

Pavement Evaluation Survey

Haddam, Connecticut

PREPARED FOR

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Introduction

The Town of Haddam engaged Vanasse Hangen Brustlin, Inc. (VHB) to conduct an evaluation of the Town's road network. In the summer of 2017, VHB surveyed the pavement and drainage conditions on the approximate 100-mile Town-maintained road network.

Under the scope of this project, VHB performed a detailed inspection of the condition of the pavement on the Town maintained roads, and has created a database of this information which can be viewed, edited and analyzed using specialized pavement management software. The data is linked to the Town's Geographic Information System (GIS), so that maps can be created to display any of the information in the database.

This report describes the steps taken in this project, the results of the field evaluations, and compares the results of some potential roadway funding scenarios.

Theory of Pavement Management

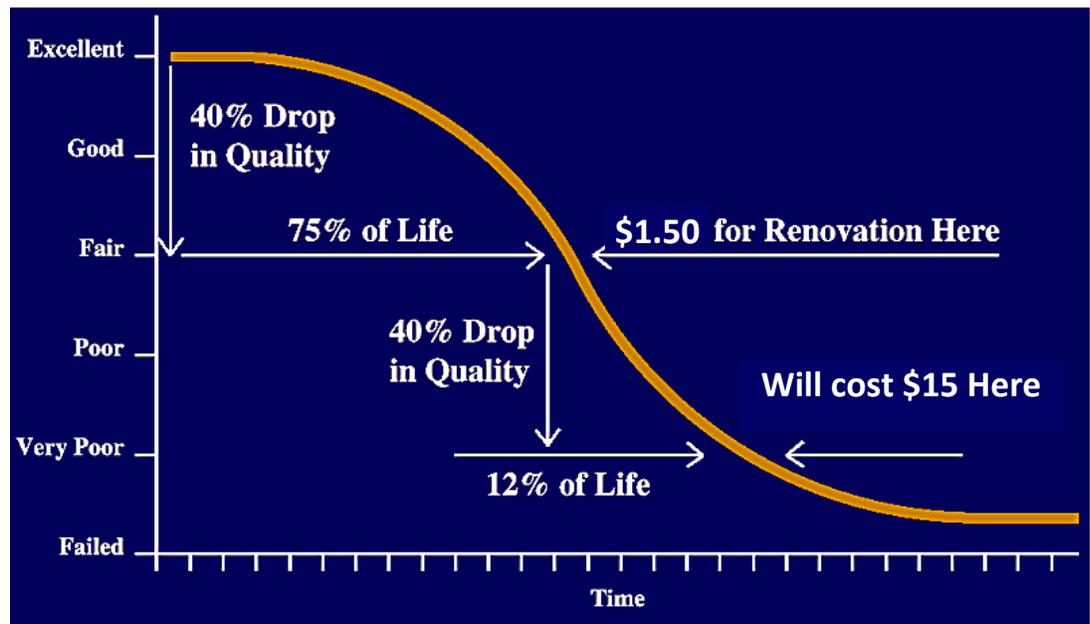
Pavement management is the practice of planning for pavement repairs and maintenance with the goal of maximizing the value and life of a pavement network.

To accomplish this, a community needs to have several pavement treatment techniques in its arsenal and the knowledge of when to apply each of these. This is where pavement management comes into play. With a comprehensive database of road conditions, informed decisions can be made as to when to perform repairs on each segment of a road network. Of course, engineering and local judgment is required to finalize any list of street repairs, as no computer model can take every variable analyzed in making a repair decision into account.

The Pavement Deterioration Curve

Below is a model of how a street's pavement deteriorates over time. Interpreting the curve, a street starts out in excellent condition when it is newly constructed. Midway through its life, a preservation treatment such as a chip seal will cost approximately \$1.50 per square yard. It takes only a few years for the window of opportunity to perform this low-cost maintenance to pass after which the road would need an overlay costing \$15 per square yard. By performing timely maintenance, road conditions can be improved today, and then continue down the deterioration curve more gradually, thereby extending the life of the road.

Figure 1 Typical Pavement Deterioration Curve





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Methodology

The methodology described below includes all of the steps taken in development in pavement evaluation. The complete process of identifying the Town road network, evaluating pavement conditions, configuring the database for analysis purposes and finally, the analysis of future funding scenarios is described below.

Network Identification

Network Identification builds an inventory of roads that describe the municipality's complete roadway network. The direction of travel, street length, width, one-way status, ownership, classification, zone and pavement type are among the items identified at this initial phase in the pavement management process. This integral step ensures the streets surveyed are the definitive set to be analyzed.

Pavement Management Section Identification

Once the Network Identification is complete, the field work begins. Each street contains one or more pavement management sections. A pavement management section defines the limits of previous construction or maintenance activities within each street. Segments are defined by having the same width, typical distresses, one-way status, functional class, etc. The goal is to set up homogenous areas of pavement to aid in assigning the appropriate repair. A road may be one section, or it may be comprised of several pavement management sections, depending on its construction history.

Surface Distress Assessment

For each pavement management section, the severity and extent of nine major pavement distresses are recorded, then entered into a weighted formula to arrive at a Pavement Condition Index (PCI). The distresses are categorized as base related or surface related distresses. Base related distresses indicate that the pavement cross section is inadequate for the existing traffic load. Streets that show significant base related distresses may need to have the pavement base layers fortified to strengthen the pavement structure or the street may need a significantly thicker layer of pavement. Surface related distresses are caused by age and weathering of the pavement. Roads that have predominantly surface related distresses are excellent candidates for maintenance sealing to inhibit further pavement oxidization (the main effect of aging). Streets with more of the base related distresses will most likely need some full depth patching, structural overlays, reclamation, or reconstruction.

The four base-related distresses are:

- › potholes
- › alligator cracking
- › distortion
- › rutting

The five surface-related distresses are:

- › block cracking
- › transverse or longitudinal cracking
- › bleeding or polished aggregate
- › surface wear or raveling
- › corrugations, shoving, and slippage

PCI Defined

A PCI was generated for each inventoried pavement management section in Haddam using the surface distress data collected by VHB. PCI is measured on a scale of one hundred to zero, with one hundred representing a pavement in perfect condition and zero describing a road in impassable condition. Each type of observed pavement distress is assigned a deduct value based on the type, severity and extent of the defect. A more severe distress type, such as non-utility patching, has a higher deduct point value than a lesser distress such as transverse cracking. A weighted sum of the deduct points is then subtracted from the perfect "one hundred" road to generate a PCI for each roadway segment. In general, base related (pavement foundation) distresses are weighted more heavily than surface related distresses.

The Five Treatment Bands

VHB's RoadManager™ software uses broad ranges to group the individual repair types into five major treatment bands. Treatment bands are a useful tool to summarize data on a Town-wide basis. An individual road segment will fall into a treatment band based on the road segment's condition. The goal is to gain a broad understanding of the existing conditions in simple yet meaningful terms.

Table 1 Treatment Band Descriptions

Treatment Band	PCI	Description
Do Nothing	93-100	Excellent condition – in need of no maintenance.
Routine Maintenance	86-92	Good condition – may be in need of crack sealing or minor localized repair.
Preventive Maintenance	72-85	Fair condition – pavement surface may be in need of surface sealing (chip seal), full-depth patch and/or crack sealing.
Structural Improvement	56-71	Deficient condition – pavement surface structure in need of added strength for existing traffic. Typical repairs are overlay with or without milling. Spot drainage improvements may also be needed.
Base Rehabilitation	0-55	Poor condition – in need of base improvement. Typical repairs are reclamation or full-depth reconstruction. Drainage improvements may also be needed.

Customizing Repair Strategies

VHB identified the repair strategies described above as well as associated unit prices to be consistent with the Town's specific practices. The unit prices developed for the study include pavement related costs based on past experience in Haddam, as well as an average 10% added factor to account for drainage improvements that may be needed in conjunction with any pavement resurfacing or rehabilitation. VHB's goal was to understand Haddam's decision-making process, and simulate that process in the budget analysis software based on the pavement condition and other criteria for each pavement section.

Preparing Budget Scenarios

Once the roadway conditions are inventoried and analyzed, and the repair strategies are defined, the impact of various spending programs on the road network can be assessed. These studies can range from 1 to 20 years, however, for this report, 5-year studies are used. The purpose of the budget planning process is to determine the impact of various spending levels to find a funding level that will best meet Haddam's needs. The budget analysis software uses deterioration curves, treatment unit costs, and the repair strategy table to assign each road a repair type and associated cost for each year of the study. The software also assigns each road segment a benefit value that is used to determine which roads the software assumes will be repaired each year.

Pavement management deals with the life cycle of a pavement structure and the various repair treatments to maintain the condition of the pavement. The pavement management system and the various repair types utilized in the study do not directly address other physical improvements associated with a roadway. Some of the items, which might be encountered on a roadway project, include the storm drainage system, traffic signals, minor

traffic items, sidewalks and utility adjustments. To develop a reasonable cost of various improvements, the overall scope of a typical project associated with the various repair types was estimated to develop a network level unit cost for the work. The actual scope of work and costs will vary for each individual roadway. Actual repair costs will need to be developed at the project level and may differ from costs utilized in this study.

Deterioration Curves

To properly plan for future repairs, the budget analysis software uses a deterioration curve to estimate the degradation of condition over time. As Haddam continues to build on its existing repair history database, the Town can refine the curves to more closely approximate local conditions.

Project Prioritization

The budget analysis software prioritizes network repairs based on the estimated "Benefit Value". The Benefit Value formula is calculated using variables representing traffic volume, repair service life, PCI, and repair unit costs for each pavement management section. For each plan year, the software prepares a future roadway condition projection, exhausts the assigned budget, and then produces an annual list of roads included in the repair program. The system also allows the user to enter an inflation rate to account for estimated increases in future year construction costs.

The Benefit Value prioritization process generally favors cost effective maintenance alternatives. Repair actions are typically delayed on those sections that require reconstruction or major rehabilitation because the benefits for dollars spent are generally lower than maintenance candidates. After the relatively good roads are "saved," improvements are directed towards the poorer arterial and collector roads.



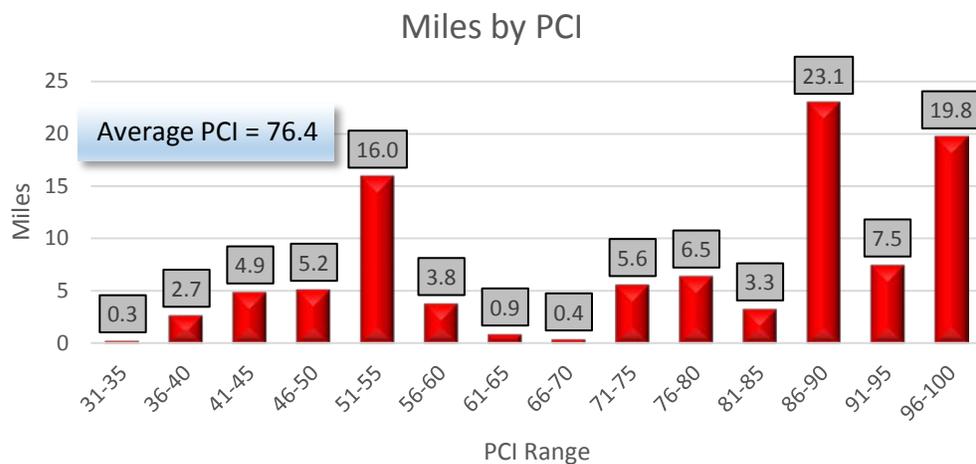
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Existing Conditions

Town Roadway Pavement Conditions

The estimated average Pavement Condition Index (PCI) for Haddam’s roads is an 76. The following chart shows a detailed breakdown of the estimated condition of Haddam’s roads by summing the number of miles of roadway into bands of 5 PCI points.

Figure 2 PCI Distribution



Backlog of Work

Applying the five treatment bands shown in Table 1 and the unit costs shown in Appendix A to Haddam’s road network, the following table gives the miles and dollars associated with each treatment band for the conditions at the time of the evaluation.

Table 2 Summary of Miles and Dollars of Outstanding Work

Treatment Band	Miles	Dollar Backlog
Do Nothing	27.0	\$0
Routine Maintenance	20.4	\$97,199
Preventive Maintenance	16.4	\$349,638
Structural Improvement	6.4	\$1,208,933
Base Rehabilitation	29.8	\$12,579,575
Totals	100.0	\$14,235,345

The following two figures represent the above information graphically.

Figure 3 Miles of Outstanding Work

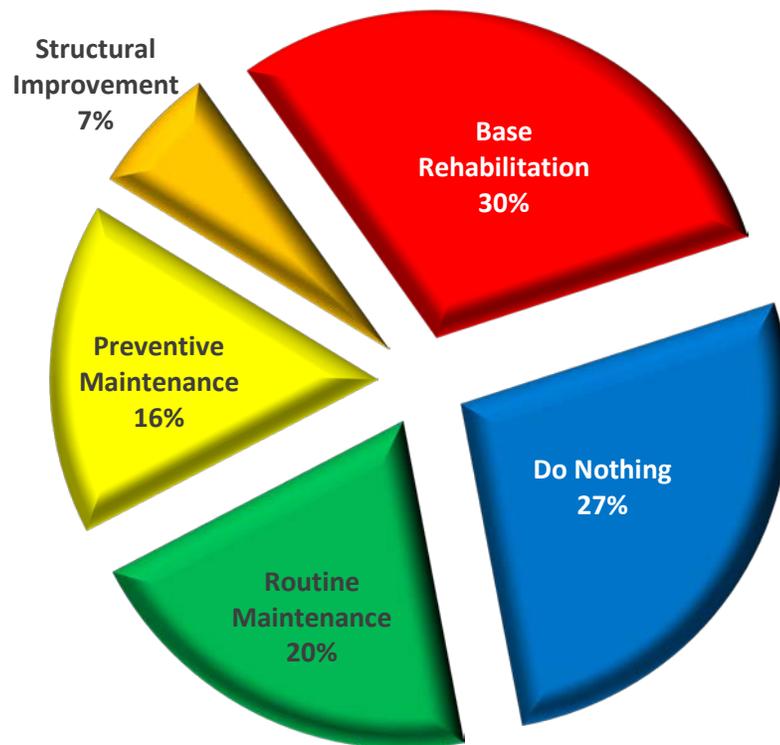
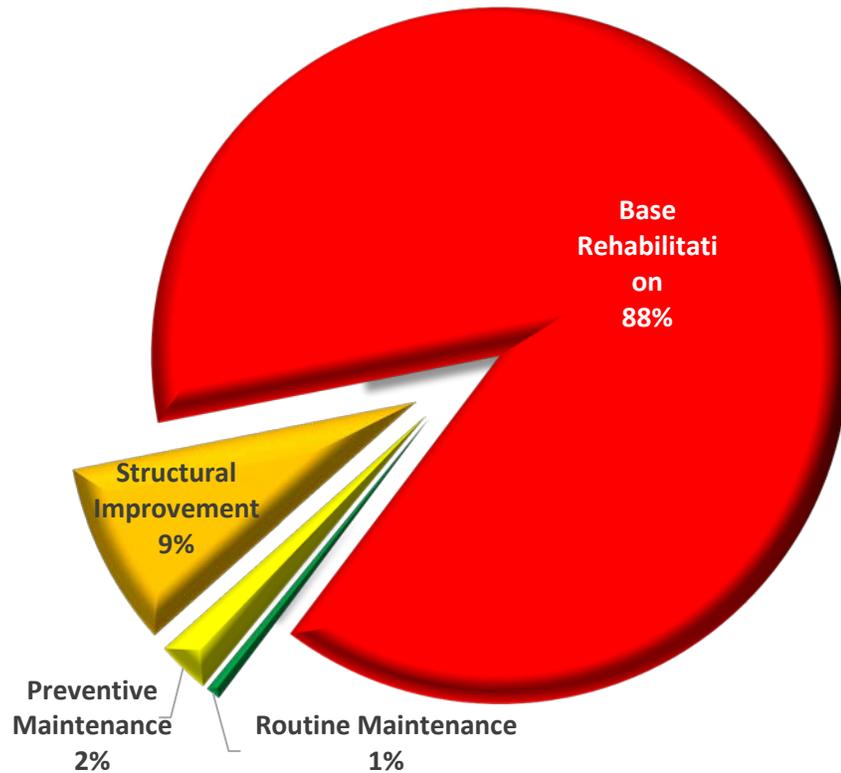


Figure 4 Dollars of Outstanding Work



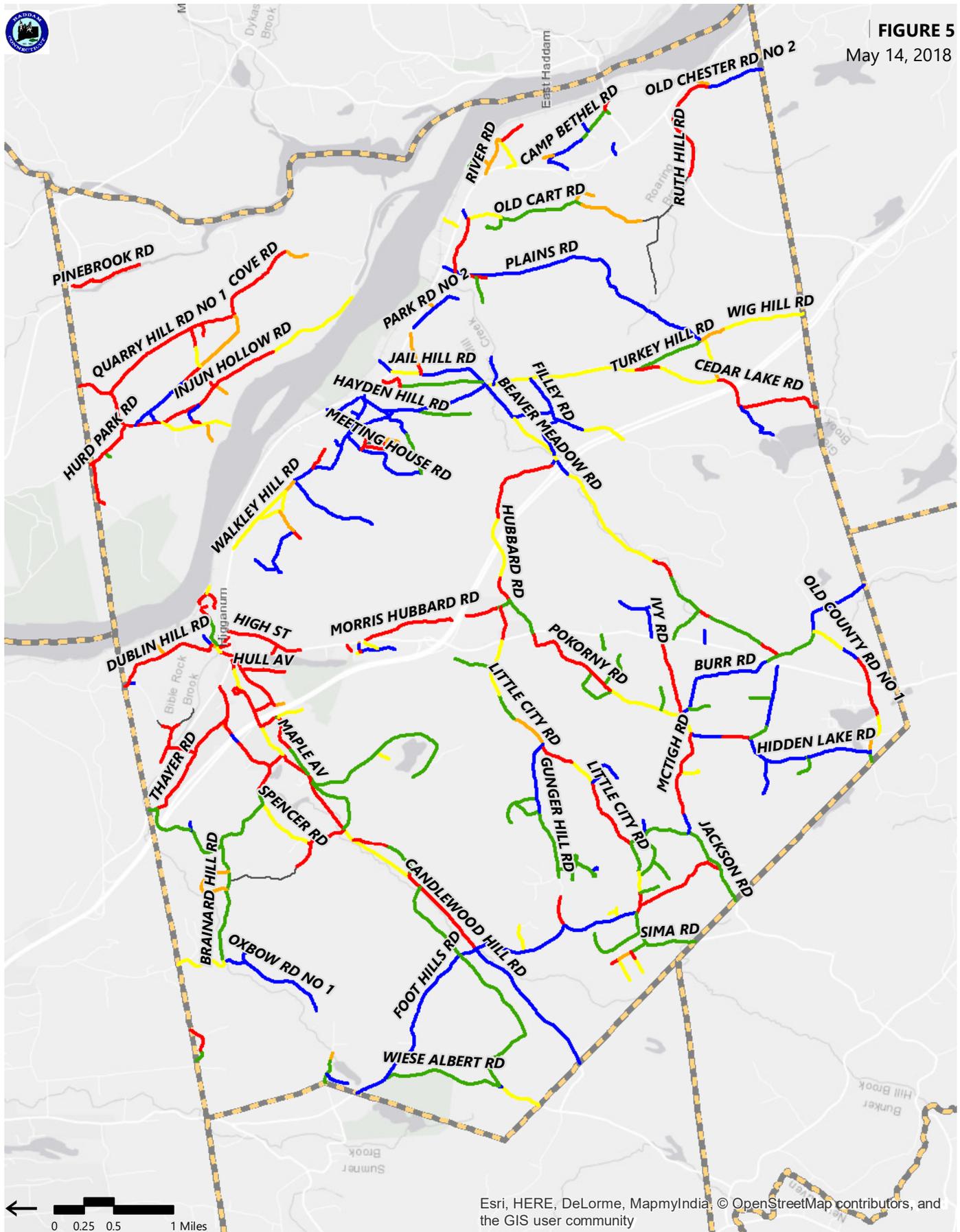
Figures 3 and 4 demonstrate that while only approximately 30% of the Town's road miles need Base Rehabilitation, they account for 88% of the outstanding backlog of work. Base rehabilitation is the most expensive category of road repair. Also note that approximately one third of the Town's miles need preservation treatments. It makes good fiscal sense to spend the funds to extend the lives of the large number of streets in need of maintenance.

GIS Map of Current Pavement Conditions

By linking the Town's pavement database to a GIS roadway centerline, it is possible to create maps to help in the analysis and presentation of the information within the database. The map on the following page which displays the estimated current pavement condition is one example of the type of mapping possible.



FIGURE 5
May 14, 2018



PCI		72 - 85		Pavement Routes
		35 - 55		Town Line
		56 - 71		86 - 92
		93 - 100		

Pavement Condition Index Map

Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community



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Budget Analysis

Haddam has a major investment in its 100 mile Town maintained road network. It is easy to forget that roadways are a community's single largest asset. Based on Haddam's unit cost for reconstruction, without considering drainage, signs, signals, curbing, or sidewalks, it would cost Haddam over \$44,000,000 in today's dollars to replace the existing Town maintained roadway infrastructure. The final phase of the pavement management process that VHB undertook for this report was the examination of various annual funding scenarios.

Scenarios Explored

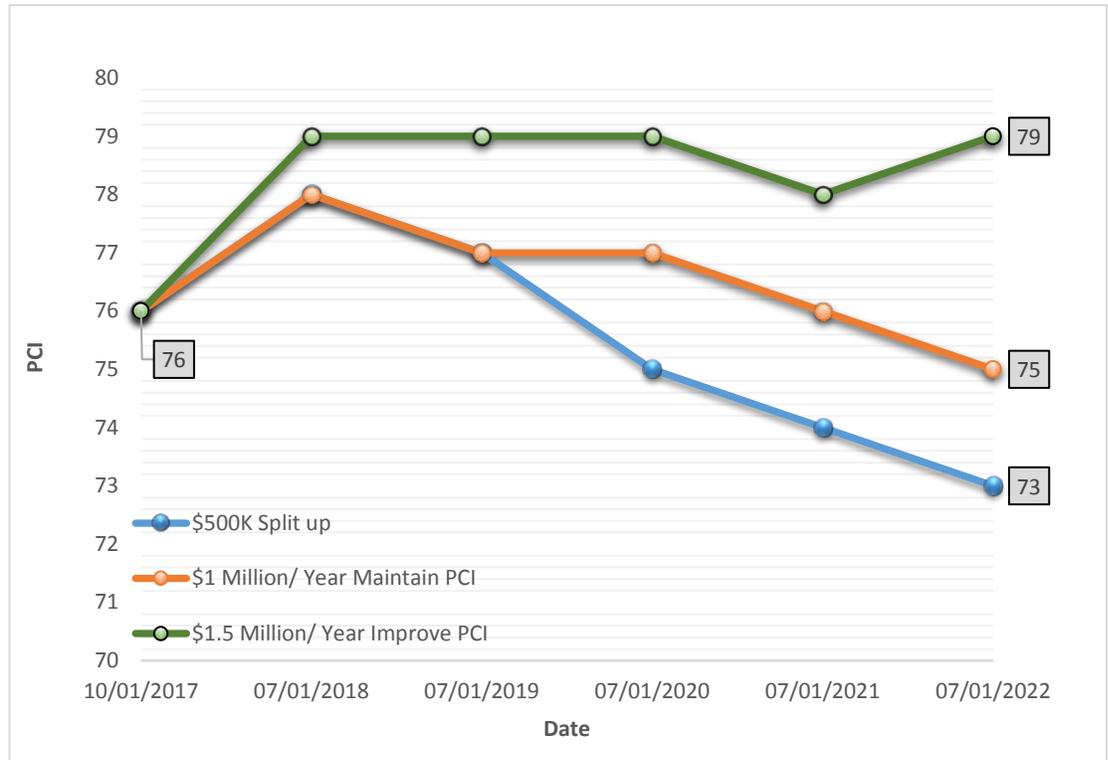
VHB projected the PCI and backlog for three 5-year scenarios. Each scenario includes paving the bonded roads Rock Landing and Injun Hollow and parts of McTigh Rd which the Town plans to pave this year.

- › **\$500 thousand per year** – Investing \$500,000 split up with \$85,000 for crack sealing, \$125,000 for chip sealing and \$290,000 for paving each year for five years results in a small decline in the average PCI level.
- › **\$1 million per year** – Investing a total of \$1 million every year for five years results in maintaining the average PCI level at its current level.
- › **\$1.5 million per year** – Investing \$1.5 million every year for five years results in a 3-point increase in the average PCI level.

Summary of Projected Funding Scenario Results

The following graph show the effects of the three funding levels analyzed on Haddam’s road network over the next five years.

Figure 6 Projected PCI Summary



It appears that \$1 million spent on a mixture of capital paving projects & maintenance will be enough to maintain the average PCI over the next five years. Logically, spending less, as in the \$500,000 scenario above, results in a decline in the average network PCI, with roads slipping from a maintenance category into the more expensive capital repair categories. Conversely additional funds would allow the Town to improve overall pavement conditions.

In addition to this report, VHB has provided a map identifying specific drainage improvement needs identified during our study. VHB will also be providing a copy of the pavement condition database in the form of an Excel file for reference as an aid in planning the annual road program.

Appendix A

Unit Costs

A 10% price factor was added to the unit costs of the Mill and Fill and Grind, Grade, and Pave treatments to account for drainage improvement needs. The unit cost of “Grind, Grade and Pave/Reconstruct with Drainage” is averaged in recognition that some roads in this category will require Grind, Grade and Pave while others, due to the condition of existing pavement materials, may require Reconstruction

Name	Cost/SY
Do Nothing	\$0.00
Crack seal or Patch	\$0.35
Preventive Maintenance	\$1.54
Mill & Fill	\$14.50
Grind, Grade and Pave/Reconstruct with Drainage	\$33.00

Appendix B

Roadway Segment Needs Listing ■

Backlog Report

Scenario: Backlog

Year: 2017

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Alternative</u>	<u>Length (ft)</u>	<u>PCI</u>	<u>Repair Cost</u>	<u>Benefit Value</u>
AGUE SPRING	ROCK LANDING RD	AGUE SPRING LA	Do Nothing	635	80	\$0	0
AGUE SPRING LA	ROCK LANDING RD	961' N OF SCHOOL HOUSE HILL RD	Do Nothing	3,000	100	\$0	0
AGUE SPRING LA	961' N OF SCHOOL HOUSE HILL RD	QUARRY HILL RD NO 1	Grind,Grade & Pave/Reconstruct	961	43	\$56,034	21
ARKAY DR	GUNGER HILL RD	CUL DE SAC	Crack Seal	2,085	89	\$2,474	32
ARKONA DR	MCTIGH RD	CUL DE SAC LOOP	Chipseal	937	77	\$4,069	10
BAILEYS LA	GULF QUARRY RD	CUL DE SAC LOOP	Grind,Grade & Pave/Reconstruct	1,012	52	\$73,760	2
BAMFORTH RD	HAYDEN HILL RD	DEAD END	Crack Seal	2,343	91	\$1,779	31
BARTMAN RD	POKORNY RD	KILLINGWORTH RD	Grind,Grade & Pave/Reconstruct	3,521	47	\$256,629	48
BASKET SHOP RD	INJUN HOLLOW RD	523' W OF INJUN HOLLOW RD	Do Nothing	885	80	\$0	0
BASKET SHOP RD	523' W OF INJUN HOLLOW RD	ROCK LANDING RD	Grind,Grade & Pave/Reconstruct	523	47	\$38,148	19
BEAVER MEADOW RD	TURKEY HILL RD	RANGER RD	Do Nothing	1,873	99	\$0	0
BEAVER MEADOW RD	RANGER RD	ROUTE 9 NB RAMPS	Chipseal	2,832	83	\$13,719	235
BEAVER MEADOW RD	ROUTE 9 NB RAMPS	ROUTE 9 SB RAMPS	Do Nothing	714	100	\$0	0
BEAVER MEADOW RD	ROUTE 9 SB RAMPS	3110' N OF WOODS RD	Chipseal	5,656	77	\$22,672	253
BEAVER MEADOW RD	3110' N OF WOODS RD	2063' N OF WOODS RD	Grind,Grade & Pave/Reconstruct	1,047	52	\$91,573	44
BEAVER MEADOW RD	2063' N OF WOODS RD	WOODS RD	Crack Seal	2,063	86	\$1,801	831
BEAVER MEADOW RD	WOODS RD	600' S OF WOODS RD	Grind,Grade & Pave/Reconstruct	600	53	\$43,731	43
BEAVER MEADOW RD	600' S OF WOODS RD	1000' N OF PARKER HILL RD	Crack Seal	2,516	86	\$2,101	831
BEAVER MEADOW RD	1000' N OF PARKER HILL RD	PARKER HILL RD	Grind,Grade & Pave/Reconstruct	1,001	52	\$72,922	44
BECKWITH RD	CAMP BETHEL RD	DEAD END	Mill & Fill	478	58	\$9,021	4
BEN CLARK HILL RD	INJUN HOLLOW RD	DEAD END	Grind,Grade & Pave/Reconstruct	284	46	\$17,594	2
BLODGETT PL	PLAINS RD	DEAD END	Chipseal	301	78	\$905	10
BLUE HILLS RD	WIESE ALBERT RD	150' S OF WIESE ALBERT RD	Do Nothing	150	95	\$0	0
BLUE HILLS RD	150' S OF WIESE ALBERT RD	TOWN LINE	Do Nothing	1,907	70	\$0	0
BOULDER DELL RD	BOULDER DELL RD EXT	DEAD END	Grind,Grade & Pave/Reconstruct	1,200	53	\$78,716	2
BOULDER DELL RD EXT	THAYER RD EXT	DEAD END	Grind,Grade & Pave/Reconstruct	709	52	\$46,508	2
BRAINARD HILL RD	CANDLEWOOD HILL RD	650' E OF SPENCER RD	Grind,Grade & Pave/Reconstruct	1,999	54	\$160,251	42
BRAINARD HILL RD	650' E OF SPENCER RD	NOBODY RD	Crack Seal	3,597	87	\$3,004	821
BRAINARD HILL RD	NOBODY RD	OXBOW RD NO 1	Crack Seal	5,398	86	\$4,508	831
BRAINARD HILL RD	OXBOW RD NO 1	TOWN LINE	Chipseal	2,522	77	\$10,110	253
BRAULT HILL RD	KILLINGWORTH RD	STABA DR	Do Nothing	1,456	98	\$0	0
BRAULT HILL RD	STABA DR	1268' W OF STABA DR	Do Nothing	1,269	98	\$0	0

Scenario: Backlog

BRAULT HILL RD	1268' W OF STABA DR	HIDDEN LAKE RD	Crack Seal	934	88	\$674	325
BROOKLINE AV	LITTLE CITY RD	CUL DE SAC	Chipseal	1,215	80	\$6,007	10
BROOKS RD	SAYBROOK RD	CUL DE SAC	Do Nothing	837	100	\$0	0
BUR DEL DR	JACKSON RD	CUL DE SAC	Do Nothing	619	95	\$0	0
BURR RD	POKORNY RD	CUL DE SAC	Do Nothing	5,040	99	\$0	0
CALLIARI PL	SAYBROOK RD	DUBLIN HILL RD	Grind,Grade & Pave/Reconstruct	396	44	\$24,533	21
CAMP BETHEL RD	SAYBROOK RD	150' S OF CARLSON PL	Do Nothing	2,744	95	\$0	0
CAMP BETHEL RD	150' S OF CARLSON PL	BRIDGE RD	Crack Seal	1,980	88	\$1,804	325
CAMP BETHEL RD #2	CAMP BETHEL RD	BETHEL LA	Do Nothing	831	80	\$0	0
CAMP BETHEL RD Y INT	BRIDGE RD	CAMP BETHEL RD	Grind,Grade & Pave/Reconstruct	469	54	\$30,765	17
CANDLEWOOD HILL RD	SAYBROOK RD	250' W OF SAYBROOK RD	Grind,Grade & Pave/Reconstruct	450	49	\$42,638	46
CANDLEWOOD HILL RD	250' W OF SAYBROOK RD	LAUREL HEIGHTS	Mill & Fill	1,070	72	\$45,430	72
CANDLEWOOD HILL RD	LAUREL HEIGHTS	SCOVIL RD	Grind,Grade & Pave/Reconstruct	1,777	53	\$259,063	43
CANDLEWOOD HILL RD	SCOVIL RD	BRAINARD HILL RD	Chipseal	1,632	73	\$6,542	267
CANDLEWOOD HILL RD	BRAINARD HILL RD	GRAPEVINE RD	Grind,Grade & Pave/Reconstruct	4,408	52	\$385,542	44
CANDLEWOOD HILL RD	GRAPEVINE RD	JACOBY RD (S)	Chipseal	3,565	73	\$14,885	267
CANDLEWOOD HILL RD	JACOBY RD (S)	LITTLE CITY RD	Grind,Grade & Pave/Reconstruct	4,388	52	\$399,757	44
CANDLEWOOD HILL RD	LITTLE CITY RD	TOWN LINE	Do Nothing	7,178	100	\$0	0
CASE CIR	LITTLE CITY RD	CUL DE SAC	Crack Seal	854	88	\$981	32
CEDAR LAKE RD	TURKEY HILL RD	1000' S OF TURKEY HILL RD	Grind,Grade & Pave/Reconstruct	1,005	46	\$80,559	20
CEDAR LAKE RD	1000' S OF TURKEY HILL RD	DICKINSON RD	Chipseal	2,811	84	\$10,331	93
CEDAR LAKE RD	DICKINSON RD	1100' S OF DICKINSON RD	Grind,Grade & Pave/Reconstruct	1,101	54	\$116,347	17
CEDAR LAKE RD	1100' S OF DICKINSON RD	TOWN LINE	Grind,Grade & Pave/Reconstruct	4,244	54	\$340,295	17
CHAMBERLAIN HILL RD	TOWN LINE (W)	600' E OF TOWN LINE (W)	Crack Seal	600	88	\$501	325
CHAMBERLAIN HILL RD	600' E OF TOWN LINE (W)	TOWN LINE (E)	Grind,Grade & Pave/Reconstruct	1,242	45	\$99,569	20
CHARLES MARY DR	HIDDEN LAKE RD	CUL DE SAC	Crack Seal	1,062	89	\$979	32
CHRISTIAN HILL RD	BRAINARD HILL RD	WESTERN END OF BRIDGE	Grind,Grade & Pave/Reconstruct	1,915	40	\$153,533	23
CHRISTIAN HILL RD	WESTERN END OF BRIDGE	EASTERN END OF BRIDGE	Do Nothing	378	100	\$0	0
CHRISTIAN HILL RD	EASTERN END OF BRIDGE	THAYER RD Y INT	Grind,Grade & Pave/Reconstruct	432	52	\$39,394	17
CHRISTIAN HILL RD	THAYER RD Y INT	SAYBROOK RD	Grind,Grade & Pave/Reconstruct	1,897	52	\$152,051	17
CHURCH HILL RD	JAIL HILL RD	330' W OF SCHOOLHOUSE LA	Crack Seal	3,692	90	\$2,803	317
CHURCH HILL RD	330' W OF SCHOOLHOUSE LA	SCHOOLHOUSE LA	Grind,Grade & Pave/Reconstruct	331	52	\$19,283	17
CLARK RD	WALKLEY HILL RD	WALKLEY HILL RD	Chipseal	1,995	79	\$5,998	99
CLARKHURST RD	HURD PARK RD	DEAD END	Grind,Grade & Pave/Reconstruct	1,965	41	\$128,897	2
COLLINS LA	INJUN HOLLOW RD	DEAD END	Grind,Grade & Pave/Reconstruct	645	55	\$39,959	2
COUNTRY WALK	POKORNY RD	CUL DE SAC	Crack Seal	1,072	89	\$1,095	32
COVE RD	QUARRY HILL RD NO 1	2570' S OF QUARRY HILL RD NO 1	Grind,Grade & Pave/Reconstruct	2,570	45	\$224,778	2
COVE RD	2570' S OF QUARRY HILL RD NO 1	181 COVE RD	Grind,Grade & Pave/Reconstruct	1,420	35	\$87,941	3

Scenario: Backlog

COVE RD	181 COVE RD	DEAD END/ELECTRIC STATION	Mill & Fill	1,065	67	\$28,459	3
CROWS NEST LA	QUARRY HILL RD NO 1	DEAD END	Grind,Grade & Pave/Reconstruct	536	49	\$48,833	2
DEPOT RD	SAYBROOK RD	530' N OF SAYBROOK RD	Grind,Grade & Pave/Reconstruct	530	52	\$57,944	17
DEPOT RD	530' N OF SAYBROOK RD	PARSONAGE RD	Chipseal	263	81	\$1,230	96
DEPOT RD	PARSONAGE RD	1422' E OF PARSONAGE RD	Crack Seal	1,422	89	\$1,296	321
DEPOT RD	1422' E OF PARSONAGE RD	DEPOT HILL RD	Grind,Grade & Pave/Reconstruct	852	54	\$74,509	17
DICKINSON RD	CEDAR LAKE RD	300' E OF CEDAR LAKE RD	Mill & Fill	300	56	\$10,380	37
DICKINSON RD	300' E OF CEDAR LAKE RD	TURKEY HILL RD	Chipseal	1,699	76	\$6,242	103
DISH MILL RD NO 1	KILLINGWORTH RD	75' W OF KILLINGWORTH RD	Mill & Fill	76	62	\$6,312	33
DISH MILL RD NO 1	75' W OF KILLINGWORTH RD	END OF BRIDGE	Do Nothing	205	100	\$0	0
DISH MILL RD NO 1	END OF BRIDGE	DISH MILL RD NO 2	Grind,Grade & Pave/Reconstruct	182	47	\$23,821	19
DISH MILL RD NO 1	DISH MILL RD NO 2	CUL DE SAC	Do Nothing	1,590	93	\$0	0
DISH MILL RD NO 2	DISH MILL RD NO 1	CUL DE SAC	Chipseal	199	80	\$1,074	10
DUBLIN HILL RD	TOWN LINE	PARSONAGE RD	Grind,Grade & Pave/Reconstruct	4,917	41	\$358,377	22
DUDLEY CLARK RD	SAYBROOK RD	OLD CHESTER RD NO 2	Mill & Fill	787	57	\$35,893	36
EVERGREEN RD	KILLINGWORTH RD	CUL DE SAC	Do Nothing	600	95	\$0	0
FILLEY RD	TURKEY HILL RD	2000' N OF GRAVEL SECTION	Do Nothing	3,434	99	\$0	0
FILLEY RD	2000' N OF GRAVEL SECTION	GRAVEL SECTION	Mill & Fill	2,007	71	\$91,538	29
FOOT HILLS RD	CANDLEWOOD HILL RD	4000' N OF CANDLEWOOD HILL RRD	Do Nothing	4,000	100	\$0	0
FOOT HILLS RD	4000' N OF CANDLEWOOD HILL RD	TOWN LINE	Do Nothing	4,883	100	\$0	0
FOREST RIDGE RD	SWAIN JOHNSON TR	925' W OF SWAIN JOHNSON TR	Do Nothing	925	95	\$0	0
FOREST RIDGE RD	925' W OF SWAIN JOHNSON TR	CUL DE SAC	Do Nothing	1,400	95	\$0	0
FOXGLOVE CIR	SUMMERSWEET DR	CUL DE SAC LOOP	Crack Seal	1,327	87	\$1,108	33
GRAPEVINE RD	CANDLEWOOD HILL RD	DEAD END	Grind,Grade & Pave/Reconstruct	3,055	43	\$200,398	2
GULF QUARRY RD	PLAINS RD	400' W OF PLAINS RD	Crack Seal	400	87	\$301	33
GULF QUARRY RD	400' W OF PLAINS RD	CUL DE SAC	Crack Seal	777	90	\$516	32
GUNGER HILL RD	LITTLE CITY RD	MARIO DR	Do Nothing	3,207	100	\$0	0
GUNGER HILL RD	MARIO DR	DEAD END	Crack Seal	3,109	89	\$2,597	32
HADDAM DOCK RD	RIVER RD	SNYDER RD	Mill & Fill	435	56	\$15,033	4
HADDAM DOCK RD	SNYDER RD	RAILROAD TRACKS	Mill & Fill	454	56	\$11,419	4
HADDAM DOCK RD	RAILROAD TRACKS	DEAD END	Crack Seal	310	90	\$165	32
HADDAM VIEW HEIGHTS	RUTTY FERRY RD	DEAD END	Grind,Grade & Pave/Reconstruct	1,199	48	\$78,650	2
HAPENNY LA	NEDOBITY RD	CUL DE SAC	Do Nothing	384	98	\$0	0
HARVEST WOOD LA	POKORNY RD	POKORNY RD	Crack Seal	2,322	87	\$2,380	328
HAWTHORNE CT	STONEGATE CIR	CUL DE SAC	Chipseal	361	76	\$2,593	10
HAYDEN HILL RD	SAYBROOK RD	JAIL HILL RD	Do Nothing	5,995	100	\$0	0
HAZEN RD	WALKLEY HILL RD	DEAD END	Do Nothing	385	100	\$0	0
HENRY LA	WANDA DR	CUL DE SAC	Crack Seal	1,075	88	\$1,252	32

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HIDDEN LAKE RD	MCTIGH RD	1410' S OF MCTIGH RD	Do Nothing	1,410	98	\$0	0
HIDDEN LAKE RD	1410' S OF MCTIGH RD	100' N OF BRAULT HILL RD	Grind,Grade & Pave/Reconstruct	1,130	50	\$90,628	45
HIDDEN LAKE RD	100' N OF BRAULT HILL RD	CHARLES MARY DR	Do Nothing	3,270	99	\$0	0
HIDDEN LAKE RD	CHARLES MARY DR	75' E OF POND MEADOW RD	Do Nothing	2,901	99	\$0	0
HIDDEN LAKE RD	75' E OF POND MEADOW RD	100' W OF HIDDEN LA	Mill & Fill	855	70	\$29,564	74
HIDDEN LAKE RD	100' W OF HIDDEN LA	100' E OF SHORE DR	Chipseal	887	79	\$3,258	247
HIDDEN LAKE RD	100' E OF SHORE DR	SAYBROOK RD	Grind,Grade & Pave/Reconstruct	1,374	41	\$110,183	55
HIGH ST	SAYBROOK RD	KILLINGWORTH RD	Grind,Grade & Pave/Reconstruct	3,421	52	\$311,675	17
HORTON RD	SAYBROOK RD	CUL DE SAC	Chipseal	692	80	\$1,618	10
HUBBARD RD	KILLINGWORTH RD	MORRIS RD	Crack Seal	1,855	86	\$1,760	831
HUBBARD RD	MORRIS RD	1135' E OF MORRIS RD	Grind,Grade & Pave/Reconstruct	1,135	48	\$91,005	47
HUBBARD RD	1135' E OF MORRIS RD	4277' N OF BEAVER MEADOW RD	Chipseal	2,890	78	\$14,481	250
HUBBARD RD	4277' N OF BEAVER MEADOW RD	350' N OF BEAVER MEADOW RD	Grind,Grade & Pave/Reconstruct	3,928	49	\$400,770	46
HUBBARD RD	350' N OF BEAVER MEADOW RD	BEAVER MEADOW RD	Do Nothing	350	100	\$0	0
HULL AV	MAPLE AV EAST	CUL DE SAC	Grind,Grade & Pave/Reconstruct	1,931	54	\$141,771	2
HURD PARK RD	ROCK LANDING RD	TOWN LINE	Grind,Grade & Pave/Reconstruct	2,448	45	\$151,660	20
INDIAN HILL RD	SIMA RD	INDIAN HILL RD EXT	Crack Seal	735	86	\$725	332
INDIAN HILL RD	INDIAN HILL RD EXT	LITTLE FAWN TR	Mill & Fill	697	56	\$28,479	37
INDIAN HILL RD EXT	LITTLE FAWN TR	CUL DE SAC	Grind,Grade & Pave/Reconstruct	379	54	\$44,904	2
INJUN HOLLOW RD	ROCK LANDING RD	BEN CLARK HILL RD	Grind,Grade & Pave/Reconstruct	2,938	52	\$278,406	2
INJUN HOLLOW RD	BEN CLARK HILL RD	3065' S OF BEN CLARK HILL RD	Grind,Grade & Pave/Reconstruct	3,066	52	\$279,305	2
INJUN HOLLOW RD	3065' S OF BEN CLARK HILL RD	DEAD END/NON-TOWN MAINTAIN	Mill & Fill	4,379	72	\$172,157	3
ISLAND DOCK RD	SAYBROOK RD (N)	SAYBROOK RD (S)	Do Nothing	1,711	100	\$0	0
IVY RD	KILLINGWORTH RD	WILLIAMSBURG RD	Do Nothing	1,296	93	\$0	0
JACKSON RD	LITTLE CITY RD	MCTIGH RD	Crack Seal	2,748	86	\$2,295	831
JACKSON RD	MCTIGH RD	TOWN LINE	Crack Seal	3,961	86	\$3,308	831
JACOBY RD	CANDLEWOOD HILL RD (N)	1500' S OF CANDLEWOOD HILL RD	Grind,Grade & Pave/Reconstruct	1,500	53	\$92,929	17
JACOBY RD	1500' S OF CANDLEWOOD HILL RD (N)	200' N OF CANDLEWOOD HILL RD	Crack Seal	1,707	86	\$1,101	332
JACOBY RD	200' N OF CANDLEWOOD HILL RD (S)	CANDLEWOOD HILL RD (S)	Grind,Grade & Pave/Reconstruct	201	44	\$13,156	21
JAIL HILL RD	SAYBROOK RD (N)	QUARRY HILL RD NO 2	Chipseal	1,163	73	\$3,884	107
JAIL HILL RD	QUARRY HILL RD NO 2	TURKEY HILL RD	Do Nothing	3,340	99	\$0	0
JOSEPH CIR	BRAINARD HILL RD (W)	BRAINARD HILL RD (E)	Mill & Fill	2,901	64	\$118,619	32
LAKE AV	KILLINGWORTH RD	HIGH ST	Grind,Grade & Pave/Reconstruct	485	43	\$38,884	21
LANDING RD NO 1	LANDING RD NO 2	DEAD END	Chipseal	343	79	\$859	10
LANDING RD NO 2	DEPOT HILL RD	667' S E OF DEPOT HILL RD	Grind,Grade & Pave/Reconstruct	667	54	\$53,508	2
LANDING RD NO 2	667' S E OF DEPOT HILL RD	DEAD END	Grind,Grade & Pave/Reconstruct	771	45	\$50,549	2
LARKSPUR LA	FOXGLOVE CIR	CUL DE SAC LOOP	Do Nothing	447	95	\$0	0
LAUREL GROVE RD	SIMA RD	CUL DE SAC	Crack Seal	2,825	87	\$3,401	33

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LAUREL HEIGHTS	CANDLEWOOD HILL RD	LAUREL HEIGHTS LOOP	Grind,Grade & Pave/Reconstruct	997	45	\$65,400	20
LEON BURR RD	MAPLE AV EAST	DEAD END	Mill & Fill	439	59	\$6,904	4
LITTLE CITY RD	KILLINGWORTH RD	2555' W OF KILLINGWORTH RD	Chipseal	2,555	74	\$11,096	263
LITTLE CITY RD	2555' W OF KILLINGWORTH RD	3788' W OF KILLINGWORTH RD	Chipseal	1,233	85	\$5,149	229
LITTLE CITY RD	3788' W OF KILLINGWORTH RD	150' E OF GUNGER HILL RD	Grind,Grade & Pave/Reconstruct	1,618	55	\$147,383	41
LITTLE CITY RD	150' E OF GUNGER HILL RD	135' W OF GUNGER HILL RD	Crack Seal	285	87	\$270	821
LITTLE CITY RD	135' W OF GUNGER HILL RD	1622' W OF GUNGER HILL RD	Grind,Grade & Pave/Reconstruct	1,522	54	\$122,024	42
LITTLE CITY RD	1622' W OF GUNGER HILL RD	VALLEY RIDGE DR	Chipseal	1,241	75	\$4,976	260
LITTLE CITY RD	VALLEY RIDGE DR	100' W OF JACKSON RD	Grind,Grade & Pave/Reconstruct	3,474	50	\$265,886	45
LITTLE CITY RD	100' W OF JACKSON RD	150' E OF WANDA DR	Crack Seal	1,291	88	\$1,029	812
LITTLE CITY RD	150' E OF WANDA DR	CASE CIR	Chipseal	910	73	\$3,192	267
LITTLE CITY RD	CASE CIR	SIMA RD	Grind,Grade & Pave/Reconstruct	990	43	\$75,757	53
LITTLE CITY RD	SIMA RD	SCHULLER RD	Do Nothing	3,388	100	\$0	0
LITTLE CITY RD	SCHULLER RD	CANDLEWOOD HILL RD	Do Nothing	4,522	99	\$0	0
LITTLE FAWN TR	INDIAN HILL RD	CUL DE SAC	Chipseal	1,070	78	\$5,487	10
LT SHUBAEL RD	DUBLIN HILL RD	CUL DE SAC	Mill & Fill	1,056	65	\$50,882	3
MAPLE AV	CANDLEWOOD HILL RD	1380' E OF CANDLEWOOD HILL RD	Crack Seal	1,380	87	\$1,152	328
MAPLE AV	1380' E OF CANDLEWOOD HILL RD	SCOVIL RD	Grind,Grade & Pave/Reconstruct	1,673	46	\$134,091	20
MAPLE AV EAST	KILLINGWORTH RD	LEON BURR RD	Grind,Grade & Pave/Reconstruct	2,877	50	\$209,691	18
MARIO DR	GUNGER HILL RD	ARKAY DR	Crack Seal	1,324	89	\$1,508	321
MAYNARD RD NO 1	BOULDER DELL RD	DEAD END	Grind,Grade & Pave/Reconstruct	500	54	\$29,154	2
MAYNARD RD NO 2	DUBLIN HILL RD	DEAD END/DRIVE WAY	Do Nothing	271	80	\$0	0
MCTIGH RD	JACKSON RD	900' E OF JACKSON RD	Do Nothing	900	100	\$0	0
MCTIGH RD	900' E OF JACKSON RD	ARKONAD DR	Grind,Grade & Pave/Reconstruct	2,008	38	\$146,353	60
MCTIGH RD	ARKONAD DR	POKORNY RD	Grind,Grade & Pave/Reconstruct	1,963	50	\$143,056	45
MEETING HOUSE RD	WALKLEY HILL RD	TIMMS HILL RD NO 1	Do Nothing	4,283	100	\$0	0
MILL RUN LA	SILVER SPRINGS LA	CUL DE SAC	Chipseal	603	84	\$3,389	9
MORGAN'S WAY	HIDDEN LAKE RD	CUL DE SAC	Do Nothing	1,606	95	\$0	0
MORRIS HUBBARD RD	KILLINGWORTH RD	CUL DE SAC	Grind,Grade & Pave/Reconstruct	4,089	48	\$406,583	2
MORRIS RD	HUBBARD RD	100' N OF PONSETT RD	Crack Seal	652	89	\$668	321
MORRIS RD	100' N OF PONSETT RD	CUL DE SAC	Grind,Grade & Pave/Reconstruct	1,468	43	\$128,302	2
NASON RD	CANDLEWOOD HILL RD	SILVER SPRING DR	Crack Seal	3,209	87	\$2,193	328
NEDOBITY RD	THAYER RD	HAPENNY LA	Crack Seal	2,300	88	\$2,793	325
NEDOBITY RD	HAPENNY LA	BRAINARD HILL RD	Crack Seal	2,096	87	\$1,910	328
NELSON PL	KILLINGWORTH RD	DEAD END	Grind,Grade & Pave/Reconstruct	331	47	\$20,506	2
NOSAL RD	DUBLIN HILL RD	DEAD END	Do Nothing	602	80	\$0	0
NOVEMBER TR	OLD CART RD	CUL DE SAC	Mill & Fill	1,077	57	\$51,541	4
OAK HILL TER	FOREST RIDGE RD	CUL DE SAC	Do Nothing	1,158	95	\$0	0

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OAK RIDGE DR	MEETING HOUSE RD	OAK RIDGE DR (LOOP)	Grind,Grade & Pave/Reconstruct	2,590	54	\$188,773	17
OAK RIDGE PL	OAK RIDGE DR	CUL DE SAC LOOP	Mill & Fill	984	63	\$29,402	3
OLD CART RD	OLD TURNPIKE RD	WOOD CART LA	Chipseal	1,538	78	\$6,167	100
OLD CART RD	WOOD CART LA	300' S OF NOVEMBER TR	Crack Seal	3,837	88	\$3,495	325
OLD CART RD	300' S OF NOVEMBER TR	RUTH HILL RD	Mill & Fill	2,871	57	\$90,311	36
OLD CHESTER RD NO 2	RUTH HILL RD	1210' N OF DUDLEY CLARK RD	Grind,Grade & Pave/Reconstruct	1,211	51	\$127,941	18
OLD CHESTER RD NO 2	1210' N OF DUDLEY CLARK RD	DUDLEY CLARK RD	Grind,Grade & Pave/Reconstruct	2,391	51	\$191,703	18
OLD CHESTER RD NO 2	DUDLEY CLARK RD	TOWN LINE	Do Nothing	2,483	95	\$0	0
OLD COUNTY RD NO 1	KILLINGWORTH RD	GRAVEL PORTION (S)	Grind,Grade & Pave/Reconstruct	1,439	53	\$99,631	17
OLD COUNTY RD NO 1	GRAVEL PORTION (S)	GRAVEL PORTION (N)	Do Nothing	772	80	\$0	0
OLD COUNTY RD NO 1	GRAVEL PORTION (N)	PARKER HILL RD	Mill & Fill	1,485	71	\$44,363	29
OLD COUNTY RD NO 1	PARKER HILL RD	PARKER HILL RD SO	Chipseal	853	83	\$2,707	94
OLD COUNTY RD NO 3	CEDAR LAKE RD	DEAD END	Do Nothing	2,218	80	\$0	0
OLD PONSETT RD	WALKLEY HILL RD	2500' S OF OLD PONSETT RD	Do Nothing	2,500	100	\$0	0
OLD PONSETT RD	2500' S OF OLD PONSETT RD	CUL DE SAC	Do Nothing	1,667	95	\$0	0
OLD STAGECOACH RD	OXBOW RD NO 1	CUL DE SAC	Do Nothing	667	100	\$0	0
OLD TURNPIKE RD	PLAINS RD	OLD CART RD	Grind,Grade & Pave/Reconstruct	2,545	54	\$185,500	17
OLD TURNPIKE RD	OLD CART RD	SAYBROOK RD	Do Nothing	417	95	\$0	0
ORCHARD RD	WALKLEY HILL RD	DEAD END	Do Nothing	403	100	\$0	0
OX BOW RIDGE RD	OXBOW RD NO 2	CUL DE SAC	Do Nothing	1,054	99	\$0	0
OXBOW RD NO 1	BRAINARD HILL RD	DEAD END	Do Nothing	5,130	95	\$0	0
OXBOW RD NO 2	TOWN LINE	400' W OF DEAD END	Crack Seal	1,055	90	\$801	32
OXBOW RD NO 2	400' W OF DEAD END	DEAD END	Mill & Fill	400	60	\$12,581	3
PARK RD EXT	SAYBROOK RD	PARK RD NO 2	Mill & Fill	464	56	\$14,594	37
PARK RD NO 1	TURKEY HILL RD	DEAD END	Do Nothing	1,323	80	\$0	0
PARK RD NO 2	SAYBROOK RD	DEAD END	Do Nothing	2,528	80	\$0	0
PARKER HILL RD	KILLINGWORTH RD	OLD COUNTY RD NO 1	Crack Seal	2,653	86	\$2,216	332
PARKER HILL RD SO	OLD COUNTY RD NO 1	TOWN LINE	Do Nothing	2,654	100	\$0	0
PARMELEE RD	WALKLEY HILL RD	DEAD END	Grind,Grade & Pave/Reconstruct	1,052	48	\$69,008	2
PARSONAGE RD	SAYBROOK RD	DEPOT RD	Grind,Grade & Pave/Reconstruct	747	42	\$48,981	22
PARSONAGE RD	DEPOT RD	122' N OF DEPOT RD	Crack Seal	122	90	\$83	317
PARSONAGE RD	122' N OF DEPOT RD	DUBLIN HILL RD	Mill & Fill	124	69	\$3,899	30
PINEBROOK RD	MOODUS RD	976' S OF MOODUS RD	Grind,Grade & Pave/Reconstruct	976	54	\$67,600	2
PINEBROOK RD	976' S OF MOODUS RD	DEAD END	Grind,Grade & Pave/Reconstruct	2,364	53	\$120,595	2
PLAINS RD	SAYBROOK RD	GRAVEL SECTION (N)	Do Nothing	10,496	95	\$0	0
PLAINS RD	GRAVEL SECTION (N)	GRAVEL SECTION (S)	Do Nothing	2,847	80	\$0	0
PLAINS RD	GRAVEL SECTION (S)	TURKEY HILL RD	Mill & Fill	115	67	\$3,965	77
POKORNY RD	KILLINGWORTH RD	HARVEST WOOD LA (N)	Grind,Grade & Pave/Reconstruct	3,650	40	\$266,009	57

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POKORNY RD	HARVEST WOOD LA (N)	HARVEST WOOD LA (S)	Grind,Grade & Pave/Reconstruct	1,164	53	\$84,853	43
POKORNY RD	HARVEST WOOD LA (S)	MCTIGH RD	Chipseal	4,448	83	\$16,345	235
POND MEADOW RD	HIDDEN LAKE RD	TOWN LINE	Crack Seal	421	86	\$288	332
PONSETT RD	KILLINGWORTH RD	MORRIS RD	Grind,Grade & Pave/Reconstruct	1,593	41	\$116,106	55
QUARRY HILL RD NO 1	ROCK LANDING RD	SCHOOL HOUSE HILL RD	Grind,Grade & Pave/Reconstruct	4,714	39	\$343,610	23
QUARRY HILL RD NO 1	SCHOOL HOUSE HILL RD	COVE RD	Grind,Grade & Pave/Reconstruct	1,999	39	\$145,676	23
QUARRY HILL RD NO 1	COVE RD	AGUE SPRING LA	Mill & Fill	3,022	56	\$95,042	37
QUARRY HILL RD NO 2	SAYBROOK RD	1400' W OF SAYBROOK RD	Mill & Fill	1,400	56	\$39,631	37
QUARRY HILL RD NO 2	1400' W OF SAYBROOK RD	JAIL HILL RD	Grind,Grade & Pave/Reconstruct	487	46	\$31,946	20
RANGER RD	BEAVER MEADOW RD	FILLEY RD	Do Nothing	1,757	100	\$0	0
REISMAN TR	INDIAN HILL RD	250' W OF INDIAN HILL RD	Grind,Grade & Pave/Reconstruct	250	49	\$32,392	19
REISMAN TR	250' W OF INDIAN HILL RD	CUL DE SAC	Chipseal	493	77	\$2,623	10
RIVER RD	SAYBROOK RD	RUTTY FERRY RD	Mill & Fill	1,848	57	\$66,844	36
ROCK LANDING RD	TOWN LINE	QUARRY HILL RD NO 1	Grind,Grade & Pave/Reconstruct	1,497	54	\$147,288	42
ROCK LANDING RD	QUARRY HILL RD NO 1	AGUE SPRING	Grind,Grade & Pave/Reconstruct	3,195	55	\$349,313	41
ROCK LANDING RD	AGUE SPRING	DEAD END	Chipseal	3,275	73	\$14,222	11
RUSSELL RD	WALKLEY HILL RD	RUSSEL RD EXT	Do Nothing	482	100	\$0	0
RUSSELL RD	RUSSEL RD EXT	TIMMS HILL RD NO 1	Do Nothing	1,512	100	\$0	0
RUSSELL RD EXT	WALKLEY HILL RD	RUSSELL RD	Mill & Fill	205	59	\$5,472	35
RUTH HILL RD	50' N OF ROUTE 82 OVERPASS	OLD CHESTER RD NO 2	Grind,Grade & Pave/Reconstruct	1,658	42	\$169,181	22
RUTTY FERRY RD	SAYBROOK RD	RIVER RD	Chipseal	1,694	77	\$5,942	101
SAINT PETERS LA	CANDLEWOOD HILL RD	MAPLE AV EAST	Grind,Grade & Pave/Reconstruct	937	50	\$102,440	18
SAMUEL ARNOLD RD	HURD PARK RD	CUL DE SAC	Crack Seal	332	90	\$517	32
SCHOOL HOUSE HILL RD	QUARRY HILL RD NO 1 (W)	900' E OF QUARRY HILL RD NO 1 (V	Chipseal	909	73	\$2,733	107
SCHOOL HOUSE HILL RD	900' E OF QUARRY HILL RD NO 1 (W)	QUARRY HILL RD NO 1 (E)	Grind,Grade & Pave/Reconstruct	887	52	\$58,178	17
SCHOOLHOUSE LA	SAYBROOK RD	CHURCH HILL RD	Grind,Grade & Pave/Reconstruct	808	54	\$53,002	17
SCHULLER RD	LITTLE CITY RD	DEAD END	Grind,Grade & Pave/Reconstruct	1,353	46	\$73,960	2
SCOVIL RD	CANDLEWOOD HILL RD	100' N OF MAPLE AV	Grind,Grade & Pave/Reconstruct	780	53	\$54,008	17
SCOVIL RD	100' N OF MAPLE AV	MAPLE AV	Crack Seal	101	89	\$100	321
SCOVIL RD EXT	SCOVIL RD	CUL DE SAC	Chipseal	1,163	82	\$5,722	10
SEPUNNOMO LA	BURR RD	CUL DE SAC	Crack Seal	957	90	\$900	32
SERGEANT MORGAN RD	ROCK LANDING RD	DEAD END	Mill & Fill	887	64	\$16,739	3
SILVERSPRINGS LA	CANDLEWOOD HILL RD	MILL LA	Crack Seal	3,705	89	\$3,818	32
SILVERSPRINGS LA	MILL LA	CUL DE SAC	Crack Seal	4,911	89	\$5,009	32
SIMA RD	LITTLE CITY RD	TOWN LINE	Crack Seal	3,714	86	\$3,666	332
SKINNER RD	KILLINGWORTH RD	DEAD END	Mill & Fill	691	72	\$23,907	3
SKUNK MISERY RD	LITTLE CITY RD	TOWN LINE	Grind,Grade & Pave/Reconstruct	4,304	54	\$313,698	17
SNYDER RD	HADDAM DOCK RD	DEAD END	Grind,Grade & Pave/Reconstruct	428	53	\$32,755	2

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SOOBITSKY DR	KILLINGWORTH RD	CUL DE SAC LOOP	Crack Seal	822	88	\$686	32
SOUTH DISH MILL RD	LITTLE CITY RD	DEAD END	Crack Seal	1,787	88	\$1,153	32
SPENCER RD	BRAINARD HILL RD	150' N OF GRAPEVINE RD	Chipseal	2,750	76	\$9,188	103
SPENCER RD	150' N OF GRAPEVINE RD	GRAPEVINE RD	Grind,Grade & Pave/Reconstruct	142	46	\$10,320	20
STABA DR	BRAULT HILL RD	CUL DE SAC	Crack Seal	998	86	\$1,027	33
STATION HILL RD	SAYBROOK RD	DEAD END	Do Nothing	750	80	\$0	0
STONEGATE CIR	LITTLE CITY RD	CUL DE SAC	Chipseal	467	76	\$3,018	10
SUMMERSWEET DR	GUNGER HILL RD	CUL DE SAC LOOP	Crack Seal	1,615	87	\$1,349	33
SWAIN JOHNSON TR	CLARK RD	FOREST RIDGE RD	Mill & Fill	1,061	57	\$40,031	36
SWAIN JOHNSON TR	FOREST RIDGE RD	DEAD END	Grind,Grade & Pave/Reconstruct	470	44	\$30,839	2
TEABERRY CT	SUMMERSWEET DR	CUL DE SAC LOOP	Crack Seal	690	89	\$576	32
THAYER RD	CHRISTIAN HILL RD	THAYER RD EXT	Grind,Grade & Pave/Reconstruct	2,168	49	\$157,979	19
THAYER RD	THAYER RD EXT	NEDOBITY RD	Grind,Grade & Pave/Reconstruct	3,171	53	\$231,090	17
THAYER RD	NEDOBITY RD	TOWN LINE/SAYBROOK RD	Chipseal	386	85	\$1,546	92
THAYER RD EXT	BOULDER DELL RD	SAYBROOK RD	Grind,Grade & Pave/Reconstruct	424	54	\$33,962	17
THAYER RD EXT	SAYBROOK RD	THAYER RD	Grind,Grade & Pave/Reconstruct	859	46	\$75,142	20
THAYER RD Y INT	THAYER RD	CHRISTIAN HILL RD	Mill & Fill	237	56	\$6,709	37
THORNEWOOD RD NO 1	POKORNY RD	1032' W OF POKORNY RD	Crack Seal	1,037	89	\$1,140	32
THORNEWOOD RD NO 1	1032' W OF POKORNY RD	CUL DE SAC	Crack Seal	797	89	\$859	32
THORNEWOOD RD NO 2	THORNEWOOD RD NO 1	DEAD END	Crack Seal	140	90	\$128	32
TIMMS HILL RD NO 1	HAYDEN HILL RD	1584' W OF HAYDEN HILL RD	Do Nothing	1,585	100	\$0	0
TIMMS HILL RD NO 1	1584' W OF HAYDEN HILL RD	MEETING HOUSE RD	Crack Seal	1,921	89	\$1,750	321
TIMMS HILL RD NO 2	TIMMS HILL RD NO 1	HAYDEN HILL RD	Do Nothing	347	100	\$0	0
TURKEY HILL RD	BEAVER MEADOW RD	CEDAR LAKE RD	Chipseal	6,779	74	\$33,967	263
TURKEY HILL RD	CEDAR LAKE RD	100' N OF PLAINS RD	Chipseal	3,065	85	\$12,287	229
TURKEY HILL RD	100' N OF PLAINS RD	PLAINS RD	Mill & Fill	101	57	\$3,811	91
VALLEY RIDGE DR	LITTLE CITY RD	CUL DE SAC	Do Nothing	1,833	95	\$0	0
WALKLEY HILL RD	SAYBROOK RD (W)	CLARL RD (E)	Chipseal	3,484	84	\$13,383	232
WALKLEY HILL RD	CLARL RD (E)	50' W OF OLD PONSETT RD	Grind,Grade & Pave/Reconstruct	562	55	\$47,122	41
WALKLEY HILL RD	50' W OF OLD PONSETT RD	ORCHARD RD	Do Nothing	2,968	100	\$0	0
WALKLEY HILL RD	ORCHARD RD	HAZEN RD	Do Nothing	1,587	100	\$0	0
WALKLEY HILL RD	HAZEN RD	SAYBROOK RD (E)	Do Nothing	993	95	\$0	0
WANDA DR	LITTLE CITY RD	JACKSON RD	Crack Seal	2,256	88	\$2,484	325
WEISS RD	BEAVER MEADOW RD	FILLEY RD	Do Nothing	1,988	98	\$0	0
WIESE ALBERT RD	FOOT HILLS RD (N)	BLUE HILLS RD	Crack Seal	5,318	86	\$4,441	831
WIESE ALBERT RD	BLUE HILLS RD	3287' E OF BLUE HILLS RD (90 DEG)	Chipseal	3,287	85	\$11,529	229
WIESE ALBERT RD	3287' E OF BLUE HILLS RD (90 DEGRE)	FOOT HILLS RD (S)	Chipseal	4,806	85	\$16,857	229
WIESE ALBERT RD	FOOT HILLS RD (S)	CANDLEWOOD HILL RD	Chipseal	3,870	85	\$13,574	229

Scenario: Backlog

WIG HILL RD	DICKINSON RD	1100' S OF DICKINSON RD	Grind,Grade & Pave/Reconstruct	1,100	55	\$72,156	17
WIG HILL RD	1100' S OF DICKINSON RD	TOWN LINE	Chipseal	3,653	76	\$13,423	103
WILLIAMSBURG RD	CUL DE SAC	CUL DE SAC	Do Nothing	1,762	94	\$0	0
WOOD CART LA	OLD CART RD	CUL DE SAC LOOP	Crack Seal	1,228	88	\$1,026	32
WOODS RD	KILLINGWORTH RD	BEAVER MEADOW RD	Crack Seal	1,743	88	\$1,456	325

Backlog

100.04 Miles

\$ 14,234,708