

Relationships.  
Responsiveness.  
Results.



**Pavement Condition  
Study for  
Cape Elizabeth, Maine**

PREPARED FOR:  
Town of Cape Elizabeth  
320 Ocean House Road  
Cape Elizabeth, ME 04107

December 2017

SUBMITTED BY:  
Gorrill Palmer  
707 Sable Oaks Drive  
Suite 30  
So. Portland, ME 04106  
207.772.2515



Town of Cape Elizabeth  
Pavement Management Study for 2017  
Cape Elizabeth, Maine

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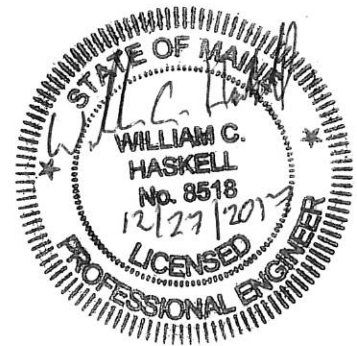
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## Executive Summary

The Town of Cape Elizabeth retained Gorrill Palmer to complete a pavement condition study and report to guide future maintenance and rehabilitation of pavement. The roads were evaluated in June and July to obtain Pavement Condition Index (PCI) values. The 2017 existing PCI for the Town is 79.69, which equates to a Satisfactory condition. Overall, the Town appears to be doing a good job in maintaining their paved infrastructure. The percent of paved roadway sections in “Fair” or better condition is about 90%.

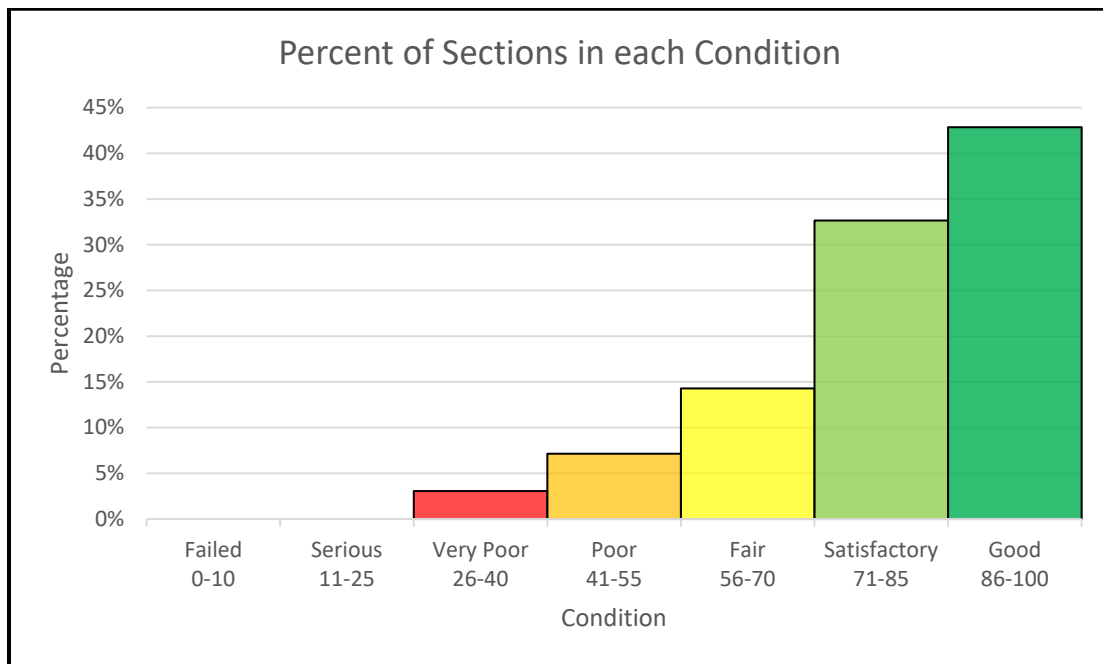


Figure I - Sections in each Condition

Paver software, which can model pavement deterioration and maintenance over time, was used to predict pavement conditions over the next 10 years (2018 – 2027) based on different levels of annual funding. The Town’s paving budget fluctuates from year to year so different budgeting scenarios were assessed. The Paver software projects that annual expenditures of about \$330,000 would approximately maintain the current average PCI of 79.69 through 2027.

## Introduction

Gorrill Palmer (GP) was retained by the Town of Cape Elizabeth to perform a Pavement Condition Study for state, local, and urban compact roads throughout the Town (approximately 63 miles) and use this information to recommend a long-term capital plan that prioritizes the future road maintenance and improvements based on the pavement condition rating. A combination of maps and a list of Town roads obtained from the Public Works Director were used to survey all public roads in Cape Elizabeth. Private or unpaved roadways were excluded. Some major roads were divided into sections according to their paving history, based upon information provided by the Public Works Director.

Pavement management is the process of planning the most cost-effective maintenance and repair strategies for roadways while optimizing roadway conditions for future years. The goal of this study is to plan a maintenance and repair strategy to improve the network of roadways in a cost-effective way. We recommend the inventory be updated every three to four years to monitor the pavement deterioration rate and update pavement history as necessary. It is important to understand that this methodology only addresses pavement condition and pavement condition strategies and does not assess the adequacy of drainage, sidewalks, signage, pavement markings, roadway safety, etc.

GP is transitioning over to a more powerful and efficient pavement management system (PMS) called Paver (developed by U.S. Army Corp of Engineers). It is a decision-making tool for the development of cost effective maintenance and repair alternatives and provides capabilities for pavement network inventory, pavement condition rating and analysis of different budgeting scenarios. This program is published and endorsed by the American Public Works Association (APWA). Few pavement management programs forecast future roadway conditions or suggest network wide budgets, which is one of the reasons Paver was selected. Other reasons include its ability to integrate with the Town's GIS system, and the improved data collection process enabled by the tablet-based FieldInspector companion software.

For inventorying data in the field, the Paver FieldInspector software was used. This software allows for direct data input and instantaneous Pavement Condition Index (PCI) results while out in the field. This software was used on a Microsoft Surface Pro 3 tablet. Once all the data is entered into the program, it was exported to the Paver 7.0.3 software for analysis.

## Pavement Deterioration Curve

Figure illustrates the ideal timing to complete preventative maintenance before the pavement condition reaches a point where the pavement rehabilitation is required. It is less expensive to complete an overlay on a roadway than to reconstruct a roadway. This is why it is important to “keep good roads good”. It is imperative to complete preventative maintenance to maintain the condition of the roadways so that they do not reach a point where reconstruction is the only solution.

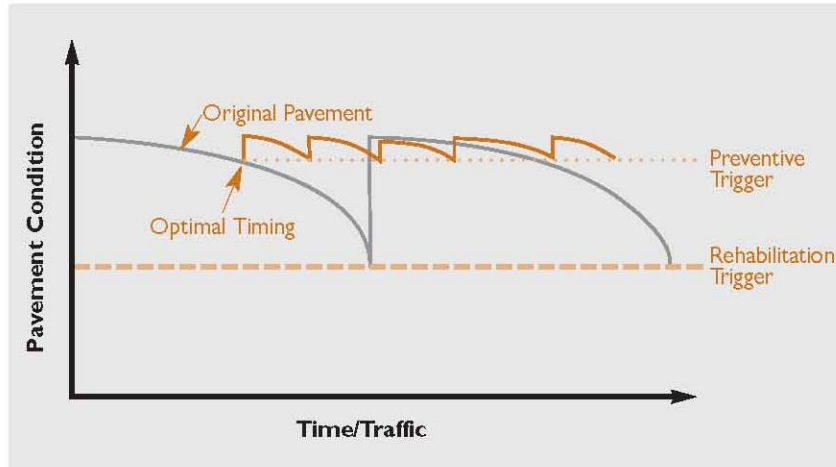


Figure 2 – Pavement Deterioration Curve  
 \*Graph from TRNews 228

## Data Collection

GP completed detailed condition assessments on approximately 63 miles of Cape Elizabeth’s local, state, and urban compact roads. The data collection methodology generally followed the ASTM D6433-11, *Standard Practices for Road and Parking Lots Pavement Condition Index Surveys*. Each roadway was broken up into sections with contiguous characteristics (geometry, work history, pavement history, etc.) as defined by the Town of Cape Elizabeth. Each section was delineated by bordering cross streets, designated “to” and “from” streets, town lines, or pavement changes. The number of samples chosen per section was based on the parameters identified in Table I. Each sample examines a 100-foot-long segment of the section.

Table I - Section Length to Number of Samples

Section Length	Number of Samples
< 1420 feet	Two samples collected, one beginning 100’ back from the “from” cross street and one at the end of the section
> 1420 feet and < 5280 feet	Multiple samples collected, one beginning 100’ inward from the “from” street and subsequent samples 1,320 feet from the end of the previous sample (every quarter mile)
> 5,280 feet	Multiple samples collected, one beginning 100’ inward from the “from” street and subsequent samples 2,640 feet from the end of the previous sample (every half mile)

## Types of Distresses

Each sample area was examined for the extent and severity of the different types of pavement distresses as identified in ASTM D6433. The pavement distresses that were evaluated are summarized below:

- *Alligator Cracking* is typically a series of interconnected cracks caused by fatigue failure under repeated traffic loading. Typically, this type of distress occurs in vehicle wheel paths.
- *Bleeding* is when a film of bituminous material is observed on the pavement surface.
- *Block Cracking* is when cracking results in the division of pavement into approximate rectangular pieces. Block cracking is typically caused by the shrinkage of the pavement and daily temperature changes.
- *Bumps and Sags* are either upward or downward displacements of the pavement that can be caused by numerous factors.
- *Corrugation*, that is also known as wash-boarding, is typically caused by traffic loading combined with unstable pavement.
- *Depressions* are localized areas where the pavement has settled, creating areas where water will collect.
- *Edge Cracking* typically occurs within 18 inches of the outer edge of the pavement, and the cracks are often parallel to the center of the roadway.
- *Joint Reflection Cracking* is classified as cracks which occur in an asphalt surfaced pavement located over a concrete roadway.

- *Lane/Shoulder Drop Off* is a difference in elevation between the edge of the pavement and the adjacent ground. This can be a safety issue and can also contribute to premature edge cracking.
- *Longitudinal and transverse cracking* – Longitudinal cracks are typically parallel to the centerline are caused by a poorly constructed joint, shrinkage or reflective cracking. Transverse cracks are typically perpendicular to the roadway centerline and are typically not a result of pavement loading.
- *Patching & Utility Cut Patching* are areas where the original pavement has been replaced or repaired with new pavement or cold patch.
- *Polished Aggregate* is a result of wear to the pavement surface by vehicular traffic. The aggregate in the pavement appears worn and is smooth, resulting in less friction with vehicle tires.
- *Potholes* are usually bowl-shaped depressions in the roadway surface typically less than thirty inches in diameter.
- *Railroad Crossing distresses* are typically depressions or bumps adjacent to railroad tracks.
- *Rutting* is a pavement depression that occurs in the vehicle wheel paths and is caused by vehicle loading.
- *Shoving* is a when traffic pushes the pavement surface creating a short wave in the surface.
- *Slippage Cracking* typically consists of crescent-shaped cracks produced as a result of vehicle braking or turning movements.
- *Swell* is an upward hump in the pavement surface typically caused by frost action.

- *Raveling* is a result of wearing away of the pavement surface and can be a result of tracked vehicles traveling along the roadway.
- *Weathering* is a result of the asphalt wearing away on the pavement surface.

## Pavement Condition Indexes

The pavement survey distresses collected and recorded in the field were entered into FieldInspector software and then imported into Paver for analysis. FieldInspector generates a Pavement Condition Index (PCI) for each roadway section given the raw data that was entered. The PCI uses a scale from 1 to 100. A score of 100 represents a newly paved “perfect” roadway, while a score of 0 indicates a complete roadway failure. A depiction of the PCI rating scale and the corresponding maintenance scale is shown below in Figure 3. The colors associated with each category are standardized throughout Paver analysis. It should be noted that the Pavement Condition Index (PCI) that Paver uses and the Pavement Condition Rating (PCR) used in the previous 2013 Pavement Management Study for Cape Elizabeth rate road sections using different scales. The PCI rates road sections from 1-100 while the PCR rates road sections from 1-5. GP was unable to find a conversion between the two indices so the 2013 PCR values were multiplied by 20 to convert to PCI values for comparison with new 2017 PCI values. Overall the conversion makes sense with most road sections showing a reasonable drop in PCI value from 2013 to 2017. There are, however, a few road sections that show an increase in PCI from 2013 to 2017, even though those road sections do not appear to have been paved. This increase in PCI, when there should not be, is likely due to there being no perfect conversion from PCR to PCI.



<b>PCI</b>	<b>Maintenance Strategy</b>
<b>86 - 100</b>	<b>Good - Future Overlay</b>
<b>71 - 85</b>	<b>Satisfactory - Future Overlay</b>
<b>56 - 70</b>	<b>Fair - Light Overlay/Shim (1.0")</b>
<b>41 - 55</b>	<b>Poor - Heavy Overlay/Shim(2.25")</b>
<b>26 - 40</b>	<b>Very Poor – Reclaim/Reconstruct</b>
<b>11 - 25</b>	<b>Serious - Reconstruct</b>
<b>0 - 10</b>	<b>Failed - Reconstruct</b>

Figure 3 – PCI Rating Scale

Note: The ranges in Figure 3 are 0.00 – 10.00 (Failed), 10.01 – 25.00 (Serious), etc.

Figure below depicts representative examples of the various PCI pavement conditions.



*Good*



*Satisfactory*



*Fair*



*Poor*



*Very poor*



*Serious*



*Failed*

Figure 4 - Pavement Condition Examples

Note: The photographs in Figure 4 above represent examples of pavement conditions and were not necessarily taken in Cape Elizabeth.

## Pavement Conditions

For this report, only local and state-owned roadways with federal classifications of “C” (collector road) and less were inspected. Two PCI deterioration families were created for these roadways. The first family is all roadways with a federal classification of “E” (residential roads). The second family is all roadways with a federal classification of “C” (collector roads). The road classifications were determined using the Public Map Viewer on the MaineDOT’s website (<http://www.maine.gov/mdot/mapviewer/>). For the Condition Performance Analysis and Work Planning in this report, the two PCI families were analyzed together.

The current area weighted average PCI for the 63 road miles in Cape Elizabeth, based on the approximately 515 inspections performed, is **79.69**, and the arithmetic average is **79.00**. The full list of roads surveyed and their corresponding PCI values is included in Appendix A. During inspection Hill Way was in the process of being paved. Hill Way was not inspected and assumed to have a 100 PCI rating after paving. Figure 5 shows the PCI rating versus roadway miles. Note a majority of miles have a PCI of 56 (“Fair”) or better. Figure 6 shows the PCI rating versus the number of road Sections inspected in that category.

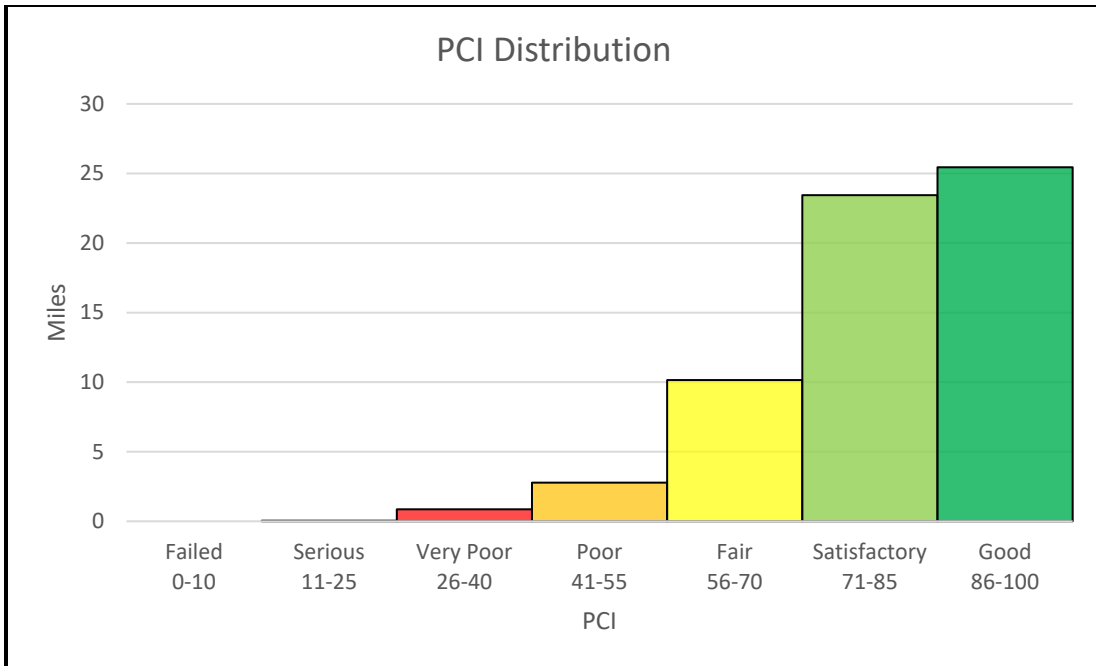


Figure 5 – PCI Distribution vs. Number of Miles for 2017

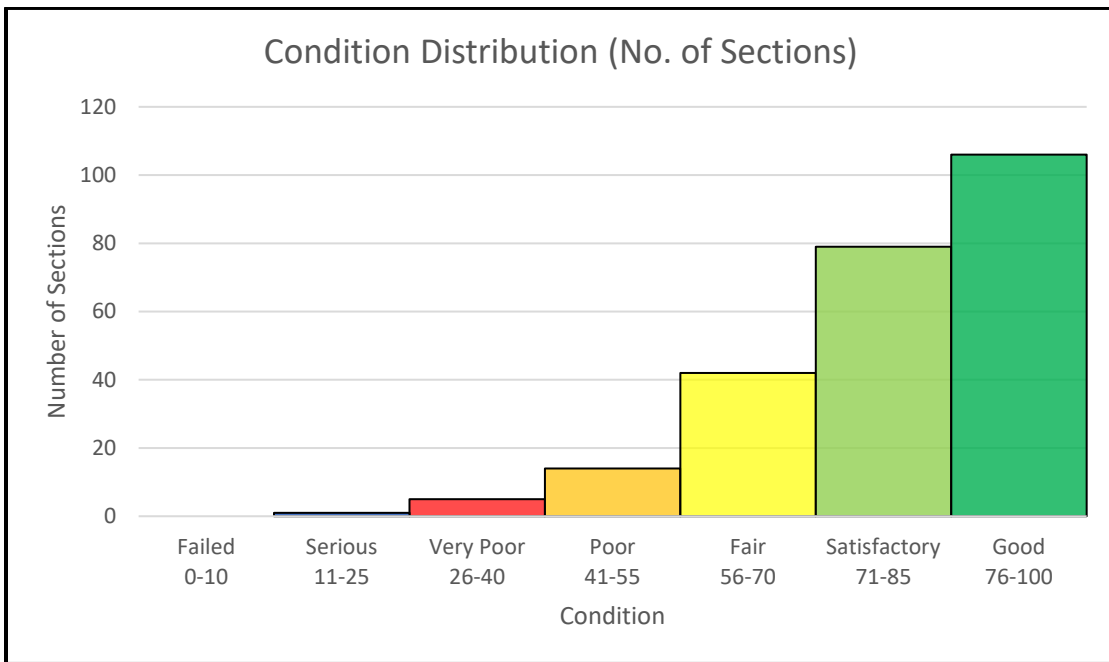


Figure 6 – Condition Distribution Graph for 2017

Figure 7 shows the condition of all sections on a percentage basis. As shown, 90% of the roads in the Town are in “Fair” or better condition.

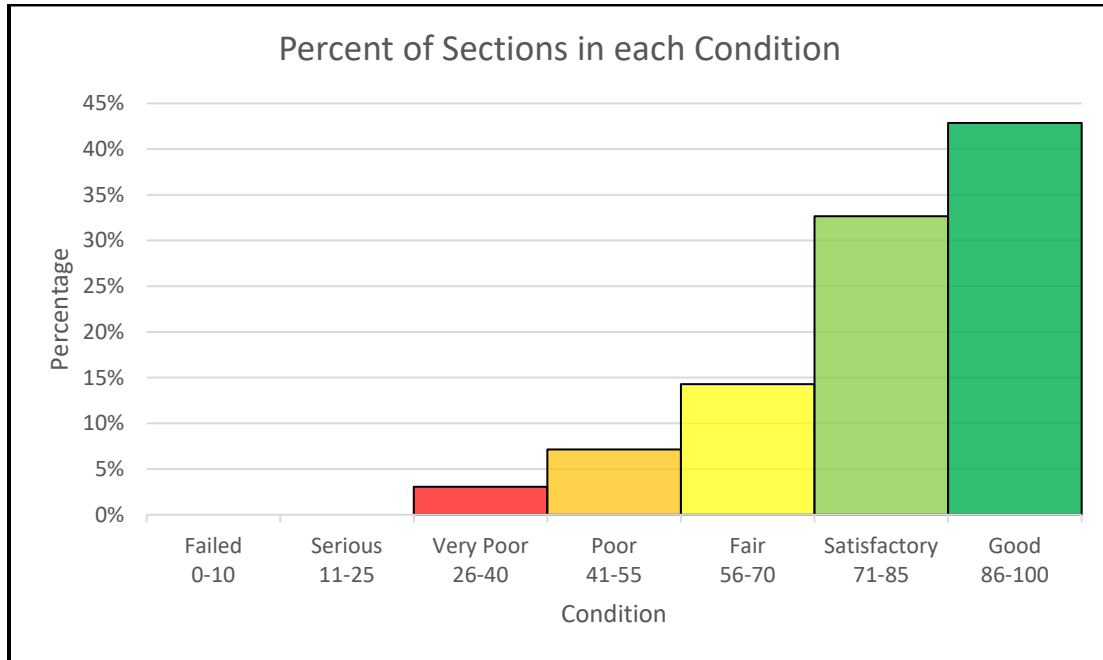


Figure 7 – Sections in each Condition

## Treatment Options

The Town of Cape Elizabeth has several treatment alternatives available for their roadways. It is important to note that the improvements shown below are a result of the data collected in the field of the existing pavement conditions only. Drainage, safety issues, sidewalks, underground utilities, etc. are not included in this assessment. It is recommended that the condition of the roadways be collected in the field approximately every three to four years. Over time, this will provide the Town of Cape Elizabeth with sufficient historical data to produce an accurate deterioration curve. This will further help to identify which roadways will need to be reconstructed or just overlaid. In order to maintain the Town of Cape Elizabeth’s roadways in the most economical way; it is imperative to utilize the appropriate treatment. The typical treatment options are outlined below:

- *Crack Sealing:* This treatment uses a bituminous crack sealer to seal small cracks; this approach prevents water from enlarging cracks through frost action.
- *Pothole Repair:* This treatment is a temporary repair to fill a pothole in the roadway, using a hot mix asphalt in the warm months, and a cold patch asphalt in the winter months.

- *Light Overlay / Shim:* Treatment alternative consists of a 3/4-inch shim course of pavement and a 1-inch surface course of pavement. The shim course is a thin layer of asphalt that is applied to the existing pavement. It is intended smooth out any distortion (rutting, small depressions, etc.) prior to the surface course. The shim allows for a more uniform roadway and for a more evenly compacted surface layer, which extends the pavement life and ride quality. This treatment can also be combined with milling (grinding the existing surface layer) of the pavement.
- *Heavy overlay/ Shim:* This treatment is similar to the light overlay, but uses a 3/4-inch shim and a 1 1/2-inch course of surface pavement to address a roadway build-up that has further deteriorated, and therefore needs a more structural treatment. This treatment can also be combined with milling (grinding the existing surface layer) of the pavement.
- *Reclaim:* A full-depth reclamation treatment pulverizes the existing pavement and mixes some of it with the existing base material. The material is then re-graded and prepared for a 4-inch base course and 2-inch surface course pavement. It is important to note that this treatment is not typically used on a roadway which has existing curb.
- *Reconstruction:* This treatment is a full reconstruction of the roadway; including the removal of all pavement as well as the gravel below. A new layer of gravel is then placed at a depth that is appropriate for the level of traffic and load the roadways is expected to receive. Finally, a new 4-inch base course and 2-inch surface course of pavement are placed.

Based on the PCI value, Paver assigns a surface treatment category to each roadway section. Paver defines two of the categories based on the specified critical PCI (CPCI) value, the value at which the cost of applying localized preventative maintenance increases and the effectiveness decreases. This value is set at a CPCI of 65. The treatment categories are outlined below:

**Localized Stopgap (Safety) Maintenance & Repair (Stopgap M&R):** Defined as the localized maintenance and repair needed to keep the pavement operationally in a safe condition and would include pothole repair as well as other minor spot repairs. This policy is typically applied to pavements below the critical PCI (65) and is intended to be temporary pending reconstruction.

**Localized Preventative Maintenance & Repair (Localized M&R):** Defined as distress maintenance activities performed with the primary objective of slowing the rate of deterioration

in a localized area. This would include activities such as crack sealing, pothole repair and localized light overlay and shim. This policy is applied to pavements above the critical PCI (65).

**Global Preventive Maintenance & Repair (Global M&R):** Activities applied to entire pavement sections with the primary objective of slowing the rate of deterioration and would primarily be a light overlay/shim. This policy is applied to pavements above the critical PCI (65).

**Major Maintenance & Repair Under Critical PCI (Major M&R Under CPCI):** Activities applied to the entire pavement section to correct or improve structural or functional requirements for sections below critical PCI (65). Treatment would range from a heavy overlay to a full roadway reconstruction.

**Major Maintenance & Repair Above Critical PCI (Major M&R Above CPCI):** Activities applied to the entire pavement section to correct or improve structural or functional requirements for above critical PCI (65). Treatment would typically be a heavy overlay and may include milling the existing pavements as well.

The pavement condition indexes are an average PCI for the length of the roadway segment, so it is possible that one survey site has a much lower pavement condition rating compared to the remainder of the roadway segment. Before construction is scheduled for any roadway improvements, a site visit should be completed to determine the exact scope of work. It is important to note that as the condition of the roadways decline, the cost to repair the roadways increases; therefore, it is more cost effective to overlay roadways before they reach a point where they need to be reconstructed.

## Budget Analysis

It is our understanding that the Town of Cape Elizabeth's paving budget of \$250,000 has remained relatively consistent for the last 10 years. This budget along with several other funding scenarios were evaluated to determine the relative effect on pavement conditions. For the budgeting analysis, Paver's Maintenance and Repair (M&R) analysis program was used to calculate the costs and consequences of different budget scenarios.



# Budget Scenarios

For the funding scenarios presented, the M&R program used the Critical PCI method, which optimizes M&R activity against a specified budget or determines the budget needed to maintain a specified condition level. The funding scenarios that we evaluated are as follows:

- **Zero Funding** – the “do nothing” approach; shows the effects of spending no money on improving or maintaining roadways.
- **Maintain Current PCI Level for 10 years** – this scenario shows what the cost would be to approximately maintain the Town’s area-weighted average PCI (79.69) for 10 years.
- **Different Levels of Funding** – this scenario shows five other funding levels that include \$100,000, \$250,000 (Town’s proposed budget), \$300,000, \$400,000, and \$500,000 for 10 years.

## Summary of Budget Scenarios

Paver’s M&R software analyzed the given scenarios and funding levels. A summary of the results are shown in Table 2. For additional Condition Distribution Graphs and figures for each scenario refer to Appendix B.

Table 2 - Funding Scenarios

Funding Scenario	Cost/year	2018 PCI	2027 PCI
1) No Funding	\$0	79.69	65.66
2) Maintain PCI for 10 years	\$330,000	79.69	76.67
3) \$100,000 budget for 10 years	\$100,000	79.69	66.36
<b>4) \$250,000 budget for 10 years</b>	<b>\$250,000</b>	<b>79.69</b>	<b>70.45</b>
5) \$300,000 budget for 10 years	\$300,000	79.69	73.69
6) \$400,000 budget for 10 years	\$400,000	79.69	79.00
7) \$500,000 budget for 10 years	\$500,000	79.69	80.83

A standard annual inflation rate of 3% was used in all the funding scenarios. The starting PCI for each scenario is the current area-weighted average PCI of 79.69 that was calculated immediately after data input completion. A tolerance of one (+/- 1) PCI was used for the iteration for scenario 2, however, the PCI drops roughly 3 points. The PCI drop outside of the tolerance level is because Paver will not reconstruct road sections that are in adequate condition above the critical PCI (65) but below the target PCI (79.69).



Paver’s M&R analysis internally decides where to spend the available funding. There is an option to specifically direct certain percentages of funding into Localized Stopgap M&R and Major M&R separately, but for the purpose of this report, Paver’s default decision making was used.

Note: Each Condition Distribution Graph shows section conditions at the end of the year, after the M&R work has been done. This is the reason for the difference in number of sections in the various Condition Distribution Graphs for 2018.

**Scenario I: No Funding (do nothing approach)**

Applying no annual funding towards pavement improvements will result in a PCI drop from 80 to 66 in 10 years. Figure 8 shows a Condition Distribution Graph for 2018 and 2027 after no funding for 10 years. The figure shows a major decrease in “Good” sections with an increase in “Fair” and “Very Poor” sections. Appendix B shows more graphs relating to each scenario.

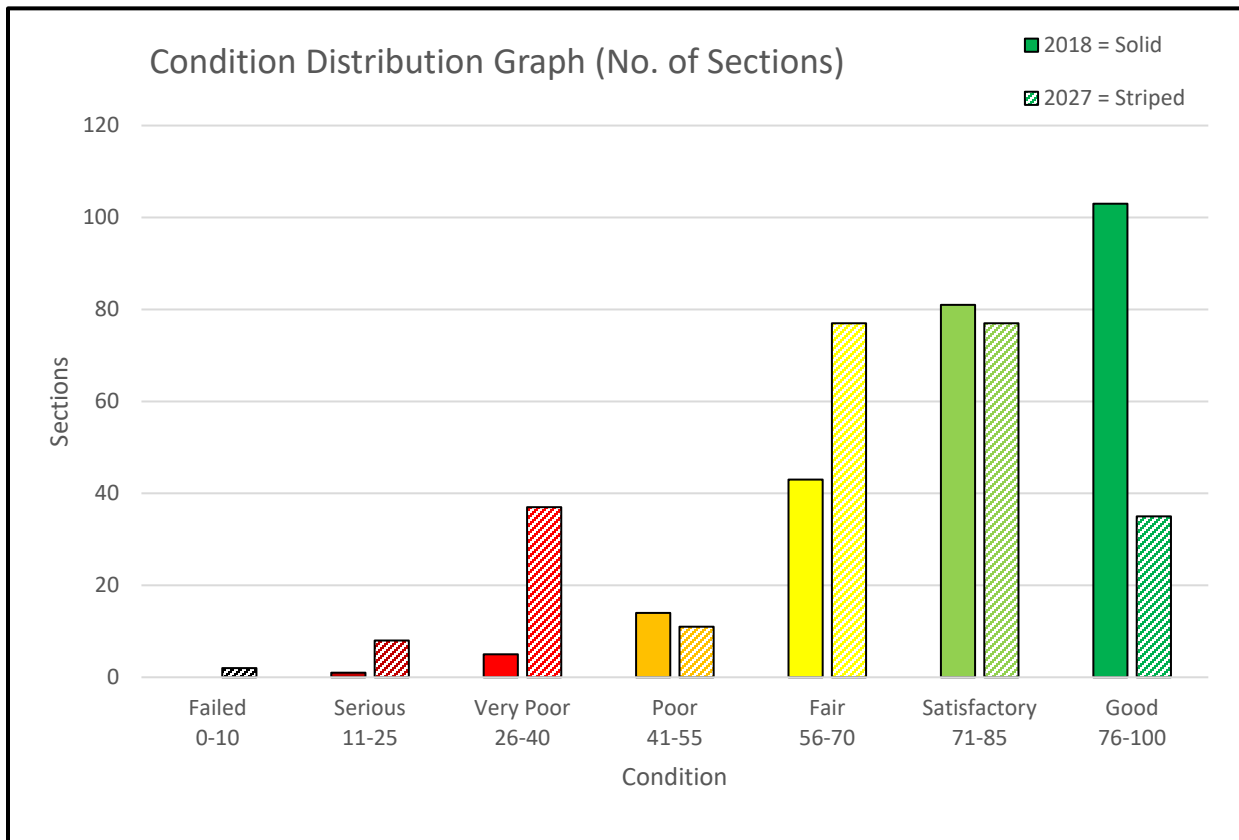


Figure 8 – Condition Distribution Graph 2018 vs. 2027

## Scenario 2: Maintain Current PCI for 10 years

For this scenario, Paver computed the annual funding for 10 years required to maintain the existing PCI of 79.69. The allowable PCI tolerance was set to one (1), however, as stated above Paver will not remove pavement that is above the critical PCI (65) and below the target PCI (79.69). Figure 9 shows a decrease in “Fair” sections with most of those sections moving up to either “Satisfactory” or “Good”. The \$330,000 budget per year was split between all M&R categories (Stopgap, Preventative, Global, and Major). Refer to Appendix B for more graphs.

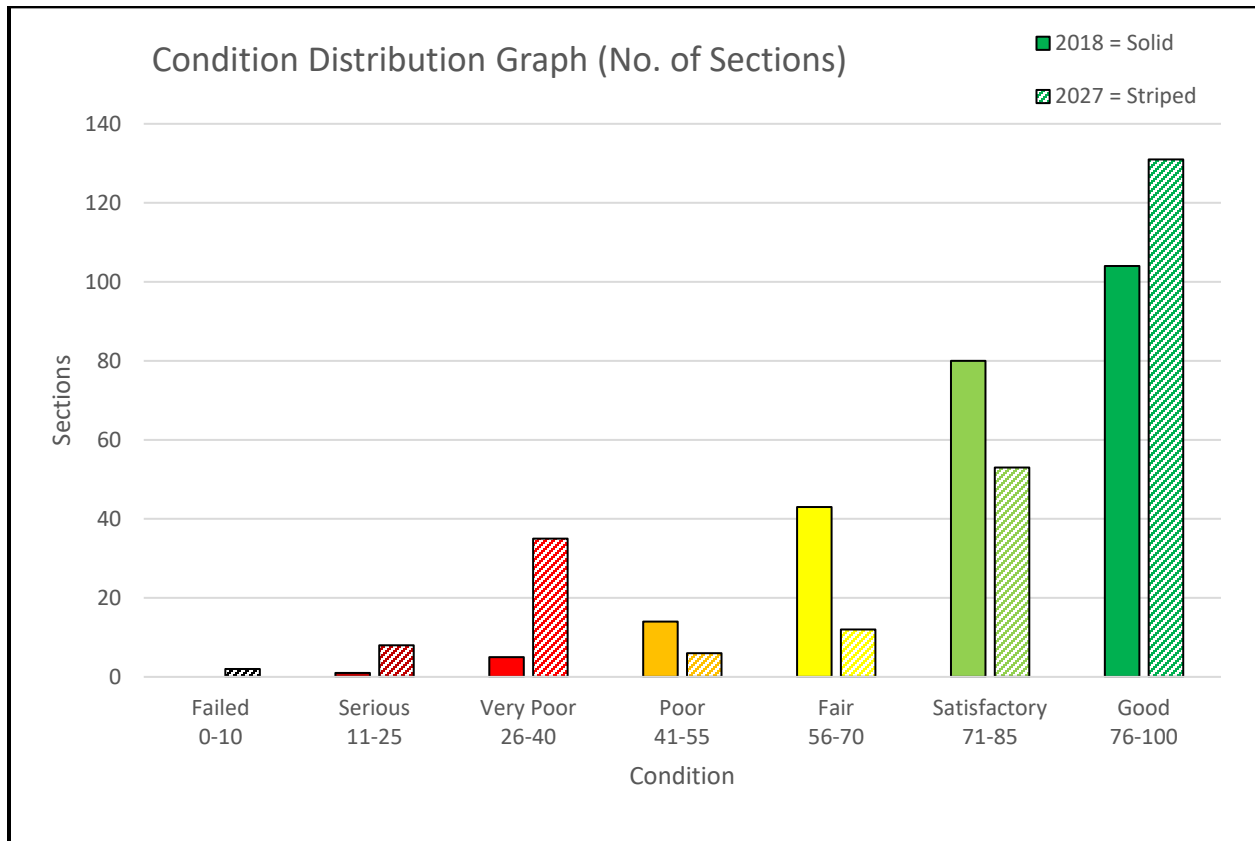


Figure 9 – Condition Distribution Graph 2018 vs. 2027

### Scenario 3: \$100,000 budget per year for 10 years

This budget scenario uses only Stopgap and Preventative M&R for its analysis because Paver does not allocate any funding to Global or Major M&R when a budget is this low. With Paver not applying any budget towards Global or Major M&R for 10 years there is a significant PCI drop (13) from 2018 to 2027. Figure 14 shows a considerable decrease in “Good” sections and an increase in “Fair” and “Very Poor” sections by 2027. The increase in “Very Poor” sections is due to Paver trying to “keep good roads good” while there is not enough funding to rehabilitate “Poor” or worse roads.

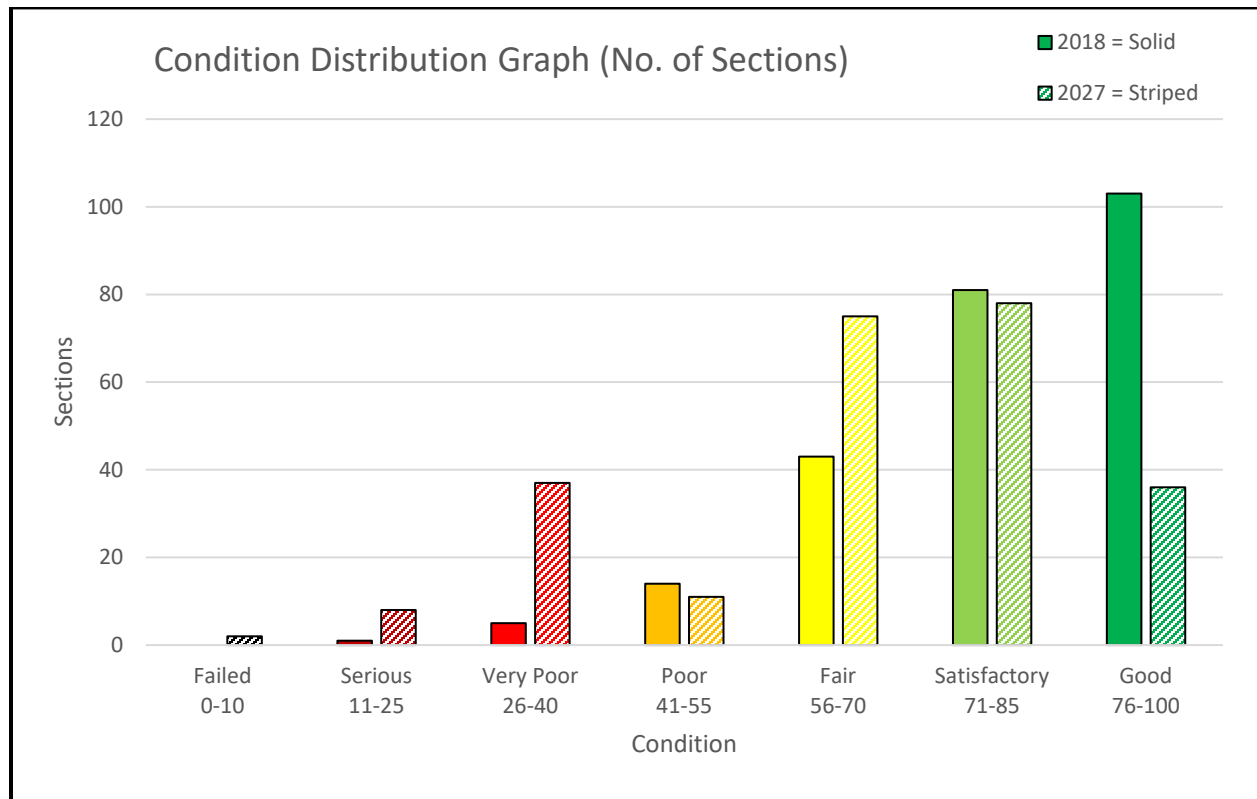


Figure 10 – Condition Distribution Graph 2018 vs. 2027

**Scenario 4: City Proposed Budget per year for 10 years**

This scenario projects future conditions for a \$250,000 budget for 10 years. This scenario does not allocate any funding towards Major M&R. Similar to the previous scenario, Figure 11 shows a significant decrease in “Good” sections and a significant increase in “Satisfactory” sections.

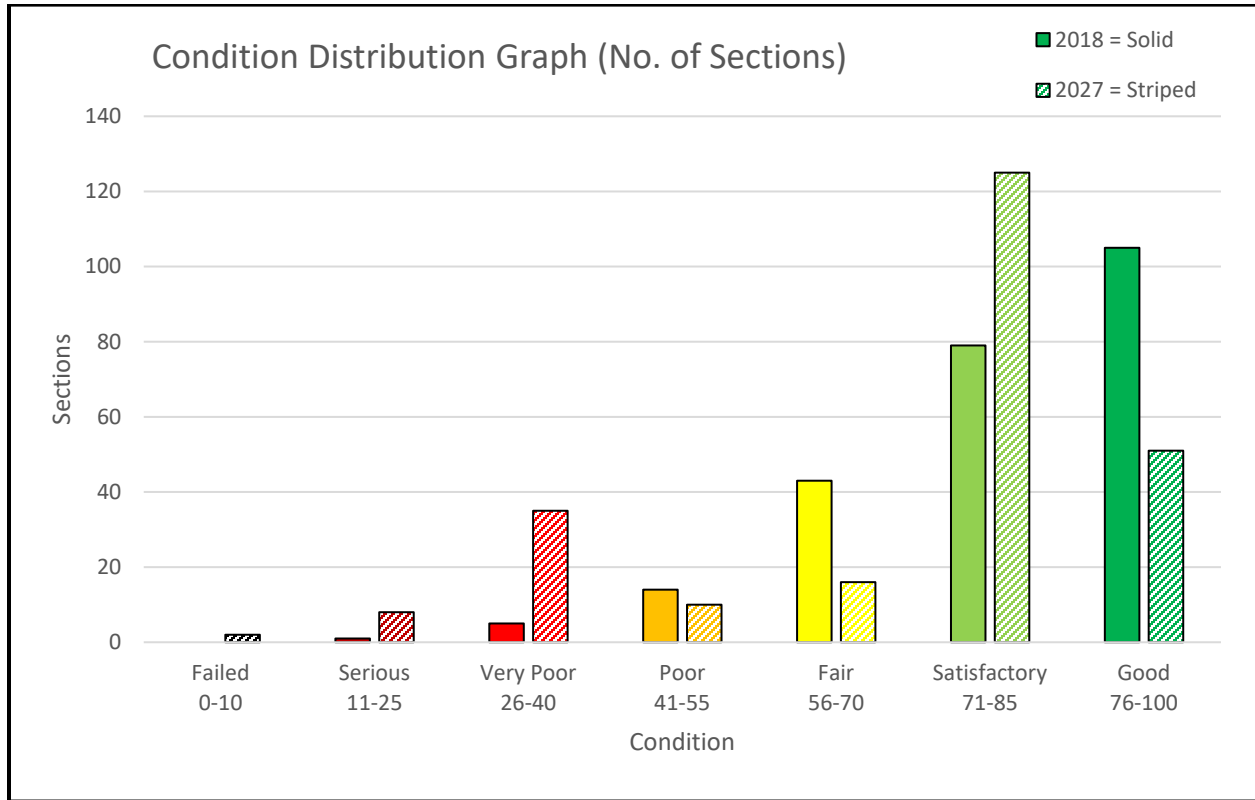


Figure 11 – Condition Distribution Graph 2018 vs. 2027

**Scenario 5: \$300,000 budget per year for 10 years**

This scenario projects future conditions for a \$300,000 budget for 10 years. This scenario and the remaining scenario's budget costs are distributed into Stopgap, Preventative, Global, and Major M&R categories by Paver. Figure 12 shows a decrease in "Fair" and "Good" sections and an increase in "Satisfactory" and "Very Poor" sections.

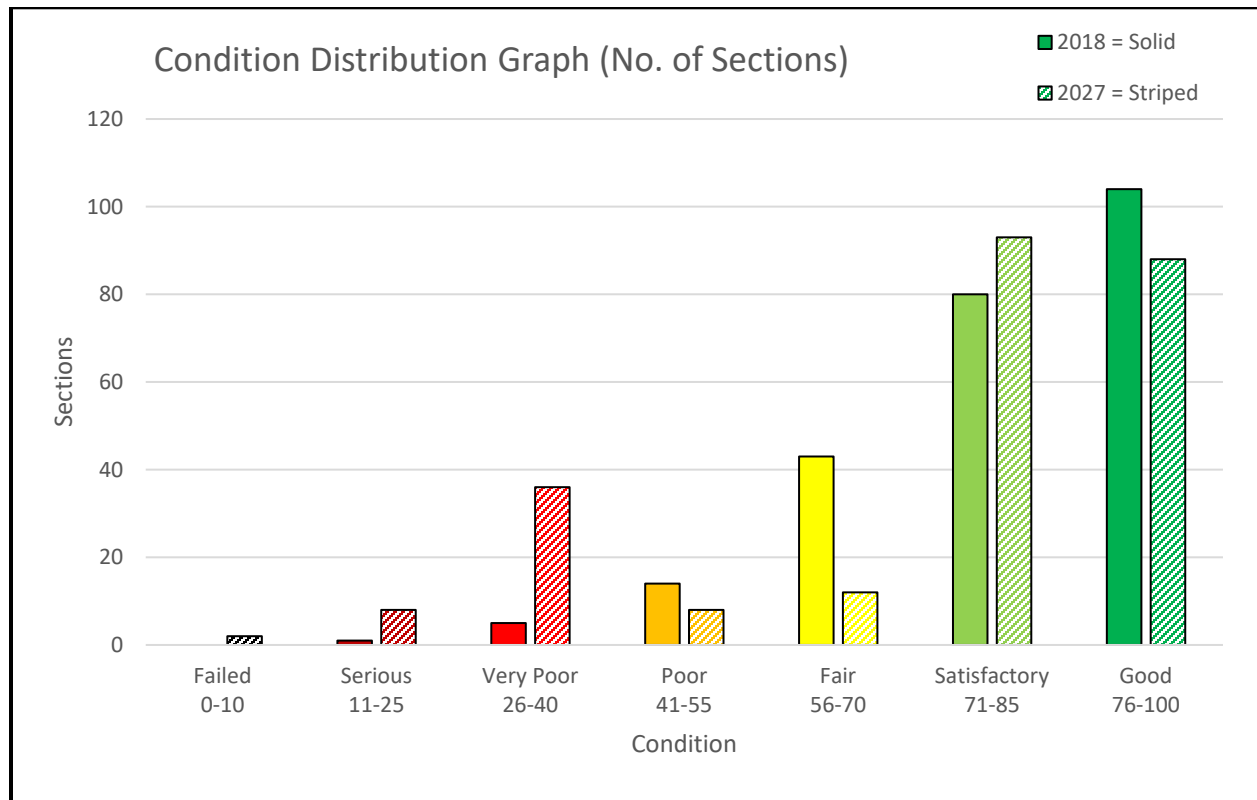


Figure 12 – Condition Distribution Graph 2018 vs. 2027

**Scenario 6: \$400,000 budget per year for 10 years**

This scenario projects future conditions for a \$400,000 budget for 10 years. Figure 13 shows a decrease in “Fair” sections and an increase in “Good” sections. This section distribution is similar to Scenario 2, “Maintain PCI for 10 years”, however, there are more sections in “Satisfactory” and “Good” conditions for Scenario 6.

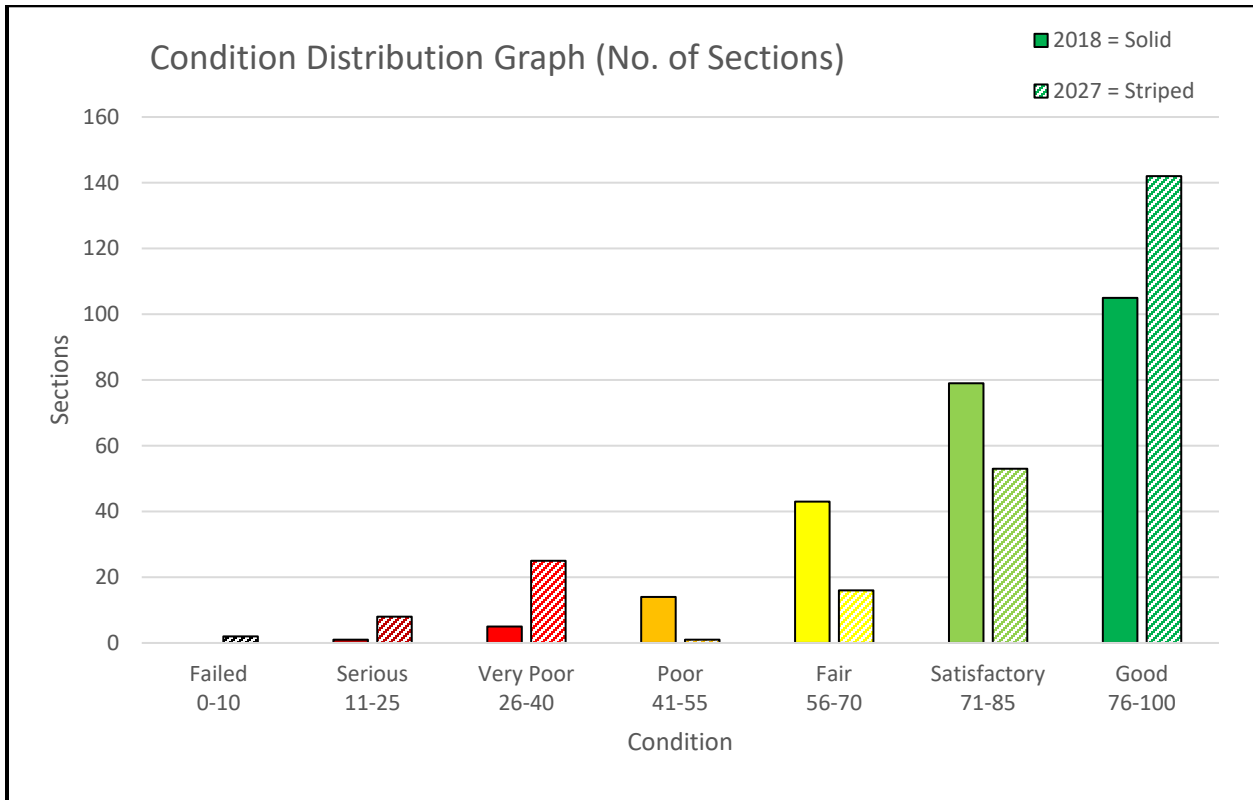


Figure 13 – Condition Distribution Graph 2018 vs. 2027

**Scenario 7: \$500,000 budget per year for 10 years**

This scenario projects future conditions for a \$500,000 budget for 10 years. Figure 14 shows most road sections in “Satisfactory” to “Good” conditions. This scenario is the most expensive funding level GP analyzed, but the payoff is evident by increasing the overall PCI by 2 points. Refer to Appendix B for more figures.

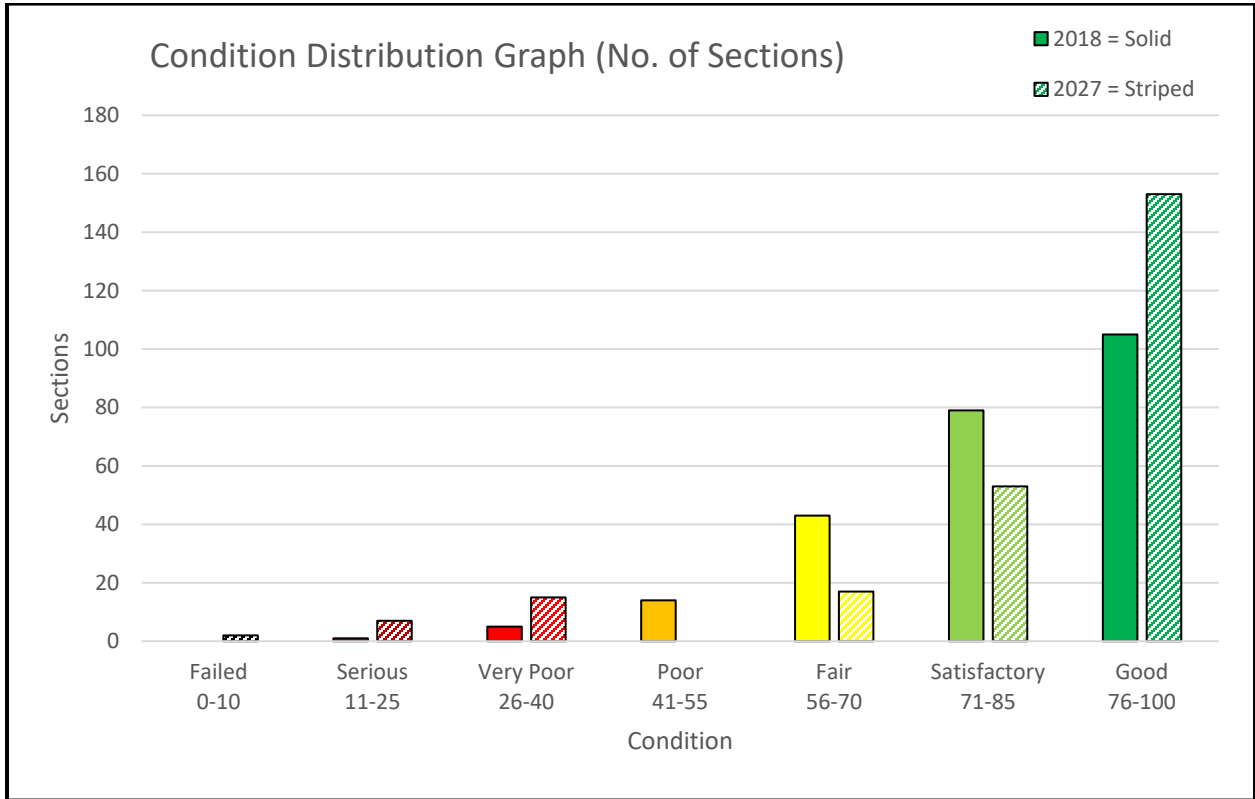


Figure 14 – Condition Distribution Graph 2018 vs. 2027

## Conclusion

This report was prepared to assist the Town with their long-term planning for street repairs and maintenance as well as to provide a current snapshot of the existing roadway pavement conditions. Overall, approximately 90% of the Town's roadways are in "Fair" or better condition, however, 10% are in "Poor" to "failed" condition. The cost to maintain a roadway in this 10% will be four to six times higher than a road that is in "Fair" or better condition. This is why it is important for the Town to continue a maintenance schedule on good roads while working to upgrade the roads in poor condition. The Town's current budget of \$250,000 shows a good effort in maintaining the road network in "Fair" to "Good" condition. The above scenarios show that increasing the budget to \$330,000 would maintain the PCI of the road network with minimal drop in condition over the next 10 years. As previously stated, this report does not address other factors along the roadways such as drainage, safety, signage etc.

## Updating Paver Database

Gorrill Palmer recommends that the Town continue to update the Paver database furnished by GP as part of our work and to include the following:

- Document the work performed on the roadways annually for input into Paver. This includes shims, overlays, reclaims and full reconstructions.
- Evaluate funding levels annually.
- Update Construction dates as needed.
- Update pavement condition with data collection every three to four years.

## Recommendations

Referring back to Figure as mentioned previously in this report, the "keep good roads good" philosophy should be continued. It is more cost effective to maintain the roads above fair condition with crack sealers and small patches, then to reconstruct every poor road with the given budget.

GP also recommends the Town continue to inventory pavement condition indexes every three years. This will allow for the development of historical pavement condition data that can assist in revealing potential deficiencies with other roadway factors. Updating the inventory will also provide a more accurate PCI deterioration curve to aid in Condition Performance and Work Plan Modeling.



## APPENDIX A – Existing Pavement Condition Inventory

## 2017 Pavement Condition Rating (Alphabetical)

Name	Section	From	To	Rank	Length (ft)	Width (ft)	Const. Date	2013 PCR	*Estimated 2013 PCI	2017 PCI
2 LIGHTS R	1	Route 77	End	C	8955	23	01-01-2016	3.29	66	96
2 LIGHTS T	1	Two Lights	End	E	995	24	01-01-2016	3.00	60	100
ABACO	1	Woodcrest	End	E	762	24	01-01-2012	5.00	100	95
ALDER	1	Manter	End	E	370	22	01-01-2010	5.00	100	92
ALGONQUIN	1	Pilot Point	End	E	1410	24	01-01-2012	5.00	100	85
APPLETREE	1	Cross Hill South	Cross Hill North	E	978	20	01-01-2012	5.00	100	95
ARROW PT	1	Woodcrest	End	E	450	18	01-01-2000	3.70	74	61
ASTER	1	Dermot	End	E	100	22	01-01-2012	5.00	100	100
AUTUMN TID	1	Wells	End	E	500	22	01-01-2012	5.00	100	94
AVON	1	Trundy	End	E	725	15	01-01-2012	5.00	100	91
BAKER	1	Forest	End	E	290	18	01-01-2010	4.70	94	93
BALSAM	1	Lighthouse Point	End	E	400	22	01-01-2016	1.81	36	99
BAY VIEW	1	Island View	End	E	375	17	01-01-2006	4.53	91	88
BAYBERRY	1	Hampton North	Hampton South	E	1400	22	01-01-1980	3.96	79	66
BEACH BLUF	1	Shore	End	E	1745	19	01-01-1992	3.00	60	37
BEVERLY	1	State North	State South	E	475	24	01-01-2003	3.75	75	73
BIRCH	1	Rocky Hill	End	E	135	17	01-01-1972	3.42	68	53
BIRCHWOOD	1	Cottage Farms	End	E	360	24	01-01-1998	4.00	80	73
BLUEBERRY	1	Mitchell	End	E	880	22	01-01-2006	5.00	100	98
BRADFORD	1	Waterhouse	End	E	140	26	01-01-2017	2.80	56	100
BRENTWOOD	1	Scott Dyer East	Scott Dyer West	E	2545	24	01-01-1998	3.89	78	74
BRIDLE PTH	1	Locksley	End	E	700	22	01-01-2015	2.79	56	97
BROAD COVE	1	Route 77	PC @ Ledgewood	E	2720	24	01-01-2001	3.49	70	58
BROAD COVE	2	PC @ Ledgewood	End	E	1070	24	01-01-2001	3.49	70	68
CAMPION	1	Cheverus	End	E	790	26	01-01-1997	3.67	73	71
CAPE WOODS	1	Mitchell	End	E	1265	24	01-01-1995	3.84	77	74
CARRIAGE H	1	Eastfield	End	E	380	24	01-01-2005	3.89	78	76
CEDAR LDG	1	Oakhurst	End	E	600	18	01-01-1995	3.65	73	65
CHAMBERS	1	Oakwood	End	E	635	20	01-01-1999	4.04	81	77
CHANNEL VW	1	Salt Spray	End	E	1300	22	01-01-2004	4.18	84	81
CHARLES	1	Shore	End	E	745	26	01-01-2013	3.03	61	95
CHARLES EJ	1	Route 77	End	E	9250	22	01-01-2014	2.77	55	99
CHERRY	1	Brent Wood	End	E	265	22	01-01-1998	3.89	78	75
CHESTERWOO	1	Cross Hill West	Cross Hill East	E	410	20	01-01-2012	5.00	100	90

\*Estimated 2013 PCI values were converted from 2013 PCR values by multiplying by 20

2017 Pavement Condition Rating (Alphabetical)

Name	Section	From	To	Rank	Length (ft)	Width (ft)	Const. Date	2013 PCR	*Estimated 2013 PCI	2017 PCI
CHEVERUS	1	Mitchell	PC	E	1340	22	01-01-1997	4.52	90	73
CHEVERUS	2	PC	End	E	900	22	01-01-2009	4.60	92	74
CITY VIEW	1	Forest	End	E	160	19	01-01-2010	4.60	92	84
CLIFF	1	Shore	End	E	750	24	01-01-1997	4.01	80	72
CLINTON	1	Route 77	End	E	540	22	01-01-2001	3.63	73	69
COLE FIELD	1	Sawyer	End	E	2450	22	01-01-1993	4.49	90	83
COLOMBUS	1	Mitchell	PC	E	270	25	01-01-1997	3.82	76	75
COLOMBUS	2	PC	PC	E	330	25	01-01-1997	3.82	76	91
COLOMBUS	3	PC	End	E	1240	25	01-01-1997	3.82	76	73
COOPER	1	Dennison	End	E	600	26	01-01-2000	4.26	85	75
COTTAGE	1	Shore	End	E	995	24	01-01-1994	3.58	72	58
COTTAGE FA	1	Shore	End	E	1730	24	01-01-2002	4.60	92	86
COVE VIEW	1	Hunts Point 2	End	E	900	24	01-01-2012	5.00	100	96
CRESCENT	1	Glen	End	E	320	16	01-01-1976	2.88	58	44
CRESCENT V	1	Kettle Cove	End	E	1790	11	01-01-2016	3.53	71	98
CROSS HILL	1	Sawyer	End	E	4979	20	01-01-2000	4.05	81	77
DAWE	1	Ridge	Valley	E	220	24	01-01-2010	4.18	84	83
DEAN WAY	1	Route 77	End	E	765	22	01-01-1999	2.95	59	64
DEARBORN	1	Scott Dyer	End	E	505	24	01-01-1980	3.36	67	64
DENNISON	1	Spurwink	End	E	500	22	01-01-1996	2.36	47	92
DERMOT	1	Hamlin	End	E	200	22	01-01-2012	5.00	100	98
DYER POND	1	Shore	End	E	1765	22	01-01-1990	4.59	92	90
EASTFIELD	1	Old Ocean House	End	E	1105	24	01-01-2005	4.04	81	96
EASTMAN	1	Spurwink	End	E	4030	22	01-01-1998	3.32	66	48
ELIZABETH	1	Ocean View	End	E	210	24	01-01-2012	5.00	100	97
ELMWOOD	1	Birchwood	End	E	825	24	01-01-2000	4.02	80	79
ERIE	1	State	End	E	190	26	01-01-2003	3.89	78	75
EVERGREEN	1	Brentwood	End	E	230	24	01-01-1998	3.89	78	73
FARM HILL	1	Scott Dyer	End	E	1575	30	01-01-2006	5.00	100	99
FENWAY	1	Fowler	End	E	800	24	01-01-1977	3.19	64	38
FERNWOOD	1	Blueberry	End	E	335	22	01-01-2006	5.00	100	99
FESSENDEN	1	Two Lights	End	E	1315	20	01-01-1996	3.39	68	67
FICKETT	1	Sawyer	End	E	755	22	01-01-2009	5.00	100	84
FIELDSTONE	1	Maple	End	E	465	24	01-01-2002	3.57	71	69

\*Estimated 2013 PCI values were converted from 2013 PCR values by multiplying by 20

2017 Pavement Condition Rating (Alphabetical)

Name	Section	From	To	Rank	Length (ft)	Width (ft)	Const. Date	2013 PCR	*Estimated 2013 PCI	2017 PCI
FOREST	1	Birchwood	End	E	1085	22	01-01-2010	4.70	94	78
FOWLER	1	Route 77 West	Route 77 East	E	9135	22	01-01-2015	2.82	56	86
FRIAR	1	Bridle Path	End	E	250	20	01-01-2015	2.08	42	100
GARDEN	1	Surf	End	E	310	11	01-01-1994	2.95	59	53
GATELEDGE	1	Stonegate	End	E	315	11	01-01-2010	4.60	92	91
GELBERT	1	Wood	End	E	190	13	01-01-2014	2.43	49	94
GLADYS	1	Vernon	End	E	1015	23	01-01-1977	3.26	65	27
GLEN	1	Sea View	End	E	825	20	01-01-1997	3.34	67	60
GLENDEEN	1	High Bluff	End	E	160	18	01-01-1994	3.17	63	48
GORDONS LN	1	Mitchell	End	E	200	22	01-01-2010	5.00	100	98
GRANITE RG	1	Stonegate	End	E	550	22	01-01-2010	4.60	92	91
GRAYSTONE	1	Rock Crest	End	E	335	24	01-01-2010	5.00	100	91
GROVER	1	Fowler	PC	E	560	26	01-01-2002	4.18	84	81
GROVER	2	PC	End	E	410	26	01-01-2002	4.18	84	100
GROVER-EXT	1	Grover Old	End	E	350	22	01-01-2012	5.00	100	94
HAMLIN	1	Stephenson	End	E	750	22	01-01-2012	5.00	100	99
HAMPTON	1	Fowler	End	E	1230	24	01-01-1978	2.82	56	44
HANNAFORD	1	Two Lights	End	E	3920	17	01-01-1998	4.00	80	71
HARRISON	1	Route 77	End	E	220	24	01-01-2017	2.18	44	100
HAWTHORN	1	Cross Hill	End	E	450	22	01-01-2010	4.53	91	89
HAWTHORNE	1	Fickett	End	E	1300	24	01-01-2012	5.00	100	91
HEMLOCK H	1	Mitchell	End	E	365	24	01-01-2004	4.18	84	81
HERITAGE	1	Cove View	End	E	500	24	01-01-2012	5.00	100	91
HERMIT THR	1	Arrow Point	End	E	500	22	01-01-1995	4.05	81	53
HIGH BLUFF	1	Oakhurst East	Oakhurst West	E	1095	19	01-01-1994	3.42	68	58
HIGHVIEW	1	Peabbles Cove	End	E	1380	24	01-01-2005	3.68	74	71
HILL	1	Scott Dyer	End	E	700	24	01-01-2017	2.90	58	100
HILLCREST	1	Shore	End	E	445	24	01-01-2000	3.50	70	81
HUNTS PNT	1	Begin dead end	PC @ Winding	E	2000	24	01-01-2004	4.59	92	91
HUNTS PNT	2	PC @ Winding	End	E	1600	24	01-01-1987	3.47	69	63
ISLAND VW	1	Preble	Mountain	E	460	22	01-01-2004	4.60	92	89
IVIE	1	Birch	End	E	1040	18	01-01-1980	3.69	74	58
JEWETT	1	Fowler	End	E	1380	24	01-01-2004	4.18	84	80
JORDAN	1	Route 77	End	E	110	22	01-01-1990	3.89	78	55

\* Estimated 2013 PCI values were converted from 2013 PCR values by multiplying by 20

## 2017 Pavement Condition Rating (Alphabetical)

Name	Section	From	To	Rank	Length (ft)	Width (ft)	Const. Date	2013 PCR	*Estimated 2013 PCI	2017 PCI
JORDN FM L	1	Two Lights	End	E	775	24	11-22-2017	3.40	68	57
JORDN FM U	1	Running Tide	End	E	400	24	01-01-2012	5.00	100	93
JULIE ANN	1	Shore	End	E	465	22	01-01-1998	4.06	81	75
JUNIPER	1	Maple	End	E	560	24	01-01-2002	4.04	81	75
KATAHDIN	1	Waburn	End	E	805	22	01-01-2012	5.00	100	92
KETTLECOVE	1	Route 77	PC	E	505	23	01-01-1996	3.67	73	46
KETTLECOVE	2	PC	End	E	2495	23	01-01-2001	3.67	73	73
KILLDEER	1	Columbus West	Columbus East	E	990	24	01-01-1997	3.56	71	69
KITTCOVE C	1	Route 77	End	E	240	10	01-01-1996	2.91	58	41
LAWSON	1	Shore	End	E	800	19	01-01-2015	3.45	69	95
LEDGEWOOD	1	Broad Cove	End	E	1400	22	01-01-2004	4.64	93	87
LEIGHTON F	1	Wells	End	E	990	24	01-01-2012	5.00	100	98
LIGHTHOUSE	1	Two Lights Terrace	End	E	670	24	01-01-2016	2.79	56	100
LINDENWOOD	1	Cedar Ledge	End	E	700	18	01-01-2000	4.52	90	87
LINWOOD	1	Mitchell	End	E	570	24	01-01-2017	2.75	55	100
LOCKESLEY	1	Little John	End	E	925	24	01-01-2012	5.00	100	94
LONGFELLOW	1	Scott Dyer	End	E	2250	30	01-01-2012	5.00	100	97
LITTLE JOHN	1	Shore	End	E	1820	23	01-01-1990	4.59	92	82
LYDON EAST	1	Campion	End	E	525	20.5	01-01-1997	4.42	88	81
MAIDEN CVE	1	Cottage Farms	End	E	251	12	01-01-1994	3.34	67	59
MANTER	1	Mitchell	End	E	1335	22	01-01-2010	5.00	100	96
MAPLE	1	Tall Pine	End	E	825	26	01-01-2002	4.18	84	76
MAPLEWOOD	1	Elmwood	End	E	165	22	01-01-2012	5.00	100	87
MASEFIELD	1	Running Tide	End	E	500	22	01-01-2006	5.00	100	97
MCAULEY	1	Cheverus East	PC @ Lydon	E	550	24	01-01-1997	3.61	72	67
MCAULEY	1	Cheverus	End	E	550	24	01-01-1997	3.61	72	100
MCAULEY	2	PC @ Lydon	Cheverus West	E	1200	24	01-01-2010	3.61	72	96
MEADOW	1	Farm Hill	End	E	915	22	01-01-2006	5.00	100	82
MEADOWVIEW	1	Mitchell	End	E	660	22	01-01-1993	3.84	77	74
MISTY	1	Spruce	End	E	645	22	01-01-2016	3.34	67	100
MITCHELL	1	South Portland line	PC @ Belfield	E	7290	22	01-01-1999	3.53	71	63
MITCHELL	2	PC @ Belfield	End	E	3040	22	01-01-2015	3.53	71	92
MONTGOMERY	1	Shore	End	E	255	17	01-01-2012	5.00	100	89
MOUNTAIN V	1	Island View	End	E	520	24	01-01-2004	4.18	84	80
MURRAY	1	Juniper	End	E	1210	22	01-01-2002	4.33	87	85
OAK KNOLL	1	Reef	End	E	180	18	01-01-1987	3.17	63	36
OAKHURST	1	Mitchell	End	E	3915	24	01-01-2001	3.70	74	69
OAKWOOD	1	Route 77	PC	E	240	20	01-01-1999	3.05	61	12

\* Estimated 2013 PCI values were converted from 2013 PCR values by multiplying by 20

2017 Pavement Condition Rating (Alphabetical)

Name	Section	From	To	Rank	Length (ft)	Width (ft)	Const. Date	2013 PCR	*Estimated 2013 PCI	2017 PCI
OAKWOOD	2	PC	End	E	560	20	01-01-2006	3.05	61	76
OCEAN VIEW	1	Shore	PC	E	1380	18	01-01-2010	4.53	91	97
OCEAN VIEW	2	PC	End	E	620	18	01-01-2006	4.53	91	88
OLD COLONY	1	Shore	End	E	1955	22	01-01-2012	5.00	100	84
OLD FORT	1	Locksley	End	E	1780	24	01-01-1990	4.03	81	71
OLD OCN HO	1	Route 77 North	Route 77 South	E	6650	24	01-01-2015	3.03	61	95
ORCHARD	1	Longfellow	End	E	940	22	01-01-2012	5.00	100	98
OTTAWA	1	Preble	End	E	780	17	01-01-2003	4.50	90	84
PARK CIR	1	Cole Field	End	E	1000	22	01-01-2016	2.84	57	96
PATRICIA	1	Scott Dyer	End	E	650	22	01-01-2015	3.47	69	97
PENWOOD	1	Brentwood	End	E	210	22	01-01-1998	4.18	84	73
PEPPERGRAS	1	Tiger Lily East	Tiger Lily West	E	1079	20	01-01-2012	5.00	100	99
PHEASANT H	1	Spurwink	End	E	450	28	01-01-1996	3.89	78	67
PHILIP	1	Hill	End	E	1245	24	01-01-2002	4.59	92	80
PILOT PNT	1	Waumbek	End	E	1570	22	01-01-2012	5.00	100	89
PINE POINT	1	Brentwood	End	E	450	26	01-01-1998	3.79	76	73
PINE RIDGE	1	Salt Spray	End	E	855	22	01-01-1996	3.63	73	79
PLEASANT	1	Spurwink	End	E	910	22	01-01-1997	4.08	82	79
POINT RD	1	Lawson	End	E	270	13	01-01-2015	5.00	100	98
POND VIEW	1	Wentworth	End	E	575	24	01-01-1999	3.22	64	64
PREBLE	1	South Portland Line	End	E	490	13	01-01-1998	4.52	90	83
PROUT PLC	1	Sawyer	End	E	1725	22	01-01-1993	4.24	85	81
QUARTZ KNB	1	Rock Crest	End	E	285	24	01-01-2012	5.00	100	95
RAMBLE	1	Tall Pine	End	E	965	22	01-01-2002	4.04	81	74
RAND	1	Hill	End	E	535	24	01-01-2002	4.18	84	82
RED OAK	1	Fernwood	End	E	190	22	01-01-2006	5.00	100	84
REEF	1	PC @ end of Trundy	End	E	3110	20	01-01-2004	4.57	91	78
RIDGE	1	Pleasant	End	E	425	22	01-01-2010	4.18	84	78
ROBINHOOD	1	Locksley	PC	E	380	22	01-01-2010	3.89	78	98
ROBINHOOD	2	PC	End	E	980	22	01-01-1986	3.89	78	76
ROCK CREST	1	Stonegate	End	E	2190	24	01-01-1994	4.59	92	90
ROCK WALL	1	Oakhurst	End	E	340	20	01-01-1995	4.05	81	79
ROCKY HILL	1	Wood	End	E	905	19	01-01-1976	3.28	66	53
ROCKY KNILL	1	Oakhurst	End	E	670	22	01-01-1995	2.97	59	55
ROUNDABOUT	1	Pine Ridge	End	E	1040	22	01-01-2004	4.15	83	76
RTE 77	1	South Portland line	PC after Fowler	C	13445	24	01-01-2010	3.87	77	72
RTE 77	2	PC after Fowler	Wentworth PC	C	5300	24	01-01-2010	4.46	89	84
RTE 77	3	Wentworth PC	start @ UCL	C	4400	24	01-01-2009	4.67	93	73

\* Estimated 2013 PCI values were converted from 2013 PCR values by multiplying by 20

2017 Pavement Condition Rating (Alphabetical)

Name	Section	From	To	Rank	Length (ft)	Width (ft)	Const. Date	2013 PCR	*Estimated 2013 PCI	2017 PCI
RTE 77	4	start @ UCL	100' after UCL	C	100	24	01-01-2003	3.07	61	82
RTE 77	5	100' after UCL	Hydrant	C	3110	24	01-01-2003	3.71	74	93
RTE 77	6	Hydrant	PC @ Fowler	C	4100	24	01-01-2003	3.49	70	88
RTE 77	7	PC @ Fowler	Scarborough line	C	2900	24	01-01-2003	2.49	50	61
RUNNING TD	1	Jordan Farm Road	End	E	1945	24	01-01-2006	5.00	100	98
RUSSET	1	Scott Dyer	End	E	370	24	01-01-1981	3.13	63	60
SALT SPRAY	1	Begin @ dead end	End	E	2165	22	01-01-1987	4.04	81	75
SAWYER	1	Scarborough line	PC 1179	E	4300	30	01-01-1998	3.48	70	60
SAWYER	2	PC 1179	PC after Pickett	E	3450	30	01-01-2009	4.13	83	82
SAWYER	3	PC after Pickett	P131	E	2455	22	01-01-2014	2.46	49	93
SAWYER	4	P131	End	E	2730	22	01-01-2009	4.01	80	67
SCOTT DYER	1	Spurwink	End	E	4695	26	01-01-1999	3.30	66	52
SEA BARN	1	Lawson	End	E	205	12	01-01-2015	2.43	49	89
SEA VIEW	1	Shore	End	E	665	22	01-01-1997	3.87	77	69
SHORE	1	Town Center	Pearl	C	200	22	01-01-2015	2.67	53	98
SHORE	2	Pearl	Fort Williams Park Entrance	C	12055	22	01-01-2007	4.15	83	75
SHORE	3	Fort Williams Park Entrance	Begin Surfe Road	C	1105	26	01-01-2001	3.54	71	68
SHORE	4	Begin Surfe Road	PC @ 905	C	830	26	01-01-1993	3.39	68	59
SHORE	5	PC @ 905	PC @ Stonybrook	C	1420	26	01-01-2015	3.39	68	94
SHORE	6	PC @ Stonybrook	South Portland line	C	2040	26	01-01-1993	3.39	68	60
SILVA	1	Sawyer	End	E	435	22	01-01-2015	2.12	42	99
SMUGGLERS	1	Shore	End	E	445	20	01-01-2000	4.61	92	65
SOUTHWELL	1	Cheverus	End	E	680	22	01-01-1997	3.40	68	66
SPOONDRIFT	1	Ledgewood	End	E	685	24	01-01-2004	3.64	73	68
SPRUCE	1	Spoondrift	End	E	505	22	01-01-2004	3.84	77	73
SPURWINK	1	South Portland line	Route 77	C	2550	24	01-01-2014	2.95	59	94
SPURWINK	2	Route 77	Purpodock Golf Sign	C	4730	24	01-01-2014	4.29	86	95
SPURWINK	3	Purpodock Golf Sign	Deer Run PC	C	3550	24	01-01-2016	4.29	86	97
SPURWINK	4	Deer Run PC	End	C	7400	24	01-01-2008	5.00	100	93
STAR	1	Dearborn	End	E	625	24	01-01-2002	3.70	74	73
STARBOARD	1	Scott Dyer	End	E	1740	24	01-01-2012	5.00	100	100
STATE	1	Route 77	End	E	1020	22	01-01-2003	3.91	78	75
STEEPLEBSH	1	Cross Hill	End	E	944	24	01-01-2012	5.00	100	99
STEPHENSON	1	Spurwink	End	E	100	22	01-01-2012	5.00	100	95
STONE	1	Shore	End	E	530	24	01-01-1997	4.02	80	57
STONEGATE	1	Mitchell	End	E	3435	22	01-01-2010	4.47	89	85
STONYBROOK	1	Shore	End	E	3065	20	01-01-2000	4.25	85	82
SUMMIT	1	Forest	End	E	320	22	01-01-2010	4.70	94	87

\*Estimated 2013 PCI values were converted from 2013 PCR values by multiplying by 20

2017 Pavement Condition Rating (Alphabetical)

Name	Section	From	To	Rank	Length (ft)	Width (ft)	Const. Date	2013 PCR	*Estimated 2013 PCI	2017 PCI
SURF	1	Shore	End	E	820	18	01-01-1994	3.15	63	58
SUSAN	1	Fowler	End	E	400	22	01-01-2002	3.89	78	66
SWEET FERN	1	Glarys	End	E	810	22	01-01-1977	3.31	66	37
TALL PINE	1	Ramble	End	E	980	22	01-01-2002	4.04	81	78
THRASHER	1	Columbus West	Killdeer	E	1030	24	01-01-1997	3.30	66	63
TIGER LILY	1	Cross Hill	End	E	1850	24	01-01-2012	5.00	100	95
TODD	1	Shore	End	E	350	18	01-01-1998	4.18	84	83
TOWER	1	Two Lights	End	E	450	24	01-01-2000	4.35	87	86
TRUNDY	1	Old Ocean House	End	E	2920	22	01-01-2014	2.83	57	86
VALLEY	1	Cal-de-sac	End	E	1160	24	01-01-2010	4.59	92	86
VERNON	1	Gladys	End	E	860	24	01-01-1977	2.94	59	43
WABUN	1	Trundy	End	E	1080	22	01-01-2012	5.00	100	88
WAINWRIGHT	1	Spurwink	End	E	1425	24	01-01-2010	5.00	100	84
WARREN	1	Charles	End	E	520	28	01-01-2012	5.00	100	92
WATERHOUSE	1	Harrison	End	E	1230	24	01-01-2017	2.68	54	100
WAUMBOK	1	Wabun	End	E	650	18	01-01-2012	5.00	100	92
WAVERLY	1	Oakhurst	End	E	190	16	01-01-2010	2.86	57	94
WELLS	1	Sawyer	PC	E	1770	22	01-01-2001	4.05	81	79
WELLS	2	PC	End	E	2970	22	01-01-2016	2.96	59	99
WENTWORTH	1	Route 77	End	E	310	22	01-01-1999	4.18	84	81
WESTFIELD	1	Old Ocean House	End	E	400	24	01-01-2005	4.18	84	75
WHALE BACK	1	Old Ocean House	End	E	500	20	01-01-2012	5.00	100	92
WHEELER	1	Two Lights	End	E	485	22	01-01-2017	3.42	68	57
WILTON	1	State	End	E	165	24	01-01-2003	4.22	84	81
WINDING W	1	Hunts Point	End	E	515	24	01-01-2006	5.00	100	95
WINDMILL	1	Route 77 South	Route 77 North	E	515	22	01-01-2017	2.74	55	100
WOOD	1	Oakhurst	End	E	1830	19	01-01-2004	3.29	66	60
WOODCREST	1	Oakhurst	End	E	1200	22	01-01-1995	3.64	73	58
WOODLAND	1	Shore	PC	E	220	26	01-01-1995	2.64	53	61
WOODLAND	2	PC	PC	E	1220	26	01-01-2000	2.64	53	67
WOODLAND	3	PC	End	E	975	26	01-01-2013	5.00	100	91

\* Estimated 2013 PCI values were converted from 2013 PCR values by multiplying by 20



2017 Pavement Condition Rating (PCI - low to high)

Name	Section	From	To	Rank	Length (ft)	Width (ft)	Const. Date	2013 PCR	*Estimated 2013 PCI	2017 PCI
OAKWOOD	1	Route 77	PC	E	240	20	01-01-1999	3.05	61	12
GLADYS	1	Vernon	End	E	1015	23	01-01-1977	3.26	65	27
OAK KNOLL	1	Reef	End	E	180	18	01-01-1987	3.17	63	36
BEACH BLUF	1	Shore	End	E	1745	19	01-01-1992	3.00	60	37
SWEET FERN	1	Glarys	End	E	810	22	01-01-1977	3.31	66	37
FENWAY	1	Fowler	End	E	800	24	01-01-1977	3.19	64	38
KTTLCOVE C	1	Route 77	End	E	240	10	01-01-1996	2.91	58	41
VERNON	1	Gladys	End	E	860	24	01-01-1977	2.94	59	43
CRESCENT	1	Glen	End	E	320	16	01-01-1976	2.88	58	44
HAMPTON	1	Fowler	End	E	1230	24	01-01-1978	2.82	56	44
KETTLECOVE	1	Route 77	PC	E	505	23	01-01-1996	3.67	73	46
EASTMAN	1	Spurwink	End	E	4030	22	01-01-1998	3.32	66	48
GLENDEN	1	High Bluff	End	E	160	18	01-01-1994	3.17	63	48
SCOTT DYER	1	Spurwink	End	E	4695	26	01-01-1999	3.30	66	52
BIRCH	1	Rocky Hill	End	E	135	17	01-01-1972	3.42	68	53
GARDEN	1	Surf	End	E	310	11	01-01-1994	2.95	59	53
HERMIT THR	1	Arrow Point	End	E	500	22	01-01-1995	4.05	81	53
ROCKY HILL	1	Wood	End	E	905	19	01-01-1976	3.28	66	53
JORDAN	1	Route 77	End	E	110	22	01-01-1990	3.89	78	55
ROCKY KNLL	1	Oakhurst	End	E	670	22	01-01-1995	2.97	59	55
JORDN FM L	1	Two Lights	End	E	775	24	11-22-2017	3.40	68	57
STONE	1	Shore	End	E	530	24	01-01-1997	4.02	80	57
WHEELER	1	Two Lights	End	E	485	22	01-01-2017	3.42	68	57
BROAD COVE	1	Route 77	PC @ Ledgewood	E	2720	24	01-01-2001	3.49	70	58
COTTAGE	1	Shore	End	E	995	24	01-01-1994	3.58	72	58
HIGH BLUFF	1	Oakhurst East	Oakhurst West	E	1095	19	01-01-1994	3.42	68	58
IVIE	1	Birch	End	E	1040	18	01-01-1980	3.69	74	58
SURF	1	Shore	End	E	820	18	01-01-1994	3.15	63	58
WOODCREST	1	Oakhurst	End	E	1200	22	01-01-1995	3.64	73	58
MAIDEN CVE	1	Cottage Farms	End	E	251	12	01-01-1994	3.34	67	59
SHORE	4	Begin Surfe Road	PC @ 905	C	830	26	01-01-1993	3.39	68	59
GLEN	1	Sea View	End	E	825	20	01-01-1997	3.34	67	60
RUSSET	1	Scott Dyer	End	E	370	24	01-01-1981	3.13	63	60
SAWYER	1	Scarborough line	PC 1179	E	4300	30	01-01-1998	3.48	70	60

\*Estimated 2013 PCI values were converted from 2013 PCR values by multiplying by 20

2017 Pavement Condition Rating (PCI - low to high)

Name	Section	From	To	Rank	Length (ft)	Width (ft)	Const. Date	2013 PCR	*Estimated 2013 PCI	2017 PCI
SHORE	6	PC @ Stonybrook	South Portland line	C	2040	26	01-01-1993	3.39	68	60
WOOD	1	Oakhurst	End	E	1830	19	01-01-2004	3.29	66	60
ARROW PT	1	Woodcrest	End	E	450	18	01-01-2000	3.70	74	61
RTE 77	7	PC @ Fowler	Scarborough line	C	2900	24	01-01-2003	2.49	50	61
WOODLAND	1	Shore	PC	E	220	26	01-01-1995	2.64	53	61
HUNTS PNT	2	PC @ Winding	End	E	1600	24	01-01-1987	3.47	69	63
MITCHELL	1	South Portland line	PC @ Belfield	E	7290	22	01-01-1999	3.53	71	63
THRASHER	1	Columbus West	Killdeer	E	1030	24	01-01-1997	3.30	66	63
DEAN WAY	1	Route 77	End	E	765	22	01-01-1999	2.95	59	64
DEARBORN	1	Scott Dyer	End	E	505	24	01-01-1980	3.36	67	64
POND VIEW	1	Wentworth	End	E	575	24	01-01-1999	3.22	64	64
CEDAR LDG	1	Oakhurst	End	E	600	18	01-01-1995	3.65	73	65
SMUGGLERS	1	Shore	End	E	445	20	01-01-2000	4.61	92	65
BAYBERRY	1	Hampton North	Hampton South	E	1400	22	01-01-1980	3.96	79	66
SOUTHWELL	1	Cheverus	End	E	680	22	01-01-1997	3.40	68	66
SUSAN	1	Fowler	End	E	400	22	01-01-2002	3.89	78	66
FESSENDEN	1	Two Lights	End	E	1315	20	01-01-1996	3.39	68	67
MCAULEY	1	Cheverus East	PC @ Lydon	E	550	24	01-01-1997	3.61	72	67
PHEASANT H	1	Spurwink	End	E	450	28	01-01-1996	3.89	78	67
SAWYER	4	P131	End	E	2730	22	01-01-2009	4.01	80	67
WOODLAND	2	PC	PC	E	1220	26	01-01-2000	2.64	53	67
BROAD COVE	2	PC @ Ledgewood	End	E	1070	24	01-01-2001	3.49	70	68
SHORE	3	Fort Williams Park Entrance	Begin Surfe Road	C	1105	26	01-01-2001	3.54	71	68
SPOONDRIFT	1	Ledgewood	End	E	685	24	01-01-2004	3.64	73	68
CLINTON	1	Route 77	End	E	540	22	01-01-2001	3.63	73	69
FIELDSTONE	1	Maple	End	E	465	24	01-01-2002	3.57	71	69
KILLDEER	1	Columbus West	Columbus East	E	990	24	01-01-1997	3.56	71	69
OAKHURST	1	Mitchell	End	E	3915	24	01-01-2001	3.70	74	69
SEA VIEW	1	Shore	End	E	665	22	01-01-1997	3.87	77	69
CAMPION	1	Cheverus	End	E	790	26	01-01-1997	3.67	73	71
HANNAFORD	1	Two Lights	End	E	3920	17	01-01-1998	4.00	80	71
HIGHVIEW	1	Peables Cove	End	E	1380	24	01-01-2005	3.68	74	71
OLD FORT	1	Locksley	End	E	1780	24	01-01-1990	4.03	81	71
CLIFF	1	Shore	End	E	750	24	01-01-1997	4.01	80	72

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2017 Pavement Condition Rating (PCI - low to high)

Name	Section	From	To	Rank	Length (ft)	Width (ft)	Const. Date	2013 PCR	*Estimated 2013 PCI	2017 PCI
RTE 77	1	South Portland line	PC after Fowler	C	13445	24	01-01-2010	3.87	77	72
BEVERLY	1	State North	State South	E	475	24	01-01-2003	3.75	75	73
BIRCHWOOD	1	Cottage Farms	End	E	360	24	01-01-1998	4.00	80	73
CHEVERUS	1	Mitchell	PC	E	1340	22	01-01-1997	4.52	90	73
COLOMBUS	3	PC	End	E	1240	25	01-01-1997	3.82	76	73
EVERGREEN	1	Brentwood	End	E	230	24	01-01-1998	3.89	78	73
KETTLECOVE	2	PC	End	E	2495	23	01-01-2001	3.67	73	73
PENWOOD	1	Brentwood	End	E	210	22	01-01-1998	4.18	84	73
PINE POINT	1	Brentwood	End	E	450	26	01-01-1998	3.79	76	73
RTE 77	3	Wentworth PC	start @ UCL	C	4400	24	01-01-2009	4.67	93	73
SPRUCE	1	Spoondrift	End	E	505	22	01-01-2004	3.84	77	73
STAR	1	Dearborn	End	E	625	24	01-01-2002	3.70	74	73
BRENTWOOD	1	Scott Dyer East	Scott Dyer West	E	2545	24	01-01-1998	3.89	78	74
CAPE WOODS	1	Mitchell	End	E	1265	24	01-01-1995	3.84	77	74
CHEVERUS	2	PC	End	E	900	22	01-01-2009	4.60	92	74
MEADOWVIEW	1	Mitchell	End	E	660	22	01-01-1993	3.84	77	74
RAMBLE	1	Tall Pine	End	E	965	22	01-01-2002	4.04	81	74
CHERRY	1	Brent Wood	End	E	265	22	01-01-1998	3.89	78	75
COLOMBUS	1	Mitchell	PC	E	270	25	01-01-1997	3.82	76	75
COOPER	1	Dennison	End	E	600	26	01-01-2000	4.26	85	75
ERIE	1	State	End	E	190	26	01-01-2003	3.89	78	75
JULIE ANN	1	Shore	End	E	465	22	01-01-1998	4.06	81	75
JUNIPER	1	Maple	End	E	560	24	01-01-2002	4.04	81	75
SALT SPRAY	1	Begin @ dead end	End	E	2165	22	01-01-1987	4.04	81	75
SHORE	2	Pearl	Fort Williams Park Entrance	C	12055	22	01-01-2007	4.15	83	75
STATE	1	Route 77	End	E	1020	22	01-01-2003	3.91	78	75
WESTFIELD	1	Old Ocean House	End	E	400	24	01-01-2005	4.18	84	75
CARRIAGE H	1	Eastfield	End	E	380	24	01-01-2005	3.89	78	76
MAPLE	1	Tall Pine	End	E	825	26	01-01-2002	4.18	84	76
OAKWOOD	2	PC	End	E	560	20	01-01-2006	3.05	61	76
ROBINHOOD	2	PC	End	E	980	22	01-01-1986	3.89	78	76
ROUNDABOUT	1	Pine Ridge	End	E	1040	22	01-01-2004	4.15	83	76
CHAMBERS	1	Oakwood	End	E	635	20	01-01-1999	4.04	81	77
CROSS HILL	1	Sawyer	End	E	4979	20	01-01-2000	4.05	81	77

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2017 Pavement Condition Rating (PCI - low to high)

Name	Section	From	To	Rank	Length (ft)	Width (ft)	Const. Date	2013 PCR	*Estimated 2013 PCI	2017 PCI
FOREST	1	Birchwood	End	E	1085	22	01-01-2010	4.70	94	78
REEF	1	PC @ end of Trundy	End	E	3110	20	01-01-2004	4.57	91	78
RIDGE	1	Pleasant	End	E	425	22	01-01-2010	4.18	84	78
TALL PINE	1	Ramble	End	E	980	22	01-01-2002	4.04	81	78
ELMWOOD	1	Birchwood	End	E	825	24	01-01-2000	4.02	80	79
PINE RIDGE	1	Salt Spray	End	E	855	22	01-01-1996	3.63	73	79
PLEASANT	1	Spurwink	End	E	910	22	01-01-1997	4.08	82	79
ROCK WALL	1	Oakhurst	End	E	340	20	01-01-1995	4.05	81	79
WELLS	1	Sawyer	PC	E	1770	22	01-01-2001	4.05	81	79
JEWETT	1	Fowler	End	E	1380	24	01-01-2004	4.18	84	80
MOUNTAIN V	1	Island View	End	E	520	24	01-01-2004	4.18	84	80
PHILIP	1	Hill	End	E	1245	24	01-01-2002	4.59	92	80
CHANNEL VW	1	Salt Spray	End	E	1300	22	01-01-2004	4.18	84	81
GROVER	1	Fowler	PC	E	560	26	01-01-2002	4.18	84	81
HEMLOCK H	1	Mitchell	End	E	365	24	01-01-2004	4.18	84	81
HILLCREST	1	Shore	End	E	445	24	01-01-2000	3.50	70	81
LYDON EAST	1	Campion	End	E	525	20.5	01-01-1997	4.42	88	81
PROUT PLC	1	Sawyer	End	E	1725	22	01-01-1993	4.24	85	81
WENTWORTH	1	Route 77	End	E	310	22	01-01-1999	4.18	84	81
WILTON	1	State	End	E	165	24	01-01-2003	4.22	84	81
LITTLE JOHN	1	Shore	End	E	1820	23	01-01-1990	4.59	92	82
MEADOW	1	Farm Hill	End	E	915	22	01-01-2006	5.00	100	82
RAND	1	Hill	End	E	535	24	01-01-2002	4.18	84	82
RTE 77	4	start @ UCL	100' after UCL	C	100	24	01-01-2003	3.07	61	82
SAWYER	2	PC 1179	PC after Pickett	E	3450	30	01-01-2009	4.13	83	82
STONYBROOK	1	Shore	End	E	3065	20	01-01-2000	4.25	85	82
COLE FIELD	1	Sawyer	End	E	2450	22	01-01-1993	4.49	90	83
DAWE	1	Ridge	Valley	E	220	24	01-01-2010	4.18	84	83
PREBLE	1	South Portland Line	End	E	490	13	01-01-1998	4.52	90	83
TODD	1	Shore	End	E	350	18	01-01-1998	4.18	84	83
CITY VIEW	1	Forest	End	E	160	19	01-01-2010	4.60	92	84
FICKETT	1	Sawyer	End	E	755	22	01-01-2009	5.00	100	84
OLD COLONY	1	Shore	End	E	1955	22	01-01-2012	5.00	100	84
OTTAWA	1	Preble	End	E	780	17	01-01-2003	4.50	90	84
RED OAK	1	Fernwood	End	E	190	22	01-01-2006	5.00	100	84
RTE 77	2	PC after Fowler	Wentworth PC	C	5300	24	01-01-2010	4.46	89	84
WAINWRIGHT	1	Spurwink	End	E	1425	24	01-01-2010	5.00	100	84
ALGONQUIN	1	Pilot Point	End	E	1410	24	01-01-2012	5.00	100	85

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2017 Pavement Condition Rating (PCI - low to high)

Name	Section	From	To	Rank	Length (ft)	Width (ft)	Const. Date	2013 PCR	*Estimated 2013 PCI	2017 PCI
MURRAY	1	Juniper	End	E	1210	22	01-01-2002	4.33	87	85
STONEGATE	1	Mitchell	End	E	3435	22	01-01-2010	4.47	89	85
COTTAGE FA	1	Shore	End	E	1730	24	01-01-2002	4.60	92	86
FOWLER	1	Route 77 West	Route 77 East	E	9135	22	01-01-2015	2.82	56	86
TOWER	1	Two Lights	End	E	450	24	01-01-2000	4.35	87	86
TRUNDY	1	Old Ocean House	End	E	2920	22	01-01-2014	2.83	57	86
VALLEY	1	Cal-de-sac	End	E	1160	24	01-01-2010	4.59	92	86
LEDGEWOOD	1	Broad Cove	End	E	1400	22	01-01-2004	4.64	93	87
LINDENWOOD	1	Cedar Ledge	End	E	700	18	01-01-2000	4.52	90	87
MAPLEWOOD	1	Elmwood	End	E	165	22	01-01-2012	5.00	100	87
SUMMIT	1	Forest	End	E	320	22	01-01-2010	4.70	94	87
BAY VIEW	1	Island View	End	E	375	17	01-01-2006	4.53	91	88
OCEAN VIEW	2	PC	End	E	620	18	01-01-2006	4.53	91	88
RTE 77	6	Hydrant	PC@ Fowler	C	4100	24	01-01-2003	3.49	70	88
WABUN	1	Trundy	End	E	1080	22	01-01-2012	5.00	100	88
HAWTHORN	1	Cross Hill	End	E	450	22	01-01-2010	4.53	91	89
ISLAND VW	1	Preble	Mountain	E	460	22	01-01-2004	4.60	92	89
MONTGOMERY	1	Shore	End	E	255	17	01-01-2012	5.00	100	89
PILOT PNT	1	Waumbek	End	E	1570	22	01-01-2012	5.00	100	89
SEA BARN	1	Lawson	End	E	205	12	01-01-2015	2.43	49	89
CHESTERWOOD	1	Cross Hill West	Cross Hill East	E	410	20	01-01-2012	5.00	100	90
DYER POND	1	Shore	End	E	1765	22	01-01-1990	4.59	92	90
ROCK CREST	1	Stonegate	End	E	2190	24	01-01-1994	4.59	92	90
AVON	1	Trundy	End	E	725	15	01-01-2012	5.00	100	91
COLOMBUS	2	PC	PC	E	330	25	01-01-1997	3.82	76	91
GATELEDGE	1	Stonegate	End	E	315	11	01-01-2010	4.60	92	91
GRANITE RG	1	Stonegate	End	E	550	22	01-01-2010	4.60	92	91
GRAYSTONE	1	Rock Crest	End	E	335	24	01-01-2010	5.00	100	91
HAWTHORNE	1	Fickett	End	E	1300	24	01-01-2012	5.00	100	91
HERITAGE	1	Cove View	End	E	500	24	01-01-2012	5.00	100	91
HUNTS PNT	1	Begin dead end	PC@ Winding	E	2000	24	01-01-2004	4.59	92	91
WOODLAND	3	PC	End	E	975	26	01-01-2013	5.00	100	91
ALDER	1	Manter	End	E	370	22	01-01-2010	5.00	100	92
DENNISON	1	Spurwink	End	E	500	22	01-01-1996	2.36	47	92
KATAHDIN	1	Waburn	End	E	805	22	01-01-2012	5.00	100	92
MITCHELL	2	PC @ Belfield	End	E	3040	22	01-01-2015	3.53	71	92
WARREN	1	Charles	End	E	520	28	01-01-2012	5.00	100	92
WAUMBK	1	Wabun	End	E	650	18	01-01-2012	5.00	100	92

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2017 Pavement Condition Rating (PCI - low to high)

Name	Section	From	To	Rank	Length (ft)	Width (ft)	Const. Date	2013 PCR	*Estimated 2013 PCI	2017 PCI
WHALE BACK	1	Old Ocean House	End	E	500	20	01-01-2012	5.00	100	92
BAKER	1	Forest	End	E	290	18	01-01-2010	4.70	94	93
JORDN FM U	1	Running Tide	End	E	400	24	01-01-2012	5.00	100	93
RTE 77	5	100' after UCL	Hydrant	C	3110	24	01-01-2003	3.71	74	93
SAWYER	3	PC after Pickett	P131	E	2455	22	01-01-2014	2.46	49	93
SPURWINK	4	Deer Run PC	End	C	7400	24	01-01-2008	5.00	100	93
AUTUMN TID	1	Wells	End	E	500	22	01-01-2012	5.00	100	94
GELDERT	1	Wood	End	E	190	13	01-01-2014	2.43	49	94
GROVER-EXT	1	Grover Old	End	E	350	22	01-01-2012	5.00	100	94
LOCKESLEY	1	Little John	End	E	925	24	01-01-2012	5.00	100	94
SHORE	5	PC @ 905	PC @ Stonybrook	C	1420	26	01-01-2015	3.39	68	94
SPURWINK	1	South Portland line	Route 77	C	2550	24	01-01-2014	2.95	59	94
WAVERLY	1	Oakhurst	End	E	190	16	01-01-2010	2.86	57	94
ABACO	1	Woodcrest	End	E	762	24	01-01-2012	5.00	100	95
APPLETREE	1	Cross Hill South	Cross Hill North	E	978	20	01-01-2012	5.00	100	95
CHARLES	1	Shore	End	E	745	26	01-01-2013	3.03	61	95
LAWSON	1	Shore	End	E	800	19	01-01-2015	3.45	69	95
OLD OCN HO	1	Route 77 North	Route 77 South	E	6650	24	01-01-2015	3.03	61	95
QUARTZ KNB	1	Rock Crest	End	E	285	24	01-01-2012	5.00	100	95
SPURWINK	2	Route 77	Purpooodock Golf Sign	C	4730	24	01-01-2014	4.29	86	95
STEPHENSON	1	Spurwink	End	E	100	22	01-01-2012	5.00	100	95
TIGER LILY	1	Cross Hill	End	E	1850	24	01-01-2012	5.00	100	95
WINDING W	1	Hunts Point	End	E	515	24	01-01-2006	5.00	100	95
2 LIGHTS R	1	Route 77	End	C	8955	23	01-01-2016	3.29	66	96
COVE VIEW	1	Hunts Point 2	End	E	900	24	01-01-2012	5.00	100	96
EASTFIELD	1	Old Ocean House	End	E	1105	24	01-01-2005	4.04	81	96
MANTER	1	Mitchell	End	E	1335	22	01-01-2010	5.00	100	96
MCAULEY	2	PC @ Lydon	Cheverus West	E	1200	24	01-01-2010	3.61	72	96
PARK CIR	1	Cole Field	End	E	1000	22	01-01-2016	2.84	57	96
BRIDLE PTH	1	Locksley	End	E	700	22	01-01-2015	2.79	56	97
ELIZABETH	1	Ocean View	End	E	210	24	01-01-2012	5.00	100	97
LONGFELLOW	1	Scott Dyer	End	E	2250	30	01-01-2012	5.00	100	97
MASEFIELD	1	Running Tide	End	E	500	22	01-01-2006	5.00	100	97
OCEAN VIEW	1	Shore	PC	E	1380	18	01-01-2010	4.53	91	97
PATRICIA	1	Scott Dyer	End	E	650	22	01-01-2015	3.47	69	97
SPURWINK	3	Purpooodock Golf Sign	Deer Run PC	C	3550	24	01-01-2016	4.29	86	97
BLUEBERRY	1	Mitchell	End	E	880	22	01-01-2006	5.00	100	98
CRESCENT V	1	Kettle Cove	End	E	1790	11	01-01-2016	3.53	71	98

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2017 Pavement Condition Rating (PCI - low to high)

Name	Section	From	To	Rank	Length (ft)	Width (ft)	Const. Date	2013 PCR	*Estimated 2013 PCI	2017 PCI
DERMOT	1	Hamlin	End	E	200	22	01-01-2012	5.00	100	98
GORDONS LN	1	Mitchell	End	E	200	22	01-01-2010	5.00	100	98
LEIGHTON F	1	Wells	End	E	990	24	01-01-2012	5.00	100	98
ORCHARD	1	Longfellow	End	E	940	22	01-01-2012	5.00	100	98
POINT RD	1	Lawson	End	E	270	13	01-01-2015	5.00	100	98
ROBINHOOD	1	Locksley	PC	E	380	22	01-01-2010	3.89	78	98
RUNNING TD	1	Jordan Farm Road	End	E	1945	24	01-01-2006	5.00	100	98
SHORE	1	Town Center	Pearl	C	200	22	01-01-2015	2.67	53	98
BALSAM	1	Lighthouse Point	End	E	400	22	01-01-2016	1.81	36	99
CHARLES EJ	1	Route 77	End	E	9250	22	01-01-2014	2.77	55	99
FARM HILL	1	Scott Dyer	End	E	1575	30	01-01-2006	5.00	100	99
FERNWOOD	1	Blueberry	End	E	335	22	01-01-2006	5.00	100	99
HAMLIN	1	Stephenson	End	E	750	22	01-01-2012	5.00	100	99
PEPPERGRAS	1	Tiger Lily East	Tiger Lily West	E	1079	20	01-01-2012	5.00	100	99
SILVA	1	Sawyer	End	E	435	22	01-01-2015	2.12	42	99
STEEPLEBSH	1	Cross Hill	End	E	944	24	01-01-2012	5.00	100	99
WELLS	2	PC	End	E	2970	22	01-01-2016	2.96	59	99
2 LIGHTS T	1	Two Lights	End	E	995	24	01-01-2016	3.00	60	100
ASTER	1	Dermot	End	E	100	22	01-01-2012	5.00	100	100
BRADFORD	1	Waterhouse	End	E	140	26	01-01-2017	2.80	56	100
FRIAR	1	Bridle Path	End	E	250	20	01-01-2015	2.08	42	100
GROVER	2	PC	End	E	410	26	01-01-2002	4.18	84	100
HARRISON	1	Route 77	End	E	220	24	01-01-2017	2.18	44	100
HILL	1	Scott Dyer	End	E	700	24	01-01-2017	2.90	58	100
LIGHTHOUSE	1	Two Lights Terrace	End	E	670	24	01-01-2016	2.79	56	100
LINWOOD	1	Mitchell	End	E	570	24	01-01-2017	2.75	55	100
MCAULEY	1	Cheverus	End	E	550	24	01-01-1997	3.61	72	100
MISTY	1	Spruce	End	E	645	22	01-01-2016	3.34	67	100
STARBOARD	1	Scott Dyer	End	E	1740	24	01-01-2012	5.00	100	100
WATERHOUSE	1	Harrison	End	E	1230	24	01-01-2017	2.68	54	100
WINDMILL	1	Route 77 South	Route 77 North	E	515	22	01-01-2017	2.74	55	100

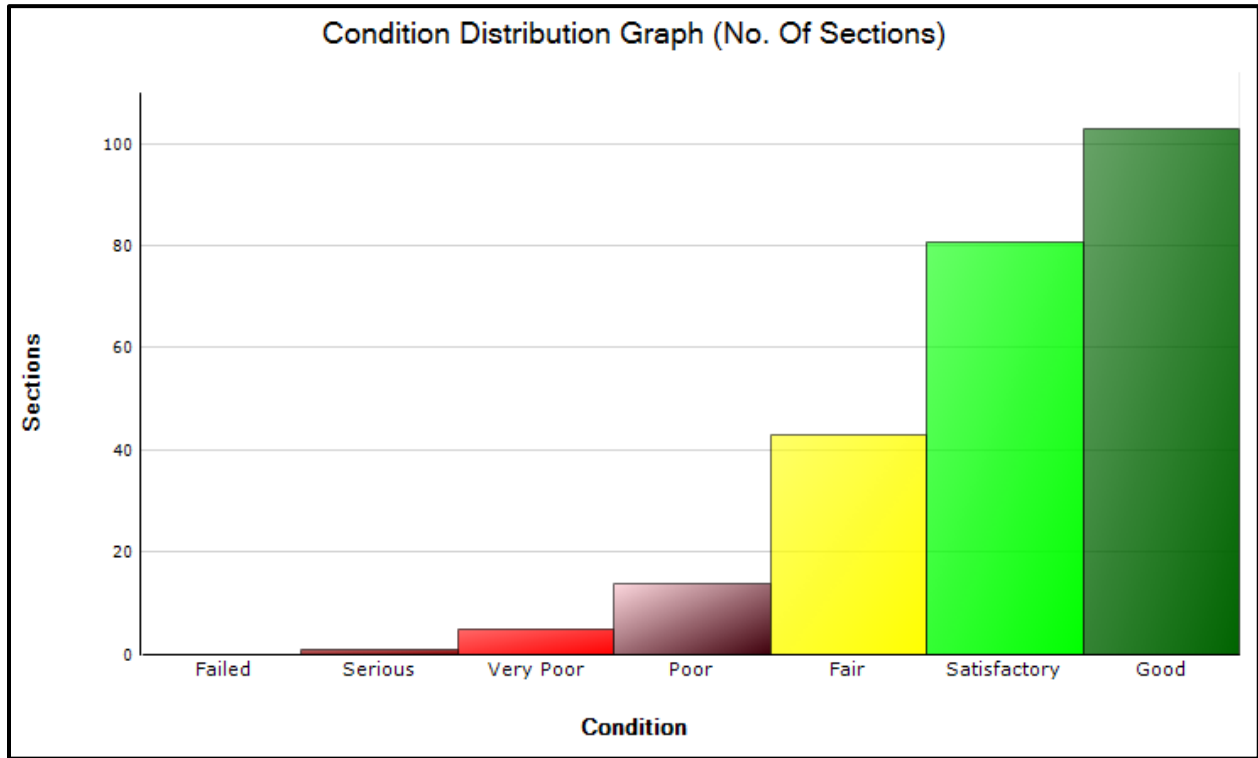
\* Estimated 2013 PCI values were converted from 2013 PCR values by multiplying by 20

## APPENDIX B – M&R Budget Analysis (Graphs)

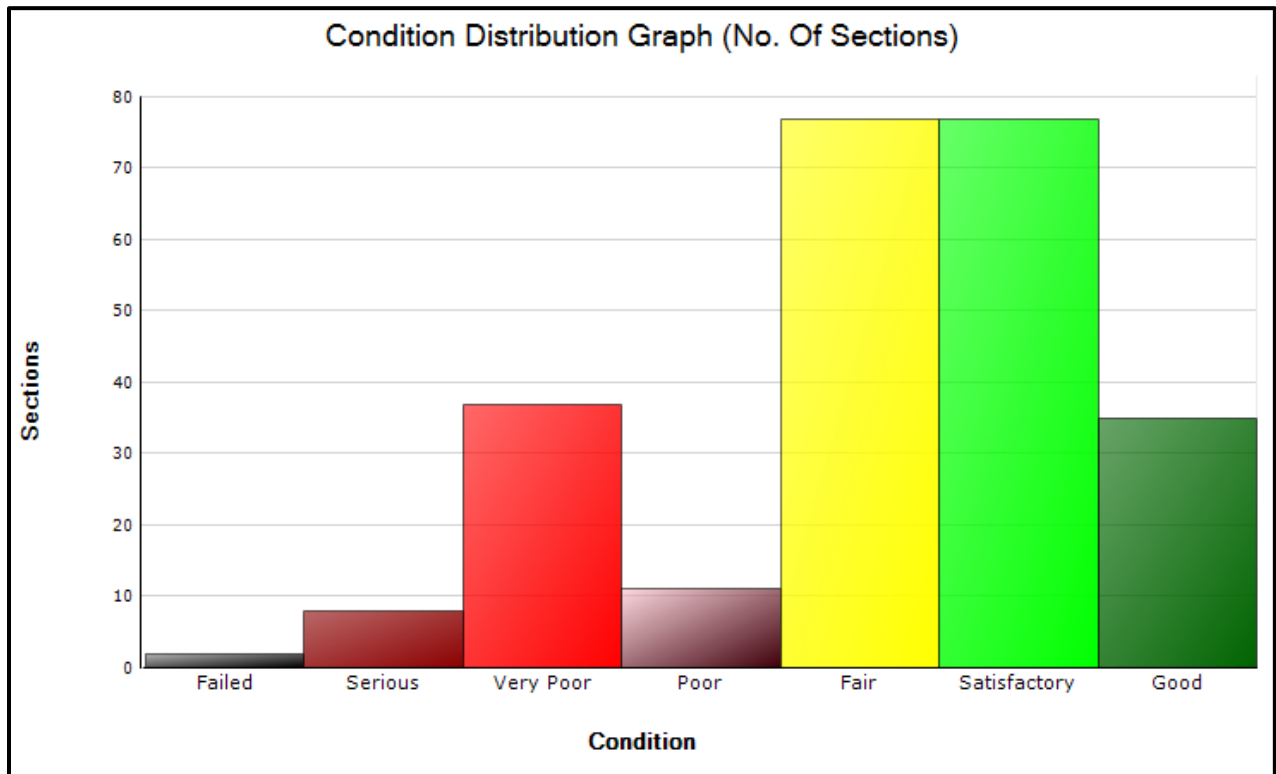
NOTE: The Annual Condition graphs show PCI levels at the end of each year after work has been completed. This is why the PCI for 2018 varies for each scenario.



**Scenario I: No Funding (do nothing approach)**



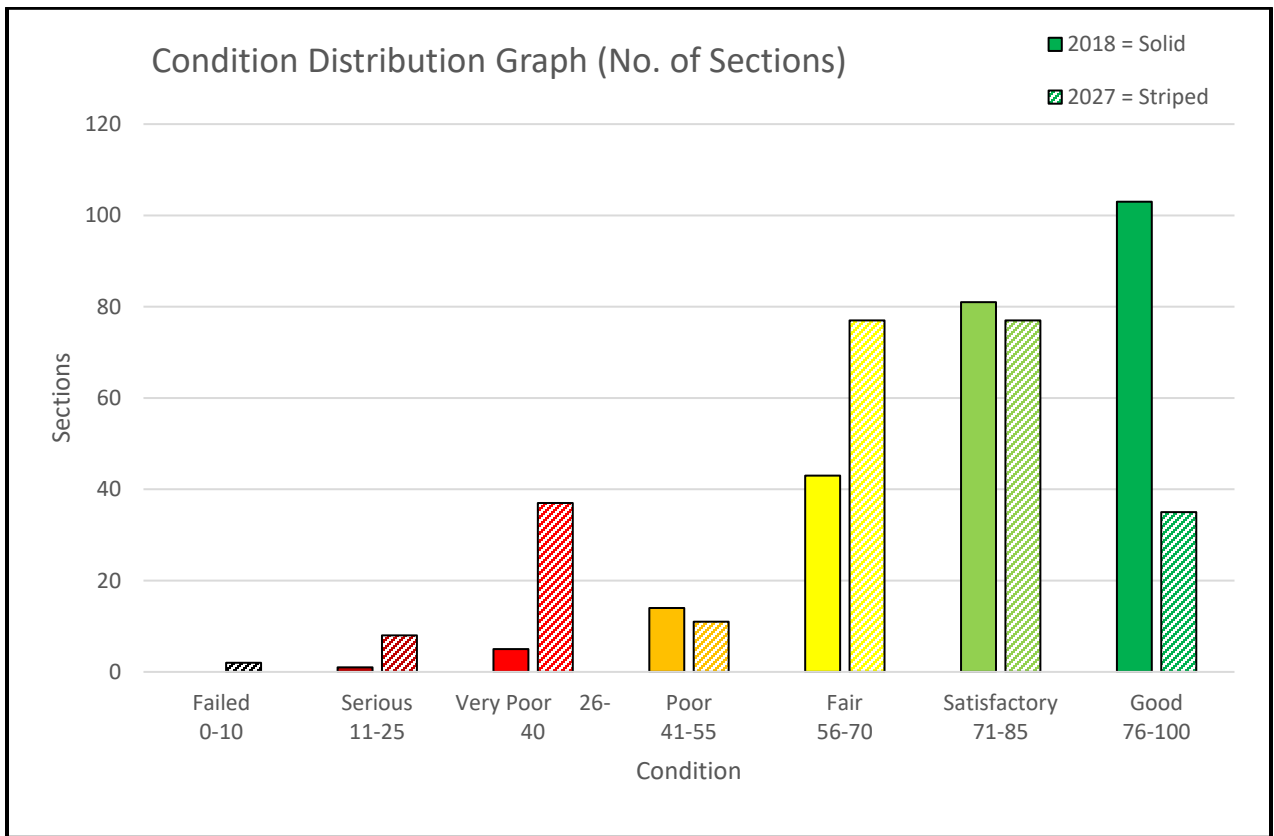
**Condition Distribution Graph (CDG) 2018**



**CDG 2027**

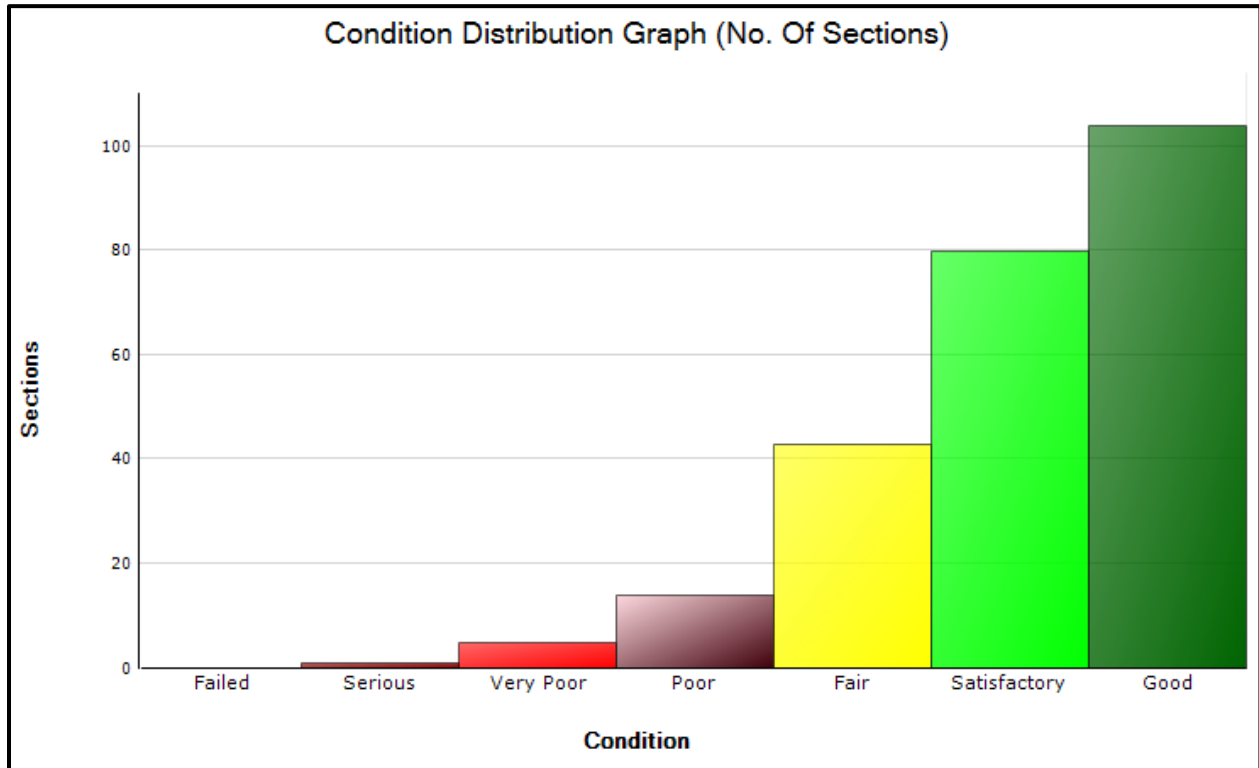


**Annual PCI levels**

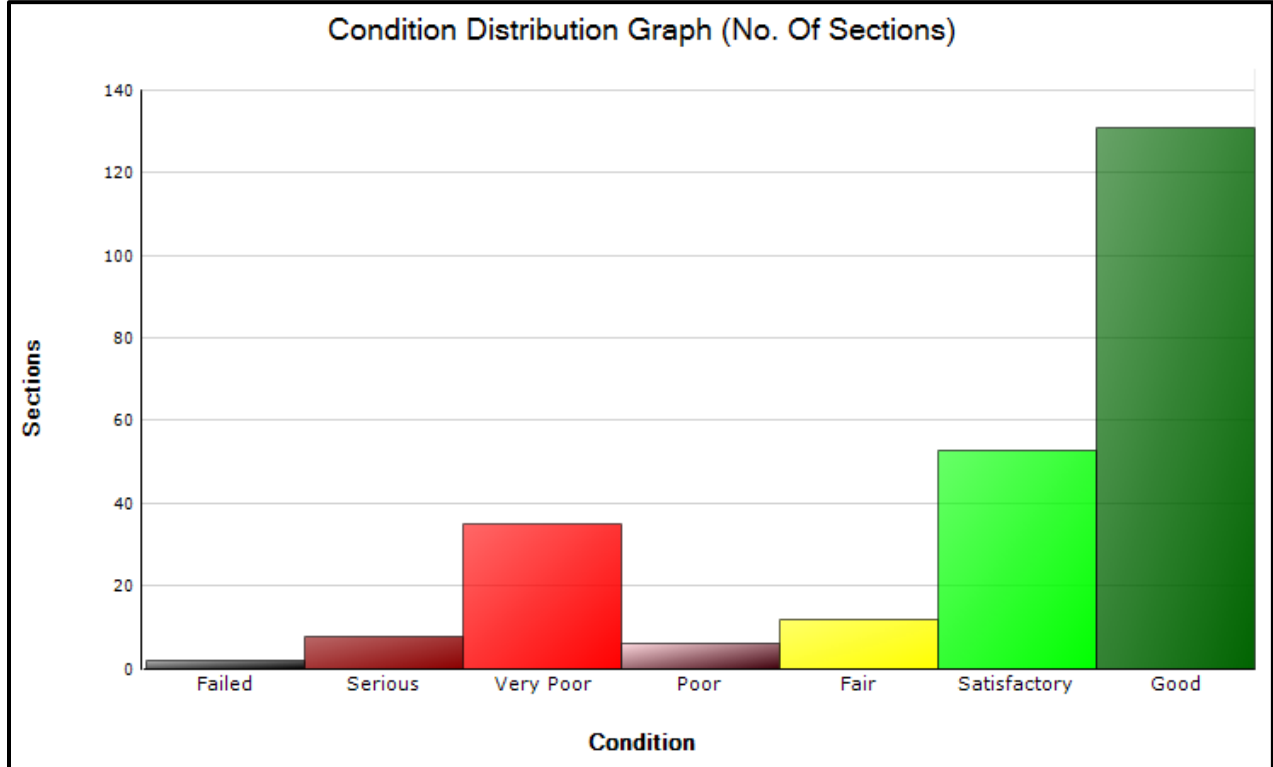


**CDG 2018 vs. 2027**

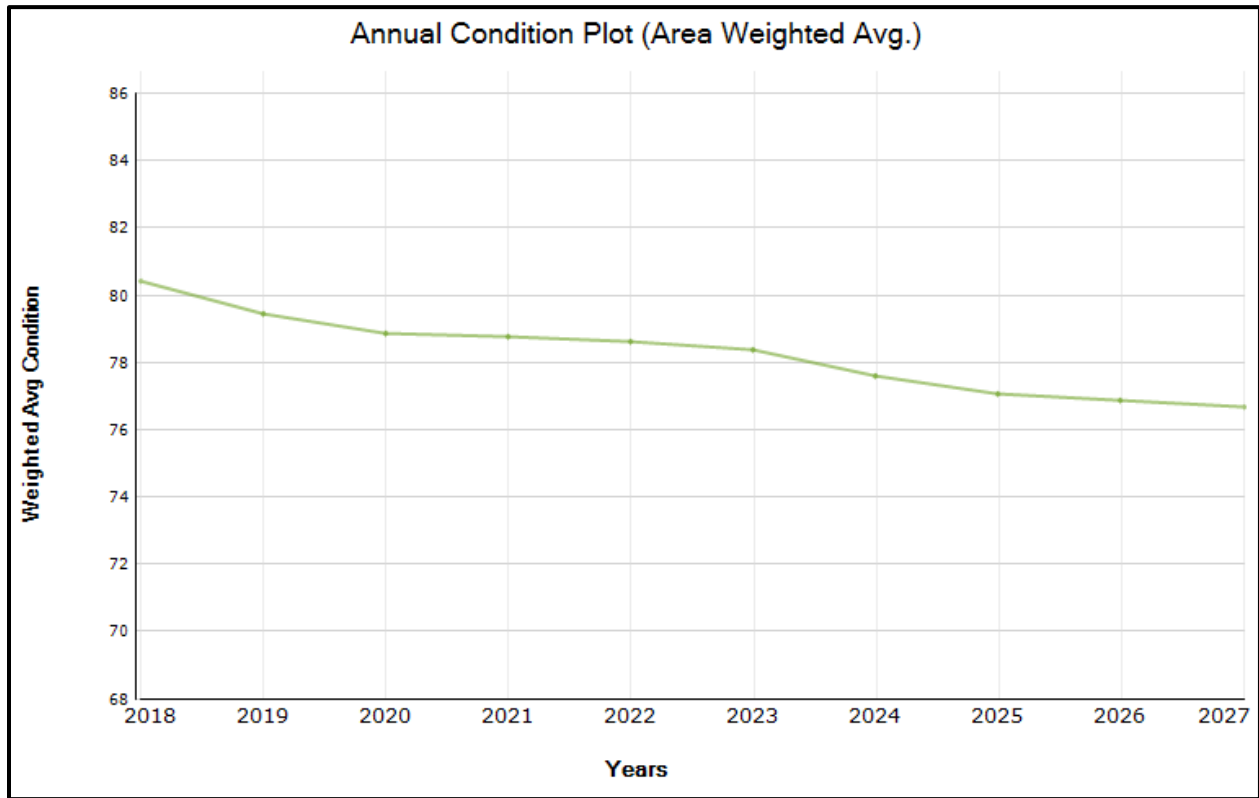
**Scenario 2: Maintain current PCI for 10 years**



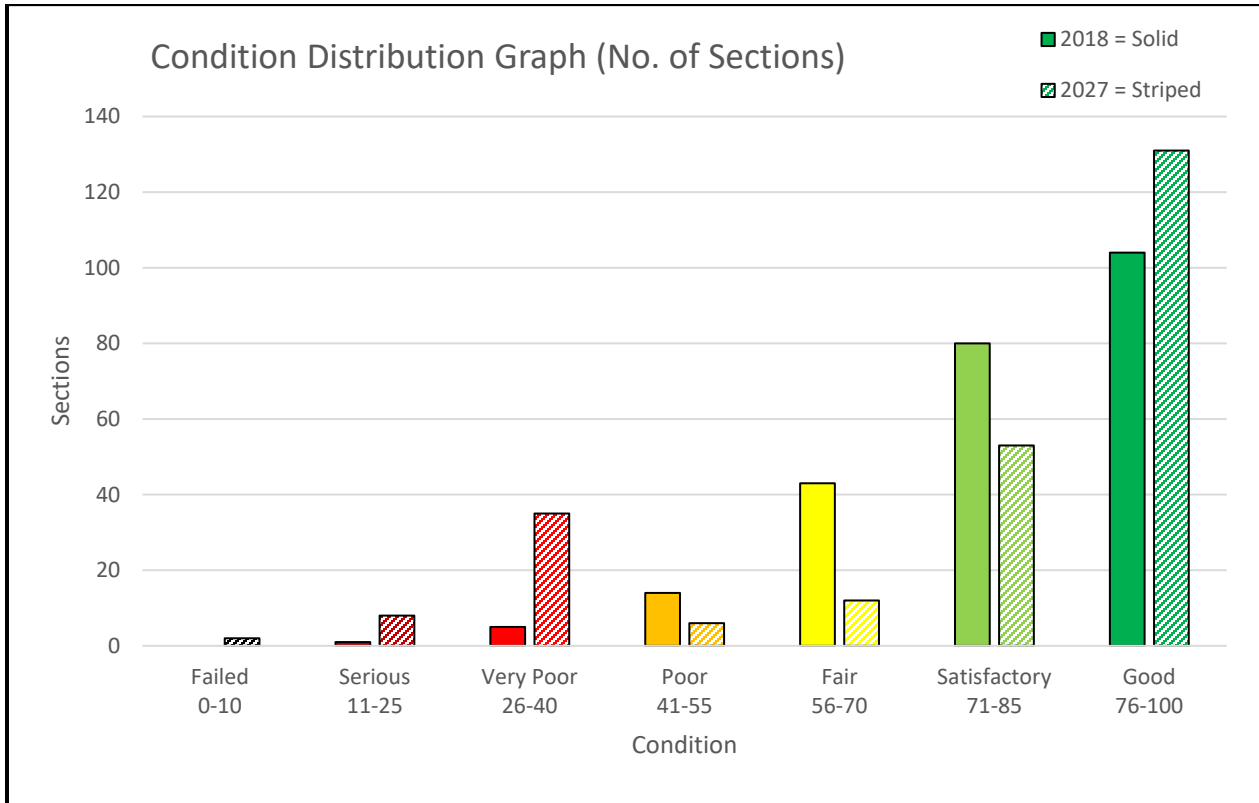
**CDG 2018**



**CDG 2027**

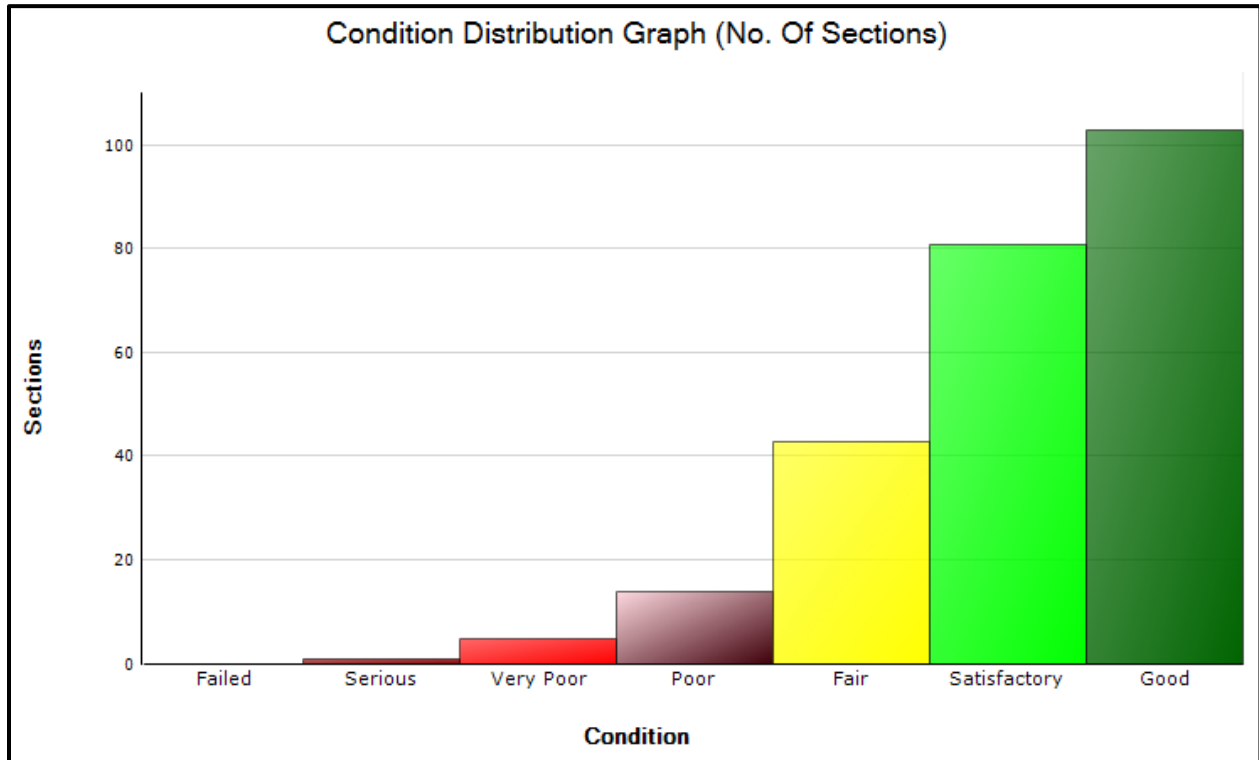


**Annual PCI levels**

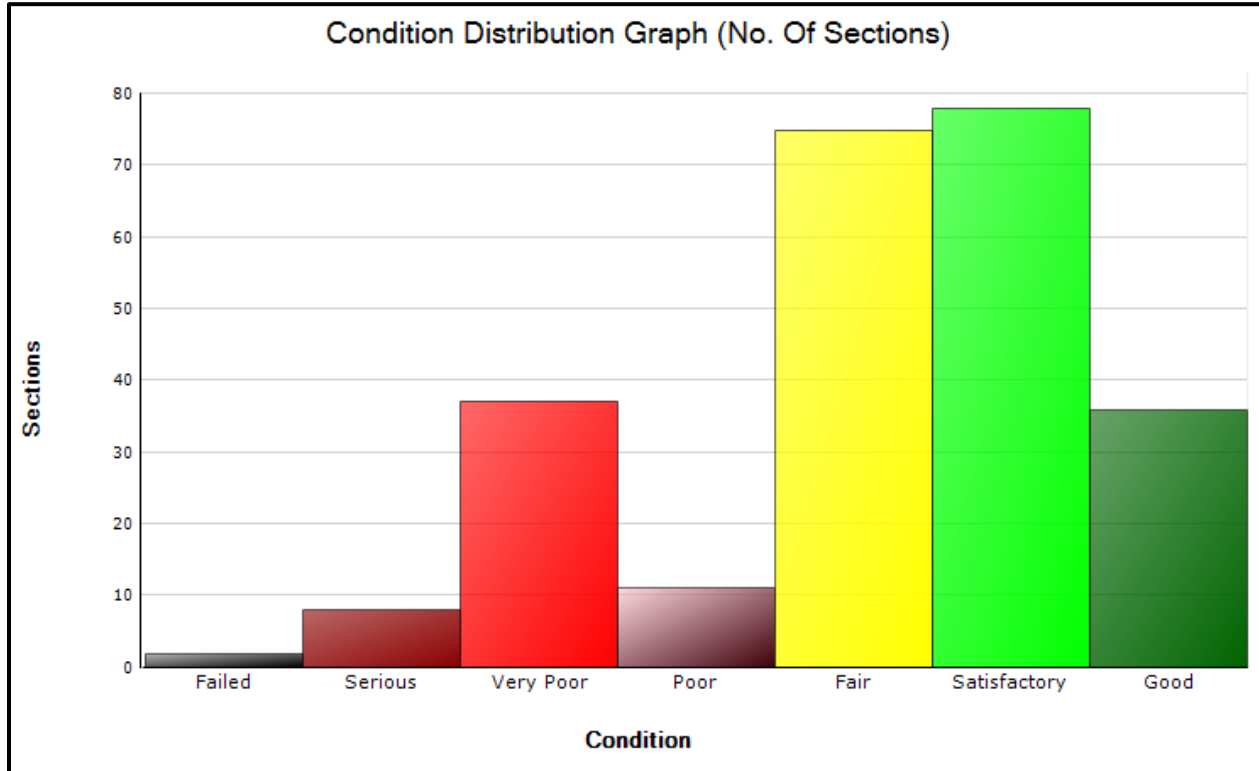


**CDG 2018 vs. 2027**

**Scenario 3: \$100,000 budget per year for 10 years**



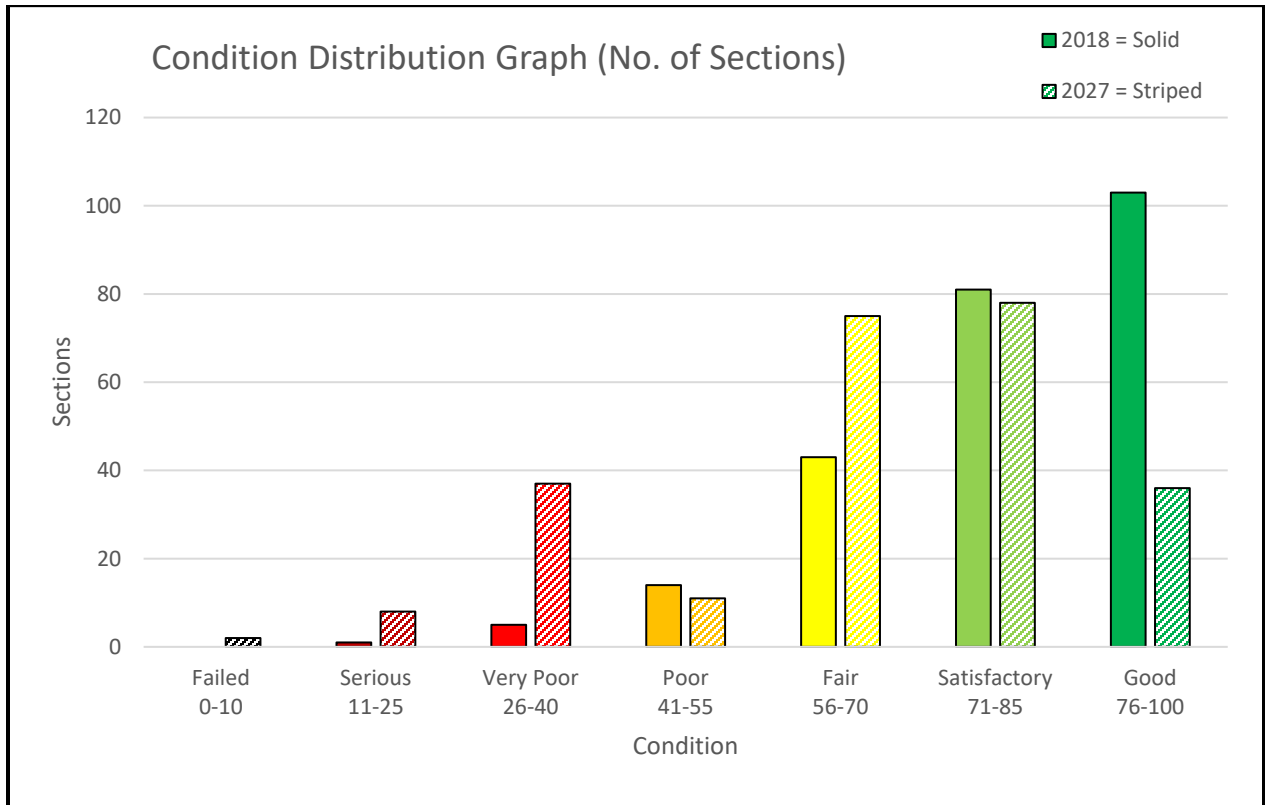
**CDG 2018**



**CDG 2027**

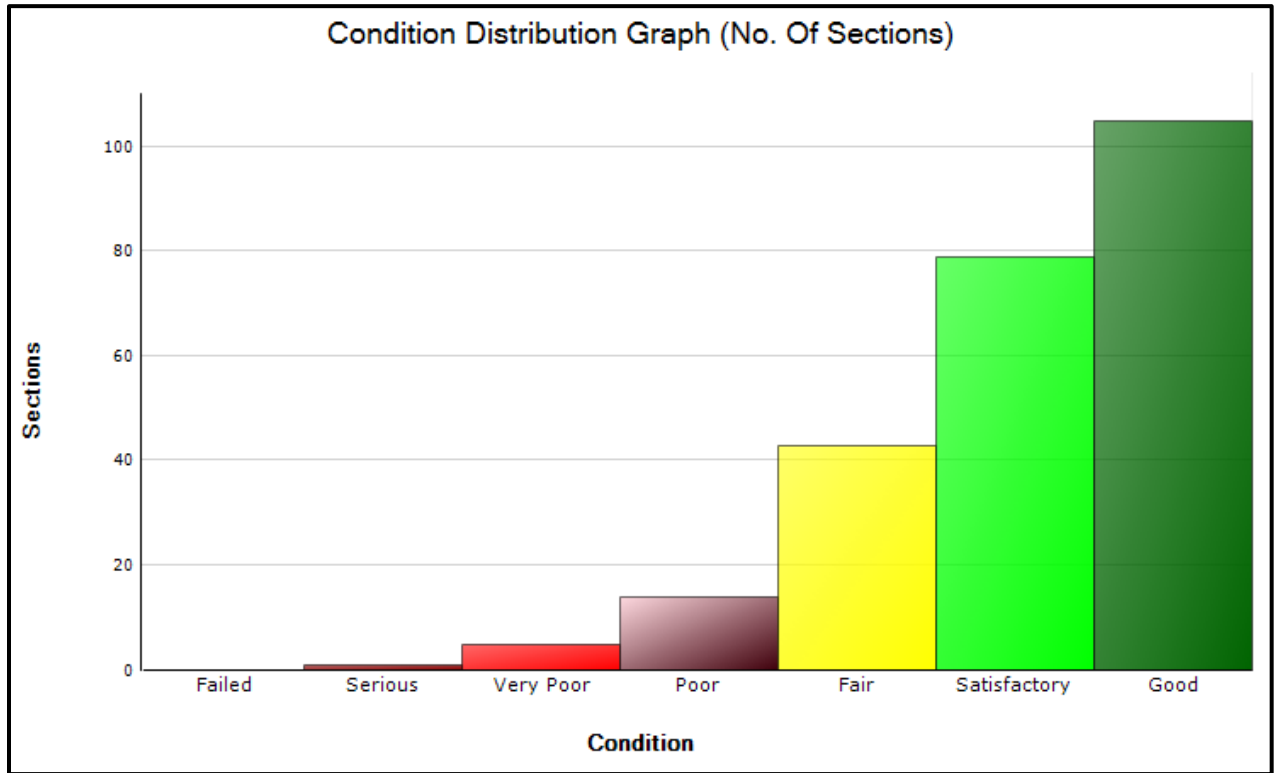


**Annual PCI levels**

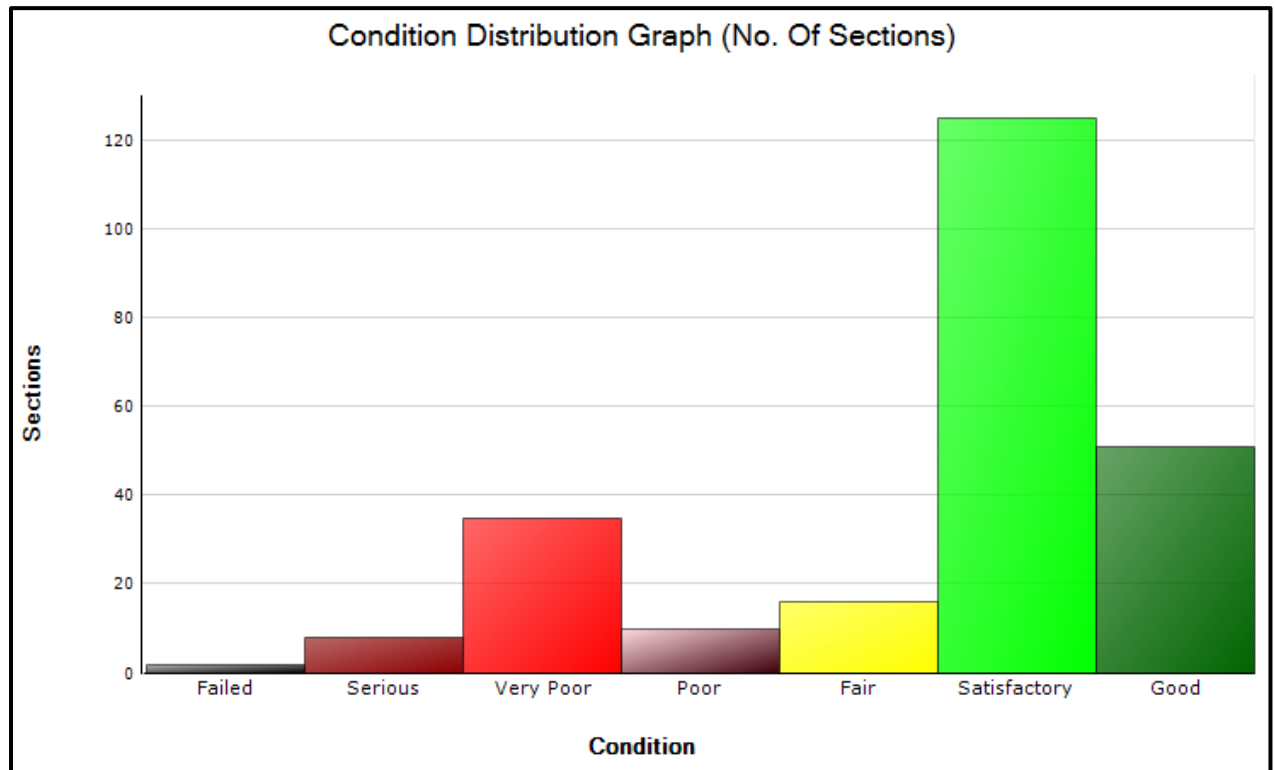


**CDG 2018 vs. 2027**

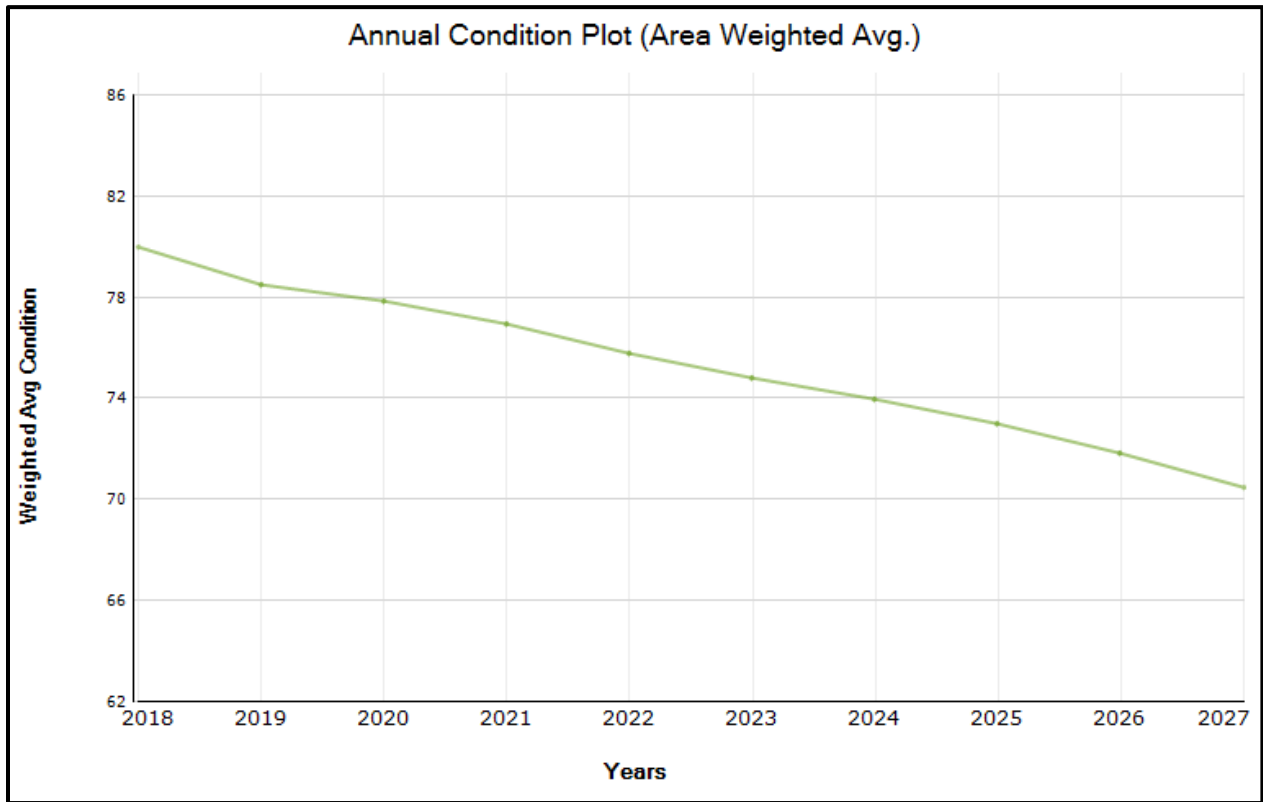
**Scenario 4: \$250,000 budget per year for 10 years**



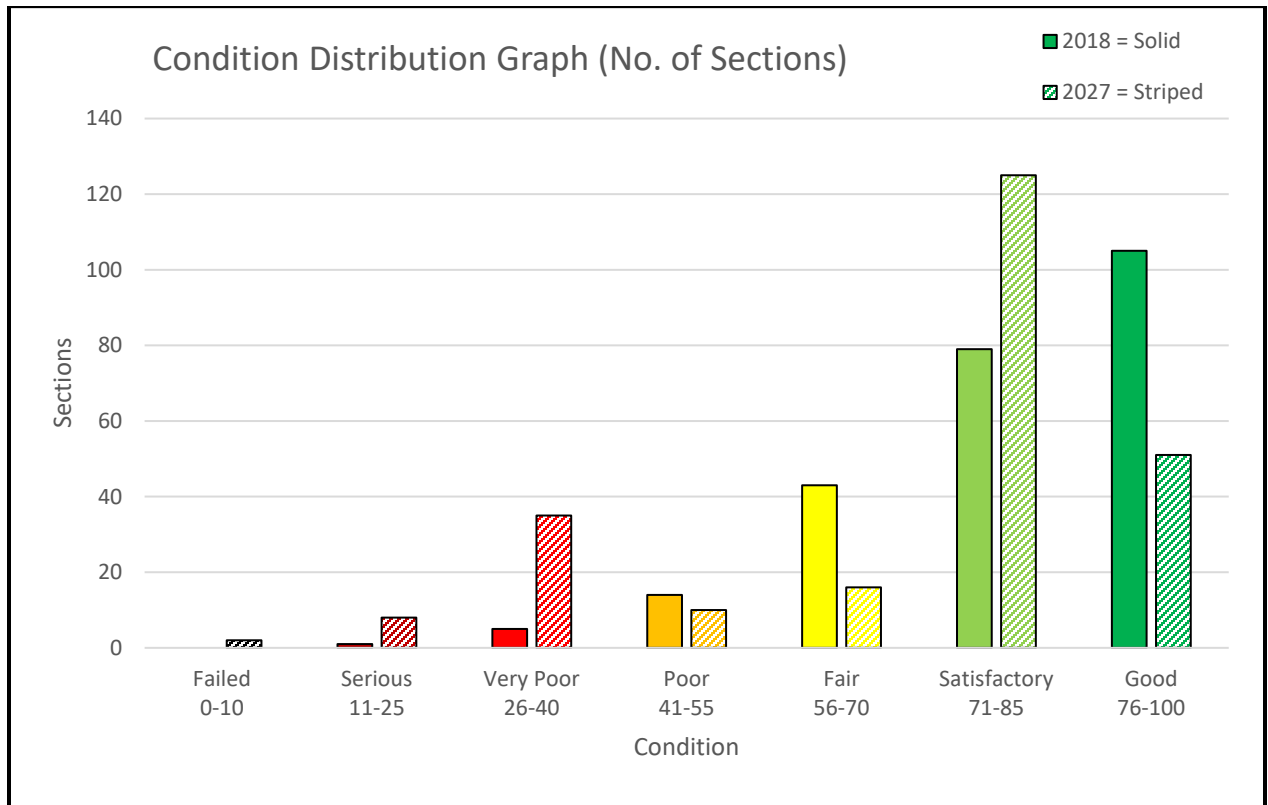
**CDG 2018**



**CDG 2027**



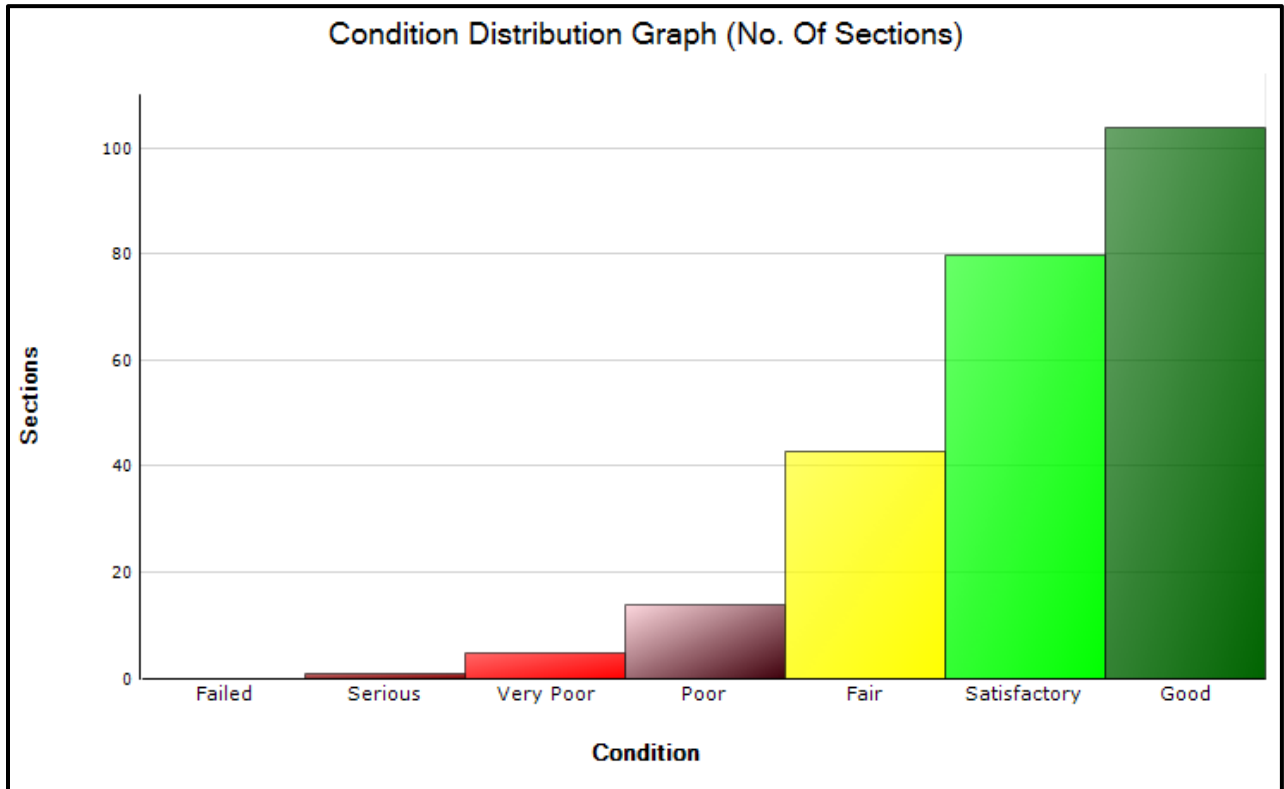
**Annual PCI levels**



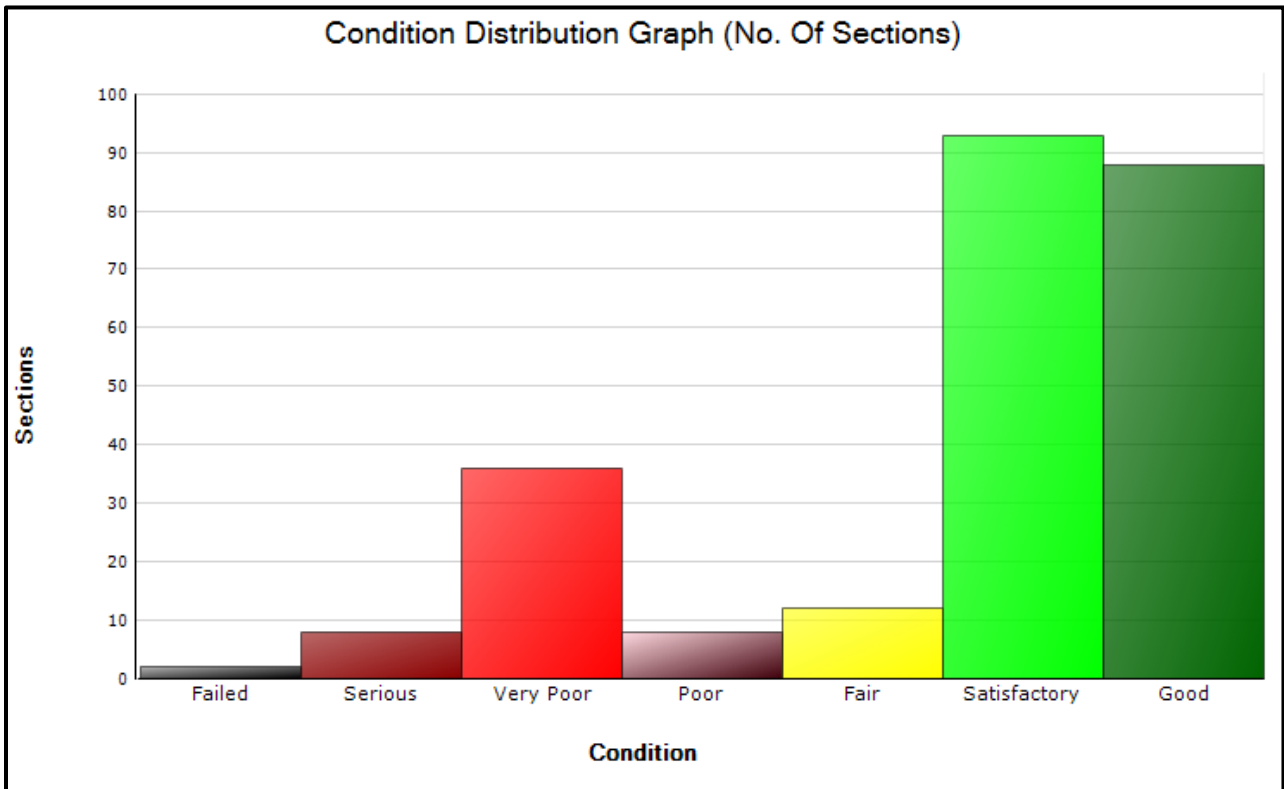
**CDG 2018 vs. 2027**



**Scenario 5: \$300,000 budget per year for 10 years**



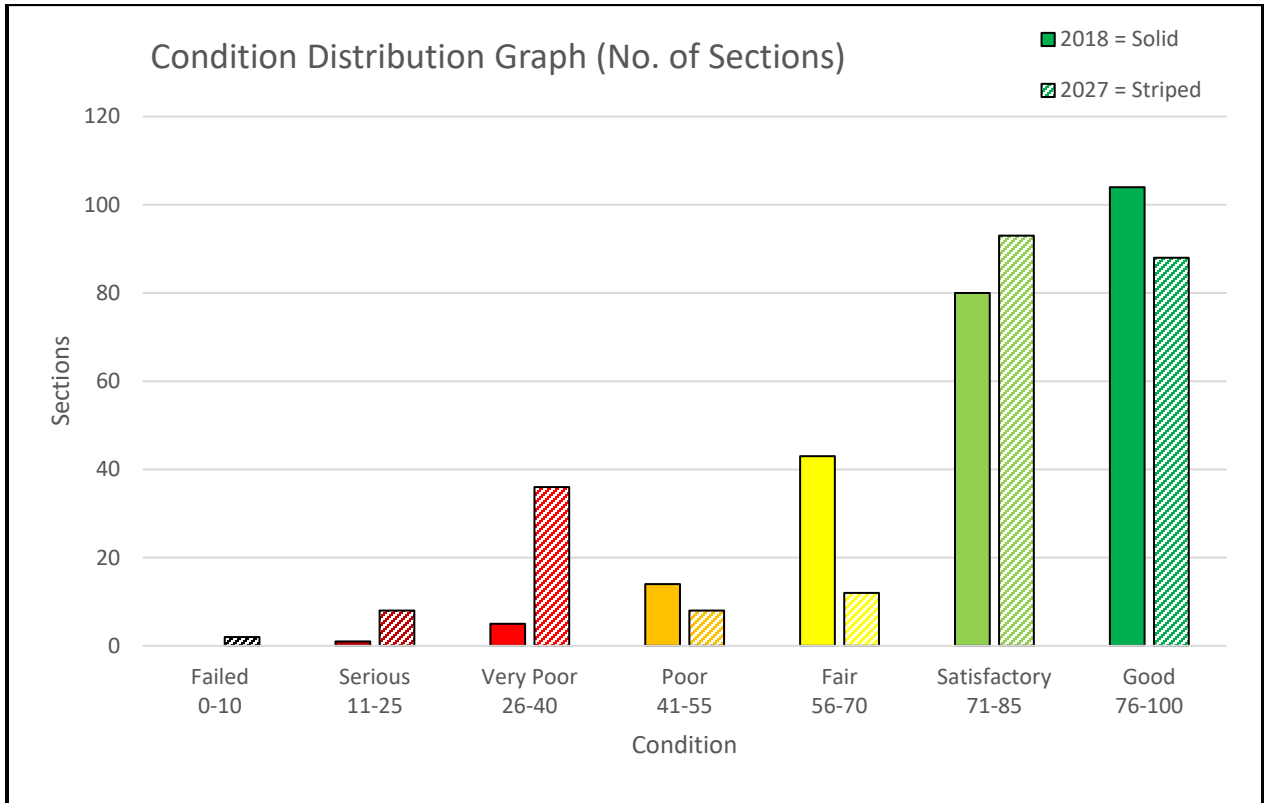
**CDG 2018**



**CDG 2027**

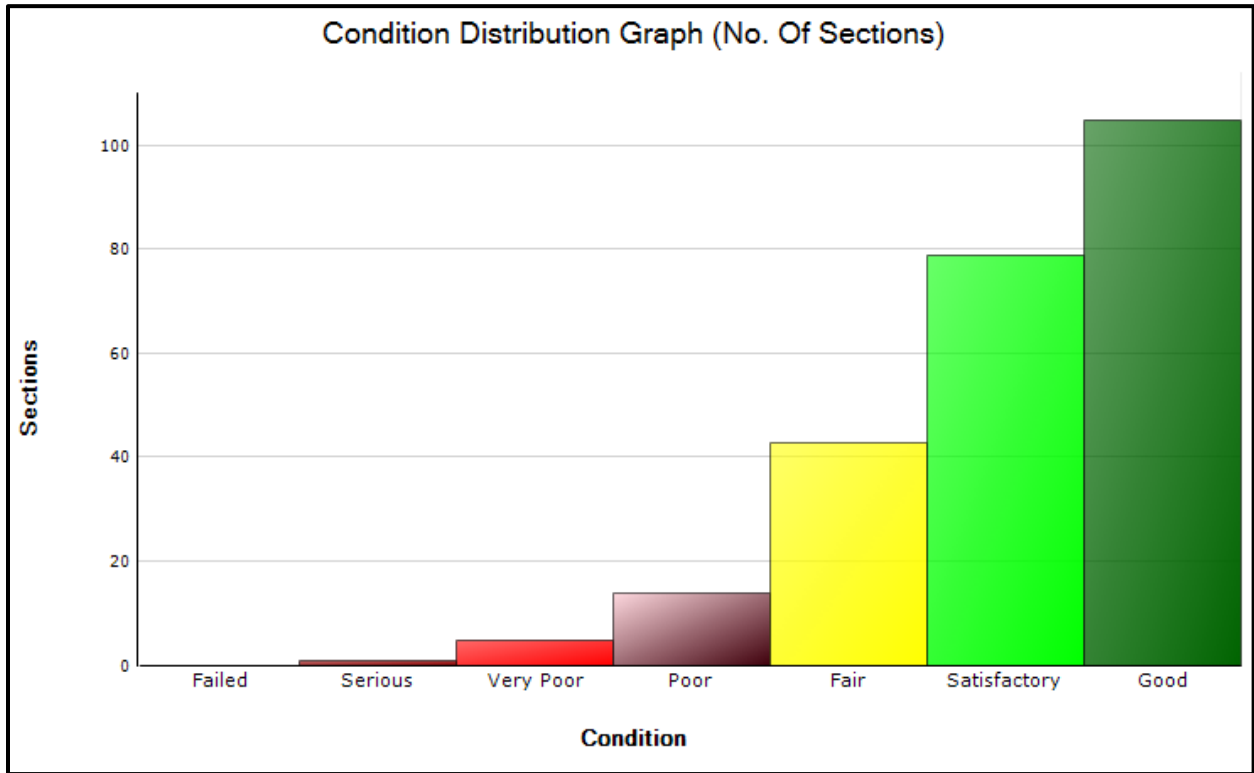


**Annual PCI levels**

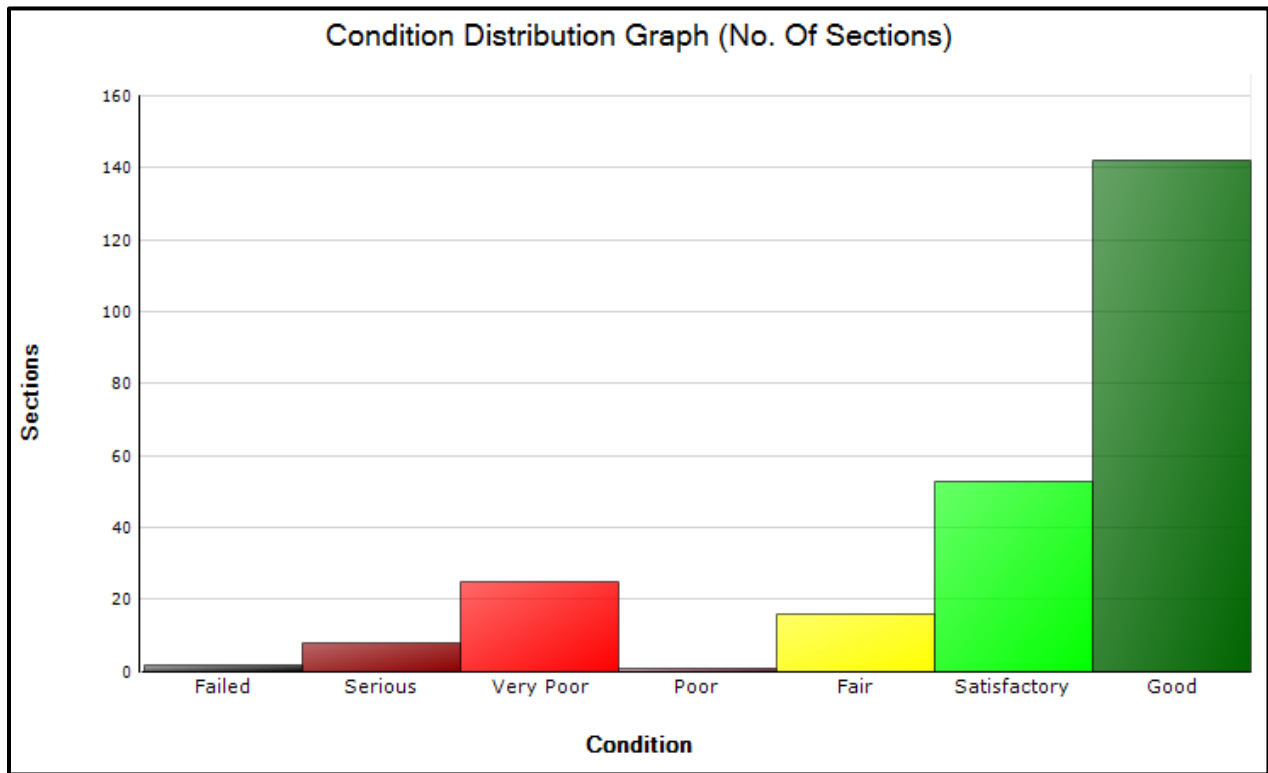


**CDG 2018 vs. 2027**

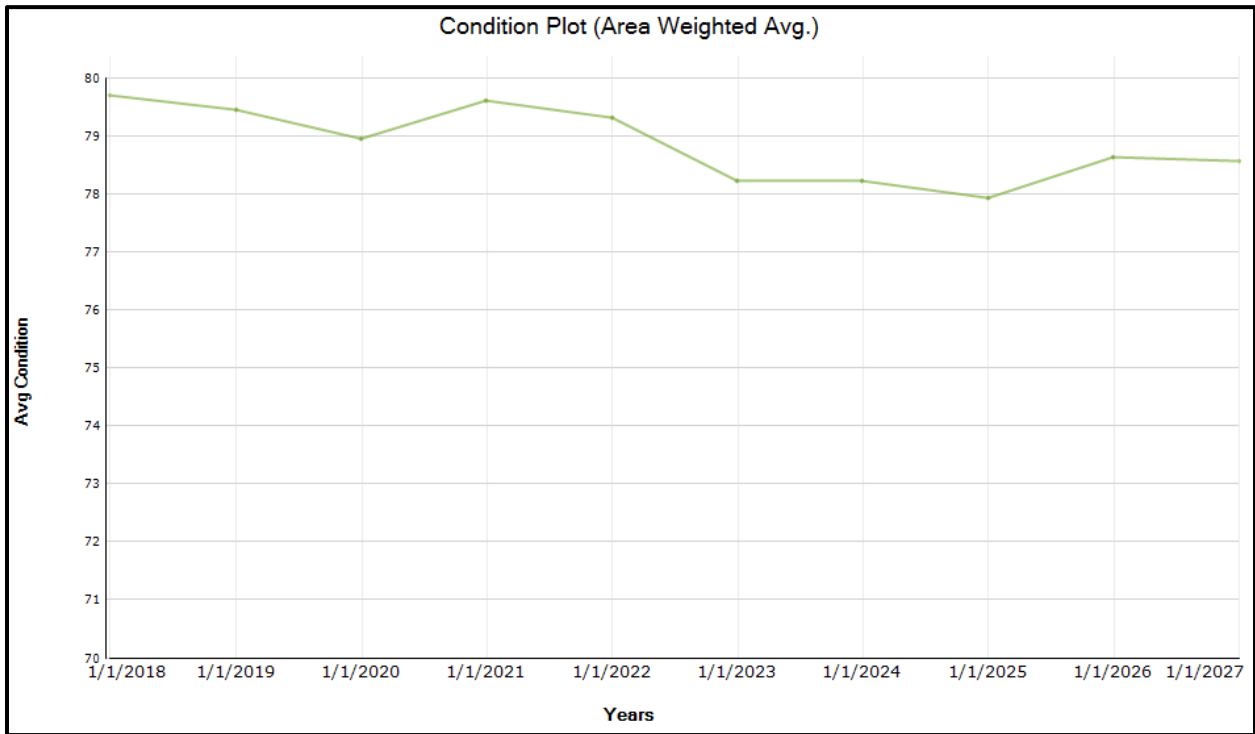
**Scenario 6: \$400,000 budget per year for 10 years**



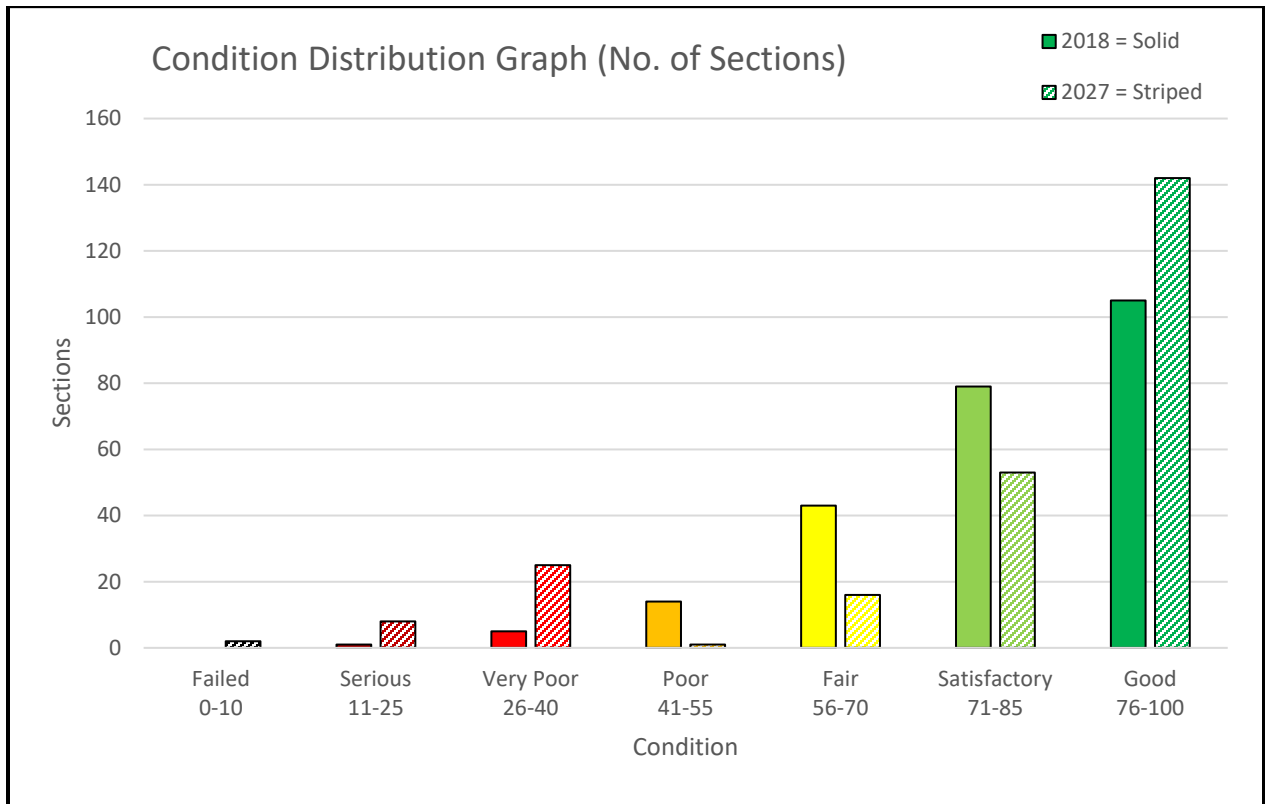
**CDG 2018**



**CDG 2027**

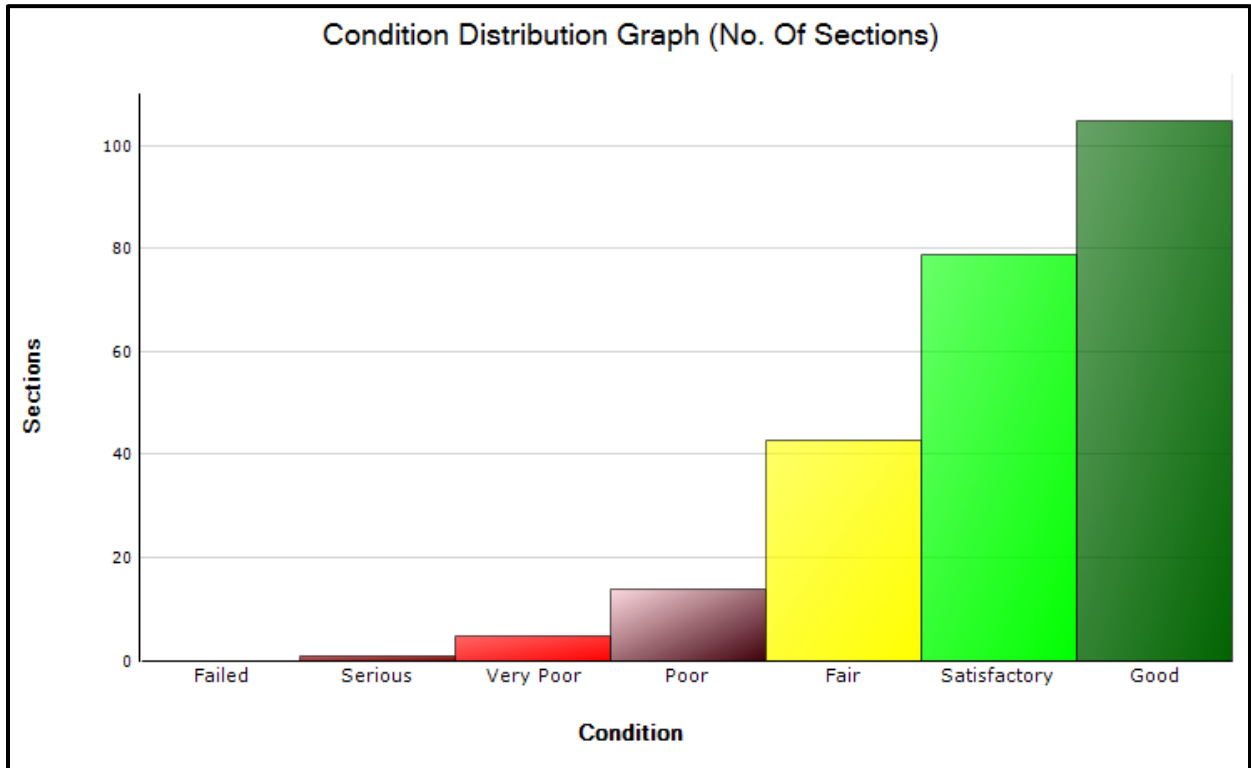


**Annual PCI levels**

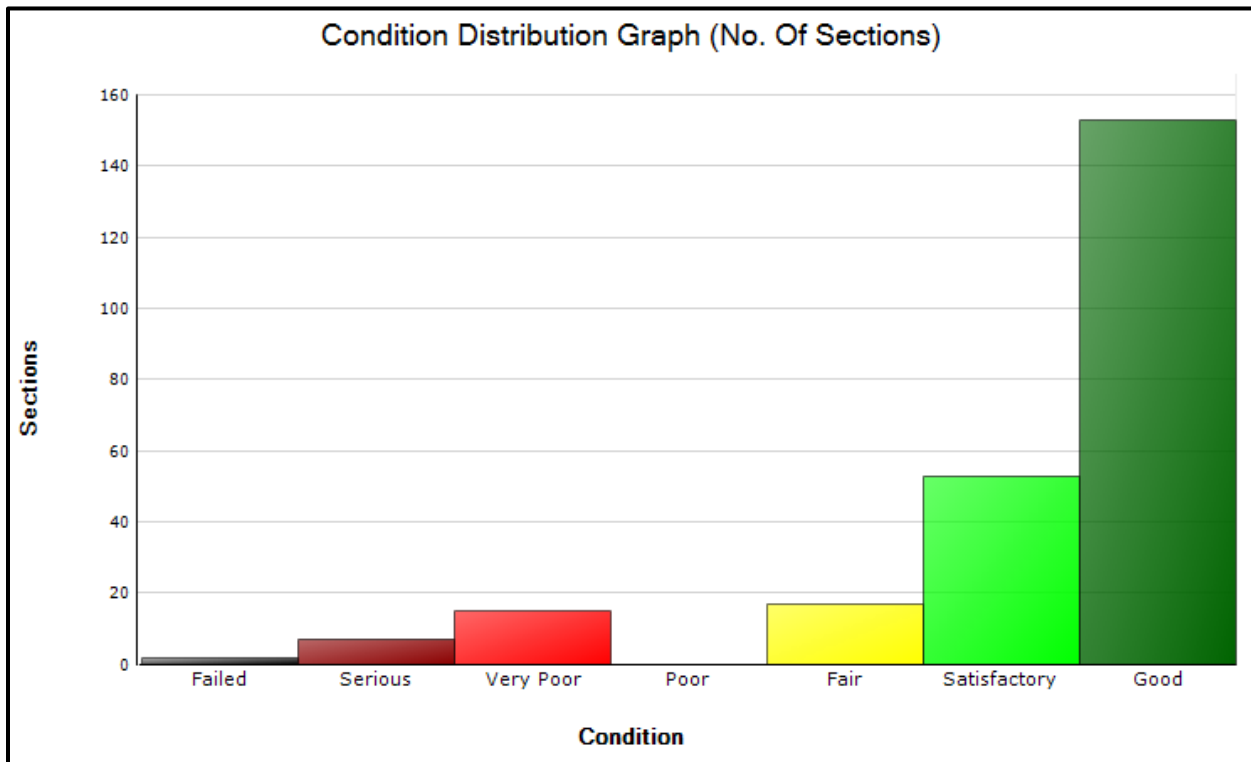


**CDG 2018 vs. 2027**

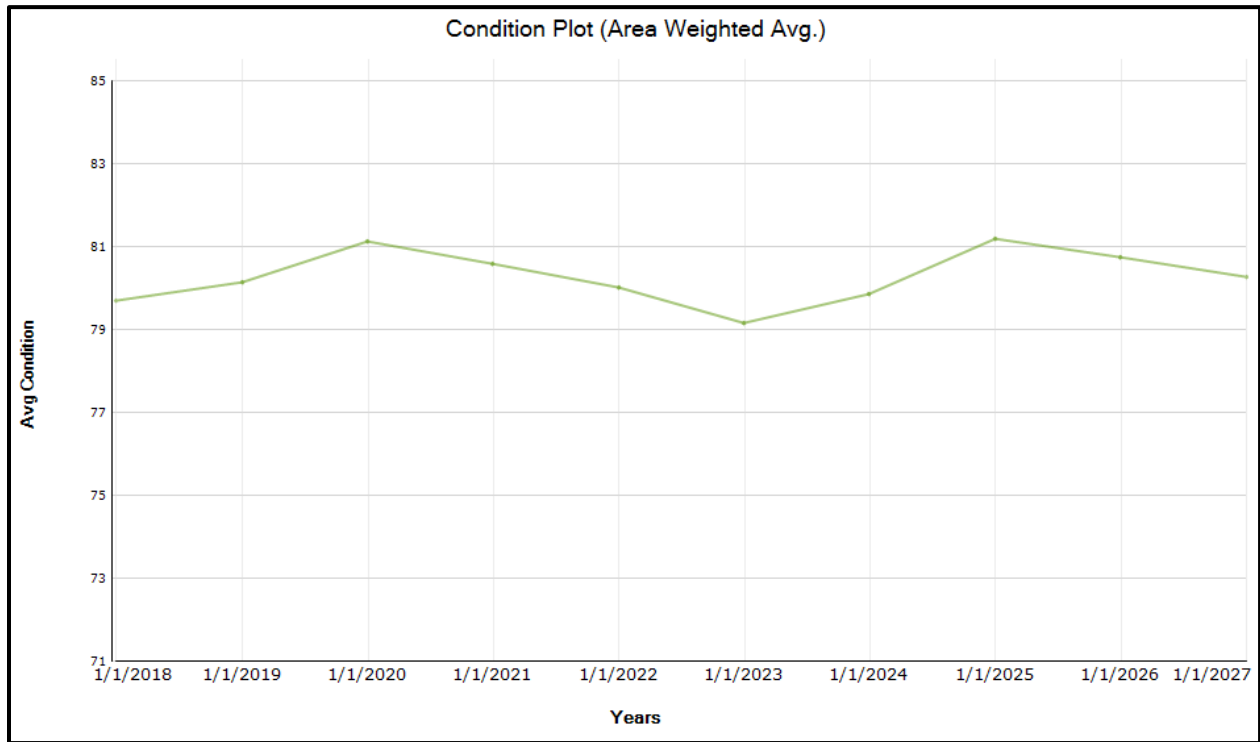
**Scenario 7: \$500,000 budget per year for 10 years**



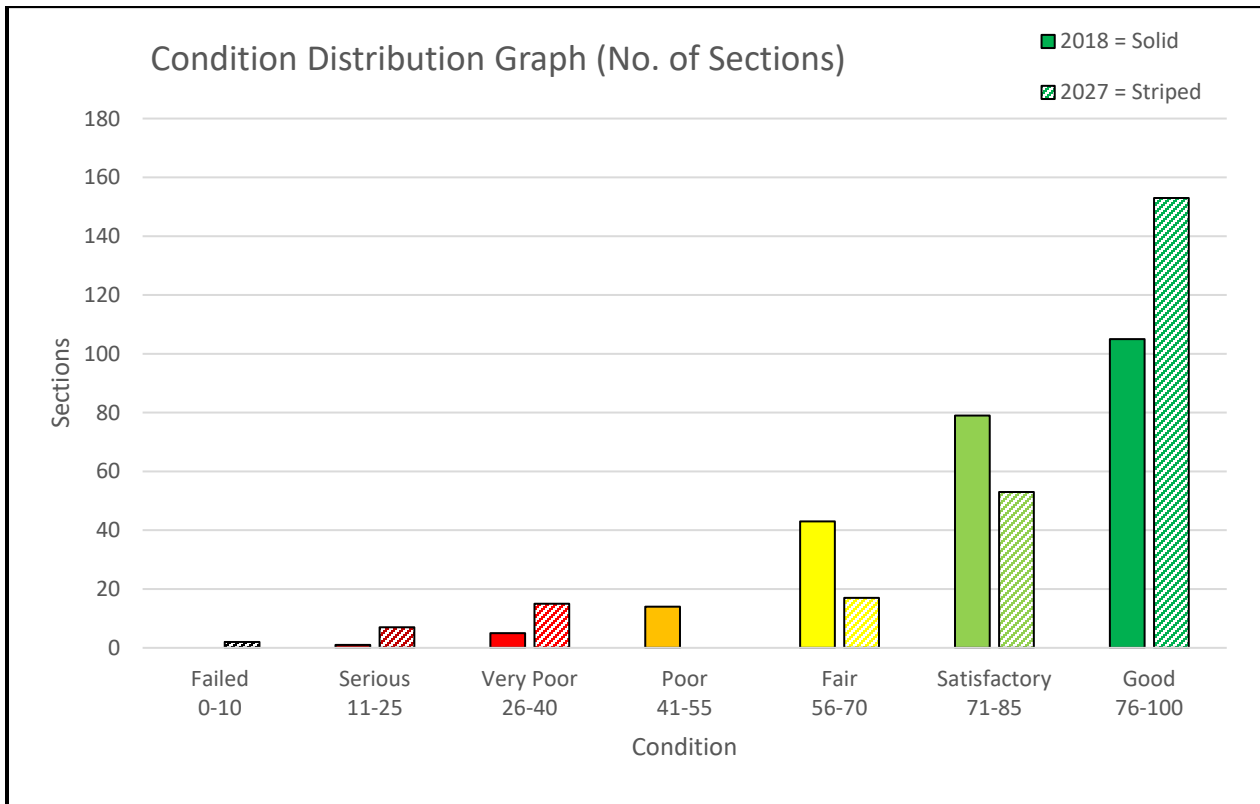
**CDG 2018**



**CDG 2027**



**Annual PCI levels**



**CDG 2018 vs. 2027**

## APPENDIX C – Existing Pavement Condition Map

**Maintenance Strategy**

Good - Future Overlay
Satisfactory - Future Overlay
Fair - Light Overlay/Shim (1.0")
Poor - Heavy Overlay/Shim (2.25")
Very Poor - Reclaim/Reconstruct
Serious - Reconstruct
Failed - Reconstruct
Not Included

*Pavement  
Management  
Survey  
Cape Elizabeth  
Maine*

