Town of Amherst, NH
BOARD OF SELECTMEN AGENDA
Barbara Landry Meeting Room
2 Main Street
MONDAY, FEBRUARY 12, 2024 6:00 PM

1. Call to Order

2. Pledge of Allegiance

3. Badge Ceremony

4. Board Appointment

4.1. Thomas Murphy, Recreation Commission, Term ending 2027

5. Citizens' Forum

6. Scheduled Appointments

6.1. NRPC/DPW Presentation of Amherst Roadwork Plan

7. Administration

7.1. Administrative Updates

7.2. Discussion of Deliberative Meeting

7.3. BOS Action Items

8. Staff Reports

8.1. New Hire - Parks and Recreation Department - Regular Part-Time Grounds Keeper Position

8.2. DPW- Stormwater Utility update

8.3. Highway Safety Grant Award Amendment

8.4. New Hire Dispatch- Noah Saunders

8.5. New Hire Police

9. Approvals

9.1. Town Common Request: AJWC Easter Egg Hunt

9.2. ASSESSING

9.3. AP, Payroll and Minutes

10. Action Items

11. Old/New Business

Adjournment

Next Meeting: February 26, 2024

You are invited to a Zoom webinar.
When: Feb 12, 2024 06:00 PM Eastern Time (US and Canada)
Topic: BOS Meeting 2/12/2024 6pm

Please click the link below to join the webinar:
https://us02web.zoom.us/j/84966503779
Or Telephone:1 646 931 3860 US
Webinar ID: 849 6650 3779

Amherst Recreation Commission,

I hope all is well! I'm reaching out because I'm genuinely excited about the opportunity to volunteer with the Recreation Commission and contribute to the Amherst community.

I've proudly called Amherst home since 2020, and my family loves exploring the recreational spaces and engaging in various activities. I'm very interested in contributing to the planning of recreation opportunities, offerings, and events that positively impact the community. Drawing from my passion for sports and dedication to wellness, as well as my professional background collaborating with diverse teams, I believe I can actively contribute as a committed committee member.

Looking forward to the possibility of working together.

Best,

Tom Murphy

Town of Amherst, NH Volunteer Application

Board/Committee/Commission you wish to serve on: Recreation Commission

Applicant Name: Thomas Murphy

Residence Address: 31 Middle St. Amherst, NH 03031

Mailing Address: 31 Middle St. Amherst, NH 03031

Best Telephone: 631-258-7257
(Cell or home)

E-mail Address: thomas.k.murphy@gmail.com

Time Available – Estimated number of hours pe month: 4

Other Boards/Committee/Commission you have served on (may include other cities/towns):

n/a

To complete your application, please submit a separate Letter of Intent with this form, describing your interest in the position you are applying for and what qualities/experience you will bring to the board to help with its goals and mission.

Signature 11/30/2023 *Date*

Please return this form and requested statements to:

Jennifer Stover
Town of Amherst
2 Main Street
Amherst, NH 03031

or e-mail: jstover@amherstnh.gov

Amherst, NH
Road Surface Management System (RSMS)
Project Review

Tyrel Borowitz, GIS Analyst

December 4, 2023

Road Surface Management System

- What is an RSMS Assessment?
- Assessment/Forecasting/Analysis
- Deliverables

RSMS is…

… a methodology for sampling the current pavement condition of a road network, forecasting future pavement conditions, estimating the costs of future repairs, and developing a strategy for implementing those repairs.

RSMS is…

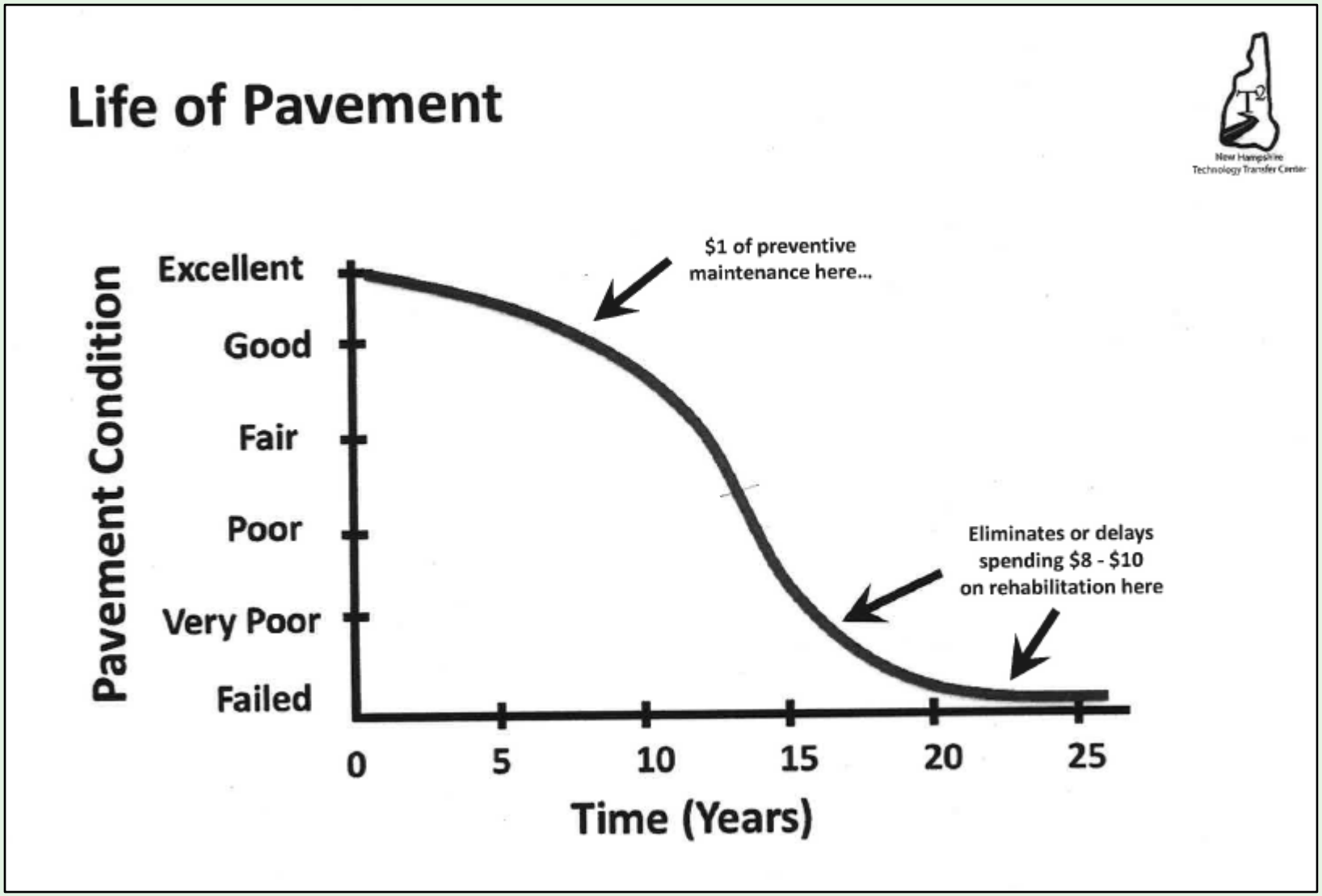
Partnership between:

- NH RPC's (working on behalf of Towns)
- UNH Technology Transfer Center (T2)
- New Hampshire Department of Transportation (NHDOT)
- NH SADES (Statewide Asset Data Exchange System)

RSMS is…

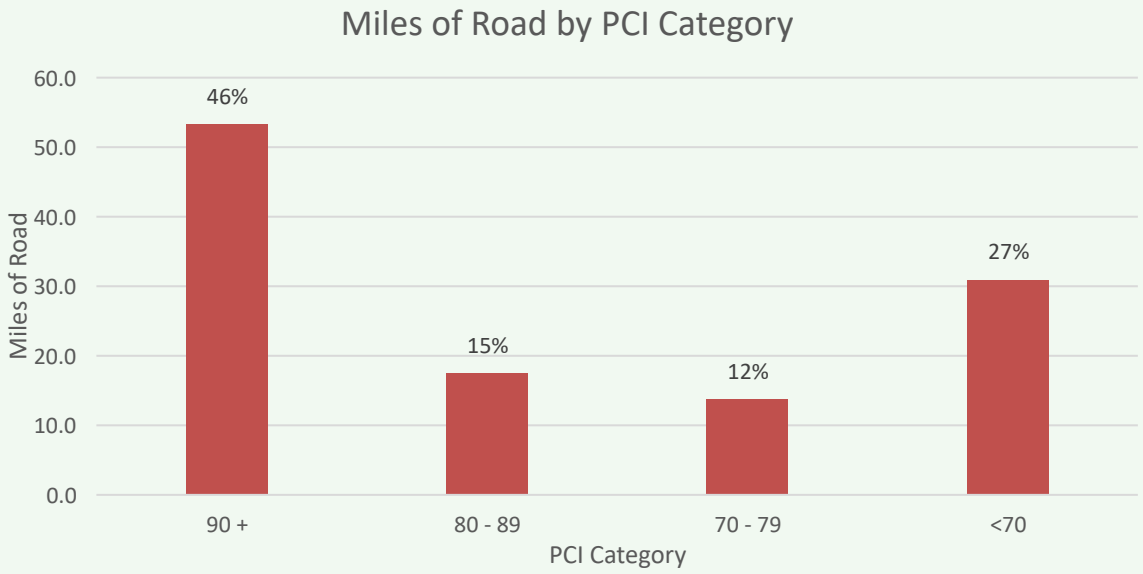
1. Assessment
   - What is the current condition of your roads
   - Pavement Condition Index (PCI)
2. Forecasting
   - Future condition of the pavement
   - Apply repairs + costs over 10 years
3. Analysis
   - Scenarios are finalized and compared

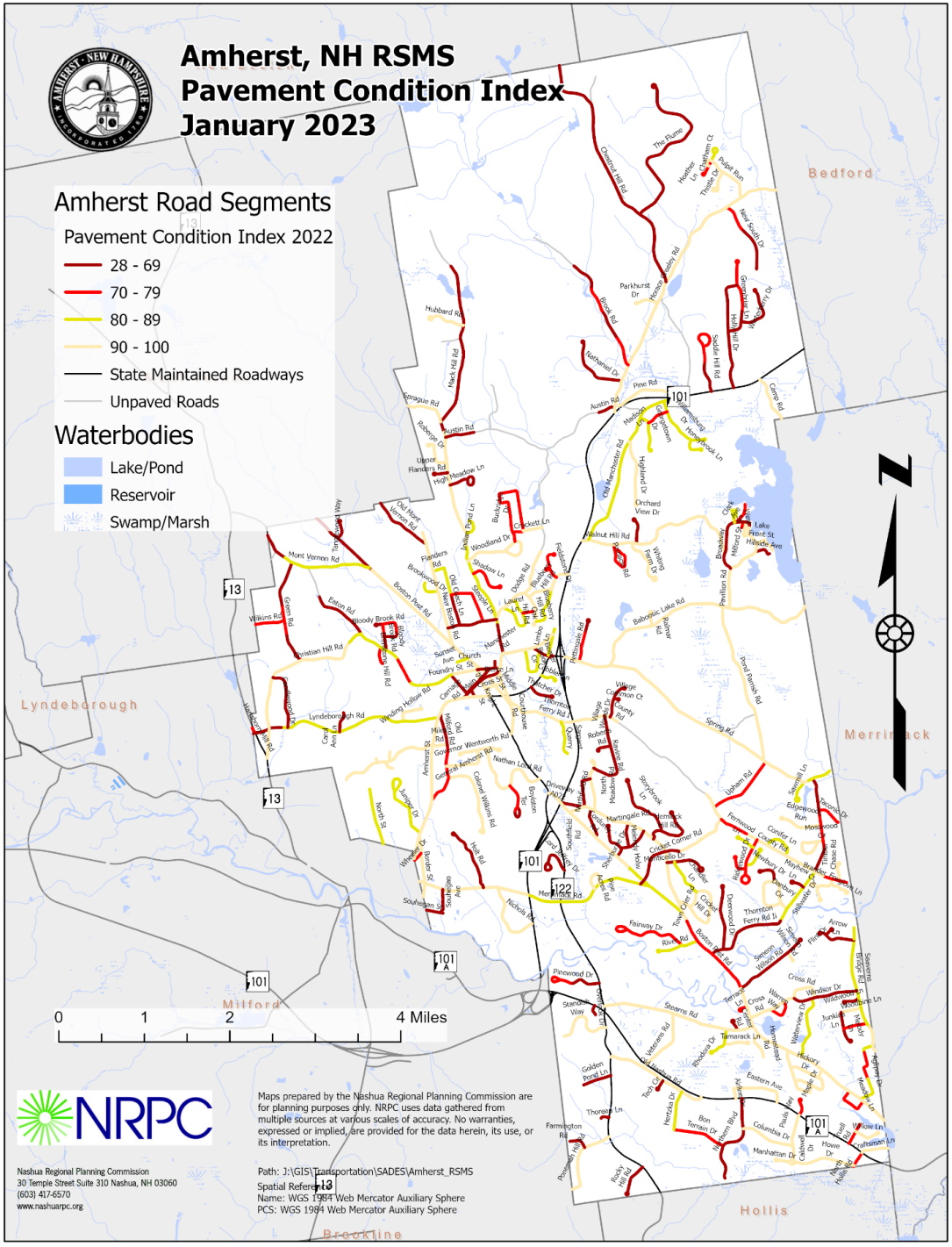
Pavement Life



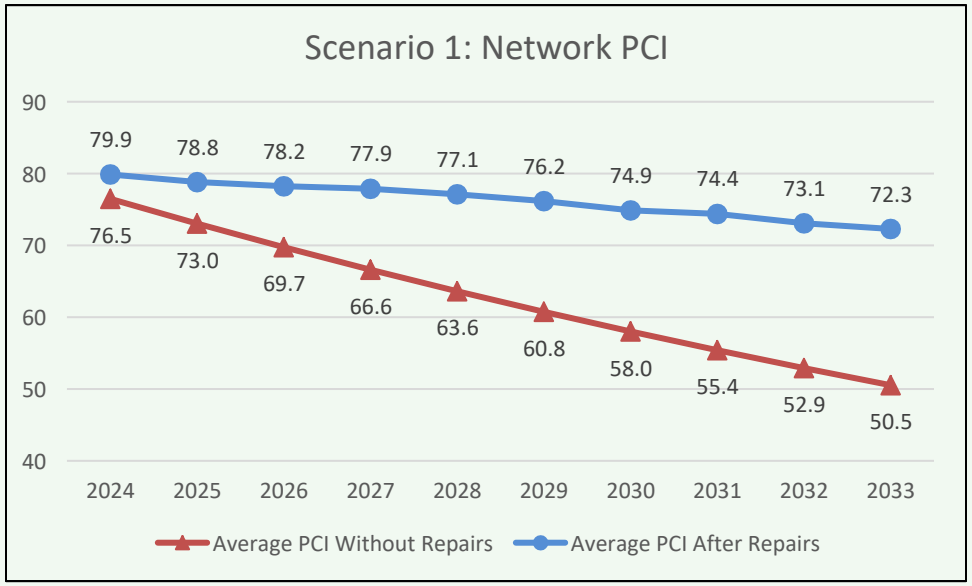
Assessment

Condition Category	Number of Road Segments	Sum of Length (Miles)	% Mileage
Excellent (≥ 90 PCI)	224	53.2	46%
Good (80 - 89 PCI)	73	17.4	15%
Fair (70 - 79 PCI)	61	13.8	12%
Poor (< 70 PCI)	136	30.9	27%
Total	494	115.3	100.00%



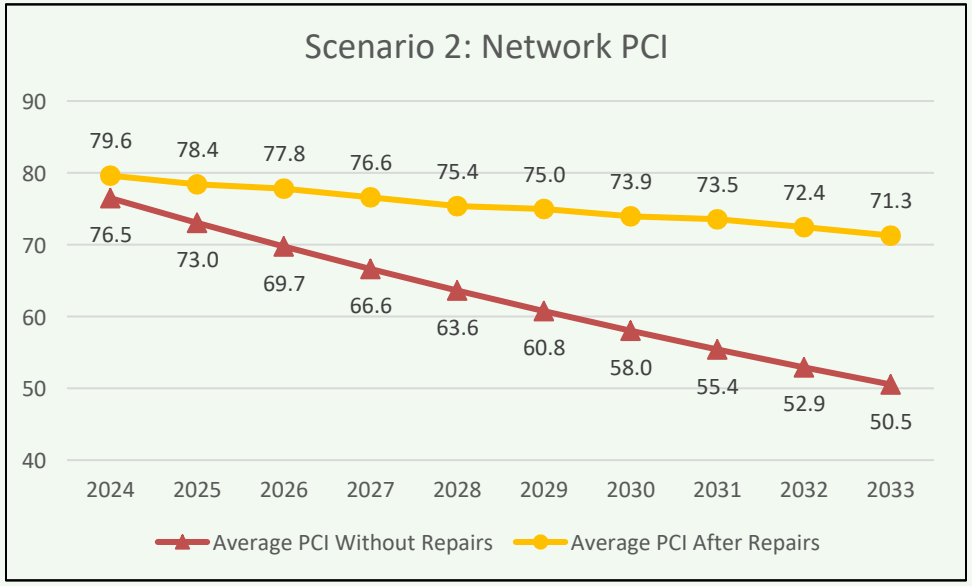

Amherst, NH RSMS
Pavement Condition Index
January 2023
Amherst Road Segments
Pavement Condition Index 2022
28 - 69
70 - 79
80 - 89
90 - 100
State Maintained Roadways
Unpaved Roads
Waterbodies
Lake/Pond
Reservoir
Swamp/Marsh
Bedford
Lyndeborough
Merrimack
Milford
Hollis
Brookline
0 1 2 4 Miles
N
NRPC
Maps prepared by the Nashua Regional Planning Commission are for planning purposes only. NRPC uses data gathered from multiple sources at various scales of accuracy. No warranties, expressed or implied, are provided for the data herein, its use, or its interpretation.
Path: J:\GIS\Transportation\SADES\Amherst_RSMS
Spatial Reference:
Name: WGS 1984 Web Mercator Auxiliary Sphere
PCS: WGS 1984 Web Mercator Auxiliary Sphere
Nashua Regional Planning Commission
30 Temple Street Suite 310 Nashua, NH 03060
(603) 417-6570
www.nashuarpc.org

Forecasting



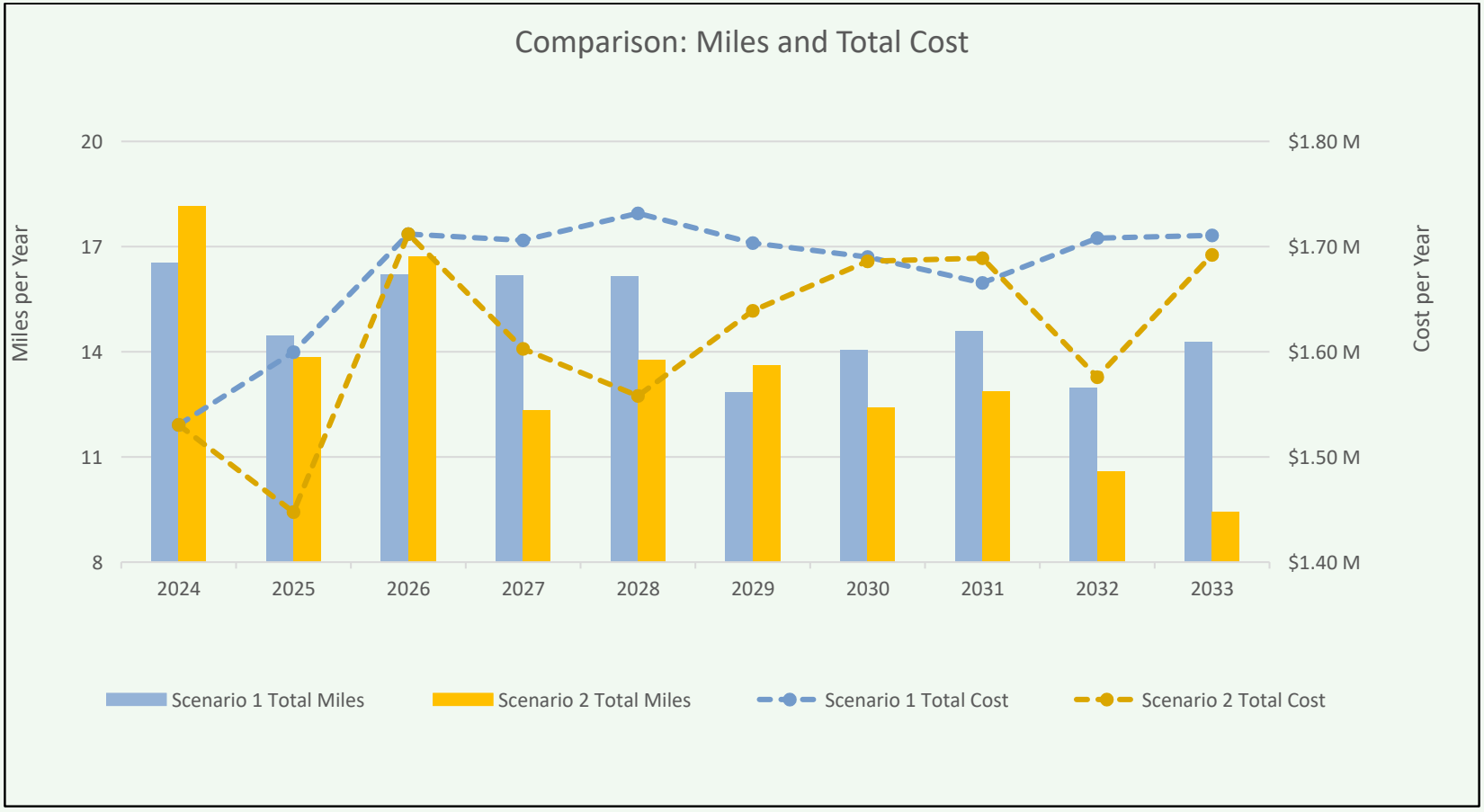
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Average PCI Without Repairs	76.5	73.0	69.7	66.6	63.6	60.8	58.0	55.4	52.9	50.5
Average PCI After Repairs	79.9	78.8	78.2	77.9	77.1	76.2	74.9	74.4	73.1	72.3
PCI Change Year to Year		-1.1	-0.6	-0.4	-0.8	-0.9	-1.3	-0.5	-1.3	-0.8
Crack Seal Miles	13.40	10.74	10.75	10.01	10.90	9.78	9.67	9.67	8.79	8.35
Crack Sealing Cost	$56,230	$46,021	$47,894	$47,675	$52,518	$48,997	$50,405	$52,414	$49,520	$48,973
Crack Seal cost per mile	$4,195	$4,283	$4,454	$4,764	$4,818	$5,011	$5,211	$5,420	$5,636	$5,862
Planned Crack Seal Budget	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K
Repair and Rebuild Miles	3.14	3.70	5.45	6.17	5.25	3.07	4.38	4.92	4.18	5.93
Repair and Rebuild Cost	$1,474,275	$1,553,707	$1,664,042	$1,658,250	$1,679,165	$1,654,407	$1,639,700	$1,613,067	$1,658,523	$1,661,703
Repair and rebuild cost per mile	$470,130	$419,885	$305,069	$268,654	$320,088	$539,286	$374,646	$328,170	$396,470	$280,320
Planned Repair and Rebuild Budget	$1.5 M	$1.6 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M
Total Miles Treated	16.54	14.44	16.21	16.18	16.15	12.85	14.05	14.59	12.97	14.28
Total Repair Cost	$1,530,505	$1,599,728	$1,711,935	$1,705,926	$1,731,683	$1,703,404	$1,690,105	$1,665,481	$1,708,043	$1,710,676
Cost per Miles	$92,541	$110,746	$105,632	$105,430	$107,248	$132,598	$120,298	$114,178	$131,700	$119,774

Forecasting

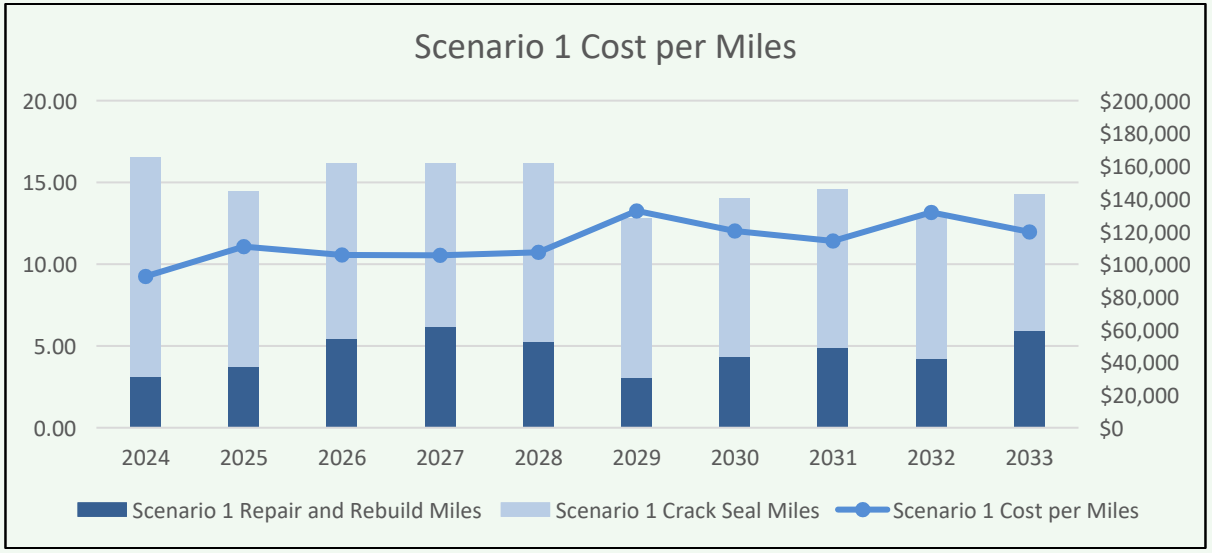


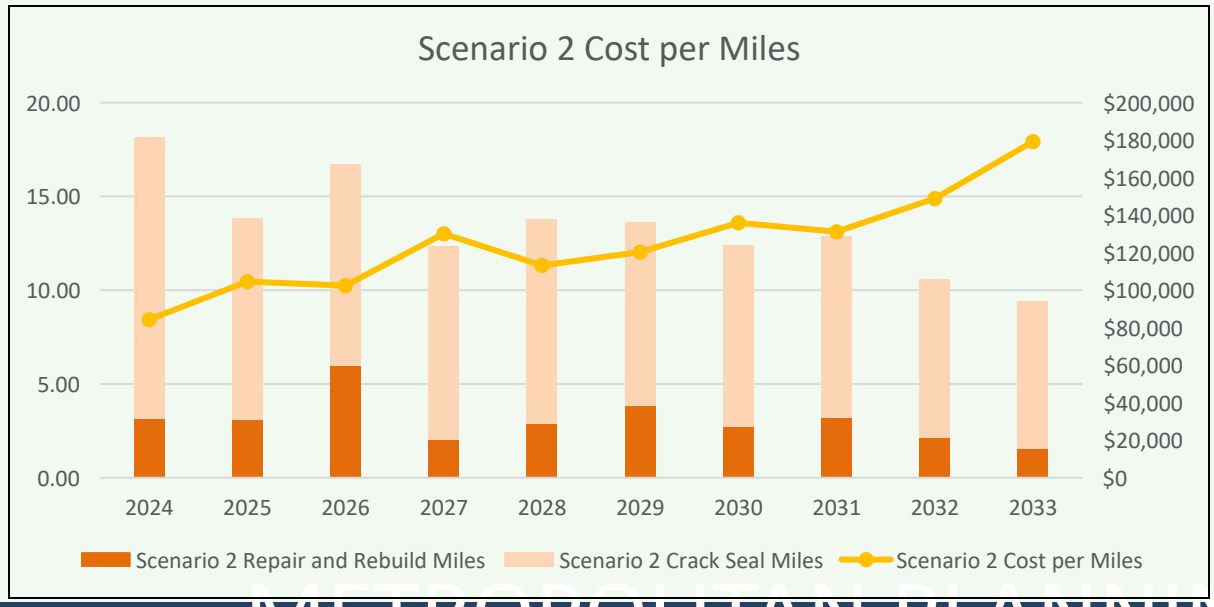
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Average PCI Without Repairs	76.5	73.0	69.7	66.6	63.6	60.8	58.0	55.4	52.9	50.5
Average PCI After Repairs	79.6	78.4	77.8	76.6	75.4	75.0	73.9	73.5	72.4	71.3
PCI Change Year to Year		-1.2	-0.6	-1.2	-1.2	-0.4	-1.0	-0.4	-1.1	-1.2
Crack Seal Miles	15.02	10.74	10.75	10.29	10.90	9.78	9.67	9.67	8.43	7.88
Crack Sealing Cost	$56,230	$46,021	$47,894	$47,675	$52,518	$48,997	$50,405	$52,414	$49,520	$48,973
Crack Seal cost per mile	$3,744	$4,283	$4,454	$4,633	$4,818	$5,011	$5,211	$5,420	$5,873	$6,213
Planned Crack Seal Budget	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K
Repair and Rebuild Miles	3.14	3.10	5.96	2.03	2.87	3.84	2.73	3.20	2.16	1.56
Repair and Rebuild Cost	$1,474,275	$1,401,573	$1,664,042	$1,555,117	$1,505,557	$1,590,039	$1,635,689	$1,636,632	$1,526,408	$1,643,216
Repair and rebuild cost per mile	$470,130	$452,425	$279,431	$767,421	$525,207	$414,004	$598,712	$510,801	$708,183	$1,052,947
Planned Repair and Rebuild Budget	$1.5 M	$1.6 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M
Total Miles Treated	18.15	13.84	16.71	12.32	13.77	13.62	12.40	12.88	10.59	9.44
Total Repair Cost	$1,530,505	$1,447,593	$1,711,935	$1,602,792	$1,558,075	$1,639,037	$1,686,094	$1,689,045	$1,575,928	$1,692,189
Cost per Miles	$84,308	$104,576	$102,468	$130,121	$113,173	$120,347	$135,924	$131,184	$148,856	$179,214

Analysis


Comparison: Miles and Total Cost
Miles per Year
Cost per Year
20
17
14
11
8
$1.80 M
$1.70 M
$1.60 M
$1.50 M
$1.40 M
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
Scenario 1 Total Miles
Scenario 2 Total Miles
Scenario 1 Total Cost
Scenario 2 Total Cost

Analysis


Scenario 1 Cost per Miles
20.00
15.00
10.00
5.00
0.00
$200,000
$180,000
$160,000
$140,000
$120,000
$100,000
$80,000
$60,000
$40,000
$20,000
$0
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
Scenario 1 Repair and Rebuild Miles
Scenario 1 Crack Seal Miles
Scenario 1 Cost per Miles


Scenario 2 Cost per Miles
20.00
15.00
10.00
5.00
0.00
$200,000
$180,000
$160,000
$140,000
$120,000
$100,000
$80,000
$60,000
$40,000
$20,000
$0
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
Scenario 2 Repair and Rebuild Miles
Scenario 2 Crack Seal Miles
Scenario 2 Cost per Miles

Analysis

Scenario 1

Repair	Sum of Miles	% of Miles	Sum of Cost	% of Cost	Cost per Mile
Preservation					
Crack Seal (Minor)	102.07	69%	$500,647	3%	$ 4,905
Rehabilitation					
HMA Shim + Overlay	13.47	9%	$3,344,279	20%	$ 248,276
HMA Overlay	15.56	10%	$2,671,421	16%	$ 171,692
HMA Shim	0.82	1%	$75,962	0%	$ 92,895
Mill + Fill	4.67	3%	$1,539,128	9%	$ 329,463
Double Chip Seal	1.46	1%	$107,014	1%	$ 73,256
Reconstruction					
Full Depth Reclaim	9.95	7%	$8,108,768	48%	$ 814,907
Green Rd - Pave gravel section, HMA Shim + Overlay	0.25	0%	$111,567	1%	$ 446,255
Amherst St rebuild with Sidepath Work	0.10	0%	$187,000	1%	$1,870,000
Repave Parking Lots			$111,700	1%	
Totals	148.35		$16,757,485		$ 112,958
Totals W/O Crack Seal	46.28		$16,256,839		$ 351,270

Scenario 2

Repair	Sum of Miles	% of Miles	Sum of Cost	% of Cost	Cost per Mile
Preservation					
Crack Seal (Minor)	103.14	70%	$495,877	3%	$ 4,808
Rehabilitation					
HMA Shim + Overlay	10.51	7%	$2,476,739	15%	$ 235,657
HMA Overlay	0.80	1%	$154,487	1%	$ 192,508
HMA Shim					
Mill + Fill	3.97	3%	$1,343,510	8%	$ 338,774
Double Chip Seal	1.46	1%	$107,014	1%	$ 73,297
Reconstruction					
Full Depth Reclaim	13.59	9%	$11,131,426	66%	$ 819,359
Green Rd - Pave gravel section, HMA Shim + Overlay	0.25	0%	$120,671	1%	$ 482,669
Amherst St rebuild with Sidepath Work	0.10	0%	$187,000	1%	$ 1,870,000
Repave Parking Lots			$111,700	1%	
Totals	133.82		$16,128,424		$ 120,527
Totals W/O Crack Seal	30.67		$15,632,548		$ 509,639

Analysis

PRESENT DAY VALUE OF ROAD NETWORK								
	MILEAGE:				UNIT COSTS:			
	115.3	Paved			Pavement	$80	/ ton	
	6.9	Gravel			Gravel	$30	/ ton	
Depth (inches)	PAVED ROADS							
	Material	Cost/SY		Miles	Width (ft)	SY	Cost	
4	Pavement	$	17.92	115.3	23	1,555,781	$	27,879,601
12	Gravel	$	13.58				$	21,119,732
TOTAL VALUE PAVED ROADS							**$**	**48,999,333**
Depth (inches)	GRAVEL ROADS							
	Material	Cost/SY		Miles	Width (ft)	SY	Cost	
12	Gravel	$	13.58	6.9	18	72,864	$	989,129
TOTAL VALUE OF GRAVEL ROADS							**$**	**989,129**
TOTAL VALUE OF THE NETWORK:							**$**	**49,988,462**
ANNUALIZED DEPRECIATION AT					20	***YEAR LIFE***	**$**	**2,499,423**

Questions?

Tyrel Borowitz, GIS Analyst
tyrelb@nahsuarpc.org
603.417.6565

ROAD SURFACE MANAGEMENT SYSTEM ASSESSMENT (RSMS)
For the
TOWN OF AMHERST, NEW HAMPSHIRE

Prepared by:
Nashua Regional Planning Commission
30 Temple Street, Suite 310
Nashua, NH 03060

In Partnership with:
New Hampshire Department of Transportation
University of New Hampshire Technology Transfer Center
Statewide Asset Data Exchange System (SADES)

September, 2023

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Cover Image:
Seth J. Dewey Photography

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1.0 ACKNOWLEDGEMENTS

The Nashua Regional Planning Commission (NRPC) wishes to acknowledge and thank the New Hampshire Statewide Asset Data Exchange System (SADES) for providing the technology platform, training, and support necessary to complete this project. SADES is a partnership between the University of New Hampshire Technology Transfer Center (UNHT^2) and the New Hampshire Department of Transportation. Since 2014, UNHT^2 has supported all nine NH regional planning commissions in their efforts to provide Road Surface Management System (RSMS) assessments to their member communities. NRPC has benefited from this program, and we take pride in providing RSMS assessments to towns in the Nashua region.

2.0 INTRODUCTION

This Report prepared by the Nashua Regional Planning Commission (NRPC) contains the Road Surface Management System assessment (RSMS) completed for the Town of Amherst by NRPC in 2023. Broadly, RSMS is a data-driven process for managing roads. The RSMS report includes an inventory of the road network and an analysis comparing repair strategies. In Section 3.0 of this Report, we describe the full RSMS process and its benefits. In section 4.0, we describe the principles of pavement preservation. This section also includes basic concepts for pavement management that are essential to this report.

This RSMS project has two project phases: a road inventory assessment (Phase I), and a forecasted repair scenario comparison (Phase 2). The road inventory assessment includes all paved, town-maintained roadways. We describe field inventory procedures in Section 5.0 and inventory results in Section 6.0. Appendix A contains road inventory data with road priority value and pavement condition index (PCI).

In Phase 2 of this project, we present forecasted repair scenarios to model pavement condition and repair costs over a 10-year period. Phase 2 applies to the same paved, town-maintained roads which were assessed in Phase 1. We describe our procedure for creating repair cost scenarios in Section 7.0, and in Section 8.0 we describe in detail two scenarios for road maintenance. Each scenario is a 10-year period in which different repairs are selected for road segments based on priority values and PCI. Each scenario provides alternate strategies to maintain and repair the road network. These scenarios also reflect input from the Town to accurately depict costs and practical maintenance strategies.

We hope this Report will assist the Town of Amherst in planning for road maintenance. We do **NOT** intend this Report to constrain the Town's decision-making process of selecting road maintenance. Instead, we hope this Report will serve as a tool for Town officials to assess current and future road condition and as a guide for budgeting the cost of future repairs.

3.0 BENEFITS OF DEVELOPING A ROAD SURFACE MANAGEMENT SYSTEM

A Road Surface Management System (RSMS) assessment will offer immediate benefits to the Town of Amherst. Below, we document key benefits of an RSMS assessment. These benefits will remain relevant years into the future. We hope to continue working with the Town of Amherst to keep road data accurate and track the cost of repair. We recommend updating the road assessment and forecasted repair scenarios in 5-10 years.

A. ROAD INVENTORY

A complete inventory of a Town-owned roads is critical for effective maintenance and planning. The Town of Amherst owns 216 roads totaling 122.2 miles (115.3 miles paved and 6.9 miles unpaved). The Town's road network is both a critical asset and a major financial investment. The detailed road inventory in this Report will provide the Town with information on road condition, location, and structure that will enhance on-going road maintenance and future planning.

Tables and maps in Section 6.0 provide a summary of the 2022 road inventory assessment.

B. PRIORITIZING MAINTENANCE NEEDS

In Appendix A of this Report, we list all paved, town-maintained roads. This list will assist the Town in prioritizing their immediate maintenance needs. Each road is broken down into 0.25-mile segments. There are 494 segments total, each with accompanying attributes: Street Name, Segment #, Importance Value, Width (Feet), Length (Feet), Number of Lanes, PCI 2022, and Priority Value.

Segment ID is a unique number given to each 0.25-mile segment for identifying specific sections of road. If a road is approximately 0.25 miles long or shorter there is only one segment, and the segment ID is "1". If the road is greater than 0.25 miles long, it is divided into multiple segments with sequential ID numbers. Importance Value is a rating from 1 (low) - 5 (high) for how critical a road segment is to the Town's road network. For Amherst, this also includes Traffic Volume. PCI 2022 is the Pavement Condition Index value which was calculated based on the assessed cracking and defects in each road segment. This value ranges from 0 (low) to 100 (high). Priority is another calculated value which ranks each segment for maintenance preference. This calculation takes all the other values into consideration and is very helpful for forecasting which segments are in most need of maintenance.

C. JUSTIFYING MAINTENANCE BUDGET INCREASES

This Report will provide Town officials with a data-driven means for communicating road maintenance needs to elected officials and voters. In Section 9, we introduce two forecasted repair scenarios in which we assign repair treatments to roads for a 10-year period. Scenarios track both the condition of individual road segments and the condition of the entire road network, factoring in repairs and pavement deterioration over time. In Section 8.0, we compare the results of our scenarios. This summary will demonstrate how pavement quality across the Town's road network is affected by two competing strategies, comparing costs, miles paved, and change in PCI over time.

D. MAKING EFFICIENT USE OF THE TOWN'S ROAD MAINTENANCE BUDGET

After the cost of installation, new pavement initially requires relatively little maintenance and will therefore be of little cost to a town. For about 75% of a pavement's designed lifespan, maintenance costs are generally less than one-fifth of the cost of pavement rehabilitation. However, if pavement enters the rapid deterioration stage in the last quarter of its designed life, maintenance cost will dramatically increase. Because pavement deteriorates at different rates, there is an "art" to good maintenance management in knowing when a road has reached the critical 75% mark. RSMS assessment and forecasting will help town officials track pavement deterioration across their road network. When critical pavement is identified, this will help town officials select cost effective maintenance strategies.

Figure 1 (below) shows pavement condition index (PCI) plotted over a 20-year period for hypothetical pavement. During the first 75% of the road's lifespan (15 years), there is a 40% drop in PCI. Beyond the 75% mark, pavement deteriorates faster and will drop another 40% in just a few years. Once the pavement passes that threshold, the costs to improve that pavement's PCI increases dramatically. At that point, most pavement requires comprehensive rehabilitation or reconstruction rather than cost effective preservation measures that can be taken advantage of when the pavement is still in decent condition.

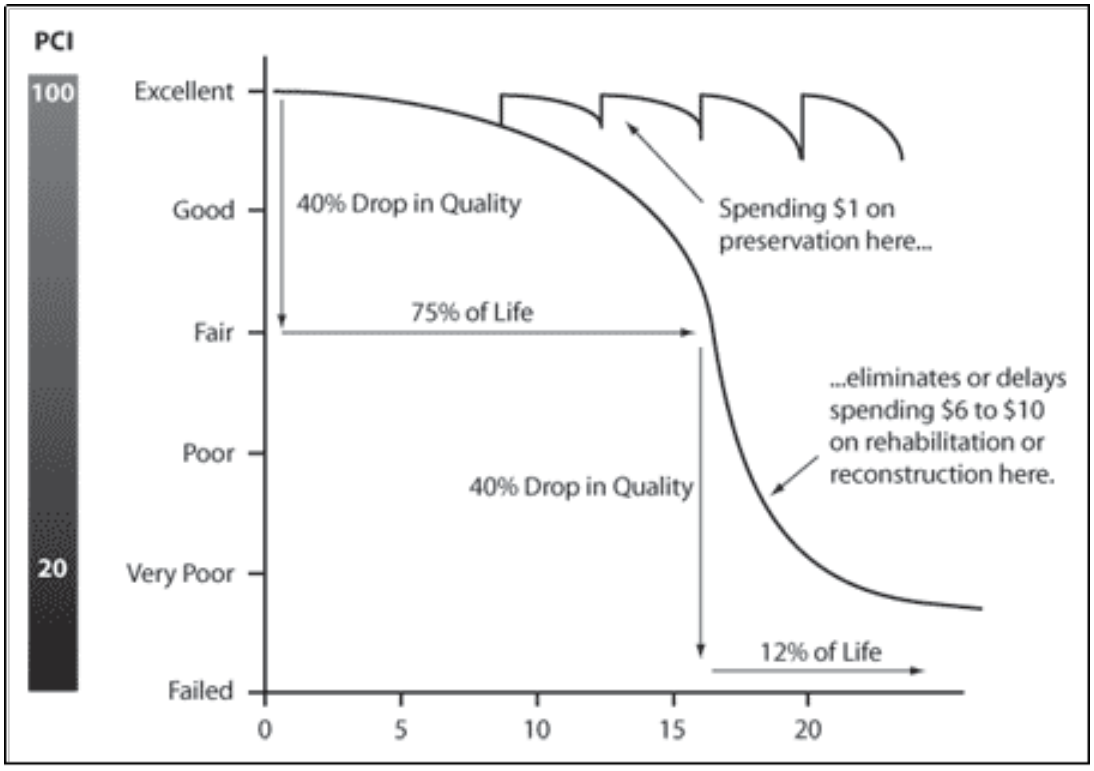


Figure 1: Pavement Deterioration

4.0 PAVEMENT PRESERVATION AND MAINTENANCE CONCEPTS

RSMS tools offer repair treatment types, organized into the following three general categories:

Preservation **Rehabilitation** **Reconstruction**

Preservation work is done to improve or sustain the condition of pavement when pavement is already in good condition. In addition to improving the paved surface condition, preservation work also seals the paved surface and prevents water intrusion. Preservation work will extend pavement life; however, preservation work will not add capacity or structural integrity to a road. In our forecasted repair scenarios (discussed in Sections 7.0 and 8.0) we use crack seal as a preservation treatment. Crack seal fills in surface-level pavement cracks, making a water-tight surface. Preservation work is generally a fraction of the cost of rehabilitation and reconstruction work, and considerable cost savings are possible.

Rehabilitation is major repair work done to the surface layer of pavement, leaving the existing base. This category of work may include shimming and leveling, overlay, milling, or other treatments. Rehabilitation work will extend pavement life and have some structural benefits. Rehabilitation is more expensive than preservation, but less expensive than reconstruction. We used several rehabilitative treatments in our cost-repair scenarios, such as Shims, Overlays, and Milling. Shims and Overlays utilize Hot Mix Asphalt (HMA) to add a new fresh layer of pavement to a road. Shims are typically very thin overlays which help to fill in road defects, such as rutting, and reshape the crown of the road. A thicker layer of asphalt will typically be installed on top of the shim, a new surface for the road. Milling involves the grinding down of the top layer of the road, removing cracked old asphalt. A fresh overlay is added after this is complete. Another Rehabilitation option is Chip Seal. Chip seal involves installing a layer of hot emulsion on the road and embedding it with finely graded aggregate. This provides a water-resistant surface which is more resistant to cracking than typical asphalt.

Reconstruction is costly work that involves excavation and modification to the road base and the application of new pavement. This level of repair is required if there has been inadequate maintenance, poor drainage, or improper base materials in place. In Section 8.0, we use a full-depth reclamation treatment that includes soil injections for stabilization followed by a 4" asphalt overlay. This is the costliest repair option in our analyses, and The Town would like to reduce and limit the use of road reconstruction in favor of well-planned pavement preservation and rehabilitation work.

5.0 EVALUATION OF EXISTING ROADWAY CONDITIONS

In the Fall of 2022 NRPC assessed all paved town-maintained roads in Amherst. We divided each of the 216 paved town-maintained roads into 494 segments, each approximately 0.25 mile in length. We individually assessed each road segment. Dividing whole roads into smaller segments is advantageous because it accounts for changes in pavement quality across a road, and it provides flexibility for when assigning maintenance in Phase II of this Report (Section 7.0 and 8.0).

Our field assessment included eight categories of pavement distress, and for each category we also evaluated for severity level and/or extent (Table 1), following a procedure developed by SADES (Figure 2).

Table 1: Paved Road Field Inventory

Pavement Defect Category	Pavement Defect Attributes
Longitudinal or Transverse Cracking	Severity (No Defects, Low, Medium, High)
	Extent (Low, Medium, High)
Alligator Cracking	Severity (No Defects, Low, Medium, High)
	Extent (Low, Medium, High)
Edge Cracking	Severity (No Defects, Low, Medium, High)
	Extent (Low, Medium, High)
Patching or Potholes	Extent (No Defects, Low, Medium, High)
Drainage	Condition (Good, Fair, Poor)
Rutting	Severity (No Defects, Low, Medium, High)
	Extent (Low, Medium, High)
Roughness	Condition (Smooth, Noticeably Uneven, Rough, Very Rough)
Frost Heave Severity	Severity (None, Low, Medium, Severe)

6.0 2022 ROAD INVENTORY RESULTS

A. ROAD INVENTORY

Below is a summary of the 2022 assessment of paved town-maintained roads (Table 2; Figure 3; Figure 4). We used a state funded RSMS analysis software to generate a Pavement Condition Index (PCI) value to represent the condition of paved roads. PCI ranges from 0 (extremely poor condition) to 100 (perfect condition). The software generates a PCI value individually for each road segment based on our field observations of pavement defects. We classified segments with PCI scores 0-69.99 as poor, 70-79.99 as fair, 80-89.99 as good, and 90-100 as excellent.

Table 2: 2022 Paved Conditions

Condition Category	Number of Road Segments	Sum of Length (Miles)	% Mileage
Excellent (≥ 90 PCI)	224	53.2	46%
Good (80 - 89 PCI)	73	17.4	15%
Fair (70 - 79 PCI)	61	13.8	12%
Poor (< 70 PCI)	136	30.9	27%
Total	**494**	**115.3**	**100.00%**

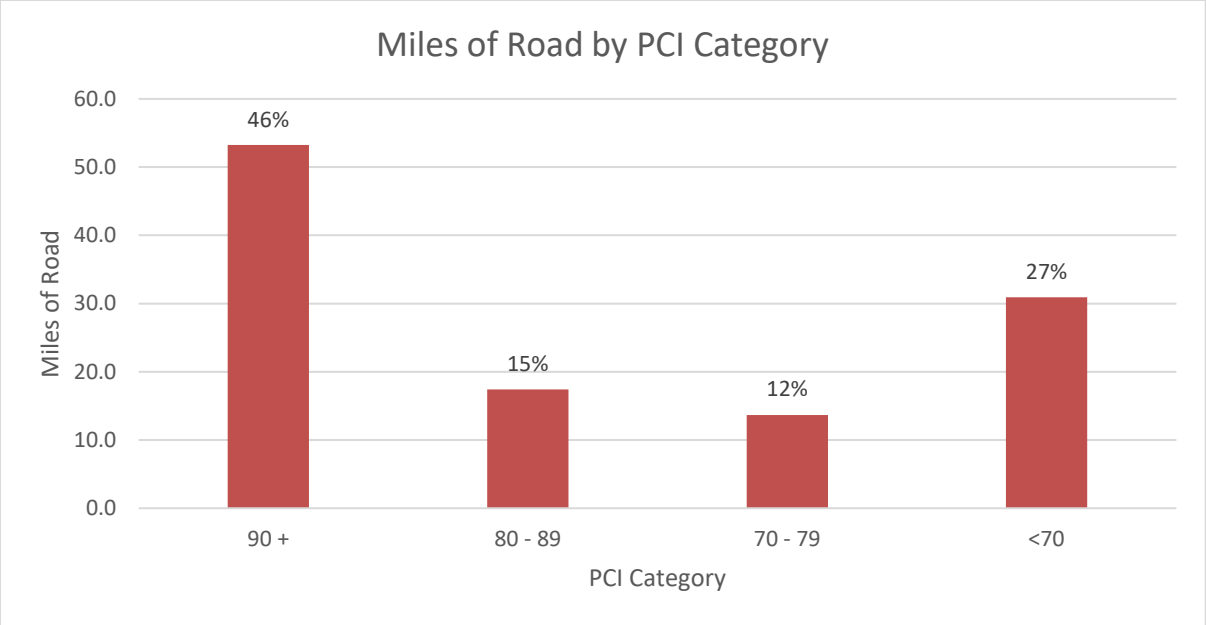


Figure 2: 2022 Paved Conditions

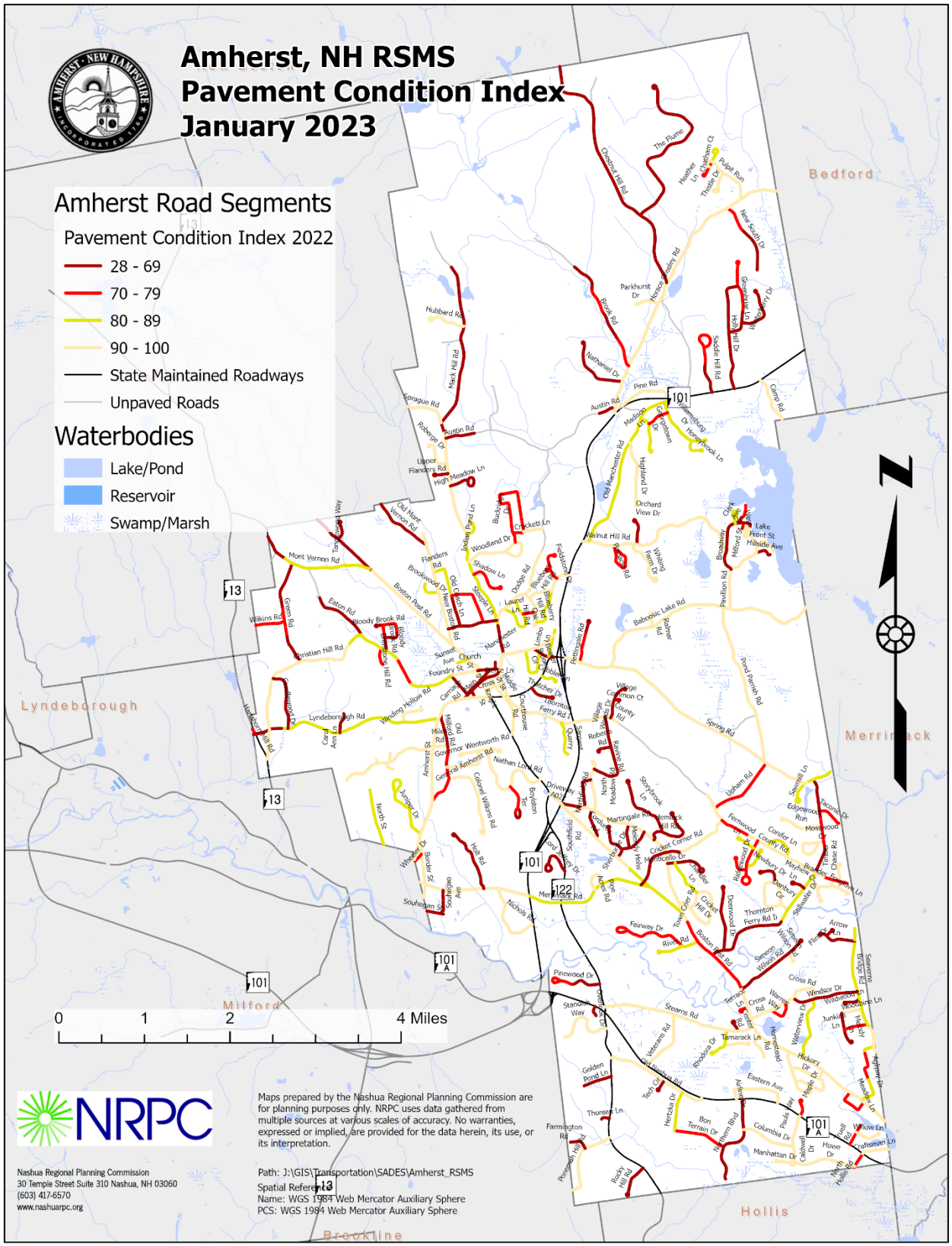


Figure 3: PCI Town-Maintained Paved Roads

7.0 PAVEMENT FORECASTING AND ANALYSIS

To evaluate pavement condition and repairs over 10 years, we forecasted multiple repair scenarios. Each scenario starts with the 2022 PCI value for each segment and subtracts 4% annually to represent the deterioration in pavement quality incurred over one year. Many decisions go into completing a scenario, such as which road segments get repairs, the repair type, and the repair year. When a repair is assigned to a road segment for a particular year, the PCI value for that segment increases according to the specifications below (Table 3). The software tracks the cost of each repair, which we used to create a 10-year budget for each scenario that we will present in Section 8.0.

Table 3: Pavement Repair Treatments

Repair	Repair Category	Repair Cost	Repair Unit	% Increase to PCI	Lifespan (Years)	Comments
Crack Seal	Preservation	$0.75	Lineal Foot	60	2.5	Price provided by Town of Amherst
HMA Overlay (1")	Rehabilitation	$7.69	Yard^2	70	6	Price provided by Town of Amherst
HMA Overlay (1.25")	Rehabilitation	$8.70	Yard^2	75	7	Price provided by Town of Amherst
HMA Overlay (1.5")	Rehabilitation	$9.64	Yard^2	80	9	Price provided by Town of Amherst
Milling / HMA (1.5")	Rehabilitation	$13.64	Yard^2	80	10	Price provided by Town of Amherst
Milling / HMA (3")	Rehabilitation	$26.80	Yard^2	80	10	Price provided by Town of Amherst
HMA Shim (3/4")	Rehabilitation	$6.28	Yard^2	65	4	Price provided by Town of Amherst
Double Chip Seal	Rehabilitation	$5.25	Yard^2	70	7	Price provided by Town of Amherst
FDR & HMA (4")	Reconstruction	$48.50	Yard^2	95	14	Price provided by Town of Amherst

FDR & HMA Base Coat (2.5")	Reconstruction	$38.68	Yard^2	95	14	Price provided by Town of Amherst

Scenario 1 represents the combined efforts of NRPC and Amherst's DPW to develop a balanced approach to road maintenance and repair. Both parties collaborated to create a 10-year plan that would utilize all three levels of repair (Preservation, Rehabilitation, and Reconstruction), and identify priority roads and cost-effective repairs which would fit into annual budgets. The annual budgets for this plan, as well as the first three years of repairs, align with plans already laid out by Amherst's DPW. In the following 7 years, the plan builds on those initial repairs and circles back to implement preservation treatments on roads which had been previously repaired. In the first year the budget is $1.5 Million. The second year is $1.6 Million, and the third year is $1.7 Million. The budget stays at $1.7 Million for the rest of the plan. Also in this plan is a separate $50,000 which is designated for crack sealing.

Scenario 2 represents a "Worst First" approach to the road network. This scenario illustrates what can happen to the PCI of the network if preservation and rehabilitation techniques are underutilized and all attention and budget is given to rebuilding already failing roads. Scenario 2 builds off the same budget constraints and initial 3 years of repairs as Scenario 1.

8.0 SCENARIO FORECASTING RESULTS

A. SCENARIO 1: BALANCED APPROACH (2023-2033)

In Scenario 1, we assigned repairs to road segments within a 10-year horizon. In this scenario the annual budget was $1.5 million for the year 2023, $1.6 Million for 2024, and $1.7 Million for 2025 and all the subsequent years.

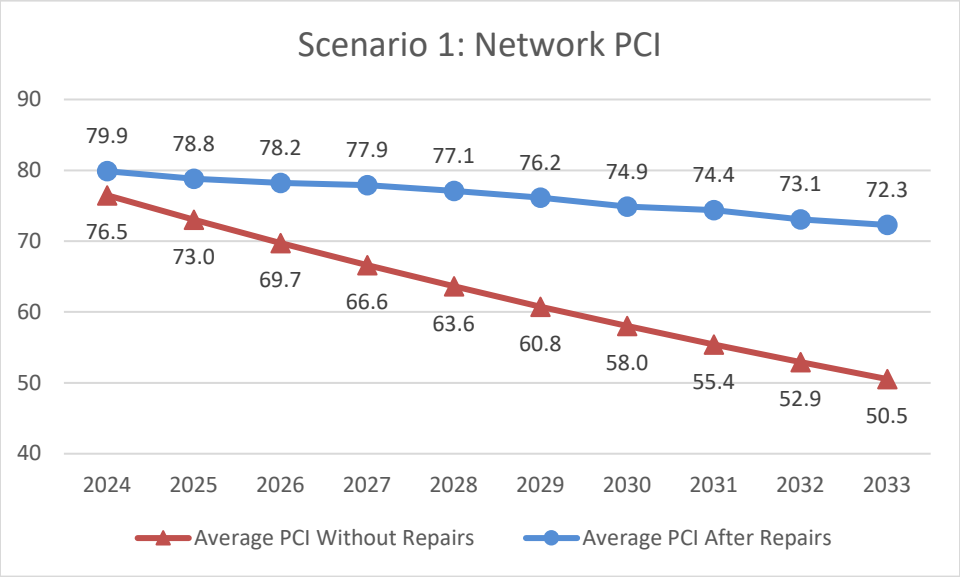


Figure 4: Network PCI by Year for Scenario 1

Over a 10-year period the average network PCI decreases from 80 in 2023 to 72.3 in 2033. Without any repairs, the network PCI will fall to 50.5 after 10 years. This is an overall improvement of the network PCI value of 21.8 points.

Over the years the overall network PCI still decreases, however the rate at which the PCI decreases is manageable thanks to the extensive amount of crack sealing being done. As illustrated below in Table 4, each year sees between 8 and 13 miles of crack sealing. While this does not fix all the defects of a road, it does serve as an effective way to buoy the condition of roads which have not degraded to the point of needing more extensive repairs. Crack sealing is the most cost effective strategy there is to prevent the overall road network from degrading at a fast pace. Table 6 shows that the money spent on crack sealing was only 3% of the total costs of the 10 year plan but covered 69% of the total miles addressed.

For roads that require moderate repairs, the plan is to use a combination of Hot Mixed Asphalt Shims and Overlays. Shims, Overlays, and the combination of the two cover about 20% of the roads in this plan (almost 30 miles) and take up about 36% of total repair costs. Shims and Overlays are the bread and butter of a balanced approach because these are effective ways to repair a road before it has degraded so far as to need a full depth reclaim. The cost per mile of applying a shim and overlay to a

road surface is $248,276 whereas the cost per mile of a full depth reclaim is $814,907. Shims and Overlays are consistently used in each year of this plan.

Full Depth Reclaim is needed this plan despite its high cost. Some roads are so far gone that this is the only option. About 10 miles of road will be reclaimed in this plan, with a total cost of $8,108768. This is 48% of all repair costs. While it is important to restore heavily damaged roads to functionality, it can lead to very high costs. This balanced approach tries to address some of those roads without losing sight of the goal, which is to improve the overall network using cost-effective means and prioritizing the maintenance of roads in which are still in decent condition.

Overall, this Scenario shows how much farther your money can go and how many more miles of road you can repair if roads are treated and repaired before they deteriorate too much. By using Preservation techniques like Crack Sealing, and Rehabilitation strategies like Shim + Overlays, expensive reconstruction efforts can be avoided, and the overall network condition can be maintained without exorbitant spending.

The following tables illustrate the repair costs, miles of treated roads and network PCI each year. The following Figure 5 and Figure 6 show which roads are scheduled for repair in years 1-5, and years 6-10. Appendix B contains detailed tables for Scenario 1 describing which roads are scheduled for repair, the cost of repairs, and number of miles of repairs.

Table 4: Scenario 1 - Network PCI, Miles Treated, and Cost per Mile

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Average PCI Without Repairs	76.5	73.0	69.7	66.6	63.6	60.8	58.0	55.4	52.9	50.5
Average PCI After Repairs	79.9	78.8	78.2	77.9	77.1	76.2	74.9	74.4	73.1	72.3
PCI Change Year to Year		-1.1	-0.6	-0.4	-0.8	-0.9	-1.3	-0.5	-1.3	-0.8
Crack Seal Miles	13.40	10.74	10.75	10.01	10.90	9.78	9.67	9.67	8.79	8.35
Crack Sealing Cost	$56,230	$46,021	$47,894	$47,675	$52,518	$48,997	$50,405	$52,414	$49,520	$48,973
Crack Seal cost per mile	$4,195	$4,283	$4,454	$4,764	$4,818	$5,011	$5,211	$5,420	$5,636	$5,862
Planned Crack Seal Budget	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K
Repair and Rebuild Miles	3.14	3.70	5.45	6.17	5.25	3.07	4.38	4.92	4.18	5.93
Repair and Rebuild Cost	$1,474,275	$1,553,707	$1,664,042	$1,658,250	$1,679,165	$1,654,407	$1,639,700	$1,613,067	$1,658,523	$1,661,703
Repair and rebuild cost per mile	$470,130	$419,885	$305,069	$268,654	$320,088	$539,286	$374,646	$328,170	$396,470	$280,320
Planned Repair and Rebuild Budget	$1.5 M	$1.6 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M
Total Miles Treated	16.54	14.44	16.21	16.18	16.15	12.85	14.05	14.59	12.97	14.28
Total Repair Cost	$1,530,505	$1,599,728	$1,711,935	$1,705,926	$1,731,683	$1,703,404	$1,690,105	$1,665,481	$1,708,043	$1,710,676
Cost per Miles	$92,541	$110,746	$105,632	$105,430	$107,248	$132,598	$120,298	$114,178	$131,700	$119,774

Table 5: Scenario 1 - Repair Costs by Category

Repair	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Spending	Percentage of Total Spending
Planned Crack Seal Budget	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K		
Planned Repair Budget	$1.5 M	$1.6 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M		
Preservation												
Crack Seal (Minor)	$56,230	$46,021	$47,894	$47,675	$52,518	$48,997	$50,405	$52,414	$49,520	$48,973	$500,647	3.0%
Rehabilitation												
HMA Shim + Overlay	$240,167	$280,820	$474,594	$503,262	$360,183	$236,187	$326,321	$390,248	$152,352	$380,145	$3,344,279	20.0%
HMA Overlay	$10,260	$122,457	$21,771	$240,344	$159,964	$84,845	$317,492	$408,233	$424,993	$881,063	$2,671,421	15.9%
HMA Shim				$75,962							$75,962	0.5%
Mill + Fill			$198,983	$206,316	$1,047,451	$52,421			$33,956		$1,539,128	9.2%
Double Chip Seal			$107,014								$107,014	0.6%
Reconstruction												
Full Depth Reclaim	$1,112,148	$1,150,430	$674,680	$632,366		$1,280,954	$995,887	$814,586	$1,047,222	$400,495	$8,108,768	48.4%
Green Rd - Pave gravel section, HMA Shim + Overlay					$111,567						$111,567	0.7%
Amherst St rebuild with Sidepath Work			$187,000								$187,000	1.1%
Repave Parking Lots	$111,700										$111,700	0.7%
Totals	$1,530,505	$1,599,728	$1,711,935	$1,705,926	$1,731,683	$1,703,404	$1,690,105	$1,665,481	$1,708,043	$1,710,676	$16,757,485	

Table 6: Scenario 1 – Miles and Costs by Repair Category

Repair	Sum of Miles	% of Miles	Sum of Cost	% of Cost	Cost per Mile
Preservation					
Crack Seal (Minor)	102.07	69%	$500,647	3%	$ 4,905
Rehabilitation					
HMA Shim + Overlay	13.47	9%	$3,344,279	20%	$ 248,276
HMA Overlay	15.56	10%	$2,671,421	16%	$ 171,692
HMA Shim	0.82	1%	$75,962	0%	$ 92,895
Mill + Fill	4.67	3%	$1,539,128	9%	$ 329,463
Double Chip Seal	1.46	1%	$107,014	1%	$ 73,256
Reconstruction					
Full Depth Reclaim	9.95	7%	$8,108,768	48%	$ 814,907
Green Rd - Pave gravel section, HMA Shim + Overlay	0.25	0%	$111,567	1%	$ 446,255
Amherst St rebuild with Sidepath Work	0.10	0%	$187,000	1%	$1,870,000
Repave Parking Lots			$111,700	1%	
Totals	148.35		$16,757,485		$ 112,958
Totals W/O Crack Seal	46.28		$16,256,839		$ 351,270

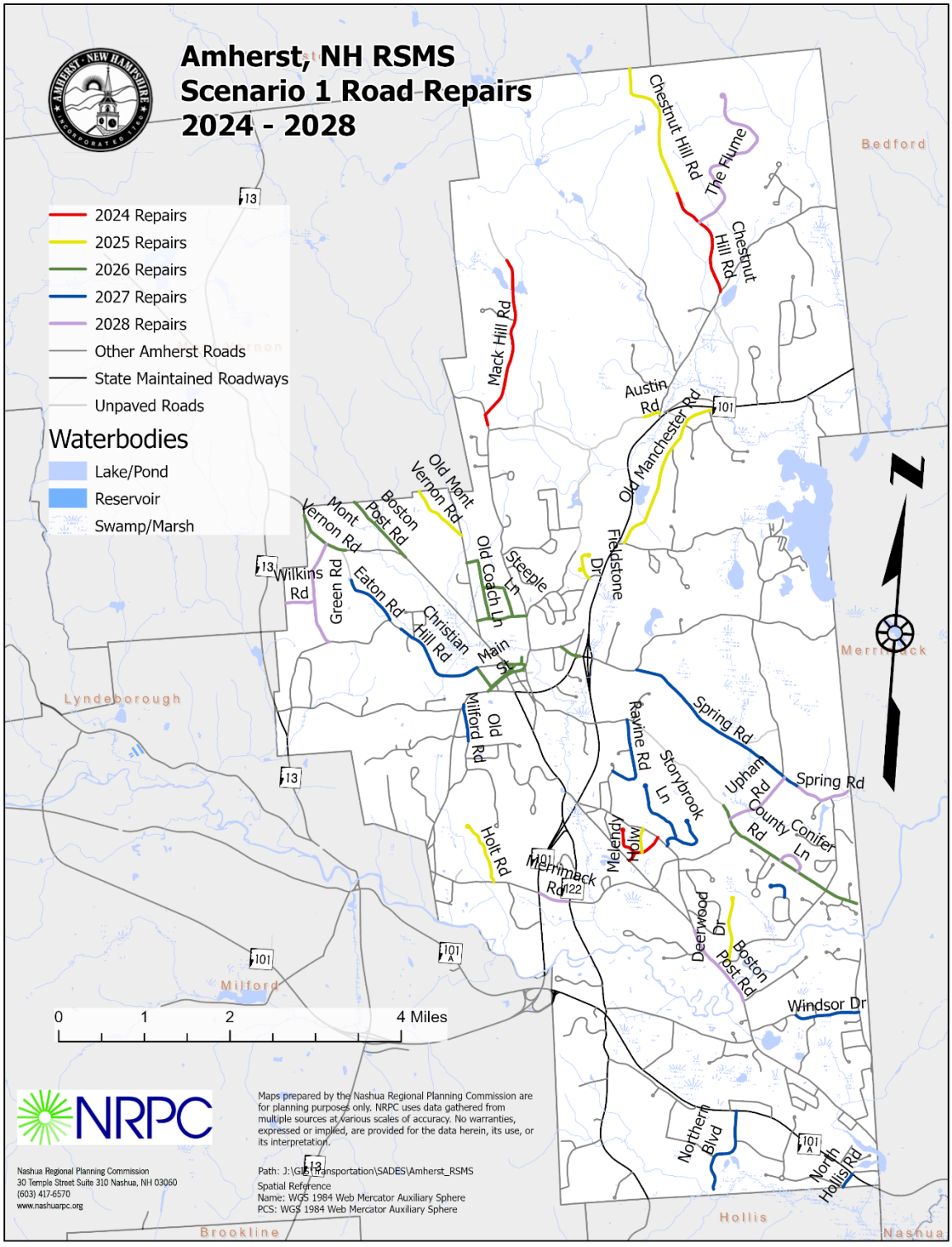
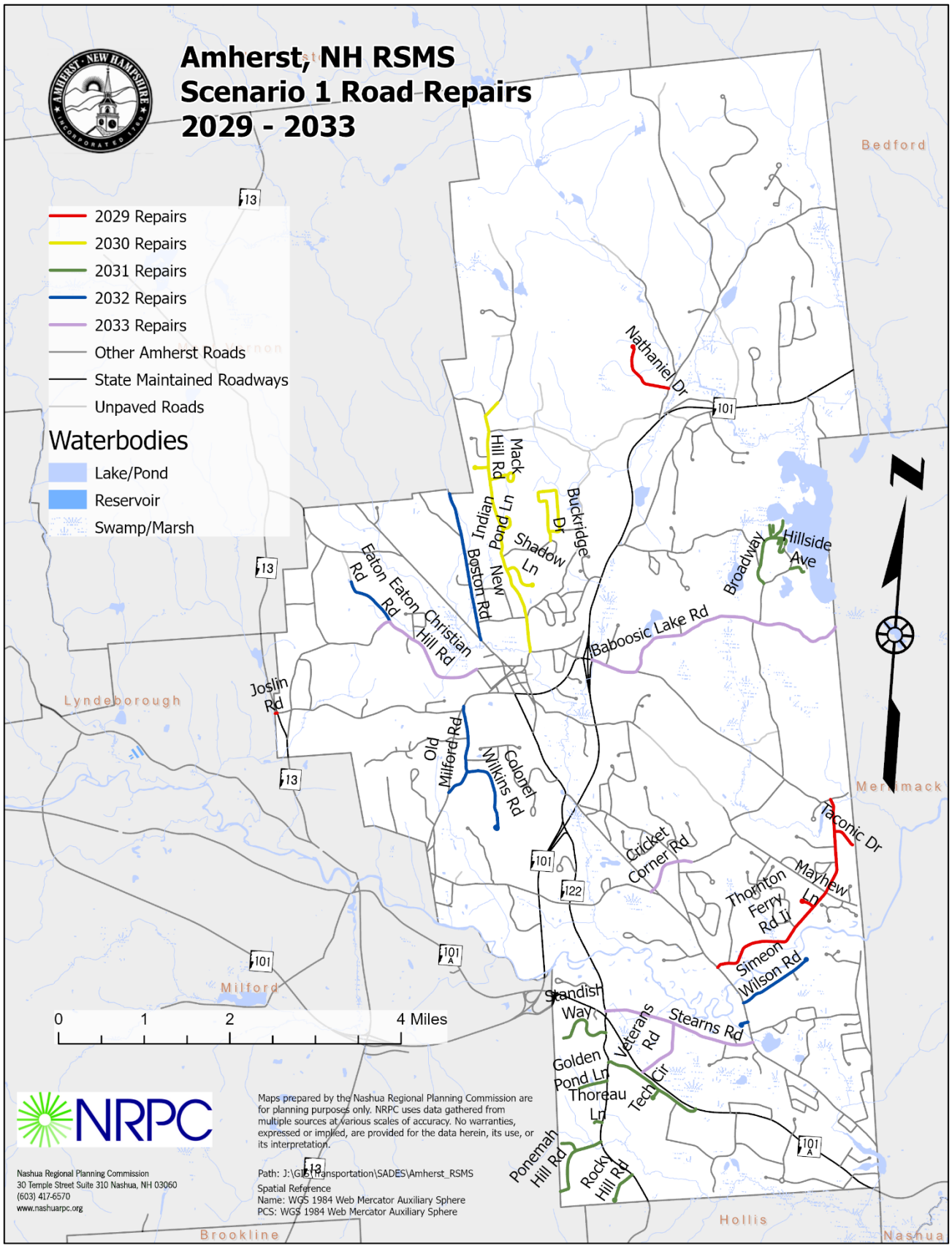


Figure 5: Repairs Years 1 - 5


Amherst, NH RSMS
Scenario 1 Road Repairs
2029 - 2033
2029 Repairs
2030 Repairs
2031 Repairs
2032 Repairs
2033 Repairs
Other Amherst Roads
State Maintained Roadways
Unpaved Roads
Waterbodies
Lake/Pond
Reservoir
Swamp/Marsh
Bedford
Lyndeborough
Milford
Brookline
Hollis
Nashua
Merrimack
Nathaniel Dr
Mack Hill Rd
Indian Pond Ln
Buckridge Dr
Shadow Ln
New Boston Rd
Eaton Eaton Rd
Christian Hill Rd
Joslin Rd
Old Milford Rd
Colonel Wilkins Rd
Baboosic Lake Rd
Broadway
Hillside Ave
Cricket Corner Rd
Taconic Dr
Mayhew Ln
Thornton Ferry Rd
Simeon Wilson Rd
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PCS: WGS 1984 Web Mercator Auxiliary Sphere
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Figure 6: Repairs Years 5 - 10

B. SCENARIO 2: WORST FIRST APPROACH (2023 – 2033)

In Scenario 2, we assigned repairs to road segments within a 10-year horizon. In this scenario the annual budget was the same as Scenario 1: $1.5 million for the year 2023, $1.6 Million for 2024, and $1.7 Million for 2025 and all the subsequent years. The first 3 years of Scenario 2 are the same as Scenario 1. These years (2024-2026) already had a plan developed by the town before the RSMS project started. Scenario 2 continues with a "Worst First" approach that seeks to fix the worst roads in the network.

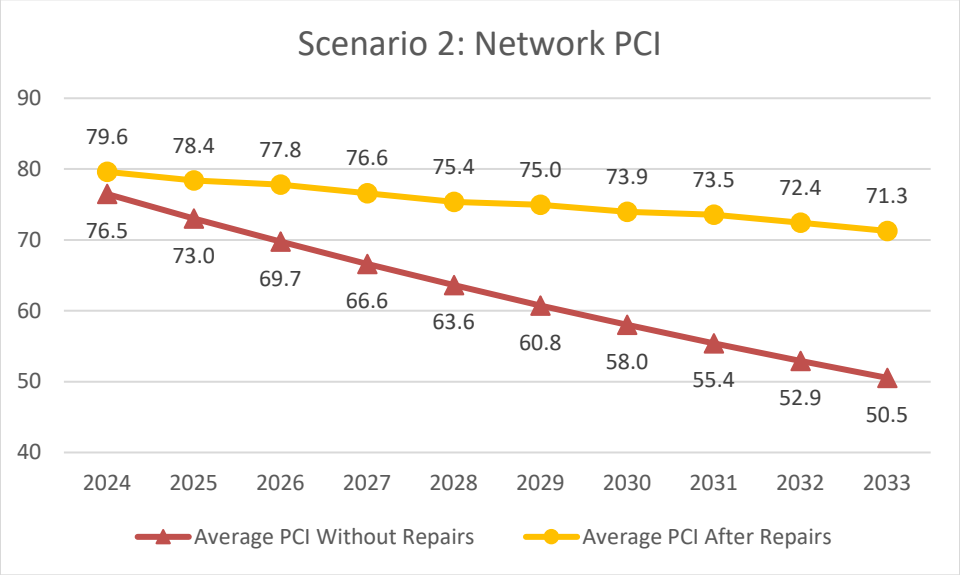

Figure 7: Network PCI by Year for Scenario 2

Over a 10-year period the average network PCI decreases from 80.08 in 2023 to 71.3 in 2033. Without any repairs, the network PCI will fall to 50.53 after 10 years. This is an overall improvement of the network PCI value by 20.77 points. Scenario 2 is focused on tackling the roads in worst condition first, and prioritizing reclaiming failed roads.

Full Depth Reclaim (FDR) is the choice for reconstructing roads which have deteriorated to a point where any other repair would be a waste of materials and money. The estimated cost per square yard for this is $48.5. This is the most expensive treatment option. In this Scenario FDR makes up 66% of the total costs across all 10 years and addresses 13.59 miles of road (9% of the total miles).

This scenario also includes crack sealing, which addresses about 70% of the total miles in the network and accounts for 3.1% of total costs. Crack sealing is the most cost-effective strategy to preserve roads that

are in good condition, but it cannot address roads which require repairs such as Shim and Overlays. These repairs only cover 8% of the total miles and most of that takes place in the first three years of the plan. When looking at all repair miles and costs excluding crack sealing, this approach addresses only 30.67 miles, which comes to about $509,639 per mile. In some years of the plan less than 2.5 miles of the road network are repaired.

The following tables illustrate the repair costs, miles of treated roads and network PCI for each year.

Table 7: Scenario 2 - Network PCI, Miles Treated, and Repair Costs

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Average PCI Without Repairs	76.5	73.0	69.7	66.6	63.6	60.8	58.0	55.4	52.9	50.5
Average PCI After Repairs	79.6	78.4	77.8	76.6	75.4	75.0	73.9	73.5	72.4	71.3
PCI Change Year to Year		-1.2	-0.6	-1.2	-1.2	-0.4	-1.0	-0.4	-1.1	-1.2
Crack Seal Miles	15.02	10.74	10.75	10.29	10.90	9.78	9.67	9.67	8.43	7.88
Crack Sealing Cost	$56,230	$46,021	$47,894	$47,675	$52,518	$48,997	$50,405	$52,414	$49,520	$48,973
Crack Seal cost per mile	$3,744	$4,283	$4,454	$4,633	$4,818	$5,011	$5,211	$5,420	$5,873	$6,213
Planned Crack Seal Budget	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K
Repair and Rebuild Miles	3.14	3.10	5.96	2.03	2.87	3.84	2.73	3.20	2.16	1.56
Repair and Rebuild Cost	$1,474,275	$1,401,573	$1,664,042	$1,555,117	$1,505,557	$1,590,039	$1,635,689	$1,636,632	$1,526,408	$1,643,216
Repair and rebuild cost per mile	$470,130	$452,425	$279,431	$767,421	$525,207	$414,004	$598,712	$510,801	$708,183	$1,052,947
Planned Repair and Rebuild Budget	$1.5 M	$1.6 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M	$1.7 M
Total Miles Treated	18.15	13.84	16.71	12.32	13.77	13.62	12.40	12.88	10.59	9.44
Total Repair Cost	$1,530,505	$1,447,593	$1,711,935	$1,602,792	$1,558,075	$1,639,037	$1,686,094	$1,689,045	$1,575,928	$1,692,189
Cost per Miles	$84,308	$104,576	$102,468	$130,121	$113,173	$120,347	$135,924	$131,184	$148,856	$179,214

Table 8: Scenario 2 - Repair Costs by Category

Repair	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Spending	Percentage of Total Spending
Planned Crack Seal Budget	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K	$50 K		
Planned Repair Budget	$1.5 M	$1.5 M	$1.5 M	$1.5 M	$1.5 M	$1.5 M	$1.5 M	$1.5 M	$1.5 M	$1.5 M		
Preservation												
Crack Seal (Minor)	$56,230	$46,021	$47,894	$47,675	$52,518	$48,997	$50,405	$52,414	$47,523	$46,201	$495,877	3.1%
Rehabilitation												
HMA Shim + Overlay	$240,167	$128,686	$474,594		$136,221	$377,950	$230,395	$608,605	$280,120		$2,476,739	15.4%
HMA Overlay	$10,260	$122,457	$21,771								$154,487	1.0%
HMA Shim												
Mill + Fill			$198,983		$822,205	$322,323					$1,343,510	8.3%
Double Chip Seal			$107,014								$107,014	0.7%
Reconstruction												
FDR & HMA (4")	$1,112,148	$1,150,430	$674,680	$1,555,117	$547,131	$889,766	$1,284,623	$1,028,027	$1,246,288	$1,643,216	$11,131,426	69.0%
Green Rd - Pave gravel section							$120,671				$120,671	0.7%
Amherst St rebuild with Sidepath Work			$187,000								$187,000	1.2%
Repave Parking Lot	$111,700										$111,700	0.7%
Totals	$1,530,505	$1,447,593	$1,711,935	$1,602,792	$1,558,075	$1,639,037	$1,686,094	$1,689,045	$1,573,931	$1,689,417	$16,128,424	

Table 9: Scenario 2 - Miles and Costs by Repair Category

Repair	Sum of Miles	% of Miles	Sum of Cost	% of Cost	Cost per Mile
Preservation					
Crack Seal (Minor)	103.14	70%	$495,877	3%	$ 4,808
Rehabilitation					
HMA Shim + Overlay	10.51	7%	$2,476,739	15%	$ 235,657
HMA Overlay	0.80	1%	$154,487	1%	$ 192,508
HMA Shim					
Mill + Fill	3.97	3%	$1,343,510	8%	$ 338,774
Double Chip Seal	1.46	1%	$107,014	1%	$ 73,297
Reconstruction					
Full Depth Reclaim	13.59	9%	$11,131,426	66%	$ 819,359
Green Rd - Pave gravel section, HMA Shim + Overlay	0.25	0%	$120,671	1%	$ 482,669
Amherst St rebuild with Sidepath Work	0.10	0%	$187,000	1%	$ 1,870,000
Repave Parking Lots			$111,700	1%	
Totals	133.82		$16,128,424		$ 120,527
Totals W/O Crack Seal	30.67		$15,632,548		$ 509,639

9.0 SUMMARY

When comparing the two scenarios there are a few things that stand out. The first is how many more miles of roads are addressed by Scenario 1 than Scenario 2. Scenario 1 covers a total of 148.35 Miles, 46.28 excluding crack sealing. Scenario 2 covers a total of 133.82 miles, 30.67 excluding crack sealing. There are a couple of reasons for this gap, but the primary reason is the cost of Full Depth Reclamation (FDR). Because FDR is so expensive to perform, it limits how many roads you can rebuild each year. While Scenario 1 does not attempt to reclaim all of Amherst's poorest condition roads, it does use FDR strategically in conjunction with other road repairs. Even so, in Scenario 1 uses FDR on 9.95 miles of road and is about 48% of overall costs. Scenario 2 uses FDR on 13.59 miles of road and takes up 66% of overall costs. That difference represents about $3 Million which could otherwise go toward Shim & Overlays, Mill & Overlays, and Crack Sealing. Those operations can go much farther in terms of miles treated.

At a glance the two scenarios don't seem to have much of a difference when it comes to network PCI. Most of the reason why each plan has a shallow decline in PCI is due to the generous amount of Crack Sealing being done. Spending about $50,000 each year on crack sealing, is having a tremendous impact on the network PCI. In both scenarios this is a positive.

There is a clear reason why Scenario 1 is better for the town in the long run, and this is illustrated in Figures 11 and 12. Each chart shows over time the number of miles each scenario address and the change in cost per miles over time. In Figure 11 you can see that the number of repair and rebuild miles hovers around 5 and that the cost per miles each year easily stays under $150,000. In Figure 12 you see that the repair and rebuild miles only once exceed 5 miles and that there is an increasing trend for cost per miles, climbing up to and over $150,000. This trend will only get worse as fewer miles can be repaired and maintained. Scenario 2 does not address many roads which fall between needing crack

sealing and full depth reclamation. Over time those roads will reach a critical point where they will need more expensive treatments, and the cost effective strategies will no longer be an option.

In Figure 8 you can see the value of Amherst's road network categorized by Paved and Gravel roads. This figure calculates how much the road network is worth just in terms of raw materials, and calculates how much it depreciates each year. The Annualized Depreciation of Amherst's road network is $2.6 Million. This means that the Town will have to spend around $2.6 Million per year to prevent any deterioration and depreciation of the network's value. This amount is certainly higher than the current budget allows, however it can be a reminder to Town officials and the public of just how valuable an asset the road network is.

Maintaining a safe road network in good condition requires incredible effort. This effort is conducted in the office by DPW staff by planning and advocating for funding, and on the roads by the physically demanding work of the contractors hired to conduct road repairs. NRPC's goal is to assist the Town of Amherst in planning for road maintenance. We hope this data-driven information proves valuable and results in an informed and cohesive strategy to maintain Amherst's roads well into the future.

PRESENT DAY VALUE OF ROAD NETWORK								
MILEAGE:				UNIT COSTS:				
115.3	Paved			Pavement	$80	/ ton		
6.9	Gravel			Gravel	$30	/ ton		
Depth (inches)	PAVED ROADS							
	Material	Cost/SY	Miles	Width (ft)	SY		Cost	
4	Pavement	$ 17.92	115.3	23	1,555,781		$ 27,879,601	
12	Gravel	$ 13.58					$ 21,119,732	
TOTAL VALUE PAVED ROADS							**$ 48,999,333**	
Depth (inches)	GRAVEL ROADS							
	Material	Cost/SY	Miles	Width (ft)	SY		Cost	
12	Gravel	$ 13.58	6.9	18	72,864		$ 989,129	
TOTAL VALUE OF GRAVEL ROADS							**$ 989,129**	
TOTAL VALUE OF THE NETWORK:							**$ 49,988,462**	
ANNUALIZED DEPRECIATION AT				20	*YEAR LIFE*		**$ 2,499,423**	

Figure 8: Present Day Value of Amherst's Road Network

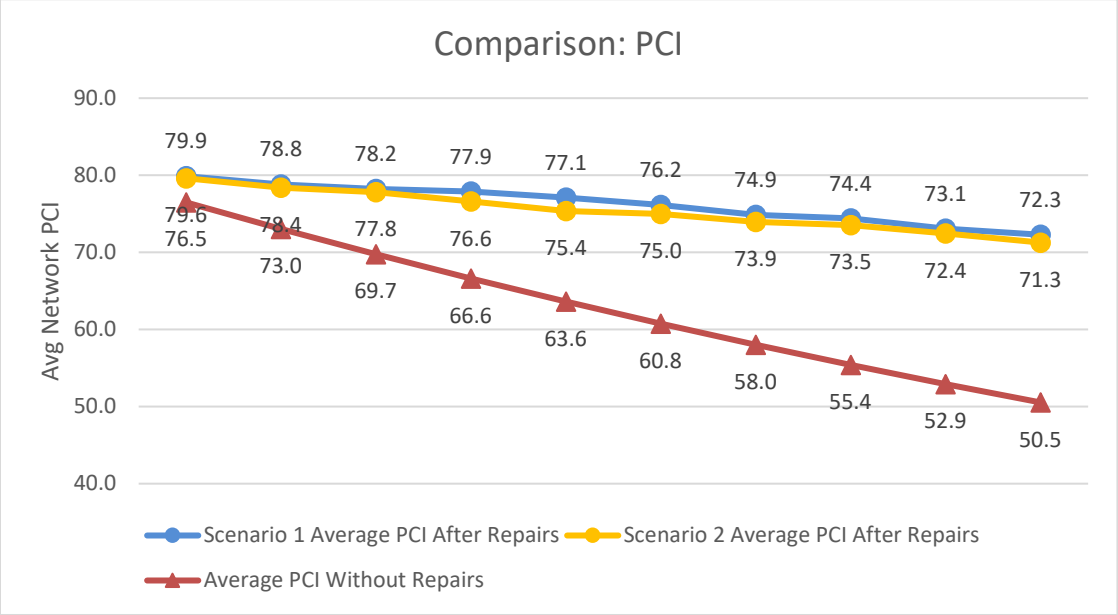

Figure 9: Scenario 1 & 2 Comparison - Network PCI

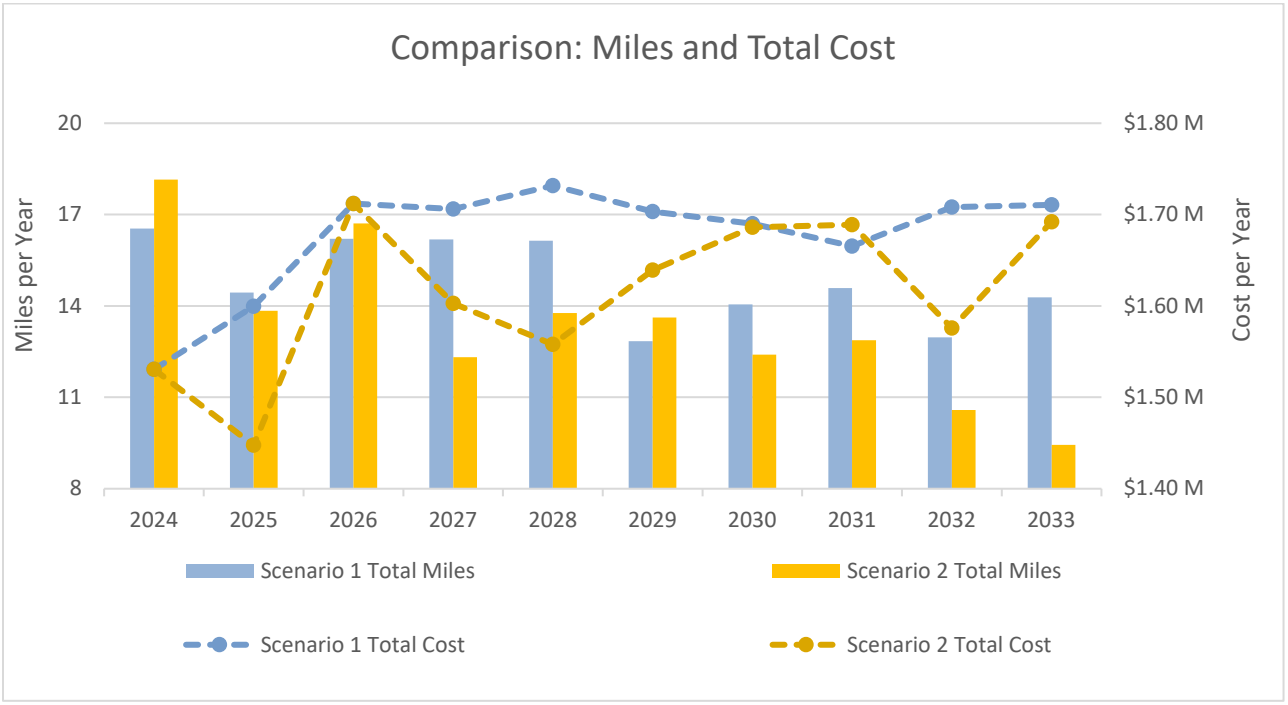

Figure 10: Scenario 1 & 2 Comparison - Cost

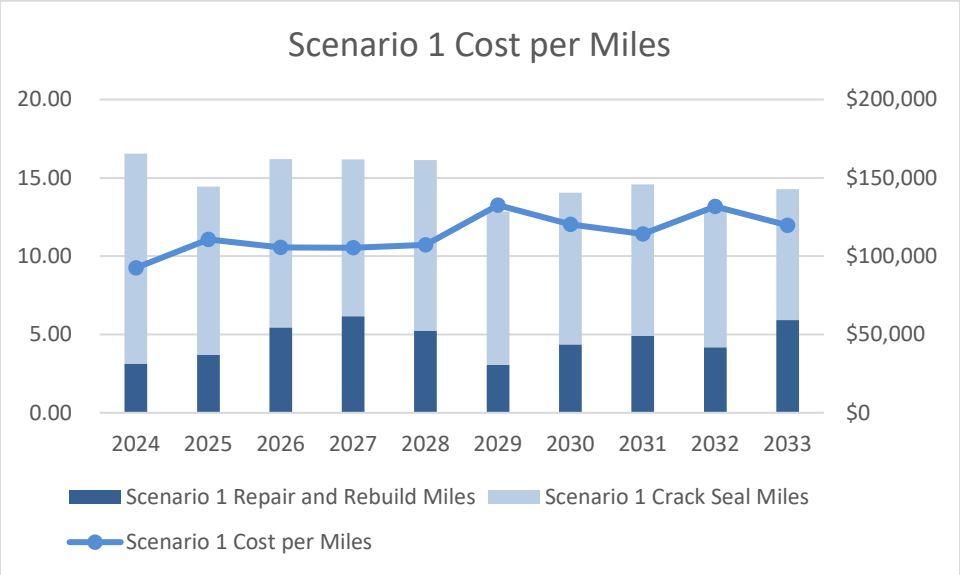

Figure 11: Scenario 1 Cost per Miles

Figure 12: Scenario 2 Cost per Miles

APPENDIX A: ROAD INVENTORY

Street Name	Segment #	Importance Value	Road Width (Feet)	Length of Segment (Feet)	Number of Lanes	PCI 2022	Priority
Aglipay Dr	1	2	19	1320	2	81	20.75
Aglipay Dr	2	2	19	1321	2	77	21.75
Aglipay Dr	3	2	19	533	2	81	20.75
Airline Dr	1	1	30	479	2	100	8
Amherst St	1	5	28	1317	2	100	40
Amherst St	2	5	31	1320	2	94	41.5
Amherst St	3	5	31	1319	2	90	42.5
Amherst St	4	5	31	1319	2	90	42.5
Amherst St	5	5	27	1319	2	98	40.5
Amherst St	6	5	27	1323	2	100	40
Amherst St	7	5	28	1396	2	100	40
Arrow Ln	1	1	25	1935	2	56	19
Austin Rd	1	3	22	1320	2	50	36.5
Austin Rd	7	3	22	776	2	38	39.5
Baboosic Lake Rd	1	4	24	1321	2	95	33.25
Baboosic Lake Rd	2	4	24	1319	2	95	33.25
Baboosic Lake Rd	3	4	24	1323	2	95	33.25
Baboosic Lake Rd	4	4	24	1318	2	95	33.25
Baboosic Lake Rd	5	4	24	1320	2	95	33.25
Baboosic Lake Rd	6	4	24	1320	2	100	32
Baboosic Lake Rd	7	4	24	1322	2	100	32
Baboosic Lake Rd	8	4	24	1320	2	100	32
Baboosic Lake Rd	9	4	24	1320	2	95	33.25
Baboosic Lake Rd	10	4	24	1017	2	91	34.25
Bayberry Dr	1	3	23	1108	2	100	24
Beaver Brook Cir	1	1	21	1319	2	89	10.75
Beaver Brook Cir	2	1	21	886	2	89	10.75
Bloody Brook Rd	1	1	20	545	2	47	21.25
Bloody Brook Rd	1	1	24	1320	2	77	13.75
Bloody Brook Rd	2	1	20	1589	2	76	14
Blueberry Hill Rd	1	3	23	1318	2	95	25.25
Blueberry Hill Rd	1	1	23	1867	2	90	10.5
Blueberry Hill Rd	2	1	23	1694	2	89	10.75
Bon Terrain Dr	1	2	25	1319	2	75	22.25
Bon Terrain Dr	2	2	25	1087	2	79	21.25
Border St	1	2	22	1317	2	100	16
Border St	2	2	22	1441	2	100	16
Boston Post Rd	1	5	25	1270	2	95	41.25

Street Name	Segment #	Importance Value	Road Width (Feet)	Length of Segment (Feet)	Number of Lanes	PCI 2022	Priority
Boston Post Rd	2	5	25	1319	2	95	41.25
Boston Post Rd	3	5	25	1320	2	95	41.25
Boston Post Rd	4	5	25	1320	2	95	41.25
Boston Post Rd	5	5	25	1319	2	95	41.25
Boston Post Rd	6	5	25	1322	2	95	41.25
Boston Post Rd	7	5	25	1321	2	93	41.75
Boston Post Rd	8	5	23	1320	2	78	45.5
Boston Post Rd	9	5	23	1319	2	78	45.5
Boston Post Rd	10	5	23	1320	2	78	45.5
Boston Post Rd	11	5	24	1320	2	100	40
Boston Post Rd	12	4	24	1322	2	100	32
Boston Post Rd	13	4	23	1318	2	100	32
Boston Post Rd	14	4	23	1319	2	100	32
Boston Post Rd	15	4	23	1323	2	100	32
Boston Post Rd	16	4	23	1320	2	100	32
Boston Post Rd	17	4	23	1804	2	95	33.25
Boston Post Rd	18	5	27	1320	2	100	40
Boston Post Rd	19	5	28	1320	2	100	40
Boston Post Rd	20	5	24	1319	2	100	40
Boston Post Rd	21	5	24	1320	2	100	40
Boston Post Rd	22	5	24	1320	2	100	40
Boston Post Rd	23	5	24	1320	2	100	40
Boston Post Rd	24	5	22	1319	2	48	53
Boston Post Rd	25	1	22	1319	2	44	22
Boston Post Rd	26	1	22	786	2	54	19.5
Boylston Ter	1	1	26	1320	2	70	15.5
Boylston Ter	2	1	25	818	2	67	16.25
Brander Ct	1	1	25	591	2	100	8
Briarwood Ln	1	1	25	1286	2	85	11.75
Brimstone Hill Rd	1	2	24	783	2	70	23.5
Broadway	1	3	22	1318	2	95	25.25
Broadway	2	3	22	1320	2	95	25.25
Broadway	3	3	19	1316	2	51	36.25
Broadway	4	3	22	1969	2	52	36
Brook Rd	1	2	22	1320	2	72	23
Brook Rd	2	2	22	1320	2	66	24.5
Brook Rd	3	2	22	1320	2	76	22
Brook Rd	4	2	22	1320	2	55	27.25
Brookwood Dr	1	1	19	938	2	85	11.75

Street Name	Segment #	Importance Value	Road Width (Feet)	Length of Segment (Feet)	Number of Lanes	PCI 2022	Priority
Buckridge Dr	1	2	21	1322	2	79	21.25
Buckridge Dr	2	1	21	1319	2	79	13.25
Buckridge Dr	3	1	21	1319	2	79	13.25
Buckridge Dr	4	2	21	1714	2	79	21.25
Caldwell Dr	1	4	54	1320	2	100	32
Caldwell Dr	2	4	26	1413	2	95	33.25
Camp Rd	1	4	25	1320	2	95	33.25
Camp Rd	2	4	25	798	2	95	33.25
Candlewood Dr	1	1	25	1319	2	53	19.75
Candlewood Dr	2	1	25	1388	2	53	19.75
Carol Ann Ln	1	1	24	928	2	41	22.75
Carriage Rd	1	1	18	884	2	53	19.75
Center Rd	1	1	25	756	2	63	17.25
Chandler Ln	1	1	25	1731	2	86	11.5
Chatham Ct	1	1	25	1032	2	82	12.5
Chestnut Hill Rd	1	5	22	1319	2	47	53.25
Chestnut Hill Rd	2	5	22	1320	2	35	56.25
Chestnut Hill Rd	3	5	22	1320	2	41	54.75
Chestnut Hill Rd	4	5	22	1320	2	46	53.5
Chestnut Hill Rd	5	5	22	1320	2	40	55
Chestnut Hill Rd	6	5	22	1321	2	44	54
Chestnut Hill Rd	7	5	22	1320	2	43	54.25
Chestnut Hill Rd	8	5	22	1319	2	39	55.25
Chestnut Hill Rd	9	5	22	1211	2	41	54.75
Christian Hill Rd	1	3	21	1322	2	100	24
Christian Hill Rd	2	3	21	1319	2	100	24
Christian Hill Rd	3	3	20	1319	2	100	24
Christian Hill Rd	4	3	20	1321	2	100	24
Christian Hill Rd	5	3	24	1320	2	100	24
Christian Hill Rd	6	3	24	1320	2	100	24
Christian Hill Rd	7	3	24	1319	2	85	27.75
Christian Hill Rd	8	3	24	1319	2	80	29
Christian Hill Rd	9	3	25	1321	2	77	29.75
Christian Hill Rd	10	3	25	1954	2	80	29
Church St	1	3	23	1002	2	63	33.25
Clark Ave	1	1	12	960	1	73	14.75
Cobbler Ln	1	1	24	932	2	85	11.75
Colonel Wilkins Rd	1	1	21	1320	2	100	8
Colonel Wilkins Rd	2	1	21	1320	2	100	8

Street Name	Segment #	Importance Value	Road Width (Feet)	Length of Segment (Feet)	Number of Lanes	PCI 2022	Priority
Colonel Wilkins Rd	3	1	21	1324	2	100	8
Columbia Dr	1	4	25	1319	2	95	33.25
Columbia Dr	2	4	25	1129	2	95	33.25
Conifer Ln	1	1	25	1531	2	80	13
Corduroy Rd	1	5	23	1317	2	81	44.75
Corduroy Rd	2	5	23	1319	2	90	42.5
Corduroy Rd	3	5	23	1320	2	90	42.5
Corduroy Rd	4	5	23	931	2	90	42.5
County Rd	1	4	22	1113	2	76	38
County Rd	2	4	21	1318	2	90	34.5
County Rd	3	4	21	1318	2	90	34.5
County Rd	4	4	21	1321	2	90	34.5
County Rd	5	4	21	1320	2	76	38
County Rd	6	4	21	1322	2	93	33.75
County Rd	11	4	23	679	2	100	32
Courthouse Rd	1	4	23	1318	2	100	32
Courthouse Rd	2	4	22	1657	2	95	33.25
Craftsman Ln	1	3	44	1247	2	100	24
Crestwood Ct	1	1	25	1104	2	78	13.5
Cricket Corner Rd	1	2	19	1322	2	44	30
Cricket Corner Rd	2	2	19	1321	2	44	30
Cricket Corner Rd	3	3	21	1320	2	98	24.5
Cricket Corner Rd	4	3	21	1193	2	98	24.5
Cricket Hill Dr	1	1	23	1317	2	100	8
Cricket Hill Dr	2	1	23	1319	2	100	8
Cricket Hill Dr	3	1	23	1045	2	100	8
Crockett Ln	1	2	24	885	2	95	17.25
Cross Rd	1	1	25	1591	2	95	9.25
Cross Rd	2	4	24	1101	2	95	33.25
Cross Rd		4	24	1101	2	100	32
Cross St	1	1	20	775	2	100	8
Danbury Cir	1	1	21	1319	2	100	8
Danbury Cir	2	1	21	1322	2	100	8
Danbury Cir	3	1	21	1031	2	100	8
Davis Ln	1	4	20	1142	2	51	44.25
Deerwood Dr	1	1	23	1321	2	38	23.5
Deerwood Dr	2	1	23	1823	2	28	26
Dodge Rd	1	4	24	1318	2	100	32
Dodge Rd	2	4	24	1321	2	95	33.25

Street Name	Segment #	Importance Value	Road Width (Feet)	Length of Segment (Feet)	Number of Lanes	PCI 2022	Priority
Dodge Rd	3	4	24	1320	2	100	32
Douglas Dr	1	1	22	1318	2	95	9.25
Douglas Dr	2	1	22	1380	2	95	9.25
Driveway A022	1	1	20	872	2	55	19.25
Eastern Ave	1	1	21	1322	2	100	8
Eastern Ave	2	1	21	1135	2	100	8
Eaton Rd	1	2	20	1322	2	40	31
Eaton Rd	2	2	20	1319	2	37	31.75
Edgewood Run	1	1	25	1320	2	91	10.25
Edgewood Run	2	1	25	845	2	91	10.25
Fairway Dr	1	2	21	1319	2	76	22
Fairway Dr	2	1	21	1319	2	76	14
Fairway Dr	3	1	21	1314	2	76	14
Farmington Rd	1	1	25	838	2	41	22.75
Fernwood Ln	1	1	25	1072	2	86	11.5
Fieldstone Dr	1	1	25	1626	2	76	14
Flanders Rd	1	1	24	512	2	82	12.5
Flint Dr	1	1	25	612	2	52	20
Founders Way	1	2	26	969	2	100	16
Founders Way	2	2	26	968	2	100	16
Founders Way	3	2	26	969	2	100	16
Founders Way	4	2	26	968	2	100	16
Founders Way	5	2	26	655	2	100	16
Foundry St	1	4	25	1210	2	100	32
Foxglove Ln	1	1	25	1115	2	100	8
Gatchell Way	1	1	26	194	2	100	8
General Amherst Rd	1	2	24	1319	2	100	16
General Amherst Rd	2	2	24	702	2	100	16
Georgetown Dr	1	2	24	1965	2	86	19.5
Golden Pond Ln	1	1	25	1311	2	55	19.25
Governor Wentworth Rd	1	2	24	1516	2	100	16
Green Rd	1	2	20	1322	2	67	24.25
Green Rd	2	2	20	1320	2	76	22
Green Rd	3	2	21	1321	2	51	28.25
Green Rd	4	2	21	824	2	69	23.75
Greenbriar Ln	1	1	25	1319	2	63	17.25
Greenbriar Ln	2	1	25	1320	2	79	13.25
Greenbriar Ln	3	1	25	1263	2	74	14.5
Hartshorn Mill Rd	1	1	16	267	2	72	15

Street Name	Segment #	Importance Value	Road Width (Feet)	Length of Segment (Feet)	Number of Lanes	PCI 2022	Priority
Heather Ln	1	1	25	966	2	74	14.5
Hemlock Hill Rd	1	2	25	1322	2	57	26.75
Hemlock Hill Rd	2	1	25	1737	2	55	19.25
Hertzka Dr	1	2	25	1772	2	83	20.25
Hickory Dr	1	1	22	1320	2	95	9.25
Hickory Dr	2	1	22	1318	2	95	9.25
Hickory Dr	3	1	22	671	2	95	9.25
High Meadow Ln	1	1	25	1919	2	60	18
Highland Dr	1	2	24	1320	2	95	17.25
Highland Dr	2	2	24	1864	2	95	17.25
Hillside Ave	1	1	13	760	1	43	22.25
Holly Hill Dr	1	2	25	1320	2	58	26.5
Holly Hill Dr	2	2	25	1321	2	58	26.5
Holly Hill Dr	3	2	25	1321	2	58	26.5
Holly Hill Dr	4	2	25	1097	2	58	26.5
Holt Rd	1	1	25	1321	2	59	18.25
Holt Rd	2	1	25	1860	2	59	18.25
Homestead Rd	1	1	25	1229	2	91	10.25
Honeybrook Ln	1	1	24	1151	2	87	11.25
Horace Greeley Rd	1	5	29	1316	2	100	40
Horace Greeley Rd	2	5	29	1321	2	92	42
Horace Greeley Rd	3	5	23	1318	2	100	40
Horace Greeley Rd	4	5	23	1321	2	100	40
Horace Greeley Rd	5	5	23	1322	2	100	40
Horace Greeley Rd	6	5	23	1319	2	100	40
Horace Greeley Rd	7	5	23	1320	2	100	40
Horace Greeley Rd	8	5	23	1321	2	100	40
Horace Greeley Rd	9	5	23	1319	2	100	40
Horace Greeley Rd	10	5	23	1526	2	100	40
Howe Dr	1	4	26	1320	2	100	32
Howe Dr	2	4	26	1483	2	95	33.25
Hubbard Rd	1	1	26	1319	2	100	8
Hubbard Rd	2	1	26	717	2	100	8
Indian Pond Ln	1	1	25	842	2	83	12.25
Jones Rd	1	4	25	1130	2	47	45.25
Jones Rd	2	4	25	1130	2	32	49
Joslin Rd	1	2	20	97	2	47	29.25
Joslin Rd	1	2	20	97	2	47	29.25
Juniper Dr	1	1	21	1320	2	88	11

Street Name	Segment #	Importance Value	Road Width (Feet)	Length of Segment (Feet)	Number of Lanes	PCI 2022	Priority
Juniper Dr	2	1	21	1320	2	88	11
Juniper Dr	3	1	21	1209	2	88	11
Junkins Ln	1	1	25	1086	2	76	14
Knight St	1	1	19	326	2	66	16.5
Lake Front St	1	1	13	1015	1	95	9.25
Laurel Ln	1	1	22	597	2	74	14.5
Limbo Ln	1	4	29	1225	2	87	35.25
Lord Jeffrey Dr	1	1	20	1319	2	66	16.5
Lord Jeffrey Dr	2	1	20	976	2	66	16.5
Lyndeborough Rd	2	4	21	1318	2	85	35.75
Lyndeborough Rd	3	4	21	1321	2	85	35.75
Lyndeborough Rd	4	4	21	1322	2	85	35.75
Lyndeborough Rd	5	4	21	1321	2	85	35.75
Lyndeborough Rd	6	4	21	1321	2	85	35.75
Lyndeborough Rd	7	4	21	887	2	85	35.75
Mack Hill Rd	1	4	25	1319	2	40	47
Mack Hill Rd	2	4	24	1321	2	85	35.75
Mack Hill Rd	3	4	24	1321	2	85	35.75
Mack Hill Rd	4	4	24	1322	2	82	36.5
Mack Hill Rd	5	4	24	1321	2	95	33.25
Mack Hill Rd	6	4	24	1321	2	95	33.25
Mack Hill Rd	7	4	24	1319	2	97	32.75
Mack Hill Rd	8	4	23	1320	2	90	34.5
Mack Hill Rd	9	4	22	1320	2	56	43
Mack Hill Rd	10	2	22	1321	2	44	30
Mack Hill Rd	11	4	22	1321	2	52	44
Mack Hill Rd	12	4	22	1319	2	38	47.5
Mack Hill Rd	13	4	21	1321	2	53	43.75
Mack Hill Rd	14	4	21	1320	2	48	45
Madison Ln	1	1	23	1012	2	79	13.25
Main St	1	5	25	1323	2	46	53.5
Main St	2	5	27	810	2	67	48.25
Manchester Rd	1	4	25	1317	2	95	33.25
Manchester Rd	2	4	23	1929	2	100	32
Manhattan Dr	1	1	24	878	2	95	9.25
Maple Dr	1	1	22	410	2	95	9.25
Martingale Rd	1	1	21	1318	2	46	21.5
Martingale Rd	2	1	21	1588	2	50	20.5
Mayhew Ln	1	1	21	872	2	56	19

Street Name	Segment #	Importance Value	Road Width (Feet)	Length of Segment (Feet)	Number of Lanes	PCI 2022	Priority
Meadow Ln	1	1	22	1625	2	73	14.75
Melendy Holw	1	1	22	1100	2	41	22.75
Melody Ln	1	1	25	1692	2	57	18.75
Merrimack Rd	1	5	24	1320	2	80	45
Merrimack Rd	2	5	24	1319	2	85	43.75
Merrimack Rd	3	4	24	1318	2	85	35.75
Merrimack Rd	4	4	24	1323	2	85	35.75
Merrimack Rd	5	4	24	1321	2	85	35.75
Merrimack Rd	6	5	24	1321	2	80	45
Merrimack Rd	7	5	24	1319	2	100	40
Merrimack Rd	8	5	24	1317	2	100	40
Merrimack Rd	9	5	24	1322	2	100	40
Merrimack Rd	10	5	24	1178	2	100	40
Middle St	1	1	23	1319	2	95	9.25
Middle St	2	1	22	1323	2	95	9.25
Miles Rd	1	1	25	658	2	100	8
Milford St	1	1	13	897	1	96	9
Mont Vernon Rd	1	5	24	1319	2	86	43.5
Mont Vernon Rd	2	5	24	1319	2	86	43.5
Mont Vernon Rd	3	5	24	1318	2	86	43.5
Mont Vernon Rd	4	5	21	1315	2	54	51.5
Monticello Dr	1	1	24	1320	2	53	19.75
Monticello Dr	2	1	24	875	2	53	19.75
Mosswood Cir	1	1	25	1320	2	95	9.25
Mosswood Cir	2	1	25	1014	2	95	9.25
Narragansett Rd	1	4	23	301	2	58	42.5
Narragansett Rd	1	4	23	881	2	58	42.5
Nathan Lord Rd	1	2	24	1320	2	100	16
Nathan Lord Rd	2	2	24	1321	2	100	16
Nathan Lord Rd	3	2	24	1950	2	100	16
Nathaniel Dr	1	1	22	1320	2	56	19
Nathaniel Dr	2	1	22	1939	2	56	19
New Boston Rd	1	4	24	1318	2	95	33.25
New Boston Rd	2	4	24	1319	2	95	33.25
New Boston Rd	3	4	24	1320	2	95	33.25
New Boston Rd	4	4	24	1320	2	95	33.25
New Boston Rd	5	4	22	1495	2		57
New South Dr	1	1	25	1320	2	71	15.25
New South Dr	2	1	25	1965	2	67	16.25

Street Name	Segment #	Importance Value	Road Width (Feet)	Length of Segment (Feet)	Number of Lanes	PCI 2022	Priority
Newbury Dr	1	1	21	1309	2	51	20.25
Nichols Rd	1	1	20	1320	2	93	9.75
Nichols Rd	2	1	20	1954	2	93	9.75
North Hollis Rd	1	5	24	733	2	70	47.5
North Meadow Rd	1	3	23	1320	2	94	25.5
North Meadow Rd	2	3	23	1300	2	100	24
North St	1	2	20	1321	2	81	20.75
North St	2	2	20	1233	2	81	20.75
Northern Blvd	1	4	25	1321	2	46	45.5
Northern Blvd	2	2	25	1317	2	56	27
Northern Blvd	3	1	25	1665	2	53	19.75
Northfield Rd	1	1	22	1547	2	56	19
Norton St	1	1	13	272	1	77	13.75
Oak Hill Rd	1	1	22	1321	2	83	12.25
Oak Hill Rd	2	1	22	1409	2	83	12.25
Old Coach Ln	1	1	24	1319	2	63	17.25
Old Coach Ln	2	1	24	1362	2	82	12.5
Old Jailhouse Rd	1	1	15	302	1	44	22
Old Manchester Rd	1	3	23	1318	2	88	27
Old Manchester Rd	2	3	23	1318	2	88	27
Old Manchester Rd	3	3	23	1320	2	88	27
Old Manchester Rd	4	3	23	1319	2	88	27
Old Manchester Rd	5	3	23	1319	2	88	27
Old Manchester Rd	6	3	23	1531	2	88	27
Old Milford Rd	1	3	24	1321	2	77	29.75
Old Milford Rd	2	3	24	1316	2	77	29.75
Old Milford Rd	3	3	24	1676	2	41	38.75
Old Mont Vernon Rd	1	4	23	1319	2	53	43.75
Old Mont Vernon Rd	2	4	22	1520	2	40	47
Old Nashua Rd	1	3	23	1321	2	90	26.5
Old Nashua Rd	2	3	23	1321	2	90	26.5
Old Nashua Rd	3	3	23	1322	2	90	26.5
Old Nashua Rd	4	3	23	743	2	90	26.5
Olde Lantern Way	1	1	25	382	2	71	15.25
Orchard View Dr	1	1	25	1397	2	58	18.5
Overlook Dr	1	1	24	489	2	63	17.25
Parkhurst Dr	1	1	25	1212	2	100	8
Pauls Way	1	1	37	1001	2	79	13.25
Pavillion Rd	1	3	22	1797	2	95	25.25

Street Name	Segment #	Importance Value	Road Width (Feet)	Length of Segment (Feet)	Number of Lanes	PCI 2022	Priority
Pettingale Rd	1	1	23	1319	2	73	14.75
Pettingale Rd	2	1	23	845	2	55	19.25
Pierce Ln	1	1	20	306	2	95	9.25
Pine Acres Rd	1	1	21	1404	2	100	8
Pine Rd	1	1	22	1319	2	90	10.5
Pine Rd	2	1	22	1594	2	90	10.5
Pinewood Dr	1	1	19	1320	2	59	18.25
Pinewood Dr	2	1	19	1505	2	78	13.5
Pinnacle Rd	1	1	25	1319	2	71	15.25
Pinnacle Rd	2	1	25	986	2	71	15.25
Pond Parrish Rd	1	3	23	1319	2	95	25.25
Pond Parrish Rd	2	3	23	1319	2	95	25.25
Pond Parrish Rd	3	3	23	1320	2	100	24
Pond Parrish Rd	4	3	23	1319	2	100	24
Pond Parrish Rd	5	3	23	1320	2	94	25.5
Pond Parrish Rd	6	3	23	693	2	95	25.25
Ponemah Hill Rd	1	3	24	1319	2	100	24
Ponemah Hill Rd	2	3	24	1321	2	100	24
Ponemah Hill Rd	3	3	24	817	2	100	24
Potter Way	1	1	26	466	2	100	8
Pulpit Run	1	2	25	1322	2	100	16
Pulpit Run	2	2	25	1475	2	100	16
Ralmar Rd	1	1	25	881	2	100	8
Ravine Rd	1	3	23	1320	2	63	33.25
Ravine Rd	2	3	21	1321	2	47	37.25
Ravine Rd	3	3	23	1167	2	54	35.5
Rhodora Dr	1	1	25	1639	2	81	12.75
Ridgewood Dr	1	2	25	1315	2	74	22.5
Ridgewood Dr	2	2	25	1526	2	74	22.5
River Rd	1	1	21	1320	2	81	12.75
River Rd	2	1	21	812	2	83	12.25
Roberge Dr	1	1	22	1745	2	100	8
Roberts Rd	1	1	23	871	2	61	17.75
Rocky Hill Rd	1	1	25	1745	2	62	17.5
Saddle Hill Rd	1	1	25	1320	2	68	16
Saddle Hill Rd	2	1	25	1320	2	74	14.5
Saddle Hill Rd	3	1	25	1130	2	79	13.25
Sargent Quarry	1	1	23	1551	2	82	12.5
Sawmill Ln	1	1	24	1327	2	85	11.75

Street Name	Segment #	Importance Value	Road Width (Feet)	Length of Segment (Feet)	Number of Lanes	PCI 2022	Priority
School St	1	1	21	645	2	44	22
Seaverns Bridge Rd	1	4	27	1275	2	90	34.5
Seaverns Bridge Rd	2	4	24	1365	2	86	35.5
Seaverns Bridge Rd	3	4	24	1320	2	86	35.5
Seaverns Bridge Rd	4	4	24	1319	2	86	35.5
Seaverns Bridge Rd	5	4	24	513	2	86	35.5
Shadow Ln	1	1	21	1915	2	74	14.5
Sherburne Dr	1	2	21	451	2	55	27.25
Simeon Wilson Rd	1	1	18	575	2	100	8
Simeon Wilson Rd	1	4	25	1320	2	44	46
Simeon Wilson Rd	2	1	25	1320	2	66	16.5
Simeon Wilson Rd	3	1	25	1100	2	66	16.5
Souhegan Ave	1	1	18	1129	2	51	20.25
Souhegan St	1	1	18	766	2	56	19
Southfield Rd	1	1	22	1366	2	66	16.5
Sprague Rd	1	2	22	1895	2	95	17.25
Spring Rd	1	4	23	1320	2	92	34
Spring Rd	2	4	23	1320	2	100	32
Spring Rd	3	4	23	1320	2	100	32
Spring Rd	4	4	23	1320	2	100	32
Spring Rd	5	4	23	1319	2	100	32
Spring Rd	6	4	23	1320	2	95	33.25
Spring Rd	7	4	23	1321	2	95	33.25
Spring Rd	8	4	23	1321	2	95	33.25
Spring Rd	9	4	23	1176	2	81	36.75
Standish Way	1	1	25	1319	2	94	9.5
Standish Way	2	1	25	1631	2	94	9.5
Stearns Rd	1	4	25	1319	2	100	32
Stearns Rd	2	4	25	1319	2	100	32
Stearns Rd	3	4	25	1319	2	100	32
Stearns Rd	4	4	25	1320	2	100	32
Stearns Rd	5	4	25	1684	2	100	32
Steeple Ln	1	1	24	1319	2	70	15.5
Steeple Ln	2	1	24	971	2	70	15.5
Stillwater Dr	1	1	25	1752	2	95	9.25
Storybrook Ln	1	1	25	1319	2	50	20.5
Storybrook Ln	2	1	25	1926	2	50	20.5
Sunset Ave	1	1	17	497	2	85	11.75
Taconic Dr	1	1	25	1093	2	79	13.25

Street Name	Segment #	Importance Value	Road Width (Feet)	Length of Segment (Feet)	Number of Lanes	PCI 2022	Priority
Tamarack Ln	1	1	25	1322	2	92	10
Tanglewood Way	1	1	22	1098	2	67	16.25
Tech Cir	1	1	25	703	2	61	17.75
Terrace Ln	1	1	24	656	2	75	14.25
Thatcher Dr	1	1	25	1341	2	67	16.25
The Flume	1	3	34	1320	2	43	38.25
The Flume	2	3	34	1320	2	43	38.25
The Flume	3	3	34	1320	2	43	38.25
The Flume	4	3	25	1320	2	52	36
The Flume	5	3	25	1320	2	59	34.25
The Flume	6	3	34	1320	2	59	34.25
The Flume	7	3	34	1135	2	59	34.25
Thistle Dr	1	1	25	1435	2	100	8
Thoreau Ln	1	1	25	388	2	68	16
Thornton Ferry Rd I	1	3	23	1322	2	100	24
Thornton Ferry Rd I	2	3	23	1322	2	100	24
Thornton Ferry Rd I	3	3	22	1321	2	95	25.25
Thornton Ferry Rd I	4	3	22	855	2	95	25.25
Thornton Ferry Rd Ii	1	4	23	1160	2	39	47.25
Thornton Ferry Rd Ii	2	4	23	1320	2	39	47.25
Thornton Ferry Rd Ii	3	4	23	1321	2	39	47.25
Thornton Ferry Rd Ii	4	4	23	1319	2	89	34.75
Thornton Ferry Rd Ii	5	4	23	1319	2	89	34.75
Thornton Ferry Rd Ii	6	4	25	1318	2	66	40.5
Thornton Ferry Rd Ii	7	4	25	1317	2	72	39
Thornton Ferry Rd Ii	8	4	22	1802	2	67	40.25
Timber Chase Rd	1	1	25	1056	2	95	9.25
Town Crier Rd	1	1	23	790	2	100	8
Trask Way	1	1	26	422	2	100	8
Truell Rd	1	1	18	992	2	72	15
Upham Rd	1	3	21	1320	2	71	31.25
Upham Rd	2	3	23	1898	2	71	31.25
Upper Flanders Rd	1	1	22	877	2	56	19
Veterans Rd	1	4	25	1319	2	93	33.75
Veterans Rd	2	4	25	1565	2	95	33.25
Village Common Ct	1	1	23	421	2	60	18
Village Woods Dr	1	1	25	1825	2	60	18
Walnut Hill Rd	1	3	25	1323	2	95	25.25
Walnut Hill Rd	2	3	25	1322	2	95	25.25

Street Name	Segment #	Importance Value	Road Width (Feet)	Length of Segment (Feet)	Number of Lanes	PCI 2022	Priority
Walnut Hill Rd	3	2	19	1320	2	90	18.5
Walnut Hill Rd	4	2	19	1321	2	90	18.5
Walnut Hill Rd	5	2	19	1320	2	90	18.5
Walnut Hill Rd	6	2	19	1541	2	90	18.5
Warren Way	1	1	22	1248	2	75	14.25
Washer Cove Rd	1	1	13	452	1	85	11.75
Waterview Dr	1	2	25	1320	2	80	21
Waterview Dr	2	2	25	1574	2	88	19
West St	1	1	13	588	1	85	11.75
Wheeler Dr	1	1	20	431	2	71	15.25
Whiting Farm Dr	1	1	25	1320	2	95	9.25
Whiting Farm Dr	2	1	25	1268	2	95	9.25
Whittemore Ln	1	1	24	845	2	100	8
Wildwood Ln	1	1	25	956	2	43	22.25
Wilkins Rd	1	1	21	1329	2	73	14.75
Williamsburg Dr	1	2	26	1325	2	81	20.75
Williamsburg Dr	2	2	26	1708	2	81	20.75
Willow Ln	1	1	21	1361	2	100	8
Winding Hollow Rd	1	1	24	1391	2	95	9.25
Windsor Dr	1	3	25	980	2	41	38.75
Windsor Dr	2	3	25	979	2	60	34
Windsor Dr	3	3	25	979	2	41	38.75
Winterberry Dr	1	1	25	1321	2	52	20
Winterberry Dr	2	1	25	1216	2	52	20
Woodbine Ln	1	1	25	929	2	100	8
Woodland Dr	1	1	24	1322	2	90	10.5
Woodland Dr	2	1	24	1319	2	90	10.5
Woodland Dr	3	1	22	1329	2	90	10.5

APPENDIX B: SCENARIO 1: BALANCED APPROACH 2024 - 2033

2024	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average PCI After 2024	Sum of Cost 2024
	Crack Seal (Minor)	**13.40**	**92.5**	**95.3**	**$56,230**
	Aglipay Dr	0.60	79.7	90.4	$2,476
	Baboosic Lake Rd	2.44	96.1	96.7	$10,061
	Border St	0.52	100.0	98.2	$2,152
	Boston Post Rd	0.34	95.0	96.3	$1,407
	Chandler Ln	0.33	86.0	92.9	$1,350
	County Rd	0.25	93.0	95.5	$1,031
	Cricket Hill Dr	0.70	100.0	98.2	$2,872
	Cross Rd	0.72	96.7	96.9	$2,958
	Juniper Dr	0.73	88.0	93.6	$3,001
	Merrimack Rd	0.25	80.0	90.6	$1,030
	Nichols Rd	0.62	93.0	95.5	$2,553
	North Meadow Rd	0.50	97.0	97.1	$2,044
	Pavillion Rd	0.34	95.0	96.3	$1,402
	Pond Parrish Rd	1.38	96.5	96.9	$5,687
	Seaverns Bridge Rd	1.10	86.8	93.2	$4,518
	Southfield Rd	0.26	66.0	85.2	$1,066
	Veterans Rd	0.55	94.0	95.9	$2,249
	Walnut Hill Rd	1.54	91.7	95.0	$6,354
	Whiting Farm Dr	0.49	95.0	96.3	$2,019
	FDR & HMA (4")	**1.25**	**44.4**	**97.1**	**$1,112,148**
	Chestnut Hill Rd	1.00	42.3	97.0	966,695
	Mack Hill Rd	0.25	53.0	97.5	145453.24
	HMA Overlay (1.5")	**0.09**	**55.0**	**90.5**	**$10,260**
	Sherburne Dr	0.09	55.0	90.5	10,260
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**1.80**	**47.7**	**96.2**	**$240,167**
	Mack Hill Rd	1.25	47.6	96.2	$155,497
	Martingale Rd	0.55	48.0	96.2	84,670
	Repave DPW and Transfer Station Parking lots				**$111,700**
	Grand Total	**16.54**	**59.9**	**94.8**	**$1,530,505**

2025	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2025	Sum of Cost 2025
	Crack Seal (Minor)	**10.74**	**85.3**	**91.1**	**$46,021**
	Beaver Brook Cir	0.42	89.0	92.5	$1,788
	Briarwood Ln	0.24	85.0	91.0	$1,043
	Brookwood Dr	0.18	85.0	91.0	$761
	Chatham Ct	0.20	82.0	89.9	$837
	Edgewood Run	0.41	91.0	93.2	$1,757
	Fairway Dr	0.75	76.0	87.7	$3,206
	Fernwood Ln	0.20	86.0	91.4	$870
	Georgetown Dr	0.37	86.0	91.4	$1,594
	Homestead Rd	0.23	91.0	93.2	$997
	Honeybrook Ln	0.22	87.0	91.7	$933
	Merrimack Rd	1.25	84.0	90.6	$5,355
	North St	0.48	81.0	89.5	$2,072
	Oak Hill Rd	0.52	83.0	90.3	$2,214
	Old Manchester Rd	1.54	88.0	92.1	$6,591
	Pine Rd	0.55	90.0	92.8	$2,363
	Rhodora Dr	0.31	81.0	89.5	$1,330
	River Rd	0.40	82.0	89.9	$1,729
	Sawmill Ln	0.25	85.0	91.0	$1,077
	Sunset Ave	0.09	85.0	91.0	$403
	Tamarack Ln	0.25	92.0	93.6	$1,072
	Waterview Dr	0.55	84.0	90.6	$2,348
	Williamsburg Dr	0.57	81.0	89.5	$2,460
	Woodland Dr	0.75	90.0	92.8	$3,220
	FDR & HMA (4")	**1.69**	**40.9**	**96.9**	**$1,150,430**
	Chestnut Hill Rd	1.23	41.4	96.9	$832,367
	Deerwood Dr	0.25	38.0	96.7	$177,041
	Melendy Holw	0.21	41.0	96.9	$141,022
	HMA Overlay (1.5")	**0.88**	**40.3**	**94.1**	**$122,457**
	Deerwood Dr	0.35	28.0	85.1	$48,567
	Old Mont Vernon Rd	0.54	46.5	98.6	$73,890
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**1.13**	**60.6**	**91.7**	**$280,820**
	Austin Rd	0.15	38.0	95.4	$32,655
	Fieldstone Dr	0.31	76.0	97.9	$77,769
	Holt Rd	0.60	59.0	83.8	$152,134
	Olde Lantern Way	0.07	71.0	97.5	$18,262
	Grand Total	**14.44**	**75.6**	**92.0**	**$1,599,728**

2026	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2026	Sum of Cost 2026
	Crack Seal (Minor)	**10.75**	**92.6**	**92.5**	**$47,894**
	Amherst St	1.76	96.0	93.4	$7,856
	Bloody Brook Rd	0.55	76.5	86.7	$2,455
	Boston Post Rd	1.74	94.7	93.0	$7,753
	Buckridge Dr	1.07	79.0	87.5	$4,786
	Camp Rd	0.40	95.0	93.1	$1,787
	Hertzka Dr	0.34	83.0	93.5	$1,495
	Highland Dr	0.60	95.0	93.1	$2,686
	Horace Greeley Rd	2.54	99.2	94.6	$11,307
	Old Nashua Rd	0.89	90.0	91.4	$3,970
	Sargent Quarry	0.29	82.0	93.3	$1,308
	Standish Way	0.56	94.0	92.7	$2,489
	Double Chip Seal - ASMG	**1.46**	**85.8**	**92.7**	**$107,014**
	County Rd	1.46	85.8	92.7	$107,014
	FDR & HMA (4")	**0.90**	**49.8**	**97.4**	**$674,680**
	Jones Rd	0.43	39.5	96.7	$342,438
	Mont Vernon Rd	0.25	54.0	98.7	$167,432
	Narragansett Rd	0.22	58.0	97.5	$164,810
	HMA Overlay (1.5")	**0.18**	**44.0**	**87.7**	**$21,771**
	Old Jailhouse Rd	0.06	44.0	87.7	$5,458
	School St	0.12	44.0	87.7	$16,313
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**1.94**	**66.6**	**97.1**	**$474,594**
	Boston Post Rd	0.65	48.7	96.0	$149,842
	Flanders Rd	0.10	82.0	98.0	$24,451
	Mont Vernon Rd	0.25	86.0	98.9	$62,942
	Old Coach Ln	0.51	72.5	97.4	$128,017
	Steeple Ln	0.43	70.0	97.3	$109,342
	Milling / HMA (1.5")	**0.98**	**56.0**	**89.8**	**$198,983**
	Carriage Rd	0.17	53.0	89.2	$27,120
	Church St	0.19	63.0	91.0	$39,290
	Davis Ln	0.22	51.0	88.9	$38,945
	Main St	0.40	56.5	89.8	$93,628
	Grand Total	**16.21**	**81.4**	**93.1**	**$1,524,935**

2027	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2027	Sum of Cost 2027
	Crack Seal (Minor)	**10.01**	**90.9**	**91.1**	**$47,675**
	Bon Terrain Dr	0.46	77.0	85.6	$2,111
	Christian Hill Rd	0.87	79.0	86.3	$4,030
	Colonel Wilkins Rd	0.75	100.0	94.2	$3,477
	Columbia Dr	0.46	95.0	91.6	$2,147
	Douglas Dr	0.51	95.0	91.6	$2,368
	General Amherst Rd	0.38	100.0	94.2	$1,773
	Hickory Dr	0.63	95.0	91.6	$2,904
	Indian Pond Ln	0.16	83.0	87.6	$739
	Junkins Ln	0.21	76.0	85.3	$952
	Lyndeborough Rd	1.42	85.0	92.2	$6,571
	Milford St	0.17	96.0	91.9	$787
	Mosswood Cir	0.44	95.0	91.6	$2,048
	Nathan Lord Rd	0.87	100.0	93.3	$4,028
	New Boston Rd	1.28	95.0	93.5	$5,942
	Old Milford Rd	0.50	77.0	85.6	$2,314
	Ponemah Hill Rd	0.65	100.0	93.3	$3,033
	Stillwater Dr	0.33	95.0	91.6	$1,538
	Washer Cove Rd	0.09	85.0	88.3	$397
	West St	0.11	85.0	88.3	$516
	FDR & HMA (4")	**0.78**	**49.0**	**97.0**	**$632,366**
	Ravine Rd	0.22	54.0	97.2	$169,268
	Windsor Dr	0.56	47.3	97.0	$463,098
	HMA Overlay (1.25")	**1.75**	**97.4**	**95.3**	**$240,344**
	Spring Rd	1.75	97.4	95.3	$240,344
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**1.94**	**53.3**	**96.1**	**$503,262**
	Hemlock Hill Rd	0.58	56.0	96.3	$158,278
	Newbury Dr	0.25	51.0	96.0	$56,895
	Ravine Rd	0.50	55.0	96.2	$120,224
	Storybrook Ln	0.61	50.0	95.9	$167,865
	HMA Shim (3/4" avg)	**0.82**	**39.3**	**76.5**	**$75,962**
	Eaton Rd	0.50	38.5	76.2	$43,122
	Old Milford Rd	0.32	41.0	76.9	$32,839
	Milling / HMA (1.5")	**0.88**	**56.3**	**89.4**	**$206,316**
	North Hollis Rd	0.07	70.0	91.6	$15,599
	Northern Blvd	0.81	51.7	88.6	$190,717
	Grand Total	**16.18**	**80.9**	**91.6**	**$1,705,926**

2028	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2028	Sum of Cost 2028
	Crack Seal (Minor)	**10.90**	**99.3**	**92.0**	**$52,518**
	Airline Dr	0.09	100.0	91.8	$437
	Boston Post Rd	3.00	100.0	91.8	$14,455
	County Rd	0.13	100.0	91.8	$619
	Courthouse Rd	0.56	97.5	92.4	$2,714
	Craftsman Ln	0.24	100.0	92.7	$1,138
	Cricket Corner Rd	0.48	98.0	92.4	$2,293
	Danbury Cir	0.70	100.0	91.8	$3,350
	Founders Way	0.86	100.0	92.7	$4,132
	Foundry St	0.23	100.0	91.8	$1,104
	Governor Wentworth Rd	0.29	100.0	91.8	$1,384
	Hubbard Rd	0.39	100.0	91.8	$1,858
	Middle St	0.50	95.0	92.0	$2,411
	Pulpit Run	0.53	100.0	91.8	$2,551
	Roberge Dr	0.33	100.0	91.8	$1,592
	Sprague Rd	0.36	95.0	92.0	$1,729
	Stearns Rd	1.32	100.0	91.8	$6,352
	Thornton Ferry Rd I	0.91	97.5	92.4	$4,398
	Green Rd - Pave gravel section; HMA Overlay (1.5"); HMA Shim (3/4" avg)	**0.25**	**76.0**	**100.0**	**$111,567**
	Green Rd	0.25	76.0	100.0	$111,567
	HMA Overlay (1"); HMA Shim (3/4" avg)	**0.25**	**73.0**	**95.6**	**$52,721**
	Wilkins Rd	0.25	73.0	95.6	$52,721
	HMA Overlay (1.5")	**1.00**	**78.5**	**95.0**	**$159,964**
	Boston Post Rd	0.75	78.0	94.9	$118,652
	Merrimack Rd	0.25	80.0	95.1	$41,312
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**1.27**	**65.8**	**96.7**	**$307,463**
	Green Rd	0.66	62.3	96.5	$153,843
	Upham Rd	0.61	71.0	96.9	$153,620
	HMA Shim (3/4" avg); Milling / HMA (1.5")	**0.47**	**88.0**	**97.9**	**$154,666**
	Spring Rd	0.47	88.0	97.9	$154,666
	Mill + Fill 3"	**1.00**	**45.3**	**87.2**	**$607,413**
	The Flume	1.00	45.3	87.2	$607,413
	Milling / HMA (1.5")	**1.01**	**64.3**	**90.2**	**$285,372**
	Conifer Ln	0.29	80.0	92.7	$70,580
	The Flume	0.72	59.0	89.4	$214,792
	Grand Total	**16.15**	**89.1**	**92.5**	**$1,731,683**

2029	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2029	Sum of Cost 2029
	Crack Seal (Minor)	**9.78**	**77.6**	**89.8**	**$48,997**
	Bayberry Dr	0.21	100.0	90.3	$1,051
	Blueberry Hill Rd	0.92	91.3	87.7	$4,630
	Broadway	0.50	95.0	88.8	$2,504
	Chestnut Hill Rd	1.00	42.3	90.8	$5,010
	Corduroy Rd	0.93	87.8	89.7	$4,638
	Dodge Rd	0.75	98.3	89.8	$3,756
	Lake Front St	0.19	95.0	88.8	$963
	Limbo Ln	0.23	87.0	86.4	$1,163
	Mack Hill Rd	1.50	48.5	90.6	$7,517
	Martingale Rd	0.55	48.0	90.6	$2,758
	Merrimack Rd	0.97	100.0	90.3	$4,873
	Mont Vernon Rd	0.50	86.0	89.5	$2,504
	Pavillion Rd	0.34	95.0	90.6	$1,705
	Seaverns Bridge Rd	1.10	86.8	89.6	$5,497
	Sherburne Dr	0.09	55.0	88.8	$428
	FDR & HMA (4")	**1.50**	**47.5**	**96.8**	**$1,280,954**
	Mayhew Ln	0.17	56.0	97.1	$124,913
	Lyndeborough Rd - RTE 13 to Christian Hill	0.10			$71,000
	Nathaniel Dr	0.62	56.0	97.1	$488,893
	Thornton Ferry Rd Ii	0.72	39.0	96.5	$596,148
	HMA Overlay (1.5")	**0.52**	**75.0**	**91.4**	**$84,845**
	Joslin Rd	0.02	47.0	87.1	$2,623
	Thornton Ferry Rd Ii	0.50	89.0	93.5	$82,222
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**0.84**	**68.3**	**96.6**	**$236,187**
	Thornton Ferry Rd Ii	0.84	68.3	96.6	$236,187
	Milling / HMA (1.5")	**0.21**	**79.0**	**92.0**	**$52,421**
	Taconic Dr	0.21	79.0	92.0	$52,421
	Grand Total	**12.85**	**73.5**	**91.1**	**$1,703,404**

2030	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2030	Sum of Cost 2030
	Crack Seal (Minor)	**9.67**	**77.7**	**89.9**	**$50,405**
	Amherst St	1.76	96.0	91.1	$9,190
	Austin Rd	0.15	38.0	90.3	$766
	Chestnut Hill Rd	1.23	41.4	90.8	$6,406
	Christian Hill Rd	1.75	97.9	88.4	$9,119
	Crockett Ln	0.17	95.0	87.5	$873
	Deerwood Dr	0.60	33.0	88.9	$3,102
	Fieldstone Dr	0.31	76.0	91.1	$1,605
	Highland Dr	0.60	95.0	91.0	$3,143
	Melendy Holw	0.21	41.0	90.8	$1,085
	Old Manchester Rd	1.54	88.0	89.3	$8,019
	Old Mont Vernon Rd	0.54	46.5	91.3	$2,802
	Olde Lantern Way	0.07	71.0	91.0	$377
	Woodland Dr	0.75	90.0	89.5	$3,917
	FDR & HMA (4")	**1.14**	**57.5**	**97.1**	**$995,887**
	High Meadow Ln	0.36	60.0	97.2	$340,125
	Mack Hill Rd	0.25	40.0	96.4	$233,765
	Shadow Ln	0.36	74.0	97.7	$285,117
	Upper Flanders Rd	0.17	56.0	97.0	$136,880
	HMA Overlay (1.25")	**2.00**	**85.6**	**93.4**	**$317,492**
	Mack Hill Rd	2.00	85.6	93.4	$317,492
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**1.23**	**79.8**	**90.7**	**$326,321**
	Buckridge Dr	1.07	79.0	90.5	$277,331
	Indian Pond Ln	0.16	83.0	91.7	$48,990
	Grand Total	**14.05**	**77.6**	**91.0**	**$1,690,105**

2031	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2031	Sum of Cost 2031
	Crack Seal (Minor)	**9.67**	**77.2**	**89.6**	**$52,414**
	Boston Post Rd	0.65	48.7	90.5	$3,513
	Caldwell Dr	0.52	97.5	87.0	$2,805
	Carriage Rd	0.17	53.0	88.4	$907
	Church St	0.19	63.0	88.9	$1,029
	Columbia Dr	0.46	95.0	90.5	$2,512
	County Rd	1.46	85.8	89.5	$7,917
	Davis Ln	0.22	51.0	88.2	$1,172
	Flanders Rd	0.10	82.0	91.1	$526
	Horace Greeley Rd	2.54	99.2	90.0	$13,757
	Howe Dr	0.53	97.5	87.0	$2,877
	Jones Rd	0.43	39.5	90.7	$2,319
	Main St	0.40	56.5	88.5	$2,188
	Manhattan Dr	0.17	95.0	86.3	$902
	Mont Vernon Rd	0.50	70.0	91.4	$2,703
	Narragansett Rd	0.22	58.0	91.0	$1,213
	Old Coach Ln	0.51	72.5	91.0	$2,752
	Old Jailhouse Rd	0.06	44.0	87.9	$310
	School St	0.12	44.0	87.9	$662
	Steeple Ln	0.43	70.0	90.9	$2,350
	FDR & HMA (4")	**0.62**	**51.5**	**96.8**	**$503,871**
	Broadway	0.62	51.5	96.8	$503,871
	FDR HMA 2.5" Amherst	**0.50**	**38.5**	**98.2**	**$310,715**
	Eaton Rd	0.50	38.5	98.2	$310,715
	HMA Overlay (1.5")	**2.30**	**92.5**	**94.9**	**$408,233**
	Old Nashua Rd	0.89	90.0	94.5	$158,673
	Ponemah Hill Rd	0.65	100.0	95.5	$121,604
	Standish Way	0.56	94.0	94.7	$108,128
	Washer Cove Rd	0.09	85.0	94.7	$8,617
	West St	0.11	85.0	94.7	$11,212
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**1.49**	**64.0**	**80.9**	**$390,248**
	Clark Ave	0.18	73.0	82.7	$27,889
	Farmington Rd	0.16	41.0	74.9	$50,699
	Golden Pond Ln	0.25	55.0	78.3	$79,370
	Hillside Ave	0.14	43.0	75.4	$23,909
	Milford St	0.17	96.0	91.8	$28,229
	Norton St	0.05	77.0	83.6	$8,552
	Rocky Hill Rd	0.33	62.0	80.0	$105,595
	Tech Cir	0.13	61.0	79.8	$42,527
	Thoreau Ln	0.07	68.0	81.5	$23,479
	Grand Total	**14.59**	**76.1**	**89.8**	**$1,665,481**

2032	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2032	Sum of Cost 2032
	Crack Seal (Minor)	**8.79**	**75.7**	**89.2**	**$49,520**
	Camp Rd	0.40	95.0	88.2	$2,261
	Hemlock Hill Rd	0.58	56.0	90.6	$3,266
	Lyndeborough Rd	1.42	85.0	89.3	$7,995
	Newbury Dr	0.25	51.0	90.5	$1,398
	North Hollis Rd	0.14	70.0	89.1	$783
	Northern Blvd	0.81	51.7	88.2	$4,593
	Ravine Rd	0.72	54.7	90.7	$4,065
	Spring Rd	1.75	97.4	90.3	$9,864
	Storybrook Ln	0.61	50.0	90.5	$3,464
	Walnut Hill Rd	1.54	91.7	86.0	$8,696
	Windsor Dr	0.56	47.3	90.8	$3,137
	FDR & HMA (4")	**1.07**	**59.8**	**97.8**	**$1,047,222**
	Old Milford Rd	0.82	65.0	98.3	$794,047
	Simeon Wilson Rd	0.25	44.0	96.5	$253,175
	HMA Overlay (1")	**0.75**	**100.0**	**92.5**	**$101,221**
	Colonel Wilkins Rd	0.75	100.0	92.5	$101,221
	HMA Overlay (1.5")	**1.78**	**76.2**	**96.2**	**$323,771**
	Eaton Rd	0.50	38.5	98.8	$80,535
	New Boston Rd	1.28	95.0	94.9	$243,236
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**0.46**	**66.0**	**80.3**	**$152,352**
	Simeon Wilson Rd	0.46	66.0	80.3	$152,352
	Milling / HMA (1.5")	**0.12**	**75.0**	**89.9**	**$33,956**
	Terrace Ln	0.12	75.0	89.9	$33,956
	Grand Total	**12.97**	**75.6**	**90.5**	**$1,708,043**

2033	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2033	Sum of Cost 2033
	Crack Seal (Minor)	**8.35**	**78.2**	**88.8**	**$48,973**
	Boston Post Rd	0.75	78.0	90.2	$4,395
	Conifer Ln	0.29	80.0	89.5	$1,700
	Courthouse Rd	0.56	97.5	89.3	$3,302
	Cross Rd	0.72	96.7	85.6	$4,211
	Green Rd	0.91	65.8	90.9	$5,314
	Hubbard Rd	0.39	100.0	89.2	$2,260
	Manchester Rd	0.61	97.5	85.7	$3,603
	Merrimack Rd	0.25	80.0	90.2	$1,466
	North Meadow Rd	0.50	97.0	85.7	$2,909
	Roberge Dr	0.33	100.0	89.2	$1,937
	Spring Rd	0.47	88.0	91.1	$2,772
	The Flume	1.72	51.1	88.0	$10,054
	Upham Rd	0.61	71.0	90.8	$3,573
	Wilkins Rd	0.25	73.0	90.4	$1,476
	FDR & HMA (4")	**0.50**	**44.0**	**96.4**	**$400,495**
	Cricket Corner Rd	0.50	44.0	96.4	$400,495
	HMA Overlay (1.5")	**4.31**	**97.0**	**93.3**	**$881,063**
	Baboosic Lake Rd	2.44	96.1	92.8	$490,844
	Stearns Rd	1.32	100.0	94.6	$275,910
	Veterans Rd	0.55	94.0	92.7	$114,309
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**1.12**	**80.5**	**88.6**	**$380,145**
	Christian Hill Rd	1.12	80.5	88.6	$380,145
	Grand Total	**14.28**	**82.8**	**90.4**	**$1,710,676**

APPENDIX C: SCENARIO 2: WORST FIRST APPROACH 2024 - 2033

2024	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average PCI After 2024	Sum of Cost 2024
	Crack Seal (Minor)	**13.65**	**92.5**	**95.3**	**$56,230**
	Aglipay Dr	0.60	79.7	90.4	$2,476
	Baboosic Lake Rd	2.44	96.1	96.7	$10,061
	Border St	0.52	100.0	98.2	$2,152
	Boston Post Rd	0.34	95.0	96.3	$1,407
	Chandler Ln	0.33	86.0	92.9	$1,350
	County Rd	0.25	93.0	95.5	$1,031
	Cricket Hill Dr	0.70	100.0	98.2	$2,872
	Cross Rd	0.72	96.7	96.9	$2,958
	Juniper Dr	0.73	88.0	93.6	$3,001
	Merrimack Rd	0.25	80.0	90.6	$1,030
	Nichols Rd	0.62	93.0	95.5	$2,553
	North Meadow Rd	0.50	97.0	97.1	$2,044
	Pavillion Rd	0.34	95.0	96.3	$1,402
	Pond Parrish Rd	1.38	96.5	96.9	$5,687
	Seaverns Bridge Rd	1.10	86.8	93.2	$4,518
	Southfield Rd	0.26	66.0	85.2	$1,066
	Veterans Rd	0.55	94.0	95.9	$2,249
	Walnut Hill Rd	1.54	91.7	95.0	$6,354
	Whiting Farm Dr	0.49	95.0	96.3	$2,019
	FDR & HMA (4")	**1.25**	**44.4**	**97.1**	**$1,112,148**
	Chestnut Hill Rd	1.00	42.3	97.0	966,695
	Mack Hill Rd	0.25	53.0	97.5	145453.24
	HMA Overlay (1.5")	**0.09**	**55.0**	**90.5**	**$10,260**
	Sherburne Dr	0.09	55.0	90.5	10,260
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**1.80**	**47.7**	**96.2**	**$240,167**
	Mack Hill Rd	1.25	47.6	96.2	$155,497
	Martingale Rd	0.55	48.0	81.0	84,670
	Repave DPW and Transfer Station Parking lots				**$111,700**
	Grand Total	**16.79**	**59.9**	**94.8**	**$1,530,505**

2025	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2025	Sum of Cost 2025
	Crack Seal (Minor)	**10.74**	**85.3**	**91.1**	**$46,021**
	Beaver Brook Cir	0.42	89.0	92.5	$1,788
	Briarwood Ln	0.24	85.0	91.0	$1,043
	Brookwood Dr	0.18	85.0	91.0	$761
	Chatham Ct	0.20	82.0	89.9	$837
	Edgewood Run	0.41	91.0	93.2	$1,757
	Fairway Dr	0.75	76.0	87.7	$3,206
	Fernwood Ln	0.20	86.0	91.4	$870
	Georgetown Dr	0.37	86.0	91.4	$1,594
	Homestead Rd	0.23	91.0	93.2	$997
	Honeybrook Ln	0.22	87.0	91.7	$933
	Merrimack Rd	1.25	84.0	90.6	$5,355
	North St	0.48	81.0	89.5	$2,072
	Oak Hill Rd	0.52	83.0	90.3	$2,214
	Old Manchester Rd	1.54	88.0	92.1	$6,591
	Pine Rd	0.55	90.0	92.8	$2,363
	Rhodora Dr	0.31	81.0	89.5	$1,330
	River Rd	0.40	82.0	89.9	$1,729
	Sawmill Ln	0.25	85.0	91.0	$1,077
	Sunset Ave	0.09	85.0	91.0	$403
	Tamarack Ln	0.25	92.0	93.6	$1,072
	Waterview Dr	0.55	84.0	90.6	$2,348
	Williamsburg Dr	0.57	81.0	89.5	$2,460
	Woodland Dr	0.75	90.0	92.8	$3,220
	FDR & HMA (4")	**2.03**	**39.3**	**96.8**	**$1,150,430**
	Chestnut Hill Rd	1.23	41.4	96.9	$832,367
	Deerwood Dr	0.25	38.0	96.7	$177,041
	Melendy Holw	0.21	41.0	96.9	$141,022
	HMA Overlay (1.5")	**0.54**	**46.5**	**98.6**	**$122,457**
	Deerwood Dr	0.35	28.0	85.1	$48,567
	Old Mont Vernon Rd	0.54	46.5	98.6	$73,890
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**0.53**	**61.7**	**84.7**	**$128,686**
	Austin Rd	0.15	38.0	77.1	$32,655
	Fieldstone Dr	0.31	76.0	89.3	$77,769
	Olde Lantern Way	0.07	71.0	87.7	$18,262
	Grand Total	**13.84**	**76.2**	**91.8**	**$1,447,593**

2026	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2026	Sum of Cost 2026
	Crack Seal (Minor)	**10.75**	**92.6**	**92.5**	**$47,894**
	Amherst St	1.76	96.0	93.4	$7,856
	Bloody Brook Rd	0.55	76.5	86.7	$2,455
	Boston Post Rd	1.74	94.7	93.0	$7,753
	Buckridge Dr	1.07	79.0	87.5	$4,786
	Camp Rd	0.40	95.0	93.1	$1,787
	Hertzka Dr	0.34	83.0	93.5	$1,495
	Highland Dr	0.60	95.0	93.1	$2,686
	Horace Greeley Rd	2.54	99.2	94.6	$11,307
	Old Nashua Rd	0.89	90.0	91.4	$3,970
	Sargent Quarry	0.29	82.0	93.3	$1,308
	Standish Way	0.56	94.0	92.7	$2,489
	Double Chip Seal - ASMG	**1.46**	**85.8**	**92.7**	**$107,014**
	County Rd	1.46	85.8	92.7	$107,014
	FDR & HMA (4")	**0.90**	**49.8**	**97.5**	**$674,680**
	Jones Rd	0.43	39.5	96.7	$342,438
	Mont Vernon Rd	0.25	54.0	98.8	$167,432
	Narragansett Rd	0.22	58.0	97.5	$164,810
	HMA Overlay (1.5")	**0.18**	**44.0**	**87.7**	**$21,771**
	Old Jailhouse Rd	0.06	44.0	87.7	$5,458
	School St	0.12	44.0	87.7	$16,313
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**2.44**	**62.5**	**84.0**	**$474,594**
	Boston Post Rd	0.65	48.7	79.8	$149,842
	Flanders Rd	0.10	82.0	90.0	$24,451
	Mont Vernon Rd	0.25	86.0	91.2	$62,942
	Old Coach Ln	0.51	72.5	87.1	$128,017
	Steeple Ln	0.43	70.0	86.3	$109,342
	Milling / HMA (1.5")	**0.98**	**56.0**	**89.8**	**$198,983**
	Carriage Rd	0.17	53.0	89.2	$27,120
	Church St	0.19	63.0	91.0	$39,290
	Davis Ln	0.22	51.0	88.9	$38,945
	Main St	0.40	56.5	89.8	$93,628
	Grand Total	**16.71**	**80.4**	**91.2**	**$1,524,935**

2027	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2027	Sum of Cost 2027
	Crack Seal (Minor)	**10.29**	**90.9**	**91.1**	**$47,675**
	Bon Terrain Dr	0.46	77.0	85.6	$2,111
	Christian Hill Rd	0.87	79.0	86.3	$4,030
	Colonel Wilkins Rd	0.75	100.0	94.2	$3,477
	Columbia Dr	0.46	95.0	91.6	$2,147
	Douglas Dr	0.51	95.0	91.6	$2,368
	General Amherst Rd	0.38	100.0	94.2	$1,773
	Hickory Dr	0.63	95.0	91.6	$2,904
	Indian Pond Ln	0.16	83.0	87.6	$739
	Junkins Ln	0.21	76.0	85.3	$952
	Lyndeborough Rd	1.42	85.0	92.2	$6,571
	Milford St	0.17	96.0	91.9	$787
	Mosswood Cir	0.44	95.0	91.6	$2,048
	Nathan Lord Rd	0.87	100.0	93.3	$4,028
	New Boston Rd	1.28	95.0	93.5	$5,942
	Old Milford Rd	0.50	77.0	85.6	$2,314
	Ponemah Hill Rd	0.65	100.0	93.3	$3,033
	Stillwater Dr	0.33	95.0	91.6	$1,538
	Washer Cove Rd	0.09	85.0	88.3	$397
	West St	0.11	85.0	88.3	$516
	FDR & HMA (4")	**2.03**	**41.8**	**96.7**	**$1,555,117**
	Eaton Rd	0.50	38.5	96.6	$333,030
	Mack Hill Rd	0.25	40.0	96.7	$207,816
	Thornton Ferry Rd Ii	0.72	39.0	96.6	$551,172
	Windsor Dr	0.56	47.3	97.0	$463,098
	Grand Total	**12.32**	**82.4**	**92.1**	**$1,602,792**

2028	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2028	Sum of Cost 2028
	Crack Seal (Minor)	**10.90**	**99.3**	**92.0**	**$52,518**
	Airline Dr	0.09	100.0	91.8	$437
	Boston Post Rd	3.00	100.0	91.8	$14,455
	County Rd	0.13	100.0	91.8	$619
	Courthouse Rd	0.56	97.5	92.4	$2,714
	Craftsman Ln	0.24	100.0	92.7	$1,138
	Cricket Corner Rd	0.48	98.0	92.4	$2,293
	Danbury Cir	0.70	100.0	91.8	$3,350
	Founders Way	0.86	100.0	92.7	$4,132
	Foundry St	0.23	100.0	91.8	$1,104
	Governor Wentworth Rd	0.29	100.0	91.8	$1,384
	Hubbard Rd	0.39	100.0	91.8	$1,858
	Middle St	0.50	95.0	92.0	$2,411
	Pulpit Run	0.53	100.0	91.8	$2,551
	Roberge Dr	0.33	100.0	91.8	$1,592
	Sprague Rd	0.36	95.0	92.0	$1,729
	Stearns Rd	1.32	100.0	91.8	$6,352
	Thornton Ferry Rd I	0.91	97.5	92.4	$4,398
	FDR & HMA (4")	**0.65**	**41.0**	**96.6**	**$547,131**
	Carol Ann Ln	0.18	41.0	96.6	$146,063
	Farmington Rd	0.16	41.0	96.6	$137,308
	Old Milford Rd	0.32	41.0	96.6	$263,761
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**0.50**	**77.0**	**93.6**	**$136,221**
	Old Milford Rd	0.50	77.0	93.6	$136,221
	Mill + Fill 3"	**1.00**	**45.3**	**87.2**	**$607,413**
	The Flume	1.00	45.3	87.2	$607,413
	Milling / HMA (1.5")	**0.72**	**59.0**	**89.4**	**$214,792**
	The Flume	0.72	59.0	89.4	$214,792
	Grand Total	**13.77**	**89.7**	**91.8**	**$1,558,075**

2029	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2029	Sum of Cost 2029
	Crack Seal (Minor)	**9.78**	**77.6**	**89.0**	**$48,997**
	Bayberry Dr	0.21	100.0	90.3	$1,051
	Blueberry Hill Rd	0.92	91.3	87.7	$4,630
	Broadway	0.50	95.0	88.8	$2,504
	Chestnut Hill Rd	1.00	42.3	90.8	$5,010
	Corduroy Rd	0.93	87.8	89.7	$4,638
	Dodge Rd	0.75	98.3	89.8	$3,756
	Lake Front St	0.19	95.0	88.8	$963
	Limbo Ln	0.23	87.0	86.4	$1,163
	Mack Hill Rd	1.50	48.5	86.8	$7,517
	Martingale Rd	0.55	48.0	85.8	$2,758
	Merrimack Rd	0.97	100.0	90.3	$4,873
	Mont Vernon Rd	0.50	86.0	89.5	$2,504
	Pavillion Rd	0.34	95.0	90.6	$1,705
	Seaverns Bridge Rd	1.10	86.8	89.6	$5,497
	Sherburne Dr	0.09	55.0	88.8	$428
	FDR & HMA (4")	**1.18**	**47.2**	**96.8**	**$889,766**
	Bloody Brook Rd	0.10	47.0	96.8	$74,300
	Hillside Ave	0.14	43.0	96.6	$67,342
	Pinewood Dr	0.25	59.0	97.2	$170,989
	Ravine Rd	0.25	47.0	96.8	$189,091
	Simeon Wilson Rd	0.25	44.0	96.7	$225,072
	Wildwood Ln	0.18	43.0	96.6	$162,972
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**1.39**	**57.0**	**80.1**	**$377,950**
	Joslin Rd	0.02	47.0	77.5	$4,331
	Pinewood Dr	0.29	78.0	85.7	$63,995
	Ravine Rd	0.47	58.5	80.5	$128,061
	Storybrook Ln	0.61	50.0	78.3	$181,563
	Milling / HMA (1.5")	**1.27**	**57.4**	**88.7**	**$322,323**
	Northern Blvd	0.81	51.7	87.8	$206,280
	Simeon Wilson Rd	0.46	66.0	90.0	$116,043
	Grand Total	**13.62**	**70.5**	**88.8**	**$1,639,037**

2030	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2030	Sum of Cost 2030
	Crack Seal (Minor)	**9.67**	**77.7**	**89.7**	**$50,405**
	Amherst St	1.76	96.0	91.1	$9,190
	Austin Rd	0.15	38.0	84.5	$766
	Chestnut Hill Rd	1.23	41.4	90.8	$6,406
	Christian Hill Rd	1.75	97.9	88.4	$9,119
	Crockett Ln	0.17	95.0	87.5	$873
	Deerwood Dr	0.60	33.0	90.7	$3,102
	Fieldstone Dr	0.31	76.0	88.4	$1,605
	Highland Dr	0.60	95.0	91.0	$3,143
	Melendy Holw	0.21	41.0	90.8	$1,085
	Old Manchester Rd	1.54	88.0	89.3	$8,019
	Old Mont Vernon Rd	0.54	46.5	91.3	$2,802
	Olde Lantern Way	0.07	71.0	87.9	$377
	Woodland Dr	0.75	90.0	89.5	$3,917
	FDR & HMA (4")	**1.58**	**52.3**	**96.9**	**$1,284,623**
	Broadway	0.62	51.5	96.9	$484,491
	Flint Dr	0.12	52.0	96.9	$108,492
	Souhegan Ave	0.21	51.0	96.8	$144,112
	Souhegan St	0.15	56.0	97.0	$97,767
	Winterberry Dr	0.48	52.0	96.9	$449,760
	Green Rd - Pave gravel section; HMA Overlay (1.5"); HMA Shim (3/4" avg)	**0.25**	**76.0**	**55.1**	**$120,671**
	Green Rd	0.25	76.0	55.1	$120,671
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**0.90**	**59.5**	**80.1**	**$230,395**
	Green Rd	0.66	62.3	80.8	$166,396
	Newbury Dr	0.25	51.0	77.9	$63,999
	Grand Total	**12.40**	**72.8**	**89.3**	**$1,686,094**

2031	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2031	Sum of Cost 2031
	Crack Seal (Minor)	**9.67**	**69.6**	**88.5**	**$52,414**
	Boston Post Rd	0.65	48.7	85.4	$3,513
	Caldwell Dr	0.52	97.5	87.0	$2,805
	Carriage Rd	0.17	53.0	88.4	$907
	Church St	0.19	63.0	88.9	$1,029
	Columbia Dr	0.46	95.0	90.5	$2,512
	County Rd	1.46	85.8	89.5	$7,917
	Davis Ln	0.22	51.0	88.2	$1,172
	Flanders Rd	0.10	82.0	88.6	$526
	Horace Greeley Rd	2.54	99.2	90.0	$13,757
	Howe Dr	0.53	97.5	87.0	$2,877
	Jones Rd	0.43	39.5	90.7	$2,319
	Main St	0.40	56.5	88.5	$2,188
	Manhattan Dr	0.17	95.0	86.3	$902
	Mont Vernon Rd	0.50	70.0	90.2	$2,703
	Narragansett Rd	0.22	58.0	91.0	$1,213
	Old Coach Ln	0.51	72.5	87.7	$2,752
	Old Jailhouse Rd	0.06	44.0	87.9	$310
	School St	0.12	44.0	87.9	$662
	Steeple Ln	0.43	70.0	87.4	$2,350
	FDR & HMA (4")	**1.13**	**54.5**	**96.9**	**$1,028,027**
	Candlewood Dr	0.51	53.0	96.8	$499,240
	Nathaniel Dr	0.62	56.0	96.9	$528,786
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**2.07**	**59.8**	**82.4**	**$608,605**
	Brook Rd	1.00	67.3	83.6	$281,226
	Golden Pond Ln	0.25	55.0	78.3	$79,370
	Monticello Dr	0.42	53.0	82.6	$127,536
	Pettingale Rd	0.41	64.0	85.1	$120,473
	Grand Total	**12.88**	**61.3**	**89.3**	**$1,689,045**

2032	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2032	Sum of Cost 2032
	Crack Seal (Minor)	**8.43**	**71.2**	**87.4**	**$47,523**
	Camp Rd	0.40	95.0	88.2	$2,261
	Lyndeborough Rd	1.42	85.0	89.3	$7,995
	North Hollis Rd	0.14	70.0	78.5	$783
	Northern Blvd	0.81	51.7	90.6	$4,593
	Ravine Rd	0.72	54.7	89.9	$4,065
	Spring Rd	2.22	95.3	85.2	$12,530
	Storybrook Ln	0.61	50.0	87.3	$3,464
	Walnut Hill Rd	1.54	91.7	86.3	$8,696
	Windsor Dr	0.56	47.3	90.8	$3,137
	FDR & HMA (4")	**1.28**	**56.0**	**96.9**	**$1,246,288**
	Arrow Ln	0.37	56.0	96.9	$371,068
	Hemlock Hill Rd	0.58	56.0	96.9	$586,660
	Mayhew Ln	0.17	56.0	96.9	$140,511
	Upper Flanders Rd	0.17	56.0	96.9	$148,049
	HMA Overlay (1.5"); HMA Shim (3/4" avg)	**0.88**	**57.0**	**84.4**	**$280,120**
	Melody Ln	0.32	57.0	78.2	$106,523
	Northfield Rd	0.29	56.0	87.4	$85,683
	Orchard View Dr	0.26	58.0	87.7	$87,914
	Grand Total	**10.59**	**74.2**	**88.4**	**$1,573,931**

2033	Streets by Repair	Sum of Miles	Average PCI Initial Assessment	Average of PCI After 2033	Sum of Cost 2033
	Crack Seal (Minor)	**7.88**	**77.5**	**85.6**	**$46,201**
	Boston Post Rd	0.75	78.0	83.7	$4,395
	Conifer Ln	0.29	80.0	80.2	$1,700
	Courthouse Rd	0.56	97.5	89.3	$3,302
	Cross Rd	0.72	96.7	85.6	$4,211
	Green Rd	0.91	65.8	85.9	$5,314
	Hubbard Rd	0.39	100.0	89.2	$2,260
	Manchester Rd	0.61	97.5	85.7	$3,603
	Merrimack Rd	0.25	80.0	83.9	$1,466
	North Meadow Rd	0.50	97.0	85.7	$2,909
	Roberge Dr	0.33	100.0	89.2	$1,937
	The Flume	1.72	51.1	88.0	$10,054
	Upham Rd	0.61	71.0	77.9	$3,573
	Wilkins Rd	0.25	73.0	78.4	$1,476
	FDR & HMA (4")	**1.56**	**58.3**	**96.8**	**$1,643,216**
	Holly Hill Dr	0.96	58.0	96.8	$1,008,920
	Holt Rd	0.60	59.0	96.9	$634,296
	Grand Total	**9.44**	**74.4**	**87.5**	**$1,689,417**

Town of Amherst, NH
BOARD OF SELECTMEN
STAFF REPORT

Title: Administrative Updates
Department: Administration
Meeting Date: February 12, 2024
Staff Contact:

BACKGROUND INFORMATION:

BUDGET IMPACT:
(Include general ledger account numbers)

POLICY IMPLICATIONS:

DEPARTMENT HEAD RECOMMENDATION:

SUGGESTED MOTION:

TOWN ADMINISTRATOR RECOMMENDATION:

ATTACHMENTS:
None

Town of Amherst, NH
BOARD OF SELECTMEN
STAFF REPORT

Title: Discussion of Deliberative Meeting
Department: Administration
Meeting Date: February 12, 2024
Staff Contact:

BACKGROUND INFORMATION:

BUDGET IMPACT:
(Include general ledger account numbers)

POLICY IMPLICATIONS:

DEPARTMENT HEAD RECOMMENDATION:

SUGGESTED MOTION:

TOWN ADMINISTRATOR RECOMMENDATION:

ATTACHMENTS:
None

Town of Amherst, NH
BOARD OF SELECTMEN
STAFF REPORT

Title: BOS Action Items
Department: Administration
Meeting Date: February 12, 2024
Staff Contact:

BACKGROUND INFORMATION:

BUDGET IMPACT:
(Include general ledger account numbers)

POLICY IMPLICATIONS:

DEPARTMENT HEAD RECOMMENDATION:

SUGGESTED MOTION:

TOWN ADMINISTRATOR RECOMMENDATION:

ATTACHMENTS:
1. BOS Action Items 2024 as of 1-22-24

AMHERST BOS ACTION ITEMS

	ITEM	CREATION DATE	DUE DATE	PERSONS RESPONSIBLE	NOTES
1	**Make inquiries re improving cell service in village**	7/24/23	2/12/24	Peter, Danielle, Dean	Dean to inquire about process/agents to assist with company funded tower
2	**Schedule and notice public hearings to accept Bean and Rapf donations**	1/22/24	2/12/24	Peter, Jennifer	
3	**BOS discuss village truck traffic ban**	5/8/23	2/12/24	Dean, Chief Ciampoli	Obtain Highway Safety Committee recommendations, including draft ordinance.
4	**Written request for impact fee expenditure for Buck Meadow Engineering per policy**	11/20/23	2/12/24	Craig	
5	**Provide information re Impervious Surface Study for MS4 Efforts, NRPC contact**	12/4/23	2/12/24	Eric	
6	**Post Town Treasurer Position Availability**	10/23/23	2/12/24	Danielle, Dean	Confirm opening has been posted
7	**Provide additional info on proposed Clean Water State Revolving Fund Loan**	1/8/24	2/26/24	Eric	
8	**Discussions re revision to Mont Vernon Ambulance Contract**	6/26/23	2/26/24	Danielle, Dean	Draft letter to MV
9	**TF I private home well test results to assist BOS in decisions on potential connection to public water**	5/8/23	2/26/24	Dean	Dean circulate Map (completed). State conclusion on "Fingerprint" determination by S-H/DES on wells.
10	**Sanborn-Head Report/Recommendations re Fire Station Remediation**	10/10/23	2/26/24	Dean	Status of Report/Recommendations. Preliminary Cost Estimate if possible
11	**BOS discuss use of ARPA Funds**	5/22/23	2/26/24	BOS	
12	**Provide recommendations on who should conduct assessment of Tower Truck**	12/18/23	2/26/24	Chief Conley	
13	**Status of TF I Property Quiet Title Effort**	10/10/23	3/18/24	Dean	Court filing authorized. Check with T. Quinn re status
14	**Chestnut Hill traffic study/Highway Safety status**	11/6/23	4/1/24	Dean, Chief Ciampoli	Need additional information from NRPC
15	**Review of Town Common Usage Policy**	12/11/23	4/1/24	BOS	
16	**Begin Semiquincentennial Planning**	9/25/23	4/1/24	Danielle	Update
17	**Draft Changes to retirement policy to reflect 457(b) and NHRS changes**	1/22/24	5/1/24	Dean, Jennifer	
18	**Advise BOS of Ambulance Usage and Cost information, separately for each of the three ambulances**	5/8/23	5/1/24	Chief Conley	
19	**Review Personnel Funded through -02 Account**	12/11/23	6/10/24	Bill	BOS and Rec make decisions before next budget cycle
20	**Civil Engineering on-Call Contract - Report on FY24 Usage**	9/11/23	7/15/24	Eric	Compare usage of two awardees

Town of Amherst, NH
BOARD OF SELECTMEN
STAFF REPORT

Title: New Hire - Parks and Recreation Department - Regular Part-Time Grounds Keeper Position

Department: Parks & Recreation Department

Meeting Date: February 12, 2024

Staff Contact: Craig Fraley

BACKGROUND INFORMATION:

The Parks and Recreation Department would like to hire Arthur McCann (JJ) as the regular part-time Groundskeeper for the Parks and Recreation Department. This position has been vacant since the end of the summer of 2023.
McCann comes with 25+ years working for the City of Nashua in their Parks Department. We are excited to tap into JJ's knowledge as he joins our team. Due to McCann's experience, we are suggesting we hire him at Grade 4 step 10 (FY24 Step 10).

BUDGET IMPACT:

(Include general ledger account numbers)

This position is already in the budget.

POLICY IMPLICATIONS:

n/a

DEPARTMENT HEAD RECOMMENDATION:

I recommend we hire Arthur for the regular part-time groundskeeper position at grade 4 Step 10, $24.45 per hour.

SUGGESTED MOTION:

I move, we hire Arthur McCann as the regular part-time Groundskeeper at Grade 4 Step 10 at $24.45 per hour.

TOWN ADMINISTRATOR RECOMMENDATION:

ATTACHMENTS:

1. Rec hiring docs

Town of Amherst, NH
BOARD OF SELECTMEN
STAFF REPORT

Title: DPW- Stormwater Utility update
Department: Public Works
Meeting Date: February 12, 2024
Staff Contact: Eric Slosek

BACKGROUND INFORMATION:
The DPW seeks direction from the BOS regarding the "MS4 Stormwater Utility" question. DPW advocates for the development of a stormwater utility as the funding mechanism to pay for MS4 compliance in Amherst. There are costs associated with the development of questions and answers necessary to make informed decisions on this matter. Much work remains to be done to explore this funding option. The first critical step is to conduct an impervious surface parcel analysis of all properties in town, and to use this information to develop a rate structure. Our engineer sent us a proposal for this work. Without this information, we would not be able to assess the viability of this funding mechanism. Our engineer submitted a cost proposal for these tasks which was presented to the BOS on December 4th. The proposal was $18,513.00. The BOS decided that DPW should see if we can reduce this expense by utilizing NRPC for the GIS component of this proposal. We have since received a quote for the GIS services from NRPC, and an updated quote from Weston & Sampson removing the GIS component. The updated combined quotes total $13,390.00 to complete these tasks.

BUDGET IMPACT:
(Include general ledger account numbers)
$13,390.00

POLICY IMPLICATIONS:

DEPARTMENT HEAD RECOMMENDATION:
Recommend to approve both proposals for a combined total of $13,390.00.

SUGGESTED MOTION:
I move to accept a proposal from NRPC in the amount of $3,500.00, to complete an impervious parcel analysis of Amherst properties. I further move to accept a proposal from Weston & Sampson, for an amount not to exceed $9,890.00, for the development of associated stormwater rate structures.

TOWN ADMINISTRATOR RECOMMENDATION:
Not a recommendation but a clarification from the BOS: The BOS approved using this firm for routine items. When an item falls into the $10,000+ range the purchasing policy calls for either informal or formal bids (depending on the amount). Does the BOS want

individual projects that exceed the $10,000 limit to be subject to the purchase policy even if there is a relationship with the company?

ATTACHMENTS:

1. Task Order No. 3 - Stormwater Enterprise Rate Structure Development - Revised 2.1.24
2. NRPC Impervious surface quote

150 Dow Street, Tower 4, Suite 350, Manchester, NH 03101
Tel: 603.263.9296

February 1, 2024

Mr. Eric Slosek
Director of Public Works
Town of Amherst
Department of Public Works
22 Dodge Road
Amherst, NH 03031

Re: General Services Agreement
Task Order No. 3 – Stormwater Enterprise Rate Structure Development

Dear Mr. Slosek:

Weston & Sampson is pleased to provide the following scope of services to assist with the development of a fee structure for adoption of a stormwater enterprise fund. The following tasks are to be completed as part of the scope of services:

Task 1 – Stormwater Enterprise Rate Structure Alternatives

Weston & Sampson will review current stormwater utilities/enterprise funds, including their rate structure, exemptions, and revenue targets, where available, to provide the Town with current information on how other municipalities are assigning stormwater fees to property owners. Weston & Sampson will also examine and summarize information regarding the decision-making and adoption process in other communities that Weston & Sampson has worked with, including those issues and concerns that arose during implementation.

Using the impervious surface cover data provided by the Town in Excel format (via the Nashua Regional Planning Commission), and broken down by parcel ID, address and land use type, Weston & Sampson will examine three (3) different rate structure alternatives. These include annual revenue generation amounts for ERU, fixed rate/land use type, tiered structures and/or a combination of these approaches. Weston & Sampson will assign a land use category of single family residential, multi-family residential, commercial, industrial, non-profit, and other (municipal/state/federal) land use categories to further consolidate the data for fee structure development. Weston & Sampson will meet with the Town to identify and discuss the fee scenarios that will be the basis of the three scenarios for stormwater revenue generation. An Excel workbook will be provided for the fee structure analysis.

As part of the analysis, Weston & Sampson will review the annual cost to a single family property owner under the stormwater enterprise in comparison with what a single-family property owner might pay if the additional funds were raised through an increase in property taxes.

Schedule & Costs

Weston & Sampson can complete services within six (6) weeks of an executed task order. The estimated schedule is as shown in the table below.

Task	Estimated Date of Completion	Estimated Cost
Assumed Notice to Proceed:	*February 15, 2024*	
1 – Stormwater Enterprise Rate Structure Alternatives	March 30, 2024	$9,890

Weston & Sampson proposes a fee to complete the scope as detailed herein for a not-to-exceed amount of $9,890. A scope and cost for additional services can also be provided upon request, depending upon the level of assistance desired by the Town.

Acceptance

If you agree with the terms presented here and wish to retain us to provide the above-detailed services, please sign this task order, and return one electronic copy.

Weston & Sampson appreciates the opportunity to provide this proposal to the Town of Amherst and looks forward to working with the Town. Should you require further information or have any questions regarding our proposal, please do not hesitate to contact me at (603) 570-6312.

Very truly yours,

WESTON & SAMPSON ENGINEERS, INC.	TOWN OF AMHERST, NEW HAMPSHIRE
Accepted by:	Accepted by:
Christopher M. Perkins, PE Vice President | Regional Manager	Eric Slosek DPW Director
2/1/24 Date	Date

NRPC
NASHUA REGIONAL PLANNING COMMISSION

Eric Slosek
Director of Public Works
Town of Amherst, NH
22 Dodge Rd
Amherst, NH 03031

January 29, 2024

Dear Eric,

Nashua Regional Planning Commission (NRPC) is pleased to submit a proposal to characterize impervious surface cover on a parcel-by-parcel basis to support the Town's stormwater planning initiatives. NPRC will perform the following GIS tasks:

- Obtain commercially sourced "hard surface" polygon data which includes any non-natural solid surface, such as concrete, asphalt, tile, sandstone, limestone, metal, glass, and brick or clay pavers.
- Intersect the hard-surface data with NRPC buildings from our database which we have hand-digitized over time. That layer includes buildings, gazebos, outbuildings, tennis courts, and tanks/water towers.
- Using geoprocessing tools, address any alignment issues between the above two data sources, i.e., remove any polygonal overlaps and fill in any gaps between buildings and hard surface. This combined layer will hereby be referred to as "impervious surface."
- Intersect the impervious datalayer with all NRPC parcels for the Town of Amherst.

Hard surface (purple), building outlines (tan), and parcel outlines (green) in an industrial/commercial area (left) and residential area (right).

NRPC will deliver to the Town of Amherst an Excel spreadsheet with the following attributes for each parcel:

- Parcel ID (MBL)
- Situs Address
- Parcel Subtype: Parcel, Road, Water, Paper Street
- Parcel Zoning Code from GIS
- Total GIS-calculated area (ft^2)
- Total GIS-calculated impervious area (ft^2)
- Percentage impervious

Costs and Schedule:

- ✓ **$2000** upon delivery of initial spreadsheet calculations and secure ArcGIS online "check-plot" viewer to facilitate review.
- ✓ **$1500** upon final acceptance of spreadsheet deliverable

Initial spreadsheet calculations will be rendered within approximately **8 weeks** of the Town's Notice-to-Proceed.

Upon your acceptance of this proposal, NRPC will prepare a contract with terms and conditions for the Town's review.

Assumptions and Data Limitations:

Considering the factors of affordability, resolution, and currency, NRPC recommends this commercially sourced hard-surface dataset as the most suitable basis for initial estimates of per-parcel impervious surface to be aggregated into categories or tiers for cost modeling.

The NRPC GIS is not survey-quality. A more in-depth project involving manual editing of the data, including smoothing of impervious polygon outlines and/or refinement of parcel boundaries may be necessary to support mapping or analyses where higher spatial accuracy is needed.

The hard-surface polygon data is governed by a commercial, non-transferrable license conferred solely to NRPC.

Sincerely,

Sara Siskavich, GISP
GIS Manager
Nashua Regional Planning Commission

Town of Amherst, NH
BOARD OF SELECTMEN
STAFF REPORT

Title: Highway Safety Grant Award Amendment

Department: Police Department

Meeting Date: February 12, 2024

Staff Contact: Anthony Ciampoli

BACKGROUND INFORMATION:
The attached grant paperwork is an amendment to the FY24 Amherst PD Highway Safety Grant and increases the amount from $11,600 to $23,214.70. This grant will allow for the purchase of 2 new radars and 2 mobile data terminals with a 75% reimbursement and a minimum. The amendment forms ask for the Chair of the Board to sign page one as **Subrecipient 1** in the presence of a JP/notary as well as initial on the following the scope of work pages.

BUDGET IMPACT:
(Include general ledger account numbers)
These funds will assist in offsetting the costs of our two new cruiser builds.

POLICY IMPLICATIONS:
None

DEPARTMENT HEAD RECOMMENDATION:
I recommend that the Board accepts this amended grant paperwork and signs the appropriate forms

SUGGESTED MOTION:
Move to accept the amendments to the FY24 Amherst PD Highway Safety Grant

TOWN ADMINISTRATOR RECOMMENDATION:
ok

ATTACHMENTS:
1. 2024 grant amendment agreement forms (2)

State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner
Eddie Edwards, Assistant Commissioner
Steven R. Lavoie, Assistant Commissioner

Office of Highway Safety

John A. Clegg, Program Manager

GRANT AGREEMENT AMENDMENT NOTICE

Chief Anthony Ciampoli

Amherst Police Department

175 Amherst St

Amherst, NH 03031

Date: 12/20/2023

Grant Agreement Title/Number: AMHERST PD HIGHWAY SAFETY GRANT 24-005

The NH Office of Highway Safety is amending your FFY24 original award amount from **$11,600.00 To $23,214.70**.

Upon your acceptance of this amendment, it shall be attached to and made a part of your department's current Federal Fiscal Year's grant agreement. Please refer to your Grant Agreement and Scopes of Work for any requirements, which will also apply to this amendment.

Adjustments:

Additional Project & Funds Awarded	Adjustment	Match Requirement
2 Laptop/Tablet/Operating System/Internal GPS (Cellular Modem)	$7,216.50	$2,405.50
2 Shipping	$25.70	$8.57
2 In-Car Radar Unit	$4,372.50	$1,457.50
Total	$11,614.70	$3,871.57

Comments: **Scope of Work Attached**

_____ _____ _____ _____

Signature and Title of Subrecipient 1 Date Signature and Title of Subrecipient 2 Date

Acknowledgment: State of New Hampshire, County of _____, on_____, before the undersigned officer, personally appeared the person(s) identified above, known to me (or satisfactorily proven) to be the person(s) whose name(s) is(are) signed above, and acknowledged that he/she executed this document in the capacity indicated above.

_____

Name, Title & Signature of Notary Public or Justice of the Peace

_____ _____

Robert L. Quinn, Commissioner, or Designee Date
NH Department of Safety

Approval by Attorney General (Form, Substance and Execution) (if G & C approval required By: _____
Assistant Attorney General, On:_____.

EXHIBIT B

Scope of Work

Speed Enforcement Equipment

NOTE: **All equipment that is $5,000.00 or more individually must meet the "BUY AMERICA" requirement and receive prior written approval from the National Highway Traffic Safety Administration (NHTSA) before it can be purchased. The Office of Highway Safety shall be under no obligation to provide reimbursement to a grantee for equipment purchased outside of these requirements.**

Final written approval must be given prior to purchases of equipment.

EQUIPMENT AWARDED IS INDICATED BY AN "X" NEXT TO THE PROJECT

- **Speed enforcement equipment grants available to current speed enforcement grantees only.**
- **Funded enforcement grants must be conducted in order to obtain current speed enforcement equipment.**

  Speed Radar Display Trailer W/ Statistical Software and Costs of Initial Year – 1 maximum
  Movable Radar Speed Display Sign – 3 maximum
  Hand Held LiDAR Unit – 5 maximum
  X In Car Radar Unit– 5 maximum
  Traffic Data Recording Device – 3 maximum

- **Speed Enforcement Equipment shall be reimbursed at 75%.**

Other Important Requirements

- **It is required that a speed enforcement efforts be conducted in problem areas identified by data produced by radar trailers and or radar display signs.**
- **Speed Radar Display Trailers and Movable Radar Speed display signs shall include data collection software so that data can be viewed to address problem areas. Grantees agree to maintain software license after initial equipment purchased. Data collected from equipment shall be submitted to the Office of Highway Safety as requested.**
- **At the request of the New Hampshire Office of Highway Safety, Speed Radar Display Trailers and display signs, will be utilized during national or state mobilization efforts for highway safety messaging. Please obtain a photo showing placement for a specific location.**
- **Speed display signs shall be movable and not permanently fixed (i.e. permanently secured to a pole, etc.) to help address problem areas occurring on roads traversing through the community.**
- **Speed radar trailers and signs shall be moved regularly within the community to address areas of highway safety concern.**
- **Hand held LiDAR and in car radar equipment must only be used by those officers trained and certified in the use of such equipment.**
- **Purchased equipment must be deployed within 30 days of receiving equipment.**
- **All equipment must be purchased prior to the end of the 3rd Quarter, June 30. Equipment Reimbursements must be submitted no later than July 15.**

Grantee Initials: _____ Grantee Initials: _____ Grantee Initials: _____
Date: _____ Date: _____ Date: _____

EXHIBIT B

Scope of Work

E-Crash Equipment

NOTE: **All equipment that is $5,000.00 or more individually must meet the "BUY AMERICA" requirement and receive prior written approval from the National Highway Traffic Safety Administration (NHTSA) before it can be purchased. The Office of Highway Safety shall be under no obligation to provide reimbursement to a grantee for equipment purchased outside of these requirements.**

Final written approval must be given prior to purchases of equipment.

EQUIPMENT AWARDED IS INDICATED BY AN "X" NEXT TO THE PROJECT

Printer, External Bar Code Scanner, External USB GPS Receiver Equipment

- A reimbursable **unit** includes the following four items: - OHS will reimburse @ 100% for each awarded.
  1. Compatible Printer w/Mobile Adapter Kit/Printer Mount and Adapter Plate.
  2. Compatible External Bar Code Scanner.
  3. Compatible External USB GPS Receiver.
  4. One roll of paper per printer.

- Only cruisers that are **primarily (used more than 50% of the time for enforcement efforts)** used for traffic enforcement, Electronic Crash Reporting, and must have and continue connectivity to the J-One state system, will be considered eligible for this E-Crash equipment grant.

- OHS Grant purchased units must be installed in the cruiser within **30 days** of receiving equipment.

- Law Enforcement agencies who are participating in this program are expected to either begin submitting electronic crash reports to the Division of Motor Vehicles within **90 days** of receiving equipment.

****

Mobile Data Terminal Equipment with Internal GPS and/or Scanner

- A reimbursable **unit** includes the following two items:
  X1. Laptop/Tablet - OHS will reimburse @ 75% for each awarded. **Plus Shipping**
  2. Docking Station/Mounting Hardware/Cords/Stands/Antenna/External Keyboard-for Tablet Only/Shipping - OHS will reimburse @ 75% for each awarded.

- Only cruisers that are **primarily (used more than 50% of the time for enforcement efforts)** used for traffic enforcement, Electronic Crash Reporting, and must have and continue connectivity to the J-One state system, will be considered eligible for this E-Crash equipment grant.

- OHS Grant purchased units must be installed within **30 days** of receiving equipment.

- Law Enforcement agencies who are participating in this program are expected to begin submitting electronic crash reports to the Division of Motor Vehicles within **90 days** of receiving equipment.

- All equipment must be purchased prior to the end of the 3rd Quarter, **June 30**. Equipment Reimbursements must be submitted no later than **July 15**.

Grantee Initials: _____ Grantee Initials: _____ Grantee Initials: _____
Date: _____ Date: _____ Date: _____

Town of Amherst, NH
BOARD OF SELECTMEN
STAFF REPORT

Title: New Hire Dispatch- Noah Saunders **Department:** Police Department
Meeting Date: February 12, 2024 **Staff Contact:** Anthony Ciampoli

BACKGROUND INFORMATION:
Noah Saunders recently participated in a selection process for a communications specialist. He is currently employed with Granite State Credit Union with a history of exceptional customer service skills. Noah comes from a law enforcement family as the son of a retired Amherst PD officer. He will be filling the anticipated full-time vacancy of Noemi Goohs who is transitioning part-time on February 18. Noah has undergone a comprehensive background investigation and found to be of high moral and ethical character.

BUDGET IMPACT:
(Include general ledger account numbers)
Mr. Saunders will be filling a vacancy of a tenured employee, therefore his rate of pay will be cost saving.

POLICY IMPLICATIONS:
none

DEPARTMENT HEAD RECOMMENDATION:
I recommend the appointment of Noah Saunders to Communications Specialist effective February 19 at a rate of $25.13, which is Grade 6/Step 5

SUGGESTED MOTION:
Move to accept the appointment of Noah Saunders to the position of Communications Specialist effective February 19, 2024 at Grade 6/Step5 which is $25.13.

TOWN ADMINISTRATOR RECOMMENDATION:

ATTACHMENTS:
1. Saunders Resume
2. Saunders PAR

NOAH SAUNDERS

15 Captain Seaver Rd. Brookline, N.H. 03033. nhsndrs@gmail.com 603-554-0723

I am a motivated self starter who is passionate about providing quality service to my community.

Work

January 2022- Present
Member Services, Granite State Credit Union

- Customer Service
- Handling Financial Accounts
- Vault Maintenance and Inventory

October 2020-December 2021
Warehouse and Delivery Worker, Keltic Furniture

- Maintaining Customer Service
- Preparing and Delivering Orders

September 2019-October 2020
Humana Sales Representative, Concentrix

- Sales
- Customer Service
- Assistancing Clients with their Prescription Needs

June 2019 – September 2019
Camp Counselor, Cape Breton Bible Camp

- Group Supervision
- Leadership
- Communication - Activities - Council

May 2011 – May 2019
Senior Landscape Specialist, Brewer Landscaping

June 2018 - August 2018
Sales Associate, Ecco

Education

September 2015-present
Bachelor of Theology, New Brunswick Bible Institute
GPA 3.45

Town of Amherst, NH
BOARD OF SELECTMEN
STAFF REPORT

Title: New Hire Police
Department: Police Department
Meeting Date: February 12, 2024
Staff Contact: Anthony Ciampoli

BACKGROUND INFORMATION:
Marc Frederick is currently employed by the New Ipswich Police Department as a Patrol Officer. He became a certified police officer shortly after graduation from Roger Williams University. Mr. Frederick has undergone a comprehensive background investigation and comes highly recommended by past employers and co-workers. He has an employment contract with New Ipswich that will terminate the first week of March and intends to start at APD on March 11, 2024.

BUDGET IMPACT:
(Include general ledger account numbers)
No budget implications.

POLICY IMPLICATIONS:
N/A

DEPARTMENT HEAD RECOMMENDATION:
I recommend the appointment of Marc Frederick to the position of Patrolman effective March 11, 2024 at the rate of $30.10 which is Police Union Grade 9/Step 4

SUGGESTED MOTION:
Move to accept the appointment of Marc Frederick effective March 11, 2024 to the position of Patrolman at Police Union Grade 9/Step 4 of $30.10.

TOWN ADMINISTRATOR RECOMMENDATION:

ATTACHMENTS:
1. 20240206093935
2. Frederick Offer Letter
3. Frederick resume

MARC FREDERICK
14 Worcester Road, Townsend, MA 01469 | (978) 732-3004 | mfrederick932@g.rwu.edu

EDUCATION

New Hampshire Police Standards and Training 185th Full Time Police Academy | Concord, NH — August 2021

Roger Williams University School of Engineering, Computing and Construction Management | Bristol, RI — May 2019
Bachelor of Science in Construction Management-ACCE Accredited

LEADERSHIP EXPERIENCE

North Middlesex Regional High School Hockey Team
Goalie Coach — December 2016-January 2019

- Communicate with goalies what the coaches and teams' expectations were and analyze their performance to improve their abilities as goaltenders.

Work Experience

New Ipswich Police Department — New Ipswich, NH
Patrol Officer — March 2021-Present

- Perform law enforcement duties to include maintaining order, enforcement of criminal and motor vehicle laws, and protect the community and citizens.
- Conduct investigations, respond to a variety of calls for service and interact with members of the community.

MJ Cataldo Landscape and Construction — Littleton, MA
Intern/Laborer, Assistant Project Manager — June 2017-August 2018, June 2020-January 2021

- Shadowed the company's vice president at meetings and job sites.
- Performed manual labor for the company's landscaping division.
- Created estimates for projects by analyzing plans, specifications and completing submittals as required for architect and owner approval.

Costa Brothers Masonry — Fairhaven, MA
Estimator — June 2019-May 2020

- Analyze plans and specifications to provide an accurate estimate for public and private jobs ranging from $100,000 to $2,000,000.
- Organize and complete change orders and submittals as required for architect and owner approval.

Cliff's Café — Townsend, MA
Dishwasher/Bus Boy — July 2015-January 2018

- Communicate with other employees about various tasks and jobs for the day.
- Serve customers and attend to their needs.

Additional Law Enforcement Training/Experience

- Field Training Officer Course-GSPCC, U.S Supreme Court Case Law-Street Cop, Proactive Police Tactics-Street Cop, Drug Interdiction-Street Cop, Reid Interview & Interrogation-John E. Reid & Associates, Managing Property/Evidence Room-Joe Willis, Breaking and Entering Evidence Recovery-Municipal Police Institute

Technology Skills

- Microsoft Office Suite, Crimestar, AutoCAD, Autodesk Revit, Bluebeam, Procore, On Center Software

Town of Amherst, NH
BOARD OF SELECTMEN
STAFF REPORT

Title: Town Common Request: AJWC Easter Egg Hunt

Department: Administration

Meeting Date: February 12, 2024

Staff Contact:

BACKGROUND INFORMATION:

BUDGET IMPACT:
(Include general ledger account numbers)

POLICY IMPLICATIONS:

DEPARTMENT HEAD RECOMMENDATION:

SUGGESTED MOTION:

TOWN ADMINISTRATOR RECOMMENDATION:

ATTACHMENTS:
1. AJWC_COI
2. AJWC Easter Egg Hunt 3.23.24 - signed

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 01/31/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER

State Farm

Pete Ackerson
PO Box 998
294 Route 101
Amherst NH 03031

CONTACT NAME: Emily Fairbank
PHONE (A/C, No, Ext): 603-673-0221 **FAX (A/C, No):** 603-673-3903
E-MAIL ADDRESS: emily@peteackerson.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : State Farm Fire and Casualty Company	25143
INSURER B :	
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED

Amherst Junion Womens Club
PO Box 513
2 Middle St
Amherst NH 03031

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADD INSD	SUB WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	X COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$ 1,000,000
	☐ CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 300,000
							MED EXP (Any one person)	$ 5,000
				94-BD-2385-7	09/13/2023	09/13/2024	PERSONAL & ADV INJURY	$
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 2,000,000
	☐ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG	$ 2,000,000
	☐ OTHER:						Business Property	$ 5,800
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$
	☐ ANY AUTO						BODILY INJURY (Per person)	$
	☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
	☐ UMBRELLA LIAB ☐ OCCUR						EACH OCCURRENCE	$
	☐ EXCESS LIAB ☐ CLAIMS-MADE						AGGREGATE	$
	☐ DED ☐ RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						☐ PER STATUTE ☐ OTH-ER	$
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐	N / A					E.L. EACH ACCIDENT	$
	(Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

Town of Amherst
2 Main St
Amherst NH 03031

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Emily Fairbank

TOWN OF AMHERST, NH
USE OF TOWN COMMONS REQUEST

Completed form must be submitted to the Administration Department four (4) weeks before the event in order to obtain Board of Selectmen approval. This request is for use of any Town Common land.

Organization Name: Amherst Junior Women's Club Contact Name: Lori Longley

Contact Phone Number: 603-661-6573 Contact e-mail: llongley@comcast.net

Date of Event: 3/23/24 Hours (from/ to): 8am-noon Number of est. participants: 200

Will you need Electricity? no If so, for what? _____

Wish to bring anything onto the Commons ? IF so, what? pop-up tent, tables,plastic eggs

Wish to drive anything onto the Commons? no

Wish to place Port-a-potties along on the far-right gravel parking lot to the right of Town Hall? no

Request road closures? (Please identify intersections) no

Will you sell or serve food or drinks? (Certificates of Insurance naming the Town of Amherst will be required) wrapped candy in eggs wrapped candy

Brief Description of event.:
Annual AJWC Easter Egg Hunt. Appoximately1,000 filled plastic eggs will be placed/hidden on the green for local children to find.
There will also be a craft table setup for children's crafts as well as a table for baked goods.

Requirements: By signing this document, I agree to abide by all applicable requirements.

1. NO ALCOHOL SALES OR CONSUMPTION are allowed.
2. The Common must be left in the same or better condition than prior to event. Trash removal is the responsibility of the Event Organizer.
3. If damage occurs to any town property, please notify DPW (603) 673-2317.
4. Groups who are granted permission must abide by all Town of Amherst ordinances pertaining to public property and all related NH RSAs as well as all state fire and safety rules and regulations at all times during use of the property.
5. The Town of Amherst or any of its designees are not responsible for any injuries occurring to participants during the course of activities during use of the property.

Applicant Signature: _____ Date: 1/11/24

This application must be signed off by all Department Heads below before going before the Board of Selectmen for consideration and approval. Events held for the first time require attendance of a representative at the Board meeting.

Chief of Police Approval: Signature Anthony Ciampoli Anthony Ciampoli (Feb 2, 2024 10:06 EST) Date: 02/02/2024

Fire/ Rescue Chief Approval: Signature Matthew Conley Matthew Conley (Jan 30, 2024 09:44 EST) Date: 30/01/2024

Public Works Director Approval: Signature Eric Slosek Date: 02/06/2024

BOS Approval: Chair's Signature _____ Date: _____

AJWC Easter Egg Hunt 3.23.24

Final Audit Report 2024-02-06

Created:	2024-01-30
By:	Jennifer Stover (jstover@amherstnh.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA7MjGTAHPPEizeTNbjmqK-f976YP6rs52

"AJWC Easter Egg Hunt 3.23.24" History

Document created by Jennifer Stover (jstover@amherstnh.gov)
2024-01-30 - 2:41:00 PM GMT

Document emailed to Anthony Ciampoli (aciampoli@amherstnh.gov) for signature
2024-01-30 - 2:41:04 PM GMT

Document emailed to Matthew Conley (mconley@amherstnh.gov) for signature
2024-01-30 - 2:41:04 PM GMT

Document emailed to Eric Slosek (eslosek@amherstnh.gov) for signature
2024-01-30 - 2:41:04 PM GMT

Email viewed by Matthew Conley (mconley@amherstnh.gov)
2024-01-30 - 2:41:54 PM GMT

Document e-signed by Matthew Conley (mconley@amherstnh.gov)
Signature Date: 2024-01-30 - 2:44:13 PM GMT - Time Source: server

Email viewed by Anthony Ciampoli (aciampoli@amherstnh.gov)
2024-02-02 - 3:05:26 PM GMT

Document e-signed by Anthony Ciampoli (aciampoli@amherstnh.gov)
Signature Date: 2024-02-02 - 3:06:31 PM GMT - Time Source: server

Email viewed by Eric Slosek (eslosek@amherstnh.gov)
2024-02-06 - 4:14:41 PM GMT

Document e-signed by Eric Slosek (eslosek@amherstnh.gov)
Signature Date: 2024-02-06 - 4:15:31 PM GMT - Time Source: server

Agreement completed.
2024-02-06 - 4:15:31 PM GMT

Town of Amherst, NH
BOARD OF SELECTMEN
STAFF REPORT

Title: ASSESSING
Department: Assessing
Meeting Date: February 12, 2024
Staff Contact:

BACKGROUND INFORMATION:

BUDGET IMPACT:
(Include general ledger account numbers)

POLICY IMPLICATIONS:

DEPARTMENT HEAD RECOMMENDATION:

SUGGESTED MOTION:

Current Use Application

Item A. This is an application for Current Use. Our Assessor has reviewed the Application, and determined the applicant qualifies for 1.00 acre to be placed in Current Use under RSA 79-A and CUB 304.01 and recommends approval. This lot is contiguous with Map 003, Lots 060-002, and 060-003 and satisfies the 10 or more-acre requirement.

Suggested Motion:
Our Assessor has reviewed the Application and determined the applicant qualifies for 1.00 acre to be placed in Current Use under RSA 79-A and CUB 304.01, and recommends approval. This lot is contiguous with Map 003, Lots 060-002, and 060-003. Therefore, I move to approve the Current Use application for Map 003, Lot 061-001 commencing in Tax Year 2024.

Solar Exemption Application

Item B. The application for a Solar Exemption has been reviewed and the applicant qualifies for the Tax Credit under RSA 72:62 for the 2023 tax year.

Suggested Motion:
Our Assessor has reviewed the application for the solar exemption under RSA 72:62 and recommends approval. Therefore, I move to approve the solar exemption in the amount of $20,000 for Map 002 Lot 163-062 commencing in tax year 2024.

Veteran, All Service, Service Connected Disability Tax Credit

Item D. The attached application has been reviewed by our Assessor. The applicant qualifies for the All-Service Veteran Tax Credit under RSA 72:28 for the 2024 tax year.

Suggested Motion:
The attached application has been reviewed by our Assessor and our Assessor recommends granting this credit. Therefore, I move to approve the All-service Veteran Tax Credit for Map 007, Lot 017-035 commencing in Tax Year 2024.

Item D-1. The attached Veteran Tax Credit Application has been reviewed and the applicant qualifies for the Tax Credit under RSA 72:28 for the 2024 tax year.

Suggested Motion:
The attached application has been reviewed by our Assessor and the Assessor recommends granting this credit. Therefore, I move to approve the Veteran Tax Credit for Map 005, Lot 025-006 commencing in Tax Year 2024.

Item D-2. The Assessor has reviewed the attached Service-Connected Total Disabled Veteran Tax Credit Application provided and the applicant does qualify for the Tax Credit under RSA 72:35 for the 2024 tax year.

Suggested Motion:
Our Assessor has reviewed the application for the Service-Connected Total Disabled Tax Credit under RSA 72:35 and recommends approval. Therefore, I move to approve the Service-Connected Total Disabled Tax Credit for Map 005, Lot 025-006 commencing in tax year 2024.

Item D-3. The attached Veteran Tax Credit Application has been reviewed and the applicant qualifies for the Tax Credit under RSA 72:28 for the 2024 tax year.

Suggested Motion:
The attached application has been reviewed by our Assessor and our Assessor recommends granting this credit. Therefore, I move to approve the Veteran Tax Credit for Map 004, Lot 124-001 commencing in Tax Year 2024.

Item D-4. The Assessor has reviewed the attached Service-Connected Total Disabled Veteran Tax Credit Application provided and the applicant does qualify for the Tax Credit under RSA 72:35 for the 2024 tax year.

Suggested Motion:
Our Assessor has reviewed the application for the Service-Connected Total Disabled Tax Credit under RSA 72:35 and recommends approval. Therefore, I move to approve the Service-Connected Total Disabled Tax Credit for Map 005, Lot 070-000 commencing in tax year 2024.

Item D-5. The attached Veteran Tax Credit Application has been reviewed and the applicant qualifies for the Tax Credit under RSA 72:28 for the **2025** tax year.

Suggested Motion:

The attached application has been reviewed by our Assessor and our Assessor recommends granting this credit. Therefore, I move to approve the Veteran Tax Credit for Map 005, Lot 070-000 commencing in Tax Year **2025.**

Item D-6. The Assessor has reviewed the attached Service-Connected Total Disabled Veteran Tax Credit Application provided and the applicant does qualify for the Tax Credit under RSA 72:35 for the 2024 tax year.

Suggested Motion:
Our Assessor has reviewed the application for the Service-Connected Total Disabled Tax Credit under RSA 72:35 and recommends approval. Therefore, I move to approve the Service-Connected Total Disabled Tax Credit for Map 004, Lot 112-018 commencing in tax year 2024.

Item D-7. The attached Veteran Tax Credit Application has been reviewed and the applicant qualifies for the Tax Credit under RSA 72:28 for the 2024 tax year.

Suggested Motion:
The attached application has been reviewed by our Assessor and our Assessor recommends granting this credit. Therefore, I move to approve the Veteran Tax Credit for Map 002, Lot 166-054 commencing in Tax Year 2024.

TOWN ADMINISTRATOR RECOMMENDATION:

ATTACHMENTS:
1. A Confidential
2. B Confidential
3. D Confidential
4. D-1 Confidential
5. D-2 Confidential
6. D-3 Confidential
7. D-4 Confidential
8. D-5 Confidential
9. D-6 Confidential
10. D-7 Confidential

Town of Amherst, NH
BOARD OF SELECTMEN
STAFF REPORT

Title: AP, Payroll and Minutes
Department: Administration
Meeting Date: February 12, 2024
Staff Contact:

BACKGROUND INFORMATION:

BUDGET IMPACT:
(Include general ledger account numbers)

POLICY IMPLICATIONS:

DEPARTMENT HEAD RECOMMENDATION:

SUGGESTED MOTION:

Payroll

PR1~ I move to approve one (1) Payroll Manifest in the amount of $269,909.40 dated January 25, 2024, subject to review and audit.

PR2~ I move to approve one (1) Payroll Manifest in the amount of $258,774.68 dated February 8, 2024, subject to review and audit.

Accounts Payable

AP1 ~ I move to approve one (1) Accounts Payable Manifest in the amount of $33,673.15 dated January 16, 2024, subject to review and audit. (NH DMV)

AP2 ~ I move to approve one (1) Accounts Payable Manifest in the amount of $31,488.74 dated February 1, 2024, subject to review and audit. (NH DMV)

AP3 ~ I move to approve one (1) Accounts Payable Manifest in the amount of $381,536.89 dated February 1, 2024, subject to review and audit. (Vendors)

AP4 ~ I move to approve one (1) Accounts Payable Manifest in the amount of $3,149,219.00 dated February 1, 2024, subject to review and audit. (Schools)

Minutes

~ I move to approve the Board of Selectmen meeting minutes of January 22, 2024.

TOWN ADMINISTRATOR RECOMMENDATION:

ATTACHMENTS:

1. 2024.01.22 BOS_DRAFT

Town of Amherst, NH
BOARD OF SELECTMEN MEETING MINUTES
Barbara Landry Meeting Room
2 Main Street
Monday, January 22, 2024, 6:00PM

Attendees: Chairman Peter Lyon, Selectman Bill Stoughton, Selectman John D'Angelo, Selectman Danielle Pray, and Selectman Tom Grella

1. Call to Order

Chairman Peter Lyon called the meeting to order at 5:58 p.m.

2. Non-Public Session

2.1 RSA 91-A:3 (c) Matters which, if discussed in public, would likely affect adversely the reputation of any person, other than a member of the public body itself, unless such person requests an open meeting. This exemption shall extend to any application for assistance or tax abatement or waiver of a fee, fine, or other levy, if based on inability to pay or poverty of the applicant.

2.2. RSA 91-A:3 (l) Consideration of legal advice provided by legal counsel, either in writing or orally, to one or more members of the public body, even where legal counsel is not present.

A MOTION was made by Chairman Lyon and SECONDED by Selectman Pray to enter into Non-Public Session at 5:58pm, per RSA 91-A:3 (c) Matters which, if discussed in public, would likely affect adversely the reputation of any person, other than a member of the public body itself, unless such person requests an open meeting. This exemption shall extend to any application for assistance or tax abatement or waiver of a fee, fine, or other levy, if based on inability to pay or poverty of the applicant; and RSA 91-A:3 (l) Consideration of legal advice provided by legal counsel, either in writing or orally, to one or more members of the public body, even where legal counsel is not present.
Roll Call Vote: Lyon -aye; Grella – aye; Stoughton – aye; Pray – aye; and D'Angelo – aye; 5-0-0; motion carried unanimously.

Other persons present during Non-Public Session:
Dean Shankle
Jennifer Stover
Todd Haywood (exited approximately 6:15 pm)
Joe Cummings (exited approximately 6:15 pm)

The Board discussed an abatement request and counsel's advice regarding a contract. No votes were taken, and no final decisions were made.

A MOTION was made by Selectman Pray and SECONDED by Selectman Stoughton to exit Non-Public Session.
Roll Call Vote: Lyon -aye; Stoughton – aye; Pray – aye; Grella – aye; and D'Angelo – aye; 5-0-0; motion carried unanimously.

The Board re-entered public session at 6:34 pm.

3. **Pledge of Allegiance –** led by DPW Director Eric Slosek.

4. **Citizens Forum**

Jeanne Ludt, 3 School Street, addressed the Board regarding the German Christmas Market. She stated that she read the report of the vent and does not believe a good case was made for holding the event again in the future. She noted that there were many obvious problems with the event that were unanticipated. She expressed concern about attempting to hold the event again without some way to limit the number of attendees. She explained that the event caused stress for townspeople, especially those that live in the Village.

5. **Public Hearing, pursuant to New Hampshire RSA 41:14-a, Acquisition or Sale of Land, Buildings, or Both; Demolition or Disposal of Buildings.**
   4.1. Public Hearing, pursuant to New Hampshire RSA 41:14-a, Acquisition or Sale of Land, Buildings, or Both; Demolition or Disposal of Buildings.

A MOTION was made by Selectman Stoughton and SECONDED by Selectman Grella to enter the Public Hearing.
Vote: 5-0-0; motion carried unanimously.

Chairman Lyon explained that this item deal with the sale of a lot of land at Map 25-28, along with three potential easements at 248 Boston Post Road. One drainage easement, one trail easement, and one trail access easement. This is the second of two requires public hearings on these items. The Board will next vote on these items at its February 5th meeting.

There was no public comment at this time.

A MOTION was made by Selectman D'Angelo and SECONDED by Selectman Pray to close the Public Hearing.
Vote: 5-0-0; motion carried unanimously.

6. **Scheduled Appointments**
   6.1. Introduction of Bob Clark, Building Inspector/Code Enforcement

Nic Strong, Community Development Director, introduced Bob Clark, the new Building Inspector/Code Enforcement Officer. The Board welcomed and thanked Mr. Clark.

6.2. Lindsay Buchanan, Amherst German Christmas Market

Lindsay Buchanan, President of the Amherst German Christmas Market 501(c)3, stated that that the group would like to be transparent and continue to have open communication with the Town regarding the event. She reviewed the reports and has met with associated Department Heads. She noted that the attendance for the event was far beyond what her group was hoping for or wanted, and they would not like to see this repeated. She stated that she believes word through social media and the good weather during the event lead to larger attendance numbers than anticipated. The group plans to reevaluate the event with a priority to reduce the number of attendees. The group would like to continue to work with the Town to prevent any safety issues. She noted that the group was interested in better understanding what is expected from them along the way, including better communication from both sides.

Chairman Lyon congratulated Lindsay Buchanan and the group on the overwhelming success of the event. He asked how the group plans to reduce attendance for the event. Lindsay Buchanan stated that the group plans to research and discuss with other groups who complete similar planned events. The group will also reduce the number of advertisements for the event. She noted that the group could also consider limiting parking or limiting the number of people allowed at each vendor stand.

Selectman Stoughton asked if the nonprofit group is charitable and who it benefits. Lindsay Buchanan explained that the nonprofit is a 501(c)3. Any profits from the event go towards running it again. Selectman Stoughton asked how the event is a benefit to Amherst. Lindsay Buchanan explained that the event is a fun activity and is meant to put people in the holiday spirit. Also, local small businesses, residents, and groups such as the Boy Scouts are involved in the market. This is a community-based event.

In response to a question from Selectman Stoughton, Lindsey Buchanan stated that there were approximately 92 vendors at the last event. A majority of these were commercial businesses and approximately 10%-50% of these were Amherst-based vendors, with the majority not being Amherst-based.

Selectman Stoughton explained that he is weighing the benefits of the event versus the disruption to the community. He would like to have seen some of the profits being given to a local charity, as this is a nonprofit group. Lindsay Buchanan explained that this is a very expensive event to run.

Peter Giannakopoulos, Amherst German Christmas Market 501(c)3, explained that the event is an economic benefit to the Town and surrounding businesses. He spoke to nearby restaurants such as the Smokehouse, Giorgio's, Moulton's Market, and the Black Forest, which all expressed feedback that the event caused them to be busy all day long, with some noting that they wished they had more staff to handle the crowds.

Selectman Grella asked if the Town departments which aided in the event were reimbursed for their costs. Lindsay Buchanan explained that the group paid for its police detail this year. The estimates within the reports from the departments were for what could happen in future years regarding costs.

Laurie Elwin, Amherst German Christmas Market 501(c)3, stated that the group paid its police bill immediately. While the reports gave estimates for next year's potential costs, the group aims not to repeat having the same large crowd at future events. Selectman Grella asked if the Fire Department and DPW costs were also reimbursed. Lindsay Buchanan explained that the group was not given a bill for these two departments. Selectman Grella stated that he does not believe taxpayers should have to pay one penny for this event as he does not believe it was a benefit to the Town. He noted that lawns in the Village were completely destroyed from the event. It will likely cost approximately $5,000-$10,000 to get these lawns back to their original states. Laurie Elwin stated that she would like to know what the Board's definition of a "benefit" to the Town is. She explained that the event was a benefit to local businesses and vendors, as many of the services used were Amherst-based. Selectman Grella expressed concern regarding emergency access into the Village during the event due to traffic and the large crowds.

Selectman D'Angelo stated that he does consider the event to have been a benefit to the Town, if only as it puts the Town on the map. There was also a collateral benefit to nearby restaurants, though this did not bring the Town itself any money. In order to reduce crowds for future events, the group could consider charging for the event or charging for parking. The group could also consider extending the event across two days or moving the event out of the Village to a location with more space and parking. He would like for the group to have a better idea as to how many people will be attending the event in future years. If the group chooses to charge for the event or parking, this could generate the revenue needed to pay the Town back for its services.

Selectman Pray echoed the Department Head assessments of the event. She stated that she does believe there are merits to the town, but there are also cons. The Board will have to review each of these as a balancing act, if the group submits an application in the future for other events. She stated that the group had no plan for how to deal with the increased crowd for the event. She asked how the group will ensure a reduced crowd for future events, and how the group will determine what the maximum number of people should be.

Chairman Lyon stated that he believes there are three issues, all of which are due to the size of the crowd of attendees: inadequate parking, emergency vehicle access to the area, and pedestrian safety. He asked how the group will be able to decrease the number of attendees with any type of predictability. He explained that if the event were held in a large field, the parking lot could control the crowd, but holding the event in the Village makes this almost impossible. The Board will not decide on this item tonight but will consider it if future applications are submitted by the group. He stated that the group will likely need safeguards that a different sized event would occur in the future. The group is very lucky there were no emergency events that day. He does believe the Town benefited from the event, but it cannot continue to happen as it did this year.

Police Chief Ciampoli stated that he believes the group did try to plan for the event, including working on a safety plan with the Police Department, but the crowds of attendees were in exceedance of all expectations. He noted that Lindsay Buchanan has stated that she was not happy with the number of attendees either. He suggested considering spreading the event across two days or considering other locations in Town. He agreed that a ticketed event would

naturally reduce the number of attendees. He noted that the costs listed within his report were worst case scenarios. He also suggested that vendor rates could be raised in order to hopefully earn enough money to then donate some to a local charity.

DPW Director Eric Slosek stated that he met with the committee a couple of times and was impressed. The DPW tried its best to respond to the event and there were some expenses incurred. He asked the Board if he should submit an invoice for these costs. He noted that social media makes it hard to plan events, even smaller town events. He asked if the Town could potentially develop guidelines in order to help groups with future event planning. Currently there is no real guidance for larger sized events. He suggested that the Board consider what size event the Town wants to reasonably accommodate. As the Village is a public area, a smaller event could be intended with more people attending than expected. Chairman Lyon stated that he does not want this event to encourage other 501(c)3s to use the Village common for large events.

Town Administrator Shankle asked if the Board would like to create guidelines for events that could bring 10,000 people or more to the Village, as some people would likely then take advantage of the guidelines. He noted that the event could also be moved to a different weekend, as he heard from some people that it had a negative impact on other local events at the same time. He stated that he would like to get a copy of the nonprofit group's financials under its Articles of Incorporation, as there could be an issue with the federal government if the nonprofit is not benefiting a charity of some type.

Jennifer Stover, Executive Assistant, stated that the application for events has historically been simple because the Town does not usually get large events not hosted by the Town itself. The current Town policy does state that at no time can an event prevent residents from accessing the Town common. Thus, the group could decide to ticket for the event, but cannot block people from walking across the common.

Chairman Lyon explained that the Fire Department's invoice for this event is $2,080 and the DPW invoice is $3,006. He asked the Board if the Amherst German Christmas Market Group should be invoiced for these expenses. Selectman Pray suggested speaking to Town Counsel on this item, as these fees to be billed for are not mentioned in the application that the group signed off on. Selectman Stoughton agreed but noted that if the organization decides to reimburse the Town departments without being asked, it could show goodwill. Selectman Grella stated that the damage to the Green and surrounding lawns will be better known in the spring and will need to be repaired. It is unfair to other groups and residents who want to use it. Jennifer Stover stated that, per the application, anyone who uses the Green must leave it as it was found. Selectman D'Angelo stated that he believes it would be unfair to require the nonprofit group to retroactively pay for the Fire Department and DPW costs, though they could agree to contribute to these costs on their own. He stated that the Town would likely bill the group for these costs for any future events.

7. Administration

7.1 Administrative Updates

Town Administrator Shankle explained that he was asked by the Community Power consultant that the Town send two letters to the Chairman of the Public Utility Commission, in order to keep the project moving forward. These letters required a municipal employee designee, normally the Town Administrator, so he included his name in the letters and sent them. He immediately received word that the plan has been accepted and will go forward to a public hearing. The Chairman of the Public Utilities Commission will accept comments for 21 days or until February 8th.

7.2. Investment Policy

The Board tabled this topic to later in the meeting.

7.3. PFAS Grant Amendment

Town Administrator Shankle explained that the $1.5M PFAS grant for waterlines expires in April. He has been working with Pennichuck to extend the grant to January 1, 2026.

A MOTION was made by Selectman Stoughton and SECONDED by Selectman Grella to enter into a PFAS Remediation Loan Fund grant extension with the New Hampshire Department of Environmental Services to continue funding our water system improvement project and further authorize the Town Administrator, Dean E. Shankle, Jr., to execute any documents which may be necessary to effectuate this grant agreement.
Vote: 5-0-0; motion carried unanimously.

7.4. Health Insurance contract- NH Interlocal Trust

The Board reviewed the NH Interlocal Trust health insurance contract.

A MOTION was made by Selectman D'Angelo and SECONDED by Selectman Pray to authorize the contract.
Vote: 5-0-0; motion carried unanimously.

7.5. BOS Action Items

The Board reviewed its list of action items.

7.6. 2024 Warrant, with final wording

The Board reviewed the final wording for the 2024 Warrant, with a couple of changes recommended by DRA.

8. Staff Reports

8.1. Donation ACC- Finance

Chairman Lyon noted that this item requires a public hearing, as the donation amount is $10,000 or more. A public hearing will be set for a future meeting.

8.2. Memo to Trustees of the Trust Funds- Finance

A MOTION was made by Selectman Stoughton and SECONDED by Selectman Grella to approve the request to the Trustees of the Trust Funds to withdraw money from the CRF for Computer Systems, in order to reimburse the Town for $22,507.83 spent on replacing the Town Hall server.
Vote: 5-0-0; motion carried unanimously.

8.3. EMS Wage Adjustments- Fire Rescue

Fire Chief Conley explained that he is requesting a wage adjustment for the Town's EMS providers which will be scaled to recognize longevity with the Department and time at a provider level. It is critical to do this at the midway point of the FY24 budget in order to retain existing employees and attract new ones. Currently, on average, Amherst is on the low to medium range with other communities for these wages. The Town has lost providers due to this and needs to do something to maintain the contingent of current per diem employees. This is a more budget friendly idea than adding full-time staffing. This adjustment is the beginning of a phased-in approach as it continues with the adoption of the FY25 budget.

The Board reviewed the proposal. Chairman Lyon stated that it would be helpful for the Board to see a full matrix of the proposed changes along with what is proposed to happen on July 1. The Board agreed that it would like to see additional details on this item.

A MOTION was made by Selectman D'Angelo and SECONDED by Selectman Pray to go forward with the wage adjustment as recommended by Chief Matthew Conley and that it is retroactive to January 7, 2024.
Vote: 5-0-0; motion carried unanimously.

8.4. Stipend Adjustment- Fire Rescue

Fire Chief Conley explained that, dating back to the 1990's, the Department instituted an On Call Officer system to guarantee there would be two fire officers in Town to manage service calls and respond to emergency calls. Initially there was not a stipend. Around 2012, a stipend was introduced, with an officer receiving $25.00 for a 12-hour period and $50.00 for a 24-hour period. This amount is no longer enticing to the officers and the stipend needs to be adjusted.

A MOTION was made by Selectman Stoughton and SECONDED by Selectman Grella to accept the change to the officer stipend going from $25.00 to $50.00 per 12-hour period at the recommendation of Chief Matthew Conley, effective January 7, 2024.
Vote: 5-0-0; motion carried unanimously.

8.5. Detective Justin Gerome- Promotion to Sergeant-APD

A MOTION was made by Selectman Stoughton and SECONDED by Selectman Grella to accept the promotion of Detective Justin Gerome to the position of Patrol Sergeant effective February 12, 2024, at a rate of $36.58 (Grade 14, Step 4).
Vote: 5-0-0; motion carried unanimously.

8.6. Kevin Kelly Promotion-APD

A MOTION was made by Selectman Stoughton and SECONDED by Selectman Grella to accept the promotion of Kevin Kelly to the role of Sergeant effective February 12, 2024, with a new pay rate of $36.58 (Grade 14, Step 4) and conduct his swearing in on the same day.
Vote: 5-0-0; motion carried unanimously.

8.7. New Hire-Kyle Cordero-APD

A MOTION was made by Selectman Stoughton and SECONDED by Selectman Pry to accept the hiring of Kyle Cordero to Full-Time Patrolman effective February 5, 2024, with a pay rate of $26.62 (Grade 9, Step1) as an uncertified officer or $30.10 (Grade 9, Step 4) if the NH Police Standards and Training Council accepts his certification waiver.
Vote: 5-0-0; motion carried unanimously.

In response to a question from Selectman D'Angelo, Chief Ciampoli explained that he still has 2-3 positions open but plans to have these all filled within the next few months.

8.8. Christine Fowler Resignation-APD

A MOTION was made by Selectman Pray and SECONDED by Selectman D'Angelo to accept the resignation of Christine Fowler from the Amherst Communications Center effective March 23, 2024.
Vote: 5-0-0; motion carried unanimously.

8.9. Noemi Goohs-Change of Status (FT-PT)-APD

A MOTION was made by Selectman Grella and SECONDED by Selectman Stoughton to accept the resignation of Amherst Communications Center Dispatcher Noemi Goohs from full-time employment and change her status to part-time with the same pay rate of Grade 6/Step 7 of $26.17.
Vote: 5-0-0; motion carried unanimously.

7.2. Investment Policy – *The Board retook this topic at this time*

The Board reviewed the draft Investment Policy. Finance Director Debbie Bender explained that adopting the policy would not change any of the Town's existing investments, all of which will be in compliance with this policy. She noted that the Board should review this policy annually.

Selectman D'Angelo stated that he is okay with policy as drafted, as it leaves most of the responsibility for these items in the Treasurer's hands.

A MOTION was made by Selectman Stoughton and SECONDED by Selectman D'Angelo to accept the amended Investment Policy, as discussed.
Vote: 5-0-0; motion carried unanimously.

9. Approvals

9.1. Assessing

Abatement Recommendations

Item A.

The assessor made a complete inspection of the property and agrees with the taxpayers that this property is likely to be razed. Therefore, the Assessor recommends granting this abatement request. The 2023 assessed value will change from $340,300 to $211,100, a difference of $129,200 which should be abated.

A MOTION was made by Selectman Stoughton and SECONDED by Selectman Grella to approve the abatement in the amount of $2,827.00 for Map 004, Lot 121-000.
Vote: 5-0-0; motion carried unanimously.

Item A-1.

The assessor has investigated this issue and corrected the listing record and removed the building in question from this property record and placed in on the proper property record.

*A MOTION was made by Selectman Stoughton and SECONDED by Selectman Grella to approve the abatement in the amount of $2,711.00 (123.9 * 21.88) for Map 002, Lot 054-000.*
Vote: 5-0-0; motion carried unanimously.

Item A-2.

The reason for the abatement is merely a housekeeping effort. This property was transferred to the town on July 25th, 2023. As part of the purchase and sales agreement, the town agreed to abate the taxes.

A MOTION was made by Selectman Stoughton and SECONDED by Selectman Grella to approve the abatement of $292.00 for Map 006, Lot 009-000.
Vote: 5-0-0; motion carried unanimously.

Item A-3.

The reason for the abatement is merely a housekeeping effort. This property was transferred to the town on July 25th, 2023. As part of the purchase and sales agreement, the town agreed to abate the taxes.

A MOTION was made by Selectman Stoughton and SECONDED by Selectman Grella to approve the abatement of $2235.00 for Map 006, Lot 002-000.
Vote: 5-0-0; motion carried unanimously.

Item A-4.

The reason for the abatement is merely a housekeeping effort. This property was transferred to the town. As part of the purchase and sales agreement, the town agreed to abate the taxes.

A MOTION was made by Selectman Stoughton and SECONDED by Selectman Grella to approve the abatement of $82.00 for Map 005, Lot 159-001.

Vote: 5-0-0; motion carried unanimously.

Land Use Change Tax

Item B.

The assessor has recommended releasing 2.0 acres of Map 004, Lot 122-002 from Current Use and issuing a Land Use Change tax in the amount of $18,150.00.

A MOTION was made by Selectman Stoughton and SECONDED by Selectman Grella to accept the recommendation of the assessor and release the acreage of Map 004, Lot 122-002 from Current Use and issue the Land Use Change Tax in the amount of $18,150.00.
Vote: 5-0-0; motion carried unanimously.

Item B-1.

The assessor has recommended releasing 31.316 acres of Map 007, Lot 072 from Current Use, issuing a Land Use Change tax in the amount of $123,310.00.

A MOTION was made by Selectman Stoughton and SECONDED by Selectman Grella to accept the recommendation of the assessor and release the acreage of Map 007, Lot 072 from Current Use and issue the Land Use Change Tax in the amount of $123,310.00.
Vote: 5-0-0; motion carried unanimously.

Preliminary Equalization Ratio Study 2023

Item C.

The final ratio study will be available in the first quarter of 2024. The attached sheet requires signatures from the Board of Assessors for the Department of Revenue to finalize the results.

No vote was needed on this item.

BTLA Settlement

Item E.

The Assessor recommends accepting the settlement assessment of $12,400,000 for 2022 and 2023 tax years as stated in the memo and grant an abatement of $65,503.00 for 2022 and $67,828.00 for 2023.

A MOTION was made by Selectman Stoughton and SECONDED by Selectman Grella to accept the settlement and grant the abatement as stated on Map 002, Lot 066-001.
Vote: 5-0-0; motion carried unanimously.

9.2. AP, payroll, and minutes

Payroll

A MOTION was made by Selectman D'Angelo and SECONDED by Selectman Pray to approve one (1) Payroll Manifest in the amount of $254,249.74 dated January 11, 2024, subject to review and audit.
Vote: 5-0-0; motion carried unanimously.

Accounts Payable

A MOTION was made by Selectman D'Angelo and SECONDED by Selectman Pray to approve one (1) Accounts Payable Manifest in the amount of $22,198.50 dated December 31, 2023, subject to review and audit. (NH DMV)
Vote: 5-0-0; motion carried unanimously.

A MOTION was made by Selectman D'Angelo and SECONDED by Selectman Pray to approve one (1) Accounts Payable Manifest in the amount of $3,789.37 dated January 5, 2024, subject to review and audit. (Vendors)
Vote: 5-0-0; motion carried unanimously.

A MOTION was made by Selectman D'Angelo and SECONDED by Selectman Pray to approve one (1) Accounts Payable Manifest in the amount of $3,176,201.00 dated January 8, 2024, subject to review and audit. (Vendors)
Vote: 5-0-0; motion carried unanimously.

A MOTION was made by Selectman D'Angelo and SECONDED by Selectman Pray to approve one (1) Accounts Payable Manifest in the amount of $179,182.55 dated January 18, 2024, subject to review and audit. (Vendors)
Vote: 5-0-0; motion carried unanimously.

Minutes
A MOTION was made by Selectman Stoughton and SECONDED by Selectman D'Angelo to approve the Board of Selectmen meeting minutes of December 29, 2023.
Vote: 5-0-0; motion carried unanimously.

A MOTION was made by Selectman Stoughton and SECONDED by Selectman D'Angelo to approve the Board of Selectmen meeting minutes of January 8, 2024.
Vote: 5-0-0; motion carried unanimously.

10. Action Items

The Board reviewed its action items. The Board agreed that it would speak to Town Counsel regarding invoices from Town Departments for the German Christmas Market, though there does not seem to be a way to charge for the past invoices at this time.

11. Old/New Business

Selectman Grella explained that the Historic District Commission reviewed a revised RFP regarding grant funding available to update the Commission's guidelines.

Selectman D'Angelo stated that the Highway Safety Committee and Police Chief will meet on Friday at 1pm to discuss information from NRPC.

12. Adjournment

A MOTION was made by Selectman D'Angelo and SECONDED by Selectman Stoughton to adjourn the meeting at 8:41pm.

Vote: 5-0-0; motion carried unanimously.

NEXT MEETING: February 5, 2024, Special Meeting at 4PM

_____ _____

Selectman Bill Stoughton *Date*