Pavement Management Study

Town of Exeter, NH

2010

PAVEMENT MANAGEMENT STUDY

FOR THE

TOWN OF EXETER, NH

MARCH 2010

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1

Introduction

This pavement management study was undertaken to evaluate the pavement conditions in Exeter and to allow for the analysis of various funding scenarios.

This report builds upon the previous study that was performed with the Road Surface Management System software in 2005.

The Public Works Department elected to use a new pavement management program endorsed by the American Public Works Association (APWA), called MicroPAVER. While most pavement management programs store inventory data, provide roadway section condition assessments, and suggest repair strategies, very few predict future roadway conditions or suggest network wide budgets. MicroPAVER was selected because of its ability to model various budgets and show the associated financial and pavement conditions that result.

Pavement Management Philosophy

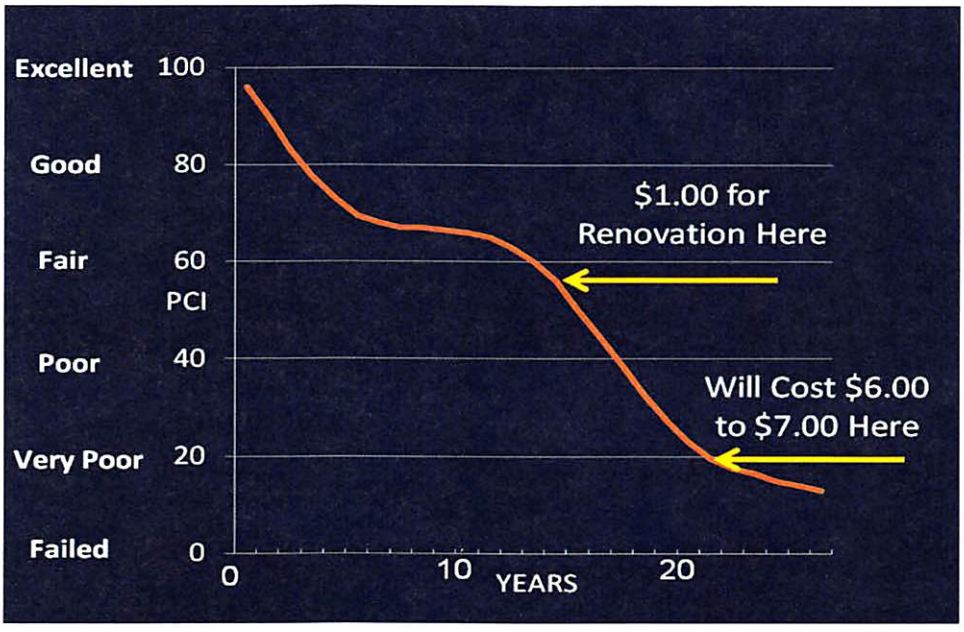
> *"Pavement management is the practice of planning for pavement repairs and maintenance with the goal of maximizing the value and life of a pavement network."*

A pavement management program will suggest strategically timed repair techniques appropriate to the severity of the conditions. The program will manage the database of inventory, condition and work history data. The pavement management program will suggest a direction through the maze of competing individual street needs. Of course, engineering judgment is required to finalize any list of street repairs, as no computer model can take into account every variable required to make a repair decision.

The Pavement Deterioration Curve

Below is the actual chart of how all of Exeter's pavements deteriorate over time. The pavement starts out in new condition. After a few years the deterioration rate lessens. About midway through its life cycle, the roadway deterioration increases rapidly. Within relatively few years the roadway will deteriorate to such an extent that more costly fixes will be required. As shown by the chart, a properly timed pavement fix will save funds by a magnitude of six to seven if the roadway is allowed to continue to deteriorate.

Figure 1 – Typical Pavement Deterioration Curve



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Methodology

Detailed condition assessments of Exeter's **66.5 miles** of Town maintained roads were performed to build the pavement management system. The first step was to collect the inventory data from previous pavement management studies. The second step was to further break each roadway within the network into pavement management sections. The third step was to identify, measure, and record the individual pavement distresses within each pavement management section. Finally, the fourth step was to customize the road repair strategies according to the standard repair practices of the Highway Department. All of these steps were performed prior to studying future funding scenarios.

Inventory Identification

The Town was fortunate to have undergone previous pavement management studies. The Town previously used Road Surface Management Software (RSMS) developed by the Technology Transfer Center at the University of New Hampshire. Previously quantified items such as: widths, lengths, areas and surface types were easily transferred to MicroPAVER.

Pavement Management Section Identification

A pavement management section is the smallest section where a roadway repair will be considered. A pavement management section defines the limits of previous construction or maintenance activities within a roadway. Sections are defined as having the same width, surface type, typical deterioration, functional classification and similar repair history. A street may be one section, or it may be comprised of several pavement management sections, depending on its criteria indicated above. Exeter's roadway network consists of **286** sections.

Appendix A shows a table of section and inventory items.

Pavement Distress Assessment

For each pavement management section, the severity and extent of nineteen pavement distresses were recorded. These distresses are then entered into the program to arrive at a Pavement Condition Index (PCI).

The rated distresses are:

- Alligator cracking
- Bleeding
- Block cracking
- Bumps / Sags
- Corrugations
- Depressions
- Edge cracking
- Joint reflective cracking
- Lane shoulder drop-off
- Longitudinal /Transverse cracking
- Patches / Utility cuts
- Polished aggregate
- Potholes
- RR Crossing
- Rutting
- Shoving
- Slippage
- Swelling
- Weathering / Ravel

Pavement Condition Index (PCI)

A PCI was generated for each inventoried pavement management section using the surface distress data collected by inspection.

PCI is measured on a scale of one hundred to zero, with one hundred representing a pavement in perfect condition and zero describing a road in nearly impassable condition.

Each type of observed pavement distress is assigned a deduct value based on the type, severity and extent of the defect. A more severe distress type, such as rutting, has a higher deduct point value than a lesser distress such as longitudinal / transverse cracking. A weighted sum of the deduct points is then subtracted from the perfect "one hundred" road in order to generate a PCI for each roadway segment. In general, base related (structural) distresses are weighted more heavily than surface related distresses.

Appendix B lists the PCI value generated by roadway inspections for each paved section within the roadway network. Approximately **717** detailed inspections were performed to generate these PCI listings.

Repair Strategies

MicroPAVER has the ability to assign repair strategies according to the Town's actual practices. The following figure indicates the anticipated repair strategy based upon the roadway's PCI.

Figure 2 – Repair Strategy according to PCI Range

Appendix E provides a GIS plan of the roadway network that shows the repair strategy of each roadway section based on its condition rating.

Preparing Budget Scenarios

Once the roadway conditions are inventoried and analyzed, and the repair strategies are defined, the impact of various spending programs on the roadway network is assessed. These studies can range from 1 to 20 years. For the purposes of this particular study a five-year timeline was used. By analyzing various funding levels and determining their impact on the road network, Exeter will be able to determine a budget level that meets its motoring and fiscal needs.

It is important to understand that MicroPAVER is a network-wide planning tool, and is not intended to give definitive street-by-street repair data. Field verification and testing are recommended to confirm any street repair list generated.

Pavement management deals with the life cycle of pavement structure and the various repair treatments to maintain the condition of the pavement. The pavement management system and the various repair strategies utilized in the study do not directly address other physical improvements associated with a roadway. Some of these items which might be encountered on a roadway project include the storm drainage system, traffic signals, driveways, sidewalks and utility adjustments. In an attempt to develop a reasonable cost of various improvements, the overall scope of a typical project within the various repair strategies was estimated to develop a network level unit cost for the work. The actual scope of work and costs will vary for each individual roadway. Actual repair costs will need to be developed at the project level and may differ some from costs utilized in this study.

Condition Prediction Curves

In order to properly plan for future repairs, MicroPAVER utilizes custom deterioration curves based on roadway conditions and historic paving and repair data. A deterioration curve estimates the rate at which the pavement condition decreases over time. As the Town continues to build on its existing repair history database and inspections, the curves can be refined to more accurately approximate local conditions.

Figures 3 and Figure 4 show six deterioration curves for overlays and new or reconstructed streets specific to Exeter.

Figure 3 – Prediction Curves for Pavement Overlays

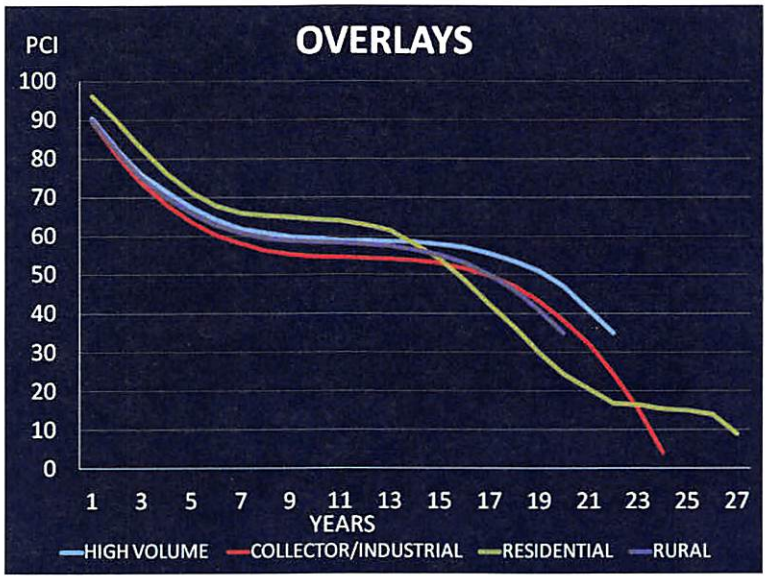
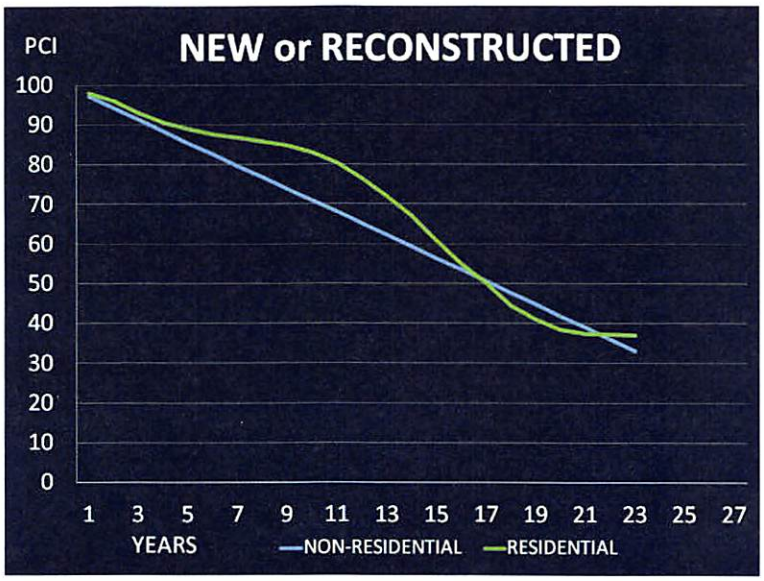


Figure 4 – Prediction Curves for New or Reconstructed Roadways



For the new or reconstructed curves in Figure 4, only residential and non-residential curves were considered. There were not enough data points to create meaningful curves for high-volume, collector or industrial roadways. It is a goal to create these individual curves in the future as the condition assessment database is further populated.

3

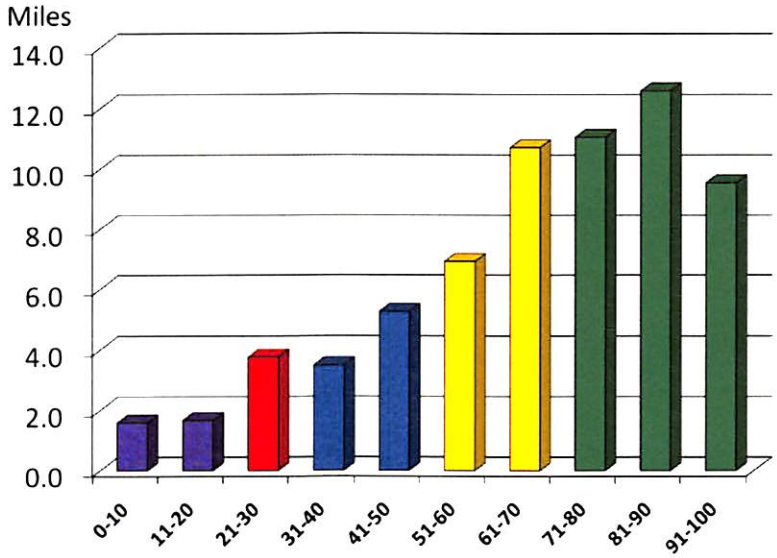
Existing Conditions

This section will attempt to take the individual roadway condition assessments and put them together in a way to explain the current condition of the entire roadway network. These current conditions will be the starting point for comparisons of various funding scenarios.

Roadway Pavement Conditions

Field evaluations of pavement conditions were conducted from June 2009 through November of 2009. The average PCI for Exeter's road network at the time of the survey was a **67**. There is a large portion of roadways in the PCI (70-100) range that only requires localized spot repairs or crack sealing as necessary. There is also a fairly large portion of roads that are currently in line for a relatively inexpensive shim and overlay. By performing a so-called low cost repair to these streets now, the order of magnitude more expensive capital repairs can be significantly avoided later.

Figure 5 – PCI Distribution

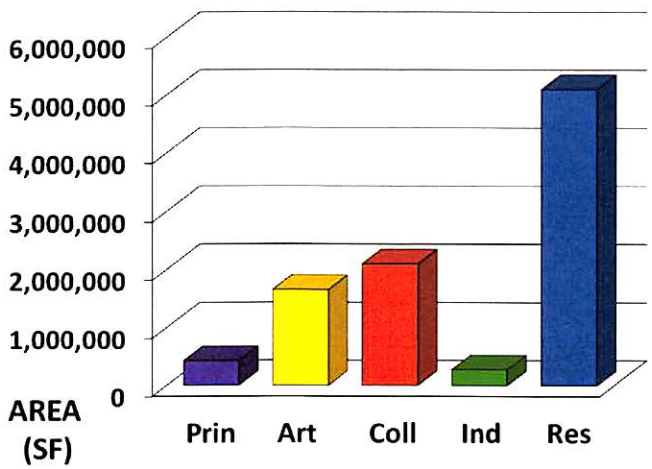


Functional Classification

Functional classification defines how an individual roadway section operates within or contributes to the roadway network. MicroPAVER uses the term "rank" to distinguish the functional classification of a roadway. Ranks are defined within five categories. The highest use sections are termed **Principal** roadways. **Arterials** are the next highest rank according to traffic volumes. These are typically thoroughfares around the Town and transport traffic to neighboring communities. **Collector** streets provide access around individual neighborhood streets. **Industrial** sections are roadways that specifically function for the specialized requirements of trucking needs in heavy commercial or industrial areas. Lastly are the **Residential** streets that experience less traffic volume and truck traffic.

Appendix D contains a GIS map of the Town's roadway network showing the rank designation. Figure 6 shows the extent of the functional classifications within the roadway network.

Figure 6 – Roadway Rank

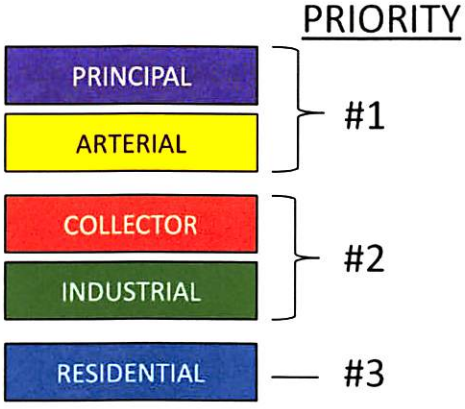


As shown by the above figure residential roadways make up the majority of the roadway network at approximately **53%.**

Priority

As the previous section on roadway functional classifications suggests, some roadways simply get more use than others. While others, like the case of industrial roads, perform a specialized function. MicroPAVER has the ability to prioritize improvements based on criteria deemed appropriate by the community. In Exeter's situation, Figure 7 shows the priorities used in the analyses that follow.

Figure 7 – Priorities Ratings Based on Rank



Treatment Costs

Through discussions with local paving and site contracting companies, the following table indicates the anticipated unit costs for various treatment strategies. These figures are the basis for calculating repair costs in the various budgeting scenarios.

Table 1 – Unit Costs for Repairs

Treatments Used:	2010 (est)
-Crack Sealing	$ 1.90/LF
-Pothole Patching	
-1" Overlay and Shim	$ 0.87/SF
-2" Overlay	$ 1.16/SF
-Reclaim plus 3" Surface	$ 2.63/SF
-Reconstruct	$ 5.55/SF

Backlog of Work

The backlog of work is defined as the outstanding fixes required on the entire roadway network. By applying the unit repair cost to the repair strategy suggested by the pavement condition, the current backlog is **$6,900,000**. Figure 8 and Figure 9 show the extent of the backlog. Figure 8 is a pie chart, similar to the column chart in Figure 5, that represents the roadway area within the five repair strategy categories. The pie chart in Figure 9 shows how the $6.9 million backlog is proportioned through the repair strategy categories.

Figure 8 – Road Network Required Repairs

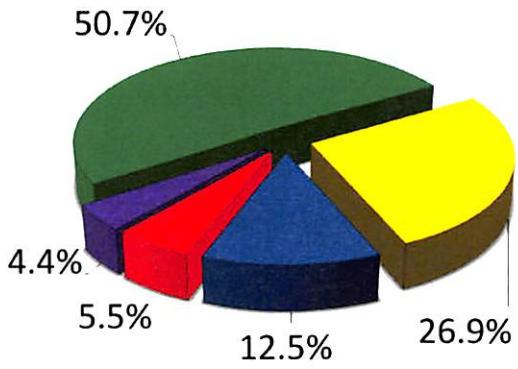


Figure 9 – Repair Strategy Costs Based on $6.9M

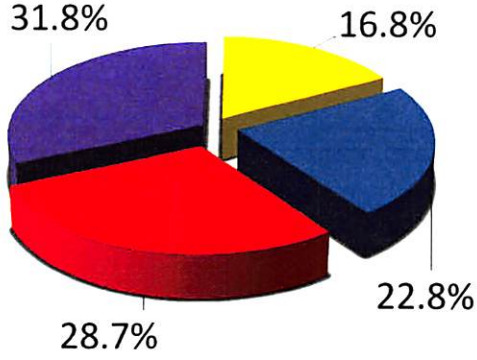


Figure 8 shows that the reconstruction and reclamation repair strategies represent **9.9%** of the roadway network. However, Figure 9 suggests that these same two categories combine for **60.5%** of the current $6.9 million backlog. These two repair categories are the two most expensive strategies. It makes good fiscal sense to spend budget dollars

on streets requiring relatively less unit costs to repair, than to allow roadways to deteriorate into a more costly repair strategy.

Asset Value

Exeter has a major investment in its 66.5 Town maintained road network. It is easy to forget that roadways are one of the community's largest investments. Based on Exeter's unit cost for reconstruction, without considering drainage, curbing, shoulders, signals, signage or sidewalks, it would cost Exeter at least **$53 million** in today's dollars to replace the existing roadway infrastructure.

4

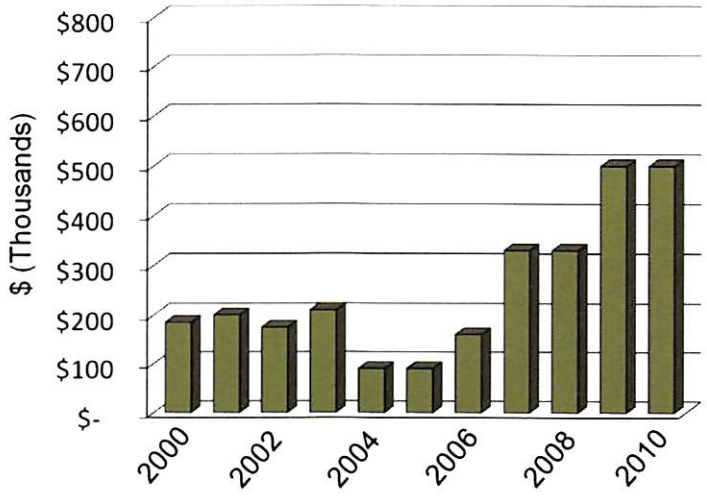
Budget Analysis

In the budget analysis phase, various funding levels will be explored. First, previous paving repair budgets will be listed and the costs of laid in-place bituminous concrete shown. Then finally, the consequences of the various funding levels will be compared.

Historical Funding

The 2010 and 2009 budgets allotted $500,000 each year for pavement management purposes. For the prior two years the budget was $330,000 for each year. As shown by Figure 10 the lowest paving budgets in the last eleven years were $90,000 in both 2004 and 2005.

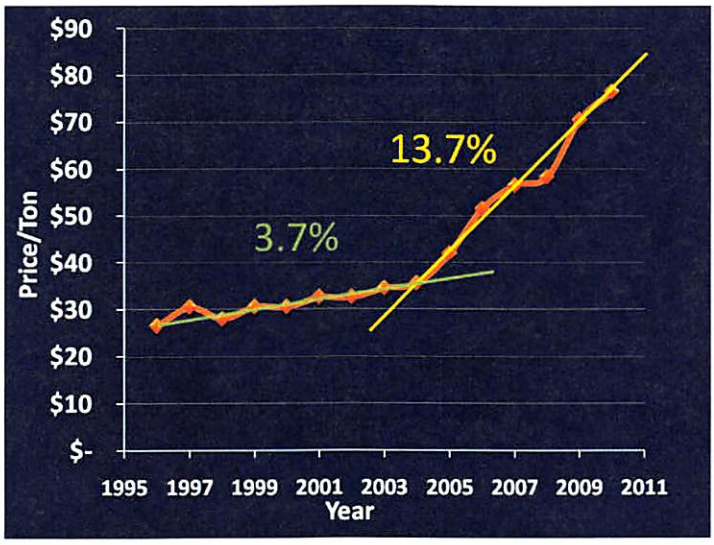
Figure 10 – Previous Paving Budgets



Historical Pavement Costs

The anticipated paving cost for the upcoming construction season is **$76.50** per ton. The historical laid in-place asphalt paving costs for local communities are plotted in Figure 11. The annualized inflation rate since 2004 has averaged **13.7%.**

Figure 11 – Historical Tonnage Costs



MicroPAVER has the ability to add an inflation factor to the unit costs for repairs. Paving is a large portion of the work required for roadway repairs. There are however, other component costs such as raising utility castings, gravels and heavy equipment costs that have much lower inflation rates. For the purposes of multi-year funding scenarios, a weighted inflation value was computed on the magnitude of the current backlog. Asphalt paving costs were assumed to inflate at 13.7% while other costs were assumed to inflate at 3.0%. The computed weighted combined inflation rate and the rate used in the funding scenarios is **10%.**

Scenarios Explored

MicroPAVER projected the PCI, backlog and required budget for seven five-year scenarios.

- **Zero Funding** – The first scenario is a do nothing approach that shows the effects of spending no money on road improvements.

- **Current Budget** – This scenario shows what would happen if the Town continued spending the current budget of $500,000 annually for street repairs.

- **Maintain Current PCI Level for Two Years**– This scenario shows what the cost would be to maintain the Town's average PCI for the first two years of the five year analysis. The same funding level would then continue for the remainder of the five years.

- **Maintain Current PCI Level for Three Years** – This scenario shows what the cost would be to maintain the Town's average PCI for the first three years of the five year analysis. The same funding level would then continue for the remainder of the five years.

- **Maintain Current PCI Level for Five Years** - This scenario shows what the cost would be to maintain the Town's average PCI for the full five year analysis.

- **Maintain Current PCI Level for Ten Years** - This scenario shows what the cost would be to maintain the Town's average PCI for ten years.

- **Eliminate Backlog in Ten Years -** This scenario shows the cost of eliminating the backlog over ten years.

Scenario Funding Levels

MicroPAVER calculated the funding levels required to accomplish the guidelines established for the above seven funding levels.

Table 2 – Funding Level to meet Scenario Objectives

Funding Level	Cost
Zero Funding	$ 0/year
Current Budget	$ 500,000/year
Maintain Current PCI Level for Two Years	**$ 820,000/year**
Maintain Current PCI Level for Three Years	$1,130,000/year
Maintain Current PCI Level for Five Years	**$1,320,000/year**
Maintain Current PCI Level for Ten Years	$1,540,000/year
Eliminate Backlog in Ten Years	**$1,650,000/year**

Summary of Budgets

Figure 12 and Figure 13 show the effects of the seven funding levels analyzed on the Town's roadways over the next five years. It is clear that any annual level funding for the full five years less than **$1,320,000/year** will degrade the average condition of Town's roadways while allowing a significant backlog of work to accumulate.

Note the black line in Figure 12 that represents the average roadway network condition from 2005 to 2010. That line indicates that the roadway conditions have been declining. Further analysis indicates that the network PCI values have been in a state of decline since 1993.

Figure 12 – PCI Summary

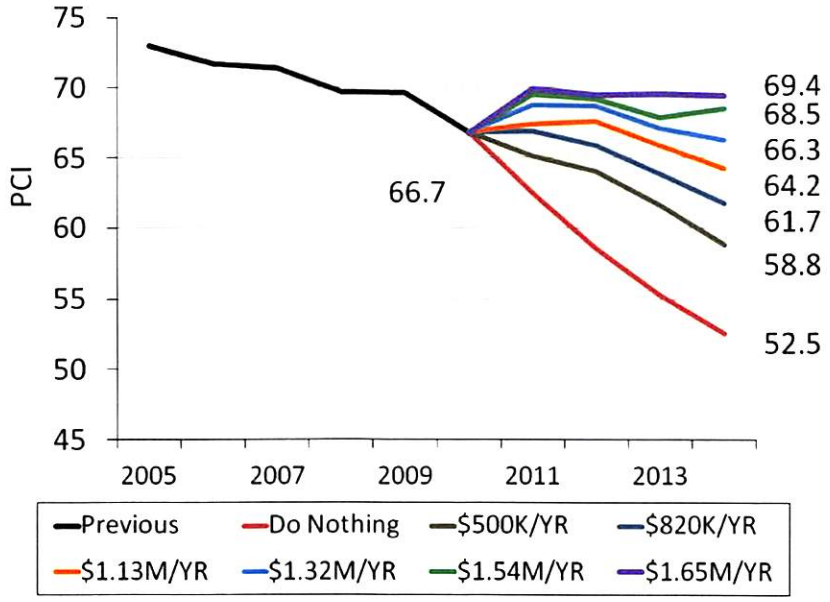
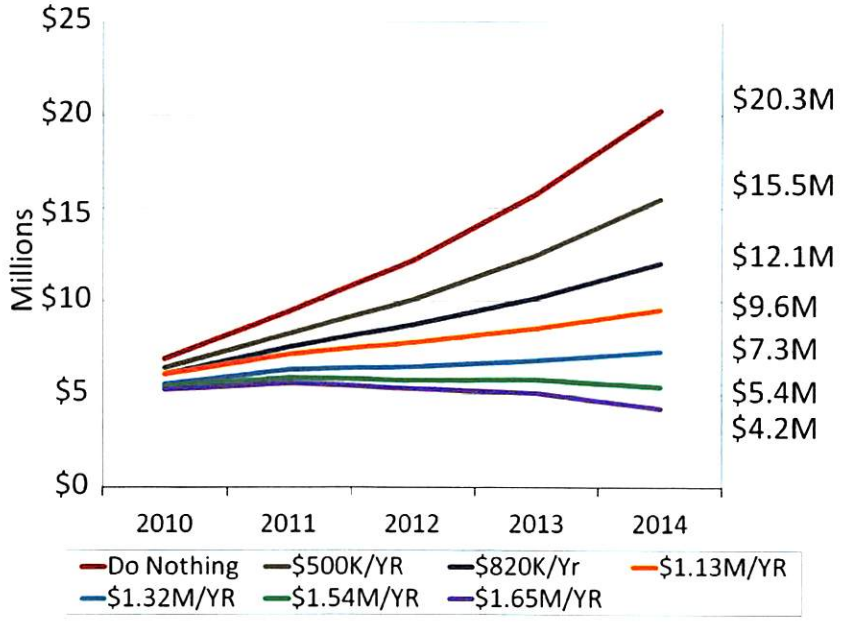


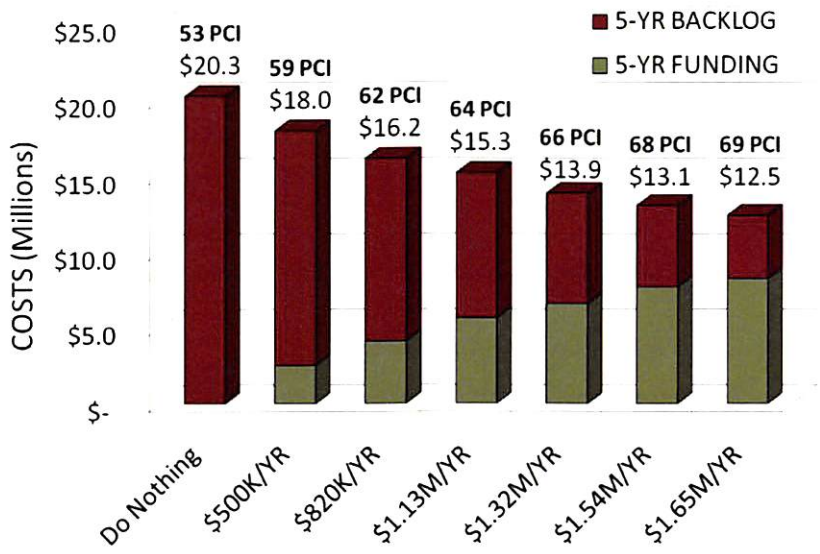
Figure 13 – Backlog Summary



Costs and Consequences

This section compares the roadway condition, backlog and the cumulative annual expenditures for the seven funding scenarios over the course of the five year comparison. Figure 14 is a cost and consequence chart that shows that there is a real cost to not spending money on roadway improvements. The green portion of the column scenario is the allotted funding spent over the entire five years. The red portion is the backlog at the end of the five year study. The dollar amount above each column scenario is the combination of cumulative expenditures and ending backlog.

Figure 14 – Cost and Consequence Chart



Worst-First Philosophy

A pavement management program concentrates on spending budget dollars on roadways to keep them from deteriorating into conditions that are more costly to fix. The pavement management philosophy will also suggest roadway improvements appropriate to its condition. There are some views in the community that insists that the Town fix the roads that are in the worst condition. The following analysis shows that adhering to a worst-first approach will deteriorate the overall average roadway conditions and result in a greater backlog of improvements as compared to the same expenditure in a pavement preservation approach.

Figure 15 shows the effect of spending $820,000/year for five years in both a pavement management approach and a worst-first approach. As stated in the previous section, $820,000 budgeted for the next two years would keep the same average roadway PCI.

Figure 16 shows the backlog levels in five years using the same expenditure. The overall roadway condition and backlog is worst in the worst-first approach.

Figure 15 – Pavement Management vs. Worst-First Condition Comparison

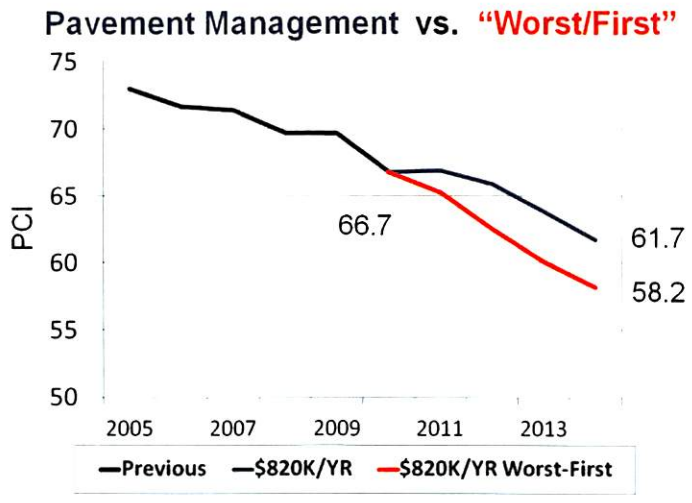
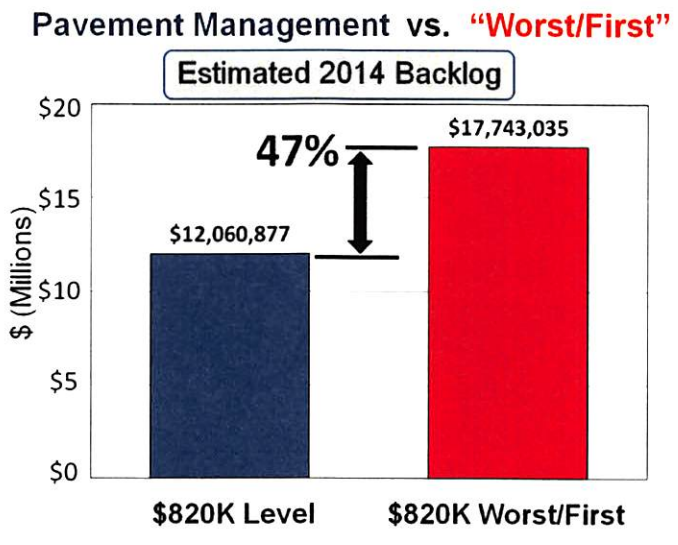


Figure 16 – Pavement Management vs. Worst-First Backlog Comparison



Budget Comparisons

The following table compares budgets from other communities that utilize a similar pavement management program.

Table 3 – Community Budget Comparison

	Annual Expenditure	Miles of Road	$ per Mile	PCI Value	Years of PM
Exeter	$0.50M	67	$ 7,519	67	5
Dover	$1.80M	132	$13,636	62	19
Derry	$1.30M	165	$ 7,879	75	18
Portsmouth	$1.25M	104	$12,019	76	12
Goffstown	$2.27M	130	$17,462	57	8

5

Findings and Recommendations

Pavement Management

1. To best utilize budget dollars, keep roadways from deteriorating into repair categories that are more costly to fix.
2. Pursue the pavement management philosophy of pavement preservation as opposed to a worst/first approach.
3. Fix localized deteriorated roadway or base problem areas prior to an overlay.
4. Utilize repair strategies appropriate to the road condition and underlying problems. Insufficient repairs will cause premature failure.

MicroPAVER

1. Document the work performed on the roadways annually.
2. Refine the family prediction curves periodically.
3. Evaluate funding levels periodically.
4. Update pavement conditions every at least every 3 to 4 years.
5. Develop multi-year road improvement programs with project lists no more than three years out.
6. Create a GIS link for better transfer of data from the program and plan preparation.

Budgets

1. The current road improvement budget of **$500,000** is inadequate to maintain current conditions.
2. Recommend pursuing funding that would keep the average network PCI level two years out. Since the current budget is below the required **$820,000**/yr the second year would need to make up that shortfall by funding **$1,100,000**/yr.
3. Implement a crack sealing program as a cost effective strategy to prolong the life of a good roadway.
4. Institute a program using **10%** of the street improvement budget to address poor condition low volume roads.
5. Any roadway improvement list should be coordinated with known utility projects such as the recently approved 2010 CIP water and sewer pipeline replacement projects.
6. Appendix C provides the proposed roadway improvement list for 2010 and 2011.

Additional Regulations

1. A utility trench can reduce the service life of a road by 40%. Therefore, suggest implementing tighter trench repair regulations to require compaction testing.
2. Consider load limit restrictions on roadways that experience spring thaw break up.

INVENTORY LEGEND

ID	- Street abbreviation used in the program
Sect	- Roadway section number
W	- Roadway width (ft)
L	- Roadway length (ft)
RANK	- Functional classification of the roadway segment
A	- Principle road
B	- Arterial road
C	- Collector road
E	- Residential road
I	- Industrial road
Surf	- Type of roadway surface
AC	- Asphalt cement surface
AAC	- Overlay on an asphalt cement surface
PCI Family	- Deterioration curve used to predict conditions
Last MW	- Date of last major work
Yrs MW	- Years since last major work

INVENTORY

Name	ID	Sect	From	To	W	L	True Area	Rank	Surf	PCI Family	Last MW	Yrs MW
ALLARD ST	ALLRD	1	MICHAEL ST.	END	20	818	16,360	E	AAC	E - OVERLAY	6/1/1986	23.8
ALLEN ST.	ALLEN	1	PORTSMOUTH AVE	MELODY LANE	26	1284	33,384	E	AC	E NEW	7/1/2003	6.7
AMBERWOOD	AMBER	1	HAMPTON FALLS RD	END	24	665	15,960	E	AC	E NEW	6/1/1996	13.8
ANNA LOUISE DR	ANNAL	1	EPPING RD	END	26	581	15,106	E	AC	E NEW	6/1/1997	12.8
ANN'S LN	ANNLN	1	TOWLE AVE	SMITH AVE	20	201	4,020	E	AAC	E - OVERLAY	6/1/1992	17.8
APPLEDORE AVE	APPLE	1	HIGH ST	END	26	649	16,874	E	AAC	E - OVERLAY	6/1/2003	6.8
ARBOR CT	ARBCT	1	PARKER ST	ARBOR ST	18	306	5,508	E	AAC	E - OVERLAY	6/1/1992	17.8
ARBOR ST	ARBST	1	FRONT ST	ARBOR CT	28	454	12,712	E	AAC	E - OVERLAY	6/1/1992	17.8
ASH ST	ASHST	1	MAIN ST	END	24	528	12,672	E	AAC	E - OVERLAY	6/1/1992	17.8
ASHBROOK RD	ASHBR	1	HAMPTON RD	HAMPTON FALLS RD	24	3188	76,512	C	AAC	RURAL OVERLAY	6/1/2000	9.8
AUBURN ST	AUBRN	1	PORTSMOUTH AVE	BUZZELL AVE	22	1251	27,522	C	AC	A.B.C.I NEW	6/1/2005	4.8
BAYBERRY LN	BAYBR	1	HAMPTON FALLS RD	HAMPTON FALLS RD	30	998	29,940	E	AAC	E - OVERLAY	6/1/2002	7.8
BEECH HILL RD	BEECH	1	EPPING RD	OAKLANDS RD	24	4850	116,400	C	AAC	RURAL OVERLAY	6/1/2007	2.8
BEECH HILL RD	BEECH	2	OAKLANDS RD	OLD TOWN FARM RI	24	4358	104,592	E	AAC	RURAL OVERLAY	6/1/1999	10.8
BEECH HILL RD EXT	BECHX	1	EPPING RD	BEECH HILL RD	24	1320	31,680	E	AAC	RURAL OVERLAY	6/1/2000	9.8
BELL AVE	BELLA	1	COURT ST	GILMAN PARK	24	2075	49,800	E	AAC	E - OVERLAY	6/1/2002	7.8
BIRCH RD	BIRCH	1	EPPING RD	TOWN LINE	22	2693	59,246	E	AAC	RURAL OVERLAY	6/1/2007	2.8
BITTERSWEET LN	BITTR	1	GREEN HILL RD	END	20	634	12,680	E	AAC	E - OVERLAY	6/1/1991	18.8
BLACKFORD DR	BLACK	1	GREENLEAF DR	GREENLEAF DR	26	4066	105,716	E	AC	E NEW	6/1/2003	6.8
BLANCHE ST	BLNCH	1	WESTSIDE DR (SW)	WESTSIDE DR (NE)	38	343	13,034	E	AAC	E - OVERLAY	6/1/1996	13.8
BLOSSOM ST	BLOSS	1	MEADOW LN	SHADY LN	24	285	6,840	E	AAC	E - OVERLAY	6/1/1988	21.8
BONNIE DR	BONNI	1	HAVEN LN	GREEN HILL RD	26	776	20,176	E	AAC	E - OVERLAY	6/1/1997	12.8
BOULDER BROOK RD	BOULD	1	KINGSTON RD	KINGSTON RD	24	1167	28,008	E	AAC	E - OVERLAY	7/1/2002	7.7
BOW ST	BOWST	1	COURT ST	CLIFFORD ST	34	264	8,976	C	AAC	I.C OVERLAY	6/1/2000	9.8
BOW ST	BOWST	2	CLIFFORD ST	SOUTH ST	26	317	8,242	E	AAC	E - OVERLAY	6/1/2000	9.8
BRENTWOOD RD	BRENT	1	EPPING RD	COLCORD POND	22	2059	45,298	B	AAC	A.B OVERLAY	6/1/2003	6.8
BRIAR ST	BRIAR	1	RIDGEWOOD TER	GRANITE ST	26	280	7,280	E	AAC	E - OVERLAY	6/1/2001	8.8
BROWN CT	BROWN	1	RIVER ST EXT	END	22	322	7,084	E	AAC	E - OVERLAY	6/1/1992	17.8
BUZZELL AVE	BUZZL	1	HIGH ST	END	22	438	9,636	C	AC	A.B.C.I NEW	6/1/2005	4.8
CAPTAINS WAY	CAPTN	1	NEWFIELDS RD	SW POWER EASEMEI	28	2650	74,200	E	AC	E NEW	11/1/1991	18.4
CAPTAINS WAY	CAPTN	2	SW POWER EASEMEI	SE POWER EASEMEN	24	2031	48,744	E	AC	E NEW	6/1/2004	5.8
CAPTAINS WAY	CAPTN	3	SE POWER EASEMEN	CAPTAINS WAY	28	1060	29,680	E	AC	E NEW	11/1/1991	18.4
CARRIAGE DR	CARRG	1	HAMPTON FALLS RD	HAMPTON FALLS RD	26	1690	43,940	E	AAC	E - OVERLAY	6/1/2006	3.8
CARROLL ST	CARRL	1	FRONT ST	END	24	692	16,608	E	AAC	E - OVERLAY	6/1/1994	15.8
CASS ST	CASS	1	MAIN ST	PARK ST	20	750	15,000	C	AAC	I.C OVERLAY	7/1/2009	0.7
CENTI	CENTR	1	WATER ST	FRONT ST		533	15,990	C	AAC	I.C OVERLAY	6/1/1993	5.8

Name	ID	Sect	From	To	W	L	True Area	Rank	Surf	PCI Family	Last MW	Yrs MW
CHAPMAN WAY	CHAPM	1	BIRCH RD	CULDESAC CURL	24	1085	26,040	E	AC	E NEW	9/1/2000	9.5
CHARTER ST	CHART	1	FRONT ST	END	28	1056	29,568	E	AAC	E - OVERLAY	6/1/1994	15.8
CHESTNUT ST	CHEST	1	PLEASANT ST	JADY HILL AVE	32	1030	32,960	C	AAC	I.C OVERLAY	6/1/1998	11.8
CLARA ST	CLARA	1	THELMA DR	KATHLEEN DR	30	723	21,690	E	AAC	E - OVERLAY	6/1/1999	10.8
CLIFFORD ST	CLIFF	1	WATER ST	BOW ST	30	433	12,990	C	AAC	I.C OVERLAY	6/1/2000	9.8
COLCORD POND DR	COLCD	1	EPPING RD	MICHAEL ST	28	1600	44,800	E	AAC	E - OVERLAY	7/1/2000	9.7
COLONIAL WAY	COLON	1	KINGSTON RD	HERITAGE WAY (N)	30	2640	79,200	E	AAC	E - OVERLAY	6/1/2005	4.8
COLUMBUS AVE	COLUM	1	EPPING RD	WINTER ST	24	1964	47,136	C	AAC	I.C OVERLAY	6/1/2007	2.8
COMMERCE WAY	COMRS	1	INDUSTRIAL DR	CULDESAC CURL	28	1056	29,568	I	AC	A.B.C.I NEW	7/1/2003	6.7
COMMINGS CT	COMNG	1	EPPING RD	END	36	496	17,856	E	AAC	E - OVERLAY	6/1/1998	11.8
CONANT LN	CONAN	1	TOWLE AVE	SMITH AVE	22	185	4,070	E	AAC	E - OVERLAY	6/1/1992	17.8
CONTINENTAL DR	CONTL	1	EPPING RD	END	28	3300	92,400	I	AC	A.B.C.I NEW	6/1/2003	6.8
COTTAGE ST	COTTG	1	FRONT ST	END	16	348	5,568	E	AAC	E - OVERLAY	6/1/1987	22.8
COUNTRY LN	COUNT	1	MEADOW LN	SHADY LN	26	232	6,032	E	AAC	E - OVERLAY	6/1/1988	21.8
COURT ST	COURT	1	FRONT ST	ELM ST	32	1100	35,200	B	AAC	A.B OVERLAY	6/1/2004	5.8
COURT ST	COURT	2	ELM ST	BELL AVE	32	2149	68,768	B	AAC	A.B OVERLAY	6/1/1994	15.8
COURT ST	COURT	3	BELL AVE	CRAWFORD AVE	32	861	27,552	B	AAC	A.B OVERLAY	6/1/2006	3.8
CRAGMERE HEIGHTS	CRAGM	1	BEECH HILL RD	END	22	1056	23,232	E	AC	E NEW	6/1/1993	16.8
CRAWFORD AVE	CRAWF	1	COURT ST	GILMAN PARK	24	2017	48,408	E	AAC	E - OVERLAY	6/1/2002	7.8
CRESTVIEW DR	CREST	1	BRENTWOOD RD	KCKINLEY ST	26	1404	36,504	E	AAC	E - OVERLAY	6/1/2008	1.8
CRONIN RD	CRON	1	EPPING RD	END	16	618	9,888	E	AAC	E - OVERLAY	7/1/2000	9.7
CROSS RD	CROSS	1	KINGSTON RD	PICKPOCKET BRIDGE	24	2967	71,208	C	AAC	RURAL OVERLAY	6/1/1995	14.8
CULLEN WAY	CULLN	1	RIVERWOOD RD	CULDESAC CURL	28	2967	83,076	E	AAC	E - OVERLAY	6/1/2005	4.8
DANIEL ST	DANIL	1	LINCOLN ST	TREMONT ST	30	306	9,180	E	AAC	E - OVERLAY	6/1/1992	17.8
DARTMOUTH ST	DARTM	1	WINTER ST	END	24	528	12,672	E	AAC	E - OVERLAY	6/1/1992	17.8
DEARBORN BROOK C	DRBRK	1	WINDEMERE	CULDESAC CURL	24	655	15,720	E	AC	E NEW	7/1/2003	6.7
DEER RUN LN	DRRUN	1	WATSON RD	END	24	1214	29,136	E	AAC	E - OVERLAY	7/1/2009	0.7
DEERHAVEN DR	DRHAV	1	DOGTOWN RD	END	24	2112	50,688	E	AC	E NEW	7/1/2005	4.7
DEWEY ST	DEWEY	1	WATER ST	PARK ST	20	607	12,140	E	AAC	E - OVERLAY	7/1/2009	0.7
DOGTOWN RD	DOGTN	1	BRENTWOOD RD	TOWN LINE	20	3052	61,040	E	AAC	RURAL OVERLAY	6/1/1997	12.8
DOLLOFF WOODS	DOLFW	1	BRENTWOOD RD	END	26	956	24,856	E	AC	E NEW	7/1/2005	4.7
DOUGLAS WAY	DOUGW	1	JADY HILL AVE	END	26	1214	31,564	E	AAC	E - OVERLAY	6/1/2007	2.8
DOWNING CT	DOWNC	1	ALLEN ST	END	26	861	22,386	E	AC	E NEW	7/1/2003	6.7
DRINKWATER RD	DRINK	1	HIGH ST	TOWN LINE	26	7387	192,062	C	AAC	RURAL OVERLAY	6/1/2002	7.8
ELLIOT ST	ELIOT	1	COURT ST	FRONT ST	28	987	27,636	E	AAC	E - OVERLAY	6/1/2006	3.8
ELM ST	ELMST	1	FRONT ST	COURT ST	36	887	31,932	E	AAC	E - OVERLAY	6/1/1992	17.8
ENO DR	ENODR	1	BLACKFORD DR	END	26	919	23,894	E	AC	E NEW	6/1/2003	6.8
EPPING RD	EPPRD	1	MAIN ST	BROOKSIDE DR	36	2046	73,656	B	AC	A.B.C.I NEW	7/1/2008	1.7
EPPING RD	EPPRD	2	BROOKSIDE DR	CONTINENTAL DR	32	3814	122,048	B	APC	A.B OVERLAY	6/1/2000	9.8

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EPPING RD	EPPRD	3	CONTINENTAL DR	END OF CONCRETE	32	1072	34,304	B	APC	A.B OVERLAY	6/1/2001	8.8
EPPING RD	EPPRD	4	END OF CONCRETE	CRONIN	32	470	15,040	B	AC	A.B.C.I NEW	6/1/1999	10.8
EXETER FALLS ESTATI	EXFALS	1	HAMPTON FALLS RD	PAVE CHANGE	28	1093	30,604	E	AC	E NEW	6/1/1991	18.8
EXETER FALLS ESTATI	EXFALS	2	PAVE CHANGE	END	28	1146	32,088	E	AC	E NEW	5/1/1999	10.9
EXETER FARMS RD	EXFRM	1	HAMPTON RD	GUINEA RD	24	2064	49,536	E	AC	E NEW	9/1/1999	10.5
FARMINGTON RD	FARMN	1	KINGSTON RD	end	20	792	15,840	E	AC	E NEW	10/1/2004	5.4
FOLSOM CT	FOLSC	1	FOLSOM ST	CULDESAC CURL	26	280	7,280	E	AAC	E - OVERLAY	6/1/1991	18.8
FOLSOM ST	FOLSS	1	HIGH ST	FOLSOM CT	26	1368	35,568	E	AAC	E - OVERLAY	6/1/1991	18.8
FOREST ST	FORST	1	WALNUT ST	WADLEIGH ST	24	723	17,352	E	AAC	E - OVERLAY	7/1/2009	0.7
FOX CHAPEL CT	FOXCH	1	FOLSOM ST	END	26	734	19,084	E	AAC	E - OVERLAY	6/1/1994	15.8
FRANKLIN ST	FRANK	1	CLIFFORD ST	END	34	586	19,924	E	AAC	E - OVERLAY	6/1/1992	17.8
FRONT ST	FRONT	1	WATER ST	COURT ST	40	455	18,200	B	AAC	A.B OVERLAY	6/1/1992	17.8
FRONT ST	FRONT	2	COURT ST	TAN LN	40	1208	48,320	B	AAC	A.B OVERLAY	6/1/1996	13.8
FRONT ST	FRONT	3	TAN LN	SCHOOL ST	40	2088	83,520	B	AAC	A.B OVERLAY	7/1/2008	1.7
FRONT ST	FRONT	4	SCHOOL ST	RR TRACKS	40	775	31,000	B	AAC	A.B OVERLAY	6/1/1996	13.8
FRONT ST	FRONT	5	RR TRACKS	WASHINGTON ST	40	1232	49,280	B	AAC	A.B OVERLAY	7/1/2003	6.7
FRONT ST	FRONT	6	WASHINGTON ST	BRIDGE	40	1403	56,120	B	AAC	A.B OVERLAY	7/1/2008	1.7
FULLER LN	FULLR	1	HAMPTON RD	END	26	1193	31,018	E	AAC	E - OVERLAY	6/1/1989	20.8
GARDNER ST	GARDN	1	HIGH ST	END	22	446	9,812	E	AAC	E - OVERLAY	6/1/2004	5.8
GARFIELD CT	GARFC	1	GARFIELD ST	END	20	264	5,280	E	AAC	E - OVERLAY	6/1/1998	11.8
GARFIELD ST	GARFS	1	LINCOLN ST	KOSSUTH ST	24	723	17,352	E	AAC	E - OVERLAY	6/1/1992	17.8
GARRISON LN	GARRS	1	BRENTWOOD RD	END	18	1119	20,142	E	AC	E NEW	7/1/2009	0.7
GARY LN	GARYL	1	LINDEN ST	COURT ST	26	1779	46,254	C	AC	A.B.C.I NEW	6/1/2006	3.8
GILL ST	GILLS	1	FRONT ST	LINDEN ST	30	264	7,920	E	AAC	E - OVERLAY	6/1/2004	5.8
GILMAN ST	GILMN	1	COURT ST	END	30	1140	34,200	I	AAC	I.C OVERLAY	6/1/2006	3.8
GLENERIN LN	GLENR	1	JADY HILL AVE	CULDESAC CURL	26	528	13,728	E	AC	E NEW	6/1/1990	19.8
GRANDVIEW TERR	GRAND	1	DRINKWATER RD	PLEASANT VIEW DR	26	3749	97,474	E	AAC	E - OVERLAY	6/1/2002	7.8
GRANITE ST	GRANT	1	RIDGEWOOD TERR	BRIAR ST	26	560	14,560	E	AAC	E - OVERLAY	6/1/2001	8.8
GREAT HILL CT	GREAT	1	KINGSTON RD	CULDESAC CURL	24	1811	43,464	E	AAC	E - OVERLAY	6/1/2001	8.8
GREEN HILL RD	GRNHL	1	PORTSMOUTH AVE	BITTERSWEET LN	30	385	11,550	C	AAC	I.C OVERLAY	6/1/1986	23.8
GREEN ST	GREEN	1	WATER ST	CASS ST	24	702	16,848	E	AAC	E - OVERLAY	7/1/2009	0.7
GREENLEAF DR	GRNLF	1	BRENTWOOD RD	END	26	3928	102,128	E	AAC	E - OVERLAY	6/1/1998	11.8
GREYBIRD FARM CIR	GREYB	1	KINGSTON RD	CULDESAC CURL	30	686	20,580	E	AAC	E - OVERLAY	7/1/2005	4.7
GREYSTONE DR	GREYS	1	KINGSTON RD	TOWNLINE	28	1109	31,052	E	AC	E NEW	6/1/1996	13.8
GROVE CT	GROVC	1	GROVE ST	END	24	364	8,736	E	AAC	E - OVERLAY	6/1/2006	3.8
GROVE ST	GROVS	1	PINE ST	ELLIOT RD	24	813	19,512	E	AAC	E - OVERLAY	6/1/2006	3.8
GUINEA RD	GUINE	1	HAMPTON RD	TOWN LINE	28	1914	53,592	C	AAC	RURAL OVERLAY	7/1/2006	3.7
HALE ST	HALE	1	LOCUST ST	END	[illegible]	628	15,072	E	AAC	E - OVERLAY	7/1/2009	[illegible].7
HALF FUNNY LN	HALFP	1	CAPTAINS WAY	CULDESAC CURL	[illegible]	923	22,152	E	AC	E NEW	6/1/2004	[illegible].8

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HALL CT	HALLC	1	HIGH ST	HALL PLACE	16	264	4,224	E	AAC	E - OVERLAY	6/1/1997	12.8
HALL PLACE	HALLP	1	PLEASANT ST	WOODLAWN CIR	18	987	17,766	E	AAC	E - OVERLAY	6/1/1997	12.8
HAMPTON FALLS RD	HFALL	1	HIGH ST	TOWN LINE	24	5607	134,568	B	AAC	A.B OVERLAY	6/1/2007	2.8
HAMPTON RD	HAMPT	1	HIGH ST	WAYSIDE DR	37	2495	92,315	B	AAC	A.B OVERLAY	6/1/2006	3.8
HAMPTON RD	HAMPT	2	WAYSIDE DR	TOWN LINE	37	4993	184,741	B	AAC	A.B OVERLAY	6/1/2006	3.8
HARTMAN PL	HARTM	1	BRENTWOOD RD	MILL STREAM DR	28	977	27,356	E	AAC	E - OVERLAY	6/1/1998	11.8
HARVARD ST	HARVD	1	MAIN ST	ROCKINGHAM ST	24	660	15,840	E	AAC	E - OVERLAY	6/1/1992	17.8
HAVEN LN	HAVEN	1	END (W)	END(E)	32	1769	56,608	E	AAC	E - OVERLAY	6/1/1997	12.8
HERITAGE WAY	HERIT	1	COLONIAL WAY	END	30	2112	63,360	E	AAC	E - OVERLAY	6/1/2005	4.8
HICKORY LN	HICKR	1	WHEELWRIGHT AVE	END	18	248	4,464	E	AAC	E - OVERLAY	6/1/2001	8.8
HIGH ST	HIGHS	1	GREAT BRIDGE	PORTSMOUTH AVE	26	610	15,860	A	AAC	A.B OVERLAY	6/1/2003	6.8
HIGH ST	HIGHS	2	PORTSMOUTH AVE	BUZZELL AVE	26	1312	34,112	B	AAC	A.B OVERLAY	6/1/2005	4.8
HIGH ST	HIGHS	3	BUZZELL AVE	DRINKWATER DR	26	2027	52,702	B	AAC	A.B OVERLAY	6/1/2002	7.8
HIGH ST	HIGHS	4	DRINKWATER RD	HAMPTON FALLS RD	26	2717	70,642	B	AAC	A.B OVERLAY	6/1/2004	5.8
HIGHLAND ST	HIGHL	1	PORTSMOUTH AVE	PROSPECT AVE	22	618	13,596	E	AC	E NEW	6/1/2005	4.8
HILLIARD CIR	HILLD	1	GROVE ST	END	22	370	8,140	E	AAC	E - OVERLAY	6/1/2006	3.8
HILLSIDE DR	HILLS	1	RIVERWOODS DR	CULDESAC CURL	30	1241	37,230	E	AC	E NEW	6/1/2000	9.8
HOBART ST	HOBAR	1	FRONT ST	END	24	475	11,400	E	AAC	E - OVERLAY	6/1/2008	1.8
HOLLAND WAY	HOLLD	1	PORTSMOUTH AVE	HAMPTON RD	36	5940	213,840	B	AC	A.B.C.I NEW	7/1/1998	11.7
HOLLY CT	HOLLY	1	FOLSOM ST	CULDESAC CURL	24	216	5,184	E	AAC	E - OVERLAY	6/1/1991	18.8
HUNTER PLACE	HUNTR	1	HAMPTON RD	END	24	1309	31,416	E	AC	E NEW	6/1/1986	23.8
INDUSTRIAL DR	INDUS	1	EPPING RD (S)	EPPING RD (N)	28	3907	109,396	I	AAC	I.C OVERLAY	7/1/2006	3.7
JADY HILL AVE	JDYHA	1	CHESTNUT ST	WEBSTER AVE	24	1945	46,680	C	AAC	I.C OVERLAY	6/1/1997	12.8
JADY HILL AVE	JDYHA	2	CHESTNUT ST	HOLDING POND	24	300	7,200	E	AAC	E - OVERLAY	6/1/1998	11.8
JADY HILL CIR	JDYCR	1	JADY HILL AVE	GREEN HILL RD	26	1188	30,888	C	AAC	I.C OVERLAY	6/1/2001	8.8
JADY HILL CT	JDYCT	1	WOODLAWN CIR	JADY HILL CIR	28	185	5,180	E	AAC	E - OVERLAY	6/1/2001	8.8
JAY'S CUT OFF	JYCUT	1	EPPING RD (S)	EPPING RD (N)	24	739	17,736	E	AAC	E - OVERLAY	6/1/1997	12.8
JOHN WEST RD	JOHNW	1	KINGSTON RD	TOWN LINE	18	2086	37,548	E	AAC	RURAL OVERLAY	6/1/1999	10.8
JUNIPER RIDGE RD	JUNIP	1	KINGSTON RD	CROSS RD	28	2640	73,920	C	AAC	RURAL OVERLAY	6/1/1995	14.8
KATHLEEN DR	KATHL	1	GARY LN	PATRICIA AVE	26	1061	27,586	E	AAC	E - OVERLAY	6/1/1999	10.8
KELBY SCOTT WAY	KELBY	1	WATSON RD	END	26	1426	37,076	E	AC	E NEW	7/1/2009	0.7
KIMBALL RD	KIMBL	1	POWDER MILL RD	TOWN LINE	20	264	5,280	C	AAC	RURAL OVERLAY	6/1/2000	9.8
KOSSUTH ST	KOSST	1	FRONT ST	GARFIELD ST	24	475	11,400	E	AAC	E - OVERLAY	7/1/2004	5.7
LADD LN	LADD	1	CENTER ST	END	12	174	2,088	E	AAC	E - OVERLAY	7/1/2009	0.7
LANGDON AVE	LANGD	1	HIGH ST	STAR AVE	26	665	17,290	E	AAC	E - OVERLAY	6/1/2003	6.8
LANTERN LN	LANTN	1	WHEELWRIGHT AVE	END	20	185	3,700	E	AAC	E - OVERLAY	6/1/2001	8.8
LAPERLE AVE	LAPER	1	WESTSIDE DR (W)	WESTSIDE DR (E)	38	380	14,440	E	AAC	E - OVERLAY	6/1/1996	13.8
LARY LN	LARY	1	COURT ST	END	18	2091	37,638	E	AAC	RURAL OVERLAY	6/1/2000	9.8
LAUREL CT	LAURL	1	FOLSOM ST	CULDESAC CURL	24	243	5,832	E	AAC	E - OVERLAY	6/1/1991	18.8

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LEARY CT	LEARY	1	ALLEN ST	END	26	845	21,970	E	AC	E NEW	7/1/2003	6.7
LIBERTY LN	LIBER	1	COLONIAL WAY	END	24	1954	46,896	E	AAC	E - OVERLAY	8/1/1995	14.6
LINCOLN ST	LINCL	1	MAIN ST	FRONT ST	40	2054	82,160	C	AAC	I.C OVERLAY	6/1/1992	17.8
LINDEN ST	LINDN	1	FRONT ST	GILL ST	30	810	24,300	C	AAC	I.C OVERLAY	7/1/2009	0.7
LINDEN ST	LINDN	2	GILL ST	SQUAMSCOTT COMI	26	880	22,880	C	AAC	I.C OVERLAY	7/1/2009	0.7
LINDEN ST	LINDN	3	SQUAMSCOTT COMI	LITTLE RIVER	26	669	17,394	C	AAC	RURAL OVERLAY	6/1/2004	5.8
LINDEN ST	LINDN	4	LITTLE RIVER	GARY LN	26	1115	28,990	C	AAC	RURAL OVERLAY	6/1/1992	17.8
LINDEN ST	LINDN	5	GARY LN	EXETER RIVER	26	3514	91,364	C	AAC	RURAL OVERLAY	6/1/2008	1.8
LINDEN ST	LINDN	6	EXETER RIVER	KIMBALL RD	24	2888	69,312	C	AAC	RURAL OVERLAY	7/1/2009	0.7
LITTLE PINE LN	LITPN	1	BAYBERRY LN (NW)	BAYBERRY LN (SE)	26	214	5,564	E	AAC	E - OVERLAY	6/1/2000	9.8
LITTLE RIVER RD	LITRV	1	BRENTWOOD RD	PENN LN	24	359	8,616	E	AAC	E - OVERLAY	6/1/1995	14.8
LOCUST ST	LOCUS	1	PARK ST	END	24	739	17,736	E	AAC	E - OVERLAY	7/1/2009	0.7
LOUISBURG CIR	LOUIS	1	BRENTWOOD RD	END	24	1584	38,016	E	AC	E NEW	6/1/1991	18.8
MAIN ST	MAIN	1	WATER ST	WINTER ST	38	2424	92,112	B	AC	A.B.C.I NEW	7/1/2008	1.7
MAPLE ST	MAPLE	1	COURT ST	ELM ST	24	428	10,272	E	AAC	E - OVERLAY	6/1/1994	15.8
MARILYN AVE	MARIL	1	THELMA DR	KATHLEEN DR	26	708	18,408	E	AAC	E - OVERLAY	6/1/1999	10.8
MARLBORO ST	MARLB	1	HIGH ST	END	22	346	7,612	E	AAC	E - OVERLAY	6/1/1986	23.8
MARSTON ST	MARST	1	COURT ST	END	40	264	10,560	E	AAC	E - OVERLAY	6/1/1982	27.8
MCKINLEY ST	MCKIN	1	WASHINGTON ST	HOBART ST	24	908	21,792	E	AAC	E - OVERLAY	6/1/2008	1.8
MEADOW LN	MDWLN	1	BLOSSON LN	COUNTRY LN	26	496	12,896	E	AAC	E - OVERLAY	6/1/1988	21.8
MEADOWWOOD DR	MDWWD	1	ASHBROOK RD	CULDESAC CURL	24	1383	33,192	E	AC	E NEW	6/1/2000	9.8
MELODY LN	MELOD	1	ALLEN ST	END	22	121	2,662	E	AC	E NEW	7/1/2003	6.7
MICHAEL ST	MICHL	1	COLCORD POND RD	EPPING RD	24	528	12,672	E	AAC	E - OVERLAY	6/1/1986	23.8
MILL ST	MILL	1	FRONT ST	ARBOR ST	26	338	8,788	E	AAC	E - OVERLAY	7/1/2004	5.7
MILL STREAM DR	MILSM	1	BRENTWOOD RD	HARTMAN PL	26	1584	41,184	E	AAC	E - OVERLAY	6/1/1998	11.8
MINUTEMAN LN	MINUT	1	LIBERTY LN	BOULDER BROOK DR	24	1140	27,360	E	AAC	E - OVERLAY	8/1/1995	14.6
MOORE LN	MOORE	1	CAPTAINS WAY	CULDESAC CURL	24	633	15,192	E	AC	E NEW	6/1/2004	5.8
MORROW ST	MORRW	1	FRONT ST	END	18	554	9,972	E	AAC	E - OVERLAY	6/1/1999	10.8
MYRTLE ST	MYRTL	1	CHARTER ST	CARROL ST	24	486	11,664	E	AAC	E - OVERLAY	6/1/1994	15.8
NATHANIEL WAY	NATHN	1	NO. HAMPTON RD	CULDESAC CURL	24	331	7,944	E	AC	E NEW	6/1/1997	12.8
NELSON DR	NELSN	1	COURT ST	END	26	861	22,386	E	AAC	E - OVERLAY	6/1/1997	12.8
OAK ST	OAKST	1	PARK ST	FOREST ST	24	845	20,280	C	AAC	I.C OVERLAY	6/1/2006	3.8
OAKLANDS RD	OAKLD	1	BEECH HILL RD	WATSON RD	24	2738	65,712	C	AAC	RURAL OVERLAY	6/1/1994	15.8
OAKLANDS RD	OAKLD	2	WATSON RD	TOWN LINE	24	2031	48,744	C	AAC	RURAL OVERLAY	6/1/2000	9.8
OLD TOWN FARM RI	OLDTW	1	EPPING RD	BEECH HILL RD	24	6336	152,064	E	AAC	RURAL OVERLAY	6/1/1999	10.8
ORCHARD CIR	ORCHR	1	TOWLE AVE (S)	TOWLE AVE (N)	20	174	3,480	E	AAC	E - OVERLAY	6/1/2001	8.8
PARK CT	PARKC	1	PARK ST	END	22	211	4,642	E	AAC	E - OVERLAY	6/1/2006	3.8
PARK	PARKS	1	WATER ST	BRIDGE	[illegible]	1109	28,834	E	AAC	E - OVERLAY	7/1/2009	0.7
PARK	PARKS	2	BRIDGE	EPPING RD	[illegible]	1156	39,304	C	AAC	I.C OVERLAY	6/1/2006	3.8

Name	ID	Sect	From	To	W	L	True Area	Rank	Surf	PCI Family	Last MW	Yrs MW
PARKER ST	PARKR	1	FRONT ST	ARBOR CT	20	385	7,700	E	AAC	E - OVERLAY	6/1/1992	17.8
PATRICIA AVE	PATRI	1	COURT ST	END	26	1320	34,320	E	AAC	E - OVERLAY	6/1/1999	10.8
PENN LN	PENN	1	WALLACE RD	LITTLE RIVER RD	26	422	10,972	E	AAC	E - OVERLAY	6/1/1995	14.8
PHINNEY LN	PHINN	1	HAMPTON RD	TOWN LINE	26	1114	28,964	E	AAC	E - OVERLAY	6/1/2000	9.8
PICKPOCKET RD	PICKP	1	KINGSTON RD	TOWN LINE	22	4224	92,928	C	AAC	RURAL OVERLAY	6/1/1995	14.8
PINE GROVE RD	PINEG	1	HAMPTON FALLS RD	CULDESAC CURL	28	845	23,660	E	AAC	E - OVERLAY	6/1/2000	9.8
PINE RD	PINER	1	EPPING RD	TOWN LINE	24	264	6,336	I	AC	A.B.C.I NEW	7/1/1988	21.7
PINE ST	PINES	1	FRONT ST	COURT ST	36	1478	53,208	C	AAC	I.C OVERLAY	6/1/1998	11.8
PLEASANT ST	PLSST	1	HIGH ST	CHESTNUT ST	32	565	18,080	C	AAC	I.C OVERLAY	6/1/1998	11.8
PLEASANT VIEW DR	PLSVW	1	DRINKWATER (N)	DRINKWATER (S)	27	1647	44,469	E	AAC	E - OVERLAY	6/1/2002	7.8
PLOUFF LN	PLOUF	1	HARTMAN PL	MILL STREAM RD	36	739	26,604	E	AAC	E - OVERLAY	6/1/1998	11.8
PORTSMOUTH AVE	PORTS	1	HIGH ST	WATERWORKS	48	3105	149,040	A	APC	A.B OVERLAY	7/1/2008	1.7
PORTSMOUTH AVE	PORTS	2	WATERWORKS	TOWN LINE	70	2249	157,430	A	AC	A.B.C.I NEW	7/1/2000	9.7
POWDER MILL RD	POWDR	1	KIMBALL RD	KINGSTON RD	24	4726	113,424	C	AAC	RURAL OVERLAY	6/1/2000	9.8
PRENTISS WAY	PRENT	1	DRINKWATER RD	END	28	1774	49,672	E	AC	E NEW	11/1/1991	18.4
PROSPECT AVE	PROSA	1	AUBURN ST	HIGHLAND ST	26	526	13,676	E	AC	E NEW	6/1/2005	4.8
PROSPECT ST	PROSS	1	PORTSMOUTH AVE	PROSPECT AVE	25	634	15,850	E	AC	E NEW	6/1/2005	4.8
PUMPKIN CIR	PUMPK	1	SHADY LN	END	26	480	12,480	E	AC	E NEW	10/1/1994	15.4
RAILROAD AVE	RAILR	1	FRONT ST	WINTER ST	26	655	17,030	C	AAC	I.C OVERLAY	6/1/2000	9.8
RIDGECREST DR	RIDGC	1	DOUGLAS WAY (W)	DOUGLAS WAY (E)	26	924	24,024	E	AAC	E - OVERLAY	6/1/2007	2.8
RIDGEWOOD TERR	RIDGW	1	HIGH ST	END	26	913	23,738	E	AAC	E - OVERLAY	6/1/2001	8.8
RIVER BEND CIR	RIVBD	1	COURT ST	END	24	2112	50,688	E	AAC	E - OVERLAY	7/1/2005	4.7
RIVER ST	RIVST	1	SOUTH ST	END	24	776	18,624	E	AAC	E - OVERLAY	6/1/1992	17.8
RIVER ST EXT	RIVSX	1	SOUTH ST	RIVER ST	24	304	7,296	E	AAC	E - OVERLAY	6/1/1992	17.8
RIVERWOODS DR	RIVWD	1	KINGSTON RD	HILLSIDE DR	30	1241	37,230	E	AAC	E - OVERLAY	7/1/2005	4.7
ROBIN LN	ROBIN	1	TOWLE AVE	WHEELWRIGHT AVE	22	733	16,126	E	AAC	E - OVERLAY	6/1/2001	8.8
ROCKEY HILL	ROCKY	1	HIGH ST	END	26	375	9,750	E	AAC	E - OVERLAY	7/1/2005	4.7
ROCKINGHAM ST	ROCKH	1	WINTER ST	END	26	459	11,934	E	AAC	E - OVERLAY	6/1/1992	17.8
SALEM ST	SALEM	1	SUMMER ST	WALNUT ST	24	776	18,624	C	AAC	I.C OVERLAY	6/1/2009	0.8
SANBORN ST	SANBN	1	FRONT ST	MYRTLE ST	24	639	15,336	E	AAC	E - OVERLAY	6/1/1994	15.8
SCAMMON LN	SCAMM	1	WESTSIDE DR (SW)	WESTSIDE DR (NE)	38	454	17,252	E	AAC	E - OVERLAY	6/1/1996	13.8
SCHOOL ST	SCHOO	1	FRONT ST	GARFIELD ST	22	634	13,948	E	AAC	E - OVERLAY	6/1/1992	17.8
SENYAR FARM LN	SENYF	1	CAPTAIN'A WAY	END	24	364	8,736	E	AC	E NEW	11/1/1991	18.4
SHADY LN	SHADY	1	BLOSSOM LN	COUNTRY LN	26	433	11,258	E	AAC	E - OVERLAY	6/1/1988	21.8
SILVIO ST	SILVI	1	WESTSIDE DR (SW)	WESTSIDE DR (NE)	38	396	15,048	E	AAC	E - OVERLAY	6/1/1996	13.8
SINCLAIR DR	SINCL	1	SLOAN'S BROOK DR	CULDESAC CURL	24	686	16,464	E	AC	E NEW	7/1/2004	5.7
SLEEPY HOLLOW	SLEEP	1	THORTON ST	CULDESAC CURL	24	454	10,896	E	AAC	E - OVERLAY	6/1/1991	18.8
SLOAN'S BROOK DR	SLOAN	1	NEWFIELDS RD	CULDESAC CURL	24	1795	43,080	E	AC	E NEW	7/1/2004	5.7
SMITH AVE	SMITH	1	CONANT AVE	ANN'S LN	20	169	3,380	E	AAC	E - OVERLAY	6/1/1992	17.8

Name	ID	Sect	From	To	W	L	True Area	Rank	Surf	PCI Family	Last MW	Yrs MW
SOUTH ST	SOUTH	1	COURT ST	FRANKLIN ST	28	665	18,620	E	AAC	E - OVERLAY	6/1/1992	17.8
SPRING ST	SPRING	1	FRONT ST	WATER ST	26	665	17,290	C	AAC	I.C OVERLAY	6/1/1992	17.8
SPRUCE CT	SPRUC	1	SPRUCE ST	END	26	359	9,334	E	AAC	E - OVERLAY	6/1/2007	2.8
SPRUCE ST	SPRUS	1	WASHINGTON ST	COLUMBUS AVE	22	560	12,320	E	AAC	E - OVERLAY	6/1/2007	2.8
SPRUCE ST	SPRUS	2	COLUMBUS AVE	WINTER ST	30	686	20,580	E	AAC	E - OVERLAY	6/1/2007	2.8
SQUAMSCOTT CIR	SQUAM	1	WINDEMERE	CULDESAC CURL	24	407	9,768	E	AC	E NEW	7/1/2003	6.7
STAR AVE	STAR	1	APPLEDORE AVE	LANGDON	26	238	6,188	E	AAC	E - OVERLAY	6/1/2003	6.8
STEVENS CT	STEVE	1	ALLEN ST	END	26	665	17,290	E	AC	E NEW	7/1/2003	6.7
STONE RIDGE LN	STNRG	1	WOODRIDGE LN	END	24	1525	36,600	E	AC	E NEW	9/1/2009	0.5
STONEY BROOK CON	STNBC	1	PORTSMOUTH AVE	STONEY BROOK LN	32	407	13,024	E	AAC	E - OVERLAY	7/1/2003	6.7
STONEY BROOK LN	STNBL	1	PORTSMOUTH AVE	END	26	539	14,014	E	AAC	E - OVERLAY	7/1/2003	6.7
STONEY WATER RD	STNWR	1	CROSS RD	END	20	528	10,560	E	AAC	E - OVERLAY	7/1/1995	14.7
STRING BRIDGE	STRIN	1	WATER ST	CHESTNUT ST	35	528	18,480	C	AAC	I.C OVERLAY	6/1/1991	18.8
SUMMER ST	SUMMR	1	WATER ST	RR	24	580	16,080	C	AC	A.B.C.I NEW	7/1/2009	0.7
SUMMER ST	SUMMR	2	RR	PARK ST	24	500	12,000	E	AAC	E - OVERLAY	7/1/2009	0.7
SWASEY PKWY	SWASY	1	WATER ST	NEWFIELDS RD	24	2556	61,344	E	AC	E NEW	6/1/2001	8.8
TAMARIND LN	TAMAR	1	KINGSTON RD	CULLEN WAY	28	1647	46,116	E	AAC	E - OVERLAY	6/1/2005	4.8
TAN LN	TANLN	1	MAIN ST	FRONT ST	24	945	22,680	C	AC	A.B.C.I NEW	6/1/2006	3.8
TERRY'S WAY	TERRY	1	WOOD RIDGE LN	END	24	725	17,400	E	AC	E NEW	9/1/2009	0.5
THELMA DR	THELM	1	GARY LN	PATRICIA AVE	26	1199	31,174	E	AAC	E - OVERLAY	6/1/1999	10.8
THORNTON AVE	THORN	1	SLEEPY HOLLOW	END	24	1093	26,232	E	AAC	E - OVERLAY	6/1/2001	8.8
TILTON AVE	TILTN	1	WESTSIDE DR (SW)	WESTSIDE DR (NE)	38	370	14,060	E	AAC	E - OVERLAY	6/1/1996	13.8
TOWLE AVE	TOWLE	1	HIGH ST	THORNTON AVE	26	840	21,840	E	AAC	E - OVERLAY	6/1/1992	17.8
TREMONT ST	TREMT	1	LINCOLN ST	END	24	581	13,944	E	AAC	E - OVERLAY	6/1/1992	17.8
TWIN POND CIR	TWINP	1	MEADOWOOD DR	CULDESAC CURL	24	539	12,936	E	AC	E NEW	8/1/2000	9.6
UNION ST	UNION	1	FRONT ST	GARFIELD ST	24	766	18,384	E	AAC	E - OVERLAY	6/1/1992	17.8
VINE ST	VINE	1	CHARTER ST	CARROLL ST	24	523	12,552	E	AAC	E - OVERLAY	6/1/1994	15.8
WADLEIGH ST	WADLG	1	SALEM ST	FOREST ST	24	312	7,488	E	AAC	E - OVERLAY	7/1/2009	0.7
WALLACE RD	WALLC	1	BRENTWOOD RD	PENN LN	24	238	5,712	E	AAC	E - OVERLAY	6/1/1995	14.8
WALNUT ST	WALNT	1	FOREST ST	OAK ST	24	919	22,056	E	AAC	E - OVERLAY	7/1/2009	0.7
WALTERS WAY	WALTS	1	NEWFIELDS RD	END	22	1980	43,560	E	AC	E NEW	9/1/2003	6.5
WARREN AVE	WARRN	1	PARK ST	HALE ST	22	491	10,802	E	AAC	E - OVERLAY	7/1/2009	0.7
WASHINGTON ST	WASHG	1	FRONT ST	BRENTWOOD RD	26	1204	31,304	C	AAC	I.C OVERLAY	6/1/2008	1.8
WATER ST	WATER	1	GREAT BRIDGE	SWASEY PKWY	55	1478	81,290	A	AAC	A.B OVERLAY	6/1/1994	15.8
WATER ST	WATER	2	SWASEY PKWY	MAIN ST	55	440	24,200	A	AC	A.B.C.I NEW	7/1/2008	1.7
WATER ST	WATER	3	MAIN ST	GREEN ST	24	615	14,760	B	AAC	A.B OVERLAY	6/1/2008	1.8
WATER ST	WATER	4	GREEN ST	SUMMER ST	24	1064	25,536	B	AAC	A.B OVERLAY	6/1/1992	17.8
WATE[illegible]	WATER	5	SUMMER ST	NEWFIELDS RD	[illegible]	1163	27,912	B	AAC	A.B OVERLAY	6/1/2004	[illegible]5.8
WATS[illegible] RD	WATSN	1	EPPING RD	PAVEMENT CHANGE	[illegible]	1867	48,542	C	AC	A.B.C.I NEW	7/1/1999	[illegible]0.7

Name	ID	Sect	From	To	W	L	True Area	Rank	Surf	PCI Family	Last MW	Yrs MW
WATSON RD	WATSN	2	PAVEMENT CHANGE	36 WATSON RD	24	1329	31,896	C	AAC	RURAL OVERLAY	7/1/2000	9.7
WATSON RD	WATSN	3	36 WATSON RD	POWER LINE	24	3563	85,512	C	AAC	RURAL OVERLAY	7/1/2003	6.7
WATSON RD	WATSN	4	POWER LINE	OAKLANDS RD	24	2516	60,384	C	AAC	RURAL OVERLAY	7/1/1992	17.7
WAYSIDE DR	WAYSD	1	HAMPTON RD	FULLER LN	34	733	24,922	E	AAC	E - OVERLAY	6/1/1989	20.8
WEBSTER AVE	WEBST	1	JADY HILL AVE	END	22	1404	30,888	E	AC	E NEW	7/1/2003	6.7
WENTWORTH ST	WENTW	1	BRENTWOOD RD	MCKINLEY ST	24	1452	34,848	E	AAC	E - OVERLAY	6/1/2008	1.8
WESTSIDE DR	WESTS	1	FRONT ST	CCW TO HSE#86	38	3728	141,664	E	AAC	E - OVERLAY	6/1/1996	13.8
WHEELWRIGHT AVE	WHEEL	1	HIGH ST	THORNTON AVE	22	908	19,976	E	AAC	E - OVERLAY	6/1/2001	8.8
WHIPPOORWILL LN	WHIPP	1	HIGH ST	BLOSSOM LN	24	444	10,656	E	AAC	E - OVERLAY	6/1/1988	21.8
WHITLEY ST	WHITL	1	WINTER ST	END	20	475	9,500	E	AAC	E - OVERLAY	6/1/1998	11.8
WILLIAMS CT	WILLM	1	CENTER ST	SPRING ST	12	264	3,168	E	AAC	E - OVERLAY	7/1/2007	2.7
WINDEMERE	WINDM	1	HIGH ST	CULDESAC CURL	24	1294	31,056	E	AC	E NEW	7/1/2003	6.7
WINTER ST	WINTR	1	FRONT ST	EPPING RD	24	1859	44,616	C	AAC	I.C OVERLAY	6/1/1992	17.8
WOODLAWN CIR	WOODL	1	PLEASANT ST	WOODLAWN AVE (#:	24	1404	33,696	E	AAC	E - OVERLAY	6/1/2001	8.8
WOODRIDGE LN	WOODR	1	WATSON RD	WATSON RD	24	4460	107,925	E	AC	E NEW	9/1/2009	0.5
WYNDEBROOK CIR	WYNDE	1	EXETER FARMS RD	END	24	686	16,464	E	AC	E NEW	9/1/1999	10.5

Condition Ratings by Street

Name	Sect	From	To	PCI	Date
ALLARD ST	1	MICHAEL ST.	END	7	9/23/2009
ALLEN ST.	1	PORTSMOUTH AVE	MELODY LANE	96	8/7/2009
AMBERWOOD	1	HAMPTON FALLS RD	END	81	8/8/2009
ANNA LOUISE DR	1	EPPING RD	END	86	7/24/2009
ANN'S LN	1	TOWLE AVE	SMITH AVE	15	7/28/2009
APPLEDORE AVE	1	HIGH ST	END	62	8/3/2009
ARBOR CT	1	PARKER ST	ARBOR ST	39	8/1/2009
ARBOR ST	1	FRONT ST	ARBOR CT	39	9/3/2009
ASH ST	1	MAIN ST	END	37	8/12/2009
ASHBROOK RD	1	HAMPTON RD	HAMPTON FALLS RD	71	8/5/2009
AUBURN ST	1	PORTSMOUTH AVE	BUZZELL AVE	93	11/12/2009
BAYBERRY LN	1	HAMPTON FALLS RD (NW)	HAMPTON FALLS RD (SE)	64	8/5/2009
BEECH HILL RD	1	EPPING RD	OAKLANDS RD	89	10/5/2009
BEECH HILL RD	2	OAKLANDS RD	OLD TOWN FARM RD	90	10/6/2009
BEECH HILL RD EXT	1	EPPING RD	BEECH HILL RD	83	7/30/2009
BELL AVE	1	COURT ST	GILMAN PARK	60	7/14/2009
BIRCH RD	1	EPPING RD	TOWN LINE	87	7/20/2009
BITTERSWEET LN	1	GREEN HILL RD	END	19	8/5/2009
BLACKFORD DR	1	GREENLEAF DR	GREENLEAF DR	93	7/17/2009
BLANCHE ST	1	WESTSIDE DR (SW)	WESTSIDE DR (NE)	65	7/27/2009
BLOSSOM ST	1	MEADOW LN	SHADY LN	28	8/4/2009
BONNIE DR	1	HAVEN LN	GREEN HILL RD	62	8/11/2009
BOULDER BROOK RD	1	KINGSTON RD	KINGSTON RD	39	7/23/2009
BOW ST	1	COURT ST	CLIFFORD ST	35	8/12/2009
BOW ST	2	CLIFFORD ST	SOUTH ST	1	8/12/2009
BRENTWOOD RD	1	EPPING RD	COLCORD POND	68	8/5/2009
BRIAR ST	1	RIDGEWOOD TER	GRANITE ST	42	8/7/2009
BROWN CT	1	RIVER ST EXT	END	4	8/2/2009
BUZZELL AVE	1	HIGH ST	END	75	10/1/2009
CAPTAINS WAY	1	NEWFIELDS RD	SW POWER EASEMENT	36	9/25/2009
CAPTAINS WAY	2	SW POWER EASEMENT	SE POWER EASEMENT	99	8/25/2009
CAPTAINS WAY	3	SE POWER EASEMENT	CAPTAINS WAY	91	8/25/2009
CARRIAGE DR	1	HAMPTON FALLS RD (NW)	HAMPTON FALLS RD (SE)	92	8/13/2009
CARROLL ST	1	FRONT ST	END	68	8/19/2009
CASS ST	1	MAIN ST	PARK ST	100	7/1/2009
CENTER ST	1	WATER ST	FRONT ST	69	8/12/2009
CHAPMAN WAY	1	BIRCH RD	CULDESAC CURL	94	7/20/2009
CHARTER ST	1	FRONT ST	END	66	9/3/2009
CHESTNUT ST	1	PLEASANT ST	JADY HILL AVE	53	8/11/2009
CLARA ST	1	THELMA DR	KATHLEEN DR	78	7/16/2009
CLIFFORD ST	1	WATER ST	BOW ST	64	8/11/2009
COLCORD POND DR	1	EPPING RD	MICHAEL ST	15	9/23/2009
COLONIAL WAY	1	KINGSTON RD	HERITAGE WAY (N)	90	7/23/2009
COLUMBUS AVE	1	EPPING RD	WINTER ST	73	9/24/2009
COMMERCE WAY	1	INDUSTRIAL DR	CULDESAC CURL	83	7/31/2009
COMMINGS CT	1	EPPING RD	END	70	8/25/2009
CONANT LN	1	TOWLE AVE	SMITH AVE	6	7/28/2009

CONTINENTAL DR	1	EPPING RD	END	86	7/31/2009
COTTAGE ST	1	FRONT ST	END	21	7/28/2009
COUNTRY LN	1	MEADOW LN	SHADY LN	27	8/10/2009
COURT ST	1	FRONT ST	ELM ST	29	7/13/2009
COURT ST	2	ELM ST	BELL AVE	53	7/13/2009
COURT ST	3	BELL AVE	CRAWFORD AVE	80	7/13/2009
CRAGMERE HEIGHTS	1	BEECH HILL RD	END	27	8/26/2009
CRAWFORD AVE	1	COURT ST	GILMAN PARK	74	7/16/2009
CRESTVIEW DR	1	BRENTWOOD RD	KCKINLEY ST	87	9/23/2009
CRONIN RD	1	EPPING RD	END	54	8/18/2009
CROSS RD	1	KINGSTON RD	PICKPOCKET BRIDGE	45	7/16/2009
CULLEN WAY	1	RIVERWOOD RD	CULDESAC CURL	89	7/16/2009
DANIEL ST	1	LINCOLN ST	TREMONT ST	29	8/12/2009
DARTMOUTH ST	1	WINTER ST	END	31	8/25/2009
DEARBORN BROOK CIR	1	WINDEMERE	CULDESAC CURL	87	8/3/2009
DEER RUN LN	1	WATSON RD	END	88	9/28/2009
DEERHAVEN DR	1	DOGTOWN RD	END	92	7/21/2009
DEWEY ST	1	WATER ST	PARK ST	100	7/1/2009
DOGTOWN RD	1	BRENTWOOD RD	TOWN LINE	48	7/28/2009
DOLLOFF WOODS	1	BRENTWOOD RD	END	99	7/30/2009
DOUGLAS WAY	1	JADY HILL AVE	END	90	9/25/2009
DOWNING CT	1	ALLEN ST	END	95	8/11/2009
DRINKWATER RD	1	HIGH ST	TOWN LINE	43	7/27/2009
ELLIOT ST	1	COURT ST	FRONT ST	88	7/23/2009
ELM ST	1	FRONT ST	COURT ST	32	8/11/2009
ENO DR	1	BLACKFORD DR	END	93	7/21/2009
EPPING RD	1	MAIN ST	BROOKSIDE DR	99	12/30/2009
EPPING RD	2	BROOKSIDE DR	CONTINENTAL DR	48	1/28/2010
EPPING RD	3	CONTINENTAL DR	END OF CONCRETE	36	1/28/2010
EPPING RD	4	END OF CONCRETE	CRONIN	47	1/28/2010
EXETER FALLS ESTATES	1	HAMPTON FALLS RD	PAVE CHANGE	60	7/28/2009
EXETER FALLS ESTATES	2	PAVE CHANGE	END	98	7/28/2009
EXETER FARMS RD	1	HAMPTON RD	GUINEA RD	81	7/28/2009
FARMINGTON RD	1	KINGSTON RD	end	95	7/17/2009
FOLSOM CT	1	FOLSOM ST	CULDESAC CURL	46	7/15/2009
FOLSOM ST	1	HIGH ST	FOLSOM CT	32	7/15/2009
FOREST ST	1	WALNUT ST	WADLEIGH ST	100	7/1/2009
FOX CHAPEL CT	1	FOLSOM ST	END	60	7/15/2009
FRANKLIN ST	1	CLIFFORD ST	END	57	8/26/2009
FRONT ST	1	WATER ST	COURT ST	54	11/17/2009
FRONT ST	2	COURT ST	TAN LN	66	10/2/2009
FRONT ST	3	TAN LN	SCHOOL ST	93	10/2/2009
FRONT ST	4	SCHOOL ST	RR TRACKS	63	10/2/2009
FRONT ST	5	RR TRACKS	WASHINGTON ST	78	10/2/2009
FRONT ST	6	WASHINGTON ST	BRIDGE	86	10/2/2009
FULLER LN	1	HAMPTON RD	END	29	7/31/2009
GARDNER ST	1	HIGH ST	END	37	7/15/2009
GARFIELD CT	1	GARFIELD ST	END	78	8/12/2009
GARFIELD ST	1	LINCOLN ST	KOSSUTH ST	45	8/12/2009
GARRISON LN	1	BRENTWOOD RD	END	96	7/22/2009

GARY LN	1	LINDEN ST	COURT ST	81	7/17/2009
GILL ST	1	FRONT ST	LINDEN ST	59	7/22/2009
GILMAN ST	1	COURT ST	END	92	7/20/2009
GLENERIN LN	1	JADY HILL AVE	CULDESAC CURL	25	8/11/2009
GRANDVIEW TERR	1	DRINKWATER RD	PLEASANT VIEW DR	59	9/28/2009
GRANITE ST	1	RIDGEWOOD TERR	BRIAR ST	53	8/3/2009
GREAT HILL CT	1	KINGSTON RD	CULDESAC CURL	67	7/17/2009
GREEN HILL RD	1	PORTSMOUTH AVE	BITTERSWEET LN	17	8/11/2009
GREEN ST	1	WATER ST	CASS ST	100	7/1/2009
GREENLEAF DR	1	BRENTWOOD RD	END	72	7/21/2009
GREYBIRD FARM CIR	1	KINGSTON RD	CULDESAC CURL	90	7/17/2009
GREYSTONE DR	1	KINGSTON RD	TOWNLINE	70	7/17/2009
GROVE CT	1	GROVE ST	END	84	7/22/2009
GROVE ST	1	PINE ST	ELLIOT RD	88	7/22/2009
GUINEA RD	1	HAMPTON RD	TOWN LINE	48	7/30/2009
HALE ST	1	LOCUST ST	END	100	7/1/2009
HALF PENNY LN	1	CAPTAINS WAY	CULDESAC CURL	90	9/28/2009
HALL CT	1	HIGH ST	HALL PLACE	75	9/3/2009
HALL PLACE	1	PLEASANT ST	WOODLAWN CIR	19	9/3/2009
HAMPTON FALLS RD	1	HIGH ST	TOWN LINE	80	9/3/2009
HAMPTON RD	1	HIGH ST	WAYSIDE DR	72	9/30/2009
HAMPTON RD	2	WAYSIDE DR	TOWN LINE	76	10/1/2009
HARTMAN PL	1	BRENTWOOD RD	MILL STREAM DR	72	8/25/2009
HARVARD ST	1	MAIN ST	ROCKINGHAM ST	22	8/25/2009
HAVEN LN	1	END (W)	END(E)	47	9/3/2009
HERITAGE WAY	1	COLONIAL WAY	END	94	7/23/2009
HICKORY LN	1	WHEELWRIGHT AVE	END	56	7/27/2009
HIGH ST	1	GREAT BRIDGE	PORTSMOUTH AVE	60	9/30/2009
HIGH ST	2	PORTSMOUTH AVE	BUZZELL AVE	87	9/30/2009
HIGH ST	3	BUZZELL AVE	DRINKWATER DR	65	9/30/2009
HIGH ST	4	DRINKWATER RD	HAMPTON FALLS RD	59	9/30/2009
HIGHLAND ST	1	PORTSMOUTH AVE	PROSPECT AVE	95	9/25/2009
HILLIARD CIR	1	GROVE ST	END	89	7/22/2009
HILLSIDE DR	1	RIVERWOODS DR	CULDESAC CURL	93	7/17/2009
HOBART ST	1	FRONT ST	END	84	9/30/2009
HOLLAND WAY	1	PORTSMOUTH AVE	HAMPTON RD	45	3/5/2010
HOLLY CT	1	FOLSOM ST	CULDESAC CURL	5	7/15/2009
HUNTER PLACE	1	HAMPTON RD	END	46	9/4/2009
INDUSTRIAL DR	1	EPPING RD (S)	EPPING RD (N)	62	7/30/2009
JADY HILL AVE	1	CHESTNUT ST	WEBSTER AVE	59	9/3/2009
JADY HILL AVE	2	CHESTNUT ST	HOLDING POND	41	7/21/2009
JADY HILL CIR	1	JADY HILL AVE	GREEN HILL RD	31	9/3/2009
JADY HILL CT	1	WOODLAWN CIR	JADY HILL CIR	54	9/4/2009
JAY'S CUT OFF	1	EPPING RD (S)	EPPING RD (N)	79	9/24/2009
JOHN WEST RD	1	KINGSTON RD	TOWN LINE	47	7/16/2009
JUNIPER RIDGE RD	1	KINGSTON RD	CROSS RD	66	7/15/2009
KATHLEEN DR	1	GARY LN	PATRICIA AVE	81	7/13/2009
KELBY SCOTT WAY	1	WATSON RD	END	84	9/29/2009
KIMBALL RD	1	POWDER MILL RD	TOWN LINE	56	7/16/2009
KOSSUTH ST	1	FRONT ST	GARFIELD ST	63	9/4/2009

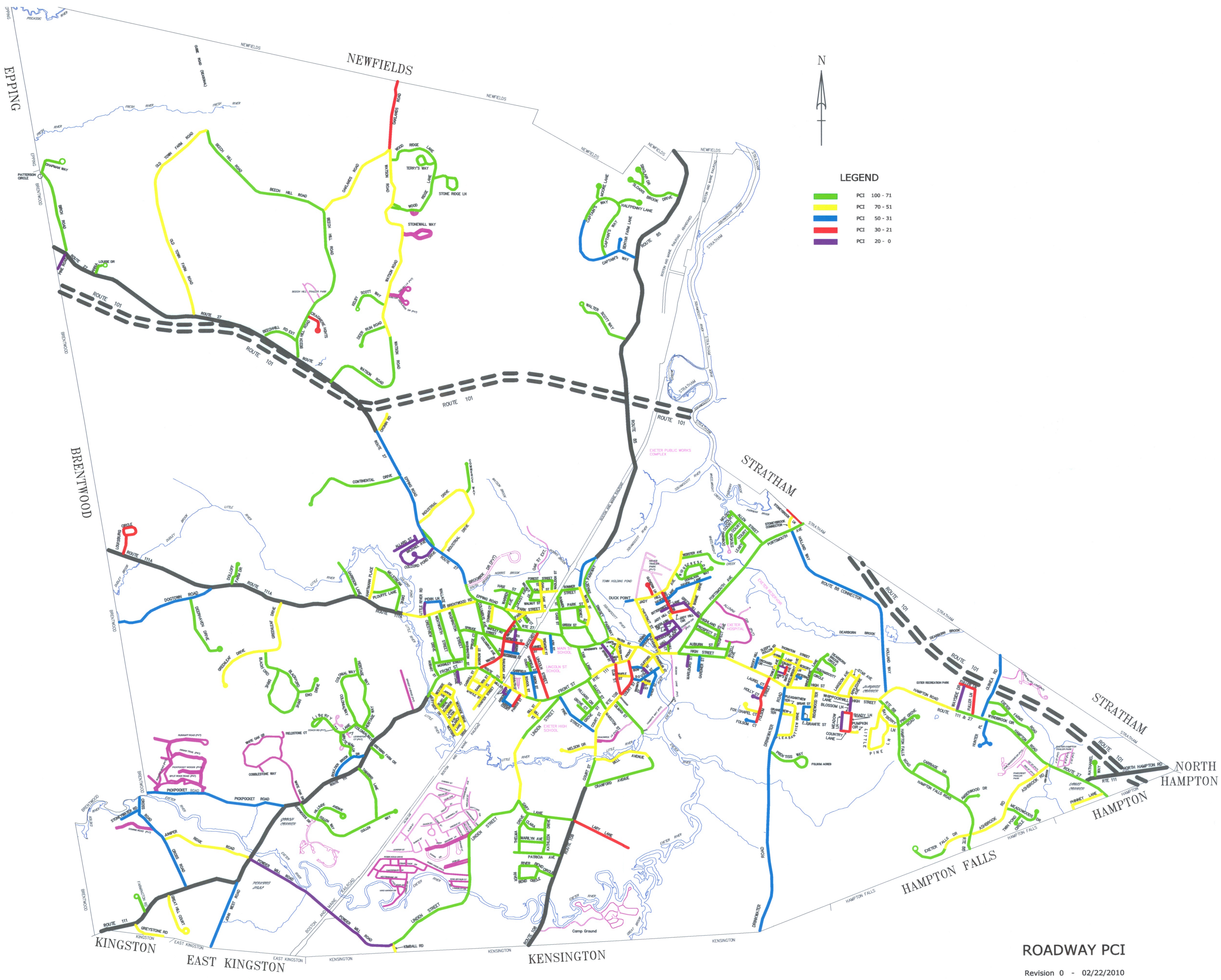
LADD LN	1	CENTER ST	END	100	7/1/2009
LANGDON AVE	1	HIGH ST	STAR AVE	70	9/4/2009
LANTERN LN	1	WHEELWRIGHT AVE	END	43	7/27/2009
LAPERLE AVE	1	WESTSIDE DR (W)	WESTSIDE DR (E)	55	7/27/2009
LARY LN	1	COURT ST	END	29	7/13/2009
LAUREL CT	1	FOLSOM ST	CULDESAC CURL	35	7/15/2009
LEARY CT	1	ALLEN ST	END	77	9/5/2009
LIBERTY LN	1	COLONIAL WAY	END	75	7/23/2009
LINCOLN ST	1	MAIN ST	FRONT ST	32	8/25/2009
LINDEN ST	1	FRONT ST	GILL ST	100	7/1/2009
LINDEN ST	2	GILL ST	SQUAMSCOTT COMMONS	100	7/1/2009
LINDEN ST	3	SQUAMSCOTT COMMONS	LITTLE RIVER	72	7/14/2009
LINDEN ST	4	LITTLE RIVER	GARY LN	68	7/14/2009
LINDEN ST	5	GARY LN	EXETER RIVER	93	8/1/2009
LINDEN ST	6	EXETER RIVER	KIMBALL RD	100	7/1/2009
LITTLE PINE LN	1	BAYBERRY LN (NW)	BAYBERRY LN (SE)	72	9/4/2009
LITTLE RIVER RD	1	BRENTWOOD RD	PENN LN	19	9/4/2009
LOCUST ST	1	PARK ST	END	100	7/1/2009
LOUISBURG CIR	1	BRENTWOOD RD	END	26	7/30/2009
MAIN ST	1	WATER ST	WINTER ST	96	9/29/2009
MAPLE ST	1	COURT ST	ELM ST	55	7/28/2009
MARILYN AVE	1	THELMA DR	KATHLEEN DR	86	7/11/2009
MARLBORO ST	1	HIGH ST	END	22	7/15/2009
MARSTON ST	1	COURT ST	END	20	9/4/2009
MCKINLEY ST	1	WASHINGTON ST	HOBART ST	86	10/1/2009
MEADOW LN	1	BLOSSON LN	COUNTRY LN	5	9/4/2009
MEADOWWOOD DR	1	ASHBROOK RD	CULDESAC CURL	86	9/5/2009
MELODY LN	1	ALLEN ST	END	83	9/5/2009
MICHAEL ST	1	COLCORD POND RD	EPPING RD	18	9/24/2009
MILL ST	1	FRONT ST	ARBOR ST	4	9/23/2009
MILL STREAM DR	1	BRENTWOOD RD	HARTMAN PL	82	8/25/2009
MINUTEMAN LN	1	LIBERTY LN	BOULDER BROOK DR	81	7/29/2009
MOORE LN	1	CAPTAINS WAY	CULDESAC CURL	91	9/28/2009
MORROW ST	1	FRONT ST	END	69	8/25/2009
MYRTLE ST	1	CHARTER ST	CARROL ST	59	9/15/2009
NATHANIEL WAY	1	NO. HAMPTON RD	CULDESAC CURL	98	8/1/2009
NELSON DR	1	COURT ST	END	58	7/17/2009
OAK ST	1	PARK ST	FOREST ST	72	8/25/2009
OAKLANDS RD	1	BEECH HILL RD	WATSON RD	58	9/3/2009
OAKLANDS RD	2	WATSON RD	TOWN LINE	30	9/3/2009
OLD TOWN FARM RD	1	EPPING RD	BEECH HILL RD	64	8/25/2009
ORCHARD CIR	1	TOWLE AVE (S)	TOWLE AVE (N)	57	7/28/2009
PARK CT	1	PARK ST	END	85	11/14/2009
PARK ST	1	WATER ST	BRIDGE	100	7/1/2009
PARK ST	2	BRIDGE	EPPING RD	69	9/24/2009
PARKER ST	1	FRONT ST	ARBOR CT	26	9/3/2009
PATRICIA AVE	1	COURT ST	END	78	7/13/2009
PENN LN	1	WALLACE RD	LITTLE RIVER RD	45	9/4/2009
PHINNEY LN	1	HAMPTON RD	TOWN LINE	64	9/4/2009
PICKPOCKET RD	1	KINGSTON RD	TOWN LINE	51	7/20/2009

PINE GROVE RD	1	HAMPTON FALLS RD	CULDESAC CURL	79	9/4/2009
PINE RD	1	EPPING RD	TOWN LINE	0	7/24/2009
PINE ST	1	FRONT ST	COURT ST	47	7/23/2009
PLEASANT ST	1	HIGH ST	CHESTNUT ST	64	9/4/2009
PLEASANT VIEW DR	1	DRINKWATER (N)	DRINKWATER (S)	63	9/24/2009
PLOUFF LN	1	HARTMAN PL	MILL STREAM RD	77	8/25/2009
PORTSMOUTH AVE	1	HIGH ST	WATERWORKS	88	10/7/2009
PORTSMOUTH AVE	2	WATERWORKS	TOWN LINE	79	10/6/2009
POWDER MILL RD	1	KIMBALL RD	KINGSTON RD	12	7/15/2009
PRENTISS WAY	1	DRINKWATER RD	END	74	9/5/2009
PROSPECT AVE	1	AUBURN ST	HIGHLAND ST	100	9/25/2009
PROSPECT ST	1	PORTSMOUTH AVE	PROSPECT AVE	99	11/12/2009
PUMPKIN CIR	1	SHADY LN	END	68	9/4/2009
RAILROAD AVE	1	FRONT ST	WINTER ST	70	8/25/2009
RIDGECREST DR	1	DOUGLAS WAY (W)	DOUGLAS WAY (E)	86	9/25/2009
RIDGEWOOD TERR	1	HIGH ST	END	64	9/4/2009
RIVER BEND CIR	1	COURT ST	END	93	7/13/2009
RIVER ST	1	SOUTH ST	END	45	7/22/2009
RIVER ST EXT	1	SOUTH ST	RIVER ST	54	7/22/2009
RIVERWOODS DR	1	KINGSTON RD	HILLSIDE DR	79	9/23/2009
ROBIN LN	1	TOWLE AVE	WHEELWRIGHT AVE	66	9/4/2009
ROCKEY HILL	1	HIGH ST	END	43	9/4/2009
ROCKINGHAM ST	1	WINTER ST	END	36	8/25/2009
SALEM ST	1	SUMMER ST	WALNUT ST	100	6/1/2009
SANBORN ST	1	FRONT ST	MYRTLE ST	72	9/3/2009
SCAMMON LN	1	WESTSIDE DR (SW)	WESTSIDE DR (NE)	71	7/28/2009
SCHOOL ST	1	FRONT ST	GARFIELD ST	53	9/10/2009
SENYAR FARM LN	1	CAPTAIN'A WAY	END	38	9/25/2009
SHADY LN	1	BLOSSOM LN	COUNTRY LN	30	9/4/2009
SILVIO ST	1	WESTSIDE DR (SW)	WESTSIDE DR (NE)	81	7/27/2009
SINCLAIR DR	1	SLOAN'S BROOK DR	CULDESAC CURL	90	9/28/2009
SLEEPY HOLLOW	1	THORTON ST	CULDESAC CURL	58	9/10/2009
SLOAN'S BROOK DR	1	NEWFIELDS RD	CULDESAC CURL	93	9/28/2009
SMITH AVE	1	CONANT AVE	ANN'S LN	24	7/28/2009
SOUTH ST	1	COURT ST	FRANKLIN ST	49	9/10/2009
SPRING ST	1	FRONT ST	WATER ST	22	9/10/2009
SPRUCE CT	1	SPRUCE ST	END	85	9/30/2009
SPRUCE ST	1	WASHINGTON ST	COLUMBUS AVE	89	10/1/2009
SPRUCE ST	2	COLUMBUS AVE	WINTER ST	88	10/1/2009
SQUAMSCOTT CIR	1	WINDEMERE	CULDESAC CURL	93	9/10/2009
STAR AVE	1	APPLEDORE AVE	LANGDON	67	9/10/2009
STEVENS CT	1	ALLEN ST	END	93	9/11/2009
STONE RIDGE LN	1	WOODRIDGE LN	END	100	9/1/2009
STONEY BROOK CONNECTOR	1	PORTSMOUTH AVE	STONEY BROOK LN	70	9/11/2009
STONEY BROOK LN	1	PORTSMOUTH AVE	END	32	9/10/2009
STONEY WATER RD	1	CROSS RD	END	41	7/15/2009
STRING BRIDGE	1	WATER ST	CHESTNUT ST	43	8/25/2009
SUMMER ST	1	WATER ST	RR	100	7/1/2009
SUMMER ST	2	RR	PARK ST	100	7/1/2009
SWASEY PKWY	1	WATER ST	NEWFIELDS RD	75	7/14/2009

TAMARIND LN	1	KINGSTON RD	CULLEN WAY	89	7/16/2009
TAN LN	1	MAIN ST	FRONT ST	88	9/29/2009
TERRY'S WAY	1	WOOD RIDGE LN	END	100	9/1/2009
THELMA DR	1	GARY LN	PATRICIA AVE	86	7/13/2009
THORNTON AVE	1	SLEEPY HOLLOW	END	53	9/10/2009
TILTON AVE	1	WESTSIDE DR (SW)	WESTSIDE DR (NE)	69	7/28/2009
TOWLE AVE	1	HIGH ST	THORNTON AVE	75	9/10/2009
TREMONT ST	1	LINCOLN ST	END	57	9/10/2009
TWIN POND CIR	1	MEADOWOOD DR	CULDESAC CURL	78	9/11/2009
UNION ST	1	FRONT ST	GARFIELD ST	46	9/10/2009
VINE ST	1	CHARTER ST	CARROLL ST	62	9/3/2009
WADLEIGH ST	1	SALEM ST	FOREST ST	100	7/1/2009
WALLACE RD	1	BRENTWOOD RD	PENN LN	40	9/10/2009
WALNUT ST	1	FOREST ST	OAK ST	100	7/1/2009
WALTERS WAY	1	NEWFIELDS RD	END	77	9/28/2009
WARREN AVE	1	PARK ST	HALE ST	100	7/1/2009
WASHINGTON ST	1	FRONT ST	BRENTWOOD RD	92	10/1/2009
WATER ST	1	GREAT BRIDGE	SWASEY PKWY	69	9/29/2009
WATER ST	2	SWASEY PKWY	MAIN ST	93	9/29/2009
WATER ST	3	MAIN ST	GREEN ST	85	9/29/2009
WATER ST	4	GREEN ST	SUMMER ST	60	9/29/2009
WATER ST	5	SUMMER ST	NEWFIELDS RD	36	9/30/2009
WATSON RD	1	EPPING RD	PAVEMENT CHANGE	78	8/1/2008
WATSON RD	2	PAVEMENT CHANGE	36 WATSON RD	82	8/1/2009
WATSON RD	3	36 WATSON RD	POWER LINE	72	8/1/2009
WATSON RD	4	POWER LINE	OAKLANDS RD	69	8/1/2009
WAYSIDE DR	1	HAMPTON RD	FULLER LN	12	7/31/2009
WEBSTER AVE	1	JADY HILL AVE	END	79	9/11/2009
WENTWORTH ST	1	BRENTWOOD RD	MCKINLEY ST	88	10/1/2009
WESTSIDE DR	1	FRONT ST	CCW TO HSE#86	56	7/27/2009
WHEELWRIGHT AVE	1	HIGH ST	THORNTON AVE	54	9/10/2009
WHIPPOORWILL LN	1	HIGH ST	BLOSSOM LN	22	9/10/2009
WHITLEY ST	1	WINTER ST	END	73	8/25/2009
WILLIAMS CT	1	CENTER ST	SPRING ST	80	9/10/2009
WINDEMERE	1	HIGH ST	CULDESAC CURL	93	9/10/2009
WINTER ST	1	FRONT ST	EPPING RD	30	8/25/2009
WOODLAWN CIR	1	PLEASANT ST	WOODLAWN AVE (#22)	17	9/10/2009
WOODRIDGE LN	1	WATSON RD	WATSON RD	100	9/1/2009
WYNDEBROOK CIR	1	EXETER FARMS RD	END	78	7/29/2009

INVENTORY LEGEND

ID	- Street abbreviation used in the program
Sect	- Roadway section number
W	- Roadway width (ft)
L	- Roadway length (ft)
RANK	- Functional classification of the roadway segment
A	- Principal road
B	- Arterial road
C	- Collector road
E	- Residential road
I	- Industrial road
Surf	- Type of roadway surface
AC	- Asphalt cement surface
AAC	- Overlay on an asphalt cement surface
PCI Family	- Deterioration curve used to predict conditions
Last MW	- Date of last major work
Yrs MW	- Years since last major work



ROADWAY PCI

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