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,994
21.25	75	Carriage Rd	4	1320.111	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,390
20.5	78	Carriage Rd	5	1008.793	23	2	Paved	2028	HMA Overlay (1")	\$11,463
20.5	78	Carriage Rd	5	1008.793	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,052
20.5	78	Carriage Rd	5	1008.793	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,355
20.25	79	Cedar Dr	1	551.149	25	2	Paved	2027	HMA Overlay (1")	\$6,596
20.25	79	Cedar Dr	1	551.149	25	2	Paved	2029	Isolated Patch and HMA Shim	\$1,756
20.25	79	Cedar Dr	1	551.149	25	2	Paved	2032	Isolated Patch and HMA Shim	\$1,930
53.75	97	Cemetery Rd	1	1321	23	2	Paved	2025	Crack Seal (Minor)	\$545
53.75	97	Cemetery Rd	1	1321	23	2	Paved	2031	Chip Seal	\$9,890
53.75	97	Cemetery Rd	1	1321	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,533
53.75	97	Cemetery Rd	2	1051.379	23	2	Paved	2025	Crack Seal (Minor)	\$434
53.75	97	Cemetery Rd	2	1051.379	23	2	Paved	2031	Chip Seal	\$7,872
53.75	97	Cemetery Rd	2	1051.379	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,496
12.75	49	Central School Rd	1	1426.755	25	2	Paved	2029	FDR & HMA (4")	\$79,702
12.75	49	Central School Rd	1	1426.755	25	2	Paved	2030	Crack Seal (Minor)	\$689
12.75	49	Central School Rd	1	1426.755	25	2	Paved	2033	Isolated Patch and HMA Shim	\$5,157
5.5	78	Central School Rd	1	391.1212	25	2	Paved	2028	HMA Overlay (1")	\$4,831
5.5	78	Central School Rd	1	391.1212	25	2	Paved	2029	Isolated Patch and HMA Shim	\$1,246
5.5	78	Central School Rd	1	391.1212	25	2	Paved	2031	Crack Seal (Major)	\$745
5.5	78	Central School Rd	1	391.1212	25	2	Paved	2033	Crack Seal (Major)	\$793
5.25	79	Christian Farm Dr		3009.393	23	2	Paved	2029	HMA Overlay (1")	\$35,290
5.25	79	Christian Farm Dr		3009.393	23	2	Paved	2030	Crack Seal (Major)	\$5,110
5.25	79	Christian Farm Dr		3009.393	23	2	Paved	2033	Isolated Patch and HMA Shim	\$10,007

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
2.75	89	Christie Rd	7	1320.216	23	2	Paved	2025	Crack Seal (Minor)	\$545
2.75	89	Christie Rd	7	1320.216	23	2	Paved	2029	Chip Seal	\$9,281
2.75	89	Christie Rd	7	1320.216	23	2	Paved	2031	Crack Seal (Major)	\$2,313
2.75	89	Christie Rd	7	1320.216	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,531
50	80	Clark Hill Rd	4	841.5247	23	2	Paved	2029	HMA Overlay (1")	\$9,868
50	80	Clark Hill Rd	4	841.5247	23	2	Paved	2030	Crack Seal (Major)	\$1,429
50	80	Clark Hill Rd	4	841.5247	23	2	Paved	2033	Isolated Patch and HMA Shim	\$2,798
60	40	Clark Hill Rd	5	1319.882	23	2	Paved	2027	Milling / HMA (1.5")	\$28,917
60	40	Clark Hill Rd	5	1319.882	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,124
60	40	Clark Hill Rd	5	1319.882	23	2	Paved	2033	Crack Seal (Major)	\$2,463
59.75	41	Clark Hill Rd	6	1320.054	23	2	Paved	2027	Milling / HMA (1.5")	\$28,921
59.75	41	Clark Hill Rd	6	1320.054	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,126
59.75	41	Clark Hill Rd	6	1320.054	23	2	Paved	2033	Crack Seal (Major)	\$2,464
59.75	41	Clark Hill Rd	7	1319.914	23	2	Paved	2027	Milling / HMA (1.5")	\$28,918
59.75	41	Clark Hill Rd	7	1319.914	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,125
59.75	41	Clark Hill Rd	7	1319.914	23	2	Paved	2033	Crack Seal (Major)	\$2,463
59.75	41	Clark Hill Rd	8	1320.138	23	2	Paved	2027	Milling / HMA (1.5")	\$28,923
59.75	41	Clark Hill Rd	8	1320.138	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,128
59.75	41	Clark Hill Rd	8	1320.138	23	2	Paved	2033	Crack Seal (Major)	\$2,464
60.25	39	Clark Hill Rd	9	1320.281	23	2	Paved	2027	Milling / HMA (1.5")	\$28,926
60.25	39	Clark Hill Rd	9	1320.281	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,130
60.25	39	Clark Hill Rd	9	1320.281	23	2	Paved	2033	Crack Seal (Major)	\$2,464
55.75	57	Clark Hill Rd	10	1319.929	23	2	Paved	2025	HMA Overlay (1.5")	\$20,190
55.75	57	Clark Hill Rd	10	1319.929	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
55.75	57	Clark Hill Rd	10	1319.929	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
55.75	57	Clark Hill Rd	10	1319.929	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,530
48.5	86	Clark Hill Rd	11	1320.033	23	2	Paved	2025	Crack Seal (Major)	\$1,915
48.5	86	Clark Hill Rd	11	1320.033	23	2	Paved	2028	Chip Seal	\$8,992

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
48.5	86	Clark Hill Rd	11	1320.033	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
48.5	86	Clark Hill Rd	11	1320.033	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,530
48	88	Clark Hill Rd	12	1319.877	23	2	Paved	2025	Crack Seal (Major)	\$1,915
48	88	Clark Hill Rd	12	1319.877	23	2	Paved	2029	Chip Seal	\$9,279
48	88	Clark Hill Rd	12	1319.877	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,253
48	88	Clark Hill Rd	12	1319.877	23	2	Paved	2034	Crack Seal (Major)	\$2,542
52.75	69	Clark Hill Rd	13	1319.633	23	2	Paved	2025	HMA Overlay (1")	\$13,643
52.75	69	Clark Hill Rd	13	1319.633	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,632
52.75	69	Clark Hill Rd	13	1319.633	23	2	Paved	2031	Chip Seal	\$9,880
52.75	69	Clark Hill Rd	13	1319.633	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,529
54	64	Clark Hill Rd	14	1435.549	23	2	Paved	2025	HMA Overlay (1")	\$14,841
54	64	Clark Hill Rd	14	1435.549	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,952
54	64	Clark Hill Rd	14	1435.549	23	2	Paved	2031	Chip Seal	\$10,748
54	64	Clark Hill Rd	14	1435.549	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,926
47.75	89	Clark Hill Rd	1	149.6806	23	2	Paved	2025	Crack Seal (Major)	\$217
47.75	89	Clark Hill Rd	1	149.6806	23	2	Paved	2029	Chip Seal	\$1,052
47.75	89	Clark Hill Rd	1	149.6806	23	2	Paved	2032	Isolated Patch and HMA Shim	\$482
47.75	89	Clark Hill Rd	1	149.6806	23	2	Paved	2034	Crack Seal (Major)	\$288
26.5	54	Cochran Hill Rd		1266.866	23	2	Paved	2027	Milling / HMA (1.5")	\$27,756
26.5	54	Cochran Hill Rd		1266.866	23	2	Paved	2028	Crack Seal (Major)	\$2,020
26.5	54	Cochran Hill Rd		1266.866	23	2	Paved	2031	Isolated Patch and HMA Shim	\$3,955
26.5	54	Cochran Hill Rd		1266.866	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,347
14.75	41	Colburn Rd	1	1318.384	23	2	Paved	2027	FDR & HMA (4")	\$63,619
14.75	41	Colburn Rd	1	1318.384	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,116
14.75	41	Colburn Rd	1	1318.384	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,524
4.5	82	Colburn Rd	2	1318.826	20	2	Paved	2029	HMA Overlay (1")	\$13,448
4.5	82	Colburn Rd	2	1318.826	20	2	Paved	2030	Crack Seal (Major)	\$1,947
4.5	82	Colburn Rd	2	1318.826	20	2	Paved	2033	Isolated Patch and HMA Shim	\$3,813

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
21.25	75	Dane Rd	1	1319.478	23	2	Paved	2027	HMA Overlay (1")	\$14,528
21.25	75	Dane Rd	1	1319.478	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,868
21.25	75	Dane Rd	1	1319.478	23	2	Paved	2031	Crack Seal (Major)	\$2,312
21.25	75	Dane Rd	1	1319.478	23	2	Paved	2033	Crack Seal (Major)	\$2,462
21.75	73	Dane Rd	2	1319.315	23	2	Paved	2027	HMA Overlay (1")	\$14,526
21.75	73	Dane Rd	2	1319.315	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,868
21.75	73	Dane Rd	2	1319.315	23	2	Paved	2031	Crack Seal (Major)	\$2,312
21.75	73	Dane Rd	2	1319.315	23	2	Paved	2033	Crack Seal (Major)	\$2,462
22.25	71	Dane Rd	3	1319.517	23	2	Paved	2027	HMA Overlay (1")	\$14,529
22.25	71	Dane Rd	3	1319.517	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,868
22.25	71	Dane Rd	3	1319.517	23	2	Paved	2031	Crack Seal (Major)	\$2,312
22.25	71	Dane Rd	3	1319.517	23	2	Paved	2033	Crack Seal (Major)	\$2,463
21	76	Dane Rd	4	1388.206	23	2	Paved	2027	HMA Overlay (1")	\$15,285
21	76	Dane Rd	4	1388.206	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,070
21	76	Dane Rd	4	1388.206	23	2	Paved	2031	Crack Seal (Major)	\$2,433
21	76	Dane Rd	4	1388.206	23	2	Paved	2033	Crack Seal (Major)	\$2,591
21.25	75	Daylily Ln		1131.996	23	2	Paved	2027	HMA Overlay (1")	\$12,464
21.25	75	Daylily Ln		1131.996	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,319
21.25	75	Daylily Ln		1131.996	23	2	Paved	2033	Chip Seal	\$9,026
53.25	67	Depot St	1	1158.176	24	2	Paved	2026	HMA Overlay (1")	\$12,894
53.25	67	Depot St	1	1158.176	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,433
53.25	67	Depot St	1	1158.176	24	2	Paved	2032	Chip Seal	\$9,338
53.25	67	Depot St	1	1158.176	24	2	Paved	2033	Crack Seal (Minor)	\$615
23	68	Dodge Rd	1	1233.805	23	2	Paved	2026	HMA Overlay (1")	\$13,164
23	68	Dodge Rd	1	1233.805	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,505
23	68	Dodge Rd	1	1233.805	23	2	Paved	2032	Chip Seal	\$9,533
23	68	Dodge Rd	1	1233.805	23	2	Paved	2033	Crack Seal (Minor)	\$655
23.25	67	First Settlement Ln	1	854.0418	23	2	Paved	2026	HMA Overlay (1")	\$9,112

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
23.25	67	First Settlement Ln	1	854.0418	23	2	Paved	2028	Isolated Patch and HMA Shim	\$2,426
23.25	67	First Settlement Ln	1	854.0418	23	2	Paved	2031	Isolated Patch and HMA Shim	\$2,667
23.25	67	First Settlement Ln	1	854.0418	23	2	Paved	2034	Isolated Patch and HMA Shim	\$2,931
27.25	51	Foxberry Dr	1	1317.853	23	2	Paved	2026	Milling / HMA (1.5")	\$27,977
27.25	51	Foxberry Dr	1	1317.853	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,744
27.25	51	Foxberry Dr	1	1317.853	23	2	Paved	2032	Chip Seal	\$10,183
27.25	51	Foxberry Dr	1	1317.853	23	2	Paved	2034	Crack Seal (Major)	\$2,538
19.5	82	Foxberry Dr	2	1319.512	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,410
19.5	82	Foxberry Dr	2	1319.512	23	2	Paved	2032	HMA Overlay (1")	\$17,007
19.5	82	Foxberry Dr	2	1319.512	23	2	Paved	2033	Crack Seal (Major)	\$2,463
22	72	Foxberry Dr	3	1320.922	23	2	Paved	2028	HMA Overlay (1")	\$15,010
22	72	Foxberry Dr	3	1320.922	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,872
22	72	Foxberry Dr	3	1320.922	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,256
22	72	Foxberry Dr	3	1320.922	23	2	Paved	2034	Crack Seal (Major)	\$2,544
21.25	75	Foxberry Dr	4	1685.446	23	2	Paved	2028	HMA Overlay (1")	\$19,152
21.25	75	Foxberry Dr	4	1685.446	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,941
21.25	75	Foxberry Dr	4	1685.446	23	2	Paved	2032	Isolated Patch and HMA Shim	\$5,431
21.25	75	Foxberry Dr	4	1685.446	23	2	Paved	2034	Crack Seal (Major)	\$3,246
21.5	74	Fraser Dr	1	1237.362	23	2	Paved	2028	HMA Overlay (1")	\$14,060
21.5	74	Fraser Dr	1	1237.362	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,627
21.5	74	Fraser Dr	1	1237.362	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,987
21.5	74	Fraser Dr	1	1237.362	23	2	Paved	2034	Crack Seal (Major)	\$2,383
34.5	82	Greenfield Rd		1306.029	23	2	Paved	2025	Chip Seal	\$8,094
33.75	85	Greenfield Rd		1645.028	23	2	Paved	2025	Chip Seal	\$10,195
44.75	41	Greenfield Rd		740.2484	23	2	Paved	2026	FDR & HMA (4")	\$34,613
44.75	41	Greenfield Rd		740.2484	23	2	Paved	2027	Crack Seal (Minor)	\$325
44.75	41	Greenfield Rd		740.2484	23	2	Paved	2030	Crack Seal (Major)	\$1,257
33.75	85	Greenfield Rd		1645.028	23	2	Paved	2030	Chip Seal	\$11,935

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
34.5	82	Greenfield Rd		1306.029	23	2	Paved	2030	Chip Seal	\$9,475
44.75	41	Greenfield Rd		740.2484	23	2	Paved	2033	Isolated Patch and HMA Shim	\$2,462
34.5	82	Greenfield Rd		1306.029	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,343
33.75	85	Greenfield Rd		1645.028	23	2	Paved	2033	Isolated Patch and HMA Shim	\$5,470
75	40	Gregg Mill Rd	1	1317.5	25	2	Paved	2026	FDR & HMA (4")	\$66,962
75	40	Gregg Mill Rd	1	1317.5	25	2	Paved	2027	Crack Seal (Minor)	\$579
75	40	Gregg Mill Rd	1	1317.5	25	2	Paved	2031	Isolated Patch and HMA Shim	\$4,471
75	40	Gregg Mill Rd	1	1317.5	25	2	Paved	2033	Crack Seal (Major)	\$2,673
65.5	78	Gregg Mill Rd	2	1835.261	23	2	Paved	2025	Chip Seal	\$11,374
65.5	78	Gregg Mill Rd	2	1835.261	23	2	Paved	2027	Crack Seal (Major)	\$2,835
65.5	78	Gregg Mill Rd	2	1835.261	23	2	Paved	2031	Chip Seal	\$13,741
65.5	78	Gregg Mill Rd	2	1835.261	23	2	Paved	2034	Isolated Patch and HMA Shim	\$6,298
26.5	54	Hemlock Dr	1	1749.539	20	2	Paved	2026	Milling / HMA (1.5")	\$32,297
26.5	54	Hemlock Dr	1	1749.539	20	2	Paved	2027	Crack Seal (Major)	\$2,350
26.5	54	Hemlock Dr	1	1749.539	20	2	Paved	2031	Chip Seal	\$11,390
26.5	54	Hemlock Dr	1	1749.539	20	2	Paved	2033	Crack Seal (Major)	\$2,839
21.75	73	Highland Rd	1	1321.323	23	2	Paved	2026	HMA Overlay (1")	\$14,097
21.75	73	Highland Rd	1	1321.323	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,754
21.75	73	Highland Rd	1	1321.323	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,126
21.75	73	Highland Rd	1	1321.323	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,534
23.5	66	Highland Rd	2	716.8929	16	2	Paved	2026	HMA Overlay (1")	\$5,321
23.5	66	Highland Rd	2	716.8929	16	2	Paved	2032	HMA Overlay (1")	\$6,428
23.5	66	Highland Rd	2	716.8929	16	2	Paved	2033	Crack Seal (Major)	\$931
20	80	Hilldale Ln	1	520.6023	20	2	Paved	2028	HMA Overlay (1")	\$5,144
20	80	Hilldale Ln	1	520.6023	20	2	Paved	2029	Crack Seal (Major)	\$745
20	80	Hilldale Ln	1	520.6023	20	2	Paved	2031	Crack Seal (Major)	\$793
20	80	Hilldale Ln	1	520.6023	20	2	Paved	2033	Crack Seal (Major)	\$845
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2025	Crack Seal (Minor)	\$545

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2027	Crack Seal (Major)	\$2,039
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2029	Crack Seal (Major)	\$2,171
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2031	Crack Seal (Major)	\$2,312
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2033	Crack Seal (Major)	\$2,463
48.75	85	Hooper Hill Rd	2	1319.495	23	2	Paved	2025	Crack Seal (Major)	\$1,914
48.75	85	Hooper Hill Rd	2	1319.495	23	2	Paved	2029	Chip Seal	\$9,276
48.75	85	Hooper Hill Rd	2	1319.495	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,252
48.75	85	Hooper Hill Rd	2	1319.495	23	2	Paved	2034	Crack Seal (Major)	\$2,541
50.75	77	Hooper Hill Rd	3	1319.688	23	2	Paved	2026	HMA Shim (1/2") & Chip Seal	\$15,481
50.75	77	Hooper Hill Rd	3	1319.688	23	2	Paved	2028	Crack Seal (Major)	\$2,104
50.75	77	Hooper Hill Rd	3	1319.688	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,120
50.75	77	Hooper Hill Rd	3	1319.688	23	2	Paved	2033	Crack Seal (Major)	\$2,463
49.25	83	Hooper Hill Rd	4	770.6188	23	2	Paved	2025	Crack Seal (Major)	\$1,118
49.25	83	Hooper Hill Rd	4	770.6188	23	2	Paved	2029	Chip Seal	\$5,417
49.25	83	Hooper Hill Rd	4	770.6188	23	2	Paved	2032	Isolated Patch and HMA Shim	\$2,483
49.25	83	Hooper Hill Rd	4	770.6188	23	2	Paved	2034	Crack Seal (Major)	\$1,484
60.25	39	Hopkins Rd	1	1321.801	23	2	Paved	2030	FDR & HMA (4")	\$70,106
60.25	39	Hopkins Rd	1	1321.801	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,536
57	52	Hopkins Rd	2	1059.594	23	2	Paved	2025	Milling / HMA (1.5")	\$21,797
57	52	Hopkins Rd	2	1059.594	23	2	Paved	2026	Crack Seal (Major)	\$1,586
57	52	Hopkins Rd	2	1059.594	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,106
57	52	Hopkins Rd	2	1059.594	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,414
19	84	Houghton Ln	1	959.5503	23	2	Paved	2025	Isolated Patch and HMA Shim	\$2,480
19	84	Houghton Ln	1	959.5503	23	2	Paved	2030	Chip Seal	\$6,961
19	84	Houghton Ln	1	959.5503	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,191
18.25	87	Howard Ln	1	1125.15	23	2	Paved	2025	Crack Seal (Major)	\$1,632
18.25	87	Howard Ln	1	1125.15	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,196
18.25	87	Howard Ln	1	1125.15	23	2	Paved	2031	Isolated Patch and HMA Shim	\$3,513

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
18.25	87	Howard Ln	1	1125.15	23	2	Paved	2034	Isolated Patch and HMA Shim	\$3,861
64.75	81	Howe Bridge Rd	1	469.1036	23	2	Paved	2025	Chip Seal	\$2,907
64.75	81	Howe Bridge Rd	1	469.1036	23	2	Paved	2028	Isolated Patch and HMA Shim	\$1,333
64.75	81	Howe Bridge Rd	1	469.1036	23	2	Paved	2031	Isolated Patch and HMA Shim	\$1,465
64.75	81	Howe Bridge Rd	1	469.1036	23	2	Paved	2034	Isolated Patch and HMA Shim	\$1,610
19.25	83	Hutchinson Ln	1	1968.107	23	2	Paved	2026	Isolated Patch and HMA Shim	\$5,250
19.25	83	Hutchinson Ln	1	1968.107	23	2	Paved	2030	Chip Seal	\$14,278
19.25	83	Hutchinson Ln	1	1968.107	23	2	Paved	2033	Isolated Patch and HMA Shim	\$6,545
21	76	Indian Falls Rd		848.2542	23	2	Paved	2027	HMA Overlay (1")	\$9,340
19.5	82	Indian Falls Rd		2495.252	23	2	Paved	2027	HMA Overlay (1")	\$27,474
19.5	82	Indian Falls Rd		2495.252	23	2	Paved	2029	Isolated Patch and HMA Shim	\$7,315
21	76	Indian Falls Rd		848.2542	23	2	Paved	2029	Isolated Patch and HMA Shim	\$2,487
19.5	82	Indian Falls Rd		2495.252	23	2	Paved	2032	Isolated Patch and HMA Shim	\$8,040
21	76	Indian Falls Rd		848.2542	23	2	Paved	2032	Isolated Patch and HMA Shim	\$2,733
21.25	75	Indian Falls Rd	1	1498.211	23	2	Paved	2027	HMA Overlay (1")	\$16,496
21.25	75	Indian Falls Rd	1	1498.211	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,392
21.25	75	Indian Falls Rd	1	1498.211	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,827
9.75	61	Inkberry Rd	1	1319.215	23	2	Paved	2025	HMA Overlay (1.5")	\$20,179
9.75	61	Inkberry Rd	1	1319.215	23	2	Paved	2026	Crack Seal (Major)	\$1,975
9.75	61	Inkberry Rd	1	1319.215	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,867
9.75	61	Inkberry Rd	1	1319.215	23	2	Paved	2031	Crack Seal (Major)	\$2,312
9.75	61	Inkberry Rd	1	1319.215	23	2	Paved	2033	Crack Seal (Major)	\$2,462
12.5	50	Inkberry Rd	2	1440.969	23	2	Paved	2025	HMA Overlay (1.5")	\$22,042
12.5	50	Inkberry Rd	2	1440.969	23	2	Paved	2026	Crack Seal (Major)	\$2,157
12.5	50	Inkberry Rd	2	1440.969	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,224
12.5	50	Inkberry Rd	2	1440.969	23	2	Paved	2031	Crack Seal (Major)	\$2,525
12.5	50	Inkberry Rd	2	1440.969	23	2	Paved	2033	Crack Seal (Major)	\$2,689
18.25	87	Jessica Ln	1	1319.399	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,410

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
18.25	87	Jessica Ln	1	1319.399	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,748
18.25	87	Jessica Ln	1	1319.399	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,120
18.25	87	Jessica Ln	1	1319.399	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,528
23	68	Jessica Ln	2	1562.534	23	2	Paved	2026	HMA Overlay (1")	\$16,671
23	68	Jessica Ln	2	1562.534	23	2	Paved	2028	Isolated Patch and HMA Shim	\$4,439
23	68	Jessica Ln	2	1562.534	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,879
23	68	Jessica Ln	2	1562.534	23	2	Paved	2034	Isolated Patch and HMA Shim	\$5,362
46	96	Joe English Rd	5	1319.833	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,749
46	96	Joe English Rd	5	1319.833	23	2	Paved	2034	HMA Overlay (1")	\$18,117
46	96	Joe English Rd	6	1319.485	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,748
46	96	Joe English Rd	6	1319.485	23	2	Paved	2034	HMA Overlay (1")	\$18,112
46	96	Joe English Rd	7	1319.5	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,748
46	96	Joe English Rd	7	1319.5	23	2	Paved	2034	HMA Overlay (1")	\$18,112
51	76	Joe English Rd	8	1319.188	23	2	Paved	2031	Milling / HMA (1.5")	\$32,783
51	76	Joe English Rd	8	1319.188	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,387
46	96	Joe English Rd	9	1320.321	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,751
46	96	Joe English Rd	9	1320.321	23	2	Paved	2034	HMA Overlay (1")	\$18,124
46	96	Joe English Rd	10	1321.831	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,755
46	96	Joe English Rd	10	1321.831	23	2	Paved	2034	HMA Overlay (1")	\$18,144
46	96	Joe English Rd	11	1321.537	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,754
46	96	Joe English Rd	11	1321.537	23	2	Paved	2034	HMA Overlay (1")	\$18,140
46	96	Joe English Rd	12	1319.604	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,749
46	96	Joe English Rd	12	1319.604	23	2	Paved	2034	HMA Overlay (1")	\$18,114
27	52	Kennedy Ln	1	1320.593	23	2	Paved	2027	Milling / HMA (1.5")	\$28,933
27	52	Kennedy Ln	1	1320.593	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,871
27	52	Kennedy Ln	1	1320.593	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,255
27	52	Kennedy Ln	1	1320.593	23	2	Paved	2034	Crack Seal (Major)	\$2,543
27	52	Kennedy Ln	2	972.9625	23	2	Paved	2027	Milling / HMA (1.5")	\$21,316

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
27	52	Kennedy Ln	2	972.9625	23	2	Paved	2029	Isolated Patch and HMA Shim	\$2,852
27	52	Kennedy Ln	2	972.9625	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,135
27	52	Kennedy Ln	2	972.9625	23	2	Paved	2034	Crack Seal (Major)	\$1,874
18.75	85	Kettle Ln	1	1021.254	23	2	Paved	2026	Isolated Patch and HMA Shim	\$2,724
18.75	85	Kettle Ln	1	1021.254	23	2	Paved	2029	Isolated Patch and HMA Shim	\$2,994
18.75	85	Kettle Ln	1	1021.254	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,291
20	80	Labree Rd	1	1319.306	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,410
20	80	Labree Rd	1	1319.306	23	2	Paved	2031	HMA Overlay (1")	\$16,477
20	80	Labree Rd	1	1319.306	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,387
21.25	75	Labree Rd	2	1920.05	23	2	Paved	2027	HMA Overlay (1")	\$21,141
21.25	75	Labree Rd	2	1920.05	23	2	Paved	2029	Isolated Patch and HMA Shim	\$5,629
21.25	75	Labree Rd	2	1920.05	23	2	Paved	2032	Isolated Patch and HMA Shim	\$6,187
26	56	Lincoln Dr	1	1319.154	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,409
26	56	Lincoln Dr	1	1319.154	23	2	Paved	2027	Chip Seal	\$8,707
26	56	Lincoln Dr	1	1319.154	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,991
26	56	Lincoln Dr	1	1319.154	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,387
23.75	65	Lincoln Dr	2	1277.017	23	2	Paved	2025	HMA Overlay (1")	\$13,202
23.75	65	Lincoln Dr	2	1277.017	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,515
23.75	65	Lincoln Dr	2	1277.017	23	2	Paved	2034	HMA Overlay (1")	\$17,529
3.25	87	Lorden Rd		2166.328	23	2	Paved	2025	Crack Seal (Major)	\$3,142
0	100	Lorden Rd		2167.818	23	2	Paved	2027	Crack Seal (Major)	\$3,349
3.25	87	Lorden Rd		2166.328	23	2	Paved	2028	Isolated Patch and HMA Shim	\$6,154
3.25	87	Lorden Rd		2166.328	23	2	Paved	2031	Isolated Patch and HMA Shim	\$6,764
3.25	87	Lorden Rd		2166.328	23	2	Paved	2034	Isolated Patch and HMA Shim	\$7,434
0	100	Lorden Rd		2167.818	23	2	Paved	2034	HMA Overlay (1")	\$29,757
47.5	90	Lull Rd		2663.501	23	2	Paved	2025	Crack Seal (Major)	\$3,863
50	80	Lull Rd		2272.63	23	2	Paved	2025	Isolated Patch and HMA Shim	\$5,874
47.25	91	Lull Rd		1666.801	23	2	Paved	2025	Isolated Patch and HMA Shim	\$4,308

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
52	72	Lull Rd		1577.495	23	2	Paved	2027	HMA Overlay (1")	\$17,369
47.5	90	Lull Rd		2663.501	23	2	Paved	2028	Isolated Patch and HMA Shim	\$7,566
52	72	Lull Rd		1577.495	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,625
50	80	Lull Rd		2272.63	23	2	Paved	2029	Chip Seal	\$15,976
47.25	91	Lull Rd		1666.801	23	2	Paved	2029	Chip Seal	\$11,718
47.5	90	Lull Rd		2663.501	23	2	Paved	2031	Isolated Patch and HMA Shim	\$8,316
52	72	Lull Rd		1577.495	23	2	Paved	2032	Isolated Patch and HMA Shim	\$5,083
47.25	91	Lull Rd		1666.801	23	2	Paved	2032	Isolated Patch and HMA Shim	\$5,371
50	80	Lull Rd		2272.63	23	2	Paved	2032	Isolated Patch and HMA Shim	\$7,323
47.5	90	Lull Rd		2663.501	23	2	Paved	2034	Isolated Patch and HMA Shim	\$9,140
51.5	74	Lyndeborough Rd	3	1785.491	23	2	Paved	2030	HMA Overlay (1.5")	\$31,970
51.5	74	Lyndeborough Rd	3	1785.491	23	2	Paved	2032	Crack Seal (Major)	\$3,229
51.5	74	Lyndeborough Rd	3	1785.491	23	2	Paved	2034	Crack Seal (Major)	\$3,439
50	80	Lyndeborough Rd	4	1316.792	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,403
50	80	Lyndeborough Rd	4	1316.792	23	2	Paved	2029	Chip Seal	\$9,257
50	80	Lyndeborough Rd	4	1316.792	23	2	Paved	2031	Crack Seal (Major)	\$2,307
50	80	Lyndeborough Rd	4	1316.792	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,379
51.5	74	Lyndeborough Rd	5	1321.037	23	2	Paved	2030	HMA Overlay (1.5")	\$23,654
51.5	74	Lyndeborough Rd	5	1321.037	23	2	Paved	2032	Crack Seal (Major)	\$2,389
51.5	74	Lyndeborough Rd	5	1321.037	23	2	Paved	2034	Crack Seal (Major)	\$2,544
55.25	59	Lyndeborough Rd	6	1321.047	23	2	Paved	2026	Milling / HMA (1.5")	\$28,045
55.25	59	Lyndeborough Rd	6	1321.047	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,753
55.25	59	Lyndeborough Rd	6	1321.047	23	2	Paved	2032	Chip Seal	\$10,207
55.25	59	Lyndeborough Rd	6	1321.047	23	2	Paved	2034	Crack Seal (Major)	\$2,544
52.5	70	Lyndeborough Rd	7	1321.281	24	2	Paved	2029	Milling / HMA (1.5")	\$32,170
52.5	70	Lyndeborough Rd	7	1321.281	24	2	Paved	2030	Crack Seal (Major)	\$2,341
52.5	70	Lyndeborough Rd	7	1321.281	24	2	Paved	2033	Isolated Patch and HMA Shim	\$4,585
54.75	61	Lyndeborough Rd	8	1319.709	23	2	Paved	2026	Milling / HMA (1.5")	\$28,017

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
54.75	61	Lyndeborough Rd	8	1319.709	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,749
54.75	61	Lyndeborough Rd	8	1319.709	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,252
54.75	61	Lyndeborough Rd	8	1319.709	23	2	Paved	2034	Crack Seal (Major)	\$2,542
55.5	58	Lyndeborough Rd	9	1319.657	23	2	Paved	2026	Milling / HMA (1.5")	\$28,016
55.5	58	Lyndeborough Rd	9	1319.657	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,749
55.5	58	Lyndeborough Rd	9	1319.657	23	2	Paved	2032	Chip Seal	\$10,197
58.75	45	Lyndeborough Rd	10	1319.854	23	2	Paved	2026	Milling / HMA (1.5")	\$28,020
58.75	45	Lyndeborough Rd	10	1319.854	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,749
58.75	45	Lyndeborough Rd	10	1319.854	23	2	Paved	2033	HMA Shim (1/2") & Chip Seal	\$19,302
51.25	75	Lyndeborough Rd	11	1319.815	23	2	Paved	2030	HMA Overlay (1.5")	\$23,632
51.25	75	Lyndeborough Rd	11	1319.815	23	2	Paved	2032	Crack Seal (Major)	\$2,387
51.25	75	Lyndeborough Rd	11	1319.815	23	2	Paved	2034	Crack Seal (Major)	\$2,542
51.25	75	Lyndeborough Rd	12	1319.666	23	2	Paved	2030	HMA Overlay (1.5")	\$23,630
51.25	75	Lyndeborough Rd	12	1319.666	23	2	Paved	2032	Crack Seal (Major)	\$2,386
51.25	75	Lyndeborough Rd	12	1319.666	23	2	Paved	2034	Crack Seal (Major)	\$2,542
50.75	77	Lyndeborough Rd	13	923.9205	23	2	Paved	2030	HMA Overlay (1.5")	\$16,543
50.75	77	Lyndeborough Rd	13	923.9205	23	2	Paved	2032	Crack Seal (Major)	\$1,671
50.75	77	Lyndeborough Rd	13	923.9205	23	2	Paved	2034	Crack Seal (Major)	\$1,779
6.25	75	McCollum Rd		1902.16	23	2	Paved	2028	HMA Overlay (1")	\$21,614
6.25	75	McCollum Rd		1902.16	23	2	Paved	2029	Crack Seal (Major)	\$3,130
6.25	75	McCollum Rd		1902.16	23	2	Paved	2033	Chip Seal	\$15,168
46	96	Mccurdy Rd	1	1318.229	23	2	Paved	2026	Crack Seal (Major)	\$1,973
46	96	Mccurdy Rd	1	1318.229	23	2	Paved	2033	HMA Overlay (1")	\$17,534
46	96	Mccurdy Rd	2	1321.155	23	2	Paved	2026	Crack Seal (Major)	\$1,978
46	96	Mccurdy Rd	2	1321.155	23	2	Paved	2033	HMA Overlay (1")	\$17,573
46	96	Mccurdy Rd	3	1320.946	23	2	Paved	2026	Crack Seal (Major)	\$1,977
46	96	Mccurdy Rd	3	1320.946	23	2	Paved	2033	HMA Overlay (1")	\$17,570
46	96	Mccurdy Rd	4	1316.475	23	2	Paved	2026	Crack Seal (Major)	\$1,971

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
46	96	Mccurdy Rd	4	1316.475	23	2	Paved	2033	HMA Overlay (1")	\$17,511
46	96	Mccurdy Rd	5	1479.06	23	2	Paved	2026	Crack Seal (Major)	\$2,214
46	96	Mccurdy Rd	5	1479.06	23	2	Paved	2033	HMA Overlay (1")	\$19,673
46	96	Mccurdy Rd	1	1317.367	23	2	Paved	2026	Crack Seal (Major)	\$1,972
46	96	Mccurdy Rd	1	1317.367	23	2	Paved	2033	HMA Overlay (1")	\$17,522
46	96	Mccurdy Rd	2	1320.295	23	2	Paved	2026	Crack Seal (Major)	\$1,976
46	96	Mccurdy Rd	2	1320.295	23	2	Paved	2033	HMA Overlay (1")	\$17,561
46	96	Mccurdy Rd	3	1663.315	23	2	Paved	2026	Crack Seal (Major)	\$2,490
46	96	Mccurdy Rd	3	1663.315	23	2	Paved	2033	HMA Overlay (1")	\$22,124
46	96	Mccurdy Rd	1	1915.802	23	2	Paved	2026	Crack Seal (Major)	\$2,868
46	96	Mccurdy Rd	1	1915.802	23	2	Paved	2033	HMA Overlay (1")	\$25,482
45	40	Meadow Rd	4	761.2372	23	2	Paved	2025	FDR & HMA (4")	\$34,491
45	40	Meadow Rd	4	761.2372	23	2	Paved	2026	Crack Seal (Minor)	\$324
45	40	Meadow Rd	4	761.2372	23	2	Paved	2030	Isolated Patch and HMA Shim	\$2,303
45	40	Meadow Rd	4	761.2372	23	2	Paved	2033	Isolated Patch and HMA Shim	\$2,531
44.75	41	Meadow Rd	5	1320.633	23	2	Paved	2025	FDR & HMA (4")	\$59,837
44.75	41	Meadow Rd	5	1320.633	23	2	Paved	2026	Crack Seal (Minor)	\$563
44.75	41	Meadow Rd	5	1320.633	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,996
44.75	41	Meadow Rd	5	1320.633	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,391
44.25	43	Meadow Rd	6	1320.512	23	2	Paved	2025	FDR & HMA (4")	\$59,832
44.25	43	Meadow Rd	6	1320.512	23	2	Paved	2026	Crack Seal (Minor)	\$563
44.25	43	Meadow Rd	6	1320.512	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,995
44.25	43	Meadow Rd	6	1320.512	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,391
39.25	63	Meadow Rd	7	734.2758	23	2	Paved	2027	HMA Overlay (1.5")	\$11,962
39.25	63	Meadow Rd	7	734.2758	23	2	Paved	2029	Crack Seal (Major)	\$1,208
39.25	63	Meadow Rd	7	734.2758	23	2	Paved	2032	Isolated Patch and HMA Shim	\$2,366
53.75	97	Meetinghouse Hill Rd	13	1320.209	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
53.75	97	Meetinghouse Hill Rd	13	1320.209	23	2	Paved	2034	HMA Overlay (1")	\$18,122

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New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
53.75	97	Meetinghouse Hill Rd	14	753.2064	23	2	Paved	2028	Isolated Patch and HMA Shim	\$2,140
53.75	97	Meetinghouse Hill Rd	14	753.2064	23	2	Paved	2034	HMA Overlay (1")	\$10,339
56.25	87	Meetinghouse Hill Rd	1	1317.73	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,406
56.25	87	Meetinghouse Hill Rd	1	1317.73	23	2	Paved	2030	Chip Seal	\$9,560
56.25	87	Meetinghouse Hill Rd	1	1317.73	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,382
61.25	67	Meetinghouse Hill Rd	2	1318.756	23	2	Paved	2025	HMA Overlay (1")	\$13,634
61.25	67	Meetinghouse Hill Rd	2	1318.756	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,630
61.25	67	Meetinghouse Hill Rd	2	1318.756	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,990
61.25	67	Meetinghouse Hill Rd	2	1318.756	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,385
24.25	63	Mill St	1	1422.109	23	2	Paved	2025	HMA Overlay (1")	\$14,702
24.25	63	Mill St	1	1422.109	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,915
24.25	63	Mill St	1	1422.109	23	2	Paved	2031	Chip Seal	\$10,647
24.25	63	Mill St	1	1422.109	23	2	Paved	2033	Crack Seal (Major)	\$2,654
23.75	65	Misty Meadow Ln	1	586.8108	23	2	Paved	2026	Isolated Patch and HMA Shim	\$1,565
23.75	65	Misty Meadow Ln	1	586.8108	23	2	Paved	2032	HMA Overlay (1")	\$7,563
23.75	65	Misty Meadow Ln	1	586.8108	23	2	Paved	2034	Isolated Patch and HMA Shim	\$2,014
42.75	49	Molly Stark Ln	1	1320.617	23	2	Paved	2027	Milling / HMA (1.5")	\$28,933
42.75	49	Molly Stark Ln	1	1320.617	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,872
42.75	49	Molly Stark Ln	1	1320.617	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,255
39.5	62	Molly Stark Ln	2	935.2823	23	2	Paved	2025	HMA Overlay (1")	\$9,669
39.5	62	Molly Stark Ln	2	935.2823	23	2	Paved	2027	Isolated Patch and HMA Shim	\$2,575
39.5	62	Molly Stark Ln	2	935.2823	23	2	Paved	2033	HMA Overlay (1")	\$12,440
26	56	Moss Dr	1	1125.555	23	2	Paved	2031	FDR & HMA (4")	\$61,607
26	56	Moss Dr	1	1125.555	23	2	Paved	2032	Crack Seal (Minor)	\$579
26	56	Moss Dr	1	1125.555	23	2	Paved	2034	Crack Seal (Major)	\$2,168
63.5	86	Old Coach Rd	1	1318.807	24	2	Paved	2027	Chip Seal	\$9,084
63.5	86	Old Coach Rd	1	1318.807	24	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,897
63.5	86	Old Coach Rd	1	1318.807	24	2	Paved	2033	Crack Seal (Major)	\$2,568

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
60.75	97	Old Coach Rd	2	1319.901	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,913
60.75	97	Old Coach Rd	2	1319.901	24	2	Paved	2034	HMA Overlay (1")	\$18,906
60.75	97	Old Coach Rd	3	1320.934	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,916
60.75	97	Old Coach Rd	3	1320.934	24	2	Paved	2034	HMA Overlay (1")	\$18,921
60.75	97	Old Coach Rd	4	1320.019	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,913
60.75	97	Old Coach Rd	4	1320.019	24	2	Paved	2034	HMA Overlay (1")	\$18,907
60.75	97	Old Coach Rd	5	1320.337	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,914
60.75	97	Old Coach Rd	5	1320.337	24	2	Paved	2034	HMA Overlay (1")	\$18,912
62.25	91	Old Coach Rd	6	1320.21	24	2	Paved	2025	Crack Seal (Major)	\$1,998
62.25	91	Old Coach Rd	6	1320.21	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,913
62.25	91	Old Coach Rd	6	1320.21	24	2	Paved	2032	Chip Seal	\$10,644
62.25	91	Old Coach Rd	6	1320.21	24	2	Paved	2034	Crack Seal (Major)	\$2,653
62	92	Old Coach Rd	7	1319.434	24	2	Paved	2025	Crack Seal (Major)	\$1,997
62	92	Old Coach Rd	7	1319.434	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,911
62	92	Old Coach Rd	7	1319.434	24	2	Paved	2032	Chip Seal	\$10,638
62	92	Old Coach Rd	7	1319.434	24	2	Paved	2033	HMA Shim (1/2") & Chip Seal	\$20,135
62	92	Old Coach Rd	8	1319.012	24	2	Paved	2025	Crack Seal (Major)	\$1,996
62	92	Old Coach Rd	8	1319.012	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,910
62	92	Old Coach Rd	8	1319.012	24	2	Paved	2032	Chip Seal	\$10,635
62	92	Old Coach Rd	8	1319.012	24	2	Paved	2033	HMA Shim (1/2") & Chip Seal	\$20,129
62.25	91	Old Coach Rd	9	1319.815	24	2	Paved	2025	Crack Seal (Major)	\$1,998
62.25	91	Old Coach Rd	9	1319.815	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,912
62.25	91	Old Coach Rd	9	1319.815	24	2	Paved	2032	Chip Seal	\$10,641
62.25	91	Old Coach Rd	9	1319.815	24	2	Paved	2034	Crack Seal (Major)	\$2,652
62	92	Old Coach Rd	10	1320.336	24	2	Paved	2025	Crack Seal (Major)	\$1,998
62	92	Old Coach Rd	10	1320.336	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,914
62	92	Old Coach Rd	10	1320.336	24	2	Paved	2032	Chip Seal	\$10,645
62	92	Old Coach Rd	10	1320.336	24	2	Paved	2033	HMA Shim (1/2") & Chip Seal	\$20,149

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
62	92	Old Coach Rd	11	1320.468	24	2	Paved	2025	Crack Seal (Major)	\$1,999
62	92	Old Coach Rd	11	1320.468	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,914
62	92	Old Coach Rd	11	1320.468	24	2	Paved	2032	Chip Seal	\$10,646
62	92	Old Coach Rd	11	1320.468	24	2	Paved	2033	HMA Shim (1/2") & Chip Seal	\$20,151
62	92	Old Coach Rd	12	1320.698	24	2	Paved	2025	Crack Seal (Major)	\$1,999
62	92	Old Coach Rd	12	1320.698	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,915
62	92	Old Coach Rd	12	1320.698	24	2	Paved	2032	Chip Seal	\$10,648
62	92	Old Coach Rd	12	1320.698	24	2	Paved	2033	HMA Shim (1/2") & Chip Seal	\$20,154
60.75	97	Old Coach Rd	13	1320.626	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,752
60.75	97	Old Coach Rd	13	1320.626	23	2	Paved	2033	Chip Seal	\$10,531
62.25	91	Old Coach Rd	14	1088.243	23	2	Paved	2025	Crack Seal (Major)	\$1,579
62.25	91	Old Coach Rd	14	1088.243	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,091
62.25	91	Old Coach Rd	14	1088.243	23	2	Paved	2032	Chip Seal	\$8,408
62.25	91	Old Coach Rd	14	1088.243	23	2	Paved	2033	HMA Shim (1/2") & Chip Seal	\$15,915
22.25	71	Orchard Rd	1	1076.668	23	2	Paved	2028	Milling / HMA (1.5")	\$24,343
22.25	71	Orchard Rd	1	1076.668	23	2	Paved	2032	Chip Seal	\$8,319
22.25	71	Orchard Rd	1	1076.668	23	2	Paved	2034	Crack Seal (Major)	\$2,074
18	88	Page Ln	1	1380.233	23	2	Paved	2025	Crack Seal (Major)	\$2,002
18	88	Page Ln	1	1380.233	23	2	Paved	2029	Chip Seal	\$9,703
18	88	Page Ln	1	1380.233	23	2	Paved	2031	Crack Seal (Major)	\$2,419
18	88	Page Ln	1	1380.233	23	2	Paved	2033	Crack Seal (Major)	\$2,576
62.25	91	Parker Rd	1	1319.146	23	2	Paved	2025	Crack Seal (Major)	\$1,913
62.25	91	Parker Rd	1	1319.146	23	2	Paved	2029	Chip Seal	\$9,274
62.25	91	Parker Rd	1	1319.146	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,251
62.25	91	Parker Rd	1	1319.146	23	2	Paved	2033	Crack Seal (Minor)	\$701
62.25	91	Parker Rd	2	1319.339	23	2	Paved	2025	Crack Seal (Major)	\$1,914
62.25	91	Parker Rd	2	1319.339	23	2	Paved	2029	Chip Seal	\$9,275
62.25	91	Parker Rd	2	1319.339	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,251

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
62.25	91	Parker Rd	2	1319.339	23	2	Paved	2033	Crack Seal (Minor)	\$701
62.5	90	Parker Rd	3	1319.38	23	2	Paved	2025	Crack Seal (Major)	\$1,914
62.5	90	Parker Rd	3	1319.38	23	2	Paved	2029	Chip Seal	\$9,275
62.5	90	Parker Rd	3	1319.38	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,251
62.5	90	Parker Rd	3	1319.38	23	2	Paved	2033	Crack Seal (Minor)	\$701
62.25	91	Parker Rd	4	1319.871	23	2	Paved	2025	Crack Seal (Major)	\$1,915
62.25	91	Parker Rd	4	1319.871	23	2	Paved	2029	Chip Seal	\$9,279
62.25	91	Parker Rd	4	1319.871	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,253
62.25	91	Parker Rd	4	1319.871	23	2	Paved	2033	Crack Seal (Minor)	\$701
64.25	83	Parker Rd	5	1319.964	23	2	Paved	2025	Chip Seal	\$8,181
64.25	83	Parker Rd	5	1319.964	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,125
64.25	83	Parker Rd	5	1319.964	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,530
62.25	91	Parker Rd	6	1170.089	23	2	Paved	2025	Crack Seal (Major)	\$1,697
62.25	91	Parker Rd	6	1170.089	23	2	Paved	2028	Chip Seal	\$7,971
62.25	91	Parker Rd	6	1170.089	23	2	Paved	2033	HMA Shim (1/2") & Chip Seal	\$17,112
20.5	78	Pearson Ln	1	1473.286	24	2	Paved	2027	Isolated Patch and HMA Shim	\$4,232
20.5	78	Pearson Ln	1	1473.286	24	2	Paved	2030	Chip Seal	\$11,153
20.5	78	Pearson Ln	1	1473.286	24	2	Paved	2033	Isolated Patch and HMA Shim	\$5,112
26.5	54	Pheasant Ln	1	1460.763	23	2	Paved	2027	Milling / HMA (1.5")	\$32,004
26.5	54	Pheasant Ln	1	1460.763	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,282
26.5	54	Pheasant Ln	1	1460.763	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,707
26.5	54	Pheasant Ln	1	1460.763	23	2	Paved	2034	Crack Seal (Major)	\$2,813
19.5	82	Popple Rd	1	1320.436	23	2	Paved	2030	HMA Overlay (1")	\$15,980
19.5	82	Popple Rd	1	1320.436	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,255
19.5	82	Popple Rd	1	1320.436	23	2	Paved	2034	Crack Seal (Major)	\$2,543
19.75	81	Popple Rd	2	993.1969	23	2	Paved	2030	HMA Overlay (1")	\$12,019
19.75	81	Popple Rd	2	993.1969	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,200
19.75	81	Popple Rd	2	993.1969	23	2	Paved	2034	Crack Seal (Major)	\$1,913

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
20	80	Ridgeview Ln	1	1316.847	23	2	Paved	2030	Milling / HMA (1.5")	\$31,710
20	80	Ridgeview Ln	1	1316.847	23	2	Paved	2031	Crack Seal (Major)	\$2,307
20	80	Ridgeview Ln	1	1316.847	23	2	Paved	2033	Crack Seal (Major)	\$2,458
19.75	81	Ridgeview Ln	2	1419.148	23	2	Paved	2030	Milling / HMA (1.5")	\$34,173
19.75	81	Ridgeview Ln	2	1419.148	23	2	Paved	2031	Crack Seal (Major)	\$2,487
19.75	81	Ridgeview Ln	2	1419.148	23	2	Paved	2033	Crack Seal (Major)	\$2,648
5.75	77	River Dale Depot St	1	683.2281	18	2	Paved	2029	HMA Overlay (1")	\$6,270
5.75	77	River Dale Depot St	1	683.2281	18	2	Paved	2030	Crack Seal (Major)	\$908
5.75	77	River Dale Depot St	1	683.2281	18	2	Paved	2032	Crack Seal (Major)	\$967
5.75	77	River Dale Depot St	1	683.2281	18	2	Paved	2034	Crack Seal (Major)	\$1,030
57.75	77	Riverdale Rd	1	1318.061	23	2	Paved	2026	HMA Shim (1/2") & Chip Seal	\$15,462
57.75	77	Riverdale Rd	1	1318.061	23	2	Paved	2028	Crack Seal (Major)	\$2,101
57.75	77	Riverdale Rd	1	1318.061	23	2	Paved	2034	HMA Shim (1/2") & Chip Seal	\$19,893
57.5	78	Riverdale Rd	4	880.0968	23	2	Paved	2026	HMA Shim (1/2") & Chip Seal	\$10,324
57.5	78	Riverdale Rd	4	880.0968	23	2	Paved	2028	Crack Seal (Major)	\$1,403
57.5	78	Riverdale Rd	4	880.0968	23	2	Paved	2034	HMA Shim (1/2") & Chip Seal	\$13,283
68.25	35	Riverdale Rd	9	988.0285	20	2	Paved	2028	FDR & HMA (4")	\$42,786
68.25	35	Riverdale Rd	9	988.0285	20	2	Paved	2029	Crack Seal (Minor)	\$463
68.25	35	Riverdale Rd	9	988.0285	20	2	Paved	2033	Isolated Patch and HMA Shim	\$2,857
55.5	86	Riverdale Rd	1	1320.89	23	2	Paved	2026	Isolated Patch and HMA Shim	\$3,523
55.5	86	Riverdale Rd	1	1320.89	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,872
55.5	86	Riverdale Rd	1	1320.89	23	2	Paved	2033	Chip Seal	\$10,533
62	60	Riverdale Rd	2	956.4331	23	2	Paved	2027	Milling / HMA (1.5")	\$20,954
62	60	Riverdale Rd	2	956.4331	23	2	Paved	2028	Crack Seal (Major)	\$1,525
62	60	Riverdale Rd	2	956.4331	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,082
27.25	51	Riverside Dr	1	1662.208	23	2	Paved	2030	FDR & HMA (4")	\$88,160
27.25	51	Riverside Dr	1	1662.208	23	2	Paved	2031	Crack Seal (Minor)	\$829
27.25	51	Riverside Dr	1	1662.208	23	2	Paved	2034	Crack Seal (Major)	\$3,201

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
54.75	33	Roby Rd	1	1535.058	23	2	Paved	2028	FDR & HMA (4")	\$76,446
54.75	33	Roby Rd	1	1535.058	23	2	Paved	2029	Crack Seal (Minor)	\$719
54.75	33	Roby Rd	1	1535.058	23	2	Paved	2033	Isolated Patch and HMA Shim	\$5,105
23	68	Rustic Ln	1	1128.979	24	2	Paved	2028	HMA Overlay (1.5")	\$19,806
23	68	Rustic Ln	1	1128.979	24	2	Paved	2030	Isolated Patch and HMA Shim	\$3,564
23	68	Rustic Ln	1	1128.979	24	2	Paved	2033	Isolated Patch and HMA Shim	\$3,917
20.25	79	S Hill Rd		2342.444	23	2	Paved	2027	HMA Overlay (1")	\$25,792
29	44	S Hill Rd		2099.281	23	2	Paved	2029	FDR & HMA (4")	\$107,889
20.25	79	S Hill Rd		2342.444	23	2	Paved	2029	Isolated Patch and HMA Shim	\$6,867
29	44	S Hill Rd		2099.281	23	2	Paved	2030	Crack Seal (Minor)	\$1,014
20.25	79	S Hill Rd		2342.444	23	2	Paved	2032	Isolated Patch and HMA Shim	\$7,548
29	44	S Hill Rd		2099.281	23	2	Paved	2034	Isolated Patch and HMA Shim	\$7,204
0	100	Sawmill Ln		1317.072	23	2	Paved	2026	Crack Seal (Minor)	\$561
0	100	Sawmill Ln		1317.072	23	2	Paved	2034	HMA Overlay (1")	\$18,079
17.25	91	Scobie Rd	2	925.9048	24	2	Paved	2026	Isolated Patch and HMA Shim	\$2,577
17.25	91	Scobie Rd	2	925.9048	24	2	Paved	2032	HMA Shim (1/2") & Chip Seal	\$13,691
17.25	91	Scobie Rd	2	925.9048	24	2	Paved	2034	Crack Seal (Major)	\$1,861
18.5	86	Scobie Rd	3	1535.792	24	2	Paved	2026	Isolated Patch and HMA Shim	\$4,275
18.5	86	Scobie Rd	3	1535.792	24	2	Paved	2032	HMA Shim (1/2") & Chip Seal	\$22,710
18.5	86	Scobie Rd	3	1535.792	24	2	Paved	2034	Crack Seal (Major)	\$3,086
20	80	Shelley Ln	1	1012.269	23	2	Paved	2031	Milling / HMA (1.5")	\$25,156
20	80	Shelley Ln	1	1012.269	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,366
32.75	29	Simons Farm Rd	1	568.4005	10	1	Paved	2028	FDR & HMA (4")	\$12,307
32.75	29	Simons Farm Rd	1	568.4005	10	1	Paved	2031	Isolated Patch and HMA Shim	\$772
32.75	29	Simons Farm Rd	1	568.4005	10	1	Paved	2034	Isolated Patch and HMA Shim	\$848
27.75	49	Styles Rd	1	1321.422	20	2	Paved	2028	FDR & HMA (4")	\$57,223
27.75	49	Styles Rd	1	1321.422	20	2	Paved	2029	Crack Seal (Minor)	\$619
27.75	49	Styles Rd	1	1321.422	20	2	Paved	2033	Isolated Patch and HMA Shim	\$3,821

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
28	48	Styles Rd	2	1321.2	20	2	Paved	2028	FDR & HMA (4")	\$57,213
28	48	Styles Rd	2	1321.2	20	2	Paved	2029	Crack Seal (Minor)	\$619
28	48	Styles Rd	2	1321.2	20	2	Paved	2033	Isolated Patch and HMA Shim	\$3,820
28.75	45	Styles Rd	3	1104.137	20	2	Paved	2028	FDR & HMA (4")	\$47,814
28.75	45	Styles Rd	3	1104.137	20	2	Paved	2029	Crack Seal (Minor)	\$517
28.75	45	Styles Rd	3	1104.137	20	2	Paved	2033	Isolated Patch and HMA Shim	\$3,193
17	92	Summit Dr	1	1320.235	23	2	Paved	2025	Crack Seal (Major)	\$1,915
17	92	Summit Dr	1	1320.235	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
17	92	Summit Dr	1	1320.235	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,122
17	92	Summit Dr	1	1320.235	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,531
18	88	Summit Dr	2	1278.265	23	2	Paved	2026	Isolated Patch and HMA Shim	\$3,410
18	88	Summit Dr	2	1278.265	23	2	Paved	2028	Crack Seal (Major)	\$2,038
18	88	Summit Dr	2	1278.265	23	2	Paved	2032	Chip Seal	\$9,877
18	88	Summit Dr	2	1278.265	23	2	Paved	2034	Crack Seal (Major)	\$2,462
18.75	85	Susan Rd		1436.98	23	2	Paved	2026	Crack Seal (Major)	\$2,151
18.75	85	Susan Rd		1436.98	23	2	Paved	2030	Isolated Patch and HMA Shim	\$4,348
18.75	85	Susan Rd		1436.98	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,778
19.25	83	Susan Rd	1	1604.061	23	2	Paved	2026	Crack Seal (Major)	\$2,401
19.25	83	Susan Rd	1	1604.061	23	2	Paved	2030	Isolated Patch and HMA Shim	\$4,853
19.25	83	Susan Rd	1	1604.061	23	2	Paved	2033	Isolated Patch and HMA Shim	\$5,334
21.5	74	Swanson Rd	1	1232.697	23	2	Paved	2027	HMA Overlay (1")	\$13,573
21.5	74	Swanson Rd	1	1232.697	23	2	Paved	2032	HMA Overlay (1")	\$15,888
21.5	74	Swanson Rd	1	1232.697	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,230
31.25	35	Thornton Rd	4	1177.899	24	2	Paved	2026	FDR & HMA (4")	\$57,472
31.25	35	Thornton Rd	4	1177.899	24	2	Paved	2027	Crack Seal (Minor)	\$518
31.25	35	Thornton Rd	4	1177.899	24	2	Paved	2031	Isolated Patch and HMA Shim	\$3,838
31.25	35	Thornton Rd	4	1177.899	24	2	Paved	2034	Isolated Patch and HMA Shim	\$4,218
17	92	Town Farm Rd	1	1320.37	24	2	Paved	2026	Isolated Patch and HMA Shim	\$3,675

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
17	92	Town Farm Rd	1	1320.37	24	2	Paved	2029	Isolated Patch and HMA Shim	\$4,039
17	92	Town Farm Rd	1	1320.37	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,439
17	92	Town Farm Rd	1	1320.37	24	2	Paved	2034	Crack Seal (Major)	\$2,654
17	92	Town Farm Rd	2	1320.103	24	2	Paved	2026	Isolated Patch and HMA Shim	\$3,674
17	92	Town Farm Rd	2	1320.103	24	2	Paved	2029	Isolated Patch and HMA Shim	\$4,038
17	92	Town Farm Rd	2	1320.103	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,439
17	92	Town Farm Rd	2	1320.103	24	2	Paved	2034	Crack Seal (Major)	\$2,653
17.25	91	Town Farm Rd	3	1320.491	24	2	Paved	2026	Isolated Patch and HMA Shim	\$3,675
17.25	91	Town Farm Rd	3	1320.491	24	2	Paved	2029	Isolated Patch and HMA Shim	\$4,040
17.25	91	Town Farm Rd	3	1320.491	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,440
17.25	91	Town Farm Rd	3	1320.491	24	2	Paved	2034	Crack Seal (Major)	\$2,654
17.25	91	Town Farm Rd	4	1404.819	24	2	Paved	2026	Isolated Patch and HMA Shim	\$3,910
17.25	91	Town Farm Rd	4	1404.819	24	2	Paved	2029	Isolated Patch and HMA Shim	\$4,297
17.25	91	Town Farm Rd	4	1404.819	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,723
17.25	91	Town Farm Rd	4	1404.819	24	2	Paved	2034	Crack Seal (Major)	\$2,823
47.75	61	Tucker Mill Rd	1	1318.857	24	2	Paved	2026	HMA Overlay (1.5")	\$21,725
47.75	61	Tucker Mill Rd	1	1318.857	24	2	Paved	2029	Isolated Patch and HMA Shim	\$4,035
47.75	61	Tucker Mill Rd	1	1318.857	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,434
48	60	Tucker Mill Rd	2	1319.777	24	2	Paved	2026	HMA Overlay (1.5")	\$21,740
48	60	Tucker Mill Rd	2	1319.777	24	2	Paved	2029	Isolated Patch and HMA Shim	\$4,037
48	60	Tucker Mill Rd	2	1319.777	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,437
49	56	Tucker Mill Rd	3	1320.543	24	2	Paved	2028	Milling / HMA (1.5")	\$31,155
49	56	Tucker Mill Rd	3	1320.543	24	2	Paved	2030	Isolated Patch and HMA Shim	\$4,169
49	56	Tucker Mill Rd	3	1320.543	24	2	Paved	2033	Isolated Patch and HMA Shim	\$4,582
42.25	83	Tucker Mill Rd	4	1320.823	24	2	Paved	2025	Isolated Patch and HMA Shim	\$3,562
42.25	83	Tucker Mill Rd	4	1320.823	24	2	Paved	2029	Chip Seal	\$9,689
42.25	83	Tucker Mill Rd	4	1320.823	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,441
41.75	85	Tucker Mill Rd	5	1319.986	24	2	Paved	2025	Isolated Patch and HMA Shim	\$3,560

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
41.75	85	Tucker Mill Rd	5	1319.986	24	2	Paved	2029	Chip Seal	\$9,683
41.75	85	Tucker Mill Rd	5	1319.986	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,438
68	68	Twin Bridge Rd		1811.002	23	2	Paved	2026	HMA Overlay (1")	\$19,322
61.75	93	TWIN BRIDGE RD		2490.777	23	2	Paved	2027	Isolated Patch and HMA Shim	\$6,856
68	68	Twin Bridge Rd		1811.002	23	2	Paved	2028	Isolated Patch and HMA Shim	\$5,145
61.75	93	TWIN BRIDGE RD		2490.777	23	2	Paved	2030	Isolated Patch and HMA Shim	\$7,536
68	68	Twin Bridge Rd		1811.002	23	2	Paved	2031	Isolated Patch and HMA Shim	\$5,654
61.75	93	TWIN BRIDGE RD		2490.777	23	2	Paved	2033	Isolated Patch and HMA Shim	\$8,283
68	68	Twin Bridge Rd		1811.002	23	2	Paved	2034	Isolated Patch and HMA Shim	\$6,215
19	84	Valley View Rd	1	950.3975	23	2	Paved	2026	Chip Seal	\$6,079
19	84	Valley View Rd	1	950.3975	23	2	Paved	2029	Isolated Patch and HMA Shim	\$2,786
19	84	Valley View Rd	1	950.3975	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,062
21.5	74	Warren Dr	1	812.4711	23		Paved	2030	Milling / HMA (1.5")	\$19,564
21.5	74	Warren Dr	1	812.4711	23		Paved	2031	Crack Seal (Major)	\$1,424
21.5	74	Warren Dr	1	812.4711	23		Paved	2034	Isolated Patch and HMA Shim	\$2,788
28.25	47	Whipplewill Rd	1	1319.797	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,411
28.25	47	Whipplewill Rd	1	1319.797	23	2	Paved	2031	Milling / HMA (1.5")	\$32,798
28.25	47	Whipplewill Rd	1	1319.797	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,529
27	52	Whipplewill Rd	2	1319.05	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,409
27	52	Whipplewill Rd	2	1319.05	23	2	Paved	2031	Milling / HMA (1.5")	\$32,779
27	52	Whipplewill Rd	2	1319.05	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,527
29.5	42	Whipplewill Rd	3	1619.518	23	2	Paved	2025	Isolated Patch and HMA Shim	\$4,186
29.5	42	Whipplewill Rd	3	1619.518	23	2	Paved	2031	Milling / HMA (1.5")	\$40,246
29.5	42	Whipplewill Rd	3	1619.518	23	2	Paved	2034	Isolated Patch and HMA Shim	\$5,558
57.25	79	Wilson Hill Rd	1	1321.096	23	2	Paved	2025	Chip Seal	\$8,188
57.25	79	Wilson Hill Rd	1	1321.096	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,637
57.25	79	Wilson Hill Rd	1	1321.096	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,997
57.25	79	Wilson Hill Rd	1	1321.096	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,393

Analysis Detail Report

New Boston 2024 - Scenario 1 2025 Annual Budget 10-Year Period (798K per year).

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
55.25	87	Wilson Hill Rd	2	1319.768	23	2	Paved	2025	Chip Seal	\$8,180
55.25	87	Wilson Hill Rd	2	1319.768	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,633
55.25	87	Wilson Hill Rd	2	1319.768	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,993
55.25	87	Wilson Hill Rd	2	1319.768	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,389
55.5	86	Wilson Hill Rd	3	1318.241	23	2	Paved	2025	Chip Seal	\$8,170
55.5	86	Wilson Hill Rd	3	1318.241	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,629
55.5	86	Wilson Hill Rd	3	1318.241	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,988
55.5	86	Wilson Hill Rd	3	1318.241	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,384
55.5	86	Wilson Hill Rd	4	1389.215	23	2	Paved	2025	Chip Seal	\$8,610
55.5	86	Wilson Hill Rd	4	1389.215	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,824
55.5	86	Wilson Hill Rd	4	1389.215	23	2	Paved	2030	Isolated Patch and HMA Shim	\$4,203
55.5	86	Wilson Hill Rd	4	1389.215	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,620
55.5	86	Wilson Hill Rd	1	1076.378	23	2	Paved	2025	Chip Seal	\$6,671
55.5	86	Wilson Hill Rd	1	1076.378	23	2	Paved	2027	Isolated Patch and HMA Shim	\$2,963
55.5	86	Wilson Hill Rd	1	1076.378	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,257
55.5	86	Wilson Hill Rd	1	1076.378	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,579
20.25	79	Woodbury Rd	1	1318.361	23	2	Paved	2026	HMA Overlay (1")	\$14,066
20.25	79	Woodbury Rd	1	1318.361	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,865
20.25	79	Woodbury Rd	1	1318.361	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,248
21.25	75	Woodbury Rd	2	1056.624	23	2	Paved	2026	HMA Overlay (1")	\$11,273
21.25	75	Woodbury Rd	2	1056.624	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,098
21.25	75	Woodbury Rd	2	1056.624	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,405
19.25	83	Wright Dr		3006.694	23	2	Paved	2026	Chip Seal	\$19,231
19.25	83	Wright Dr		3006.694	23	2	Paved	2031	Chip Seal	\$22,511
19.25	83	Wright Dr		3006.694	23	2	Paved	2033	Isolated Patch and HMA Shim	\$9,998

APPENDIX C:

SCENARIO 2

- Annual Repair Cost by Repair
- Annual Repair Cost & PCI
- High Priority Roads PCI
- Analysis Detail Report

Annual Repair Cost by Repair

New Boston 2024 - - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Repair	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Asphalt Rubber SAM	\$16,188	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Chip Seal	\$27,797	\$19,231	\$17,417	\$71,289	\$117,821	\$86,567	\$162,135	\$142,003	\$10,533	\$25,582
Crack Seal (Major)	\$72,983	\$43,022	\$12,211	\$13,568	\$6,046	\$11,449	\$7,874	\$13,029	\$7,496	\$10,031
Crack Seal (Minor)	\$3,362	\$1,573	\$4,381	\$3,592	\$1,800	\$4,205	\$1,859	\$1,614	\$9,232	\$18,566
Double Chip Seal	\$13,576	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FDR & HMA (4")	\$0	\$34,613	\$63,619	\$119,231	\$70,765	\$70,106	\$0	\$0	\$0	\$0
FDR w/ Asphalt Stabilization and HMA (3")	\$68,965	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HMA Overlay (1")	\$184,500	\$99,424	\$117,816	\$149,749	\$49,381	\$122,523	\$169,796	\$86,735	\$265,106	\$330,694
HMA Overlay (1.25")	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,880	\$0
HMA Overlay (1.5")	\$127,522	\$43,465	\$0	\$22,193	\$0	\$119,430	\$4,567	\$0	\$0	\$0
HMA Shim (1/2") & Chip Seal	\$83,624	\$41,267	\$0	\$0	\$43,868	\$76,496	\$142,329	\$36,401	\$19,302	\$33,176
HMA Shim (3/4" avg)	\$0	\$0	\$0	\$11,249	\$0	\$0	\$0	\$0	\$0	\$0
Isolated Patch and HMA Shim	\$92,551	\$44,389	\$94,118	\$194,545	\$95,068	\$109,535	\$141,897	\$124,466	\$71,448	\$54,384
Microsurfacing (Single)	\$8,715	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,565
Milling / HMA (1.5")	\$292,639	\$241,539	\$340,967	\$85,348	\$32,170	\$46,003	\$0	\$53,838	\$0	\$0
Sand Seal	\$0	\$0	\$0	\$6,511	\$0	\$6,926	\$0	\$0	\$7,613	\$0
Total	\$992,421	\$568,521	\$650,530	\$677,275	\$416,919	\$653,239	\$630,456	\$458,086	\$413,609	\$483,997

Annual Repair Cost and PCI

New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

	2025	2026	2027	2028	2029
Average PCI After Repairs	81.90	82.63	83.81	85.25	84.08
Average PCI Without Repairs	74.12	70.78	67.60	64.56	61.65
Total Miles Treated	28.72	15.18	15.55	22.50	12.64
Total Repair Cost	\$992,421	\$568,521	\$650,530	\$677,275	\$416,919

	2030	2031	2032	2033	2034
Average PCI After Repairs	84.41	84.64	83.89	82.77	82.39
Average PCI Without Repairs	58.88	56.23	53.70	51.28	48.97
Total Miles Treated	17.15	18.95	14.83	12.87	16.18
Total Repair Cost	\$653,239	\$630,456	\$458,086	\$413,60	\$483,997

New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85

High Priority Roads and New Boston Overall Roadway Network PCI and Repair Costs

2nd NH Turnpike

Selected Segments PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	75.31	71.92	68.68	65.59	62.64	59.82	57.13	54.56	52.10	49.76
Average PCI After Repairs	91.91	87.78	89.98	91.12	87.02	91.33	90.97	88.30	89.06	90.18
Total Repair Cost (inflated)	60,009.17		13,707.76	8,099.35		33,062.29	19,768.13	4,251.72	2,102.86	16,165.90
Total Miles Treated	1.84	0.00	1.09	0.75	0.00	1.34	0.50	0.25	0.75	0.84
Network PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	74.12	70.78	67.60	64.56	61.65	58.88	56.23	53.70	51.28	48.97
Average PCI After Repairs	81.90	82.63	83.81	85.25	84.08	84.41	84.64	83.89	82.77	82.39
Total Repair Cost (inflated)	992,421.30	568,520.80	650,530.20	677,275.20	416,918.60	653,239.40	630,456.10	458,085.60	413,609.00	483,997.30
Total Miles Treated	28.72	15.18	15.55	22.50	12.64	17.15	18.95	14.83	12.87	16.18

Bedford Road

Selected Segments PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	73.94	70.62	67.44	64.40	61.51	58.74	56.10	53.57	51.16	48.86
Average PCI After Repairs	91.61	88.24	89.31	90.63	87.44	89.40	89.40	88.44	88.61	90.47
Total Repair Cost (inflated)	256,959.10	4,696.59	39,262.77	59,870.37	13,386.41	73,026.42	56,629.61	46,864.22	27,820.04	47,066.95
Total Miles Treated	6.44	0.59	3.19	3.00	0.59	3.44	2.25	1.59	2.35	3.59
Network PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	74.12	70.78	67.60	64.56	61.65	58.88	56.23	53.70	51.28	48.97
Average PCI After Repairs	81.90	82.63	83.81	85.25	84.08	84.41	84.64	83.89	82.77	82.39
Total Repair Cost (inflated)	992,421.30	568,520.80	650,530.20	677,275.20	416,918.60	653,239.40	630,456.10	458,085.60	413,609.00	483,997.30
Total Miles Treated	28.72	15.18	15.55	22.50	12.64	17.15	18.95	14.83	12.87	16.18

Byam Road

Selected Segments PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	74.38	71.03	67.83	64.78	61.87	59.08	56.42	53.88	51.46	49.14
Average PCI After Repairs	91.93	88.41	88.87	91.03	87.94	89.14	89.83	88.62	88.37	90.50
Total Repair Cost (inflated)	319,188.30	4,696.59	39,843.03	83,596.28	17,255.77	77,025.32	71,683.30	47,543.46	28,522.02	49,709.53
Total Miles Treated	7.85	0.59	3.44	4.16	0.84	3.69	3.16	1.84	2.60	4.50
Network PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	74.12	70.78	67.60	64.56	61.65	58.88	56.23	53.70	51.28	48.97
Average PCI After Repairs	81.90	82.63	83.81	85.25	84.08	84.41	84.64	83.89	82.77	82.39
Total Repair Cost (inflated)	992,421.30	568,520.80	650,530.20	677,275.20	416,918.60	653,239.40	630,456.10	458,085.60	413,609.00	483,997.30
Total Miles Treated	28.72	15.18	15.55	22.50	12.64	17.15	18.95	14.83	12.87	16.18

Cemetery Road

Selected Segments PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	84.78	80.97	77.32	73.84	70.52	67.35	64.32	61.42	58.66	56.02
Average PCI After Repairs	93.55	89.34	88.89	93.03	88.84	88.93	92.67	88.50	88.09	91.39
Total Repair Cost (inflated)	36,256.30		11,515.35	55,171.28		34,189.11	36,616.86		2,221.78	4,257.46
Total Miles Treated	1.81	0.00	0.79	1.47	0.00	0.79	1.47	0.00	0.79	1.47
Network PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	74.12	70.78	67.60	64.56	61.65	58.88	56.23	53.70	51.28	48.97
Average PCI After Repairs	81.90	82.63	83.81	85.25	84.08	84.41	84.64	83.89	82.77	82.39
Total Repair Cost (inflated)	992,421.30	568,520.80	650,530.20	677,275.20	416,918.60	653,239.40	630,456.10	458,085.60	413,609.00	483,997.30
Total Miles Treated	28.72	15.18	15.55	22.50	12.64	17.15	18.95	14.83	12.87	16.18

Gregg Mill Road

Selected Segments PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	56.35	53.81	51.39	49.08	46.87	44.76	42.74	40.82	38.98	37.23
Average PCI After Repairs	94.63	90.37	91.04	91.62	87.50	89.08	90.57	86.49	88.88	91.15
Total Repair Cost (inflated)	80,339.42		2,835.20	597.76		886.82	2,509.39		6,102.76	4,914.40
Total Miles Treated	0.60	0.00	0.35	0.25	0.00	0.35	0.25	0.00	0.35	0.25
Network PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	74.12	70.78	67.60	64.56	61.65	58.88	56.23	53.70	51.28	48.97
Average PCI After Repairs	81.90	82.63	83.81	85.25	84.08	84.41	84.64	83.89	82.77	82.39
Total Repair Cost (inflated)	992,421.30	568,520.80	650,530.20	677,275.20	416,918.60	653,239.40	630,456.10	458,085.60	413,609.00	483,997.30
Total Miles Treated	28.72	15.18	15.55	22.50	12.64	17.15	18.95	14.83	12.87	16.18

Howe Bridge Road

Selected Segments PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	63.35	60.50	57.78	55.18	52.69	50.32	48.06	45.89	43.83	41.86
Average PCI After Repairs	94.15	89.92	89.03	92.22	88.07	87.78	91.54	87.42	87.67	91.62
Total Repair Cost (inflated)	83,246.79		2,835.20	1,930.35		886.82	3,974.05		6,102.76	5,171.51
Total Miles Treated	0.69	0.00	0.35	0.34	0.00	0.35	0.34	0.00	0.35	0.34
Network PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	74.12	70.78	67.60	64.56	61.65	58.88	56.23	53.70	51.28	48.97
Average PCI After Repairs	81.90	82.63	83.81	85.25	84.08	84.41	84.64	83.89	82.77	82.39
Total Repair Cost (inflated)	992,421.30	568,520.80	650,530.20	677,275.20	416,918.60	653,239.40	630,456.10	458,085.60	413,609.00	483,997.30
Total Miles Treated	28.72	15.18	15.55	22.50	12.64	17.15	18.95	14.83	12.87	16.18

Meetinghouse Hill Road

Selected Segments PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	84.26	80.47	76.85	73.39	70.09	66.93	63.92	61.04	58.30	55.67
Average PCI After Repairs	93.12	88.93	89.88	92.30	88.15	90.39	91.69	89.20	89.37	90.38
Total Repair Cost (inflated)	53,295.83		20,852.78	55,769.14		48,740.81	36,616.86	16,020.53	7,306.85	4,257.46
Total Miles Treated	2.31	0.00	1.43	1.72	0.00	1.68	1.47	0.39	1.29	1.47
Network PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	74.12	70.78	67.60	64.56	61.65	58.88	56.23	53.70	51.28	48.97
Average PCI After Repairs	81.90	82.63	83.81	85.25	84.08	84.41	84.64	83.89	82.77	82.39
Total Repair Cost (inflated)	992,421.30	568,520.80	650,530.20	677,275.20	416,918.60	653,239.40	630,456.10	458,085.60	413,609.00	483,997.30
Total Miles Treated	28.72	15.18	15.55	22.50	12.64	17.15	18.95	14.83	12.87	16.18

Old Coach Road

Selected Segments PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	84.43	80.63	77.01	73.54	70.23	67.07	64.05	61.17	58.42	55.79
Average PCI After Repairs	94.07	89.83	88.63	92.64	88.48	88.05	92.75	88.58	88.52	91.66
Total Repair Cost (inflated)	100,917.10		11,580.03	43,984.45		34,862.73	87,682.27		31,787.81	14,694.37
Total Miles Treated	2.89	0.00	1.35	2.79	0.00	1.35	2.79	0.00	1.60	2.54
Network PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	74.12	70.78	67.60	64.56	61.65	58.88	56.23	53.70	51.28	48.97
Average PCI After Repairs	81.90	82.63	83.81	85.25	84.08	84.41	84.64	83.89	82.77	82.39
Total Repair Cost (inflated)	992,421.30	568,520.80	650,530.20	677,275.20	416,918.60	653,239.40	630,456.10	458,085.60	413,609.00	483,997.30
Total Miles Treated	28.72	15.18	15.55	22.50	12.64	17.15	18.95	14.83	12.87	16.18

Parker Road

Selected Segments PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	85.47	81.63	77.95	74.45	71.10	67.90	64.84	61.92	59.14	56.48
Average PCI After Repairs	94.53	90.28	86.22	94.55	90.29	86.23	93.98	89.75	85.71	92.74
Total Repair Cost (inflated)	17,533.54			55,171.28			36,616.86			4,257.46
Total Miles Treated	1.47	0.00	0.00	1.47	0.00	0.00	1.47	0.00	0.00	1.47
Network PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	74.12	70.78	67.60	64.56	61.65	58.88	56.23	53.70	51.28	48.97
Average PCI After Repairs	81.90	82.63	83.81	85.25	84.08	84.41	84.64	83.89	82.77	82.39
Total Repair Cost (inflated)	992,421.30	568,520.80	650,530.20	677,275.20	416,918.60	653,239.40	630,456.10	458,085.60	413,609.00	483,997.30
Total Miles Treated	28.72	15.18	15.55	22.50	12.64	17.15	18.95	14.83	12.87	16.18

Twin Bridge Road

Selected Segments PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	82.54	78.83	75.28	71.89	68.66	65.57	62.62	59.80	57.11	54.54
Average PCI After Repairs	93.81	89.59	87.27	93.81	89.59	87.27	93.31	89.11	86.69	92.12
Total Repair Cost (inflated)	36,256.30		4,985.04	55,171.28		5,479.09	36,616.86		961.82	4,257.46
Total Miles Treated	1.81	0.00	0.34	1.47	0.00	0.34	1.47	0.00	0.34	1.47
Network PCI and Repair Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI Before Repairs	74.12	70.78	67.60	64.56	61.65	58.88	56.23	53.70	51.28	48.97
Average PCI After Repairs	81.90	82.63	83.81	85.25	84.08	84.41	84.64	83.89	82.77	82.39
Total Repair Cost (inflated)	992,421.30	568,520.80	650,530.20	677,275.20	416,918.60	653,239.40	630,456.10	458,085.60	413,609.00	483,997.30
Total Miles Treated	28.72	15.18	15.55	22.50	12.64	17.15	18.95	14.83	12.87	16.18

Analysis Detail Report

New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
78.5	86	2Nd Nh Tpke	1	1320.364	23	2	Paved	2025	Crack Seal (Major)	\$1,915
78.5	86	2Nd Nh Tpke	1	1320.364	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,751
78.5	86	2Nd Nh Tpke	1	1320.364	23	2	Paved	2031	Chip Seal	\$9,886
78.5	86	2Nd Nh Tpke	1	1320.364	23	2	Paved	2034	Crack Seal (Minor)	\$724
79	84	2Nd Nh Tpke	2	1319.177	23	2	Paved	2025	Crack Seal (Major)	\$1,914
79	84	2Nd Nh Tpke	2	1319.177	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,631
79	84	2Nd Nh Tpke	2	1319.177	23	2	Paved	2030	Crack Seal (Minor)	\$637
79	84	2Nd Nh Tpke	2	1319.177	23	2	Paved	2033	Crack Seal (Minor)	\$701
78.5	86	2Nd Nh Tpke	3	1319.946	23	2	Paved	2025	Crack Seal (Major)	\$1,915
78.5	86	2Nd Nh Tpke	3	1319.946	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
78.5	86	2Nd Nh Tpke	3	1319.946	23	2	Paved	2031	Chip Seal	\$9,883
78.5	86	2Nd Nh Tpke	3	1319.946	23	2	Paved	2034	Crack Seal (Minor)	\$723
78.5	86	2Nd Nh Tpke	4	1320.133	23	2	Paved	2025	Crack Seal (Major)	\$1,915
78.5	86	2Nd Nh Tpke	4	1320.133	23	2	Paved	2028	Crack Seal (Minor)	\$599
78.5	86	2Nd Nh Tpke	4	1320.133	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,994
78.5	86	2Nd Nh Tpke	4	1320.133	23	2	Paved	2033	Crack Seal (Minor)	\$701
78.5	86	2Nd Nh Tpke	5	1320.159	23	2	Paved	2025	Crack Seal (Major)	\$1,915
78.5	86	2Nd Nh Tpke	5	1320.159	23	2	Paved	2027	Crack Seal (Minor)	\$580
78.5	86	2Nd Nh Tpke	5	1320.159	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,994
78.5	86	2Nd Nh Tpke	5	1320.159	23	2	Paved	2033	Crack Seal (Minor)	\$701
83.75	65	2Nd Nh Tpke	6	1319.52	23	2	Paved	2025	HMA Overlay (1")	\$13,642
83.75	65	2Nd Nh Tpke	6	1319.52	23	2	Paved	2027	Chip Seal	\$8,710
83.75	65	2Nd Nh Tpke	6	1319.52	23	2	Paved	2030	Crack Seal (Minor)	\$638
83.75	65	2Nd Nh Tpke	6	1319.52	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,252
85.25	59	2Nd Nh Tpke	7	1788.634	23	2	Paved	2025	Milling / HMA (1.5")	\$36,794
85.25	59	2Nd Nh Tpke	7	1788.634	23	2	Paved	2027	Crack Seal (Minor)	\$786
85.25	59	2Nd Nh Tpke	7	1788.634	23	2	Paved	2030	HMA Shim (1/2") & Chip Seal	\$23,799
85.25	59	2Nd Nh Tpke	7	1788.634	23	2	Paved	2034	Chip Seal	\$14,719

Analysis Detail Report

New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
27	80	Arrowwood Rd	1	1318.773	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,408
27	80	Arrowwood Rd	1	1318.773	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,109
26	84	Arrowwood Rd	2	1065.779	23	2	Paved	2025	Isolated Patch and HMA Shim	\$2,755
26	84	Arrowwood Rd	2	1065.779	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$14,635
21.5	74	Barss Dr	1	1588.38	23	2	Paved	2028	HMA Overlay (1")	\$18,049
21.5	74	Barss Dr	1	1588.38	23	2	Paved	2030	Milling / HMA (1.5")	\$38,248
11.75	53	Beard Rd		113.6906	23	2	Paved	2027	Milling / HMA (1.5")	\$2,491
11.75	53	Beard Rd		113.6906	23	2	Paved	2028	Crack Seal (Major)	\$181
85	60	Bedford Rd	3	1319.576	23	2	Paved	2025	HMA Overlay (1.5")	\$20,185
85	60	Bedford Rd	3	1319.576	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,632
85	60	Bedford Rd	3	1319.576	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,992
85	60	Bedford Rd	3	1319.576	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,388
80.5	78	Bedford Rd	4	1320.033	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$15,005
80.5	78	Bedford Rd	4	1320.033	23	2	Paved	2028	HMA Overlay (1.5")	\$22,193
80.5	78	Bedford Rd	4	1320.033	23	2	Paved	2032	Chip Seal	\$10,199
81.25	75	Bedford Rd	5	1015.305	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$11,541
81.25	75	Bedford Rd	5	1015.305	23	2	Paved	2028	Isolated Patch and HMA Shim	\$2,884
81.25	75	Bedford Rd	5	1015.305	23	2	Paved	2031	Isolated Patch and HMA Shim	\$3,170
81.25	75	Bedford Rd	5	1015.305	23	2	Paved	2034	Crack Seal (Minor)	\$556
84.25	63	Bedford Rd	6	1615.674	23	2	Paved	2025	HMA Overlay (1.5")	\$24,714
84.25	63	Bedford Rd	6	1615.674	23	2	Paved	2028	Isolated Patch and HMA Shim	\$4,590
84.25	63	Bedford Rd	6	1615.674	23	2	Paved	2031	Isolated Patch and HMA Shim	\$5,045
84.25	63	Bedford Rd	6	1615.674	23	2	Paved	2034	Isolated Patch and HMA Shim	\$5,544
81.75	73	Bedford Rd	7	1321.266	23	2	Paved	2025	HMA Overlay (1")	\$13,660
81.75	73	Bedford Rd	7	1321.266	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,637
81.75	73	Bedford Rd	7	1321.266	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,997
81.75	73	Bedford Rd	7	1321.266	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,534
79	84	Bedford Rd	8	1320.014	23	2	Paved	2025	Crack Seal (Major)	\$1,915

Analysis Detail Report

New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
79	84	Bedford Rd	8	1320.014	23	2	Paved	2027	Crack Seal (Minor)	\$580
79	84	Bedford Rd	8	1320.014	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,994
79	84	Bedford Rd	8	1320.014	23	2	Paved	2033	Crack Seal (Major)	\$2,463
79	84	Bedford Rd	9	1319.907	23	2	Paved	2025	Crack Seal (Major)	\$1,915
79	84	Bedford Rd	9	1319.907	23	2	Paved	2032	HMA Overlay (1")	\$17,012
79	84	Bedford Rd	9	1319.907	23	2	Paved	2034	Crack Seal (Minor)	\$723
78	88	Bedford Rd	10	1320.22	23	2	Paved	2025	Crack Seal (Minor)	\$545
78	88	Bedford Rd	10	1320.22	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
78	88	Bedford Rd	10	1320.22	23	2	Paved	2031	Chip Seal	\$9,885
78	88	Bedford Rd	10	1320.22	23	2	Paved	2034	Crack Seal (Minor)	\$724
79	84	Bedford Rd	11	1321.042	23	2	Paved	2025	Crack Seal (Minor)	\$545
79	84	Bedford Rd	11	1321.042	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,636
79	84	Bedford Rd	11	1321.042	23	2	Paved	2030	Chip Seal	\$9,584
79	84	Bedford Rd	11	1321.042	23	2	Paved	2034	Microsurfacing (Single)	\$11,565
82.25	71	Bedford Rd	12	1319.774	23	2	Paved	2025	HMA Overlay (1")	\$13,644
82.25	71	Bedford Rd	12	1319.774	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,633
82.25	71	Bedford Rd	12	1319.774	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,993
82.25	71	Bedford Rd	12	1319.774	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,389
83.5	66	Bedford Rd	13	1321.308	23	2	Paved	2025	HMA Overlay (1.5")	\$20,211
83.5	66	Bedford Rd	13	1321.308	23	2	Paved	2028	Sand Seal	\$6,511
83.5	66	Bedford Rd	13	1321.308	23	2	Paved	2032	Chip Seal	\$10,209
81	76	Bedford Rd	14	1320.895	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$15,014
81	76	Bedford Rd	14	1320.895	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,752
81	76	Bedford Rd	14	1320.895	23	2	Paved	2031	Crack Seal (Minor)	\$659
81	76	Bedford Rd	14	1320.895	23	2	Paved	2034	Crack Seal (Minor)	\$724
78.25	87	Bedford Rd	15	1317.165	23	2	Paved	2025	Crack Seal (Major)	\$1,911
78.25	87	Bedford Rd	15	1317.165	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,742
78.25	87	Bedford Rd	15	1317.165	23	2	Paved	2031	Chip Seal	\$9,862

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
78.25	87	Bedford Rd	15	1317.165	23	2	Paved	2034	Crack Seal (Minor)	\$722
77.5	90	Bedford Rd	16	1321.243	23	2	Paved	2026	Crack Seal (Major)	\$1,978
77.5	90	Bedford Rd	16	1321.243	23	2	Paved	2029	Crack Seal (Minor)	\$619
77.5	90	Bedford Rd	16	1321.243	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,257
77.5	90	Bedford Rd	16	1321.243	23	2	Paved	2034	Crack Seal (Minor)	\$724
77.25	91	Bedford Rd	17	1816.2	23	2	Paved	2026	Crack Seal (Major)	\$2,719
77.25	91	Bedford Rd	17	1816.2	23	2	Paved	2029	Chip Seal	\$12,768
77.25	91	Bedford Rd	17	1816.2	23	2	Paved	2032	Crack Seal (Minor)	\$935
87.5	50	Bedford Rd	1	1018.986	23	2	Paved	2025	Milling / HMA (1.5")	\$20,962
87.5	50	Bedford Rd	1	1018.986	23	2	Paved	2027	Isolated Patch and HMA Shim	\$2,805
87.5	50	Bedford Rd	1	1018.986	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,083
87.5	50	Bedford Rd	1	1018.986	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,388
82.25	71	Bedford Rd	1	1319.704	23	2	Paved	2025	HMA Overlay (1")	\$13,644
82.25	71	Bedford Rd	1	1319.704	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,633
82.25	71	Bedford Rd	1	1319.704	23	2	Paved	2030	Sand Seal	\$6,926
82.25	71	Bedford Rd	1	1319.704	23	2	Paved	2033	Sand Seal	\$7,613
80.5	78	Bedford Rd	2	1320.008	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$15,004
80.5	78	Bedford Rd	2	1320.008	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
80.5	78	Bedford Rd	2	1320.008	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
80.5	78	Bedford Rd	2	1320.008	23	2	Paved	2034	Crack Seal (Major)	\$2,542
80	80	Bedford Rd	3	1319.33	23	2	Paved	2025	Crack Seal (Major)	\$1,914
80	80	Bedford Rd	3	1319.33	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,632
80	80	Bedford Rd	3	1319.33	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,992
80	80	Bedford Rd	3	1319.33	23	2	Paved	2033	Crack Seal (Minor)	\$701
78.75	85	Bedford Rd	4	1319.734	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,411
78.75	85	Bedford Rd	4	1319.734	23	2	Paved	2028	Crack Seal (Minor)	\$599
78.75	85	Bedford Rd	4	1319.734	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
78.75	85	Bedford Rd	4	1319.734	23	2	Paved	2034	Crack Seal (Major)	\$2,542

Analysis Detail Report

New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
79.5	82	Bedford Rd	5	834.6784	23	2	Paved	2025	Crack Seal (Major)	\$1,211
79.5	82	Bedford Rd	5	834.6784	23	2	Paved	2027	Crack Seal (Minor)	\$367
79.5	82	Bedford Rd	5	834.6784	23	2	Paved	2030	Crack Seal (Minor)	\$403
79.5	82	Bedford Rd	5	834.6784	23	2	Paved	2033	Isolated Patch and HMA Shim	\$2,776
18.25	87	Bessie Leavitt Ln	1	1079.694	23	2	Paved	2025	Crack Seal (Major)	\$1,566
18.25	87	Bessie Leavitt Ln	1	1079.694	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,067
18.25	87	Bessie Leavitt Ln	1	1079.694	23	2	Paved	2030	Crack Seal (Major)	\$1,833
47.25	91	Bog Brook Rd	8	928.8602	23	2	Paved	2025	Crack Seal (Major)	\$1,347
47.25	91	Bog Brook Rd	8	928.8602	23	2	Paved	2028	Isolated Patch and HMA Shim	\$2,639
47.25	91	Bog Brook Rd	8	928.8602	23	2	Paved	2031	Chip Seal	\$6,954
52.75	69	Bog Brook Rd	1	1318.824	23	2	Paved	2025	HMA Overlay (1")	\$13,634
52.75	69	Bog Brook Rd	1	1318.824	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,630
52.75	69	Bog Brook Rd	1	1318.824	23	2	Paved	2034	HMA Overlay (1")	\$18,103
56.25	55	Bog Brook Rd	2	1320.166	23	2	Paved	2028	Milling / HMA (1.5")	\$29,849
56.25	55	Bog Brook Rd	2	1320.166	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,994
56.25	55	Bog Brook Rd	2	1320.166	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,390
59.25	43	Bog Brook Rd	3	1320.515	23	2	Paved	2025	Milling / HMA (1.5")	\$27,165
59.25	43	Bog Brook Rd	3	1320.515	23	2	Paved	2028	Chip Seal	\$8,995
59.25	43	Bog Brook Rd	3	1320.515	23	2	Paved	2032	Chip Seal	\$10,203
53.5	66	Bog Brook Rd	4	993.4555	23	2	Paved	2025	HMA Overlay (1")	\$10,271
53.5	66	Bog Brook Rd	4	993.4555	23	2	Paved	2027	Isolated Patch and HMA Shim	\$2,735
53.5	66	Bog Brook Rd	4	993.4555	23	2	Paved	2034	HMA Overlay (1")	\$13,637
50.25	79	Bog Brook Rd	5	1060.655	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$12,056
50.25	79	Bog Brook Rd	5	1060.655	23	2	Paved	2027	Crack Seal (Major)	\$1,639
50.25	79	Bog Brook Rd	5	1060.655	23	2	Paved	2034	HMA Overlay (1")	\$14,559
1.25	95	Briar Hill Rd	1	1322.686	20	2	Paved	2025	Crack Seal (Minor)	\$546
1.25	95	Briar Hill Rd	1	1322.686	20	2	Paved	2030	Chip Seal	\$8,344
2.5	90	Briar Hill Rd	2	222.9451	20	2	Paved	2025	Crack Seal (Minor)	\$92

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
2.5	90	Briar Hill Rd	2	222.9451	20	2	Paved	2030	Chip Seal	\$1,406
51.25	47	Bunker Hill Rd	1	1319.558	24	2	Paved	2029	FDR & HMA (4")	\$70,765
51.25	47	Bunker Hill Rd	1	1319.558	24	2	Paved	2030	Crack Seal (Minor)	\$638
51.25	47	Bunker Hill Rd	1	1319.558	24	2	Paved	2033	Crack Seal (Major)	\$2,570
49.25	55	Bunker Hill Rd	2	1319.829	24	2	Paved	2025	Milling / HMA (1.5")	\$28,331
49.25	55	Bunker Hill Rd	2	1319.829	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,912
49.25	55	Bunker Hill Rd	2	1319.829	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,438
41.75	85	Bunker Hill Rd	3	1319.74	24	2	Paved	2025	Isolated Patch and HMA Shim	\$3,559
41.75	85	Bunker Hill Rd	3	1319.74	24	2	Paved	2033	HMA Overlay (1")	\$18,317
44.75	73	Bunker Hill Rd	4	1319.651	24	2	Paved	2028	HMA Overlay (1")	\$15,647
44.75	73	Bunker Hill Rd	4	1319.651	24	2	Paved	2030	Isolated Patch and HMA Shim	\$4,166
43.5	78	Bunker Hill Rd	5	639.1339	24	2	Paved	2029	HMA Overlay (1")	\$7,821
43.5	78	Bunker Hill Rd	5	639.1339	24	2	Paved	2031	Isolated Patch and HMA Shim	\$2,082
22.5	70	Burnham Dr	1	322.0468	23	2	Paved	2030	Milling / HMA (1.5")	\$7,755
22.5	70	Burnham Dr	1	322.0468	23	2	Paved	2033	Isolated Patch and HMA Shim	\$1,071
64	84	Byam Rd	1	1320.862	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,414
64	84	Byam Rd	1	1320.862	23	2	Paved	2028	Chip Seal	\$8,998
64	84	Byam Rd	1	1320.862	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,124
64	84	Byam Rd	1	1320.862	23	2	Paved	2034	Crack Seal (Minor)	\$724
65.25	79	Byam Rd	2	1321.755	23	2	Paved	2025	Microsurfacing (Single)	\$8,715
65.25	79	Byam Rd	2	1321.755	23	2	Paved	2028	Crack Seal (Minor)	\$600
65.25	79	Byam Rd	2	1321.755	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,999
65.25	79	Byam Rd	2	1321.755	23	2	Paved	2033	Crack Seal (Minor)	\$702
63.75	85	Byam Rd	3	1319.865	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$15,003
63.75	85	Byam Rd	3	1319.865	23	2	Paved	2028	Crack Seal (Minor)	\$599
63.75	85	Byam Rd	3	1319.865	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
63.75	85	Byam Rd	3	1319.865	23	2	Paved	2034	Crack Seal (Minor)	\$723
66.25	75	Byam Rd	4	1319.99	23	2	Paved	2025	Asphalt Rubber SAM	\$16,188

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
66.25	75	Byam Rd	4	1319.99	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
66.25	75	Byam Rd	4	1319.99	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
66.25	75	Byam Rd	4	1319.99	23	2	Paved	2034	Crack Seal (Minor)	\$723
66.25	75	Byam Rd	5	1319.866	23	2	Paved	2025	Double Chip Seal	\$13,576
66.25	75	Byam Rd	5	1319.866	23	2	Paved	2027	Crack Seal (Minor)	\$580
66.25	75	Byam Rd	5	1319.866	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,869
66.25	75	Byam Rd	5	1319.866	23	2	Paved	2032	Crack Seal (Minor)	\$679
64.5	82	Byam Rd	6	860.6949	23	2	Paved	2025	Chip Seal	\$5,334
64.5	82	Byam Rd	6	860.6949	23	2	Paved	2028	HMA Overlay (1")	\$9,780
64.5	82	Byam Rd	6	860.6949	23	2	Paved	2031	Isolated Patch and HMA Shim	\$2,687
64.5	82	Byam Rd	6	860.6949	23	2	Paved	2034	Crack Seal (Minor)	\$472
22.75	69	Carriage Rd	1	1319.865	23	2	Paved	2026	HMA Overlay (1")	\$14,082
22.75	69	Carriage Rd	1	1319.865	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,749
22.75	69	Carriage Rd	1	1319.865	23	2	Paved	2034	HMA Overlay (1")	\$18,117
24.25	63	Carriage Rd	2	1319.977	23	2	Paved	2026	HMA Overlay (1")	\$14,083
24.25	63	Carriage Rd	2	1319.977	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
24.25	63	Carriage Rd	2	1319.977	23	2	Paved	2034	HMA Overlay (1")	\$18,119
17.25	91	Carriage Rd	3	1320.069	23	2	Paved	2025	Crack Seal (Major)	\$1,915
17.25	91	Carriage Rd	3	1320.069	23	2	Paved	2030	Chip Seal	\$9,577
17.25	91	Carriage Rd	3	1320.069	23	2	Paved	2034	Chip Seal	\$10,863
21.25	75	Carriage Rd	4	1320.111	23	2	Paved	2028	HMA Overlay (1")	\$15,000
21.25	75	Carriage Rd	4	1320.111	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,994
21.25	75	Carriage Rd	4	1320.111	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,390
20.5	78	Carriage Rd	5	1008.793	23	2	Paved	2028	HMA Overlay (1")	\$11,463
20.5	78	Carriage Rd	5	1008.793	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,052
20.5	78	Carriage Rd	5	1008.793	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,355
20.25	79	Cedar Dr	1	551.149	25	2	Paved	2027	HMA Overlay (1")	\$6,596
20.25	79	Cedar Dr	1	551.149	25	2	Paved	2029	Isolated Patch and HMA Shim	\$1,756

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
20.25	79	Cedar Dr	1	551.149	25	2	Paved	2032	Isolated Patch and HMA Shim	\$1,930
53.75	97	Cemetery Rd	1	1321	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,636
53.75	97	Cemetery Rd	1	1321	23	2	Paved	2030	HMA Overlay (1")	\$15,986
53.75	97	Cemetery Rd	1	1321	23	2	Paved	2033	Crack Seal (Minor)	\$702
53.75	97	Cemetery Rd	2	1051.379	23	2	Paved	2027	Isolated Patch and HMA Shim	\$2,894
53.75	97	Cemetery Rd	2	1051.379	23	2	Paved	2030	HMA Overlay (1")	\$12,724
53.75	97	Cemetery Rd	2	1051.379	23	2	Paved	2033	Crack Seal (Minor)	\$558
12.75	49	Central School Rd	1	1426.755	25	2	Paved	2027	Milling / HMA (1.5")	\$33,977
12.75	49	Central School Rd	1	1426.755	25	2	Paved	2029	Isolated Patch and HMA Shim	\$4,546
12.75	49	Central School Rd	1	1426.755	25	2	Paved	2032	Isolated Patch and HMA Shim	\$4,997
5.5	78	Central School Rd	1	391.1212	25	2	Paved	2028	HMA Overlay (1")	\$4,831
5.5	78	Central School Rd	1	391.1212	25	2	Paved	2029	Isolated Patch and HMA Shim	\$1,246
5.5	78	Central School Rd	1	391.1212	25	2	Paved	2031	Crack Seal (Major)	\$745
5.25	79	Christian Farm Dr		3009.393	23	2	Paved	2029	HMA Overlay (1")	\$35,290
5.25	79	Christian Farm Dr		3009.393	23	2	Paved	2030	Crack Seal (Major)	\$5,110
2.75	89	Christie Rd	7	1320.216	23	2	Paved	2025	Crack Seal (Minor)	\$545
2.75	89	Christie Rd	7	1320.216	23	2	Paved	2032	HMA Overlay (1")	\$17,016
50	80	Clark Hill Rd	4	841.5247	23	2	Paved	2025	Crack Seal (Major)	\$1,221
50	80	Clark Hill Rd	4	841.5247	23	2	Paved	2031	HMA Overlay (1")	\$10,510
60	40	Clark Hill Rd	5	1319.882	23	2	Paved	2027	Milling / HMA (1.5")	\$28,917
60	40	Clark Hill Rd	5	1319.882	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,124
59.75	41	Clark Hill Rd	6	1320.054	23	2	Paved	2027	Milling / HMA (1.5")	\$28,921
59.75	41	Clark Hill Rd	6	1320.054	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,126
59.75	41	Clark Hill Rd	7	1319.914	23	2	Paved	2027	Milling / HMA (1.5")	\$28,918
59.75	41	Clark Hill Rd	7	1319.914	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,125
59.75	41	Clark Hill Rd	8	1320.138	23	2	Paved	2027	Milling / HMA (1.5")	\$28,923
59.75	41	Clark Hill Rd	8	1320.138	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,128
60.25	39	Clark Hill Rd	9	1320.281	23	2	Paved	2027	Milling / HMA (1.5")	\$28,926

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
60.25	39	Clark Hill Rd	9	1320.281	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,130
55.75	57	Clark Hill Rd	10	1319.929	23	2	Paved	2025	HMA Overlay (1.5")	\$20,190
55.75	57	Clark Hill Rd	10	1319.929	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
55.75	57	Clark Hill Rd	10	1319.929	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
48.5	86	Clark Hill Rd	11	1320.033	23	2	Paved	2025	Crack Seal (Major)	\$1,915
48.5	86	Clark Hill Rd	11	1320.033	23	2	Paved	2031	HMA Overlay (1")	\$16,486
48	88	Clark Hill Rd	12	1319.877	23	2	Paved	2025	Crack Seal (Major)	\$1,915
48	88	Clark Hill Rd	12	1319.877	23	2	Paved	2031	HMA Overlay (1")	\$16,484
52.75	69	Clark Hill Rd	13	1319.633	23	2	Paved	2025	HMA Overlay (1")	\$13,643
52.75	69	Clark Hill Rd	13	1319.633	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,632
52.75	69	Clark Hill Rd	13	1319.633	23	2	Paved	2034	HMA Overlay (1")	\$18,114
54	64	Clark Hill Rd	14	1435.549	23	2	Paved	2025	HMA Overlay (1")	\$14,841
54	64	Clark Hill Rd	14	1435.549	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,952
54	64	Clark Hill Rd	14	1435.549	23	2	Paved	2034	HMA Overlay (1")	\$19,705
47.75	89	Clark Hill Rd	1	149.6806	23	2	Paved	2025	Crack Seal (Major)	\$217
47.75	89	Clark Hill Rd	1	149.6806	23	2	Paved	2031	HMA Overlay (1")	\$1,869
26.5	54	Cochran Hill Rd		1266.866	23	2	Paved	2027	Milling / HMA (1.5")	\$27,756
26.5	54	Cochran Hill Rd		1266.866	23	2	Paved	2028	Crack Seal (Major)	\$2,020
14.75	41	Colburn Rd	1	1318.384	23	2	Paved	2027	FDR & HMA (4")	\$63,619
14.75	41	Colburn Rd	1	1318.384	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,116
4.5	82	Colburn Rd	2	1318.826	20	2	Paved	2025	Crack Seal (Major)	\$1,663
4.5	82	Colburn Rd	2	1318.826	20	2	Paved	2031	HMA Overlay (1")	\$14,323
21.25	75	Dane Rd	1	1319.478	23	2	Paved	2027	HMA Overlay (1")	\$14,528
21.25	75	Dane Rd	1	1319.478	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,868
21.75	73	Dane Rd	2	1319.315	23	2	Paved	2027	HMA Overlay (1")	\$14,526
21.75	73	Dane Rd	2	1319.315	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,868
22.25	71	Dane Rd	3	1319.517	23	2	Paved	2027	HMA Overlay (1")	\$14,529
22.25	71	Dane Rd	3	1319.517	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,868

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
21	76	Dane Rd	4	1388.206	23	2	Paved	2027	HMA Overlay (1")	\$15,285
21	76	Dane Rd	4	1388.206	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,070
21.25	75	Daylily Ln		1131.996	23	2	Paved	2027	HMA Overlay (1")	\$12,464
21.25	75	Daylily Ln		1131.996	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,319
53.25	67	Depot St	1	1158.176	24	2	Paved	2026	HMA Overlay (1")	\$12,894
53.25	67	Depot St	1	1158.176	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,433
53.25	67	Depot St	1	1158.176	24	2	Paved	2031	Isolated Patch and HMA Shim	\$3,773
23	68	Dodge Rd	1	1233.805	23	2	Paved	2026	HMA Overlay (1")	\$13,164
23	68	Dodge Rd	1	1233.805	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,505
23	68	Dodge Rd	1	1233.805	23	2	Paved	2031	Isolated Patch and HMA Shim	\$3,852
23.25	67	First Settlement Ln	1	854.0418	23	2	Paved	2026	HMA Overlay (1")	\$9,112
23.25	67	First Settlement Ln	1	854.0418	23	2	Paved	2028	Isolated Patch and HMA Shim	\$2,426
23.25	67	First Settlement Ln	1	854.0418	23	2	Paved	2031	Isolated Patch and HMA Shim	\$2,667
27.25	51	Foxberry Dr	1	1317.853	23	2	Paved	2026	Milling / HMA (1.5")	\$27,977
27.25	51	Foxberry Dr	1	1317.853	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,744
27.25	51	Foxberry Dr	1	1317.853	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,115
19.5	82	Foxberry Dr	2	1319.512	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,410
19.5	82	Foxberry Dr	2	1319.512	23	2	Paved	2032	HMA Overlay (1")	\$17,007
22	72	Foxberry Dr	3	1320.922	23	2	Paved	2028	HMA Overlay (1")	\$15,010
22	72	Foxberry Dr	3	1320.922	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,872
22	72	Foxberry Dr	3	1320.922	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,256
21.25	75	Foxberry Dr	4	1685.446	23	2	Paved	2028	HMA Overlay (1")	\$19,152
21.25	75	Foxberry Dr	4	1685.446	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,941
21.25	75	Foxberry Dr	4	1685.446	23	2	Paved	2032	Isolated Patch and HMA Shim	\$5,431
21.5	74	Fraser Dr	1	1237.362	23	2	Paved	2028	HMA Overlay (1")	\$14,060
21.5	74	Fraser Dr	1	1237.362	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,627
21.5	74	Fraser Dr	1	1237.362	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,987
33.75	85	Greenfield Rd		1645.028	23	2	Paved	2025	Crack Seal (Major)	\$2,386

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
34.5	82	Greenfield Rd		1306.029	23	2	Paved	2025	Crack Seal (Major)	\$1,894
44.75	41	Greenfield Rd		740.2484	23	2	Paved	2026	FDR & HMA (4")	\$34,613
44.75	41	Greenfield Rd		740.2484	23	2	Paved	2027	Crack Seal (Minor)	\$325
33.75	85	Greenfield Rd		1645.028	23	2	Paved	2028	Isolated Patch and HMA Shim	\$4,673
34.5	82	Greenfield Rd		1306.029	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,710
44.75	41	Greenfield Rd		740.2484	23	2	Paved	2030	Crack Seal (Major)	\$1,257
34.5	82	Greenfield Rd		1306.029	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,078
33.75	85	Greenfield Rd		1645.028	23	2	Paved	2031	Isolated Patch and HMA Shim	\$5,136
75	40	Gregg Mill Rd	1	1317.5	25	2	Paved	2025	FDR w/ Asphalt Stabilization and HMA (3")	\$68,965
75	40	Gregg Mill Rd	1	1317.5	25	2	Paved	2028	Crack Seal (Minor)	\$598
75	40	Gregg Mill Rd	1	1317.5	25	2	Paved	2031	Crack Seal (Major)	\$2,509
75	40	Gregg Mill Rd	1	1317.5	25	2	Paved	2034	Isolated Patch and HMA Shim	\$4,914
65.5	78	Gregg Mill Rd	2	1835.261	23	2	Paved	2025	Chip Seal	\$11,374
65.5	78	Gregg Mill Rd	2	1835.261	23	2	Paved	2027	Crack Seal (Major)	\$2,835
65.5	78	Gregg Mill Rd	2	1835.261	23	2	Paved	2030	Crack Seal (Minor)	\$887
65.5	78	Gregg Mill Rd	2	1835.261	23	2	Paved	2033	Isolated Patch and HMA Shim	\$6,103
26.5	54	Hemlock Dr	1	1749.539	20	2	Paved	2026	Milling / HMA (1.5")	\$32,297
26.5	54	Hemlock Dr	1	1749.539	20	2	Paved	2027	Crack Seal (Major)	\$2,350
26.5	54	Hemlock Dr	1	1749.539	20	2	Paved	2030	Isolated Patch and HMA Shim	\$4,603
21.75	73	Highland Rd	1	1321.323	23	2	Paved	2026	HMA Overlay (1")	\$14,097
21.75	73	Highland Rd	1	1321.323	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,754
21.75	73	Highland Rd	1	1321.323	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,126
23.5	66	Highland Rd	2	716.8929	16	2	Paved	2026	HMA Overlay (1")	\$5,321
23.5	66	Highland Rd	2	716.8929	16	2	Paved	2028	Isolated Patch and HMA Shim	\$1,417
23.5	66	Highland Rd	2	716.8929	16	2	Paved	2031	Isolated Patch and HMA Shim	\$1,557
20	80	Hilldale Ln	1	520.6023	20	2	Paved	2028	HMA Overlay (1")	\$5,144
20	80	Hilldale Ln	1	520.6023	20	2	Paved	2029	Crack Seal (Major)	\$745

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2025	Crack Seal (Minor)	\$545
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2027	Crack Seal (Major)	\$2,039
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2029	Crack Seal (Major)	\$2,171
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2031	Crack Seal (Major)	\$2,312
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2033	Crack Seal (Major)	\$2,463
48.75	85	Hooper Hill Rd	2	1319.495	23	2	Paved	2025	Crack Seal (Major)	\$1,914
48.75	85	Hooper Hill Rd	2	1319.495	23	2	Paved	2029	Chip Seal	\$9,276
48.75	85	Hooper Hill Rd	2	1319.495	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,252
50.75	77	Hooper Hill Rd	3	1319.688	23	2	Paved	2026	HMA Shim (1/2") & Chip Seal	\$15,481
50.75	77	Hooper Hill Rd	3	1319.688	23	2	Paved	2028	Crack Seal (Major)	\$2,104
50.75	77	Hooper Hill Rd	3	1319.688	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,120
49.25	83	Hooper Hill Rd	4	770.6188	23	2	Paved	2025	Crack Seal (Major)	\$1,118
49.25	83	Hooper Hill Rd	4	770.6188	23	2	Paved	2029	Chip Seal	\$5,417
49.25	83	Hooper Hill Rd	4	770.6188	23	2	Paved	2032	Isolated Patch and HMA Shim	\$2,483
60.25	39	Hopkins Rd	1	1321.801	23	2	Paved	2030	FDR & HMA (4")	\$70,106
60.25	39	Hopkins Rd	1	1321.801	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,536
57	52	Hopkins Rd	2	1059.594	23	2	Paved	2025	Milling / HMA (1.5")	\$21,797
57	52	Hopkins Rd	2	1059.594	23	2	Paved	2027	Isolated Patch and HMA Shim	\$2,917
57	52	Hopkins Rd	2	1059.594	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,206
19	84	Houghton Ln	1	959.5503	23	2	Paved	2025	Isolated Patch and HMA Shim	\$2,480
19	84	Houghton Ln	1	959.5503	23	2	Paved	2030	Chip Seal	\$6,961
18.25	87	Howard Ln	1	1125.15	23	2	Paved	2025	Crack Seal (Major)	\$1,632
18.25	87	Howard Ln	1	1125.15	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,196
18.25	87	Howard Ln	1	1125.15	23	2	Paved	2031	Isolated Patch and HMA Shim	\$3,513
64.75	81	Howe Bridge Rd	1	469.1036	23	2	Paved	2025	Chip Seal	\$2,907
64.75	81	Howe Bridge Rd	1	469.1036	23	2	Paved	2028	Isolated Patch and HMA Shim	\$1,333
64.75	81	Howe Bridge Rd	1	469.1036	23	2	Paved	2031	Isolated Patch and HMA Shim	\$1,465
64.75	81	Howe Bridge Rd	1	469.1036	23	2	Paved	2034	Crack Seal (Minor)	\$257

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
19.25	83	Hutchinson Ln	1	1968.107	23	2	Paved	2030	HMA Overlay (1")	\$23,818
19.25	83	Hutchinson Ln	1	1968.107	23	2	Paved	2032	Isolated Patch and HMA Shim	\$6,342
19.5	82	Indian Falls Rd		2495.252	23	2	Paved	2025	Isolated Patch and HMA Shim	\$6,449
21	76	Indian Falls Rd		848.2542	23	2	Paved	2025	Isolated Patch and HMA Shim	\$2,192
21	76	Indian Falls Rd		848.2542	23	2	Paved	2029	Chip Seal	\$5,963
19.5	82	Indian Falls Rd		2495.252	23	2	Paved	2029	Chip Seal	\$17,541
21	76	Indian Falls Rd		848.2542	23	2	Paved	2032	Chip Seal	\$6,554
19.5	82	Indian Falls Rd		2495.252	23	2	Paved	2032	Chip Seal	\$19,280
21.25	75	Indian Falls Rd	1	1498.211	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,872
21.25	75	Indian Falls Rd	1	1498.211	23	2	Paved	2029	Chip Seal	\$10,532
21.25	75	Indian Falls Rd	1	1498.211	23	2	Paved	2032	Chip Seal	\$11,576
9.75	61	Inkberry Rd	1	1319.215	23	2	Paved	2025	HMA Overlay (1.5")	\$20,179
9.75	61	Inkberry Rd	1	1319.215	23	2	Paved	2026	Crack Seal (Major)	\$1,975
9.75	61	Inkberry Rd	1	1319.215	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,867
12.5	50	Inkberry Rd	2	1440.969	23	2	Paved	2025	HMA Overlay (1.5")	\$22,042
12.5	50	Inkberry Rd	2	1440.969	23	2	Paved	2026	Crack Seal (Major)	\$2,157
12.5	50	Inkberry Rd	2	1440.969	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,224
18.25	87	Jessica Ln	1	1319.399	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,410
18.25	87	Jessica Ln	1	1319.399	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,748
18.25	87	Jessica Ln	1	1319.399	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,120
18.25	87	Jessica Ln	1	1319.399	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,528
23	68	Jessica Ln	2	1562.534	23	2	Paved	2026	HMA Overlay (1")	\$16,671
23	68	Jessica Ln	2	1562.534	23	2	Paved	2028	Isolated Patch and HMA Shim	\$4,439
23	68	Jessica Ln	2	1562.534	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,879
46	96	Joe English Rd	5	1319.833	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,749
46	96	Joe English Rd	5	1319.833	23	2	Paved	2034	HMA Overlay (1")	\$18,117
46	96	Joe English Rd	6	1319.485	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,748
46	96	Joe English Rd	6	1319.485	23	2	Paved	2034	HMA Overlay (1")	\$18,112

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
46	96	Joe English Rd	7	1319.5	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,748
46	96	Joe English Rd	7	1319.5	23	2	Paved	2034	HMA Overlay (1")	\$18,112
51	76	Joe English Rd	8	1319.188	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,747
51	76	Joe English Rd	8	1319.188	23	2	Paved	2034	HMA Overlay (1")	\$18,108
46	96	Joe English Rd	9	1320.321	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,751
46	96	Joe English Rd	9	1320.321	23	2	Paved	2034	HMA Overlay (1")	\$18,124
46	96	Joe English Rd	10	1321.831	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,755
46	96	Joe English Rd	10	1321.831	23	2	Paved	2034	HMA Overlay (1")	\$18,144
46	96	Joe English Rd	11	1321.537	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,754
46	96	Joe English Rd	11	1321.537	23	2	Paved	2034	HMA Overlay (1")	\$18,140
46	96	Joe English Rd	12	1319.604	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,749
46	96	Joe English Rd	12	1319.604	23	2	Paved	2034	HMA Overlay (1")	\$18,114
27	52	Kennedy Ln	1	1320.593	23	2	Paved	2027	Milling / HMA (1.5")	\$28,933
27	52	Kennedy Ln	1	1320.593	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,871
27	52	Kennedy Ln	1	1320.593	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,255
27	52	Kennedy Ln	2	972.9625	23	2	Paved	2027	Milling / HMA (1.5")	\$21,316
27	52	Kennedy Ln	2	972.9625	23	2	Paved	2029	Isolated Patch and HMA Shim	\$2,852
27	52	Kennedy Ln	2	972.9625	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,135
18.75	85	Kettle Ln	1	1021.254	23	2	Paved	2026	Isolated Patch and HMA Shim	\$2,724
18.75	85	Kettle Ln	1	1021.254	23	2	Paved	2029	Isolated Patch and HMA Shim	\$2,994
18.75	85	Kettle Ln	1	1021.254	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,291
20	80	Labree Rd	1	1319.306	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,410
20	80	Labree Rd	1	1319.306	23	2	Paved	2031	HMA Overlay (1")	\$16,477
20	80	Labree Rd	1	1319.306	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,387
21.25	75	Labree Rd	2	1920.05	23	2	Paved	2025	Isolated Patch and HMA Shim	\$4,963
21.25	75	Labree Rd	2	1920.05	23	2	Paved	2031	HMA Overlay (1")	\$23,980
21.25	75	Labree Rd	2	1920.05	23	2	Paved	2033	Isolated Patch and HMA Shim	\$6,385
26	56	Lincoln Dr	1	1319.154	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,409

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
26	56	Lincoln Dr	1	1319.154	23	2	Paved	2027	Chip Seal	\$8,707
26	56	Lincoln Dr	1	1319.154	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,991
26	56	Lincoln Dr	1	1319.154	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,387
23.75	65	Lincoln Dr	2	1277.017	23	2	Paved	2025	HMA Overlay (1")	\$13,202
23.75	65	Lincoln Dr	2	1277.017	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,515
23.75	65	Lincoln Dr	2	1277.017	23	2	Paved	2034	HMA Overlay (1")	\$17,529
3.25	87	Lorden Rd		2166.328	23	2	Paved	2025	Crack Seal (Major)	\$3,142
0	100	Lorden Rd		2167.818	23	2	Paved	2027	Crack Seal (Major)	\$3,349
3.25	87	Lorden Rd		2166.328	23	2	Paved	2028	Isolated Patch and HMA Shim	\$6,154
3.25	87	Lorden Rd		2166.328	23	2	Paved	2031	Isolated Patch and HMA Shim	\$6,764
3.25	87	Lorden Rd		2166.328	23	2	Paved	2034	Isolated Patch and HMA Shim	\$7,434
0	100	Lorden Rd		2167.818	23	2	Paved	2034	HMA Overlay (1")	\$29,757
47.5	90	Lull Rd		2663.501	23	2	Paved	2025	Crack Seal (Major)	\$3,863
47.25	91	Lull Rd		1666.801	23	2	Paved	2025	Isolated Patch and HMA Shim	\$4,308
50	80	Lull Rd		2272.63	23	2	Paved	2025	Isolated Patch and HMA Shim	\$5,874
52	72	Lull Rd		1577.495	23	2	Paved	2027	HMA Overlay (1")	\$17,369
47.5	90	Lull Rd		2663.501	23	2	Paved	2028	Isolated Patch and HMA Shim	\$7,566
52	72	Lull Rd		1577.495	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,625
47.25	91	Lull Rd		1666.801	23	2	Paved	2029	Chip Seal	\$11,718
50	80	Lull Rd		2272.63	23	2	Paved	2029	Chip Seal	\$15,976
47.5	90	Lull Rd		2663.501	23	2	Paved	2031	Isolated Patch and HMA Shim	\$8,316
50	80	Lull Rd		2272.63	23	2	Paved	2032	Isolated Patch and HMA Shim	\$7,323
52	72	Lull Rd		1577.495	23	2	Paved	2032	Isolated Patch and HMA Shim	\$5,083
47.25	91	Lull Rd		1666.801	23	2	Paved	2032	Isolated Patch and HMA Shim	\$5,371
47.5	90	Lull Rd		2663.501	23	2	Paved	2034	Isolated Patch and HMA Shim	\$9,140
51.5	74	Lyndeborough Rd	3	1785.491	23	2	Paved	2030	HMA Overlay (1.5")	\$31,970
51.5	74	Lyndeborough Rd	3	1785.491	23	2	Paved	2032	Crack Seal (Major)	\$3,229
50	80	Lyndeborough Rd	4	1316.792	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,403

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
50	80	Lyndeborough Rd	4	1316.792	23	2	Paved	2029	Chip Seal	\$9,257
50	80	Lyndeborough Rd	4	1316.792	23	2	Paved	2031	Crack Seal (Major)	\$2,307
51.5	74	Lyndeborough Rd	5	1321.037	23	2	Paved	2030	HMA Overlay (1.5")	\$23,654
51.5	74	Lyndeborough Rd	5	1321.037	23	2	Paved	2032	Crack Seal (Major)	\$2,389
55.25	59	Lyndeborough Rd	6	1321.047	23	2	Paved	2026	Milling / HMA (1.5")	\$28,045
55.25	59	Lyndeborough Rd	6	1321.047	23	2	Paved	2030	HMA Shim (1/2") & Chip Seal	\$17,578
52.5	70	Lyndeborough Rd	7	1321.281	24	2	Paved	2029	Milling / HMA (1.5")	\$32,170
52.5	70	Lyndeborough Rd	7	1321.281	24	2	Paved	2030	Crack Seal (Major)	\$2,341
54.75	61	Lyndeborough Rd	8	1319.709	23	2	Paved	2026	Milling / HMA (1.5")	\$28,017
54.75	61	Lyndeborough Rd	8	1319.709	23	2	Paved	2030	HMA Shim (1/2") & Chip Seal	\$17,560
55.5	58	Lyndeborough Rd	9	1319.657	23	2	Paved	2026	Milling / HMA (1.5")	\$28,016
55.5	58	Lyndeborough Rd	9	1319.657	23	2	Paved	2030	HMA Shim (1/2") & Chip Seal	\$17,559
58.75	45	Lyndeborough Rd	10	1319.854	23	2	Paved	2026	Milling / HMA (1.5")	\$28,020
58.75	45	Lyndeborough Rd	10	1319.854	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,749
58.75	45	Lyndeborough Rd	10	1319.854	23	2	Paved	2033	HMA Shim (1/2") & Chip Seal	\$19,302
51.25	75	Lyndeborough Rd	11	1319.815	23	2	Paved	2030	HMA Overlay (1.5")	\$23,632
51.25	75	Lyndeborough Rd	11	1319.815	23	2	Paved	2032	Crack Seal (Major)	\$2,387
51.25	75	Lyndeborough Rd	12	1319.666	23	2	Paved	2030	HMA Overlay (1.5")	\$23,630
51.25	75	Lyndeborough Rd	12	1319.666	23	2	Paved	2032	Crack Seal (Major)	\$2,386
50.75	77	Lyndeborough Rd	13	923.9205	23	2	Paved	2030	HMA Overlay (1.5")	\$16,543
50.75	77	Lyndeborough Rd	13	923.9205	23	2	Paved	2032	Crack Seal (Major)	\$1,671
6.25	75	McCollum Rd		1902.16	23	2	Paved	2028	HMA Overlay (1")	\$21,614
6.25	75	McCollum Rd		1902.16	23	2	Paved	2029	Crack Seal (Major)	\$3,130
46	96	Mccurdy Rd	1	1318.229	23	2	Paved	2026	Crack Seal (Major)	\$1,973
46	96	Mccurdy Rd	1	1318.229	23	2	Paved	2033	HMA Overlay (1")	\$17,534
46	96	Mccurdy Rd	2	1321.155	23	2	Paved	2026	Crack Seal (Major)	\$1,978
46	96	Mccurdy Rd	2	1321.155	23	2	Paved	2033	HMA Overlay (1")	\$17,573
46	96	Mccurdy Rd	3	1320.946	23	2	Paved	2026	Crack Seal (Major)	\$1,977

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
46	96	Mccurdy Rd	3	1320.946	23	2	Paved	2033	HMA Overlay (1")	\$17,570
46	96	Mccurdy Rd	4	1316.475	23	2	Paved	2026	Crack Seal (Major)	\$1,971
46	96	Mccurdy Rd	4	1316.475	23	2	Paved	2033	HMA Overlay (1")	\$17,511
46	96	Mccurdy Rd	5	1479.06	23	2	Paved	2026	Crack Seal (Major)	\$2,214
46	96	Mccurdy Rd	5	1479.06	23	2	Paved	2033	HMA Overlay (1")	\$19,673
46	96	Mccurdy Rd	1	1317.367	23	2	Paved	2026	Crack Seal (Major)	\$1,972
46	96	Mccurdy Rd	1	1317.367	23	2	Paved	2033	HMA Overlay (1")	\$17,522
46	96	Mccurdy Rd	2	1320.295	23	2	Paved	2026	Crack Seal (Major)	\$1,976
46	96	Mccurdy Rd	2	1320.295	23	2	Paved	2033	HMA Overlay (1")	\$17,561
46	96	Mccurdy Rd	3	1663.315	23	2	Paved	2026	Crack Seal (Major)	\$2,490
46	96	Mccurdy Rd	3	1663.315	23	2	Paved	2033	HMA Overlay (1")	\$22,124
46	96	Mccurdy Rd	1	1915.802	23	2	Paved	2026	Crack Seal (Major)	\$2,868
46	96	Mccurdy Rd	1	1915.802	23	2	Paved	2033	HMA Overlay (1")	\$25,482
45	40	Meadow Rd	4	761.2372	23	2	Paved	2025	Milling / HMA (1.5")	\$15,660
45	40	Meadow Rd	4	761.2372	23	2	Paved	2029	HMA Shim (1/2") & Chip Seal	\$9,815
44.75	41	Meadow Rd	5	1320.633	23	2	Paved	2025	Milling / HMA (1.5")	\$27,167
44.75	41	Meadow Rd	5	1320.633	23	2	Paved	2029	HMA Shim (1/2") & Chip Seal	\$17,027
44.25	43	Meadow Rd	6	1320.512	23	2	Paved	2025	Milling / HMA (1.5")	\$27,165
44.25	43	Meadow Rd	6	1320.512	23	2	Paved	2029	HMA Shim (1/2") & Chip Seal	\$17,026
39.25	63	Meadow Rd	7	734.2758	23	2	Paved	2025	HMA Overlay (1")	\$7,591
39.25	63	Meadow Rd	7	734.2758	23	2	Paved	2030	HMA Overlay (1")	\$8,886
53.75	97	Meetinghouse Hill Rd	13	1320.209	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,634
53.75	97	Meetinghouse Hill Rd	13	1320.209	23	2	Paved	2030	Crack Seal (Minor)	\$638
53.75	97	Meetinghouse Hill Rd	13	1320.209	23	2	Paved	2032	Chip Seal	\$10,201
53.75	97	Meetinghouse Hill Rd	14	753.2064	23	2	Paved	2027	Isolated Patch and HMA Shim	\$2,073
53.75	97	Meetinghouse Hill Rd	14	753.2064	23	2	Paved	2030	Crack Seal (Minor)	\$364
53.75	97	Meetinghouse Hill Rd	14	753.2064	23	2	Paved	2032	Chip Seal	\$5,820
56.25	87	Meetinghouse Hill Rd	1	1317.73	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,406

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
56.25	87	Meetinghouse Hill Rd	1	1317.73	23	2	Paved	2028	Crack Seal (Minor)	\$598
56.25	87	Meetinghouse Hill Rd	1	1317.73	23	2	Paved	2030	Chip Seal	\$9,560
56.25	87	Meetinghouse Hill Rd	1	1317.73	23	2	Paved	2033	Crack Seal (Minor)	\$700
61.25	67	Meetinghouse Hill Rd	2	1318.756	23	2	Paved	2025	HMA Overlay (1")	\$13,634
61.25	67	Meetinghouse Hill Rd	2	1318.756	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,630
61.25	67	Meetinghouse Hill Rd	2	1318.756	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,990
61.25	67	Meetinghouse Hill Rd	2	1318.756	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,385
24.25	63	Mill St	1	1422.109	23	2	Paved	2025	HMA Overlay (1")	\$14,702
24.25	63	Mill St	1	1422.109	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,915
24.25	63	Mill St	1	1422.109	23	2	Paved	2031	Chip Seal	\$10,647
23.75	65	Misty Meadow Ln	1	586.8108	23	2	Paved	2026	Isolated Patch and HMA Shim	\$1,565
23.75	65	Misty Meadow Ln	1	586.8108	23	2	Paved	2032	HMA Overlay (1")	\$7,563
23.75	65	Misty Meadow Ln	1	586.8108	23	2	Paved	2034	Isolated Patch and HMA Shim	\$2,014
42.75	49	Molly Stark Ln	1	1320.617	23	2	Paved	2027	Milling / HMA (1.5")	\$28,933
42.75	49	Molly Stark Ln	1	1320.617	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,872
42.75	49	Molly Stark Ln	1	1320.617	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,255
39.5	62	Molly Stark Ln	2	935.2823	23	2	Paved	2025	HMA Overlay (1")	\$9,669
39.5	62	Molly Stark Ln	2	935.2823	23	2	Paved	2027	Isolated Patch and HMA Shim	\$2,575
39.5	62	Molly Stark Ln	2	935.2823	23	2	Paved	2033	HMA Overlay (1")	\$12,440
26	56	Moss Dr	1	1125.555	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,098
26	56	Moss Dr	1	1125.555	23	2	Paved	2033	HMA Overlay (1")	\$14,971
63.5	86	Old Coach Rd	1	1318.807	24	2	Paved	2025	Crack Seal (Minor)	\$544
63.5	86	Old Coach Rd	1	1318.807	24	2	Paved	2028	Chip Seal	\$9,374
63.5	86	Old Coach Rd	1	1318.807	24	2	Paved	2031	Crack Seal (Minor)	\$658
63.5	86	Old Coach Rd	1	1318.807	24	2	Paved	2033	HMA Overlay (1.25")	\$22,880
60.75	97	Old Coach Rd	2	1319.901	24	2	Paved	2027	Crack Seal (Minor)	\$580
60.75	97	Old Coach Rd	2	1319.901	24	2	Paved	2030	Chip Seal	\$9,992
60.75	97	Old Coach Rd	2	1319.901	24	2	Paved	2033	Crack Seal (Minor)	\$701

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New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
60.75	97	Old Coach Rd	3	1320.934	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,916
60.75	97	Old Coach Rd	3	1320.934	24	2	Paved	2031	Chip Seal	\$10,320
60.75	97	Old Coach Rd	3	1320.934	24	2	Paved	2034	Crack Seal (Minor)	\$724
60.75	97	Old Coach Rd	4	1320.019	24	2	Paved	2027	Isolated Patch and HMA Shim	\$3,792
60.75	97	Old Coach Rd	4	1320.019	24	2	Paved	2030	Chip Seal	\$9,993
60.75	97	Old Coach Rd	4	1320.019	24	2	Paved	2033	Crack Seal (Minor)	\$701
60.75	97	Old Coach Rd	5	1320.337	24	2	Paved	2027	Isolated Patch and HMA Shim	\$3,792
60.75	97	Old Coach Rd	5	1320.337	24	2	Paved	2030	Chip Seal	\$9,995
60.75	97	Old Coach Rd	5	1320.337	24	2	Paved	2033	Crack Seal (Minor)	\$701
62.25	91	Old Coach Rd	6	1320.21	24	2	Paved	2025	Crack Seal (Major)	\$1,998
62.25	91	Old Coach Rd	6	1320.21	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,913
62.25	91	Old Coach Rd	6	1320.21	24	2	Paved	2031	Chip Seal	\$10,314
62.25	91	Old Coach Rd	6	1320.21	24	2	Paved	2034	Crack Seal (Minor)	\$724
62	92	Old Coach Rd	7	1319.434	24	2	Paved	2025	Crack Seal (Major)	\$1,997
62	92	Old Coach Rd	7	1319.434	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,911
62	92	Old Coach Rd	7	1319.434	24	2	Paved	2031	Chip Seal	\$10,308
62	92	Old Coach Rd	7	1319.434	24	2	Paved	2034	Crack Seal (Minor)	\$723
62	92	Old Coach Rd	8	1319.012	24	2	Paved	2025	Crack Seal (Major)	\$1,996
62	92	Old Coach Rd	8	1319.012	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,910
62	92	Old Coach Rd	8	1319.012	24	2	Paved	2031	Chip Seal	\$10,305
62	92	Old Coach Rd	8	1319.012	24	2	Paved	2034	Crack Seal (Minor)	\$723
62.25	91	Old Coach Rd	9	1319.815	24	2	Paved	2025	Isolated Patch and HMA Shim	\$3,559
62.25	91	Old Coach Rd	9	1319.815	24	2	Paved	2028	Crack Seal (Major)	\$2,196
62.25	91	Old Coach Rd	9	1319.815	24	2	Paved	2031	Chip Seal	\$10,311
62.25	91	Old Coach Rd	9	1319.815	24	2	Paved	2034	Crack Seal (Minor)	\$723
62	92	Old Coach Rd	10	1320.336	24	2	Paved	2025	Crack Seal (Major)	\$1,998
62	92	Old Coach Rd	10	1320.336	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,914
62	92	Old Coach Rd	10	1320.336	24	2	Paved	2031	Chip Seal	\$10,315

Analysis Detail Report

New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
62	92	Old Coach Rd	10	1320.336	24	2	Paved	2034	Crack Seal (Minor)	\$724
62	92	Old Coach Rd	11	1320.468	24	2	Paved	2025	Crack Seal (Major)	\$1,999
62	92	Old Coach Rd	11	1320.468	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,914
62	92	Old Coach Rd	11	1320.468	24	2	Paved	2031	Chip Seal	\$10,316
62	92	Old Coach Rd	11	1320.468	24	2	Paved	2034	Crack Seal (Minor)	\$724
62	92	Old Coach Rd	12	1320.698	24	2	Paved	2025	Crack Seal (Major)	\$1,999
62	92	Old Coach Rd	12	1320.698	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,915
62	92	Old Coach Rd	12	1320.698	24	2	Paved	2031	Chip Seal	\$10,318
62	92	Old Coach Rd	12	1320.698	24	2	Paved	2034	Crack Seal (Minor)	\$724
60.75	97	Old Coach Rd	13	1320.626	23	2	Paved	2027	Crack Seal (Minor)	\$581
60.75	97	Old Coach Rd	13	1320.626	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,995
60.75	97	Old Coach Rd	13	1320.626	23	2	Paved	2033	Crack Seal (Minor)	\$701
62.25	91	Old Coach Rd	14	1088.243	23	2	Paved	2025	Crack Seal (Major)	\$1,579
62.25	91	Old Coach Rd	14	1088.243	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,091
62.25	91	Old Coach Rd	14	1088.243	23	2	Paved	2031	Crack Seal (Minor)	\$543
62.25	91	Old Coach Rd	14	1088.243	23	2	Paved	2034	Isolated Patch and HMA Shim	\$3,735
22.25	71	Orchard Rd	1	1076.668	23	2	Paved	2028	Milling / HMA (1.5")	\$24,343
22.25	71	Orchard Rd	1	1076.668	23	2	Paved	2032	Chip Seal	\$8,319
18	88	Page Ln	1	1380.233	23	2	Paved	2025	Crack Seal (Major)	\$2,002
18	88	Page Ln	1	1380.233	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,953
62.25	91	Parker Rd	1	1319.146	23	2	Paved	2025	Crack Seal (Major)	\$1,913
62.25	91	Parker Rd	1	1319.146	23	2	Paved	2028	Chip Seal	\$8,986
62.25	91	Parker Rd	1	1319.146	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,119
62.25	91	Parker Rd	1	1319.146	23	2	Paved	2034	Crack Seal (Minor)	\$723
62.25	91	Parker Rd	2	1319.339	23	2	Paved	2025	Crack Seal (Major)	\$1,914
62.25	91	Parker Rd	2	1319.339	23	2	Paved	2028	Chip Seal	\$8,987
62.25	91	Parker Rd	2	1319.339	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,119
62.25	91	Parker Rd	2	1319.339	23	2	Paved	2034	Crack Seal (Minor)	\$723

Analysis Detail Report

New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
62.5	90	Parker Rd	3	1319.38	23	2	Paved	2025	Crack Seal (Major)	\$1,914
62.5	90	Parker Rd	3	1319.38	23	2	Paved	2028	Chip Seal	\$8,988
62.5	90	Parker Rd	3	1319.38	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,119
62.5	90	Parker Rd	3	1319.38	23	2	Paved	2034	Crack Seal (Minor)	\$723
62.25	91	Parker Rd	4	1319.871	23	2	Paved	2025	Crack Seal (Major)	\$1,915
62.25	91	Parker Rd	4	1319.871	23	2	Paved	2028	Chip Seal	\$8,991
62.25	91	Parker Rd	4	1319.871	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
62.25	91	Parker Rd	4	1319.871	23	2	Paved	2034	Crack Seal (Minor)	\$723
64.25	83	Parker Rd	5	1319.964	23	2	Paved	2025	Chip Seal	\$8,181
64.25	83	Parker Rd	5	1319.964	23	2	Paved	2028	HMA Shim (3/4" avg)	\$11,249
64.25	83	Parker Rd	5	1319.964	23	2	Paved	2031	HMA Overlay (1")	\$16,485
64.25	83	Parker Rd	5	1319.964	23	2	Paved	2034	Crack Seal (Minor)	\$723
62.25	91	Parker Rd	6	1170.089	23	2	Paved	2025	Crack Seal (Major)	\$1,697
62.25	91	Parker Rd	6	1170.089	23	2	Paved	2028	Chip Seal	\$7,971
62.25	91	Parker Rd	6	1170.089	23	2	Paved	2031	Isolated Patch and HMA Shim	\$3,653
62.25	91	Parker Rd	6	1170.089	23	2	Paved	2034	Crack Seal (Minor)	\$641
20.5	78	Pearson Ln	1	1473.286	24	2	Paved	2027	Isolated Patch and HMA Shim	\$4,232
20.5	78	Pearson Ln	1	1473.286	24	2	Paved	2030	Chip Seal	\$11,153
20.5	78	Pearson Ln	1	1473.286	24	2	Paved	2033	Isolated Patch and HMA Shim	\$5,112
26.5	54	Pheasant Ln	1	1460.763	23	2	Paved	2027	Milling / HMA (1.5")	\$32,004
26.5	54	Pheasant Ln	1	1460.763	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,282
19.5	82	Popple Rd	1	1320.436	23	2	Paved	2030	HMA Overlay (1")	\$15,980
19.5	82	Popple Rd	1	1320.436	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,255
19.75	81	Popple Rd	2	993.1969	23	2	Paved	2030	HMA Overlay (1")	\$12,019
19.75	81	Popple Rd	2	993.1969	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,200
20	80	Ridgeview Ln	1	1316.847	23	2	Paved	2030	HMA Overlay (1")	\$15,936
20	80	Ridgeview Ln	1	1316.847	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,243
19.75	81	Ridgeview Ln	2	1419.148	23	2	Paved	2030	HMA Overlay (1")	\$17,174

Analysis Detail Report

New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
19.75	81	Ridgeview Ln	2	1419.148	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,573
5.75	77	River Dale Depot St	1	683.2281	18	2	Paved	2029	HMA Overlay (1")	\$6,270
5.75	77	River Dale Depot St	1	683.2281	18	2	Paved	2030	Crack Seal (Major)	\$908
5.75	77	River Dale Depot St	1	683.2281	18	2	Paved	2032	Crack Seal (Major)	\$967
57.75	77	Riverdale Rd	1	1318.061	23	2	Paved	2026	HMA Shim (1/2") & Chip Seal	\$15,462
57.75	77	Riverdale Rd	1	1318.061	23	2	Paved	2028	Crack Seal (Major)	\$2,101
57.75	77	Riverdale Rd	1	1318.061	23	2	Paved	2034	HMA Shim (1/2") & Chip Seal	\$19,893
57.5	78	Riverdale Rd	4	880.0968	23	2	Paved	2026	HMA Shim (1/2") & Chip Seal	\$10,324
57.5	78	Riverdale Rd	4	880.0968	23	2	Paved	2028	Crack Seal (Major)	\$1,403
57.5	78	Riverdale Rd	4	880.0968	23	2	Paved	2034	HMA Shim (1/2") & Chip Seal	\$13,283
68.25	35	Riverdale Rd	9	988.0285	20	2	Paved	2028	FDR & HMA (4")	\$42,786
68.25	35	Riverdale Rd	9	988.0285	20	2	Paved	2029	Crack Seal (Minor)	\$463
68.25	35	Riverdale Rd	9	988.0285	20	2	Paved	2033	Isolated Patch and HMA Shim	\$2,857
55.5	86	Riverdale Rd	1	1320.89	23	2	Paved	2026	Isolated Patch and HMA Shim	\$3,523
55.5	86	Riverdale Rd	1	1320.89	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,872
55.5	86	Riverdale Rd	1	1320.89	23	2	Paved	2033	Chip Seal	\$10,533
62	60	Riverdale Rd	2	956.4331	23	2	Paved	2027	Milling / HMA (1.5")	\$20,954
62	60	Riverdale Rd	2	956.4331	23	2	Paved	2028	Crack Seal (Major)	\$1,525
62	60	Riverdale Rd	2	956.4331	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,082
54.75	33	Roby Rd	1	1535.058	23	2	Paved	2028	FDR & HMA (4")	\$76,446
54.75	33	Roby Rd	1	1535.058	23	2	Paved	2029	Crack Seal (Minor)	\$719
54.75	33	Roby Rd	1	1535.058	23	2	Paved	2033	Isolated Patch and HMA Shim	\$5,105
23	68	Rustic Ln	1	1128.979	24	2	Paved	2027	Isolated Patch and HMA Shim	\$3,243
23	68	Rustic Ln	1	1128.979	24	2	Paved	2033	HMA Overlay (1")	\$15,670
20.25	79	S Hill Rd		2342.444	23	2	Paved	2025	Isolated Patch and HMA Shim	\$6,054
29	44	S Hill Rd		2099.281	23	2	Paved	2025	Isolated Patch and HMA Shim	\$5,426
29	44	S Hill Rd		2099.281	23	2	Paved	2032	Milling / HMA (1.5")	\$53,838
20.25	79	S Hill Rd		2342.444	23	2	Paved	2033	HMA Overlay (1")	\$31,157

Analysis Detail Report

New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
0	100	Sawmill Ln		1317.072	23	2	Paved	2026	Crack Seal (Minor)	\$561
0	100	Sawmill Ln		1317.072	23	2	Paved	2034	HMA Overlay (1")	\$18,079
17.25	91	Scobie Rd	2	925.9048	24	2	Paved	2026	Isolated Patch and HMA Shim	\$2,577
17.25	91	Scobie Rd	2	925.9048	24	2	Paved	2032	HMA Shim (1/2") & Chip Seal	\$13,691
17.25	91	Scobie Rd	2	925.9048	24	2	Paved	2034	Crack Seal (Major)	\$1,861
18.5	86	Scobie Rd	3	1535.792	24	2	Paved	2026	Isolated Patch and HMA Shim	\$4,275
18.5	86	Scobie Rd	3	1535.792	24	2	Paved	2032	HMA Shim (1/2") & Chip Seal	\$22,710
18.5	86	Scobie Rd	3	1535.792	24	2	Paved	2034	Crack Seal (Major)	\$3,086
20	80	Shelley Ln	1	1012.269	23	2	Paved	2025	Isolated Patch and HMA Shim	\$2,616
20	80	Shelley Ln	1	1012.269	23	2	Paved	2028	Isolated Patch and HMA Shim	\$2,876
20	80	Shelley Ln	1	1012.269	23	2	Paved	2031	Isolated Patch and HMA Shim	\$3,161
20	80	Shelley Ln	1	1012.269	23	2	Paved	2034	Isolated Patch and HMA Shim	\$3,474
32.75	29	Simons Farm Rd	1	568.4005	10	1	Paved	2025	Isolated Patch and HMA Shim	\$639
32.75	29	Simons Farm Rd	1	568.4005	10	1	Paved	2031	HMA Overlay (1.5")	\$4,567
27.75	49	Styles Rd	1	1321.422	20	2	Paved	2026	Milling / HMA (1.5")	\$24,394
27.75	49	Styles Rd	1	1321.422	20	2	Paved	2028	Isolated Patch and HMA Shim	\$3,264
27.75	49	Styles Rd	1	1321.422	20	2	Paved	2031	Isolated Patch and HMA Shim	\$3,588
28	48	Styles Rd	2	1321.2	20	2	Paved	2026	Milling / HMA (1.5")	\$24,390
28	48	Styles Rd	2	1321.2	20	2	Paved	2028	Isolated Patch and HMA Shim	\$3,264
28	48	Styles Rd	2	1321.2	20	2	Paved	2031	Isolated Patch and HMA Shim	\$3,587
28.75	45	Styles Rd	3	1104.137	20	2	Paved	2026	Milling / HMA (1.5")	\$20,383
28.75	45	Styles Rd	3	1104.137	20	2	Paved	2028	Isolated Patch and HMA Shim	\$2,727
28.75	45	Styles Rd	3	1104.137	20	2	Paved	2031	Isolated Patch and HMA Shim	\$2,998
17	92	Summit Dr	1	1320.235	23	2	Paved	2025	Crack Seal (Major)	\$1,915
17	92	Summit Dr	1	1320.235	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
17	92	Summit Dr	1	1320.235	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,122
17	92	Summit Dr	1	1320.235	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,531
18	88	Summit Dr	2	1278.265	23	2	Paved	2026	Isolated Patch and HMA Shim	\$3,410

Analysis Detail Report

New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
18	88	Summit Dr	2	1278.265	23	2	Paved	2028	Crack Seal (Major)	\$2,038
18.75	85	Susan Rd		1436.98	23	2	Paved	2026	Crack Seal (Major)	\$2,151
18.75	85	Susan Rd		1436.98	23	2	Paved	2030	Isolated Patch and HMA Shim	\$4,348
19.25	83	Susan Rd	1	1604.061	23	2	Paved	2026	Crack Seal (Major)	\$2,401
19.25	83	Susan Rd	1	1604.061	23	2	Paved	2030	Isolated Patch and HMA Shim	\$4,853
21.5	74	Swanson Rd	1	1232.697	23	2	Paved	2027	HMA Overlay (1")	\$13,573
21.5	74	Swanson Rd	1	1232.697	23	2	Paved	2032	HMA Overlay (1")	\$15,888
31.25	35	Thornton Rd	4	1177.899	24	2	Paved	2026	Crack Seal (Major)	\$1,840
31.25	35	Thornton Rd	4	1177.899	24	2	Paved	2030	Isolated Patch and HMA Shim	\$3,719
17	92	Town Farm Rd	1	1320.37	24	2	Paved	2026	Crack Seal (Major)	\$2,062
17	92	Town Farm Rd	1	1320.37	24	2	Paved	2030	Isolated Patch and HMA Shim	\$4,168
17	92	Town Farm Rd	2	1320.103	24	2	Paved	2026	Crack Seal (Major)	\$2,062
17	92	Town Farm Rd	2	1320.103	24	2	Paved	2030	Isolated Patch and HMA Shim	\$4,168
17.25	91	Town Farm Rd	3	1320.491	24	2	Paved	2026	Crack Seal (Major)	\$2,063
17.25	91	Town Farm Rd	3	1320.491	24	2	Paved	2030	Isolated Patch and HMA Shim	\$4,169
17.25	91	Town Farm Rd	4	1404.819	24	2	Paved	2026	Crack Seal (Major)	\$2,194
17.25	91	Town Farm Rd	4	1404.819	24	2	Paved	2030	Isolated Patch and HMA Shim	\$4,435
47.75	61	Tucker Mill Rd	1	1318.857	24	2	Paved	2026	HMA Overlay (1.5")	\$21,725
47.75	61	Tucker Mill Rd	1	1318.857	24	2	Paved	2029	Isolated Patch and HMA Shim	\$4,035
47.75	61	Tucker Mill Rd	1	1318.857	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,434
48	60	Tucker Mill Rd	2	1319.777	24	2	Paved	2026	HMA Overlay (1.5")	\$21,740
48	60	Tucker Mill Rd	2	1319.777	24	2	Paved	2029	Isolated Patch and HMA Shim	\$4,037
48	60	Tucker Mill Rd	2	1319.777	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,437
49	56	Tucker Mill Rd	3	1320.543	24	2	Paved	2028	Milling / HMA (1.5")	\$31,155
49	56	Tucker Mill Rd	3	1320.543	24	2	Paved	2030	Isolated Patch and HMA Shim	\$4,169
49	56	Tucker Mill Rd	3	1320.543	24	2	Paved	2033	Isolated Patch and HMA Shim	\$4,582
42.25	83	Tucker Mill Rd	4	1320.823	24	2	Paved	2025	Isolated Patch and HMA Shim	\$3,562
42.25	83	Tucker Mill Rd	4	1320.823	24	2	Paved	2029	Chip Seal	\$9,689

Analysis Detail Report

New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
42.25	83	Tucker Mill Rd	4	1320.823	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,441
41.75	85	Tucker Mill Rd	5	1319.986	24	2	Paved	2025	Isolated Patch and HMA Shim	\$3,560
41.75	85	Tucker Mill Rd	5	1319.986	24	2	Paved	2029	Chip Seal	\$9,683
41.75	85	Tucker Mill Rd	5	1319.986	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,438
68	68	Twin Bridge Rd		1811.002	23	2	Paved	2025	HMA Overlay (1")	\$18,723
61.75	93	TWIN BRIDGE RD		2490.777	23	2	Paved	2026	Isolated Patch and HMA Shim	\$6,644
68	68	Twin Bridge Rd		1811.002	23	2	Paved	2027	Isolated Patch and HMA Shim	\$4,985
61.75	93	TWIN BRIDGE RD		2490.777	23	2	Paved	2029	Isolated Patch and HMA Shim	\$7,302
68	68	Twin Bridge Rd		1811.002	23	2	Paved	2030	Isolated Patch and HMA Shim	\$5,479
61.75	93	TWIN BRIDGE RD		2490.777	23	2	Paved	2032	Isolated Patch and HMA Shim	\$8,026
68	68	Twin Bridge Rd		1811.002	23	2	Paved	2033	Crack Seal (Minor)	\$962
19	84	Valley View Rd	1	950.3975	23	2	Paved	2026	Isolated Patch and HMA Shim	\$2,535
19	84	Valley View Rd	1	950.3975	23	2	Paved	2032	HMA Overlay (1")	\$12,249
21.5	74	Warren Dr	1	812.4711	23		Paved	2027	HMA Overlay (1")	\$8,946
21.5	74	Warren Dr	1	812.4711	23		Paved	2029	Isolated Patch and HMA Shim	\$2,382
28.25	47	Whipplewill Rd	1	1319.797	23	2	Paved	2025	Milling / HMA (1.5")	\$27,150
28.25	47	Whipplewill Rd	1	1319.797	23	2	Paved	2031	HMA Overlay (1")	\$16,483
27	52	Whipplewill Rd	2	1319.05	23	2	Paved	2025	Milling / HMA (1.5")	\$27,134
27	52	Whipplewill Rd	2	1319.05	23	2	Paved	2031	HMA Overlay (1")	\$16,474
29.5	42	Whipplewill Rd	3	1619.518	23	2	Paved	2025	Milling / HMA (1.5")	\$33,315
29.5	42	Whipplewill Rd	3	1619.518	23	2	Paved	2031	HMA Overlay (1")	\$20,226
57.25	79	Wilson Hill Rd	1	1321.096	23	2	Paved	2026	Isolated Patch and HMA Shim	\$3,524
57.25	79	Wilson Hill Rd	1	1321.096	23	2	Paved	2032	Chip Seal	\$10,208
55.25	87	Wilson Hill Rd	2	1319.768	23	2	Paved	2026	Isolated Patch and HMA Shim	\$3,520
55.25	87	Wilson Hill Rd	2	1319.768	23	2	Paved	2032	Chip Seal	\$10,197
55.5	86	Wilson Hill Rd	3	1318.241	23	2	Paved	2026	Isolated Patch and HMA Shim	\$3,516
55.5	86	Wilson Hill Rd	3	1318.241	23	2	Paved	2032	Chip Seal	\$10,186
55.5	86	Wilson Hill Rd	4	1389.215	23	2	Paved	2026	Isolated Patch and HMA Shim	\$3,705

Analysis Detail Report

New Boston 2024 - Scenario 2: Bring all High Priority Roads to a PCI of 85.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
55.5	86	Wilson Hill Rd	4	1389.215	23	2	Paved	2032	Chip Seal	\$10,734
55.5	86	Wilson Hill Rd	1	1076.378	23	2	Paved	2026	Isolated Patch and HMA Shim	\$2,871
55.5	86	Wilson Hill Rd	1	1076.378	23	2	Paved	2032	Chip Seal	\$8,317
20.25	79	Woodbury Rd	1	1318.361	23	2	Paved	2026	Crack Seal (Minor)	\$562
20.25	79	Woodbury Rd	1	1318.361	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,745
21.25	75	Woodbury Rd	2	1056.624	23	2	Paved	2026	Crack Seal (Minor)	\$450
21.25	75	Woodbury Rd	2	1056.624	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,002
19.25	83	Wright Dr		3006.694	23	2	Paved	2026	Chip Seal	\$19,231
19.25	83	Wright Dr		3006.694	23	2	Paved	2031	Chip Seal	\$22,511

APPENDIX D:

SCENARIO 3

- Annual Repair Cost by Repair
- Annual Repair Cost & PCI
- Analysis Detail Report

Annual Repair Cost by Repair

New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Repair	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Chip Seal	\$22,463	\$19,231	\$17,791	\$7,971	\$162,162	\$115,466	\$84,826	\$189,761	\$69,974	\$10,863
Crack Seal (Major)	\$73,070	\$52,400	\$14,506	\$9,268	\$7,289	\$7,514	\$27,701	\$30,635	\$66,613	\$64,704
Crack Seal (Minor)	\$1,728	\$561	\$2,767	\$0	\$1,347	\$638	\$587	\$1,457	\$5,140	\$526
FDR & HMA (4")	\$0	\$66,962	\$137,695	\$120,854	\$70,765	\$135,295	\$0	\$0	\$0	\$0
HMA Overlay (1")	\$155,978	\$105,852	\$160,495	\$145,624	\$260,893	\$56,928	\$162,481	\$92,192	\$276,324	\$370,393
HMA Overlay (1.5")	\$20,190	\$154,231	\$23,168	\$0	\$0	\$119,430	\$0	\$84,704	\$0	\$0
HMA Shim (1/2") & Chip Seal	\$68,621	\$61,088	\$30,208	\$0	\$0	\$35,117	\$69,765	\$36,401	\$36,414	\$33,176
Isolated Patch and HMA Shim	\$123,091	\$36,417	\$60,349	\$209,924	\$106,731	\$91,926	\$204,166	\$143,328	\$172,527	\$150,081
Milling / HMA (1.5")	\$174,906	\$140,075	\$196,363	\$137,432	\$32,170	\$65,568	\$0	\$0	\$0	\$0
Total	\$640,047	\$636,817	\$643,341	\$631,074	\$641,357	\$627,881	\$549,528	\$578,479	\$626,991	\$629,742

Annual Repair Cost

New Boston 2024 - Scenario 3: Reduced Annual Budget (648K) over a 10-Year Period for All Town Maintained Paved Roadways.

	2025	2026	2027	2028	2029
Average PCI After Repairs	81.34	82.04	82.33	83.63	84.11
Average PCI Without Repairs	74.12	70.78	67.60	64.56	61.65
Total Miles Treated	25.94	16.22	13.41	19.31	17.34
Total Repair Cost	\$640,047	\$636,817	\$643,341	\$631,074	\$641,357

	2030	2031	2032	2033	2034
Average PCI After Repairs	84.09	84.56	84.64	85.17	85.32
Average PCI Without Repairs	58.88	56.23	53.70	51.28	48.97
Total Miles Treated	13.55	21.19	19.46	24.56	20.55
Total Repair Cost	\$627,881	\$549,528	\$578,479	\$626,991	\$629,742

Analysis Detail Report

New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
78.5	86	2Nd Nh Tpke	1	1320.364	23	2	Paved	2025	Crack Seal (Major)	\$1,915
78.5	86	2Nd Nh Tpke	1	1320.364	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,751
78.5	86	2Nd Nh Tpke	1	1320.364	23	2	Paved	2032	Chip Seal	\$10,202
78.5	86	2Nd Nh Tpke	1	1320.364	23	2	Paved	2033	Crack Seal (Minor)	\$701
79	84	2Nd Nh Tpke	2	1319.177	23	2	Paved	2025	Crack Seal (Major)	\$1,914
79	84	2Nd Nh Tpke	2	1319.177	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,747
79	84	2Nd Nh Tpke	2	1319.177	23	2	Paved	2032	Chip Seal	\$10,193
79	84	2Nd Nh Tpke	2	1319.177	23	2	Paved	2033	Crack Seal (Major)	\$2,462
78.5	86	2Nd Nh Tpke	3	1319.946	23	2	Paved	2025	Crack Seal (Major)	\$1,915
78.5	86	2Nd Nh Tpke	3	1319.946	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
78.5	86	2Nd Nh Tpke	3	1319.946	23	2	Paved	2032	Chip Seal	\$10,199
78.5	86	2Nd Nh Tpke	3	1319.946	23	2	Paved	2033	Crack Seal (Major)	\$2,463
78.5	86	2Nd Nh Tpke	4	1320.133	23	2	Paved	2025	Crack Seal (Major)	\$1,915
78.5	86	2Nd Nh Tpke	4	1320.133	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
78.5	86	2Nd Nh Tpke	4	1320.133	23	2	Paved	2032	Chip Seal	\$10,200
78.5	86	2Nd Nh Tpke	4	1320.133	23	2	Paved	2033	Crack Seal (Major)	\$2,464
78.5	86	2Nd Nh Tpke	5	1320.159	23	2	Paved	2025	Crack Seal (Major)	\$1,915
78.5	86	2Nd Nh Tpke	5	1320.159	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
78.5	86	2Nd Nh Tpke	5	1320.159	23	2	Paved	2032	Chip Seal	\$10,200
78.5	86	2Nd Nh Tpke	5	1320.159	23	2	Paved	2033	Crack Seal (Minor)	\$701
83.75	65	2Nd Nh Tpke	6	1319.52	23	2	Paved	2025	HMA Overlay (1")	\$13,642
83.75	65	2Nd Nh Tpke	6	1319.52	23	2	Paved	2030	HMA Shim (1/2") & Chip Seal	\$17,557
83.75	65	2Nd Nh Tpke	6	1319.52	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,388
85.25	59	2Nd Nh Tpke	7	1788.634	23	2	Paved	2025	Milling / HMA (1.5")	\$36,794
85.25	59	2Nd Nh Tpke	7	1788.634	23	2	Paved	2028	Isolated Patch and HMA Shim	\$5,081
85.25	59	2Nd Nh Tpke	7	1788.634	23	2	Paved	2032	Chip Seal	\$13,820
85.25	59	2Nd Nh Tpke	7	1788.634	23	2	Paved	2033	Crack Seal (Major)	\$3,338

Analysis Detail Report

New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
27	80	Arrowwood Rd	1	1318.773	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,408
27	80	Arrowwood Rd	1	1318.773	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,109
27	80	Arrowwood Rd	1	1318.773	23	2	Paved	2033	Crack Seal (Major)	\$2,461
26	84	Arrowwood Rd	2	1065.779	23	2	Paved	2025	Isolated Patch and HMA Shim	\$2,755
26	84	Arrowwood Rd	2	1065.779	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$14,635
26	84	Arrowwood Rd	2	1065.779	23	2	Paved	2033	Crack Seal (Major)	\$1,989
21.5	74	Barss Dr	1	1588.38	23	2	Paved	2028	HMA Overlay (1")	\$18,049
21.5	74	Barss Dr	1	1588.38	23	2	Paved	2030	Milling / HMA (1.5")	\$38,248
11.75	53	Beard Rd		113.6906	23	2	Paved	2027	Milling / HMA (1.5")	\$2,491
11.75	53	Beard Rd		113.6906	23	2	Paved	2028	Crack Seal (Major)	\$181
11.75	53	Beard Rd		113.6906	23	2	Paved	2032	Chip Seal	\$878
85	60	Bedford Rd	3	1319.576	23	2	Paved	2026	HMA Overlay (1.5")	\$20,831
85	60	Bedford Rd	3	1319.576	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,869
85	60	Bedford Rd	3	1319.576	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,252
80.5	78	Bedford Rd	4	1320.033	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$15,005
80.5	78	Bedford Rd	4	1320.033	23	2	Paved	2026	Crack Seal (Major)	\$1,976
80.5	78	Bedford Rd	4	1320.033	23	2	Paved	2027	Crack Seal (Minor)	\$580
80.5	78	Bedford Rd	4	1320.033	23	2	Paved	2032	Chip Seal	\$10,199
80.5	78	Bedford Rd	4	1320.033	23	2	Paved	2034	Crack Seal (Major)	\$2,542
81.25	75	Bedford Rd	5	1015.305	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$11,541
81.25	75	Bedford Rd	5	1015.305	23	2	Paved	2026	Crack Seal (Major)	\$1,520
81.25	75	Bedford Rd	5	1015.305	23	2	Paved	2027	Crack Seal (Minor)	\$446
81.25	75	Bedford Rd	5	1015.305	23	2	Paved	2032	Chip Seal	\$7,845
81.25	75	Bedford Rd	5	1015.305	23	2	Paved	2034	Crack Seal (Major)	\$1,955
84.25	63	Bedford Rd	6	1615.674	23	2	Paved	2026	HMA Overlay (1.5")	\$25,505
84.25	63	Bedford Rd	6	1615.674	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,737
84.25	63	Bedford Rd	6	1615.674	23	2	Paved	2032	Isolated Patch and HMA Shim	\$5,206

Analysis Detail Report

New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
81.75	73	Bedford Rd	7	1321.266	23	2	Paved	2025	HMA Overlay (1")	\$13,660
81.75	73	Bedford Rd	7	1321.266	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,637
81.75	73	Bedford Rd	7	1321.266	23	2	Paved	2031	Chip Seal	\$9,892
81.75	73	Bedford Rd	7	1321.266	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,534
79	84	Bedford Rd	8	1320.014	23	2	Paved	2025	Crack Seal (Major)	\$1,915
79	84	Bedford Rd	8	1320.014	23	2	Paved	2032	HMA Overlay (1")	\$17,013
79	84	Bedford Rd	9	1319.907	23	2	Paved	2025	Crack Seal (Major)	\$1,915
79	84	Bedford Rd	9	1319.907	23	2	Paved	2032	HMA Overlay (1")	\$17,012
78	88	Bedford Rd	10	1320.22	23	2	Paved	2026	Crack Seal (Major)	\$1,976
78	88	Bedford Rd	10	1320.22	23	2	Paved	2030	Chip Seal	\$9,578
78	88	Bedford Rd	10	1320.22	23	2	Paved	2032	Crack Seal (Major)	\$2,387
78	88	Bedford Rd	10	1320.22	23	2	Paved	2034	Crack Seal (Major)	\$2,543
79	84	Bedford Rd	11	1321.042	23	2	Paved	2026	Crack Seal (Major)	\$1,978
79	84	Bedford Rd	11	1321.042	23	2	Paved	2030	Chip Seal	\$9,584
79	84	Bedford Rd	11	1321.042	23	2	Paved	2032	Crack Seal (Major)	\$2,389
79	84	Bedford Rd	11	1321.042	23	2	Paved	2034	Crack Seal (Major)	\$2,544
82.25	71	Bedford Rd	12	1319.774	23	2	Paved	2025	HMA Overlay (1")	\$13,644
82.25	71	Bedford Rd	12	1319.774	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,633
82.25	71	Bedford Rd	12	1319.774	23	2	Paved	2031	Chip Seal	\$9,881
82.25	71	Bedford Rd	12	1319.774	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,529
83.5	66	Bedford Rd	13	1321.308	23	2	Paved	2026	HMA Overlay (1.5")	\$20,858
83.5	66	Bedford Rd	13	1321.308	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,874
83.5	66	Bedford Rd	13	1321.308	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,257
81	76	Bedford Rd	14	1320.895	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$15,014
81	76	Bedford Rd	14	1320.895	23	2	Paved	2026	Crack Seal (Major)	\$1,977
81	76	Bedford Rd	14	1320.895	23	2	Paved	2027	Crack Seal (Minor)	\$581
81	76	Bedford Rd	14	1320.895	23	2	Paved	2032	Chip Seal	\$10,206

Analysis Detail Report

New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
78.25	87	Bedford Rd	15	1317.165	23	2	Paved	2026	Crack Seal (Major)	\$1,972
78.25	87	Bedford Rd	15	1317.165	23	2	Paved	2030	Chip Seal	\$9,556
78.25	87	Bedford Rd	15	1317.165	23	2	Paved	2032	Crack Seal (Major)	\$2,382
78.25	87	Bedford Rd	15	1317.165	23	2	Paved	2034	Crack Seal (Major)	\$2,537
77.5	90	Bedford Rd	16	1321.243	23	2	Paved	2026	Crack Seal (Major)	\$1,978
77.5	90	Bedford Rd	16	1321.243	23	2	Paved	2030	Chip Seal	\$9,585
77.5	90	Bedford Rd	16	1321.243	23	2	Paved	2032	Crack Seal (Major)	\$2,389
77.5	90	Bedford Rd	16	1321.243	23	2	Paved	2034	Crack Seal (Major)	\$2,545
77.25	91	Bedford Rd	17	1816.2	23	2	Paved	2026	Crack Seal (Major)	\$2,719
77.25	91	Bedford Rd	17	1816.2	23	2	Paved	2030	Chip Seal	\$13,176
77.25	91	Bedford Rd	17	1816.2	23	2	Paved	2032	Crack Seal (Major)	\$3,284
77.25	91	Bedford Rd	17	1816.2	23	2	Paved	2034	Crack Seal (Major)	\$3,498
87.5	50	Bedford Rd	1	1018.986	23	2	Paved	2025	Milling / HMA (1.5")	\$20,962
87.5	50	Bedford Rd	1	1018.986	23	2	Paved	2027	Isolated Patch and HMA Shim	\$2,805
87.5	50	Bedford Rd	1	1018.986	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,083
87.5	50	Bedford Rd	1	1018.986	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,388
82.25	71	Bedford Rd	1	1319.704	23	2	Paved	2025	HMA Overlay (1")	\$13,644
82.25	71	Bedford Rd	1	1319.704	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,633
82.25	71	Bedford Rd	1	1319.704	23	2	Paved	2031	Chip Seal	\$9,881
82.25	71	Bedford Rd	1	1319.704	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,529
80.5	78	Bedford Rd	2	1320.008	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$15,004
80.5	78	Bedford Rd	2	1320.008	23	2	Paved	2026	Crack Seal (Major)	\$1,976
80.5	78	Bedford Rd	2	1320.008	23	2	Paved	2027	Crack Seal (Minor)	\$580
80.5	78	Bedford Rd	2	1320.008	23	2	Paved	2032	Chip Seal	\$10,199
80.5	78	Bedford Rd	2	1320.008	23	2	Paved	2034	Crack Seal (Major)	\$2,542
80	80	Bedford Rd	3	1319.33	23	2	Paved	2025	Crack Seal (Major)	\$1,914
80	80	Bedford Rd	3	1319.33	23	2	Paved	2032	HMA Overlay (1")	\$17,004

Analysis Detail Report

New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
78.75	85	Bedford Rd	4	1319.734	23	2	Paved	2026	Crack Seal (Major)	\$1,976
78.75	85	Bedford Rd	4	1319.734	23	2	Paved	2030	Chip Seal	\$9,575
78.75	85	Bedford Rd	4	1319.734	23	2	Paved	2032	Crack Seal (Major)	\$2,387
78.75	85	Bedford Rd	4	1319.734	23	2	Paved	2034	Crack Seal (Major)	\$2,542
79.5	82	Bedford Rd	5	834.6784	23	2	Paved	2025	Crack Seal (Major)	\$1,211
79.5	82	Bedford Rd	5	834.6784	23	2	Paved	2032	HMA Overlay (1")	\$10,758
18.25	87	Bessie Leavitt Ln	1	1079.694	23	2	Paved	2025	Crack Seal (Major)	\$1,566
18.25	87	Bessie Leavitt Ln	1	1079.694	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,067
18.25	87	Bessie Leavitt Ln	1	1079.694	23	2	Paved	2030	Crack Seal (Major)	\$1,833
18.25	87	Bessie Leavitt Ln	1	1079.694	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,590
47.25	91	Bog Brook Rd	8	928.8602	23	2	Paved	2025	Crack Seal (Major)	\$1,347
47.25	91	Bog Brook Rd	8	928.8602	23	2	Paved	2028	Isolated Patch and HMA Shim	\$2,639
47.25	91	Bog Brook Rd	8	928.8602	23	2	Paved	2031	Chip Seal	\$6,954
47.25	91	Bog Brook Rd	8	928.8602	23	2	Paved	2032	Crack Seal (Minor)	\$478
52.75	69	Bog Brook Rd	1	1318.824	23	2	Paved	2025	HMA Overlay (1")	\$13,634
52.75	69	Bog Brook Rd	1	1318.824	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,630
52.75	69	Bog Brook Rd	1	1318.824	23	2	Paved	2032	Chip Seal	\$10,190
52.75	69	Bog Brook Rd	1	1318.824	23	2	Paved	2033	Crack Seal (Major)	\$2,461
56.25	55	Bog Brook Rd	2	1320.166	23	2	Paved	2028	Milling / HMA (1.5")	\$29,849
56.25	55	Bog Brook Rd	2	1320.166	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,994
56.25	55	Bog Brook Rd	2	1320.166	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,390
59.25	43	Bog Brook Rd	3	1320.515	23	2	Paved	2028	FDR & HMA (4")	\$65,761
59.25	43	Bog Brook Rd	3	1320.515	23	2	Paved	2029	Crack Seal (Minor)	\$618
59.25	43	Bog Brook Rd	3	1320.515	23	2	Paved	2032	Crack Seal (Major)	\$2,388
53.5	66	Bog Brook Rd	4	993.4555	23	2	Paved	2025	HMA Overlay (1")	\$10,271
53.5	66	Bog Brook Rd	4	993.4555	23	2	Paved	2027	Isolated Patch and HMA Shim	\$2,735
53.5	66	Bog Brook Rd	4	993.4555	23	2	Paved	2032	Chip Seal	\$7,676

Analysis Detail Report

New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
53.5	66	Bog Brook Rd	4	993.4555	23	2	Paved	2033	Crack Seal (Major)	\$1,854
50.25	79	Bog Brook Rd	5	1060.655	23	2	Paved	2025	HMA Shim (1/2") & Chip Seal	\$12,056
50.25	79	Bog Brook Rd	5	1060.655	23	2	Paved	2027	Crack Seal (Major)	\$1,639
50.25	79	Bog Brook Rd	5	1060.655	23	2	Paved	2032	Chip Seal	\$8,195
50.25	79	Bog Brook Rd	5	1060.655	23	2	Paved	2033	Crack Seal (Major)	\$1,979
1.25	95	Briar Hill Rd	1	1322.686	20	2	Paved	2025	Crack Seal (Minor)	\$546
1.25	95	Briar Hill Rd	1	1322.686	20	2	Paved	2030	Chip Seal	\$8,344
1.25	95	Briar Hill Rd	1	1322.686	20	2	Paved	2031	Crack Seal (Major)	\$2,015
2.5	90	Briar Hill Rd	2	222.9451	20	2	Paved	2025	Crack Seal (Minor)	\$92
2.5	90	Briar Hill Rd	2	222.9451	20	2	Paved	2030	Chip Seal	\$1,406
2.5	90	Briar Hill Rd	2	222.9451	20	2	Paved	2031	Crack Seal (Major)	\$340
51.25	47	Bunker Hill Rd	1	1319.558	24	2	Paved	2029	FDR & HMA (4")	\$70,765
51.25	47	Bunker Hill Rd	1	1319.558	24	2	Paved	2030	Crack Seal (Minor)	\$638
51.25	47	Bunker Hill Rd	1	1319.558	24	2	Paved	2033	Crack Seal (Major)	\$2,570
49.25	55	Bunker Hill Rd	2	1319.829	24	2	Paved	2025	Milling / HMA (1.5")	\$28,331
49.25	55	Bunker Hill Rd	2	1319.829	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,912
49.25	55	Bunker Hill Rd	2	1319.829	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,438
41.75	85	Bunker Hill Rd	3	1319.74	24	2	Paved	2025	Isolated Patch and HMA Shim	\$3,559
41.75	85	Bunker Hill Rd	3	1319.74	24	2	Paved	2033	HMA Overlay (1")	\$18,317
44.75	73	Bunker Hill Rd	4	1319.651	24	2	Paved	2028	HMA Overlay (1")	\$15,647
44.75	73	Bunker Hill Rd	4	1319.651	24	2	Paved	2030	Isolated Patch and HMA Shim	\$4,166
43.5	78	Bunker Hill Rd	5	639.1339	24	2	Paved	2029	HMA Overlay (1")	\$7,821
43.5	78	Bunker Hill Rd	5	639.1339	24	2	Paved	2031	Isolated Patch and HMA Shim	\$2,082
22.5	70	Burnham Dr	1	322.0468	23	2	Paved	2030	Milling / HMA (1.5")	\$7,755
22.5	70	Burnham Dr	1	322.0468	23	2	Paved	2033	Isolated Patch and HMA Shim	\$1,071
64	84	Byam Rd	1	1320.862	23	2	Paved	2029	HMA Overlay (1")	\$15,489
64	84	Byam Rd	1	1320.862	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,124

Analysis Detail Report

New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
64	84	Byam Rd	1	1320.862	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,533
65.25	79	Byam Rd	2	1321.755	23	2	Paved	2029	HMA Overlay (1")	\$15,500
65.25	79	Byam Rd	2	1321.755	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,127
65.25	79	Byam Rd	2	1321.755	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,536
63.75	85	Byam Rd	3	1319.865	23	2	Paved	2029	HMA Overlay (1")	\$15,477
63.75	85	Byam Rd	3	1319.865	23	2	Paved	2031	Crack Seal (Major)	\$2,313
63.75	85	Byam Rd	3	1319.865	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,529
66.25	75	Byam Rd	4	1319.99	23	2	Paved	2029	HMA Overlay (1")	\$15,479
66.25	75	Byam Rd	4	1319.99	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
66.25	75	Byam Rd	4	1319.99	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,530
66.25	75	Byam Rd	5	1319.866	23	2	Paved	2029	HMA Overlay (1")	\$15,477
66.25	75	Byam Rd	5	1319.866	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
66.25	75	Byam Rd	5	1319.866	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,529
64.5	82	Byam Rd	6	860.6949	23	2	Paved	2029	HMA Overlay (1")	\$10,093
64.5	82	Byam Rd	6	860.6949	23	2	Paved	2031	Isolated Patch and HMA Shim	\$2,687
64.5	82	Byam Rd	6	860.6949	23	2	Paved	2034	Isolated Patch and HMA Shim	\$2,954
22.75	69	Carriage Rd	1	1319.865	23	2	Paved	2026	HMA Overlay (1")	\$14,082
22.75	69	Carriage Rd	1	1319.865	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,749
22.75	69	Carriage Rd	1	1319.865	23	2	Paved	2034	HMA Overlay (1")	\$18,117
24.25	63	Carriage Rd	2	1319.977	23	2	Paved	2026	HMA Overlay (1")	\$14,083
24.25	63	Carriage Rd	2	1319.977	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
24.25	63	Carriage Rd	2	1319.977	23	2	Paved	2034	HMA Overlay (1")	\$18,119
17.25	91	Carriage Rd	3	1320.069	23	2	Paved	2025	Crack Seal (Major)	\$1,915
17.25	91	Carriage Rd	3	1320.069	23	2	Paved	2030	Chip Seal	\$9,577
17.25	91	Carriage Rd	3	1320.069	23	2	Paved	2034	Chip Seal	\$10,863
21.25	75	Carriage Rd	4	1320.111	23	2	Paved	2028	HMA Overlay (1")	\$15,000
21.25	75	Carriage Rd	4	1320.111	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,994

Analysis Detail Report

New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
21.25	75	Carriage Rd	4	1320.111	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,390
20.5	78	Carriage Rd	5	1008.793	23	2	Paved	2028	HMA Overlay (1")	\$11,463
20.5	78	Carriage Rd	5	1008.793	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,052
20.5	78	Carriage Rd	5	1008.793	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,355
20.25	79	Cedar Dr	1	551.149	25	2	Paved	2027	HMA Overlay (1")	\$6,596
20.25	79	Cedar Dr	1	551.149	25	2	Paved	2029	Isolated Patch and HMA Shim	\$1,756
20.25	79	Cedar Dr	1	551.149	25	2	Paved	2032	Isolated Patch and HMA Shim	\$1,930
53.75	97	Cemetery Rd	1	1321	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,753
53.75	97	Cemetery Rd	1	1321	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,125
53.75	97	Cemetery Rd	1	1321	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,533
53.75	97	Cemetery Rd	2	1051.379	23	2	Paved	2028	Isolated Patch and HMA Shim	\$2,987
53.75	97	Cemetery Rd	2	1051.379	23	2	Paved	2031	Isolated Patch and HMA Shim	\$3,283
53.75	97	Cemetery Rd	2	1051.379	23	2	Paved	2034	Isolated Patch and HMA Shim	\$3,608
12.75	49	Central School Rd	1	1426.755	25	2	Paved	2027	Milling / HMA (1.5")	\$33,977
12.75	49	Central School Rd	1	1426.755	25	2	Paved	2029	Isolated Patch and HMA Shim	\$4,546
12.75	49	Central School Rd	1	1426.755	25	2	Paved	2031	Crack Seal (Major)	\$2,717
12.75	49	Central School Rd	1	1426.755	25	2	Paved	2034	Isolated Patch and HMA Shim	\$5,322
5.5	78	Central School Rd	1	391.1212	25	2	Paved	2028	HMA Overlay (1")	\$4,831
5.5	78	Central School Rd	1	391.1212	25	2	Paved	2029	Isolated Patch and HMA Shim	\$1,246
5.5	78	Central School Rd	1	391.1212	25	2	Paved	2031	Crack Seal (Major)	\$745
5.5	78	Central School Rd	1	391.1212	25	2	Paved	2034	Isolated Patch and HMA Shim	\$1,459
5.25	79	Christian Farm Dr		3009.393	23	2	Paved	2026	HMA Shim (1/2") & Chip Seal	\$35,302
5.25	79	Christian Farm Dr		3009.393	23	2	Paved	2029	Isolated Patch and HMA Shim	\$8,822
5.25	79	Christian Farm Dr		3009.393	23	2	Paved	2032	Isolated Patch and HMA Shim	\$9,697
5.25	79	Christian Farm Dr		3009.393	23	2	Paved	2033	Crack Seal (Minor)	\$1,598
2.75	89	Christie Rd	7	1320.216	23	2	Paved	2025	Crack Seal (Minor)	\$545
2.75	89	Christie Rd	7	1320.216	23	2	Paved	2029	Chip Seal	\$9,281

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New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
2.75	89	Christie Rd	7	1320.216	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,254
50	80	Clark Hill Rd	4	841.5247	23	2	Paved	2025	Crack Seal (Major)	\$1,221
50	80	Clark Hill Rd	4	841.5247	23	2	Paved	2031	HMA Overlay (1")	\$10,510
60	40	Clark Hill Rd	5	1319.882	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,411
60	40	Clark Hill Rd	5	1319.882	23	2	Paved	2029	HMA Overlay (1")	\$15,478
60	40	Clark Hill Rd	5	1319.882	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
60	40	Clark Hill Rd	5	1319.882	23	2	Paved	2033	Crack Seal (Major)	\$2,463
59.75	41	Clark Hill Rd	6	1320.054	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,412
59.75	41	Clark Hill Rd	6	1320.054	23	2	Paved	2029	HMA Overlay (1")	\$15,480
59.75	41	Clark Hill Rd	6	1320.054	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,122
59.75	41	Clark Hill Rd	6	1320.054	23	2	Paved	2034	Crack Seal (Major)	\$2,542
59.75	41	Clark Hill Rd	7	1319.914	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,411
59.75	41	Clark Hill Rd	7	1319.914	23	2	Paved	2029	HMA Overlay (1")	\$15,478
59.75	41	Clark Hill Rd	7	1319.914	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
59.75	41	Clark Hill Rd	7	1319.914	23	2	Paved	2034	Crack Seal (Major)	\$2,542
59.75	41	Clark Hill Rd	8	1320.138	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,412
59.75	41	Clark Hill Rd	8	1320.138	23	2	Paved	2029	HMA Overlay (1")	\$15,481
59.75	41	Clark Hill Rd	8	1320.138	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,122
59.75	41	Clark Hill Rd	8	1320.138	23	2	Paved	2034	Crack Seal (Major)	\$2,543
60.25	39	Clark Hill Rd	9	1320.281	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,412
60.25	39	Clark Hill Rd	9	1320.281	23	2	Paved	2029	HMA Overlay (1")	\$15,482
60.25	39	Clark Hill Rd	9	1320.281	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,122
60.25	39	Clark Hill Rd	9	1320.281	23	2	Paved	2034	Crack Seal (Major)	\$2,543
55.75	57	Clark Hill Rd	10	1319.929	23	2	Paved	2025	HMA Overlay (1.5")	\$20,190
55.75	57	Clark Hill Rd	10	1319.929	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
55.75	57	Clark Hill Rd	10	1319.929	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,121
48.5	86	Clark Hill Rd	11	1320.033	23	2	Paved	2025	Crack Seal (Major)	\$1,915

Analysis Detail Report

New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
48.5	86	Clark Hill Rd	11	1320.033	23	2	Paved	2031	HMA Overlay (1")	\$16,486
48	88	Clark Hill Rd	12	1319.877	23	2	Paved	2025	Crack Seal (Major)	\$1,915
48	88	Clark Hill Rd	12	1319.877	23	2	Paved	2031	HMA Overlay (1")	\$16,484
52.75	69	Clark Hill Rd	13	1319.633	23	2	Paved	2025	HMA Overlay (1")	\$13,643
52.75	69	Clark Hill Rd	13	1319.633	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,632
52.75	69	Clark Hill Rd	13	1319.633	23	2	Paved	2034	HMA Overlay (1")	\$18,114
54	64	Clark Hill Rd	14	1435.549	23	2	Paved	2025	HMA Overlay (1")	\$14,841
54	64	Clark Hill Rd	14	1435.549	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,952
54	64	Clark Hill Rd	14	1435.549	23	2	Paved	2034	HMA Overlay (1")	\$19,705
47.75	89	Clark Hill Rd	1	149.6806	23	2	Paved	2025	Crack Seal (Major)	\$217
47.75	89	Clark Hill Rd	1	149.6806	23	2	Paved	2031	HMA Overlay (1")	\$1,869
26.5	54	Cochran Hill Rd		1266.866	23	2	Paved	2027	Milling / HMA (1.5")	\$27,756
26.5	54	Cochran Hill Rd		1266.866	23	2	Paved	2028	Crack Seal (Major)	\$2,020
26.5	54	Cochran Hill Rd		1266.866	23	2	Paved	2031	Isolated Patch and HMA Shim	\$3,955
26.5	54	Cochran Hill Rd		1266.866	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,347
14.75	41	Colburn Rd	1	1318.384	23	2	Paved	2027	FDR & HMA (4")	\$63,619
14.75	41	Colburn Rd	1	1318.384	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,116
14.75	41	Colburn Rd	1	1318.384	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,524
4.5	82	Colburn Rd	2	1318.826	20	2	Paved	2025	Crack Seal (Major)	\$1,663
4.5	82	Colburn Rd	2	1318.826	20	2	Paved	2031	HMA Overlay (1")	\$14,323
4.5	82	Colburn Rd	2	1318.826	20	2	Paved	2033	Isolated Patch and HMA Shim	\$3,813
21.25	75	Dane Rd	1	1319.478	23	2	Paved	2027	HMA Overlay (1")	\$14,528
21.25	75	Dane Rd	1	1319.478	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,868
21.75	73	Dane Rd	2	1319.315	23	2	Paved	2027	HMA Overlay (1")	\$14,526
21.75	73	Dane Rd	2	1319.315	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,868
22.25	71	Dane Rd	3	1319.517	23	2	Paved	2027	HMA Overlay (1")	\$14,529
22.25	71	Dane Rd	3	1319.517	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,868

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New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
21	76	Dane Rd	4	1388.206	23	2	Paved	2027	HMA Overlay (1")	\$15,285
21	76	Dane Rd	4	1388.206	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,070
21.25	75	Daylily Ln		1131.996	23	2	Paved	2027	HMA Overlay (1")	\$12,464
21.25	75	Daylily Ln		1131.996	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,319
21.25	75	Daylily Ln		1131.996	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,647
53.25	67	Depot St	1	1158.176	24	2	Paved	2025	HMA Overlay (1")	\$12,494
53.25	67	Depot St	1	1158.176	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,433
53.25	67	Depot St	1	1158.176	24	2	Paved	2029	Crack Seal (Major)	\$1,988
53.25	67	Depot St	1	1158.176	24	2	Paved	2031	Crack Seal (Major)	\$2,118
53.25	67	Depot St	1	1158.176	24	2	Paved	2033	Crack Seal (Major)	\$2,255
23	68	Dodge Rd	1	1233.805	23	2	Paved	2026	HMA Overlay (1")	\$13,164
23	68	Dodge Rd	1	1233.805	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,505
23	68	Dodge Rd	1	1233.805	23	2	Paved	2031	Isolated Patch and HMA Shim	\$3,852
23.25	67	First Settlement Ln	1	854.0418	23	2	Paved	2026	HMA Overlay (1")	\$9,112
23.25	67	First Settlement Ln	1	854.0418	23	2	Paved	2028	Isolated Patch and HMA Shim	\$2,426
23.25	67	First Settlement Ln	1	854.0418	23	2	Paved	2031	Isolated Patch and HMA Shim	\$2,667
23.25	67	First Settlement Ln	1	854.0418	23	2	Paved	2034	Isolated Patch and HMA Shim	\$2,931
27.25	51	Foxberry Dr	1	1317.853	23	2	Paved	2026	Milling / HMA (1.5")	\$27,977
27.25	51	Foxberry Dr	1	1317.853	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,744
27.25	51	Foxberry Dr	1	1317.853	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,115
27.25	51	Foxberry Dr	1	1317.853	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,522
19.5	82	Foxberry Dr	2	1319.512	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,410
19.5	82	Foxberry Dr	2	1319.512	23	2	Paved	2032	HMA Overlay (1")	\$17,007
19.5	82	Foxberry Dr	2	1319.512	23	2	Paved	2033	Crack Seal (Major)	\$2,463
22	72	Foxberry Dr	3	1320.922	23	2	Paved	2028	HMA Overlay (1")	\$15,010
22	72	Foxberry Dr	3	1320.922	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,872
22	72	Foxberry Dr	3	1320.922	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,256

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Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
22	72	Foxberry Dr	3	1320.922	23	2	Paved	2034	Crack Seal (Major)	\$2,544
21.25	75	Foxberry Dr	4	1685.446	23	2	Paved	2028	HMA Overlay (1")	\$19,152
21.25	75	Foxberry Dr	4	1685.446	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,941
21.25	75	Foxberry Dr	4	1685.446	23	2	Paved	2032	Isolated Patch and HMA Shim	\$5,431
21.25	75	Foxberry Dr	4	1685.446	23	2	Paved	2033	Crack Seal (Minor)	\$895
21.5	74	Fraser Dr	1	1237.362	23	2	Paved	2028	HMA Overlay (1")	\$14,060
21.5	74	Fraser Dr	1	1237.362	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,627
21.5	74	Fraser Dr	1	1237.362	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,987
44.75	41	Greenfield Rd		740.2484	23	2	Paved	2025	Isolated Patch and HMA Shim	\$1,913
33.75	85	Greenfield Rd		1645.028	23	2	Paved	2025	Crack Seal (Major)	\$2,386
34.5	82	Greenfield Rd		1306.029	23	2	Paved	2025	Crack Seal (Major)	\$1,894
33.75	85	Greenfield Rd		1645.028	23	2	Paved	2028	Isolated Patch and HMA Shim	\$4,673
34.5	82	Greenfield Rd		1306.029	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,710
44.75	41	Greenfield Rd		740.2484	23	2	Paved	2029	HMA Overlay (1")	\$8,681
44.75	41	Greenfield Rd		740.2484	23	2	Paved	2031	Isolated Patch and HMA Shim	\$2,311
34.5	82	Greenfield Rd		1306.029	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,078
33.75	85	Greenfield Rd		1645.028	23	2	Paved	2031	Isolated Patch and HMA Shim	\$5,136
44.75	41	Greenfield Rd		740.2484	23	2	Paved	2034	Isolated Patch and HMA Shim	\$2,540
75	40	Gregg Mill Rd	1	1317.5	25	2	Paved	2026	FDR & HMA (4")	\$66,962
75	40	Gregg Mill Rd	1	1317.5	25	2	Paved	2027	Crack Seal (Minor)	\$579
75	40	Gregg Mill Rd	1	1317.5	25	2	Paved	2030	Crack Seal (Major)	\$2,432
75	40	Gregg Mill Rd	1	1317.5	25	2	Paved	2033	Isolated Patch and HMA Shim	\$4,762
65.5	78	Gregg Mill Rd	2	1835.261	23	2	Paved	2025	Chip Seal	\$11,374
65.5	78	Gregg Mill Rd	2	1835.261	23	2	Paved	2027	Crack Seal (Major)	\$2,835
65.5	78	Gregg Mill Rd	2	1835.261	23	2	Paved	2031	Chip Seal	\$13,741
65.5	78	Gregg Mill Rd	2	1835.261	23	2	Paved	2034	Isolated Patch and HMA Shim	\$6,298
26.5	54	Hemlock Dr	1	1749.539	20	2	Paved	2025	Isolated Patch and HMA Shim	\$3,932

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New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
26.5	54	Hemlock Dr	1	1749.539	20	2	Paved	2029	HMA Overlay (1")	\$17,840
26.5	54	Hemlock Dr	1	1749.539	20	2	Paved	2031	Isolated Patch and HMA Shim	\$4,750
26.5	54	Hemlock Dr	1	1749.539	20	2	Paved	2034	Isolated Patch and HMA Shim	\$5,221
21.75	73	Highland Rd	1	1321.323	23	2	Paved	2026	HMA Overlay (1")	\$14,097
21.75	73	Highland Rd	1	1321.323	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,754
21.75	73	Highland Rd	1	1321.323	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,126
21.75	73	Highland Rd	1	1321.323	23	2	Paved	2033	Crack Seal (Major)	\$2,466
23.5	66	Highland Rd	2	716.8929	16	2	Paved	2026	HMA Overlay (1")	\$5,321
23.5	66	Highland Rd	2	716.8929	16	2	Paved	2028	Isolated Patch and HMA Shim	\$1,417
23.5	66	Highland Rd	2	716.8929	16	2	Paved	2031	Isolated Patch and HMA Shim	\$1,557
23.5	66	Highland Rd	2	716.8929	16	2	Paved	2033	Crack Seal (Major)	\$931
20	80	Hilldale Ln	1	520.6023	20	2	Paved	2026	Isolated Patch and HMA Shim	\$1,207
20	80	Hilldale Ln	1	520.6023	20	2	Paved	2032	HMA Overlay (1")	\$5,835
20	80	Hilldale Ln	1	520.6023	20	2	Paved	2033	Crack Seal (Major)	\$845
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2025	Crack Seal (Minor)	\$545
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2027	Crack Seal (Major)	\$2,039
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2029	Crack Seal (Major)	\$2,171
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2031	Crack Seal (Major)	\$2,312
47.25	91	Hooper Hill Rd	1	1319.55	23	2	Paved	2033	Crack Seal (Major)	\$2,463
48.75	85	Hooper Hill Rd	2	1319.495	23	2	Paved	2025	Crack Seal (Major)	\$1,914
48.75	85	Hooper Hill Rd	2	1319.495	23	2	Paved	2029	Chip Seal	\$9,276
48.75	85	Hooper Hill Rd	2	1319.495	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,252
50.75	77	Hooper Hill Rd	3	1319.688	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,411
50.75	77	Hooper Hill Rd	3	1319.688	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,869
50.75	77	Hooper Hill Rd	3	1319.688	23	2	Paved	2031	Crack Seal (Major)	\$2,312
50.75	77	Hooper Hill Rd	3	1319.688	23	2	Paved	2034	Crack Seal (Major)	\$2,542
49.25	83	Hooper Hill Rd	4	770.6188	23	2	Paved	2025	Crack Seal (Major)	\$1,118

Analysis Detail Report

New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
49.25	83	Hooper Hill Rd	4	770.6188	23	2	Paved	2029	Chip Seal	\$5,417
49.25	83	Hooper Hill Rd	4	770.6188	23	2	Paved	2032	Isolated Patch and HMA Shim	\$2,483
60.25	39	Hopkins Rd	1	1321.801	23	2	Paved	2030	FDR & HMA (4")	\$70,106
60.25	39	Hopkins Rd	1	1321.801	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,536
57	52	Hopkins Rd	2	1059.594	23	2	Paved	2025	Milling / HMA (1.5")	\$21,797
57	52	Hopkins Rd	2	1059.594	23	2	Paved	2027	Isolated Patch and HMA Shim	\$2,917
57	52	Hopkins Rd	2	1059.594	23	2	Paved	2031	Chip Seal	\$7,933
57	52	Hopkins Rd	2	1059.594	23	2	Paved	2033	Crack Seal (Major)	\$1,977
19	84	Houghton Ln	1	959.5503	23	2	Paved	2025	Isolated Patch and HMA Shim	\$2,480
19	84	Houghton Ln	1	959.5503	23	2	Paved	2030	Chip Seal	\$6,961
19	84	Houghton Ln	1	959.5503	23	2	Paved	2033	Chip Seal	\$7,651
19	84	Houghton Ln	1	959.5503	23	2	Paved	2034	Crack Seal (Minor)	\$526
18.25	87	Howard Ln	1	1125.15	23	2	Paved	2025	Crack Seal (Major)	\$1,632
18.25	87	Howard Ln	1	1125.15	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,196
18.25	87	Howard Ln	1	1125.15	23	2	Paved	2031	Isolated Patch and HMA Shim	\$3,513
18.25	87	Howard Ln	1	1125.15	23	2	Paved	2034	Isolated Patch and HMA Shim	\$3,861
64.75	81	Howe Bridge Rd	1	469.1036	23	2	Paved	2025	Chip Seal	\$2,907
64.75	81	Howe Bridge Rd	1	469.1036	23	2	Paved	2028	Isolated Patch and HMA Shim	\$1,333
64.75	81	Howe Bridge Rd	1	469.1036	23	2	Paved	2031	Isolated Patch and HMA Shim	\$1,465
64.75	81	Howe Bridge Rd	1	469.1036	23	2	Paved	2034	Isolated Patch and HMA Shim	\$1,610
19.25	83	Hutchinson Ln	1	1968.107	23	2	Paved	2030	HMA Overlay (1")	\$23,818
19.25	83	Hutchinson Ln	1	1968.107	23	2	Paved	2032	Isolated Patch and HMA Shim	\$6,342
19.25	83	Hutchinson Ln	1	1968.107	23	2	Paved	2034	Crack Seal (Major)	\$3,790
21	76	Indian Falls Rd		848.2542	23	2	Paved	2025	Isolated Patch and HMA Shim	\$2,192
19.5	82	Indian Falls Rd		2495.252	23	2	Paved	2027	HMA Shim (1/2") & Chip Seal	\$30,208
21	76	Indian Falls Rd		848.2542	23	2	Paved	2029	Chip Seal	\$5,963
19.5	82	Indian Falls Rd		2495.252	23	2	Paved	2030	Isolated Patch and HMA Shim	\$7,549

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Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
21	76	Indian Falls Rd		848.2542	23	2	Paved	2032	Chip Seal	\$6,554
19.5	82	Indian Falls Rd		2495.252	23	2	Paved	2033	Isolated Patch and HMA Shim	\$8,297
21.25	75	Indian Falls Rd	1	1498.211	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,872
21.25	75	Indian Falls Rd	1	1498.211	23	2	Paved	2029	Chip Seal	\$10,532
21.25	75	Indian Falls Rd	1	1498.211	23	2	Paved	2032	Chip Seal	\$11,576
9.75	61	Inkberry Rd	1	1319.215	23	2	Paved	2026	HMA Overlay (1.5")	\$20,825
9.75	61	Inkberry Rd	1	1319.215	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,748
9.75	61	Inkberry Rd	1	1319.215	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,119
9.75	61	Inkberry Rd	1	1319.215	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,527
12.5	50	Inkberry Rd	2	1440.969	23	2	Paved	2026	HMA Overlay (1.5")	\$22,747
12.5	50	Inkberry Rd	2	1440.969	23	2	Paved	2028	Isolated Patch and HMA Shim	\$4,093
12.5	50	Inkberry Rd	2	1440.969	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,499
12.5	50	Inkberry Rd	2	1440.969	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,945
18.25	87	Jessica Ln	1	1319.399	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,410
18.25	87	Jessica Ln	1	1319.399	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,748
18.25	87	Jessica Ln	1	1319.399	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,120
18.25	87	Jessica Ln	1	1319.399	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,528
23	68	Jessica Ln	2	1562.534	23	2	Paved	2026	HMA Overlay (1")	\$16,671
23	68	Jessica Ln	2	1562.534	23	2	Paved	2028	Isolated Patch and HMA Shim	\$4,439
23	68	Jessica Ln	2	1562.534	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,879
46	96	Joe English Rd	5	1319.833	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,749
46	96	Joe English Rd	5	1319.833	23	2	Paved	2034	HMA Overlay (1")	\$18,117
46	96	Joe English Rd	6	1319.485	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,748
46	96	Joe English Rd	6	1319.485	23	2	Paved	2034	HMA Overlay (1")	\$18,112
46	96	Joe English Rd	7	1319.5	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,748
46	96	Joe English Rd	7	1319.5	23	2	Paved	2034	HMA Overlay (1")	\$18,112
51	76	Joe English Rd	8	1319.188	23	2	Paved	2029	HMA Overlay (1")	\$15,470

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Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
51	76	Joe English Rd	8	1319.188	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,119
51	76	Joe English Rd	8	1319.188	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,527
46	96	Joe English Rd	9	1320.321	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,751
46	96	Joe English Rd	9	1320.321	23	2	Paved	2034	HMA Overlay (1")	\$18,124
46	96	Joe English Rd	10	1321.831	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,755
46	96	Joe English Rd	10	1321.831	23	2	Paved	2034	HMA Overlay (1")	\$18,144
46	96	Joe English Rd	11	1321.537	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,754
46	96	Joe English Rd	11	1321.537	23	2	Paved	2034	HMA Overlay (1")	\$18,140
46	96	Joe English Rd	12	1319.604	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,749
46	96	Joe English Rd	12	1319.604	23	2	Paved	2034	HMA Overlay (1")	\$18,114
27	52	Kennedy Ln	1	1320.593	23	2	Paved	2027	Milling / HMA (1.5")	\$28,933
27	52	Kennedy Ln	1	1320.593	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,871
27	52	Kennedy Ln	1	1320.593	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,255
27	52	Kennedy Ln	2	972.9625	23	2	Paved	2027	Milling / HMA (1.5")	\$21,316
27	52	Kennedy Ln	2	972.9625	23	2	Paved	2029	Isolated Patch and HMA Shim	\$2,852
27	52	Kennedy Ln	2	972.9625	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,135
18.75	85	Kettle Ln	1	1021.254	23	2	Paved	2026	Isolated Patch and HMA Shim	\$2,724
18.75	85	Kettle Ln	1	1021.254	23	2	Paved	2030	Chip Seal	\$7,409
18.75	85	Kettle Ln	1	1021.254	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,396
20	80	Labree Rd	1	1319.306	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,410
20	80	Labree Rd	1	1319.306	23	2	Paved	2031	HMA Overlay (1")	\$16,477
20	80	Labree Rd	1	1319.306	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,387
21.25	75	Labree Rd	2	1920.05	23	2	Paved	2025	Isolated Patch and HMA Shim	\$4,963
21.25	75	Labree Rd	2	1920.05	23	2	Paved	2031	HMA Overlay (1")	\$23,980
21.25	75	Labree Rd	2	1920.05	23	2	Paved	2033	Isolated Patch and HMA Shim	\$6,385
26	56	Lincoln Dr	1	1319.154	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,409
26	56	Lincoln Dr	1	1319.154	23	2	Paved	2027	Chip Seal	\$8,707

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Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
26	56	Lincoln Dr	1	1319.154	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,991
26	56	Lincoln Dr	1	1319.154	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,387
23.75	65	Lincoln Dr	2	1277.017	23	2	Paved	2025	HMA Overlay (1")	\$13,202
23.75	65	Lincoln Dr	2	1277.017	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,515
23.75	65	Lincoln Dr	2	1277.017	23	2	Paved	2034	HMA Overlay (1")	\$17,529
3.25	87	Lorden Rd		2166.328	23	2	Paved	2025	Crack Seal (Major)	\$3,142
0	100	Lorden Rd		2167.818	23	2	Paved	2027	Crack Seal (Major)	\$3,349
3.25	87	Lorden Rd		2166.328	23	2	Paved	2028	Isolated Patch and HMA Shim	\$6,154
3.25	87	Lorden Rd		2166.328	23	2	Paved	2031	Isolated Patch and HMA Shim	\$6,764
3.25	87	Lorden Rd		2166.328	23	2	Paved	2034	Isolated Patch and HMA Shim	\$7,434
0	100	Lorden Rd		2167.818	23	2	Paved	2034	HMA Overlay (1")	\$29,757
47.25	91	Lull Rd		1666.801	23	2	Paved	2025	Isolated Patch and HMA Shim	\$4,308
47.5	90	Lull Rd		2663.501	23	2	Paved	2025	Crack Seal (Major)	\$3,863
50	80	Lull Rd		2272.63	23	2	Paved	2025	Isolated Patch and HMA Shim	\$5,874
52	72	Lull Rd		1577.495	23	2	Paved	2027	HMA Overlay (1")	\$17,369
47.5	90	Lull Rd		2663.501	23	2	Paved	2028	Isolated Patch and HMA Shim	\$7,566
52	72	Lull Rd		1577.495	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,625
47.25	91	Lull Rd		1666.801	23	2	Paved	2029	Chip Seal	\$11,718
50	80	Lull Rd		2272.63	23	2	Paved	2029	Chip Seal	\$15,976
47.5	90	Lull Rd		2663.501	23	2	Paved	2031	Isolated Patch and HMA Shim	\$8,316
47.25	91	Lull Rd		1666.801	23	2	Paved	2032	Isolated Patch and HMA Shim	\$5,371
50	80	Lull Rd		2272.63	23	2	Paved	2032	Isolated Patch and HMA Shim	\$7,323
52	72	Lull Rd		1577.495	23	2	Paved	2032	Isolated Patch and HMA Shim	\$5,083
47.5	90	Lull Rd		2663.501	23	2	Paved	2034	Isolated Patch and HMA Shim	\$9,140
51.5	74	Lyndeborough Rd	3	1785.491	23	2	Paved	2030	HMA Overlay (1.5")	\$31,970
51.5	74	Lyndeborough Rd	3	1785.491	23	2	Paved	2032	Crack Seal (Major)	\$3,229
50	80	Lyndeborough Rd	4	1316.792	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,403

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Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
50	80	Lyndeborough Rd	4	1316.792	23	2	Paved	2029	Chip Seal	\$9,257
50	80	Lyndeborough Rd	4	1316.792	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,111
50	80	Lyndeborough Rd	4	1316.792	23	2	Paved	2033	Crack Seal (Major)	\$2,457
51.5	74	Lyndeborough Rd	5	1321.037	23	2	Paved	2030	HMA Overlay (1.5")	\$23,654
51.5	74	Lyndeborough Rd	5	1321.037	23	2	Paved	2032	Crack Seal (Major)	\$2,389
55.25	59	Lyndeborough Rd	6	1321.047	23	2	Paved	2026	Milling / HMA (1.5")	\$28,045
55.25	59	Lyndeborough Rd	6	1321.047	23	2	Paved	2029	Chip Seal	\$9,287
55.25	59	Lyndeborough Rd	6	1321.047	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,257
52.5	70	Lyndeborough Rd	7	1321.281	24	2	Paved	2029	Milling / HMA (1.5")	\$32,170
52.5	70	Lyndeborough Rd	7	1321.281	24	2	Paved	2030	Crack Seal (Major)	\$2,341
52.5	70	Lyndeborough Rd	7	1321.281	24	2	Paved	2033	Isolated Patch and HMA Shim	\$4,585
54.75	61	Lyndeborough Rd	8	1319.709	23	2	Paved	2026	Milling / HMA (1.5")	\$28,017
54.75	61	Lyndeborough Rd	8	1319.709	23	2	Paved	2030	HMA Shim (1/2") & Chip Seal	\$17,560
54.75	61	Lyndeborough Rd	8	1319.709	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,388
55.5	58	Lyndeborough Rd	9	1319.657	23	2	Paved	2026	Milling / HMA (1.5")	\$28,016
55.5	58	Lyndeborough Rd	9	1319.657	23	2	Paved	2029	Chip Seal	\$9,277
55.5	58	Lyndeborough Rd	9	1319.657	23	2	Paved	2031	Crack Seal (Major)	\$2,312
55.5	58	Lyndeborough Rd	9	1319.657	23	2	Paved	2034	Crack Seal (Major)	\$2,542
58.75	45	Lyndeborough Rd	10	1319.854	23	2	Paved	2026	Milling / HMA (1.5")	\$28,020
58.75	45	Lyndeborough Rd	10	1319.854	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,749
58.75	45	Lyndeborough Rd	10	1319.854	23	2	Paved	2033	HMA Shim (1/2") & Chip Seal	\$19,302
51.25	75	Lyndeborough Rd	11	1319.815	23	2	Paved	2030	HMA Overlay (1.5")	\$23,632
51.25	75	Lyndeborough Rd	11	1319.815	23	2	Paved	2032	Crack Seal (Major)	\$2,387
51.25	75	Lyndeborough Rd	12	1319.666	23	2	Paved	2030	HMA Overlay (1.5")	\$23,630
51.25	75	Lyndeborough Rd	12	1319.666	23	2	Paved	2032	Crack Seal (Major)	\$2,386
50.75	77	Lyndeborough Rd	13	923.9205	23	2	Paved	2030	HMA Overlay (1.5")	\$16,543
50.75	77	Lyndeborough Rd	13	923.9205	23	2	Paved	2032	Crack Seal (Major)	\$1,671

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Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
6.25	75	McCollum Rd		1902.16	23	2	Paved	2028	HMA Overlay (1")	\$21,614
6.25	75	McCollum Rd		1902.16	23	2	Paved	2029	Crack Seal (Major)	\$3,130
6.25	75	McCollum Rd		1902.16	23	2	Paved	2031	Crack Seal (Major)	\$3,333
6.25	75	McCollum Rd		1902.16	23	2	Paved	2032	Crack Seal (Minor)	\$979
46	96	Mccurdy Rd	1	1318.229	23	2	Paved	2026	Crack Seal (Major)	\$1,973
46	96	Mccurdy Rd	1	1318.229	23	2	Paved	2033	HMA Overlay (1")	\$17,534
46	96	Mccurdy Rd	2	1321.155	23	2	Paved	2026	Crack Seal (Major)	\$1,978
46	96	Mccurdy Rd	2	1321.155	23	2	Paved	2033	HMA Overlay (1")	\$17,573
46	96	Mccurdy Rd	3	1320.946	23	2	Paved	2026	Crack Seal (Major)	\$1,977
46	96	Mccurdy Rd	3	1320.946	23	2	Paved	2033	HMA Overlay (1")	\$17,570
46	96	Mccurdy Rd	4	1316.475	23	2	Paved	2026	Crack Seal (Major)	\$1,971
46	96	Mccurdy Rd	4	1316.475	23	2	Paved	2033	HMA Overlay (1")	\$17,511
46	96	Mccurdy Rd	5	1479.06	23	2	Paved	2026	Crack Seal (Major)	\$2,214
46	96	Mccurdy Rd	5	1479.06	23	2	Paved	2033	HMA Overlay (1")	\$19,673
46	96	Mccurdy Rd	1	1317.367	23	2	Paved	2026	Crack Seal (Major)	\$1,972
46	96	Mccurdy Rd	1	1317.367	23	2	Paved	2033	HMA Overlay (1")	\$17,522
46	96	Mccurdy Rd	2	1320.295	23	2	Paved	2026	Crack Seal (Major)	\$1,976
46	96	Mccurdy Rd	2	1320.295	23	2	Paved	2033	HMA Overlay (1")	\$17,561
46	96	Mccurdy Rd	3	1663.315	23	2	Paved	2026	Crack Seal (Major)	\$2,490
46	96	Mccurdy Rd	3	1663.315	23	2	Paved	2033	HMA Overlay (1")	\$22,124
46	96	Mccurdy Rd	1	1915.802	23	2	Paved	2026	Crack Seal (Major)	\$2,868
46	96	Mccurdy Rd	1	1915.802	23	2	Paved	2033	HMA Overlay (1")	\$25,482
45	40	Meadow Rd	4	761.2372	23	2	Paved	2025	Isolated Patch and HMA Shim	\$1,967
45	40	Meadow Rd	4	761.2372	23	2	Paved	2029	HMA Overlay (1")	\$8,927
45	40	Meadow Rd	4	761.2372	23	2	Paved	2031	Isolated Patch and HMA Shim	\$2,377
45	40	Meadow Rd	4	761.2372	23	2	Paved	2034	Crack Seal (Major)	\$1,466
44.75	41	Meadow Rd	5	1320.633	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,413

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Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
44.75	41	Meadow Rd	5	1320.633	23	2	Paved	2029	HMA Overlay (1")	\$15,486
44.75	41	Meadow Rd	5	1320.633	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,123
44.75	41	Meadow Rd	5	1320.633	23	2	Paved	2033	Crack Seal (Major)	\$2,465
44.25	43	Meadow Rd	6	1320.512	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,413
44.25	43	Meadow Rd	6	1320.512	23	2	Paved	2029	HMA Overlay (1")	\$15,485
44.25	43	Meadow Rd	6	1320.512	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,123
44.25	43	Meadow Rd	6	1320.512	23	2	Paved	2033	Crack Seal (Major)	\$2,464
39.25	63	Meadow Rd	7	734.2758	23	2	Paved	2025	Isolated Patch and HMA Shim	\$1,898
39.25	63	Meadow Rd	7	734.2758	23	2	Paved	2031	HMA Overlay (1")	\$9,170
39.25	63	Meadow Rd	7	734.2758	23	2	Paved	2033	Isolated Patch and HMA Shim	\$2,442
53.75	97	Meetinghouse Hill Rd	13	1320.209	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
53.75	97	Meetinghouse Hill Rd	13	1320.209	23	2	Paved	2034	HMA Overlay (1")	\$18,122
53.75	97	Meetinghouse Hill Rd	14	753.2064	23	2	Paved	2028	Isolated Patch and HMA Shim	\$2,140
53.75	97	Meetinghouse Hill Rd	14	753.2064	23	2	Paved	2034	HMA Overlay (1")	\$10,339
56.25	87	Meetinghouse Hill Rd	1	1317.73	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,406
56.25	87	Meetinghouse Hill Rd	1	1317.73	23	2	Paved	2030	Chip Seal	\$9,560
56.25	87	Meetinghouse Hill Rd	1	1317.73	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,382
61.25	67	Meetinghouse Hill Rd	2	1318.756	23	2	Paved	2025	HMA Overlay (1")	\$13,634
61.25	67	Meetinghouse Hill Rd	2	1318.756	23	2	Paved	2027	Isolated Patch and HMA Shim	\$3,630
61.25	67	Meetinghouse Hill Rd	2	1318.756	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,990
61.25	67	Meetinghouse Hill Rd	2	1318.756	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,385
24.25	63	Mill St	1	1422.109	23	2	Paved	2027	HMA Overlay (1.5")	\$23,168
24.25	63	Mill St	1	1422.109	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,169
24.25	63	Mill St	1	1422.109	23	2	Paved	2033	Chip Seal	\$11,340
23.75	65	Misty Meadow Ln	1	586.8108	23	2	Paved	2026	Isolated Patch and HMA Shim	\$1,565
23.75	65	Misty Meadow Ln	1	586.8108	23	2	Paved	2032	HMA Overlay (1")	\$7,563
23.75	65	Misty Meadow Ln	1	586.8108	23	2	Paved	2034	Isolated Patch and HMA Shim	\$2,014

Analysis Detail Report

New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
42.75	49	Molly Stark Ln	1	1320.617	23	2	Paved	2027	Milling / HMA (1.5")	\$28,933
42.75	49	Molly Stark Ln	1	1320.617	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,872
42.75	49	Molly Stark Ln	1	1320.617	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,255
39.5	62	Molly Stark Ln	2	935.2823	23	2	Paved	2025	HMA Overlay (1")	\$9,669
39.5	62	Molly Stark Ln	2	935.2823	23	2	Paved	2027	Isolated Patch and HMA Shim	\$2,575
39.5	62	Molly Stark Ln	2	935.2823	23	2	Paved	2031	Chip Seal	\$7,003
39.5	62	Molly Stark Ln	2	935.2823	23	2	Paved	2033	Crack Seal (Major)	\$1,745
26	56	Moss Dr	1	1125.555	23	2	Paved	2028	Milling / HMA (1.5")	\$25,449
26	56	Moss Dr	1	1125.555	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,405
26	56	Moss Dr	1	1125.555	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,743
63.5	86	Old Coach Rd	1	1318.807	24	2	Paved	2027	Chip Seal	\$9,084
63.5	86	Old Coach Rd	1	1318.807	24	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,897
63.5	86	Old Coach Rd	1	1318.807	24	2	Paved	2033	Crack Seal (Major)	\$2,568
60.75	97	Old Coach Rd	2	1319.901	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,913
60.75	97	Old Coach Rd	2	1319.901	24	2	Paved	2034	HMA Overlay (1")	\$18,906
60.75	97	Old Coach Rd	3	1320.934	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,916
60.75	97	Old Coach Rd	3	1320.934	24	2	Paved	2034	HMA Overlay (1")	\$18,921
60.75	97	Old Coach Rd	4	1320.019	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,913
60.75	97	Old Coach Rd	4	1320.019	24	2	Paved	2034	HMA Overlay (1")	\$18,907
60.75	97	Old Coach Rd	5	1320.337	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,914
60.75	97	Old Coach Rd	5	1320.337	24	2	Paved	2034	HMA Overlay (1")	\$18,912
62.25	91	Old Coach Rd	6	1320.21	24	2	Paved	2025	Crack Seal (Major)	\$1,998
62.25	91	Old Coach Rd	6	1320.21	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,913
62.25	91	Old Coach Rd	6	1320.21	24	2	Paved	2031	Isolated Patch and HMA Shim	\$4,301
62.25	91	Old Coach Rd	6	1320.21	24	2	Paved	2033	Isolated Patch and HMA Shim	\$4,581
62	92	Old Coach Rd	7	1319.434	24	2	Paved	2025	Crack Seal (Major)	\$1,997
62	92	Old Coach Rd	7	1319.434	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,911

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Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
62	92	Old Coach Rd	7	1319.434	24	2	Paved	2031	Isolated Patch and HMA Shim	\$4,299
62	92	Old Coach Rd	7	1319.434	24	2	Paved	2033	Isolated Patch and HMA Shim	\$4,578
62	92	Old Coach Rd	8	1319.012	24	2	Paved	2025	Crack Seal (Major)	\$1,996
62	92	Old Coach Rd	8	1319.012	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,910
62	92	Old Coach Rd	8	1319.012	24	2	Paved	2031	Isolated Patch and HMA Shim	\$4,297
62	92	Old Coach Rd	8	1319.012	24	2	Paved	2033	Isolated Patch and HMA Shim	\$4,577
62.25	91	Old Coach Rd	9	1319.815	24	2	Paved	2025	Crack Seal (Major)	\$1,998
62.25	91	Old Coach Rd	9	1319.815	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,912
62.25	91	Old Coach Rd	9	1319.815	24	2	Paved	2031	Chip Seal	\$10,311
62.25	91	Old Coach Rd	9	1319.815	24	2	Paved	2033	Chip Seal	\$10,982
62	92	Old Coach Rd	10	1320.336	24	2	Paved	2025	Crack Seal (Major)	\$1,998
62	92	Old Coach Rd	10	1320.336	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,914
62	92	Old Coach Rd	10	1320.336	24	2	Paved	2031	Isolated Patch and HMA Shim	\$4,302
62	92	Old Coach Rd	10	1320.336	24	2	Paved	2033	Isolated Patch and HMA Shim	\$4,581
62	92	Old Coach Rd	11	1320.468	24	2	Paved	2025	Crack Seal (Major)	\$1,999
62	92	Old Coach Rd	11	1320.468	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,914
62	92	Old Coach Rd	11	1320.468	24	2	Paved	2031	Isolated Patch and HMA Shim	\$4,302
62	92	Old Coach Rd	11	1320.468	24	2	Paved	2033	Isolated Patch and HMA Shim	\$4,582
62	92	Old Coach Rd	12	1320.698	24	2	Paved	2025	Crack Seal (Major)	\$1,999
62	92	Old Coach Rd	12	1320.698	24	2	Paved	2028	Isolated Patch and HMA Shim	\$3,915
62	92	Old Coach Rd	12	1320.698	24	2	Paved	2031	Isolated Patch and HMA Shim	\$4,303
62	92	Old Coach Rd	12	1320.698	24	2	Paved	2033	Isolated Patch and HMA Shim	\$4,583
60.75	97	Old Coach Rd	13	1320.626	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,752
60.75	97	Old Coach Rd	13	1320.626	23	2	Paved	2033	Chip Seal	\$10,531
62.25	91	Old Coach Rd	14	1088.243	23	2	Paved	2025	Crack Seal (Major)	\$1,579
62.25	91	Old Coach Rd	14	1088.243	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,091
62.25	91	Old Coach Rd	14	1088.243	23	2	Paved	2031	Isolated Patch and HMA Shim	\$3,398

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New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
62.25	91	Old Coach Rd	14	1088.243	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,619
22.25	71	Orchard Rd	1	1076.668	23	2	Paved	2028	Milling / HMA (1.5")	\$24,343
22.25	71	Orchard Rd	1	1076.668	23	2	Paved	2032	Chip Seal	\$8,319
18	88	Page Ln	1	1380.233	23	2	Paved	2025	Crack Seal (Major)	\$2,002
18	88	Page Ln	1	1380.233	23	2	Paved	2029	Chip Seal	\$9,703
18	88	Page Ln	1	1380.233	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,447
18	88	Page Ln	1	1380.233	23	2	Paved	2034	Crack Seal (Major)	\$2,658
62.25	91	Parker Rd	1	1319.146	23	2	Paved	2025	Crack Seal (Major)	\$1,913
62.25	91	Parker Rd	1	1319.146	23	2	Paved	2029	Chip Seal	\$9,274
62.25	91	Parker Rd	1	1319.146	23	2	Paved	2031	Crack Seal (Major)	\$2,312
62.25	91	Parker Rd	2	1319.339	23	2	Paved	2025	Crack Seal (Major)	\$1,914
62.25	91	Parker Rd	2	1319.339	23	2	Paved	2029	Chip Seal	\$9,275
62.25	91	Parker Rd	2	1319.339	23	2	Paved	2031	Crack Seal (Major)	\$2,312
62.25	91	Parker Rd	2	1319.339	23	2	Paved	2033	Crack Seal (Major)	\$2,462
62.5	90	Parker Rd	3	1319.38	23	2	Paved	2025	Crack Seal (Major)	\$1,914
62.5	90	Parker Rd	3	1319.38	23	2	Paved	2029	Chip Seal	\$9,275
62.5	90	Parker Rd	3	1319.38	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,251
62.25	91	Parker Rd	4	1319.871	23	2	Paved	2025	Crack Seal (Major)	\$1,915
62.25	91	Parker Rd	4	1319.871	23	2	Paved	2029	Chip Seal	\$9,279
62.25	91	Parker Rd	4	1319.871	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,253
64.25	83	Parker Rd	5	1319.964	23	2	Paved	2025	Chip Seal	\$8,181
64.25	83	Parker Rd	5	1319.964	23	2	Paved	2031	HMA Shim (1/2") & Chip Seal	\$18,125
64.25	83	Parker Rd	5	1319.964	23	2	Paved	2033	Crack Seal (Major)	\$2,463
62.25	91	Parker Rd	6	1170.089	23	2	Paved	2025	Crack Seal (Major)	\$1,697
62.25	91	Parker Rd	6	1170.089	23	2	Paved	2028	Chip Seal	\$7,971
62.25	91	Parker Rd	6	1170.089	23	2	Paved	2033	HMA Shim (1/2") & Chip Seal	\$17,112
20.5	78	Pearson Ln	1	1473.286	24	2	Paved	2027	Isolated Patch and HMA Shim	\$4,232

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Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
20.5	78	Pearson Ln	1	1473.286	24	2	Paved	2030	Chip Seal	\$11,153
20.5	78	Pearson Ln	1	1473.286	24	2	Paved	2033	Isolated Patch and HMA Shim	\$5,112
26.5	54	Pheasant Ln	1	1460.763	23	2	Paved	2027	Milling / HMA (1.5")	\$32,004
26.5	54	Pheasant Ln	1	1460.763	23	2	Paved	2029	Isolated Patch and HMA Shim	\$4,282
26.5	54	Pheasant Ln	1	1460.763	23	2	Paved	2031	Crack Seal (Major)	\$2,560
26.5	54	Pheasant Ln	1	1460.763	23	2	Paved	2033	Crack Seal (Major)	\$2,726
19.5	82	Popple Rd	1	1320.436	23	2	Paved	2027	HMA Overlay (1")	\$14,539
19.5	82	Popple Rd	1	1320.436	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,995
19.5	82	Popple Rd	1	1320.436	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,391
19.75	81	Popple Rd	2	993.1969	23	2	Paved	2027	HMA Overlay (1")	\$10,936
19.75	81	Popple Rd	2	993.1969	23	2	Paved	2030	Isolated Patch and HMA Shim	\$3,005
19.75	81	Popple Rd	2	993.1969	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,303
20	80	Ridgeview Ln	1	1316.847	23	2	Paved	2030	HMA Overlay (1")	\$15,936
20	80	Ridgeview Ln	1	1316.847	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,243
19.75	81	Ridgeview Ln	2	1419.148	23	2	Paved	2030	HMA Overlay (1")	\$17,174
19.75	81	Ridgeview Ln	2	1419.148	23	2	Paved	2032	Isolated Patch and HMA Shim	\$4,573
5.75	77	River Dale Depot St	1	683.2281	18	2	Paved	2029	HMA Overlay (1")	\$6,270
5.75	77	River Dale Depot St	1	683.2281	18	2	Paved	2030	Crack Seal (Major)	\$908
5.75	77	River Dale Depot St	1	683.2281	18	2	Paved	2032	Crack Seal (Major)	\$967
57.75	77	Riverdale Rd	1	1318.061	23	2	Paved	2026	HMA Shim (1/2") & Chip Seal	\$15,462
57.75	77	Riverdale Rd	1	1318.061	23	2	Paved	2028	Crack Seal (Major)	\$2,101
57.75	77	Riverdale Rd	1	1318.061	23	2	Paved	2034	HMA Shim (1/2") & Chip Seal	\$19,893
57.5	78	Riverdale Rd	4	880.0968	23	2	Paved	2026	HMA Shim (1/2") & Chip Seal	\$10,324
57.5	78	Riverdale Rd	4	880.0968	23	2	Paved	2028	Crack Seal (Major)	\$1,403
57.5	78	Riverdale Rd	4	880.0968	23	2	Paved	2034	HMA Shim (1/2") & Chip Seal	\$13,283
68.25	35	Riverdale Rd	9	988.0285	20	2	Paved	2028	FDR & HMA (4")	\$42,786
68.25	35	Riverdale Rd	9	988.0285	20	2	Paved	2029	Crack Seal (Minor)	\$463

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Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
68.25	35	Riverdale Rd	9	988.0285	20	2	Paved	2033	Isolated Patch and HMA Shim	\$2,857
55.5	86	Riverdale Rd	1	1320.89	23	2	Paved	2026	Isolated Patch and HMA Shim	\$3,523
55.5	86	Riverdale Rd	1	1320.89	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,872
55.5	86	Riverdale Rd	1	1320.89	23	2	Paved	2033	Chip Seal	\$10,533
62	60	Riverdale Rd	2	956.4331	23	2	Paved	2027	Milling / HMA (1.5")	\$20,954
62	60	Riverdale Rd	2	956.4331	23	2	Paved	2028	Crack Seal (Major)	\$1,525
62	60	Riverdale Rd	2	956.4331	23	2	Paved	2032	Isolated Patch and HMA Shim	\$3,082
54.75	33	Roby Rd	1	1535.058	23	2	Paved	2027	FDR & HMA (4")	\$74,075
54.75	33	Roby Rd	1	1535.058	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,793
54.75	33	Roby Rd	1	1535.058	23	2	Paved	2033	Crack Seal (Major)	\$2,865
23	68	Rustic Ln	1	1128.979	24	2	Paved	2028	Milling / HMA (1.5")	\$26,636
23	68	Rustic Ln	1	1128.979	24	2	Paved	2031	Isolated Patch and HMA Shim	\$3,678
23	68	Rustic Ln	1	1128.979	24	2	Paved	2033	Crack Seal (Major)	\$2,199
29	44	S Hill Rd		2099.281	23	2	Paved	2025	Isolated Patch and HMA Shim	\$5,426
20.25	79	S Hill Rd		2342.444	23	2	Paved	2025	Isolated Patch and HMA Shim	\$6,054
29	44	S Hill Rd		2099.281	23	2	Paved	2032	HMA Overlay (1.5")	\$40,033
20.25	79	S Hill Rd		2342.444	23	2	Paved	2032	HMA Overlay (1.5")	\$44,670
20.25	79	S Hill Rd		2342.444	23	2	Paved	2033	Crack Seal (Minor)	\$1,244
0	100	Sawmill Ln		1317.072	23	2	Paved	2026	Crack Seal (Minor)	\$561
0	100	Sawmill Ln		1317.072	23	2	Paved	2034	HMA Overlay (1")	\$18,079
17.25	91	Scobie Rd	2	925.9048	24	2	Paved	2026	Isolated Patch and HMA Shim	\$2,577
17.25	91	Scobie Rd	2	925.9048	24	2	Paved	2032	HMA Shim (1/2") & Chip Seal	\$13,691
17.25	91	Scobie Rd	2	925.9048	24	2	Paved	2034	Crack Seal (Major)	\$1,861
18.5	86	Scobie Rd	3	1535.792	24	2	Paved	2026	Isolated Patch and HMA Shim	\$4,275
18.5	86	Scobie Rd	3	1535.792	24	2	Paved	2032	HMA Shim (1/2") & Chip Seal	\$22,710
18.5	86	Scobie Rd	3	1535.792	24	2	Paved	2034	Crack Seal (Major)	\$3,086
20	80	Shelley Ln	1	1012.269	23	2	Paved	2025	Isolated Patch and HMA Shim	\$2,616

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Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
20	80	Shelley Ln	1	1012.269	23	2	Paved	2028	Isolated Patch and HMA Shim	\$2,876
20	80	Shelley Ln	1	1012.269	23	2	Paved	2031	Isolated Patch and HMA Shim	\$3,161
20	80	Shelley Ln	1	1012.269	23	2	Paved	2034	Isolated Patch and HMA Shim	\$3,474
32.75	29	Simons Farm Rd	1	568.4005	10	1	Paved	2028	FDR & HMA (4")	\$12,307
32.75	29	Simons Farm Rd	1	568.4005	10	1	Paved	2029	Crack Seal (Minor)	\$266
32.75	29	Simons Farm Rd	1	568.4005	10	1	Paved	2033	Isolated Patch and HMA Shim	\$822
27.75	49	Styles Rd	1	1321.422	20	2	Paved	2025	Milling / HMA (1.5")	\$23,638
27.75	49	Styles Rd	1	1321.422	20	2	Paved	2027	Isolated Patch and HMA Shim	\$3,163
27.75	49	Styles Rd	1	1321.422	20	2	Paved	2030	Isolated Patch and HMA Shim	\$3,476
27.75	49	Styles Rd	1	1321.422	20	2	Paved	2033	Isolated Patch and HMA Shim	\$3,821
28	48	Styles Rd	2	1321.2	20	2	Paved	2025	Milling / HMA (1.5")	\$23,634
28	48	Styles Rd	2	1321.2	20	2	Paved	2027	Isolated Patch and HMA Shim	\$3,162
28	48	Styles Rd	2	1321.2	20	2	Paved	2030	Isolated Patch and HMA Shim	\$3,476
28	48	Styles Rd	2	1321.2	20	2	Paved	2033	Isolated Patch and HMA Shim	\$3,820
28.75	45	Styles Rd	3	1104.137	20	2	Paved	2025	Milling / HMA (1.5")	\$19,751
28.75	45	Styles Rd	3	1104.137	20	2	Paved	2027	Isolated Patch and HMA Shim	\$2,643
28.75	45	Styles Rd	3	1104.137	20	2	Paved	2030	Isolated Patch and HMA Shim	\$2,905
28.75	45	Styles Rd	3	1104.137	20	2	Paved	2033	Isolated Patch and HMA Shim	\$3,193
17	92	Summit Dr	1	1320.235	23	2	Paved	2025	Crack Seal (Major)	\$1,915
17	92	Summit Dr	1	1320.235	23	2	Paved	2028	Isolated Patch and HMA Shim	\$3,750
17	92	Summit Dr	1	1320.235	23	2	Paved	2031	Isolated Patch and HMA Shim	\$4,122
17	92	Summit Dr	1	1320.235	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,531
18	88	Summit Dr	2	1278.265	23	2	Paved	2026	Isolated Patch and HMA Shim	\$3,410
18	88	Summit Dr	2	1278.265	23	2	Paved	2028	Crack Seal (Major)	\$2,038
18	88	Summit Dr	2	1278.265	23	2	Paved	2032	Chip Seal	\$9,877
18	88	Summit Dr	2	1278.265	23	2	Paved	2034	Crack Seal (Major)	\$2,462
18.75	85	Susan Rd		1436.98	23	2	Paved	2026	Crack Seal (Major)	\$2,151

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Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
18.75	85	Susan Rd		1436.98	23	2	Paved	2030	Isolated Patch and HMA Shim	\$4,348
19.25	83	Susan Rd	1	1604.061	23	2	Paved	2026	Crack Seal (Major)	\$2,401
19.25	83	Susan Rd	1	1604.061	23	2	Paved	2030	Isolated Patch and HMA Shim	\$4,853
21.5	74	Swanson Rd	1	1232.697	23	2	Paved	2027	HMA Overlay (1")	\$13,573
21.5	74	Swanson Rd	1	1232.697	23	2	Paved	2031	Chip Seal	\$9,229
21.5	74	Swanson Rd	1	1232.697	23	2	Paved	2034	Isolated Patch and HMA Shim	\$4,230
31.25	35	Thornton Rd	4	1177.899	24	2	Paved	2030	FDR & HMA (4")	\$65,190
31.25	35	Thornton Rd	4	1177.899	24	2	Paved	2031	Crack Seal (Minor)	\$587
31.25	35	Thornton Rd	4	1177.899	24	2	Paved	2033	Crack Seal (Major)	\$2,294
17	92	Town Farm Rd	1	1320.37	24	2	Paved	2026	Crack Seal (Major)	\$2,062
17	92	Town Farm Rd	1	1320.37	24	2	Paved	2030	Isolated Patch and HMA Shim	\$4,168
17	92	Town Farm Rd	2	1320.103	24	2	Paved	2026	Crack Seal (Major)	\$2,062
17	92	Town Farm Rd	2	1320.103	24	2	Paved	2030	Isolated Patch and HMA Shim	\$4,168
17.25	91	Town Farm Rd	3	1320.491	24	2	Paved	2026	Crack Seal (Major)	\$2,063
17.25	91	Town Farm Rd	3	1320.491	24	2	Paved	2030	Isolated Patch and HMA Shim	\$4,169
17.25	91	Town Farm Rd	4	1404.819	24	2	Paved	2026	Crack Seal (Major)	\$2,194
17.25	91	Town Farm Rd	4	1404.819	24	2	Paved	2030	Isolated Patch and HMA Shim	\$4,435
47.75	61	Tucker Mill Rd	1	1318.857	24	2	Paved	2026	HMA Overlay (1.5")	\$21,725
47.75	61	Tucker Mill Rd	1	1318.857	24	2	Paved	2029	Isolated Patch and HMA Shim	\$4,035
47.75	61	Tucker Mill Rd	1	1318.857	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,434
48	60	Tucker Mill Rd	2	1319.777	24	2	Paved	2026	HMA Overlay (1.5")	\$21,740
48	60	Tucker Mill Rd	2	1319.777	24	2	Paved	2029	Isolated Patch and HMA Shim	\$4,037
48	60	Tucker Mill Rd	2	1319.777	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,437
49	56	Tucker Mill Rd	3	1320.543	24	2	Paved	2028	Milling / HMA (1.5")	\$31,155
49	56	Tucker Mill Rd	3	1320.543	24	2	Paved	2030	Isolated Patch and HMA Shim	\$4,169
49	56	Tucker Mill Rd	3	1320.543	24	2	Paved	2033	Isolated Patch and HMA Shim	\$4,582
42.25	83	Tucker Mill Rd	4	1320.823	24	2	Paved	2025	Isolated Patch and HMA Shim	\$3,562

Analysis Detail Report

New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
42.25	83	Tucker Mill Rd	4	1320.823	24	2	Paved	2029	Chip Seal	\$9,689
42.25	83	Tucker Mill Rd	4	1320.823	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,441
41.75	85	Tucker Mill Rd	5	1319.986	24	2	Paved	2025	Isolated Patch and HMA Shim	\$3,560
41.75	85	Tucker Mill Rd	5	1319.986	24	2	Paved	2029	Chip Seal	\$9,683
41.75	85	Tucker Mill Rd	5	1319.986	24	2	Paved	2032	Isolated Patch and HMA Shim	\$4,438
68	68	Twin Bridge Rd		1811.002	23	2	Paved	2026	HMA Overlay (1")	\$19,322
61.75	93	TWIN BRIDGE RD		2490.777	23	2	Paved	2027	Isolated Patch and HMA Shim	\$6,856
68	68	Twin Bridge Rd		1811.002	23	2	Paved	2028	Isolated Patch and HMA Shim	\$5,145
61.75	93	TWIN BRIDGE RD		2490.777	23	2	Paved	2030	Isolated Patch and HMA Shim	\$7,536
68	68	Twin Bridge Rd		1811.002	23	2	Paved	2031	Isolated Patch and HMA Shim	\$5,654
61.75	93	TWIN BRIDGE RD		2490.777	23	2	Paved	2033	Isolated Patch and HMA Shim	\$8,283
68	68	Twin Bridge Rd		1811.002	23	2	Paved	2034	Isolated Patch and HMA Shim	\$6,215
19	84	Valley View Rd	1	950.3975	23	2	Paved	2028	HMA Overlay (1")	\$10,799
19	84	Valley View Rd	1	950.3975	23	2	Paved	2031	Isolated Patch and HMA Shim	\$2,967
19	84	Valley View Rd	1	950.3975	23	2	Paved	2033	Isolated Patch and HMA Shim	\$3,160
21.5	74	Warren Dr	1	812.4711	23		Paved	2030	Milling / HMA (1.5")	\$19,564
21.5	74	Warren Dr	1	812.4711	23		Paved	2032	Isolated Patch and HMA Shim	\$2,618
28.25	47	Whipplewill Rd	1	1319.797	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,411
28.25	47	Whipplewill Rd	1	1319.797	23	2	Paved	2031	HMA Overlay (1")	\$16,483
28.25	47	Whipplewill Rd	1	1319.797	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,389
27	52	Whipplewill Rd	2	1319.05	23	2	Paved	2025	Isolated Patch and HMA Shim	\$3,409
27	52	Whipplewill Rd	2	1319.05	23	2	Paved	2031	HMA Overlay (1")	\$16,474
27	52	Whipplewill Rd	2	1319.05	23	2	Paved	2033	Isolated Patch and HMA Shim	\$4,386
29.5	42	Whipplewill Rd	3	1619.518	23	2	Paved	2025	Isolated Patch and HMA Shim	\$4,186
29.5	42	Whipplewill Rd	3	1619.518	23	2	Paved	2031	HMA Overlay (1")	\$20,226
29.5	42	Whipplewill Rd	3	1619.518	23	2	Paved	2033	Isolated Patch and HMA Shim	\$5,385
57.25	79	Wilson Hill Rd	1	1321.096	23	2	Paved	2026	Isolated Patch and HMA Shim	\$3,524

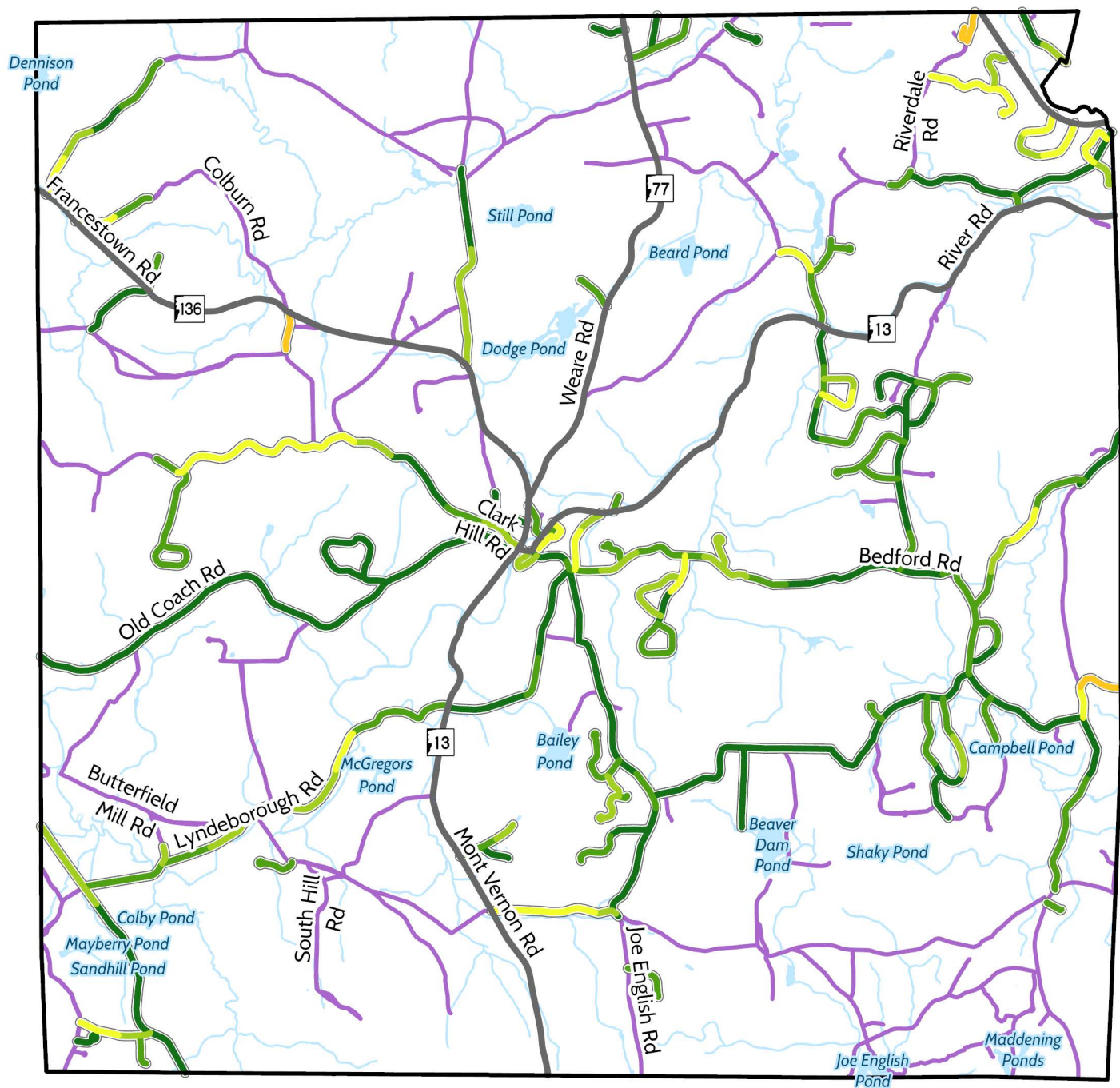
Analysis Detail Report

New Boston 2024 - Scenario 3: Reduced Annual Budget (648k) over a 10-Year Period for All Town Maintained Paved Roadways.

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
57.25	79	Wilson Hill Rd	1	1321.096	23	2	Paved	2033	HMA Overlay (1")	\$17,572
55.25	87	Wilson Hill Rd	2	1319.768	23	2	Paved	2026	Isolated Patch and HMA Shim	\$3,520
55.25	87	Wilson Hill Rd	2	1319.768	23	2	Paved	2033	HMA Overlay (1")	\$17,554
55.5	86	Wilson Hill Rd	3	1318.241	23	2	Paved	2026	Isolated Patch and HMA Shim	\$3,516
55.5	86	Wilson Hill Rd	3	1318.241	23	2	Paved	2033	HMA Overlay (1")	\$17,534
55.5	86	Wilson Hill Rd	4	1389.215	23	2	Paved	2026	Isolated Patch and HMA Shim	\$3,705
55.5	86	Wilson Hill Rd	4	1389.215	23	2	Paved	2033	HMA Overlay (1")	\$18,478
55.5	86	Wilson Hill Rd	1	1076.378	23	2	Paved	2026	Isolated Patch and HMA Shim	\$2,871
55.5	86	Wilson Hill Rd	1	1076.378	23	2	Paved	2033	HMA Overlay (1")	\$14,317
20.25	79	Woodbury Rd	1	1318.361	23	2	Paved	2027	HMA Overlay (1")	\$14,516
20.25	79	Woodbury Rd	1	1318.361	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,865
20.25	79	Woodbury Rd	1	1318.361	23	2	Paved	2033	Chip Seal	\$10,512
21.25	75	Woodbury Rd	2	1056.624	23	2	Paved	2027	HMA Overlay (1")	\$11,634
21.25	75	Woodbury Rd	2	1056.624	23	2	Paved	2029	Isolated Patch and HMA Shim	\$3,098
21.25	75	Woodbury Rd	2	1056.624	23	2	Paved	2033	Chip Seal	\$8,425
19.25	83	Wright Dr		3006.694	23	2	Paved	2026	Chip Seal	\$19,231
19.25	83	Wright Dr		3006.694	23	2	Paved	2027	Crack Seal (Major)	\$4,645
19.25	83	Wright Dr		3006.694	23	2	Paved	2032	Chip Seal	\$23,232
19.25	83	Wright Dr		3006.694	23	2	Paved	2034	Crack Seal (Major)	\$5,791

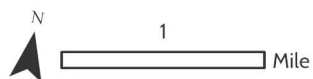
APPENDIX E:

CURRENT ROAD CONDITION MAP



PCI

- ▬ Good: 85 - 100
- ▬ Satisfactory: 70 - 84
- ▬ Fair: 55 - 69
- ▬ Poor: 40 - 54
- ▬ Very Poor: 25 - 39
- ▬ Serious: 10 - 24
- ▬ Failed: 0 - 9
- ▬ No Data
- ▬ State Road



Created by the Southern New Hampshire Planning Commission, 2024. Sources: NH Department of Transportation; NH Statewide Asset Data Exchange System; Town of New Boston; US Census Bureau; US Geological Survey.