



Brookfield Road Surface Management System Report

This report was completed by the Town of Brookfield in collaboration with the Strafford Regional Planning Commission. Road Surface Management System assessments were completed in the town in November 2024, and the forecasting report was finalized in June 2025.

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The Road Surface Management System

In partnership with the New Hampshire Department of Transportation (NHDOT) and the University of New Hampshire Technology Transfer Center (UNH T2), the Strafford Regional Planning Commission (SRPC) conducts the Road Surface Management Systems (RSMS) assessments and forecasting. As part of the Statewide Asset Data Exchange System (SADES), the RSMS tool is used to assist municipalities in asset management planning by providing current road conditions, predicting future road conditions, and developing a maintenance schedule and budget for future years. Training is conducted by UNH T2 and held annually at the NHDOT offices in Concord, NH or remotely. The RSMS program is broken up into the two-phases found below.

Phase One

In Phase One, current road conditions are assessed and scored. Local roads are identified and divided into quarter mile segments and each segment is driven and assessed via a windshield survey. The segment conditions are recorded with tablets using the Esri Field Maps application and scored according to road surface distresses and severity. The road condition is represented by a score called the Pavement Condition Index, also known as a PCI score. This score runs on a scale from one to 100 and gives the staff a measurable value to gauge improvements, maintenance, and deteriorations. A perfect road with no distresses would receive a PCI score of 100, with the score at the time of assessment referred to as the Initial PCI score. Quality Assurance/Quality Control (QAQC) measures are taken to ensure all roads segments are assessed consistently and conditions are accurately represented. Each segment is then sent to municipal staff for approval and a local knowledge review ratings. These ratings consist of importance and relative traffic volume. Once the QAQC is complete and local knowledge ratings are assigned the data is loaded into the SADES Forecasting

software where the PCI scores are then generated. For more information on the assessment parameters please see the RSMS Assessment handbook on appendix D.

Phase Two

Phase Two uses the PCI scores, derived from Phase One, to guide the maintenance planning and budgeting. During this phase, SRPC works very closely with municipal staff to find the best treatment options for the town's road network needs. When the data is uploaded to the SADES software, the segments are analyzed individually. Each segment is given treatment options and model showing how the PCI score will deteriorate over time. The PCI score is broken down by year and given a steady degradation rate to account for annual wear and tear of the road surface. By visualizing road deterioration, the team can estimate when treatments will be needed, how much it will cost, and how long it will be effective for.

PCI by Color Key		
	PCI >80	These roads are in great shape. They probably don't need any work at this time.
	PCI <80 and >75	These roads are in good shape. They might need some minor preservation treatments.
	PCI <75 and >65	These roads are starting to get bad. They need some preservation treatments.
	PCI <65	These roads are in bad shape. They need rehabilitation treatments.

Town of Brookfield

Phase 1 road surveys were conducted in November of 2024, with forecasting taking place during the Winter and Spring months of 2025. This was the first round of RSMS surveying that SRPC has done with Brookfield that was done at no cost to the town. The town worked diligently with SRPC to ensure that a meaningful product was the result of this project. DPW Director Chris Kinville worked closely with SRPC staff to update the road condition changes that took place during the project and create a forecasting schedule that worked best for the Town of Brookfield.

Existing Road Conditions and Forecasting Analysis

After the initial PCI scores were generated, the condition rating had to be adjusted to reflect current day conditions. From here, the scores were used to generate an online condition map that was reviewed by town staff. After all the condition updates and roads had accurate PCI ratings, town staff met with SRPC for a series of forecasting meetings. The town met with SRPC staff three times over the course of December to March to ensure accuracy of current road conditions.

Final Maintenance Schedule and Budgeting Information

See Appendix C for more detailed information regarding the yearly schedule/maintenance. For more detailed information by road, see Appendix A and C.

The town of Brookfield has a very well-maintained town paved road network. Since the town does not have that many roads, following this plan will allow the network PCI to never drop below 85. The repairs were carefully considered by cost and location to allow for a rotation of repairs for years beyond the life of this plan.

Almost all years were budgeted to be around \$150,000 with a ramp up towards the end due to a road that needs full depth reclamation. The year of 2031 was left to have a lower budget to allow for the town to have flexibility for repairs to any unforeseen issues with the roads such as unstable base coarse or washouts or to spread out the cost of the full depth reclamation of Garney Road in 2032 and 2033.

Next Steps

SADES RSMS plan updates and assessments are recommended to take place every 10 years. However, it is understood that due to several factors such as flooding, inflation, or unstable base coarse. SRPC staff encourage municipal staff to keep detailed digital records of past road maintenance as well as future needs to be incorporated into and documented in report updates. Summer/Fall 2034 will likely need another assessment done due to fluctuating pricing and to better reflect efforts done by preservation techniques across town. It will be the DPW director's responsibility to compare pricing each Summer to see if the plan is keeping up with inflation.

1) Appendices

- a) **Appendix A –Analysis Detail Report *(Alphabetized)* (Page 6)**
- b) **Appendix B – Analysis Detail Report *(Priority)* (Page 15)**
- c) **Appendix C – Yearly Repair Maps, Yearly PCI Maps, Repair Costs
Simplified Table (Page 27)**
- d) **Appendix D –RSMS protocol (Page 57)**

Appendix A –Analysis Detail Report *(Alphabetized)*

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
19.5	82	Brice Dr	1	1831.093	18	2	Paved	2027	HMA Overlay (1")	\$22,541
19.5	82	Brice Dr	1	1831.093	18	2	Paved	2028	Chip Seal	\$12,877
19.5	82	Brice Dr	1	1831.093	18	2	Paved	2033	Crack Seal (Minor)	\$3,452
67.75	65	Clark Rd	1	1319.951	18	2	Paved	2026	HMA Overlay (1")	\$15,745
67.75	65	Clark Rd	1	1319.951	18	2	Paved	2027	Crack Seal (Minor)	\$2,060
67.75	65	Clark Rd	1	1319.951	18	2	Paved	2029	Chip Seal	\$9,580
67.75	65	Clark Rd	1	1319.951	18	2	Paved	2031	Crack Seal (Minor)	\$2,337
67.75	65	Clark Rd	1	1319.951	18	2	Paved	2033	Crack Seal (Minor)	\$2,489
60.25	95	Clark Rd	2	1319.928	18	2	Paved	2026	HMA Overlay (1")	\$15,744
60.25	95	Clark Rd	2	1319.928	18	2	Paved	2027	Crack Seal (Minor)	\$2,060
60.25	95	Clark Rd	2	1319.928	18	2	Paved	2029	Chip Seal	\$9,579
60.25	95	Clark Rd	2	1319.928	18	2	Paved	2031	Crack Seal (Minor)	\$2,337
60.25	95	Clark Rd	2	1319.928	18	2	Paved	2033	Crack Seal (Minor)	\$2,489
59	100	Clark Rd	3	1319.998	18	2	Paved	2026	HMA Overlay (1")	\$15,745
59	100	Clark Rd	3	1319.998	18	2	Paved	2027	Crack Seal (Minor)	\$2,060
59	100	Clark Rd	3	1319.998	18	2	Paved	2029	Chip Seal	\$9,580
59	100	Clark Rd	3	1319.998	18	2	Paved	2031	Crack Seal (Minor)	\$2,337
59	100	Clark Rd	3	1319.998	18	2	Paved	2033	Crack Seal (Minor)	\$2,489

63.75	81	Clark Rd	4	1320.7 43	18	2	Paved	2026	HMA Overlay (1")	\$15,754
63.75	81	Clark Rd	4	1320.7 43	18	2	Paved	2027	Crack Seal (Minor)	\$2,061
63.75	81	Clark Rd	4	1320.7 43	18	2	Paved	2029	Chip Seal	\$9,585
63.75	81	Clark Rd	4	1320.7 43	18	2	Paved	2031	Crack Seal (Minor)	\$2,338
63.75	81	Clark Rd	4	1320.7 43	18	2	Paved	2033	Crack Seal (Minor)	\$2,490
59	100	Clark Rd	5	1747.3 43	18	2	Paved	2026	HMA Overlay (1")	\$20,843
59	100	Clark Rd	5	1747.3 43	18	2	Paved	2027	Crack Seal (Minor)	\$2,727
59	100	Clark Rd	5	1747.3 43	18	2	Paved	2029	Chip Seal	\$12,681
59	100	Clark Rd	5	1747.3 43	18	2	Paved	2031	Crack Seal (Minor)	\$3,093
59	100	Clark Rd	5	1747.3 43	18	2	Paved	2033	Crack Seal (Minor)	\$3,294
22.5	70	Curries Way	1	2173.0 64	19		Paved	2027	HMA Overlay (1")	\$28,236
22.5	70	Curries Way	1	2173.0 64	19		Paved	2029	Chip Seal	\$16,647
22.5	70	Curries Way	1	2173.0 64	19		Paved	2031	Crack Seal (Minor)	\$3,847
22.5	70	Curries Way	1	2173.0 64	19		Paved	2033	Crack Seal (Minor)	\$4,097
21	76	Drew Farms Road	1	1084.6 8	22	2	Paved	2027	HMA Overlay (1")	\$16,320
21	76	Drew Farms Road	1	1084.6 8	22	2	Paved	2029	Chip Seal	\$9,621
21	76	Drew Farms Road	1	1084.6 8	22	2	Paved	2031	Crack Seal (Minor)	\$1,920
21	76	Drew Farms Road	1	1084.6 8	22	2	Paved	2033	Crack Seal (Minor)	\$2,045
16.5	94	Eaton Rd	1	354.15 16	12	2	Paved	2027	Crack Seal (Minor)	\$553

16.5	94	Eaton Rd	1	354.15 16	12	2	Paved	2034	Crack Seal (Minor)	\$689
20.75	77	Florence Dr	1	425.17 32	20	2	Paved	2025	HMA Overlay (1")	\$5,460
20.75	77	Florence Dr	1	425.17 32	20	2	Paved	2028	Chip Seal	\$3,322
20.75	77	Florence Dr	1	425.17 32	20	2	Paved	2033	Crack Seal (Minor)	\$802
45	100	Garney Rd	1	1307.0 19	18	2	Paved	2026	Chip Seal	\$8,630
45	100	Garney Rd	1	1307.0 19	18	2	Paved	2030	Crack Seal (Minor)	\$2,242
45	100	Garney Rd	1	1307.0 19	18	2	Paved	2032	FDR & HMA (4")	\$82,061
46.25	95	Garney Rd	2	1480.0 1	18	2	Paved	2026	Chip Seal	\$9,773
46.25	95	Garney Rd	2	1480.0 1	18	2	Paved	2030	Crack Seal (Minor)	\$2,539
46.25	95	Garney Rd	2	1480.0 1	18	2	Paved	2032	FDR & HMA (4")	\$92,923
45	100	Garney Rd	3	1359.1 34	18	2	Paved	2026	Chip Seal	\$8,975
45	100	Garney Rd	3	1359.1 34	18	2	Paved	2030	Crack Seal (Minor)	\$2,331
45	100	Garney Rd	3	1359.1 34	18	2	Paved	2032	FDR & HMA (4")	\$85,334
46.75	93	Garney Rd	4	1253.8 06	18	2	Paved	2026	Chip Seal	\$8,279
46.75	93	Garney Rd	4	1253.8 06	18	2	Paved	2030	Crack Seal (Minor)	\$2,151
46.75	93	Garney Rd	4	1253.8 06	18	2	Paved	2032	FDR & HMA (4")	\$78,720
45	100	Garney Rd	5	1288.6 33	18	2	Paved	2026	Chip Seal	\$8,509
45	100	Garney Rd	5	1288.6 33	18	2	Paved	2030	Crack Seal (Minor)	\$2,211
45	100	Garney Rd	5	1288.6 33	18	2	Paved	2033	FDR & HMA (4")	\$83,496
45	100	Garney Rd	6	1118.5 73	18	2	Paved	2026	Chip Seal	\$7,386

45	100	Garney Rd	6	1118.573	18	2	Paved	2030	Crack Seal (Minor)	\$1,919
45	100	Garney Rd	6	1118.573	18	2	Paved	2033	FDR & HMA (4")	\$72,477
45	100	Garney Rd	7	1347.095	18	2	Paved	2026	Chip Seal	\$8,895
45	100	Garney Rd	7	1347.095	18	2	Paved	2030	Crack Seal (Minor)	\$2,311
45	100	Garney Rd	7	1347.095	18	2	Paved	2033	FDR & HMA (4")	\$87,284
45	100	Garney Rd	8	1493.086	18	2	Paved	2026	Chip Seal	\$9,859
45	100	Garney Rd	8	1493.086	18	2	Paved	2030	Crack Seal (Minor)	\$2,561
45	100	Garney Rd	8	1493.086	18	2	Paved	2033	FDR & HMA (4")	\$96,744
26.75	53	Holly Ln	1	801.7963	20	2	Paved	2025	HMA Overlay (1")	\$10,297
26.75	53	Holly Ln	1	801.7963	20	2	Paved	2028	Chip Seal	\$6,265
26.75	53	Holly Ln	1	801.7963	20	2	Paved	2033	Crack Seal (Minor)	\$1,512
22	72	Holly Ln	2	381.9295	20	2	Paved	2025	HMA Overlay (1")	\$4,905
22	72	Holly Ln	2	381.9295	20	2	Paved	2028	Chip Seal	\$2,984
22	72	Holly Ln	2	381.9295	20	2	Paved	2033	Crack Seal (Minor)	\$720
70	88	Lyford Rd	1	1320.455	21	2	Paved	2028	HMA Overlay (1")	\$19,571
70	88	Lyford Rd	1	1320.455	21	2	Paved	2030	Chip Seal	\$11,538
70	88	Lyford Rd	1	1320.455	21	2	Paved	2032	Crack Seal (Minor)	\$2,412
70	88	Lyford Rd	1	1320.455	21	2	Paved	2034	Crack Seal (Minor)	\$2,569
70.75	85	Lyford Rd	2	1558.991	21	2	Paved	2028	HMA Overlay (1")	\$23,106
70.75	85	Lyford Rd	2	1558.991	21	2	Paved	2030	Chip Seal	\$13,623

70.75	85	Lyford Rd	2	1558.9 91	21	2	Paved	2032	Crack Seal (Minor)	\$2,848
70.75	85	Lyford Rd	2	1558.9 91	21	2	Paved	2034	Crack Seal (Minor)	\$3,033
75.5	98	Moose Mount ain Rd	1	1161.7 81	20	2	Paved	2027	Crack Seal (Minor)	\$1,813
75.5	98	Moose Mount ain Rd	1	1161.7 81	20	2	Paved	2029	FDR & HMA (4")	\$73,739
75.5	98	Moose Mount ain Rd	1	1161.7 81	20	2	Paved	2031	Crack Seal (Minor)	\$2,057
75	100	Moose Mount ain Rd	2	643.22 55	20	2	Paved	2027	Crack Seal (Minor)	\$1,004
75	100	Moose Mount ain Rd	2	643.22 55	20	2	Paved	2030	HMA Overlay (1")	\$9,670
75	100	Moose Mount ain Rd	2	643.22 55	20	2	Paved	2031	Crack Seal (Minor)	\$1,139
86.75	53	Moose Mount ain Rd	3	1298.5 46	20	2	Paved	2025	FDR & HMA (4")	\$72,663
86.75	53	Moose Mount ain Rd	3	1298.5 46	20	2	Paved	2027	Crack Seal (Minor)	\$2,027
86.75	53	Moose Mount ain Rd	3	1298.5 46	20	2	Paved	2030	HMA Overlay (1")	\$19,521
86.75	53	Moose Mount ain Rd	3	1298.5 46	20	2	Paved	2031	Crack Seal (Minor)	\$2,299
79	84	Moose Mount ain Rd	4	1653.1 25	20	2	Paved	2027	Crack Seal (Minor)	\$2,580
79	84	Moose Mount ain Rd	4	1653.1 25	20	2	Paved	2030	HMA Overlay (1")	\$24,852
79	84	Moose Mount ain Rd	4	1653.1 25	20	2	Paved	2031	Crack Seal (Minor)	\$2,927
75	100	Moose Mount ain Rd	5	1312.6 89	20	2	Paved	2027	Crack Seal (Minor)	\$2,049
75	100	Moose Mount ain Rd	5	1312.6 89	20	2	Paved	2030	HMA Overlay (1")	\$19,734
75	100	Moose Mount ain Rd	5	1312.6 89	20	2	Paved	2031	Crack Seal (Minor)	\$2,324

75.5	98	Moose Mount ain Rd	6	621.96 03	20	2	Paved	2027	Crack Seal (Minor)	\$971
75.5	98	Moose Mount ain Rd	6	621.96 03	20	2	Paved	2030	HMA Overla y (1")	\$9,350
75.5	98	Moose Mount ain Rd	6	621.96 03	20	2	Paved	2031	Crack Seal (Minor)	\$1,101
84.25	63	Moose Mount ain Rd	7	1033.7 03	20	2	Paved	2027	Crack Seal (Minor)	\$1,613
84.25	63	Moose Mount ain Rd	7	1033.7 03	20	2	Paved	2030	HMA Overla y (1")	\$15,540
84.25	63	Moose Mount ain Rd	7	1033.7 03	20	2	Paved	2031	Crack Seal (Minor)	\$1,830
35.25	79	Pike Brook Rd	1	1316.2 78	20	2	Paved	2028	HMA Overla y (1")	\$18,580
35.25	79	Pike Brook Rd	1	1316.2 78	20	2	Paved	2030	Chip Seal	\$10,954
35.25	79	Pike Brook Rd	1	1316.2 78	20	2	Paved	2034	Chip Seal	\$12,425
33.25	87	Pike Brook Rd	2	870.72 77	20	2	Paved	2028	HMA Overla y (1")	\$12,291
33.25	87	Pike Brook Rd	2	870.72 77	20	2	Paved	2030	Chip Seal	\$7,246
33.25	87	Pike Brook Rd	2	870.72 77	20	2	Paved	2034	Chip Seal	\$8,219
15.5	98	Pleasant Valley Rd	1	1393.2 3	15	2	Paved	2027	Crack Seal (Minor)	\$2,174
15.5	98	Pleasant Valley Rd	1	1393.2 3	15	2	Paved	2031	HMA Overla y (1")	\$16,211
15.5	98	Pleasant Valley Rd	2	1504.5 01	15	2	Paved	2027	Crack Seal (Minor)	\$2,348
15.5	98	Pleasant Valley Rd	2	1504.5 01	15	2	Paved	2031	HMA Overla y (1")	\$17,506
41.5	54	Robert s Rd	1	1324.0 35	18	2	Paved	2025	HMA Overla y (1")	\$15,304

41.5	54	Robert s Rd	1	1324.0 35	18	2	Paved	2027	Crack Seal (Minor)	\$2,066
41.5	54	Robert s Rd	1	1324.0 35	18	2	Paved	2028	Chip Seal	\$9,311
41.5	54	Robert s Rd	1	1324.0 35	18	2	Paved	2033	Crack Seal (Minor)	\$2,496
43.25	47	Robert s Rd	2	1216.5 24	18	2	Paved	2025	HMA Overla y (1")	\$14,061
43.25	47	Robert s Rd	2	1216.5 24	18	2	Paved	2027	Crack Seal (Minor)	\$1,899
43.25	47	Robert s Rd	2	1216.5 24	18	2	Paved	2028	Chip Seal	\$8,555
43.25	47	Robert s Rd	2	1216.5 24	18	2	Paved	2033	Crack Seal (Minor)	\$2,294
43	48	Robert s Rd	3	215.34 01	18	2	Paved	2025	HMA Overla y (1")	\$2,489
43	48	Robert s Rd	3	215.34 01	18	2	Paved	2027	Crack Seal (Minor)	\$336
43	48	Robert s Rd	3	215.34 01	18	2	Paved	2028	Chip Seal	\$1,514
43	48	Robert s Rd	3	215.34 01	18	2	Paved	2033	Crack Seal (Minor)	\$406
25.75	57	Sanbo rn Rd	1	600.92 24	20	2	Paved	2025	HMA Overla y (1")	\$7,717
25.75	57	Sanbo rn Rd	1	600.92 24	20	2	Paved	2027	FDR & HMA (4")	\$35,813
25.75	57	Sanbo rn Rd	1	600.92 24	20	2	Paved	2028	Chip Seal	\$4,696
25.75	57	Sanbo rn Rd	1	600.92 24	20	2	Paved	2033	Crack Seal (Minor)	\$1,133
60	100	Stoneh am Rd	1	1320.6 39	18	2	Paved	2025	Chip Seal	\$8,450
60	100	Stoneh am Rd	1	1320.6 39	18	2	Paved	2030	Crack Seal (Minor)	\$2,265
60	100	Stoneh am Rd	1	1320.6 39	18	2	Paved	2034	HMA Overla y (1")	\$20,267
60.5	98	Stoneh am Rd	2	1320.0 76	18	2	Paved	2025	Chip Seal	\$8,446
60.5	98	Stoneh am Rd	2	1320.0 76	18	2	Paved	2030	Crack Seal (Minor)	\$2,264

60.5	98	Stoneham Rd	2	1320.076	18	2	Paved	2034	HMA Overlay (1")	\$20,259
60.5	98	Stoneham Rd	3	1318.796	18	2	Paved	2025	Chip Seal	\$8,438
60.5	98	Stoneham Rd	3	1318.796	18	2	Paved	2030	Crack Seal (Minor)	\$2,262
60.5	98	Stoneham Rd	3	1318.796	18	2	Paved	2034	HMA Overlay (1")	\$20,239
60.5	98	Stoneham Rd	4	1319.31	18	2	Paved	2025	Chip Seal	\$8,441
60.5	98	Stoneham Rd	4	1319.31	18	2	Paved	2030	Crack Seal (Minor)	\$2,263
60.5	98	Stoneham Rd	4	1319.31	18	2	Paved	2034	HMA Overlay (1")	\$20,247
60	100	Stoneham Rd	5	1319.934	18	2	Paved	2025	Chip Seal	\$8,445
60	100	Stoneham Rd	5	1319.934	18	2	Paved	2030	Crack Seal (Minor)	\$2,264
60	100	Stoneham Rd	5	1319.934	18	2	Paved	2034	HMA Overlay (1")	\$20,257
60	100	Stoneham Rd	6	1319.852	18	2	Paved	2025	Chip Seal	\$8,445
60	100	Stoneham Rd	6	1319.852	18	2	Paved	2030	Crack Seal (Minor)	\$2,264
60	100	Stoneham Rd	6	1319.852	18	2	Paved	2034	HMA Overlay (1")	\$20,255
60	100	Stoneham Rd	7	992.6599	18	2	Paved	2025	Chip Seal	\$6,351
60	100	Stoneham Rd	7	992.6599	18	2	Paved	2030	Crack Seal (Minor)	\$1,703
60	100	Stoneham Rd	7	992.6599	18	2	Paved	2034	HMA Overlay (1")	\$15,234
45.5	98	Tumbledown Dick Rd	1	323.0563	12	2	Paved	2026	Crack Seal (Minor)	\$489
45.5	98	Tumbledown Dick Rd	1	323.0563	12	2	Paved	2029	Crack Seal (Minor)	\$537
45.5	98	Tumbledown Dick Rd	1	323.0563	12	2	Paved	2031	Crack Seal (Minor)	\$572

45.5	98	Tumbl edown Dick Rd	1	323.05 63	12	2	Paved	2033	Crack Seal (Minor)	\$609
45.5	98	Tumbl edown Dick Rd	2	239.84 97	12	2	Paved	2026	Crack Seal (Minor)	\$363
45.5	98	Tumbl edown Dick Rd	2	239.84 97	12	2	Paved	2029	Crack Seal (Minor)	\$399
45.5	98	Tumbl edown Dick Rd	2	239.84 97	12	2	Paved	2031	Crack Seal (Minor)	\$425
45.5	98	Tumbl edown Dick Rd	2	239.84 97	12	2	Paved	2033	Crack Seal (Minor)	\$452
45	100	Tumbl edown Dick Rd	3	804.54 25	12	2	Paved	2026	Crack Seal (Minor)	\$1,217
45	100	Tumbl edown Dick Rd	3	804.54 25	12	2	Paved	2029	Crack Seal (Minor)	\$1,337
45	100	Tumbl edown Dick Rd	3	804.54 25	12	2	Paved	2031	Crack Seal (Minor)	\$1,424
45	100	Tumbl edown Dick Rd	3	804.54 25	12	2	Paved	2033	Crack Seal (Minor)	\$1,517
45	100	Tumbl edown Dick Rd	4	376.57 86	12	2	Paved	2026	Crack Seal (Minor)	\$570
45	100	Tumbl edown Dick Rd	4	376.57 86	12	2	Paved	2029	Crack Seal (Minor)	\$626
45	100	Tumbl edown Dick Rd	4	376.57 86	12	2	Paved	2031	Crack Seal (Minor)	\$667
45	100	Tumbl edown Dick Rd	4	376.57 86	12	2	Paved	2033	Crack Seal (Minor)	\$710

Appendix B – Analysis Detail Report *(Priority)*

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
86.75	53	Moose Mountain Rd	3	1298.546	20	2	Paved	2025	FDR & HMA (4")	\$72,663
86.75	53	Moose Mountain Rd	3	1298.546	20	2	Paved	2027	Crack Seal (Minor)	\$2,027
86.75	53	Moose Mountain Rd	3	1298.546	20	2	Paved	2030	HMA Overlay (1")	\$19,521
86.75	53	Moose Mountain Rd	3	1298.546	20	2	Paved	2031	Crack Seal (Minor)	\$2,299
84.25	63	Moose Mountain Rd	7	1033.703	20	2	Paved	2027	Crack Seal (Minor)	\$1,613
84.25	63	Moose Mountain Rd	7	1033.703	20	2	Paved	2030	HMA Overlay (1")	\$15,540
84.25	63	Moose Mountain Rd	7	1033.703	20	2	Paved	2031	Crack Seal (Minor)	\$1,830
79	84	Moose Mountain Rd	4	1653.125	20	2	Paved	2027	Crack Seal (Minor)	\$2,580
79	84	Moose Mountain Rd	4	1653.125	20	2	Paved	2030	HMA Overlay (1")	\$24,852
79	84	Moose Mountain Rd	4	1653.125	20	2	Paved	2031	Crack Seal (Minor)	\$2,927
75.5	98	Moose Mountain Rd	1	1161.781	20	2	Paved	2027	Crack Seal (Minor)	\$1,813
75.5	98	Moose Mountain Rd	1	1161.781	20	2	Paved	2029	FDR & HMA (4")	\$73,739

75.5	98	Moose Mountain Rd	1	1161.781	20	2	Paved	2031	Crack Seal (Minor)	\$2,057
75.5	98	Moose Mountain Rd	6	621.9603	20	2	Paved	2027	Crack Seal (Minor)	\$971
75.5	98	Moose Mountain Rd	6	621.9603	20	2	Paved	2030	HMA Overlay (1")	\$9,350
75.5	98	Moose Mountain Rd	6	621.9603	20	2	Paved	2031	Crack Seal (Minor)	\$1,101
75	100	Moose Mountain Rd	2	643.2255	20	2	Paved	2027	Crack Seal (Minor)	\$1,004
75	100	Moose Mountain Rd	2	643.2255	20	2	Paved	2030	HMA Overlay (1")	\$9,670
75	100	Moose Mountain Rd	2	643.2255	20	2	Paved	2031	Crack Seal (Minor)	\$1,139
75	100	Moose Mountain Rd	5	1312.689	20	2	Paved	2027	Crack Seal (Minor)	\$2,049
75	100	Moose Mountain Rd	5	1312.689	20	2	Paved	2030	HMA Overlay (1")	\$19,734
75	100	Moose Mountain Rd	5	1312.689	20	2	Paved	2031	Crack Seal (Minor)	\$2,324
70.75	85	Lyford Rd	2	1558.991	21	2	Paved	2028	HMA Overlay (1")	\$23,106
70.75	85	Lyford Rd	2	1558.991	21	2	Paved	2030	Chip Seal	\$13,623
70.75	85	Lyford Rd	2	1558.991	21	2	Paved	2032	Crack Seal (Minor)	\$2,848
70.75	85	Lyford Rd	2	1558.991	21	2	Paved	2034	Crack Seal (Minor)	\$3,033

70	88	Lyford Rd	1	1320.455	21	2	Paved	2028	HMA Overlay (1")	\$19,571
70	88	Lyford Rd	1	1320.455	21	2	Paved	2030	Chip Seal	\$11,538
70	88	Lyford Rd	1	1320.455	21	2	Paved	2032	Crack Seal (Minor)	\$2,412
70	88	Lyford Rd	1	1320.455	21	2	Paved	2034	Crack Seal (Minor)	\$2,569
67.75	65	Clark Rd	1	1319.951	18	2	Paved	2026	HMA Overlay (1")	\$15,745
67.75	65	Clark Rd	1	1319.951	18	2	Paved	2027	Crack Seal (Minor)	\$2,060
67.75	65	Clark Rd	1	1319.951	18	2	Paved	2029	Chip Seal	\$9,580
67.75	65	Clark Rd	1	1319.951	18	2	Paved	2031	Crack Seal (Minor)	\$2,337
67.75	65	Clark Rd	1	1319.951	18	2	Paved	2033	Crack Seal (Minor)	\$2,489
63.75	81	Clark Rd	4	1320.743	18	2	Paved	2026	HMA Overlay (1")	\$15,754
63.75	81	Clark Rd	4	1320.743	18	2	Paved	2027	Crack Seal (Minor)	\$2,061
63.75	81	Clark Rd	4	1320.743	18	2	Paved	2029	Chip Seal	\$9,585
63.75	81	Clark Rd	4	1320.743	18	2	Paved	2031	Crack Seal (Minor)	\$2,338
63.75	81	Clark Rd	4	1320.743	18	2	Paved	2033	Crack Seal (Minor)	\$2,490
60.5	98	Stoneham Rd	2	1320.076	18	2	Paved	2025	Chip Seal	\$8,446

60.5	98	Stoneham Rd	2	1320.076	18	2	Paved	2030	Crack Seal (Minor)	\$2,264
60.5	98	Stoneham Rd	2	1320.076	18	2	Paved	2034	HMA Overlay (1")	\$20,259
60.5	98	Stoneham Rd	3	1318.796	18	2	Paved	2025	Chip Seal	\$8,438
60.5	98	Stoneham Rd	3	1318.796	18	2	Paved	2030	Crack Seal (Minor)	\$2,262
60.5	98	Stoneham Rd	3	1318.796	18	2	Paved	2034	HMA Overlay (1")	\$20,239
60.5	98	Stoneham Rd	4	1319.31	18	2	Paved	2025	Chip Seal	\$8,441
60.5	98	Stoneham Rd	4	1319.31	18	2	Paved	2030	Crack Seal (Minor)	\$2,263
60.5	98	Stoneham Rd	4	1319.31	18	2	Paved	2034	HMA Overlay (1")	\$20,247
60.25	95	Clark Rd	2	1319.928	18	2	Paved	2026	HMA Overlay (1")	\$15,744
60.25	95	Clark Rd	2	1319.928	18	2	Paved	2027	Crack Seal (Minor)	\$2,060
60.25	95	Clark Rd	2	1319.928	18	2	Paved	2029	Chip Seal	\$9,579
60.25	95	Clark Rd	2	1319.928	18	2	Paved	2031	Crack Seal (Minor)	\$2,337
60.25	95	Clark Rd	2	1319.928	18	2	Paved	2033	Crack Seal (Minor)	\$2,489
60	100	Stoneham Rd	1	1320.639	18	2	Paved	2025	Chip Seal	\$8,450
60	100	Stoneham Rd	1	1320.639	18	2	Paved	2030	Crack Seal (Minor)	\$2,265

60	100	Stoneham Rd	1	1320.639	18	2	Paved	2034	HMA Overlay (1")	\$20,267
60	100	Stoneham Rd	5	1319.934	18	2	Paved	2025	Chip Seal	\$8,445
60	100	Stoneham Rd	5	1319.934	18	2	Paved	2030	Crack Seal (Minor)	\$2,264
60	100	Stoneham Rd	5	1319.934	18	2	Paved	2034	HMA Overlay (1")	\$20,257
60	100	Stoneham Rd	6	1319.852	18	2	Paved	2025	Chip Seal	\$8,445
60	100	Stoneham Rd	6	1319.852	18	2	Paved	2030	Crack Seal (Minor)	\$2,264
60	100	Stoneham Rd	6	1319.852	18	2	Paved	2034	HMA Overlay (1")	\$20,255
60	100	Stoneham Rd	7	992.6599	18	2	Paved	2025	Chip Seal	\$6,351
60	100	Stoneham Rd	7	992.6599	18	2	Paved	2030	Crack Seal (Minor)	\$1,703
60	100	Stoneham Rd	7	992.6599	18	2	Paved	2034	HMA Overlay (1")	\$15,234
59	100	Clark Rd	3	1319.998	18	2	Paved	2026	HMA Overlay (1")	\$15,745
59	100	Clark Rd	3	1319.998	18	2	Paved	2027	Crack Seal (Minor)	\$2,060
59	100	Clark Rd	3	1319.998	18	2	Paved	2029	Chip Seal	\$9,580
59	100	Clark Rd	3	1319.998	18	2	Paved	2031	Crack Seal (Minor)	\$2,337
59	100	Clark Rd	3	1319.998	18	2	Paved	2033	Crack Seal (Minor)	\$2,489

59	100	Clark Rd	5	1747.343	18	2	Paved	2026	HMA Overlay (1")	\$20,843
59	100	Clark Rd	5	1747.343	18	2	Paved	2027	Crack Seal (Minor)	\$2,727
59	100	Clark Rd	5	1747.343	18	2	Paved	2029	Chip Seal	\$12,681
59	100	Clark Rd	5	1747.343	18	2	Paved	2031	Crack Seal (Minor)	\$3,093
59	100	Clark Rd	5	1747.343	18	2	Paved	2033	Crack Seal (Minor)	\$3,294
46.75	93	Garney Rd	4	1253.806	18	2	Paved	2026	Chip Seal	\$8,279
46.75	93	Garney Rd	4	1253.806	18	2	Paved	2030	Crack Seal (Minor)	\$2,151
46.75	93	Garney Rd	4	1253.806	18	2	Paved	2032	FDR & HMA (4")	\$78,720
46.25	95	Garney Rd	2	1480.01	18	2	Paved	2026	Chip Seal	\$9,773
46.25	95	Garney Rd	2	1480.01	18	2	Paved	2030	Crack Seal (Minor)	\$2,539
46.25	95	Garney Rd	2	1480.01	18	2	Paved	2032	FDR & HMA (4")	\$92,923
45.5	98	Tumbledown Dick Rd	1	323.0563	12	2	Paved	2026	Crack Seal (Minor)	\$489
45.5	98	Tumbledown Dick Rd	1	323.0563	12	2	Paved	2029	Crack Seal (Minor)	\$537
45.5	98	Tumbledown Dick Rd	1	323.0563	12	2	Paved	2031	Crack Seal (Minor)	\$572

45.5	98	Tumbl edown Dick Rd	1	323.05 63	12	2	Paved	2033	Crack Seal (Minor)	\$609
45.5	98	Tumbl edown Dick Rd	2	239.84 97	12	2	Paved	2026	Crack Seal (Minor)	\$363
45.5	98	Tumbl edown Dick Rd	2	239.84 97	12	2	Paved	2029	Crack Seal (Minor)	\$399
45.5	98	Tumbl edown Dick Rd	2	239.84 97	12	2	Paved	2031	Crack Seal (Minor)	\$425
45.5	98	Tumbl edown Dick Rd	2	239.84 97	12	2	Paved	2033	Crack Seal (Minor)	\$452
45	100	Garne y Rd	1	1307.0 19	18	2	Paved	2026	Chip Seal	\$8,630
45	100	Garne y Rd	1	1307.0 19	18	2	Paved	2030	Crack Seal (Minor)	\$2,242
45	100	Garne y Rd	1	1307.0 19	18	2	Paved	2032	FDR & HMA (4")	\$82,06 1
45	100	Garne y Rd	3	1359.1 34	18	2	Paved	2026	Chip Seal	\$8,975
45	100	Garne y Rd	3	1359.1 34	18	2	Paved	2030	Crack Seal (Minor)	\$2,331
45	100	Garne y Rd	3	1359.1 34	18	2	Paved	2032	FDR & HMA (4")	\$85,33 4
45	100	Garne y Rd	5	1288.6 33	18	2	Paved	2026	Chip Seal	\$8,509
45	100	Garne y Rd	5	1288.6 33	18	2	Paved	2030	Crack Seal (Minor)	\$2,211

45	100	Garney Rd	5	1288.6 33	18	2	Paved	2033	FDR & HMA (4")	\$83,496
45	100	Garney Rd	6	1118.5 73	18	2	Paved	2026	Chip Seal	\$7,386
45	100	Garney Rd	6	1118.5 73	18	2	Paved	2030	Crack Seal (Minor)	\$1,919
45	100	Garney Rd	6	1118.5 73	18	2	Paved	2033	FDR & HMA (4")	\$72,477
45	100	Garney Rd	7	1347.0 95	18	2	Paved	2026	Chip Seal	\$8,895
45	100	Garney Rd	7	1347.0 95	18	2	Paved	2030	Crack Seal (Minor)	\$2,311
45	100	Garney Rd	7	1347.0 95	18	2	Paved	2033	FDR & HMA (4")	\$87,284
45	100	Garney Rd	8	1493.0 86	18	2	Paved	2026	Chip Seal	\$9,859
45	100	Garney Rd	8	1493.0 86	18	2	Paved	2030	Crack Seal (Minor)	\$2,561
45	100	Garney Rd	8	1493.0 86	18	2	Paved	2033	FDR & HMA (4")	\$96,744
45	100	Tumbledown Dick Rd	3	804.54 25	12	2	Paved	2026	Crack Seal (Minor)	\$1,217
45	100	Tumbledown Dick Rd	3	804.54 25	12	2	Paved	2029	Crack Seal (Minor)	\$1,337
45	100	Tumbledown Dick Rd	3	804.54 25	12	2	Paved	2031	Crack Seal (Minor)	\$1,424
45	100	Tumbledown	3	804.54 25	12	2	Paved	2033	Crack Seal (Minor)	\$1,517

		Dick Rd								
45	100	Tumbl edown Dick Rd	4	376.57 86	12	2	Paved	2026	Crack Seal (Minor)	\$570
45	100	Tumbl edown Dick Rd	4	376.57 86	12	2	Paved	2029	Crack Seal (Minor)	\$626
45	100	Tumbl edown Dick Rd	4	376.57 86	12	2	Paved	2031	Crack Seal (Minor)	\$667
45	100	Tumbl edown Dick Rd	4	376.57 86	12	2	Paved	2033	Crack Seal (Minor)	\$710
43.25	47	Robert s Rd	2	1216.5 24	18	2	Paved	2025	HMA Overla y (1")	\$14,06 1
43.25	47	Robert s Rd	2	1216.5 24	18	2	Paved	2027	Crack Seal (Minor)	\$1,899
43.25	47	Robert s Rd	2	1216.5 24	18	2	Paved	2028	Chip Seal	\$8,555
43.25	47	Robert s Rd	2	1216.5 24	18	2	Paved	2033	Crack Seal (Minor)	\$2,294
43	48	Robert s Rd	3	215.34 01	18	2	Paved	2025	HMA Overla y (1")	\$2,489
43	48	Robert s Rd	3	215.34 01	18	2	Paved	2027	Crack Seal (Minor)	\$336
43	48	Robert s Rd	3	215.34 01	18	2	Paved	2028	Chip Seal	\$1,514
43	48	Robert s Rd	3	215.34 01	18	2	Paved	2033	Crack Seal (Minor)	\$406

41.5	54	Robert s Rd	1	1324.0 35	18	2	Paved	2025	HMA Overla y (1")	\$15,30 4
41.5	54	Robert s Rd	1	1324.0 35	18	2	Paved	2027	Crack Seal (Minor)	\$2,066
41.5	54	Robert s Rd	1	1324.0 35	18	2	Paved	2028	Chip Seal	\$9,311
41.5	54	Robert s Rd	1	1324.0 35	18	2	Paved	2033	Crack Seal (Minor)	\$2,496
35.25	79	Pike Brook Rd	1	1316.2 78	20	2	Paved	2028	HMA Overla y (1")	\$18,58 0
35.25	79	Pike Brook Rd	1	1316.2 78	20	2	Paved	2030	Chip Seal	\$10,95 4
35.25	79	Pike Brook Rd	1	1316.2 78	20	2	Paved	2034	Chip Seal	\$12,42 5
33.25	87	Pike Brook Rd	2	870.72 77	20	2	Paved	2028	HMA Overla y (1")	\$12,29 1
33.25	87	Pike Brook Rd	2	870.72 77	20	2	Paved	2030	Chip Seal	\$7,246
33.25	87	Pike Brook Rd	2	870.72 77	20	2	Paved	2034	Chip Seal	\$8,219
26.75	53	Holly Ln	1	801.79 63	20	2	Paved	2025	HMA Overla y (1")	\$10,29 7
26.75	53	Holly Ln	1	801.79 63	20	2	Paved	2028	Chip Seal	\$6,265
26.75	53	Holly Ln	1	801.79 63	20	2	Paved	2033	Crack Seal (Minor)	\$1,512
25.75	57	Sanbo rn Rd	1	600.92 24	20	2	Paved	2025	HMA Overla y (1")	\$7,717

25.75	57	Sanbo rn Rd	1	600.92 24	20	2	Paved	2027	FDR & HMA (4")	\$35,81 3
25.75	57	Sanbo rn Rd	1	600.92 24	20	2	Paved	2028	Chip Seal	\$4,696
25.75	57	Sanbo rn Rd	1	600.92 24	20	2	Paved	2033	Crack Seal (Minor)	\$1,133
22.5	70	Currie s Way	1	2173.0 64	19		Paved	2027	HMA Overla y (1")	\$28,23 6
22.5	70	Currie s Way	1	2173.0 64	19		Paved	2029	Chip Seal	\$16,64 7
22.5	70	Currie s Way	1	2173.0 64	19		Paved	2031	Crack Seal (Minor)	\$3,847
22.5	70	Currie s Way	1	2173.0 64	19		Paved	2033	Crack Seal (Minor)	\$4,097
22	72	Holly Ln	2	381.92 95	20	2	Paved	2025	HMA Overla y (1")	\$4,905
22	72	Holly Ln	2	381.92 95	20	2	Paved	2028	Chip Seal	\$2,984
22	72	Holly Ln	2	381.92 95	20	2	Paved	2033	Crack Seal (Minor)	\$720
21	76	Drew Farms Road	1	1084.6 8	22	2	Paved	2027	HMA Overla y (1")	\$16,32 0
21	76	Drew Farms Road	1	1084.6 8	22	2	Paved	2029	Chip Seal	\$9,621
21	76	Drew Farms Road	1	1084.6 8	22	2	Paved	2031	Crack Seal (Minor)	\$1,920
21	76	Drew Farms Road	1	1084.6 8	22	2	Paved	2033	Crack Seal (Minor)	\$2,045

20.75	77	Florence Dr	1	425.17 32	20	2	Paved	2025	HMA Overlay (1")	\$5,460
20.75	77	Florence Dr	1	425.17 32	20	2	Paved	2028	Chip Seal	\$3,322
20.75	77	Florence Dr	1	425.17 32	20	2	Paved	2033	Crack Seal (Minor)	\$802
19.5	82	Brice Dr	1	1831.0 93	18	2	Paved	2027	HMA Overlay (1")	\$22,541
19.5	82	Brice Dr	1	1831.0 93	18	2	Paved	2028	Chip Seal	\$12,877
19.5	82	Brice Dr	1	1831.0 93	18	2	Paved	2033	Crack Seal (Minor)	\$3,452
16.5	94	Eaton Rd	1	354.15 16	12	2	Paved	2027	Crack Seal (Minor)	\$553
16.5	94	Eaton Rd	1	354.15 16	12	2	Paved	2034	Crack Seal (Minor)	\$689
15.5	98	Pleasant Valley Rd	1	1393.2 3	15	2	Paved	2027	Crack Seal (Minor)	\$2,174
15.5	98	Pleasant Valley Rd	1	1393.2 3	15	2	Paved	2031	HMA Overlay (1")	\$16,211
15.5	98	Pleasant Valley Rd	2	1504.5 01	15	2	Paved	2027	Crack Seal (Minor)	\$2,348
15.5	98	Pleasant Valley Rd	2	1504.5 01	15	2	Paved	2031	HMA Overlay (1")	\$17,506

Appendix C – Yearly Repair Maps and Yearly PCI Maps

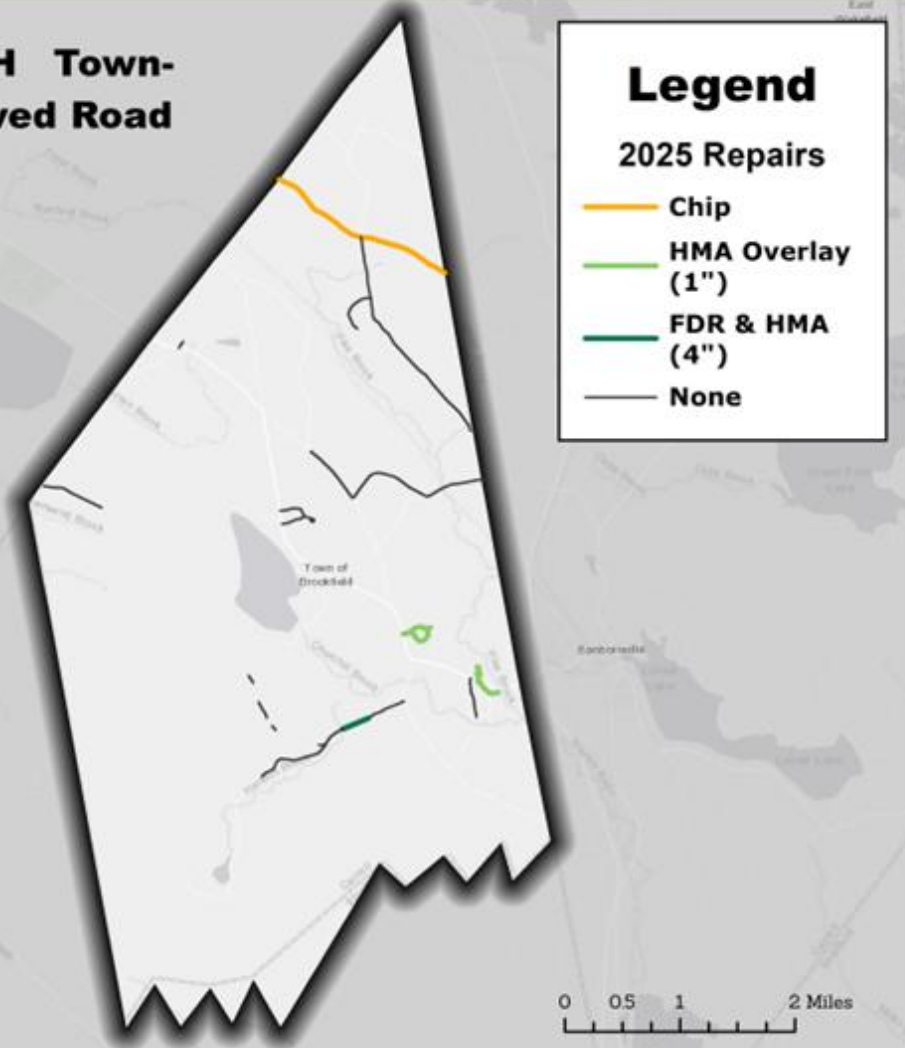
2025

Brookfield, NH Town- Maintained Paved Road Repairs (2025)

Legend

2025 Repairs

- Chip
- HMA Overlay (1")
- FDR & HMA (4")
- None



Average PCI After Repairs	89.21
Average PCI Without Repairs	83.16
Total Miles Treated	2.87
Total Repair Cost	\$189,915

HMA Overlay (1")	\$60,234
Chip Seal	\$57,018
FDR & HMA (4")	\$72,663
Total	\$189,915

Roads Treated:

Holly Lane
Roberts Road
Sanborn Road

Florence Drive
Moose Mountain Road
Stoneham Road

2026

Brookfield, NH Town- Maintained Paved Road Repairs (2026)

Legend

2026 Repairs

- Crack Seal (Minor)
- Chip
- HMA Overlay (1")
- None



Average PCI After Repairs	88.29
Average PCI Without Repairs	79.42
Total Miles Treated	3.68
Total Repair Cost	\$156,775

Crack Seal (Minor)	\$2,638
Chip Seal	\$70,306
HMA Overlay (1")	\$83,831
Total	\$156,775

Roads Treated:

Clark Road

Garney Road

Tumbledown Dick Road

2027

Brookfield, NH Town- Maintained Paved Road Repairs (2027)

Legend

2027 Repairs

- Crack Seal (Minor)
- Chip
- HMA Overlay (1")
- FDR & HMA (4")
- None



0 0.5 1 2 Miles

Average PCI After Repairs	90.04
Average PCI Without Repairs	75.85
Total Miles Treated	5.01
Total Repair Cost	\$135,311

Crack Seal (Minor)	\$32,402
HMA Overlay (1")	\$67,097
FDR & HMA (4")	\$35,813
Total	\$135,311

Roads Treated:

Brice Drive
Clark Road
Curris Way
Drew Farms Road

Eaton Road
Moose Mountain Road
Pleasant Valley Road
Roberts Road
Sanborn Road

2028

Brookfield, NH Town- Maintained Paved Road Repairs (2028)

Legend

2028 Repairs

- Chip
- HMA Overlay (1")
- None

0 0.5 1 2 Miles

Average PCI After Repairs	89.53
Average PCI Without Repairs	72.44
Total Miles Treated	2.25
Total Repair Cost	\$123,073

Chip Seal	\$49,525
HMA Overlay (1")	\$73,547
Total	\$123,073

Roads Treated:
Brice Drive
Florence Drive
Holly Lane
Lyford Road

Pike Brook Road
Roberts Road
Sanborn Road

2029

Brookfield, NH Town- Maintained Paved Road Repairs (2029)

Legend

2029 Repairs

- Crack Seal (Minor)
- Chip Seal
- FDR & HMA (4")
- None



0 0.5 1 2 Miles

Average PCI After Repairs	88.05
Average PCI Without Repairs	69.18
Total Miles Treated	2.50
Total Repair Cost	\$153,913

Crack Seal (Minor)	\$2,899
Chip Seal	\$77,275
FDR & HMA (4")	\$73,739
Total	\$153,913

Roads Treated:

Clark Road

Curris Way

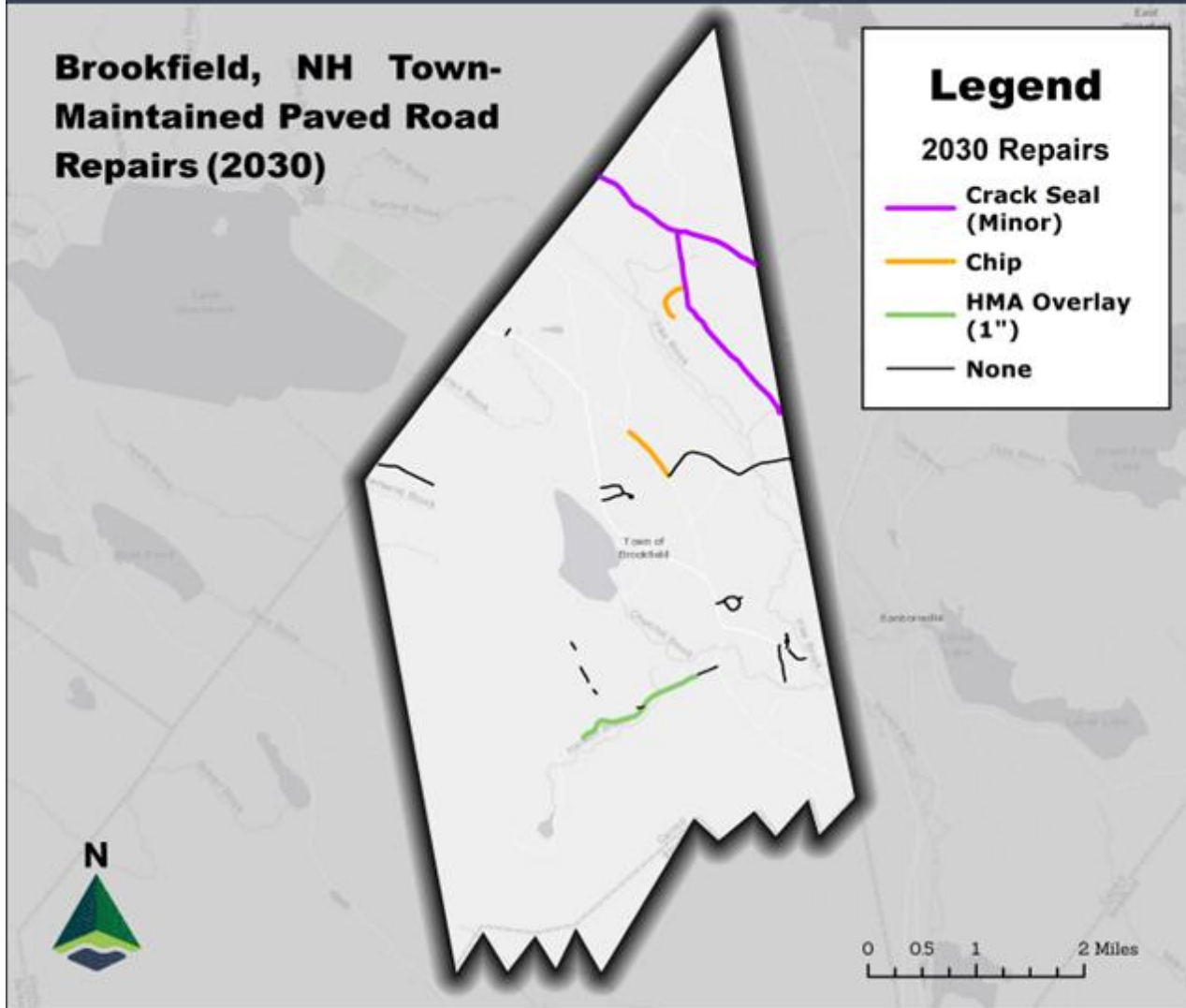
Drew Farms Road

Moose Mountain Road

Tumbledown Dick Road

2030

Brookfield, NH Town-Maintained Paved Road Repairs (2030)



Average PCI After Repairs	90.68
Average PCI Without Repairs	66.06
Total Miles Treated	5.91
Total Repair Cost	\$175,579

Crack Seal (Minor)	\$33,551
Chip Seal	\$43,361
HMA Overlay (1")	\$98,667
Total	\$175,579

Roads Treated:

Garney Road

Lyford Road

Moose Mountain Road

Pike Brook Road

Stoneham Road

2031

Brookfield, NH Town- Maintained Paved Road Repairs (2031)

Legend

2031 Repairs

- Crack Seal (Minor)
- HMA Overlay (1")
- None

0 0.5 1 2 Miles

Average PCI After Repairs	89.97
Average PCI Without Repairs	63.09
Total Miles Treated	4.29
Total Repair Cost	\$68,689

Crack Seal (Minor)	\$34,972
HMA Overlay (1")	\$33,717
Total	\$68,689

Roads Treated:

Clark Road

Curries Way

Drew Farms Road

Moose Mountain Road

Pleasant Valley Road

Tumbledown Dick Road

2032

Brookfield, NH Town- Maintained Paved Road Repairs (2032)



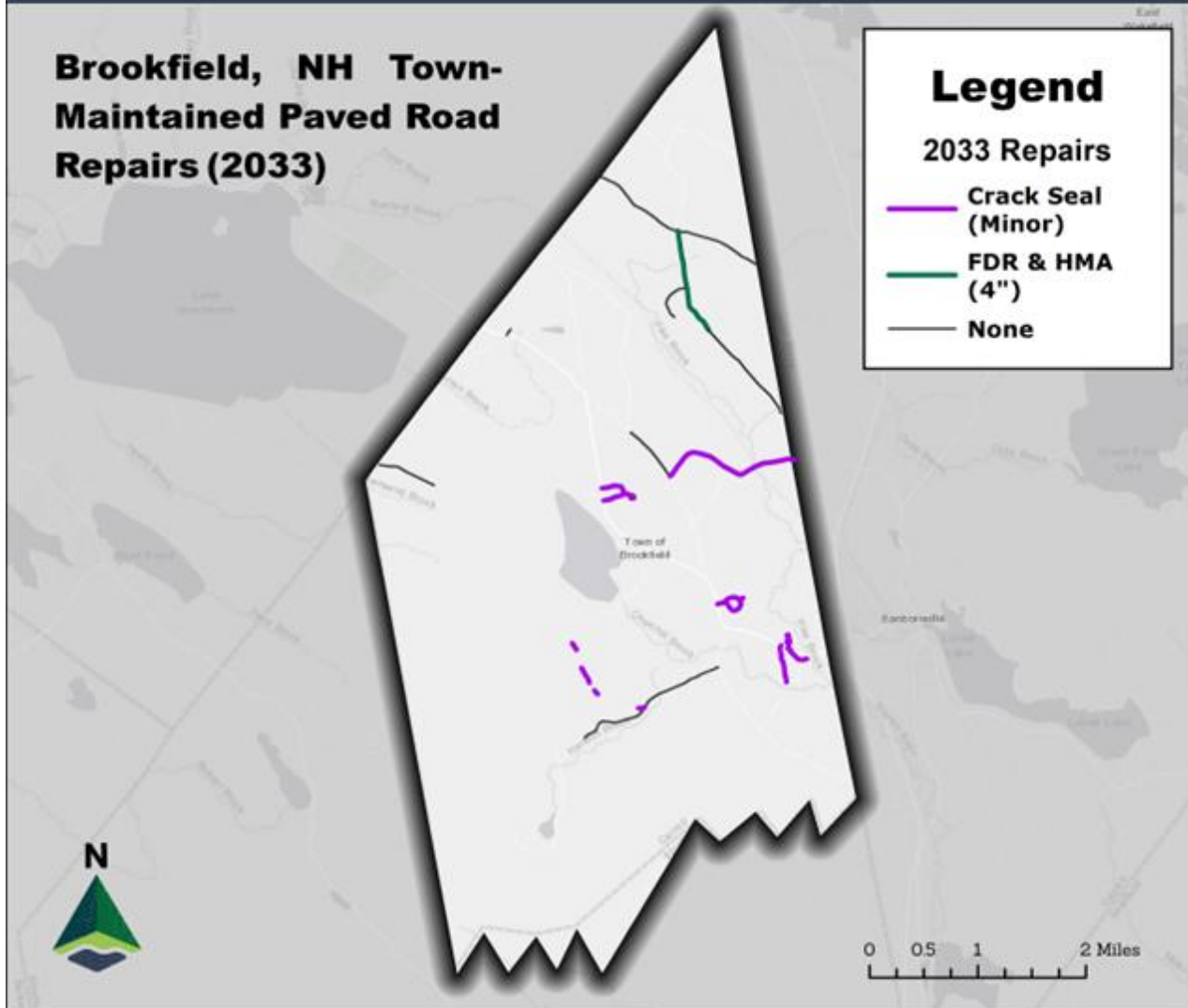
Average PCI After Repairs	87.52
Average PCI Without Repairs	60.25
Total Miles Treated	1.57
Total Repair Cost	\$344,299

Crack Seal (Minor)	\$5,261
FDR & HMA (4")	\$339,038
Total	\$344,299

Roads Treated:
Garney Road
Lyford Road

2033

Brookfield, NH Town- Maintained Paved Road Repairs (2033)



Average PCI After Repairs	89.44
Average PCI Without Repairs	57.54
Total Miles Treated	4.56
Total Repair Cost	\$375,497

Crack Seal (Minor)	\$35,496
FDR & HMA (4'')	\$340,001
Total	\$375,497

Roads Treated:

Brice Drive
Clark Road
Curries Way
Drew Farms Road
Florence Road

Garney Road
Holly Lane
Roberts Road
Sanborn Road
Tumbledown Dick Road

2034

Brookfield, NH Town- Maintained Paved Road Repairs (2034)

Legend

2034 Repairs

- Crack Seal (Minor)
- Chip
- HMA Overlay (1")
- None

0 0.5 1 2 Miles

Average PCI After Repairs	89.24
Average PCI Without Repairs	54.95
Total Miles Treated	2.71
Total Repair Cost	\$163,694

Crack Seal (Minor)	\$6,292
Chip Seal	\$20,644
HMA Overlay (1")	\$136,759
Total	\$163,694

Roads Treated:

Eaton Road
Lyford Road
Pike Brook Road
Stoneham Road

Total (2025-2034)

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Average PCI After Repairs	89.21	88.29	90.04	89.53	88.05	90.68	89.97	87.52	89.44	89.24
Average PCI Without Repairs	83.16	79.42	75.85	72.44	69.18	66.06	63.09	60.25	57.54	54.95
Total Miles Treated	2.87	3.68	5.01	2.25	2.50	5.91	4.29	1.57	4.56	2.71
Total Repair Cost	\$189,915	\$156,775	\$135,311	\$123,073	\$153,913	\$175,579	\$68,689	\$344,299	\$375,497	\$163,694

2025

Brookfield, NH Town- Maintained Paved Road Repairs (2025)

Legend

2025 Repairs

- Chip
- HMA Overlay (1")
- FDR & HMA (4")
- None



Brookfield, NH Town- Maintained Paved Road Conditions after 2025

Legend

PCI Scores (After 2025 Repairs)

- 47 - 65
- >65 - <75
- >75 - <80
- >80



2026

Brookfield, NH Town-Maintained Paved Road Repairs (2026)

Legend

2026 Repairs

- Crack Seal (Minor)
- Chip
- HMA Overlay (1")
- None



Brookfield, NH Town-Maintained Paved Road Conditions after 2026

Legend

PCI Scores (After 2026 Repairs)

- 47 - 65
- >65 - <75
- >75 - <80
- >80



2027

Brookfield, NH Town-Maintained Paved Road Repairs (2027)

Legend

2027 Repairs

- Crack Seal (Minor)
- Chip
- HMA Overlay (1")
- FDR & HMA (4")
- None

Brookfield, NH Town-Maintained Paved Road Conditions after 2027

Legend

PCI Scores (After 2027 Repairs)

- 47 - 65
- >65 - <75
- >75 - <80
- >80



0 0.5 1 2 Miles



0 0.5 1 2 Miles

2028

Brookfield, NH Town-Maintained Paved Road Repairs (2028)

Legend

2028 Repairs

- Chip
- HMA Overlay (1")
- None



0 0.5 1 2 Miles

Brookfield, NH Town-Maintained Paved Road Conditions after 2028

Legend

PCI Scores
(After 2028 Repairs)

- 47 - 65
- >65 - <75
- >75 - <80
- >80



0 0.5 1 2 Miles

2029

Brookfield, NH Town-Maintained Paved Road Repairs (2029)

Legend

2029 Repairs

- Crack Seal (Minor)
- Chip Seal
- FDR & HMA (4")
- None



0 0.5 1 2 Miles

Brookfield, NH Town-Maintained Paved Road Conditions after 2029

Legend

PCI Scores (After 2029 Repairs)

- 47 - 65
- >65 - <75
- >75 - <80
- >80



0 0.5 1 2 Miles

2030

Brookfield, NH Town- Maintained Paved Road Repairs (2030)

Legend

2030 Repairs

- Crack Seal (Minor)
- Chip
- HMA Overlay (1")
- None



0 0.5 1 2 Miles

Brookfield, NH Town- Maintained Paved Road Conditions after 2030

Legend

PCI Scores (After 2030 Repairs)

- 47 - 65
- >65 - <75
- >75 - <80
- >80



0 0.5 1 2 Miles

2031

Brookfield, NH Town- Maintained Paved Road Repairs (2031)

Legend

2031 Repairs

- Crack Seal (Minor)
- HMA Overlay (1")
- None



0 0.5 1 2 Miles

Brookfield, NH Town- Maintained Paved Road Conditions after 2031

Legend

PCI Scores (After 2031 Repairs)

- 47 - 65
- >65 - <75
- >75 - <80
- >80



0 0.5 1 2 Miles

2032

Brookfield, NH Town- Maintained Paved Road Repairs (2032)

Legend

2032 Repairs

- Crack Seal (Minor)
- FDR & HMA (4")
- None



0 0.5 1 2 Miles

Brookfield, NH Town- Maintained Paved Road Conditions after 2032

Legend

PCI Scores (After 2032 Repairs)

- 47 - 65
- >65 - <75
- >75 - <80
- >80



0 0.5 1 2 Miles

2033

Brookfield, NH Town-Maintained Paved Road Repairs (2033)

Legend

2033 Repairs

- Crack Seal (Minor)
- FDR & HMA (4")
- None



0 0.5 1 2 Miles

Brookfield, NH Town-Maintained Paved Road Conditions after 2033

Legend

PCI Scores (After 2033 Repairs)

- 47 - 65
- >65 - <75
- >75 - <80
- >80



0 0.5 1 2 Miles

2034

Brookfield, NH Town- Maintained Paved Road Repairs (2034)

Legend

2034 Repairs

- Crack Seal (Minor)
- Chip
- HMA Overlay (1")
- None



Brookfield, NH Town- Maintained Paved Road Conditions after 2034

Legend

PCI Scores
(After 2034
Repairs)

- 47 - 65
- >65 - <75
- >75 - <80
- >80



	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
NORTH SECTION										
Garney		CHIP				CRACK		FDR(half)	FDR(half)	
Garney Cost		\$70,306				\$18,265		\$339,038	\$340,001	
Stoneham	CHIP					CRACK				Overlay
Stoneham Cost	\$57,018					\$15,286				\$136,759
Pike Brook				OVERLAY		CHIP				CHIP
Pine Brook Cost				\$30,871		\$18,200				\$20,644
Eaton			CRACK							CRACK
Easton Cost			\$553							\$689
Lyford				OVERLAY		CHIP		CRACK		CRACK
Lyford Cost				\$42,677		\$25,161		\$5,261		\$5,603
Clark		OVERLAY	CRACK		CHIP		CRACK		CRACK	
Clark Cost		\$83,831	\$10,969		\$51,006		\$12,442		\$13,251	
Drew Farms			OVERLAY		CHIP		CRACK		CRACK	
Drew Farms Cost			\$16,320		\$9,621		\$1,920		\$2,045	
Curries			OVERLAY		CHIP		CRACK		CRACK	
Curries Cost			\$28,236		\$16,647		\$3,847		\$4,097	
EAST SECTION										
Roberts	OVERLAY		CRACK	CHIP					CRACK	
Roberts Cost	\$31,854		\$4,301	\$19,381					\$5,196	
Holly	OVERLAY			CHIP					CRACK	
Holly Cost	\$15,202			\$9,250					\$2,232	
Brice			OVERLAY	CHIP					CRACK	
Brice Cost			\$22,541	\$12,877					\$3,452	
Sanborn	OVERLAY		REHAB	CHIP					CRACK	
Sanborn Cost	\$7,717		\$35,812	\$4,695					\$1,133	
Florence	OVERLAY			CHIP					CRACK	

Florence Cost	\$5,460			\$3,322					\$802	
CENTRAL/MNT SECTION										
Moose Mountain	REHAB(1)		CRACK		OVERLAY and FDR(1)	OVERLAY (REST)	CRACK			
Moose Mountain Cost	\$72,663		\$12,057		\$73,739	\$98,667	\$13,676			
Tumbledown Dick		CRACK			CRACK		CRACK		CRACK	
Tumbledown Dick Cost		\$2,638			\$2,899		\$3,087		\$3,288	
WEST SECTION										
Pleasant Valley			CRACK				OVERLAY			
Pleasant Valley Cost			\$4,523				\$33,717			
Inflated total	\$189,914	\$156,775	\$135,311	\$123,072	\$153,913	\$175,580	\$68,689	\$344,299	\$375,497	\$163,694
Yearly Cost Goal	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000

Statewide Asset Data Exchange System (SADES)



Road Surface Management System (RSMS) Assessment Guide

Partnership with

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

SADES RSMS – Version 3.0

Data Collection Specifications Guide

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

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

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General User Information

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

Additional recommended equipment for conducting the assessment includes:

Tape Measure
Reflective Vest

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

Contact Information:

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

General Information

Date:

User Input Date

Record the date when the road assessment is performed.

Observer/Organization:

User Input

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

Road Name:

User Input

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

Road Alias:

User Input

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

Town Name:

User Input

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

Surface Type:

Paved

Unpaved

Shoulder Type:

Paved

Unpaved

None

Road Surface Width:

User input number

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

Number of Lanes:

User input number

The number of lanes making up the pavement width.

Last Year Surveyed

User input number

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

Longitudinal/Transverse Cracking

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

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

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

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

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

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

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

Long./Trnsv. Cracking Extent:
Low
Medium
High

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

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

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

Notes:

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

High Severity



Transverse Crack



Longitudinal Crack

Medium Severity



Transverse Crack



Longitudinal Crack

Low Severity



Alligator Cracking

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

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

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

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

<u>Low</u>	The <i>total area</i> exhibiting alligator cracking encompasses less than 10% of the roadway section
<u>Medium</u>	The <i>total area</i> exhibiting alligator cracking encompasses between 10% and 30% of the roadway section
<u>High</u>	The <i>total area</i> exhibiting alligator cracking encompasses greater than 30% of the roadway section

Notes:

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

High Severity



Medium Severity



Low Severity



Edge Cracking

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

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

<u>No Defects</u>	The roadway does not exhibit edge cracking.
<u>Low</u>	Cracking evident; however, no breakup. Crack widths $<1/8"$ and confined to 12" from <i>edge of pavement</i> .
<u>Medium</u>	Multiple cracking occurring with some breakup. Cracks extend <i>up to 24" into pavement</i> .
<u>High</u>	Extensive cracking <i>beyond 24" into roadway</i> ; breakup. This condition closely resembles alligator cracking

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

<u>Low</u>	The section length affected by cracking is <i>less than 10% of the total section length</i> .
<u>Medium</u>	The section length affected by cracking is <i>between 10% and 30% of total section length</i> .
<u>High</u>	The section length affected by cracking is <i>greater than 30% of the total section length</i> .

High Severity



Medium Severity



Low Severity



Patching/Potholes

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

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

<u>No Defects</u>	No patches showing deterioration or potholes detected in the rated section.
<u>Low</u>	The <i>total area</i> of patching showing deterioration is less than 10% of the total section area and/or there are fewer than 5 potholes per 1000' section length.
<u>Medium</u>	The <i>total area</i> of patching showing deterioration is between 10% and 30% of the total section area and/or there are between 5 and 10 potholes per 1000' section length.
<u>High</u>	The <i>total area</i> of patching showing deterioration is greater than 30% of the total section area and/or there are more than 10 potholes per 1000' section length.

Notes:

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

Patching



Pothole



Drainage

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

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

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

Notes:

Sure signs of poor drainage include:

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

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

Rutting

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

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

No Defects No visible rutting in the rated section.

Low Depth of rut is less than 1".

Medium Ruts are between 1" and 3" deep.

High Ruts are greater than 3" deep.

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

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

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

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

Notes:

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

High Severity



Medium Severity



Low Severity



Roughness

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

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

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

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

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

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

Notes:

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

Frost Heave Severity

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

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

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

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

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

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

Notes:

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

Frost Heave



Factors

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

Traffic Volume:
1
2
3
4
5

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

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

Importance:
1
2
3
4
5

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

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

Notes:

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

Local Knowledge

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

Interview with Local Knowledge:

Yes

No

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

Interview Comments:

User input text (500 ch. max)

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

Weather Conditions

Weather Conditions:

Sunny/Clear

Overcast/Cloudy

Rain

Snow

Other

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

General Comments

General Comments:

User input comments (500 ch. max)

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