

NORTHWOOD ROAD SURFACE MANAGEMENT SYSTEM REPORT

This report was completed by the Town of Northwood in collaboration with Strafford Regional Planning Commission. Road Surface Management System assessments were completed in the town in August 2021, and the forecasting report was finalized in December 2021.

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THE ROAD SURFACE MANAGEMENT SYSTEM

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

PHASE ONE

In Phase One, current road conditions are assessed and scored. Local roads are identified and divided into quarter mile segment and each segment is driven and assessed via a windshield survey. The segment conditions are recorded with tablets using the Esri ArcCollector application and scored according to road surface distresses and severity. The road condition is represented by a score called the Pavement Condition Index, also known as a PCI score. This score runs on a scale from one to 100 and gives the staff a measurable value to gauge improvements, maintenance, and deteriorations. A perfect road with no distresses would receive a PCI score of 100, with the score at the time of assessment referred to as the Initial PCI score. Quality Assurance/Quality Control (QAQC) measures are taken to ensure all roads segments are assessed consistently and conditions are accurately represented. Each segment is then sent to municipal staff for approval and a local knowledge review ratings. These ratings consist of frost heaving, importance, and relative traffic volume. Once the QAQC is complete and local knowledge ratings are assigned the data is loaded into the SADES Forecasting software where the PCI scores are then generated. For more information on the assessment parameters please see the RSMS Assessment handbook¹.

PHASE TWO

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

| PAVEMENT CONDITION INDEX (PCI) BY COLOR KEY | | |
|---|-----------------|--|
| | PCI >80 | These roads are in great shape. They probably don't need any work at this time. |
| | PCI <80 and >75 | These roads are in good shape. They might need some minor preservation treatments. |
| | PCI <75 and >65 | These roads are starting to get bad. They need some preservation treatments. |
| | PCI <65 | These roads are in bad shape. They need rehabilitation treatments. |

¹ The RSMS handbook is distributed during the annual data collection training facilitated by UNH T2 staff. The 2019 collection manual can be found in the Appendix.

NORTHWOOD ROAD SURFACE MANAGEMENT SYSTEM

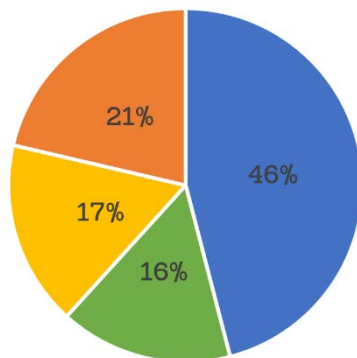
Phase 1 road surveys were conducted in August of 2021, with forecasting taking place during the Fall months of 2021. This was the first round of RSMS surveying that SRPC has done with Northwood that was done at no cost to the town. The town worked diligently with SRPC to ensure that a meaningful product was the result of this project despite the circumstances. Town Administrator Walter Johnson and Road Agent Chris Brown worked closely with SRPC staff to update the road condition changes that took place during the project pause and create a forecasting schedule that worked best for the Town of Northwood.

EXISTING ROAD CONDITIONS AND FORECASTING ANALYSIS

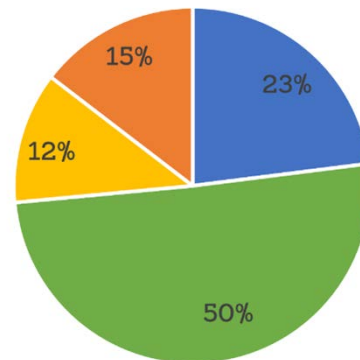
After the initial PCI scores were generated, the condition rating had to be adjusted to reflect current day conditions. From here, the scores were used to generate an online condition map that was reviewed by town staff. After all the condition updates and roads had accurate PCI ratings, town staff met with SRPC for a series of forecasting meetings. The town met with SRPC staff three times over the course of September and October 2021 to ensure accuracy of current road conditions.

Northwood, in 2021, has approximately 30 total miles of town-maintained road and 27 Miles of paved roads. At the time of forecasting, approximately 46% were in excellent condition (PCI score: above 80), 16% were in good condition (PCI Score: 75-80), 17% were in fair condition (PCI Score: 65-74), and 21% were in poor condition (PCI Score: <65). 2026's projected PCI scores are going to leave Northwood in a very good place with 73% of their roads being either in good or excellent condition.

2021 Road Conditions



2026 Road Conditions



Key

- Excellent
- Good
- Fair
- Poor

Conditions 2021

RSMS - Northwood

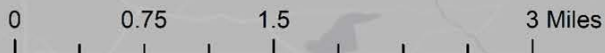
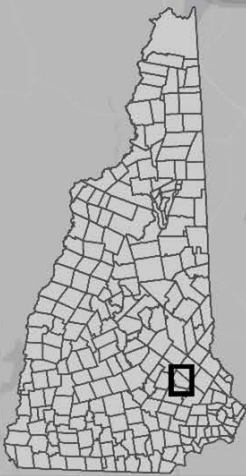
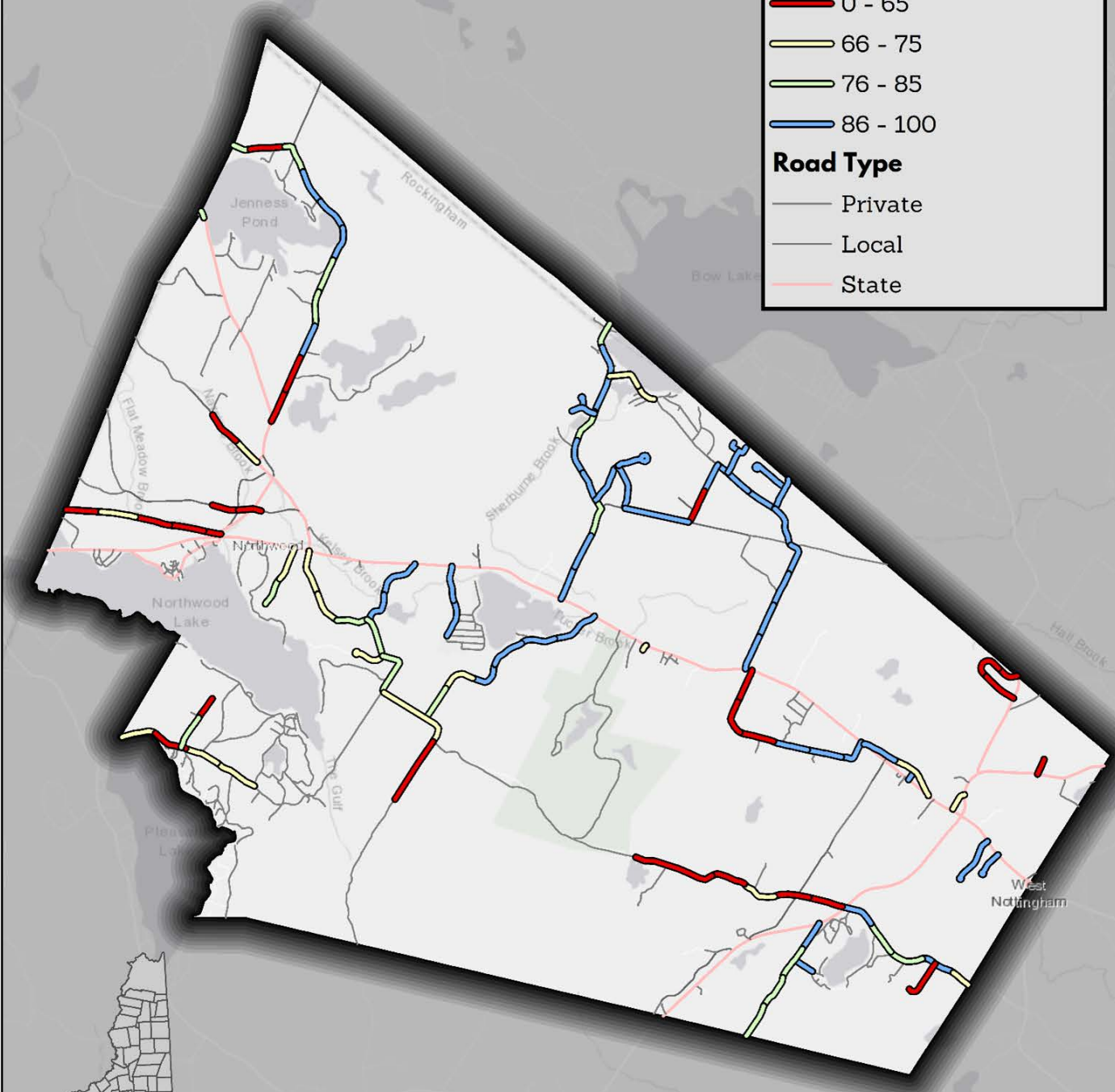
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Pavement Condition Index

- 0 - 65
- 66 - 75
- 76 - 85
- 86 - 100

Road Type

- Private
- Local
- State



FINAL MAINTENANCE SCHEDULE AND BUDGETING INFORMATION

The table below (Table 1.) details the final budget and maintenance schedule for the Town of Northwood. For more information on budgeting and road specific treatments, please see the Appendix A.

| NEW REPAIRS | | | | | |
|-----------------------------------|------------------|------------------|------------------|------------------|------------------|
| Repair | 2022 | 2023 | 2024 | 2025 | 2026 |
| Crack Sealing | \$3,268 | \$4,922 | \$364 | \$0 | \$0 |
| Overlays | \$177,848 | \$144,334 | \$127,556 | \$152,253 | \$196,250 |
| Pavement Preservation/Maintenance | \$0 | \$13,079 | \$80,574 | \$107,593 | \$0 |
| Rehabilitate and Rebuild | \$88,039 | \$51,395 | \$0 | \$0 | \$0 |
| Total | \$269,155 | \$213,730 | \$208,494 | \$259,846 | \$196,250 |

NEXT STEPS

SADES RSMS plan updates and assessments are recommended to take place every five years. SRPC staff encourage municipal staff to keep detailed digital records of past road maintenance as well as future needs to be incorporated into and documented in report updates. Below is a map of road condition projection for 2026. Summer/Fall 2026 will be the next round of RSMS surveying.

Conditions 2026

RSMS - Northwood

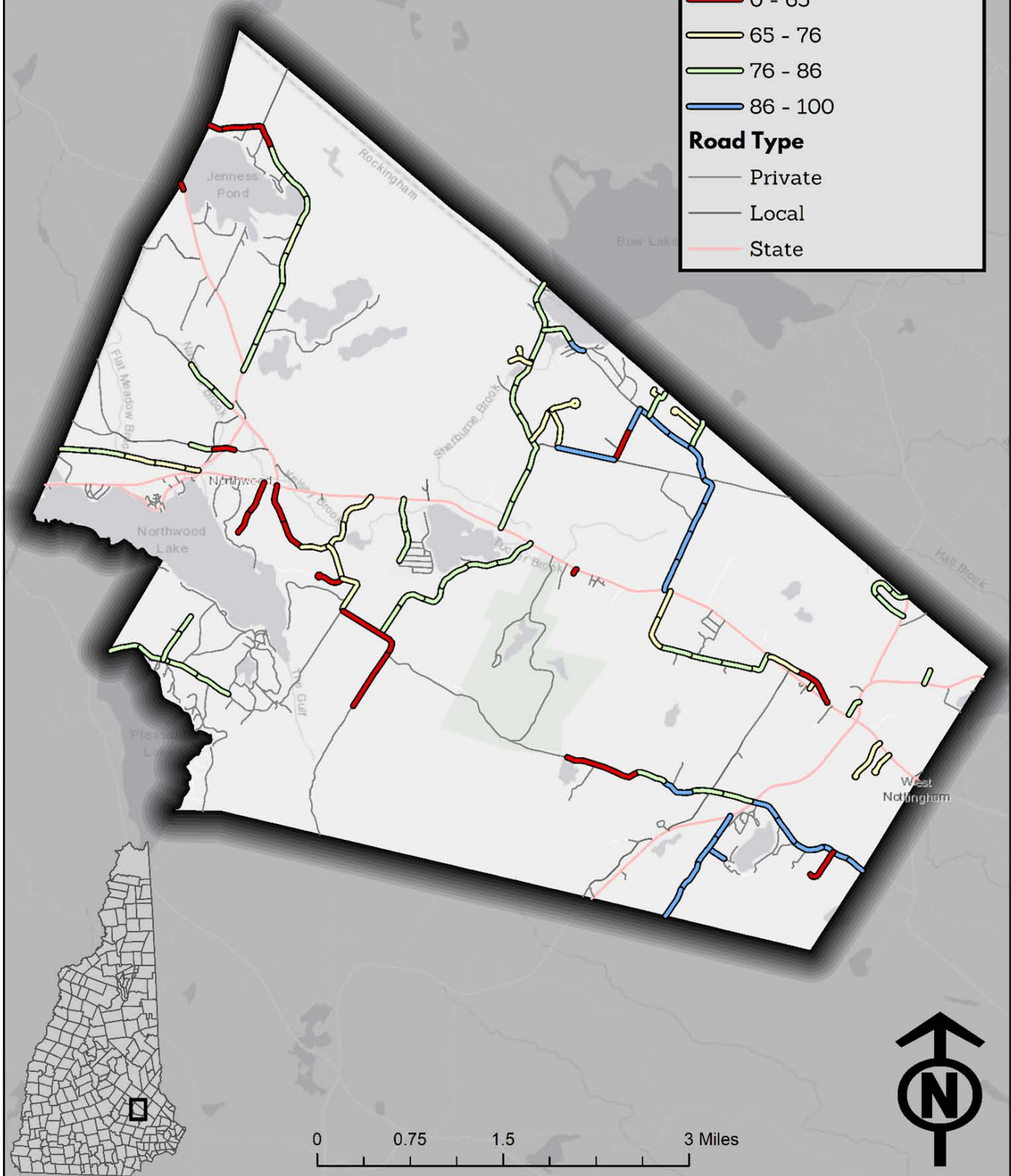
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Pavement Condition Index

- 0 - 65
- 65 - 76
- 76 - 86
- 86 - 100

Road Type

- Private
- Local
- State



APPENDICES

APPENDIX A – ANALYSIS DETAIL REPORT (ALPHABETIZED)

APPENDIX B – ANALYSIS DETAIL REPORT (PRIORITY)

APPENDIX C – YEARLY MAPS

APPENDIX D – RSMS PROTOCOL

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APPENDIX A - ANALYSIS DETAIL REPORT (ALPHABETIZED)

| ANALYSIS DETAIL REPORT BY ALPHABETICAL ORDER | | | | | | | | | |
|--|-----|--------------------|-------|-------------|------------|--------------|------|----------------------|----------|
| Priority | PCI | Street | Order | Length (ft) | Width (ft) | Surface Type | Year | Repair | Cost |
| 13.25 | 47 | Allen Farm Rd | 1 | 1319.966 | 24 | Paved | 2023 | Milling / HMA (1.5") | \$29,241 |
| 14 | 44 | Allen Farm Rd | 2 | 1319.96 | 24 | Paved | 2023 | Milling / HMA (1.5") | \$29,240 |
| 14.25 | 43 | Allen Farm Rd | 3 | 829.0505 | 24 | Paved | 2023 | Milling / HMA (1.5") | \$18,366 |
| 8.5 | 66 | Bennetts Bridge Rd | 1 | 1318.691 | 16 | Paved | 2024 | Asphalt Rubber SAM | \$11,982 |
| 8.25 | 67 | Bennetts Bridge Rd | 2 | 828.7961 | 16 | Paved | 2024 | Crack Seal (Minor) | \$364 |
| 8.25 | 67 | Bennetts Bridge Rd | 2 | 828.7961 | 16 | Paved | 2024 | Asphalt Rubber SAM | \$7,530 |
| 0 | 100 | Bigelow Rd | 1 | 795.8515 | 20 | Paved | 2026 | Milling / HMA (1.5") | \$16,148 |
| 2.75 | 89 | Bow Lake Rd | 1 | 1320.356 | 20 | Paved | 2023 | Crack Seal (Minor) | \$562 |
| 2.75 | 89 | Bow Lake Rd | 2 | 1320.52 | 20 | Paved | 2023 | Crack Seal (Minor) | \$563 |
| 4.25 | 83 | Bow Lake Rd | 3 | 1319.556 | 20 | Paved | 2023 | Crack Seal (Minor) | \$562 |
| 2.5 | 90 | Bow Lake Rd | 4 | 1319.23 | 20 | Paved | 2023 | Crack Seal (Minor) | \$562 |
| 2.5 | 90 | Bow Lake Rd | 5 | 1320.539 | 20 | Paved | 2023 | Crack Seal (Minor) | \$563 |
| 3.75 | 85 | Bow Lake Rd | 6 | 1322.222 | 20 | Paved | 2023 | Crack Seal (Minor) | \$563 |
| 3.25 | 87 | Bow Lake Rd | 7 | 1319.651 | 20 | Paved | 2023 | Crack Seal (Minor) | \$562 |
| 2.5 | 90 | Bow Lake Rd | 8 | 1318.112 | 20 | Paved | 2023 | Crack Seal (Minor) | \$562 |
| 5.5 | 78 | Bow Lake Rd | 9 | 993.7318 | 20 | Paved | 2023 | Crack Seal (Minor) | \$423 |
| 10.25 | 59 | Bow St | 1 | 1321.218 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$21,271 |
| 10.25 | 59 | Bow St | 2 | 1320.878 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$21,265 |
| 8.75 | 65 | Bow St | 3 | 1321.128 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$21,269 |
| 8 | 68 | Church St | 1 | 729.7446 | 20 | Paved | 2023 | Milling / HMA (1.5") | \$13,471 |
| 7 | 72 | Gulf Rd | 1 | 1318.448 | 16 | Paved | 2024 | Milling / HMA (1.5") | \$20,094 |
| 10.25 | 59 | Gulf Rd | 2 | 1318.941 | 16 | Paved | 2024 | Milling / HMA (1.5") | \$20,102 |

ANALYSIS DETAIL REPORT BY ALPHABETICAL ORDER

| Priority | PCI | Street | Order | Length (ft) | Width (ft) | Surface Type | Year | Repair | Cost |
|----------|-----|--------------------|-------|-------------|------------|--------------|------|---|----------|
| 6.75 | 73 | Gulf Rd | 3 | 1321.468 | 16 | Paved | 2024 | Milling / HMA (1.5") | \$20,140 |
| 8 | 68 | Gulf Rd | 4 | 1666.739 | 16 | Paved | 2024 | Milling / HMA (1.5") | \$25,403 |
| 6 | 76 | Harmony Rd | 1 | 1319.54 | 18 | Paved | 2023 | Milling / HMA (1.5") | \$21,923 |
| 8 | 68 | Harmony Rd | 2 | 1319.399 | 18 | Paved | 2023 | Milling / HMA (1.5") | \$21,921 |
| 12 | 52 | Jenness Pond Rd | 1 | 1321.383 | 18 | Paved | 2023 | FDR w/ Asphalt Stabilization and HMA (3") | \$51,395 |
| 13.25 | 47 | Jenness Pond Rd | 2 | 1320.481 | 18 | Paved | 2023 | Asphalt Rubber SAM | \$13,079 |
| 3.5 | 86 | Jenness Pond Rd | 3 | 1318.583 | 18 | Paved | 2022 | Crack Seal (Minor) | \$544 |
| 4 | 84 | Jenness Pond Rd | 4 | 1320.125 | 18 | Paved | 2022 | Crack Seal (Minor) | \$545 |
| 4.75 | 81 | Jenness Pond Rd | 5 | 1321.685 | 18 | Paved | 2022 | Crack Seal (Minor) | \$546 |
| 3 | 88 | Jenness Pond Rd | 6 | 1318.99 | 18 | Paved | 2022 | Crack Seal (Minor) | \$544 |
| 1.75 | 93 | Jenness Pond Rd | 7 | 1319.253 | 18 | Paved | 2022 | Crack Seal (Minor) | \$545 |
| 1.25 | 95 | Jenness Pond Rd | 8 | 1318.811 | 18 | Paved | 2022 | Crack Seal (Minor) | \$544 |
| 5.75 | 77 | Lower Deerfield Rd | 1 | 1319.113 | 20 | Paved | 2026 | Milling / HMA (1.5") | \$26,765 |
| 4.75 | 81 | Lower Deerfield Rd | 2 | 1318.912 | 20 | Paved | 2026 | Milling / HMA (1.5") | \$26,761 |
| 4.5 | 82 | Lower Deerfield Rd | 3 | 1319.292 | 20 | Paved | 2026 | Milling / HMA (1.5") | \$26,768 |
| 2.25 | 91 | Lower Deerfield Rd | 4 | 1167.928 | 20 | Paved | 2026 | Milling / HMA (1.5") | \$23,697 |
| 4.25 | 83 | Lucas Pond Rd | 6 | 1321.626 | 16 | Paved | 2026 | Milling / HMA (1.5") | \$21,453 |
| 5.75 | 77 | Lucas Pond Rd | 7 | 1318.397 | 16 | Paved | 2026 | Milling / HMA (1.5") | \$21,400 |
| 3 | 88 | Lucas Pond Rd | 8 | 1319.626 | 16 | Paved | 2026 | Milling / HMA (1.5") | \$21,420 |
| 8.5 | 66 | Lucas Pond Rd | 9 | 729.329 | 16 | Paved | 2026 | Milling / HMA (1.5") | \$11,838 |
| 6 | 76 | Oakwood Dr | 1 | 1317.18 | 20 | Paved | 2024 | Milling / HMA (1.5") | \$25,094 |

ANALYSIS DETAIL REPORT BY ALPHABETICAL ORDER

| Priority | PCI | Street | Order | Length (ft) | Width (ft) | Surface Type | Year | Repair | Cost |
|----------|-----|-------------------|-------|-------------|------------|--------------|------|---|----------|
| 12 | 52 | Oakwood Dr | 2 | 877.8037 | 20 | Paved | 2024 | Milling / HMA (1.5") | \$16,723 |
| 8.75 | 65 | Old Mountain Rd | 1 | 3080.869 | 16 | Paved | 2025 | Milling / HMA (1.5") | \$48,458 |
| 10.25 | 59 | Old Mountain Rd | 1 | 1319.124 | 16 | Paved | 2025 | Milling / HMA (1.5") | \$20,748 |
| 7.75 | 69 | Old Mountain Rd | 2 | 1319.313 | 16 | Paved | 2025 | Milling / HMA (1.5") | \$20,751 |
| 8.25 | 67 | Old Mountain Rd | 3 | 1319.74 | 16 | Paved | 2025 | Milling / HMA (1.5") | \$20,758 |
| 10 | 60 | Old Mountain Rd | 4 | 1321.621 | 16 | Paved | 2025 | Milling / HMA (1.5") | \$20,787 |
| 3.5 | 86 | Old Mountain Rd | 5 | 1319.307 | 16 | Paved | 2025 | Milling / HMA (1.5") | \$20,751 |
| 14 | 44 | Old Pittsfield Rd | 2 | 1321.845 | 18 | Paved | 2022 | FDR w/ Asphalt Stabilization and HMA (3") | \$49,819 |
| 8.25 | 67 | Old Pittsfield Rd | 3 | 1141.859 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$18,383 |
| 9 | 64 | Old Turnpike Rd | 1 | 1320.371 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$21,257 |
| 8.5 | 66 | Old Turnpike Rd | 2 | 1320.489 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$21,259 |
| 13.5 | 46 | Old Turnpike Rd | 3 | 1320.377 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$21,257 |
| 10.75 | 57 | Old Turnpike Rd | 4 | 1320.391 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$21,257 |
| 13.5 | 46 | Old Turnpike Rd | 5 | 660.3131 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$10,631 |
| 11 | 56 | Priest Rd | 1 | 612.2551 | 18 | Paved | 2023 | Milling / HMA (1.5") | \$10,172 |
| 0 | 100 | Ridge Rd | 1 | 1321.281 | 18 | Paved | 2025 | Asphalt Rubber SAM | \$13,938 |
| 0 | 100 | Ridge Rd | 2 | 1321.451 | 18 | Paved | 2025 | Asphalt Rubber SAM | \$13,940 |
| 0 | 100 | Ridge Rd | 3 | 1319.897 | 18 | Paved | 2025 | Asphalt Rubber SAM | \$13,923 |
| 0 | 100 | Ridge Rd | 4 | 1318.367 | 18 | Paved | 2025 | Asphalt Rubber SAM | \$13,907 |
| 0 | 100 | Ridge Rd | 5 | 1573.251 | 18 | Paved | 2025 | Asphalt Rubber SAM | \$16,596 |
| 0 | 100 | Ridge Rd | 6 | 1218.011 | 22 | Paved | 2025 | Asphalt Rubber SAM | \$15,704 |

ANALYSIS DETAIL REPORT BY ALPHABETICAL ORDER

| Priority | PCI | Street | Order | Length (ft) | Width (ft) | Surface Type | Year | Repair | Cost |
|----------|-----|-------------------------|-------|-------------|------------|--------------|------|---|----------|
| 0 | 100 | Ridge Rd | 7 | 1519.084 | 22 | Paved | 2025 | Asphalt Rubber SAM | \$19,585 |
| 2.75 | 89 | Sherburne Hill Rd | | 2454.206 | 22 | Paved | 2024 | Asphalt Rubber SAM | \$30,661 |
| 25 | | Sherburne Hill Rd | 1 | 1322.642 | 22 | Paved | 2024 | Asphalt Rubber SAM | \$16,524 |
| 0 | 100 | Sherburne Hill Rd | 2 | 1110.78 | 22 | Paved | 2024 | Asphalt Rubber SAM | \$13,877 |
| 13.25 | 47 | Ye Olde Canterbury Road | - | 1014.107 | 18 | Paved | 2022 | FDR w/ Asphalt Stabilization and HMA (3") | \$38,220 |

APPENDIX B - ANALYSIS DETAIL REPORT (PRIORITY)

| ANALYSIS DETAIL REPORT BY PRIORITY | | | | | | | | | |
|------------------------------------|-----|-------------------------|-------|-------------|------------|--------------|------|---|----------|
| Priority | PCI | Street | Order | Length (ft) | Width (ft) | Surface Type | Year | Repair | Cost |
| 25 | - | Sherburne Hill Rd | 1 | 1322.642 | 22 | Paved | 2024 | Asphalt Rubber SAM | \$16,524 |
| 14.25 | 43 | Allen Farm Rd | 3 | 829.0505 | 24 | Paved | 2023 | Milling / HMA (1.5") | \$18,366 |
| 14 | 44 | Allen Farm Rd | 2 | 1319.96 | 24 | Paved | 2023 | Milling / HMA (1.5") | \$29,240 |
| 14 | 44 | Old Pittsfield Rd | 2 | 1321.845 | 18 | Paved | 2022 | FDR w/ Asphalt Stabilization and HMA (3") | \$49,819 |
| 13.5 | 46 | Old Turnpike Rd | 3 | 1320.377 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$21,257 |
| 13.5 | 46 | Old Turnpike Rd | 5 | 660.3131 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$10,631 |
| 13.25 | 47 | Allen Farm Rd | 1 | 1319.966 | 24 | Paved | 2023 | Milling / HMA (1.5") | \$29,241 |
| 13.25 | 47 | Jenness Pond Rd | 2 | 1320.481 | 18 | Paved | 2023 | Asphalt Rubber SAM | \$13,079 |
| 13.25 | 47 | Ye Olde Canterbury Road | - | 1014.107 | 18 | Paved | 2022 | FDR w/ Asphalt Stabilization and HMA (3") | \$38,220 |
| 12 | 52 | Jenness Pond Rd | 1 | 1321.383 | 18 | Paved | 2023 | FDR w/ Asphalt Stabilization and HMA (3") | \$51,395 |
| 12 | 52 | Oakwood Dr | 2 | 877.8037 | 20 | Paved | 2024 | Milling / HMA (1.5") | \$16,723 |
| 11 | 56 | Priest Rd | 1 | 612.2551 | 18 | Paved | 2023 | Milling / HMA (1.5") | \$10,172 |
| 10.75 | 57 | Old Turnpike Rd | 4 | 1320.391 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$21,257 |
| 10.25 | 59 | Bow St | 1 | 1321.218 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$21,271 |
| 10.25 | 59 | Bow St | 2 | 1320.878 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$21,265 |
| 10.25 | 59 | Gulf Rd | 2 | 1318.941 | 16 | Paved | 2024 | Milling / HMA (1.5") | \$20,102 |
| 10.25 | 59 | Old Mountain Rd | 1 | 1319.124 | 16 | Paved | 2025 | Milling / HMA (1.5") | \$20,748 |
| 10 | 60 | Old Mountain Rd | 4 | 1321.621 | 16 | Paved | 2025 | Milling / HMA (1.5") | \$20,787 |
| 9 | 64 | Old Turnpike Rd | 1 | 1320.371 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$21,257 |
| 8.75 | 65 | Bow St | 3 | 1321.128 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$21,269 |
| 8.75 | 65 | Old Mountain Rd | 1 | 3080.869 | 16 | Paved | 2025 | Milling / HMA (1.5") | \$48,458 |
| 8.5 | 66 | Bennetts Bridge Rd | 1 | 1318.691 | 16 | Paved | 2024 | Asphalt Rubber SAM | \$11,982 |

ANALYSIS DETAIL REPORT BY PRIORITY

| Priority | PCI | Street | Order | Length (ft) | Width (ft) | Surface Type | Year | Repair | Cost |
|----------|-----|--------------------|-------|-------------|------------|--------------|------|----------------------|----------|
| 8.5 | 66 | Lucas Pond Rd | 9 | 729.329 | 16 | Paved | 2026 | Milling / HMA (1.5") | \$11,838 |
| 8.5 | 66 | Old Turnpike Rd | 2 | 1320.489 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$21,259 |
| 8.25 | 67 | Bennetts Bridge Rd | 2 | 828.7961 | 16 | Paved | 2024 | Crack Seal (Minor) | \$364 |
| 8.25 | 67 | Bennetts Bridge Rd | 2 | 828.7961 | 16 | Paved | 2024 | Asphalt Rubber SAM | \$7,530 |
| 8.25 | 67 | Old Mountain Rd | 3 | 1319.74 | 16 | Paved | 2025 | Milling / HMA (1.5") | \$20,758 |
| 8.25 | 67 | Old Pittsfield Rd | 3 | 1141.859 | 18 | Paved | 2022 | Milling / HMA (1.5") | \$18,383 |
| 8 | 68 | Church St | 1 | 729.7446 | 20 | Paved | 2023 | Milling / HMA (1.5") | \$13,471 |
| 8 | 68 | Gulf Rd | 4 | 1666.739 | 16 | Paved | 2024 | Milling / HMA (1.5") | \$25,403 |
| 8 | 68 | Harmony Rd | 2 | 1319.399 | 18 | Paved | 2023 | Milling / HMA (1.5") | \$21,921 |
| 7.75 | 69 | Old Mountain Rd | 2 | 1319.313 | 16 | Paved | 2025 | Milling / HMA (1.5") | \$20,751 |
| 7 | 72 | Gulf Rd | 1 | 1318.448 | 16 | Paved | 2024 | Milling / HMA (1.5") | \$20,094 |
| 6.75 | 73 | Gulf Rd | 3 | 1321.468 | 16 | Paved | 2024 | Milling / HMA (1.5") | \$20,140 |
| 6 | 76 | Harmony Rd | 1 | 1319.54 | 18 | Paved | 2023 | Milling / HMA (1.5") | \$21,923 |
| 6 | 76 | Oakwood Dr | 1 | 1317.18 | 20 | Paved | 2024 | Milling / HMA (1.5") | \$25,094 |
| 5.75 | 77 | Lower Deerfield Rd | 1 | 1319.113 | 20 | Paved | 2026 | Milling / HMA (1.5") | \$26,765 |
| 5.75 | 77 | Lucas Pond Rd | 7 | 1318.397 | 16 | Paved | 2026 | Milling / HMA (1.5") | \$21,400 |
| 5.5 | 78 | Bow Lake Rd | 9 | 993.7318 | 20 | Paved | 2023 | Crack Seal (Minor) | \$423 |
| 4.75 | 81 | Jeness Pond Rd | 5 | 1321.685 | 18 | Paved | 2022 | Crack Seal (Minor) | \$546 |
| 4.75 | 81 | Lower Deerfield Rd | 2 | 1318.912 | 20 | Paved | 2026 | Milling / HMA (1.5") | \$26,761 |
| 4.5 | 82 | Lower Deerfield Rd | 3 | 1319.292 | 20 | Paved | 2026 | Milling / HMA (1.5") | \$26,768 |
| 4.25 | 83 | Bow Lake Rd | 3 | 1319.556 | 20 | Paved | 2023 | Crack Seal (Minor) | \$562 |
| 4.25 | 83 | Lucas Pond Rd | 6 | 1321.626 | 16 | Paved | 2026 | Milling / HMA (1.5") | \$21,453 |
| 4 | 84 | Jeness Pond Rd | 4 | 1320.125 | 18 | Paved | 2022 | Crack Seal (Minor) | \$545 |
| 3.75 | 85 | Bow Lake Rd | 6 | 1322.222 | 20 | Paved | 2023 | Crack Seal (Minor) | \$563 |
| 3.5 | 86 | Jeness Pond Rd | 3 | 1318.583 | 18 | Paved | 2022 | Crack Seal (Minor) | \$544 |

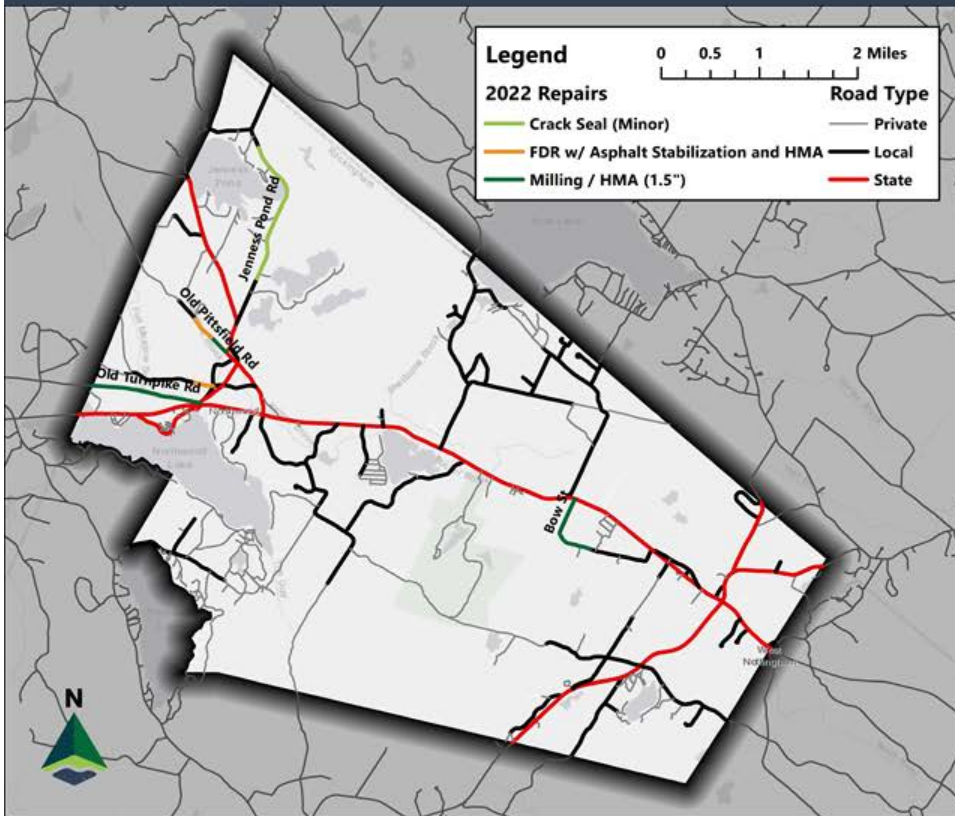
ANALYSIS DETAIL REPORT BY PRIORITY

| Priority | PCI | Street | Order | Length (ft) | Width (ft) | Surface Type | Year | Repair | Cost |
|----------|-----|--------------------|-------|-------------|------------|--------------|------|----------------------|----------|
| 3.5 | 86 | Old Mountain Rd | 5 | 1319.307 | 16 | Paved | 2025 | Milling / HMA (1.5") | \$20,751 |
| 3.25 | 87 | Bow Lake Rd | 7 | 1319.651 | 20 | Paved | 2023 | Crack Seal (Minor) | \$562 |
| 3 | 88 | Jeness Pond Rd | 6 | 1318.99 | 18 | Paved | 2022 | Crack Seal (Minor) | \$544 |
| 3 | 88 | Lucas Pond Rd | 8 | 1319.626 | 16 | Paved | 2026 | Milling / HMA (1.5") | \$21,420 |
| 2.75 | 89 | Bow Lake Rd | 1 | 1320.356 | 20 | Paved | 2023 | Crack Seal (Minor) | \$562 |
| 2.75 | 89 | Bow Lake Rd | 2 | 1320.52 | 20 | Paved | 2023 | Crack Seal (Minor) | \$563 |
| 2.75 | 89 | Sherburne Hill Rd | - | 2454.206 | 22 | Paved | 2024 | Asphalt Rubber SAM | \$30,661 |
| 2.5 | 90 | Bow Lake Rd | 4 | 1319.23 | 20 | Paved | 2023 | Crack Seal (Minor) | \$562 |
| 2.5 | 90 | Bow Lake Rd | 5 | 1320.539 | 20 | Paved | 2023 | Crack Seal (Minor) | \$563 |
| 2.5 | 90 | Bow Lake Rd | 8 | 1318.112 | 20 | Paved | 2023 | Crack Seal (Minor) | \$562 |
| 2.25 | 91 | Lower Deerfield Rd | 4 | 1167.928 | 20 | Paved | 2026 | Milling / HMA (1.5") | \$23,697 |
| 1.75 | 93 | Jeness Pond Rd | 7 | 1319.253 | 18 | Paved | 2022 | Crack Seal (Minor) | \$545 |
| 1.25 | 95 | Jeness Pond Rd | 8 | 1318.811 | 18 | Paved | 2022 | Crack Seal (Minor) | \$544 |
| 0 | 100 | Bigelow Rd | 1 | 795.8515 | 20 | Paved | 2026 | Milling / HMA (1.5") | \$16,148 |
| 0 | 100 | Ridge Rd | 1 | 1321.281 | 18 | Paved | 2025 | Asphalt Rubber SAM | \$13,938 |
| 0 | 100 | Ridge Rd | 2 | 1321.451 | 18 | Paved | 2025 | Asphalt Rubber SAM | \$13,940 |
| 0 | 100 | Ridge Rd | 3 | 1319.897 | 18 | Paved | 2025 | Asphalt Rubber SAM | \$13,923 |
| 0 | 100 | Ridge Rd | 4 | 1318.367 | 18 | Paved | 2025 | Asphalt Rubber SAM | \$13,907 |
| 0 | 100 | Ridge Rd | 5 | 1573.251 | 18 | Paved | 2025 | Asphalt Rubber SAM | \$16,596 |
| 0 | 100 | Ridge Rd | 6 | 1218.011 | 22 | Paved | 2025 | Asphalt Rubber SAM | \$15,704 |
| 0 | 100 | Ridge Rd | 7 | 1519.084 | 22 | Paved | 2025 | Asphalt Rubber SAM | \$19,585 |
| 0 | 100 | Sherburne Hill Rd | 2 | 1110.78 | 22 | Paved | 2024 | Asphalt Rubber SAM | \$13,877 |

APPENDIX C - YEARLY MAPS



2022



| | |
|------------------------------------|------------------|
| Average PCI After Repairs | 79.36 |
| Average PCI Without Repairs | 74.95 |
| Total Miles Treated | 4.03 |
| Total Repair Cost | \$269,155 |

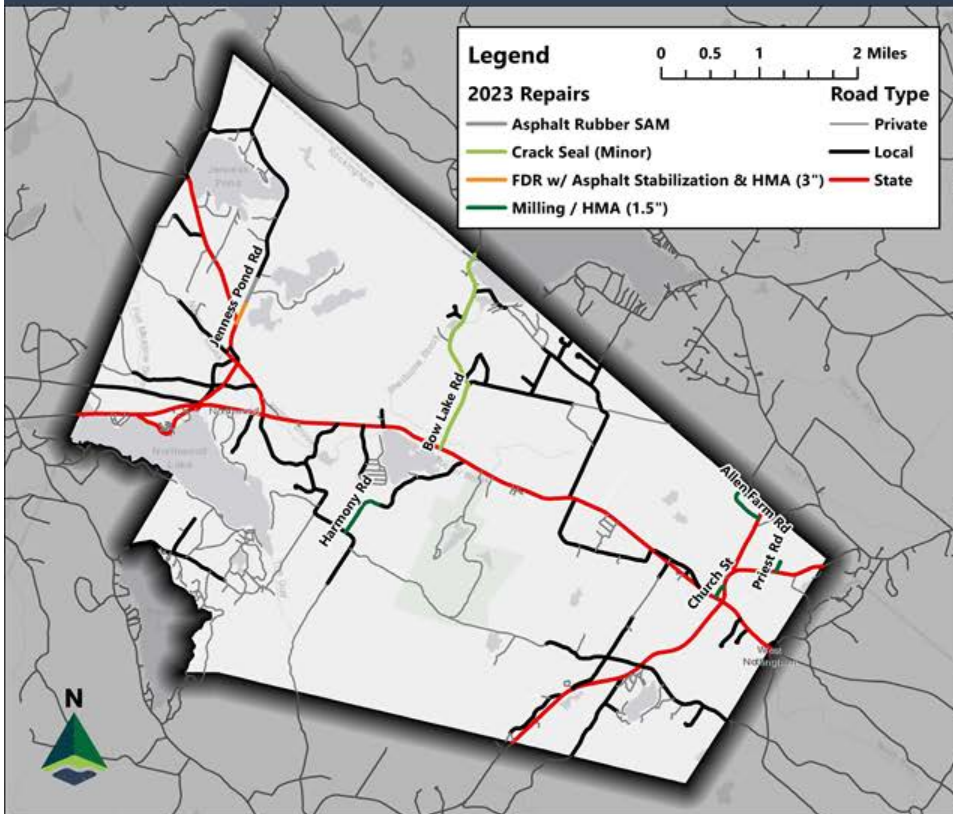
| | |
|---|------------------|
| Crack Seal (Minor) | \$3,268 |
| FDR w/ Asphalt Stabilization and HMA | \$88,039 |
| Milling / HMA (1.5") | \$177,848 |
| Total | \$269,155 |

Roads Treated:

- Bow Street
- Jenness Pond Road
- Old Turnpike Road
- Old Pittsfield Road
- Ye Olde Canterbury Road



2023



| | |
|------------------------------------|------------------|
| Average PCI After Repairs | 80.15 |
| Average PCI Without Repairs | 71.57 |
| Total Miles Treated | 4.10 |
| Total Repair Cost | \$213,730 |

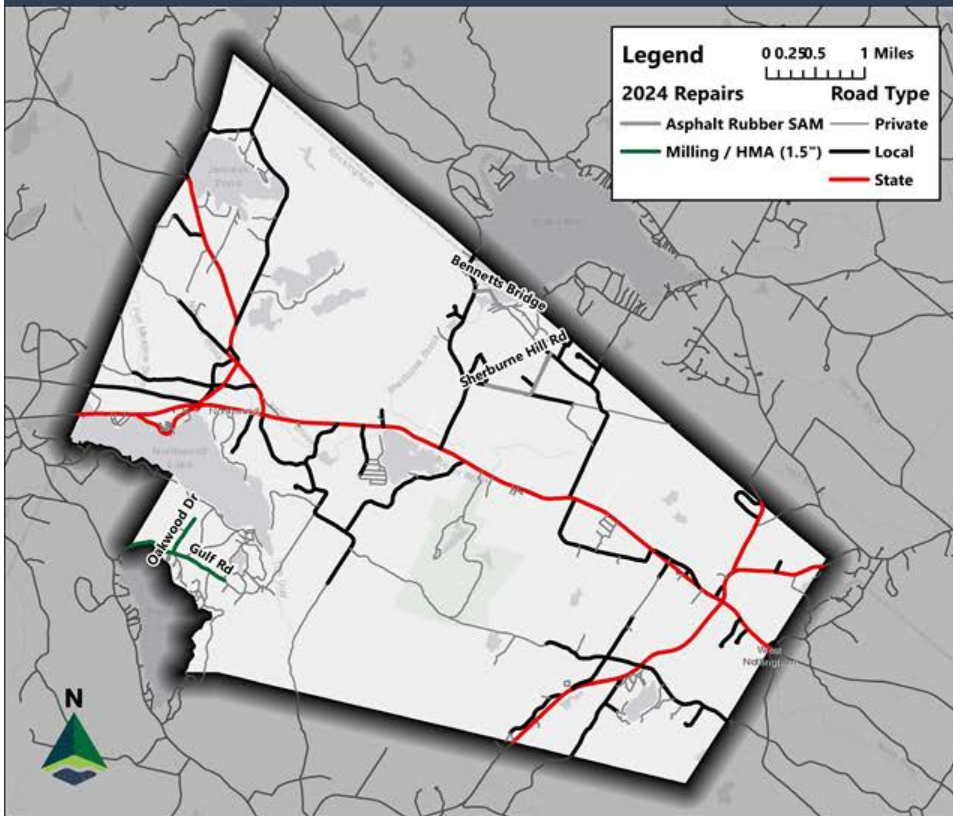
| | |
|---|------------------|
| Crack Seal (Minor) | \$4,922 |
| FDR w/ Asphalt Stabilization and HMA | \$51,395 |
| Milling / HMA (1.5") | \$134,162 |
| Asphalt Rubber SAM | \$13,079 |
| Total | \$213,730 |

Roads Treated:

| | |
|-----------------|-------------------|
| Allen Farm Road | Harmony Road |
| Bow Lake Road | Jenness Pond Road |
| Church Street | Priest Road |



2024



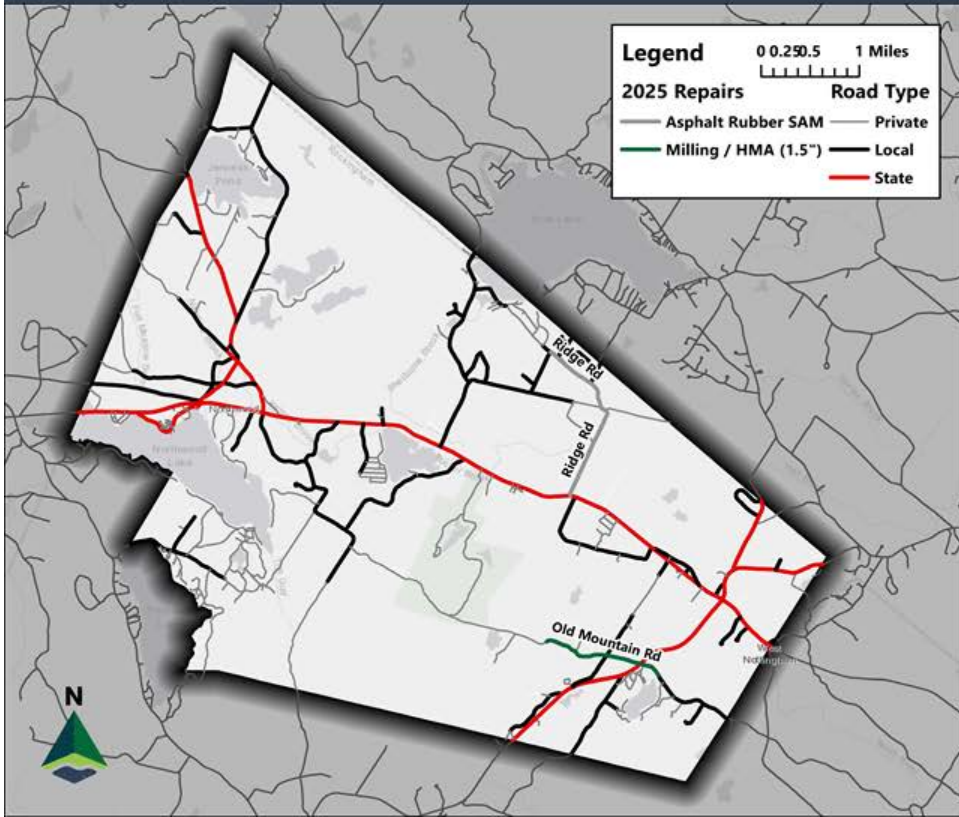
| | |
|------------------------------------|------------------|
| Average PCI After Repairs | 79.31 |
| Average PCI Without Repairs | 68.35 |
| Total Miles Treated | 2.81 |
| Total Repair Cost | \$208,494 |

| | |
|-----------------------------|------------------|
| Crack Seal (Minor) | \$364 |
| Milling / HMA (1.5") | \$127,556 |
| Asphalt Rubber SAM | \$80,574 |
| Total | \$208,494 |

Roads Treated:
 Bennett's Bridge Road
 Gulf Road
 Oakwood Drive
 Sherburne Hill Road



2025



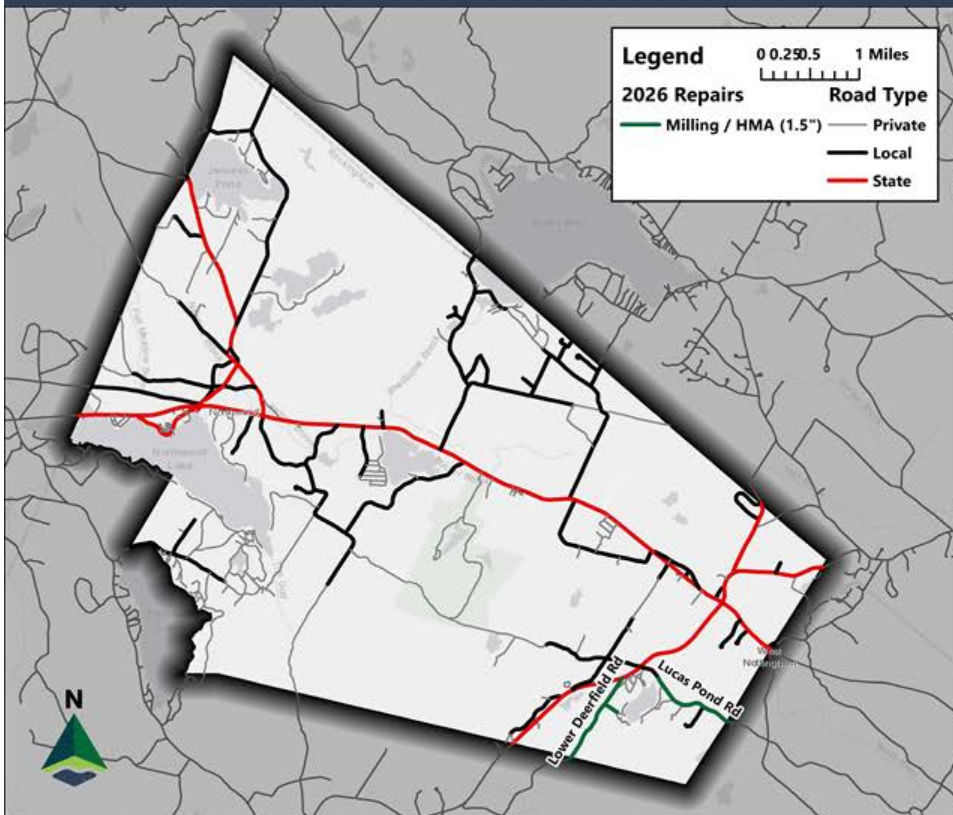
| | |
|------------------------------------|------------------|
| Average PCI After Repairs | 78.53 |
| Average PCI Without Repairs | 65.28 |
| Total Miles Treated | 3.65 |
| Total Repair Cost | \$259,846 |

| | |
|-----------------------------|------------------|
| Milling / HMA (1.5") | \$152,253 |
| Asphalt Rubber SAM | \$107,593 |
| Total | \$259,846 |

Roads Treated:
 Old Mountain Road
 Ridge Road



2026



| | |
|------------------------------------|------------------|
| Average PCI After Repairs | 77.26 |
| Average PCI Without Repairs | 62.34 |
| Total Miles Treated | 2.01 |
| Total Repair Cost | \$196,250 |

| | |
|-----------------------------|------------------|
| Milling / HMA (1.5") | \$196,250 |
| Total | \$196,250 |

Roads Treated:

- Bigelow Road
- Lower Deerfield Road
- Lucas Pond Road



Total (2022-2026)

| | 2022 | 2023 | 2024 | 2025 | 2026 |
|------------------------------------|-------------|-------------|-------------|-------------|-------------|
| Average PCI After Repairs | 79.36 | 80.15 | 79.31 | 78.53 | 77.26 |
| Average PCI Without Repairs | 74.95 | 71.57 | 68.35 | 65.28 | 62.34 |
| Total Miles Treated | 4.03 | 4.10 | 2.81 | 3.65 | 2.01 |
| Total Repair Cost | \$269,155 | \$213,730 | \$208,494 | \$259,846 | \$196,250 |

APPENDIX D - RSMS PROTOCOL

Statewide Asset Data Exchange System (SADES)



Road Surface Management System (RSMS) Assessment Guide

Partnership with

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

Data Collection Specifications Guide

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

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

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General User Information

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

Additional recommended equipment for conducting the assessment includes:

Tape Measure
Reflective Vest

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

Contact Information:

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

General Information

Date:

User Input Date

Record the date when the road assessment is performed.

Observer/Organization:

User Input

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

Road Name:

User Input

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

Road Alias:

User Input

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

Town Name:

User Input

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

Surface Type:

Paved

Unpaved

Shoulder Type:

Paved

Unpaved

None

Road Surface Width:

User input number

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

Number of Lanes:

User input number

The number of lanes making up the pavement width.

Last Year Surveyed

User input number

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

Longitudinal/Transverse Cracking

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

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

Long./Trnsv. Cracking Severity:

No Defects

Low

Medium

High

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

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

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

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

Long./Trnsv. Cracking Extent:

Low

Medium

High

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

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

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

Notes:

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

High Severity



Transverse Crack



Longitudinal Crack

Medium Severity



Transverse Crack



Longitudinal Crack

Low Severity



Alligator Cracking

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

| Alligator Cracking Severity: |
|------------------------------|
| <i>No Defects</i> |
| <i>Low</i> |
| <i>Medium</i> |
| <i>High</i> |

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

| Alligator Cracking Extent: |
|----------------------------|
| <i>Low</i> |
| <i>Medium</i> |
| <i>High</i> |

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

Notes:

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

High Severity



Medium Severity



Low Severity



Edge Cracking

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

| Edge Cracking Severity: |
|-------------------------|
| <i>No Defects</i> |
| <i>Low</i> |
| <i>Medium</i> |
| <i>High</i> |

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

| Edge Cracking Extent: |
|-----------------------|
| <i>Low</i> |
| <i>Medium</i> |
| <i>High</i> |

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

High Severity



Medium Severity



Low Severity



Patching/Potholes

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

| Patching/Potholes Extent: | |
|---------------------------|--|
| <i>No Defects</i> | |
| <i>Low</i> | |
| <i>Medium</i> | |
| <i>High</i> | |

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

Notes:

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

Patching



Pothole



Drainage

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

| Drainage Condition: |
|---------------------|
| <i>Good</i> |
| <i>Fair</i> |
| <i>Poor</i> |

Good There is no evidence of water accumulation on the pavement surface. Roadway has good crown. Positive drainage can be visually confirmed. Ditches, gutters, and other drainage structures are clear, clean, and functioning.

Fair There is evidence of occasional water accumulation on the pavement surface. Road crown is minimal. Ditches, gutters, and other drainage structures are functional though probably need maintenance.

Poor There is evidence of recurring and extensive ponding of water on the pavement surface. Roadway has no crown. Ditches, gutters, and other drainage structures are not functioning or non-existent.

Notes:

Sure signs of poor drainage include:

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

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

Rutting

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

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

No Defects No visible rutting in the rated section.

Low Depth of rut is less than 1".

Medium Ruts are between 1" and 3" deep.

High Ruts are greater than 3" deep.

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

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

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

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

Notes:

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

High Severity



Medium Severity



Low Severity



Roughness

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

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

| | |
|--------------------------|---|
| <u>Smooth</u> | Road has <i>even surface</i> – ideal for smooth, undisturbed travel. New roads and recent resurfacing generally fall into this category. (There may be minor distortions not noticeable to the typical rider) |
| <u>Noticeably Uneven</u> | <i>Noticeable unevenness</i> , but vehicle may continue safely at the posted speeds. Sags and humps have not yet become hazardous. |
| <u>Rough</u> | Pavement surface is <i>very uneven</i> , causing a safety hazard for vehicles traveling at the posted speed limit. |
| <u>Very Rough</u> | Surface roughness is <i>severe</i> , causing the vehicle to lower speed below posted limit. |

Notes:

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

Frost Heave Severity

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

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

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

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

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

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

Notes:

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

Frost Heave



Factors

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

Traffic Volume:

- | |
|---|
| 1 |
| 2 |
| 3 |
| 4 |
| 5 |

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

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

Importance:

- | |
|---|
| 1 |
| 2 |
| 3 |
| 4 |
| 5 |

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

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

Notes:

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

Local Knowledge

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

Interview with Local Knowledge:

Yes

No

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

Interview Comments:

User input text (500 ch. max)

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

Weather Conditions

Weather Conditions:

Sunny/Clear

Overcast/Cloudy

Rain

Snow

Other

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

General Comments

General Comments:

User input comments (500 ch. max)

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