



May 19, 2020

Catherine Laurent
Director of Public Works
350 Meetinghouse Road
Mashpee, MA 02649

Subject: **FY2020 Street Conditions Report**

Dear Ms. Laurent,

For both the Town of Mashpee's Residential and Arterial/Collector roadway networks, enclosed are the FY 2020 Pavement Management summaries, current repair backlog list and maps, and five-year plan and maps. This memorandum is intended to summarize Stantec's most recent Pavement Management System (PMS) update. Below are some key takeaways.

1. Since Mashpee's PMS was implemented in 2015 Stantec for its residential roads Stantec has update its PMS and tracking several important performance metrics. Stantec completed an update of its residential roads along with a new survey of its arterial/collector roads.
2. The Town's residential network (which consists of approximately 65 miles) has an average PCI of 86.9 and a repair backlog of \$840k.
3. The Town's arterial network (which consists of approximately 24 miles) has an average PCI of 78.8 and a repair backlog of \$2.0M.
4. We have provided 4 different budget scenarios for each roadway network over the next five years for your review:
 - a. Residential
 1. \$0/year – PCI decreases to 67.6 and backlog increases to \$4.7M in 2025
 2. \$150k/year – PCI decreases to 74.9 and backlog increases to \$3M in 2025
 3. \$250k/year – PCI decreases to 81.1 and backlog increases to \$1.5M in 2025
 4. \$350k/year – PCI increases to 91.8 and backlog decreases to \$191K in 2025
 - b. Arterial/Collector
 1. \$0/year – PCI increases to 52.7 and backlog decreases to \$7.1M in 2025
 2. \$200k/year – PCI increases to 70.3 and backlog decreases to \$3.9M in 2025
 3. \$350k/year – PCI increases to 79.3 and backlog decreases to \$2.2M in 2025
 4. \$500k/year – PCI increases to 85 and backlog decreases to \$1.2M in 2025
5. Per discussion with the Town, Stantec developed a network priority ranking (NPR) value that favors more homes and users for its large network of dead-end streets which was utilized in developing the five-year plan.
6. Stantec recommends that the Town spend a minimum of \$350k/year and \$500/year for residential and arterial/collector roads, respectively. By allocating these funds, the Town will proactively ensure that their roadway segments don't deteriorate to more costly repair treatments which leads to improved network conditions and a much more sustainable future backlog for years to come.

If you have any questions or comments pertaining to this report, please don't hesitate to contact me.

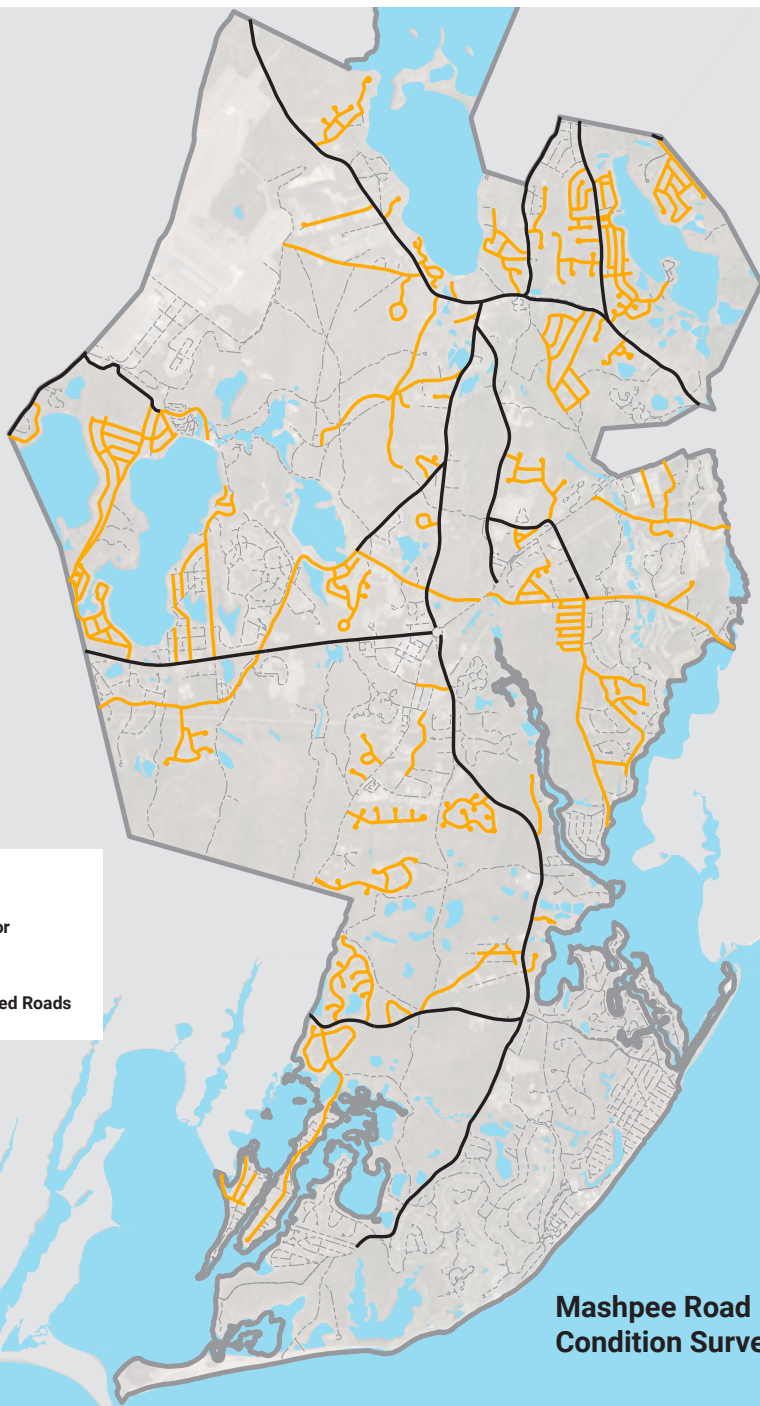
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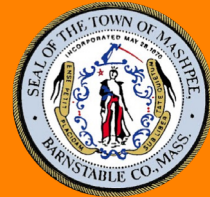
FY 2020

Pavement Management Summary



Mashpee Road Condition Survey

TOWN OF MASHPEE RESIDENTIAL ROADS



Prepared for:
Town of Mashpee
Department of
Public Works
Catherine Laurent
DPW Director



Prepared by:
Stantec

65 Network Drive
Burlington, MA 01803

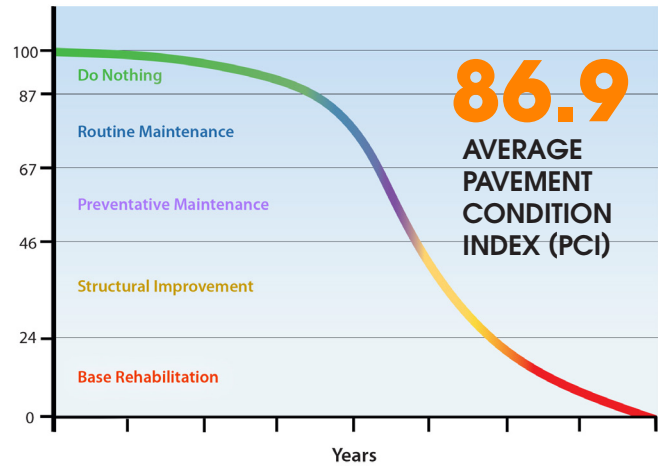


Existing Conditions

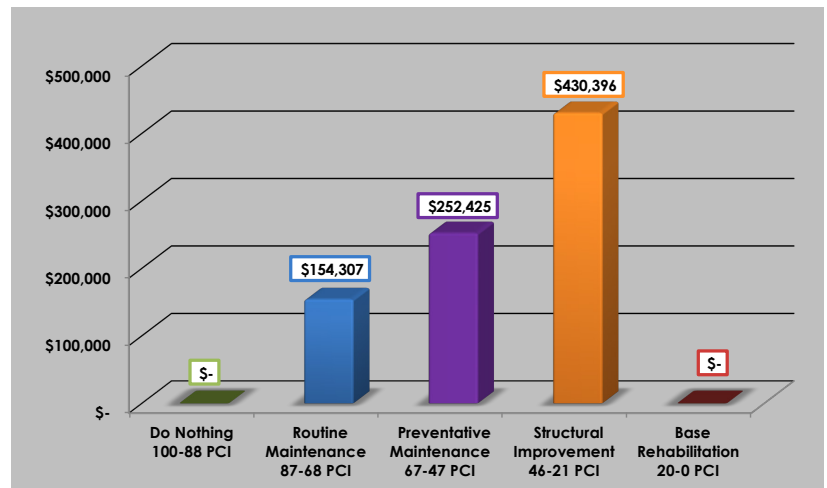
Mashpee's roadway network is comprised of 89 public miles. Approximately 65 of those miles is comprised of residential local and dead end streets.

Since implementing its Pavement Management System (PMS) in 2015 Stantec has been working with the Town in providing updates and maintaining its PMS for residential streets. In March of 2020, Stantec completed a re-survey of the Town's residential public roadway network determining today's average road network Pavement Condition Index (PCI), roadway repair backlog, and modeled four (4) future funding scenarios based on today's estimated construction cost.

Stantec identified 243 public-accepted residential pavement segments and determined the Town's average residential road network PCI in April 2020 was a 86.9, placing Mashpee's typical road conditions in the top of the Routine Maintenance treatment band (PCI range from 68 to 87), as seen to the right.



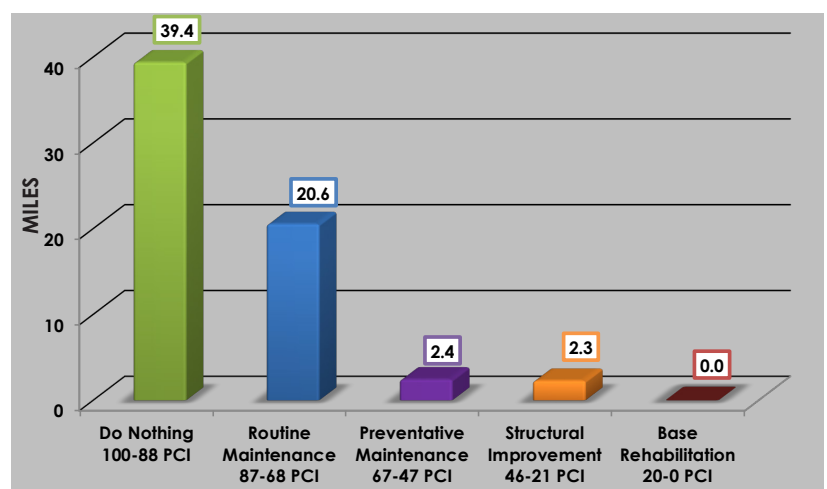
Current PCI Distribution in Miles By Treatment Band



Current Backlog of Outstanding Repairs (\$837,127)

The backlog is defined as the cost of repairing all the roads within one year and bringing the average PCI to a near perfect 100. Backlog is a "snapshot" or relative measure of outstanding repair work. The backlog not only represents how far behind Mashpee's roadway network is in terms of its present physical condition, but it's cost value also serves as a benchmark to measure the impact of various funding scenarios. The current backlog offers a basis for comparison to future and/or past year's backlog(s). Backlog dollars represent the pavement structure only; it does not include related repair cost for drainage, sidewalk, curbing, signals, or signs. Mashpee's residential backlog as of April 2020 is \$837,127. The figure to the right summarizes the backlog repair costs by PCI treatment bands.

Current Backlog Distribution By Treatment Dollars





Budget Analysis

Using the Town's pavement management software, Stantec modeled four, five-year future funding scenarios

The analysis software of the PMS is where financial determinations and projections are made. Consideration is given to the required budget, by repair type, based on the supplied information from meetings with Department of Public Works (DPW) and Stantec, for overall desired roadway network conditions. Various scenarios were analyzed to measure the effects of alternative funding levels and to determine the funding needed to avoid deteriorating pavement conditions. Today's backlog cost and future funding scenarios are based on Mashpee's current unit bid prices for roadway construction and projected liquid asphalt prices.

Using the Town's pavement management software, Stantec modeled four, five-year future funding scenarios:

1. \$0 Budget per year
2. \$150,000 per year
3. \$250,000 per year
4. \$350,000 per year

Each scenario, as depicted in the line charts to the right results in a projected average residential network PCI and backlog. All scenarios incorporate a 2.5% annual inflation rate. Therefore, where the annual road appropriation appears to remain level, it in fact represents a net budget decrease due to the impact of inflation.

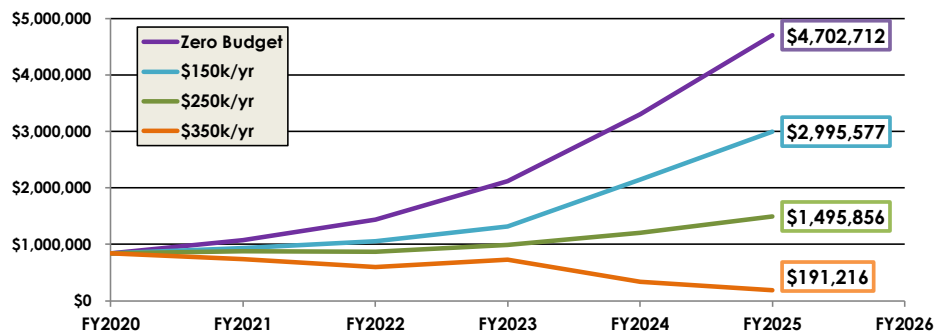
The five-year \$0 per year scenario, as seen by the purple line, shows the backlog increasing dramatically to \$4,702,712 while the network average PCI decreases to 67.6 by fiscal year 2025. This scenario brings the residential network from "very good" to "fair" conditions. Choosing to not invest in the roadway network results in deteriorated conditions and an inflated backlog.

Secondly, a five-year \$150,000 per year scenario was evaluated, as seen by the blue line below. As a result the backlog increases steadily to \$2,995,577 while the network average PCI decreases to 74.9 by fiscal year 2025. This scenario brings the residential network from "very good" to "good" conditions while nearly tripling the backlog over 5 years. This budget is insufficient in maintaining routine maintenance segments and addressing capital construction segments.

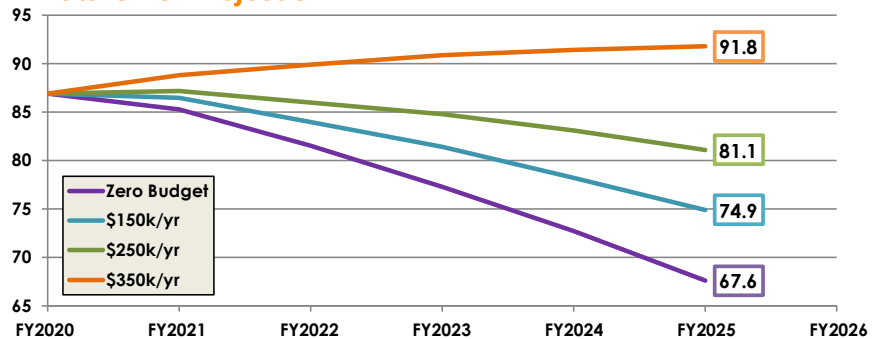
Thirdly, a five-year \$250,000 per year scenario was evaluated as shown by the green line, the backlog nearly doubles to \$1,495,856 and the network average PCI decreases to 81.1. While this scenario keeps the backlog at relatively sustainable levels while incorporating inflation, the residential network conditions still deteriorate by nearly 6 PCI points. This budget is still insufficient in adequately funding all treatment repair bands.

Lastly, a five-year \$350,000 per year scenario was evaluated as the suggested funding required to continue decreasing the backlog and improving the overall health of the network. As shown by the orange line, the backlog decreases significantly to \$191,216 while the network average PCI increases to 91.8. Allocating an additional \$100k/yr from the previous scenario makes a monumental difference as this budget adequately funds all treatment bands and prevents segments from deteriorating to more costly repairs.

Future Backlog Projection



Future PCI Projection





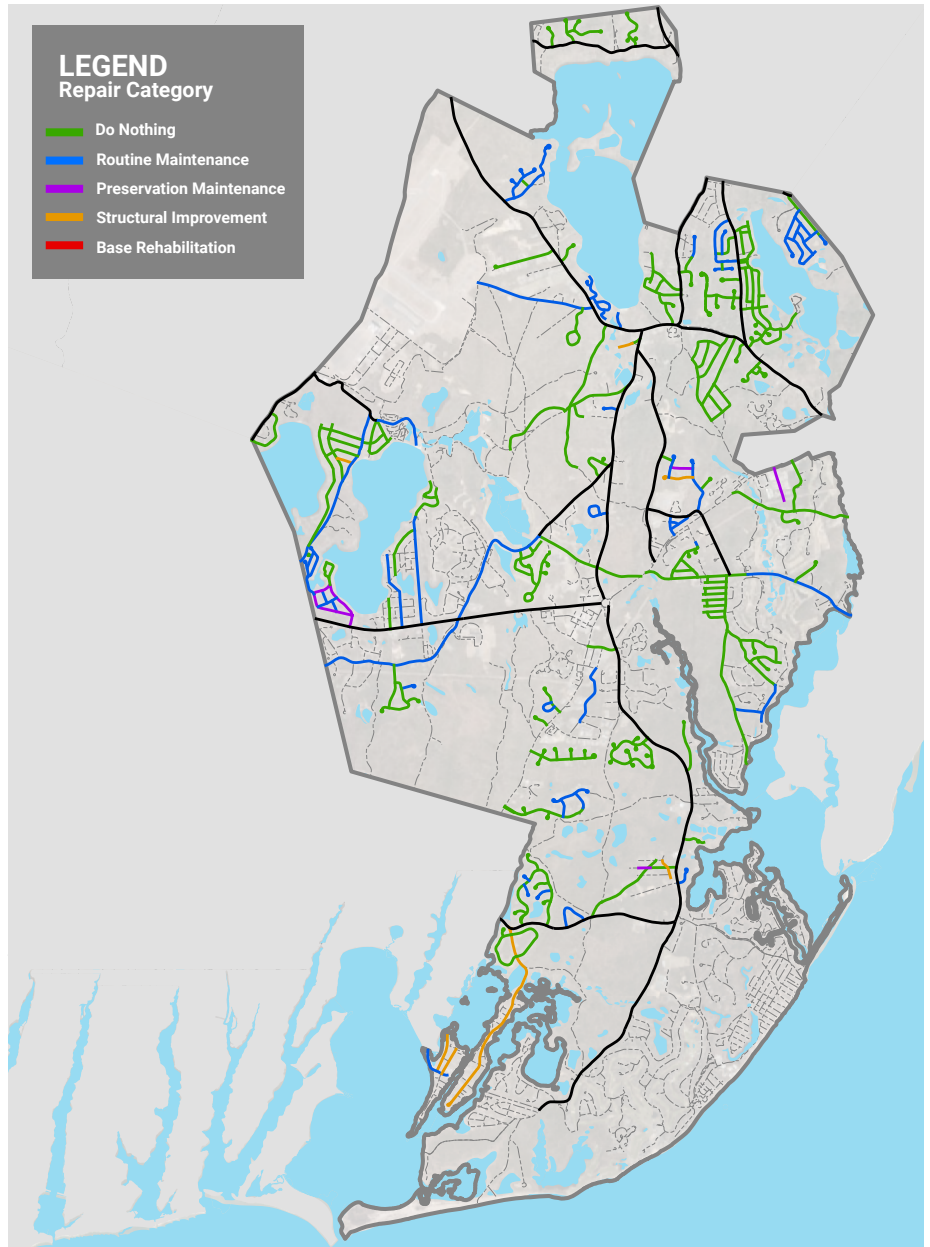
Concluding Remarks

Since 2015, Mashpee has pro-actively invested on its roadway infrastructure by increased funding based on the pavement management theory to maximize taxpayer dollars. It is evident that the Town has maintained a strong capital improvement plan along with a successful maintenance program.

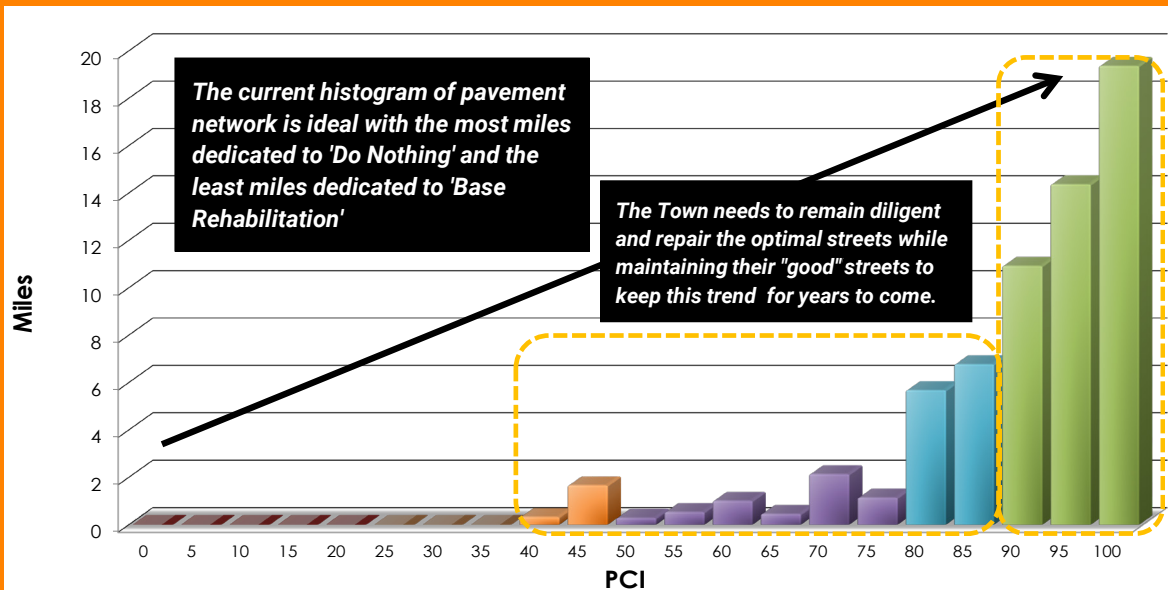
As the histogram indicates, the Town's breakdown of mileage by PCI is healthy. Based on the distribution of mileage, the Town has approximately half of its roadway network miles within the 'Do Nothing' band and have no roadway miles requiring Base Rehabilitation.

Based on the budget analysis done herein, the Town is in a critical point from a funding perspective. By allocating \$250k/yr towards their residential network the Town can achieve a relatively sustainable backlog while the network slightly deteriorates. However, by spending \$350k/yr, the Town would prevent segments from deteriorating to more costly repairs and significantly reduce the backlog while bringing network conditions to "excellent."

For this reason, Stantec recommends that Mashpee spend \$350k per year on their residential roadway network.

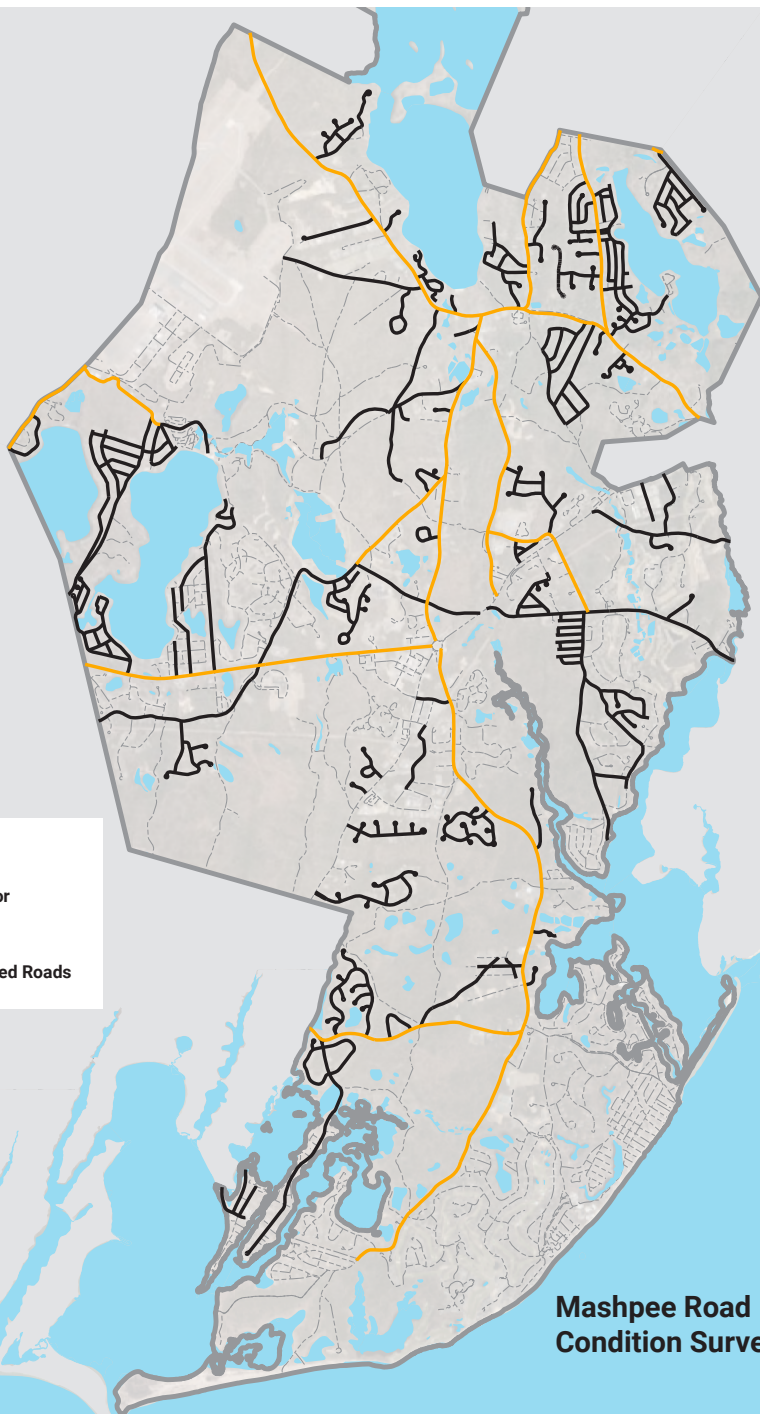


PCI Histogram



FY 2020

Pavement Management Summary



TOWN OF MASHPEE ARTERIAL AND COLLECTOR ROADS



Prepared for:
Town of Mashpee
Department of
Public Works
Catherine Laurent
DPW Director



Prepared by:
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65 Network Drive
Burlington, MA 01803

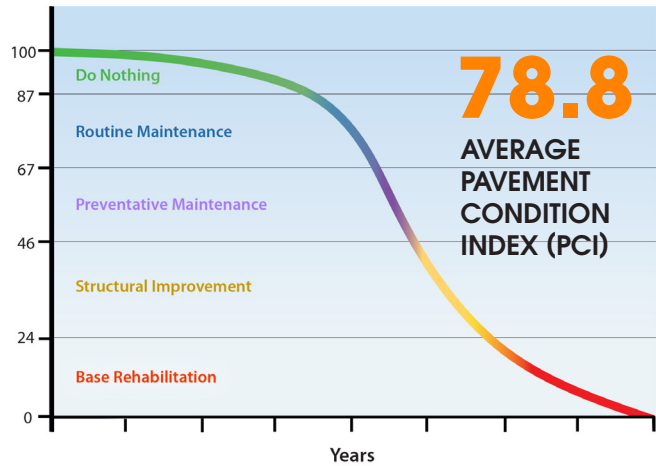


Existing Conditions

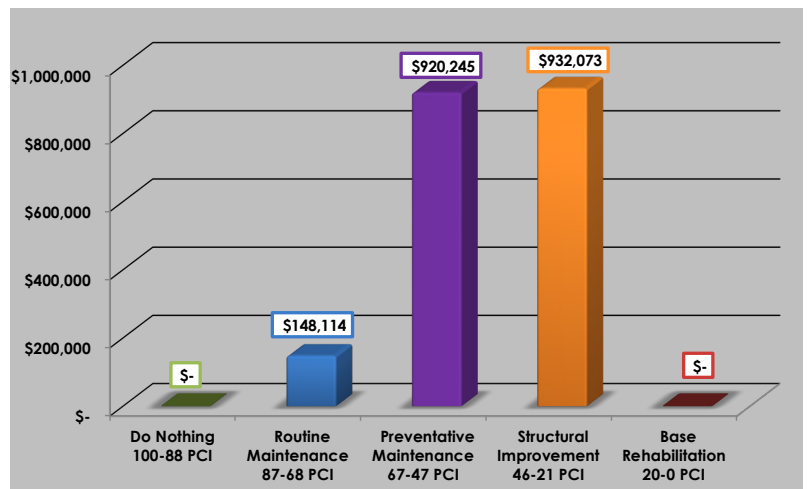
Mashpee's roadway network is comprised of 89 public miles. Approximately 24 of those miles is comprised of arterial and collector roads.

Stantec implemented Mashpee's Pavement Management System (PMS) in 2015 for its residential network. For this year's pavement assessment the Town pro-actively decided to also include arterial and collector roadways to create a more comprehensive PMS. In March of 2020, Stantec completed a survey of the Town's arterial/collector public roadways determining today's average road network Pavement Condition Index (PCI), roadway repair backlog, and modeled four (4) future funding scenarios based on today's estimated construction cost.

Stantec identified 23 public-accepted arterial/collector pavement segments and determined the Town's average arterial/collector road network PCI in April 2020 was a 78.8, placing Mashpee's typical road conditions in the middle of the Routine Maintenance treatment band (PCI range from 68 to 87), as seen to the right.



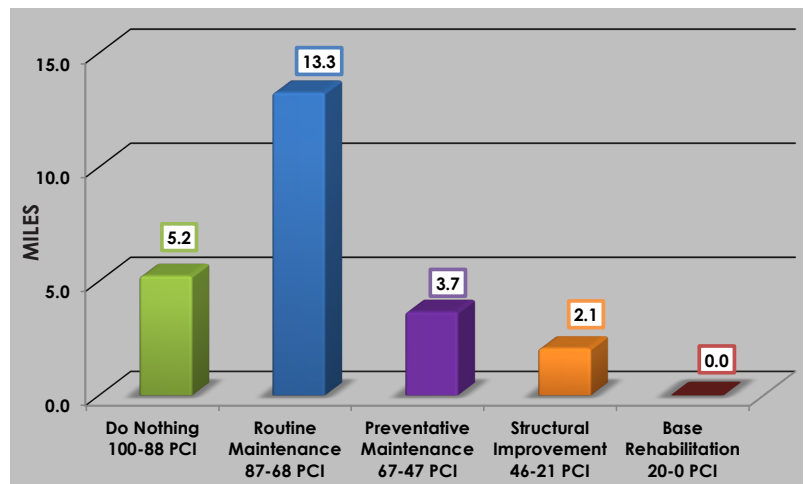
Current PCI Distribution in Miles By Treatment Band



Current Backlog of Outstanding Repairs (\$2,000,432)

The backlog is defined as the cost of repairing all the roads within one year and bringing the average PCI to a near perfect 100. Backlog is a "snapshot" or relative measure of outstanding repair work. The backlog not only represents how far behind Mashpee's roadway network is in terms of its present physical condition, but it's cost value also serves as a benchmark to measure the impact of various funding scenarios. The current backlog offers a basis for comparison to future and/or past year's backlog(s). Backlog dollars represent the pavement structure only; it does not include related repair cost for drainage, sidewalk, curbing, signals, or signs. Mashpee's backlog for their arterial and collector roadways as of April 2020 is \$2,000,432. The figure to the right summarizes the backlog repair costs by PCI treatment bands.

Current Backlog Distribution By Treatment Dollars





Budget Analysis

Using the Town's pavement management software, Stantec modeled four, five-year future funding scenarios

The analysis software of the PMS is where financial determinations and projections are made. Consideration is given to the required budget, by repair type, based on the supplied information from meetings with Department of Public Works (DPW) and Stantec, for overall desired roadway network conditions. Various scenarios were analyzed to measure the effects of alternative funding levels and to determine the funding needed to avoid deteriorating pavement conditions. Today's backlog cost and future funding scenarios are based on Mashpee's current unit bid prices for roadway construction and projected liquid asphalt prices.

Using the Town's pavement management software, Stantec modeled four, five-year future funding scenarios:

1. \$0 Budget per year
2. \$200,000 per year
3. \$350,000 per year
4. \$500,000 per year

Each scenario, as depicted in the line charts to the right, results in a projected average arterial/collector network PCI and backlog. All scenarios incorporate a 2.5% annual inflation rate. Therefore, where the annual road appropriation appears to remain level, it in fact represents a net budget decrease due to the impact of inflation.

The five-year \$0 per year scenario, as seen by the purple line, shows the backlog increasing dramatically to \$7,054,005 while the arterial/collector

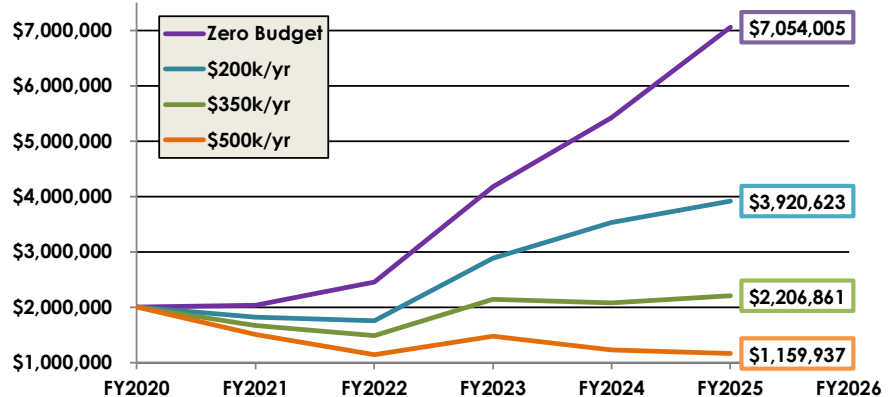
network average PCI decreases to 52.7 by fiscal year 2025. This scenario pushes the arterial/collector network from "good" to "poor" conditions. Choosing to not invest on the arterial/collector roads will lead to a sharp decline in network conditions and unsustainable increase in repair backlog.

Secondly, a five-year \$200,000 per year scenario was evaluated, as seen by the blue line below. This scenario results in the backlog increasing steadily to \$3,920,623 while the arterial/collector network average PCI decreases to 70.3 by fiscal year 2025. This scenario brings the arterial/collector network from "good" to "fair" conditions while also nearly doubling the existing repair backlog over 5 years. This budget is insufficient in addressing both capital construction and routine maintenance segments.

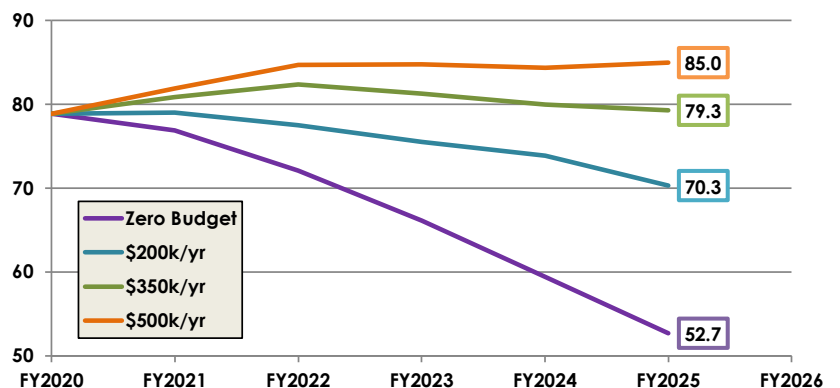
Thirdly, a five-year \$350,000 per year scenario was evaluated as the minimum funding required to keep the backlog at more sustainable future levels. As shown by the green line, the backlog increases slightly by approximately \$200,000 to \$2,206,861 and the arterial/collector network average PCI slightly increases to 79.3. This budget keeps the backlog at current levels while incorporating inflation and slightly improving the arterial/collector network conditions

Lastly, a five-year \$500,000 per year scenario was evaluated as the suggested funding required to continue decreasing the backlog and improving the overall condition of the arterial/collector network. As shown by the orange line, the backlog decreases by nearly half to \$1,159,937 and the arterial/collector network average PCI increases to 85. This is the most proactive scenario in continuing to improve the "poor" roads while maintaining the "good" ones.

Future Backlog Projection



Future PCI Projection



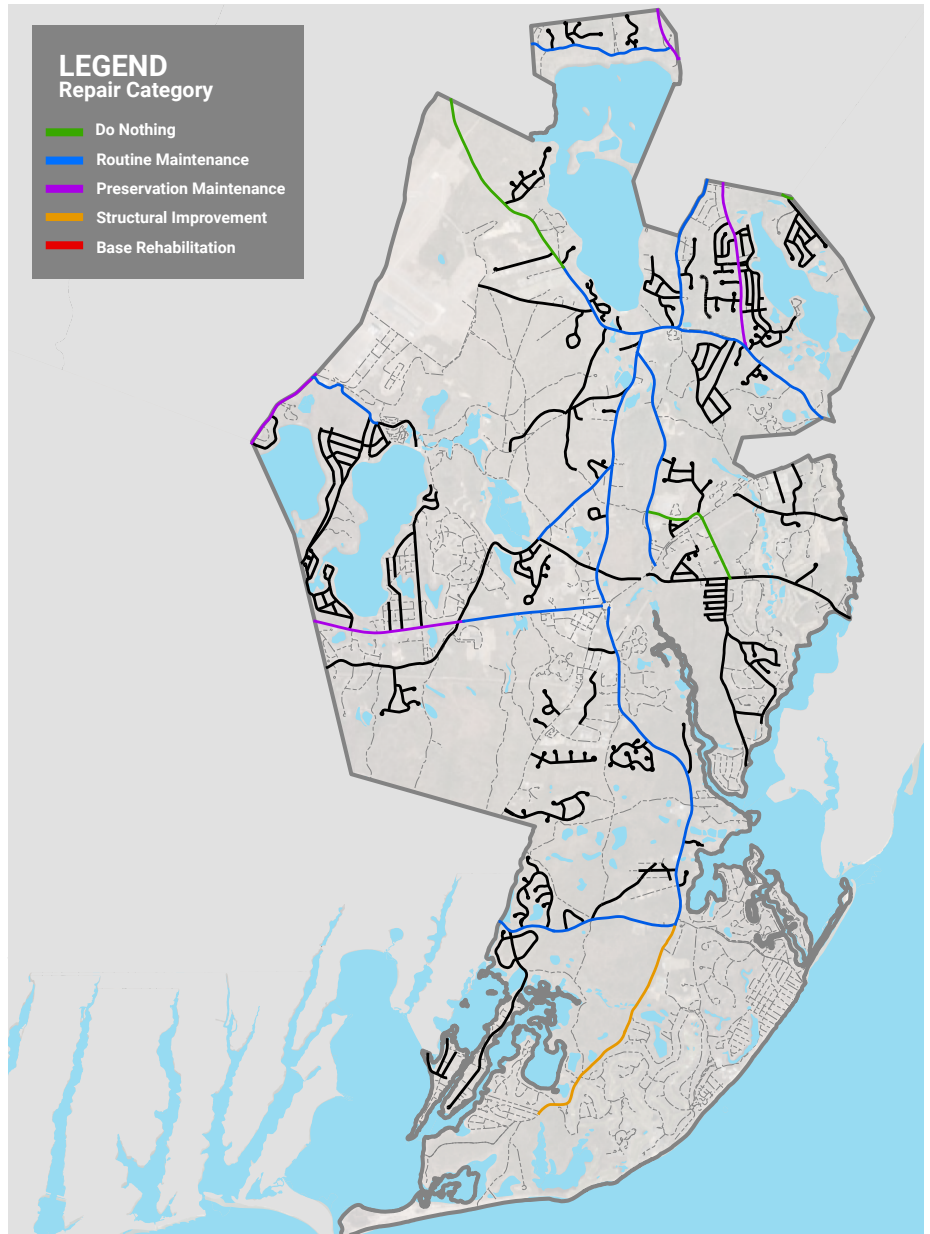


Concluding Remarks

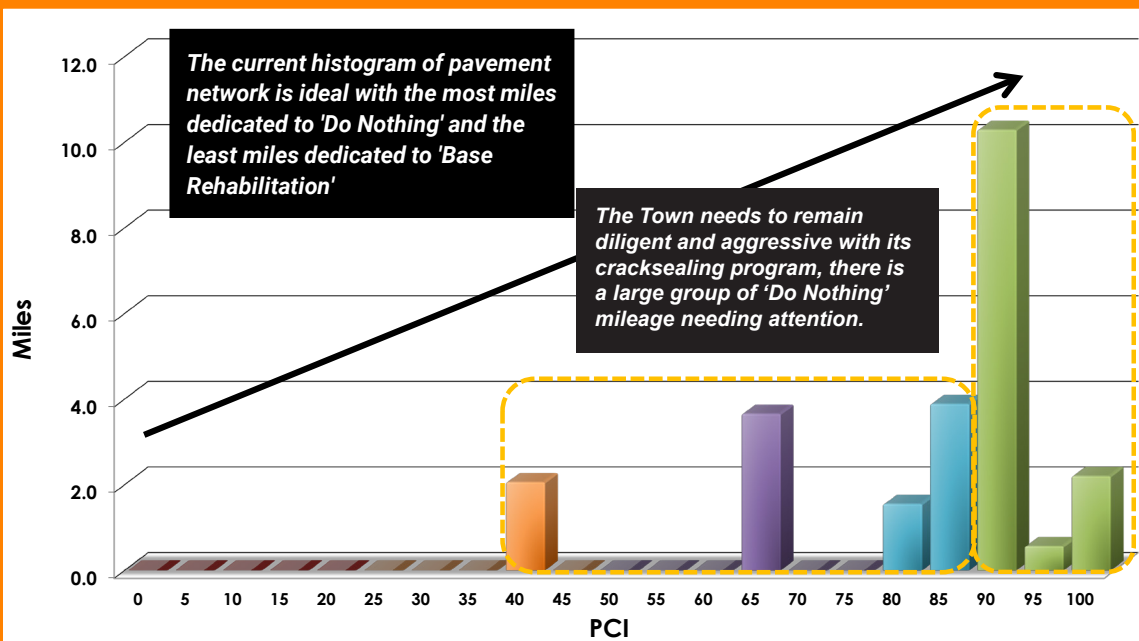
Since 2015, Mashpee has pro-actively invested on its roadway infrastructure based on the pavement management theory to maximize taxpayer dollars. It is evident that the Town has been maintaining a strong capital improvement program along with a successful maintenance program.

As the histogram indicates the Town's breakdown of mileage by PCI is healthy. Overall based on the distribution of mileage, the Town has approximately half of its arterial/collector roadway network miles within the 'Do Nothing' band and have no roadway miles requiring base rehabilitation. Of the current \$2 million backlog, approximately \$900k is in both the 'structural improvement' and 'preservation maintenance' treatment bands with the remaining \$200k requiring 'routine maintenance'. This backlog breakdown puts the Town in a pivotal position moving forward. If the Town aggressively repairs the backlogs dedicated to 'structural improvement' and 'preservation maintenance' over the next five years, it can focus primarily on 'routine maintenance' for years to come.

For this reason, Stantec recommends that Mashpee allocate \$500k per year for their arterial/collector roadway network. With this budget the Town will be able to significantly improve network conditions while cutting the repair backlog in half over 5 years.



PCI Histogram



Local Network Backlog Plan List & Map



Town of Mashpee Residential Network Backlog

Street	From	To	Length	Width	PCI	NPR	Repair Activity	Repair Cost
ALBATROSS CIRCLE	SURF DRIVE	CUL DE SAC LOOP	515	20	92.7	34.1	Do Nothing	\$ -
ALDEN CIRCLE	DEERFIELD ROAD	CUL DE SAC LOOP	330	24	100.0	32.7	Do Nothing	\$ -
ALDEN LANE	SCITUATE ROAD	ESSEX ROAD	300	22	92.4	44.2	Do Nothing	\$ -
ALEWIFE ROAD	TROUT BROOK ROAD	PICKEREL COVE ROAD	422	19	92.6	44.2	Do Nothing	\$ -
ALGONQUIN AVENUE	NATHAN ELLIS HIGHWAY	SHOREWOOD DRIVE	4399	21	79.8	46.7	BC - Crack Seal or Patch	\$ 5,132
AMANDA WAY	GREAT NECK ROAD NORTH	AMANDA WAY	710	20	71.3	48.4	BC - Crack Seal and Patch	\$ 2,051
ANTHONY'S WAY	FALMOUTH ROAD	CUL DE SAC LOOP	788	20	100.0	26.0	Do Nothing	\$ -
ARIES LANE	POLARIS DRIVE	CUL DE SAC LOOP	467	24	97.9	29.8	Do Nothing	\$ -
ASHUMET AVENUE	WHEELER ROAD	HOOPPOLE ROAD	1796	20	96.3	43.4	Do Nothing	\$ -
ASHUMET ROAD	DEAD END	MAIN STREET	4833	22	83.2	46.0	BC - Crack Seal or Patch	\$ 5,907
ATTAQUIN STREET	COTUIT ROAD	TIMBERLANE DRIVE	595	22	100.0	39.3	Do Nothing	\$ -
AUTUMN DRIVE	HOLLY WAY	ATTAQUIN STREET	1022	20	94.9	43.7	Do Nothing	\$ -
BACK ROAD	HILLTOP ROAD	DEAD END	2490	23	83.9	25.9	BC - Crack Seal or Patch	\$ 3,182
BARNACLE LANE	SURF DRIVE	BARNACLE LANE	884	20.5	84.6	45.8	BC - Crack Seal or Patch	\$ 1,007
BASS COVE LANE	TROUT BROOK ROAD	BASS COVE LANE	510	20	79.8	46.7	BC - Crack Seal or Patch	\$ 567
BAYBERRY DRIVE	MAYFLOWER ROAD	CRANBERRY LANE	1161	20	81.2	46.4	BC - Crack Seal or Patch	\$ 1,290
BAYSHORE DRIVE	MONOMOSCOY ROAD	MONOMOSCOY ROAD	2365	22	94.1	43.8	Do Nothing	\$ -
BAYVIEW ROAD	SECONSETT ISLAND ROAD	DEAD END	1543	14	45.0	43.7	CH - Rubber Chip Seal	\$ 21,602
BEARBERRY CIRCLE	GREAT PINES DRIVE	CUL DE SAC LOOP	426	21	93.5	30.6	Do Nothing	\$ -
BEECHWOOD DRIVE	TIMBERLANE DRIVE	HEMLOCK DRIVE	1610	20	97.1	43.2	Do Nothing	\$ -
BIRCH WAY	MAIN STREET	CUL DE SAC	1247	20	83.5	36.0	BC - Crack Seal or Patch	\$ 1,386
BLAIR CIRCLE	DEERFIELD ROAD	CUL DE SAC LOOP	362	20	100.0	29.3	Do Nothing	\$ -
BOG RIVER BEND	LEATHER LEAF LANE	CUL DE SAC LOOP	2695	25	87.3	31.9	Do Nothing	\$ -
BOWDOIN ROAD	FALMOUTH ROAD	CUL DE SAC	1365	25	64.5	29.8	CH - Rubber Chip Seal	\$ 34,125
BREWSTER ROAD	QUINAQUISSET AVENUE	QUINAQUISSET AVENUE	1904	21	88.1	45.1	Do Nothing	\$ -
BRIAR PATCH LANE	EDGEWATER ROAD	FAWN ROAD	1016	20	80.5	46.6	BC - Crack Seal or Patch	\$ 1,129
BROOKSIDE CIRCLE	BAYSHORE DRIVE	CUL DE SAC LOOP	496	21	92.5	34.2	Do Nothing	\$ -
BURNING BUSH ROAD	NOISY HOLE ROAD	SCENIC DRIVE	1199	22	98.1	43.1	Do Nothing	\$ -
BUTLER LANE	DREW LANE	CARLETON DRIVE	906	22	67.6	49.2	CH - Rubber Chip Seal	\$ 19,932
CAPE DRIVE	FALMOUTH ROAD	SAMPSON MILL ROAD	2270	20	90.0	44.7	Do Nothing	\$ -
CARLETON DRIVE	ASHERS PATH EAST	CUL DE SAC LOOP	2474	23	80.5	29.9	BC - Crack Seal or Patch	\$ 3,161
CAYUGA AVENUE	ALGONQUIN AVENUE	CANONCHET AVENUE	2175	20	94.2	43.8	Do Nothing	\$ -
CHATHAM ROAD	BREWSTER ROAD	BREWSTER ROAD	805	22	91.8	44.3	Do Nothing	\$ -
CHICORY CIRCLE	GREAT PINES DRIVE	CUL DE SAC LOOP	424	21	96.1	33.5	Do Nothing	\$ -
CLAULISE LANE	SUNSET STRIP	WILLANN ROAD	930	22	100.0	42.7	Do Nothing	\$ -
CLIPPER STREET	QUINAQUISSET AVENUE	SHIPS LANTERN DRIVE	243	21	92.0	44.3	Do Nothing	\$ -
COLLINS LANE	GREAT NECK ROAD NORTH	COLLINS LANE EXT	380	12	100.0	42.7	Do Nothing	\$ -

Street	From	To	Length	Width	PCI	NPR	Repair Activity	Repair Cost
COLLINS LANE	COLLINS LANE EXT	DEAD END	553	12	35.4	35.6	BC - 2" Overlay Local	\$ 13,427
COMMERCIAL STREET	MERCANTILE WAY	CHARLES STREET	2529	24	76.5	47.4	BC - Crack Seal and Patch	\$ 8,767
COMPASS DRIVE	MASHPEE NECK ROAD	DEAD END	884	21	92.5	34.2	Do Nothing	\$ -
CRANBERRY AVENUE	HILLTOP ROAD	CUL DE SAC	1164	20	100.0	32.7	Do Nothing	\$ -
CRANBERRY LANE	DEER RIDGE ROAD	CUL DE SAC	665	19.5	70.8	38.5	BC - Crack Seal and Patch	\$ 1,873
CRANBERRY RIDGE ROAD	SAMPSONS MILL ROAD	CUL DE SAC LOOP	1315	27	97.9	29.8	Do Nothing	\$ -
CRANSBOURNE CIRCLE	DOVER ROAD	CUL DE SAC LOOP	588	20.5	94.9	30.4	Do Nothing	\$ -
CRESTVIEW CIRCLE	REGATTA DRIVE	CUL DE SAC LOOP	381	19	93.9	30.6	Do Nothing	\$ -
DAVIT ROAD	SHIPS WHEEL DRIVE	PORTHOLE DRIVE	239	21	98.1	43.0	Do Nothing	\$ -
DEER RIDGE ROAD	EDGEWATER ROAD	CRANBERRY LANE	1575	20	68.3	49.0	BC - Crack Seal and Patch	\$ 4,550
DEERFIELD CIRCLE	PIMLICO POND ROAD	CUL DE SAC LOOP	1997	19	97.7	29.8	Do Nothing	\$ -
DEERFOOT CIRCLE	SANTUIT POND ROAD	CUL DE SAC LOOP	568	20	78.8	36.9	BC - Crack Seal or Patch	\$ 631
DEGRASS ROAD	GREAT HAY ROAD SOUTH	GIA LANE	1964	21	93.3	44.0	Do Nothing	\$ -
DEGRASS ROAD	GIA LANE	LISA LANE	892	19.5	89.2	44.8	Do Nothing	\$ -
DENNIS ROAD	HARWICH ROAD	CUL DE SAC LOOP	408	21.5	91.4	34.4	Do Nothing	\$ -
DONNAS LANE	GREAT NECK ROAD SOUTH	FALMOUTH ROAD	1176	24	97.1	43.2	Do Nothing	\$ -
DOVE LANE	POND CIRCLE	CUL DE SAC LOOP	455	20	75.9	34.2	BC - Crack Seal or Patch	\$ 506
DOVE LANE EXT	POND CIRCLE	DOVE LANE	97	20	100.0	42.7	Do Nothing	\$ -
DOVER ROAD	FALMOUTH ROAD	CUL DE SAC LOOP	3051	20.5	96.1	30.1	Do Nothing	\$ -
DREW LANE	SEWALL DRIVE	CUL DE SAC LOOP	1110	21.5	77.4	33.9	BC - Crack Seal or Patch	\$ 1,326
DRIFTWOOD WAY	SURF DRIVE	CUL DE SAC LOOP	794	20.5	91.1	34.5	Do Nothing	\$ -
ECHO ROAD	MAIN STREET	CUL DE SAC LOOP	2683	24	89.0	24.9	Do Nothing	\$ -
EDGEWATER ROAD	SANTUIT POND ROAD	CUL DE SAC LOOP	2304	20	65.2	39.6	BC - Crack Seal and Patch	\$ 6,656
ELM LANE	AUTUMN DRIVE	TIMBERLANE DRIVE	345	21	97.1	43.3	Do Nothing	\$ -
EMMA OAKLEY MILLS WAY	MAIN STREET	CUL DE SAC LOOP	1083	22.5	96.9	26.6	Do Nothing	\$ -
EQUESTRIAN AVENUE	QUASHNET ROAD	CUL DE SAC LOOP	687	19	89.2	31.5	Do Nothing	\$ -
ESSEX ROAD (E)	ALDEN LANE	CUL DE SAC LOOP	553	23	83.5	36.0	BC - Crack Seal or Patch	\$ 707
ESSEX ROAD (W)	ALDEN LANE	CUL DE SAC LOOP	454	23	83.9	35.9	BC - Crack Seal or Patch	\$ 580
FAWN ROAD	BAYBERRY DRIVE	SANTUIT POND ROAD	676	19	73.9	47.9	BC - Crack Seal and Patch	\$ 1,855
FERN GULLY PASS	BOGRIVER BEND	CUL DE SAC LOOP	773	21	81.2	33.1	BC - Crack Seal or Patch	\$ 902
FIR COURT	TIMBERLANE DRIVE	DEAD END	206	20	100.0	32.7	Do Nothing	\$ -
FLORENCE AVENUE	JAMES CIRCLE	JAMES CIRCLE	842	20	79.2	46.8	BC - Crack Seal or Patch	\$ 936
FOREST DRIVE	LANTERN LANE	BEECHWOOD DRIVE	1636	20.5	95.9	43.5	Do Nothing	\$ -
FOX HILL ROAD	SANDY FOX WAY	SILVER LEAF LANE	630	19.5	98.1	43.1	Do Nothing	\$ -
FOX HILL ROAD	SILVER LEAF LANE	CUL DE SAC LOOP	1053	19.5	64.8	36.4	CH - Rubber Chip Seal	\$ 20,534
GEMINI ROAD	TAURUS DRIVE	POLARIS DRIVE	742	21.5	86.0	45.5	BC - Crack Seal or Patch	\$ 886
GRANT BREEN DRIVE	QUASHNET WOODS DRIVE	QUASHNET WOODS DRIVE	1010	21	84.6	45.8	BC - Crack Seal or Patch	\$ 1,178
GRASSY KNOLL CIRCLE	GREAT PINES DRIVE	GREAT PINES DRIVE	264	21	98.1	43.1	Do Nothing	\$ -
GREAT HAY ROAD SOUTH	DEGRASS ROAD	RED BROOK ROAD	730	25	93.0	44.1	Do Nothing	\$ -

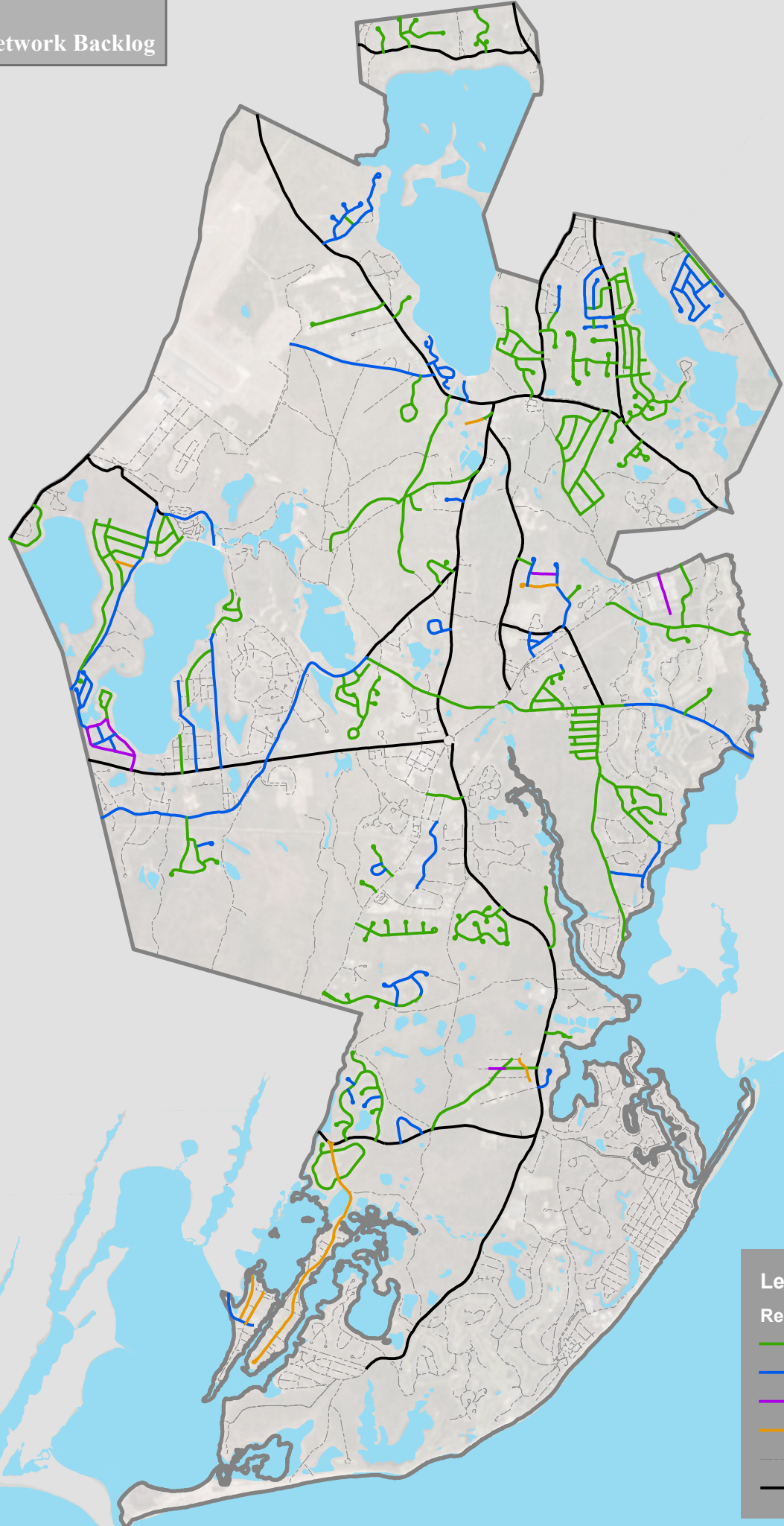
Street	From	To	Length	Width	PCI	NPR	Repair Activity	Repair Cost
GREAT PINES DRIVE	GREAT NECK ROAD SOUTH	CUL DE SAC LOOP	5019	21.5	91.5	31.0	Do Nothing	\$ -
GREAT PINES DRIVE EXT	GREAT NECK ROAD SOUTH	GREAT PINES DRIVE	105	19	95.9	43.5	Do Nothing	\$ -
GREEN MEADOW CIRCLE	GREAT PINES DRIVE	CUL DE SAC LOOP	736	21	96.3	30.1	Do Nothing	\$ -
GUNTERS LANE	PIERRE VERNIER DRIVE	CUL DE SAC LOOP	1669	21	100.0	29.3	Do Nothing	\$ -
HALF HITCH LANE	YARDARM DRIVE	CUL DE SAC LOOP	724	22	95.3	30.3	Do Nothing	\$ -
HANSON DRIVE	MEETINGHOUSE ROAD	DREW LANE	519	20	97.3	43.2	Do Nothing	\$ -
HARBOR RIDGE DRIVE	GREAT NECK ROAD SOUTH	CUL DE SAC LOOP	997	20.5	84.1	32.5	BC - Crack Seal or Patch	\$ 1,135
HARWICH ROAD	BREWSTER ROAD	STRAWBERRY AVENUE	935	23	92.1	44.3	Do Nothing	\$ -
HEMLOCK DRIVE	COTUIT ROAD	DEAD END	1062	22	92.3	34.2	Do Nothing	\$ -
HERON CIRCLE	GREAT PINES DRIVE	CUL DE SAC LOOP	397	21	97.0	29.9	Do Nothing	\$ -
HIGH SACHEM ROAD	ASHERS PATH EAST	FALMOUTH ROAD	811	19	83.3	46.0	BC - Crack Seal or Patch	\$ 856
HIGHLAND STREET	HOOPPOLE ROAD	DEAD END	2446	20.5	96.3	30.1	Do Nothing	\$ -
HIGHVIEW AVENUE	HOOPPOLE ROAD	VALLEY ROAD	1028	20	93.3	44.0	Do Nothing	\$ -
HILLSIDE AVENUE	HIGHLAND STREET	HOOPPOLE ROAD	642	20	51.4	52.4	CH - Rubber Chip Seal	\$ 12,840
HILLTOP ROAD	BACK ROAD	CRANBERRY AVENUE	1302	20	94.0	43.9	Do Nothing	\$ -
HOGAN DRIVE	OLD BARNSTABLE ROAD	SNEAD DRIVE	1793	22	91.1	44.5	Do Nothing	\$ -
HOGAN DRIVE EXT	HOGAN DRIVE	HOGAN DRIVE	195	20	94.9	43.7	Do Nothing	\$ -
HOLLY WAY	COTUIT ROAD	TIMBERLANE DRIVE	615	20.5	100.0	42.7	Do Nothing	\$ -
HOOPPOLE ROAD	BACK ROAD	FALMOUTH TOWN LINE	6711	21	84.2	45.8	BC - Crack Seal or Patch	\$ 7,830
HORNBEAM LANE	COTUIT ROAD	TIMBERLANE DRIVE	350	19	98.8	42.9	Do Nothing	\$ -
HORSESHOE BEND WAY	FALMOUTH-SANDWICH ROAD	FALMOUTH-SANDWICH ROAD	2274	12	93.0	44.1	Do Nothing	\$ -
JACKBON ROAD	MASHPEE NECK ROAD	LIGHTHOUSE LANE	1157	20.5	74.5	47.8	BC - Crack Seal and Patch	\$ 3,426
JAMES CIRCLE	NATHAN ELLIS HIGHWAY	TERRY AVENUE	2497	22.5	59.9	40.7	BC - Shim, Crack Seal & Patch	\$ 62,425
JAMES CIRCLE	TERRY AVENUE	CUL DE SAC LOOP	2370	22.5	59.9	27.4	BC - Shim, Crack Seal & Patch	\$ 59,250
JEANNE AVENUE	FLORENCE AVENUE	JAMES CIRCLE	489	21	87.3	45.2	BC - Crack Seal or Patch	\$ 571
JONAS DRIVE	MAIN STREET	CUL DE SAC LOOP	1456	23	98.7	29.6	Do Nothing	\$ -
JONES ROAD	MELISSA AVENUE	SOUTH SANDWICH ROAD	1410	23	94.9	43.7	Do Nothing	\$ -
JUNIPER DRIVE	MAPLE STREET	MAIN STREET	941	20	92.5	44.2	Do Nothing	\$ -
KATIAN WAY	GUNTERS LANE	CUL DE SAC LOOP	653	19	100.0	29.3	Do Nothing	\$ -
KINGS COURT	DOVER ROAD	CUL DE SAC LOOP	662	21	97.0	29.9	Do Nothing	\$ -
LAKE AVENUE	MAIN STREET	DEAD END	653	19	80.3	26.6	BC - Crack Seal or Patch	\$ 689
LAKEWOOD DRIVE	SOUTH SANDWICH ROAD	MELISSA AVENUE	2088	20	89.0	44.9	Do Nothing	\$ -
LANTERN LANE	COTUIT ROAD	TIMBERLANE DRIVE	412	19	92.8	44.1	Do Nothing	\$ -
LEATHER LEAF LANE	OLD BARNSTABLE ROAD	BOG RIVER BEND	1798	28	90.1	44.6	Do Nothing	\$ -
LEESHORE DRIVE	SURF DRIVE	CUL DE SAC LOOP	597	20	67.3	39.2	BC - Crack Seal and Patch	\$ 1,725
LEEWARD LANE	COTUIT ROAD	CUL DE SAC LOOP	1045	21.5	98.7	29.6	Do Nothing	\$ -
LIBRA LANE	POLARIS DRIVE	LIBRA LANE	468	20	93.3	44.0	Do Nothing	\$ -
LIGHTHOUSE LANE	FROG POND CLOSE	JACKBON ROAD	360	18.5	68.9	48.9	BC - Crack Seal and Patch	\$ 962
LINDEN LANE	JONES ROAD	LAKEWOOD DRIVE	636	15	97.1	43.2	Do Nothing	\$ -

Street	From	To	Length	Width	PCI	NPR	Repair Activity	Repair Cost
LOVELLS LANE	MAIN STREET	UNNAMED STREET	6464	23	88.0	45.1	Do Nothing	\$ -
LYN COURT	SHIELDS ROAD	CUL DE SAC LOOP	354	20	97.7	29.8	Do Nothing	\$ -
MAGNOLIA LANE	BIRCH WAY	CUL DE SAC LOOP	386	20	84.5	32.4	BC - Crack Seal or Patch	\$ 429
MAPLE STREET	LAKEWOOD DRIVE	CUL DE SAC LOOP	1057	20	86.2	32.1	Do Nothing	\$ -
MASHPEE NECK ROAD	QUINAQUISSET AVENUE	CUL DE SAC	7921	26.5	85.4	28.9	Do Nothing	\$ -
MASSASOIT AVENUE	NATHAN ELLIS HIGHWAY	GRAVEL	1226	21	89.2	44.8	Do Nothing	\$ -
MATCHEWUTTAH ROAD	HIGH SACHEM ROAD	PAPNOMETT ROAD	352	22	83.7	45.9	BC - Crack Seal or Patch	\$ 430
MAYFLOWER ROAD	BRIAR PATCH LANE	DEER RIDGE ROAD	749	19.5	83.1	46.1	BC - Crack Seal or Patch	\$ 811
MEADOWBROOK ROAD	MONOMOSCOY ROAD	MONOMOSCOY ROAD	2497	20	91.3	44.4	Do Nothing	\$ -
MELISSA AVENUE	UNNAMED	CUL DE SAC	1217	22	97.1	29.9	Do Nothing	\$ -
MICHELLE LANE	SHIELDS ROAD	CUL DE SAC LOOP	427	21	98.7	29.6	Do Nothing	\$ -
MILLER CIRCLE	SNEAD DRIVE	CUL DE SAC LOOP	475	20	94.9	30.4	Do Nothing	\$ -
MILLER FARM ROAD	BOG RIVER BEND	CUL DE SAC LOOP	746	25	89.7	24.7	Do Nothing	\$ -
MONOMOSCOY ROAD	RED BROOK ROAD	POINT ROAD	3570	20	43.4	40.7	BC - 2" Overlay Local	\$ 144,466
MONOMOSCOY ROAD	POINT ROAD	GREAT RIVER ROAD	2123	20	43.4	30.7	BC - 2" Overlay Local	\$ 85,911
MONOMOSCOY ROAD	GREAT RIVER ROAD	CUL DE SAC LOOP	3110	20	43.4	30.7	BC - 2" Overlay Local	\$ 125,851
NANCY LANE	DOVER ROAD	CUL DE SAC LOOP	472	21	97.0	29.9	Do Nothing	\$ -
NELSON CIRCLE	SNEAD DRIVE	CUL DE SAC LOOP	431	20	94.9	30.4	Do Nothing	\$ -
NINIGRET AVENUE	NATHAN ELLIS HIGHWAY	GROW ROAD	3142	21	87.6	45.1	BC - Crack Seal or Patch	\$ 3,666
NOBSKA ROAD	HEMLOCK DRIVE	SHIELDS ROAD	1010	21	98.8	42.9	Do Nothing	\$ -
NOISY HOLE ROAD	BURNING BUSH ROAD	WILANN ROAD	2703	22	97.3	43.2	Do Nothing	\$ -
OCKWAY BAY ROAD	GREAT NECK ROAD SOUTH	CUL DE SAC LOOP	1061	20	96.1	30.1	Do Nothing	\$ -
OLD BARNSTABLE ROAD	FALMOUTH TOWNLINE	500' SOUTH OF NATHAN ELLIS	5915	23	77.4	47.2	BC - Crack Seal or Patch	\$ 7,558
OLD BARNSTABLE ROAD	500' SOUTH OF NATHAN ELLIS	LOWELL ROAD	6325	23	85.2	45.6	BC - Crack Seal or Patch	\$ 8,082
OLD BARNSTABLE ROAD	LOWELL ROAD	GREAT NECK ROAD	2691	13	92.8	44.1	Do Nothing	\$ -
OLD BARNSTABLE ROAD	GREAT NECK ROAD	FALMOUTH ROAD	1876	13	98.1	43.1	Do Nothing	\$ -
OLD COLONY DRIVE	ASHUMET ROAD	CUL DE SAC LOOP	2716	20.5	85.8	32.2	Do Nothing	\$ -
OLD GREAT NECK ROAD	LISA LANE	DEAD END SOUTH	804	21	54.4	38.5	CH - Rubber Chip Seal	\$ 16,884
OREGON ROAD	SCITUATE ROAD	COTUIT ROAD	1346	21	90.5	44.6	Do Nothing	\$ -
OWL LANE	POND CIRCLE	CUL DE SAC LOOP	394	20	79.7	36.7	BC - Crack Seal or Patch	\$ 438
OXFORDSHIRE PLACE	DOVER ROAD	OXFORDSHIRE PLACE	551	21	94.0	43.9	Do Nothing	\$ -
PALMER ROAD	OLD BARNSTABLE ROAD	HOGAN DRIVE	2184	20	96.1	43.4	Do Nothing	\$ -
PAPNOMETT ROAD	HIGH SACHEM ROAD	ASHERS PATH EAST	904	19	85.3	45.6	BC - Crack Seal or Patch	\$ 954
PARK PLACE WAY	MAIN STREET	NOISY HOLE ROAD	4205	20	97.1	43.2	Do Nothing	\$ -
PEQUOT COURT	PEQUOT ROAD	CUL DE SAC LOOP	396	21	94.9	33.7	Do Nothing	\$ -
PEQUOT ROAD	HEMLOCK DRIVE	SHIELDS ROAD	1111	21.5	98.8	42.9	Do Nothing	\$ -
PICKEREL COVE CIRCLE	PICKEREL COVE ROAD	CUL DE SAC LOOP	1686	20	82.2	32.9	BC - Crack Seal or Patch	\$ 1,873
PICKEREL COVE ROAD	MAIN STREET	PICKEREL COVE CIRCLE	1975	20	77.0	47.3	BC - Crack Seal or Patch	\$ 2,194
PIERRE VERNIER DRIVE	PILMICO POND ROAD	CUL DE SAC LOOP	1219	22	100.0	29.3	Do Nothing	\$ -

Street	From	To	Length	Width	PCI	NPR	Repair Activity	Repair Cost
PINECREST AVENUE	WHEELER ROAD	HOOPPOLE ROAD	1414	20	98.1	43.1	Do Nothing	\$ -
PLAYER CIRCLE	PALMER ROAD	CUL DE SAC LOOP	496	20	97.9	33.1	Do Nothing	\$ -
PLEASANT PARK DRIVE	QUINAQUISSET AVENUE	CUL DE SAC LOOP	1421	24	97.0	26.6	Do Nothing	\$ -
POCKNOMETT STREET	COTUIT ROAD	TIMBERLANE DRIVE	379	19	100.0	42.7	Do Nothing	\$ -
POLARIS DRIVE	POLARIS DRIVE NB	118 POLARIS DRIVE	3047	21	91.3	44.4	Do Nothing	\$ -
POLARIS DRIVE	118 POLARIS DRIVE	TAURUS DRIVE	721	20.5	84.8	45.7	BC - Crack Seal or Patch	\$ 821
POLARIS DRIVE EB	FALMOUTH ROAD	POLARIS DRIVE	454	16	97.1	43.2	Do Nothing	\$ -
POLARIS DRIVE WB	FALMOUTH ROAD	POLARIS DRIVE	450	16	92.8	44.1	Do Nothing	\$ -
POND CIRCLE	JAMES CIRCLE	CUL DE SAC LOOP	3099	20	68.3	35.7	BC - Crack Seal and Patch	\$ 8,953
POPLAR DRIVE	REDWOOD CIRCLE	CUL DE SAC	492	16	76.8	34.0	BC - Crack Seal or Patch	\$ 437
PORTHOLE DRIVE	MASHPÉE NECK ROAD	DEAD END	860	21	92.0	34.3	Do Nothing	\$ -
PREAKNESS LANE	PIMLICO POND ROAD	CUL DE SAC LOOP	1056	19	88.1	31.7	Do Nothing	\$ -
QUAIL HOLLOW ROAD	SHOREWOOD DRIVE	CUL DE SAC	1350	19	95.0	30.3	Do Nothing	\$ -
QUAKER RUN ROAD	SIMONS NARROWS ROAD	JACKBON ROAD	1262	20.5	82.7	46.1	BC - Crack Seal or Patch	\$ 1,437
QUASHNET ROAD	SADDLEBACK ROAD	GREAT NECK ROAD NORTH	2901	22	91.7	44.3	Do Nothing	\$ -
QUASHNET WOODS DRIVE	FALMOUTH ROAD	CUL DE SAC LOOP	1556	21	93.3	30.7	Do Nothing	\$ -
QUINAQUISSET AVENUE	FALMOUTH ROAD	GLEN DRIVE	4256	22	95.1	43.6	Do Nothing	\$ -
QUINAQUISSET AVENUE	GLEN DRIVE	BARNSTABLE TOWNLINE	4829	22	79.7	46.7	BC - Crack Seal or Patch	\$ 5,902
RACHELLE COURT	VALERIE CIRCLE	CUL DE SAC LOOP	661	22	94.0	30.5	Do Nothing	\$ -
RADCLIFFE ROAD	OREGON ROAD	CUL DE SAC LOOP	1108	22	74.2	34.5	BC - Crack Seal or Patch	\$ 1,354
REDWOOD CIRCLE	BIRCH WAY	CUL DE SAC LOOP	1689	20	81.7	33.0	BC - Crack Seal or Patch	\$ 1,877
REGATTA DRIVE	LOWELL ROAD	LOWELL ROAD	1759	19	91.0	44.5	Do Nothing	\$ -
RIVER ROAD	GREAT NECK ROAD SOUTH	CUL DE SAC LOOP	2221	18	97.9	23.1	Do Nothing	\$ -
RIVERSIDE ROAD	CLAMSHELL LANE	SECONSETT ISLAND ROAD	1209	16	36.1	55.5	BC - 2" Overlay Local	\$ 39,139
ROBIN LANE	POND CIRCLE	CUL DE SAC LOOP	361	21	90.4	31.3	Do Nothing	\$ -
SADDLEBACK ROAD	BOGHOUSE ROAD	WILLIAM MINGO ROAD	3203	20	97.1	43.2	Do Nothing	\$ -
SAMPSONS MILL ROAD	FALMOUTH ROAD	CAPE DRIVE	2700	23	88.4	45.0	Do Nothing	\$ -
SAMPSONS MILL ROAD	CAPE DRIVE	QUIPPISH ROAD	1082	23	89.2	44.8	Do Nothing	\$ -
SAMPSONS MILL ROAD	QUIPPISH ROAD	BARNSTABLE TOWN LINE	1169	23	100.0	42.7	Do Nothing	\$ -
SANDY FOX WAY	SOUTH SANDWICH ROAD	CUL DE SAC LOOP	1198	19	94.5	30.4	Do Nothing	\$ -
SANDY WAY	SURF DRIVE	CUL DE SAC LOOP	1026	20	91.1	34.5	Do Nothing	\$ -
SANTUIT POND ROAD	WAKEBY ROAD	DEERFOOT CIRCLE	2137	19	97.1	43.2	Do Nothing	\$ -
SAXONY DRIVE	WINDSOR WAY	CUL DE SAC LOOP	630	21	98.0	29.7	Do Nothing	\$ -
SCENIC DRIVE	BURNING BUSH ROAD	NOISY HOLE ROAD	1250	20.5	97.1	43.2	Do Nothing	\$ -
SCITUATE ROAD	COTUIT ROAD	SCITUTATE ROAD EB	2442	21	68.0	49.1	BC - Crack Seal and Patch	\$ 7,407
SCITUATE ROAD EB	SCITUATE ROAD	COTUIT ROAD	437	20	84.8	45.7	BC - Crack Seal or Patch	\$ 486
SCITUATE ROAD WB	SCITUATE ROAD	COTUIT ROAD	436	20	84.4	45.8	BC - Crack Seal or Patch	\$ 484
SECONSETT ISLAND ROAD	FALMOUTH TOWN LINE	DEAD END	1488	24	83.6	32.6	BC - Crack Seal or Patch	\$ 1,984
SEWALL DRIVE	CARLETON DRIVE	CUL DE SAC LOOP	1410	22.5	50.5	42.6	CH - Rubber Chip Seal	\$ 31,725

Street	From	To	Length	Width	PCI	NPR	Repair Activity	Repair Cost
SEXTANT CIRCLE	SURF DRIVE	CUL DE SAC LOOP	451	18.5	76.1	34.1	BC - Crack Seal or Patch	\$ 464
SHADBUSH CIRCLE	GREAT PINES DRIVE	CUL DE SAC LOOP	390	21	97.0	29.9	Do Nothing	\$ -
SHEFFIELD PLACE	CUL DE SAC (N)	CUL DE SAC (S)	2282	21	98.0	29.7	Do Nothing	\$ -
SHIELDS ROAD	MAIN STREET	SHIELDS AVENUE	2641	20.5	98.8	42.9	Do Nothing	\$ -
SHIPS ANCHOR DRIVE	MASHPEE NECK ROAD	DEAD END	867	18	91.3	34.4	Do Nothing	\$ -
SHIPS LANTERN DRIVE	MASHPEE NECK ROAD	DEAD END	868	21	94.2	33.8	Do Nothing	\$ -
SHIPS RUDDER DRIVE	MASHPEE NECK ROAD	DEAD END	925	20	92.1	34.3	Do Nothing	\$ -
SHIPS WHEEL DRIVE	MASHPEE NECK ROAD	DEAD END	926	20	89.1	34.9	Do Nothing	\$ -
SHIPWRECK DRIVE	MASHPEE NECK ROAD	SHIPS ANCHOR DRIVE	857	20	94.9	43.7	Do Nothing	\$ -
SHOREWOOD DRIVE	ALGONQUIN AVENUE	UNNAMED	1898	20	97.9	43.1	Do Nothing	\$ -
SIMONS NARROWS ROAD	MASHPEE NECK ROAD	SHOESTRING BAY ROAD	3098	20	88.0	45.1	Do Nothing	\$ -
SNEAD DRIVE	GREAT HAY ROAD NORTH	CUL DE SAC LOOP	2957	19.5	90.3	34.6	Do Nothing	\$ -
SPINNAKER DRIVE	SIMONS NARROWS ROAD	CUL DE SAC	1358	21	90.9	31.2	Do Nothing	\$ -
STARBOARD DRIVE	SPINNAKER DRIVE	CUL DE SAC LOOP	807	20.5	91.3	34.4	Do Nothing	\$ -
STRAWBERRY AVENUE	HARWICH ROAD	UNNAMED	195	21	86.6	45.3	BC - Crack Seal or Patch	\$ 228
STURGIS LANE	MAIN STREET	CUL DE SAC LOOP	1069	20	98.7	29.6	Do Nothing	\$ -
SUNSET CIRCLE	JAMES CIRCLE	SUNSET CIRCLE	1845	20	100.0	29.3	Do Nothing	\$ -
SUNSET STRIP	MAIN STREET	NOISY HOLE ROAD	3082	21	98.8	42.9	Do Nothing	\$ -
SURF DRIVE	RED BROOK ROAD	RED BROOK ROAD	5496	20.5	92.2	44.2	Do Nothing	\$ -
SURF DRIVE EXT	SURF DRIVE	SURF DRIVE	236	20.5	97.1	43.3	Do Nothing	\$ -
SWAIN CIRCLE	CARLETON DRIVE	CARLETON DRIVE	786	22.5	100.0	42.7	Do Nothing	\$ -
TAURUS DRIVE	CUL DE SAC WEST	CUL DE SAC EAST	1970	20.5	78.2	33.7	BC - Crack Seal or Patch	\$ 2,244
TERN CIRCLE	GREAT PINES DRIVE	CUL DE SAC LOOP	575	21	97.0	29.9	Do Nothing	\$ -
TERRY AVENUE	POND CIRCLE	FLORENCE AVENUE	556	21	87.4	45.2	BC - Crack Seal or Patch	\$ 649
TIMBERLANE DRIVE	HEMLOCK DRIVE	DEAD END	3886	19.5	91.8	31.0	Do Nothing	\$ -
TOBISSET STREET	SHEILDS ROAD	SHIELDS ROAD	1333	22	97.1	43.2	Do Nothing	\$ -
TOPSAIL ROAD	COMPASS DRIVE	SHIPS RUDDER DRIVE	238	21.5	98.1	43.0	Do Nothing	\$ -
TRACY LANE	GREAT NECK ROAD SOUTH	OLD GREAT NECK ROAD	380	20	98.1	43.1	Do Nothing	\$ -
TRACY LANE	OLD GREAT NECK ROAD	DEGRASS ROAD	680	19.5	91.7	44.3	Do Nothing	\$ -
TRACY LANE	DEGRASS ROAD	DEAD END	484	16.5	59.4	50.8	CH - Rubber Chip Seal	\$ 7,986
TRADEWIND DRIVE	SURF DRIVE	CUL DE SAC LOOP	695	20.5	85.5	35.6	Do Nothing	\$ -
TRICIA LANE	SHIELDS ROAD	CUL DE SAC LOOP	484	20	96.3	33.4	Do Nothing	\$ -
TROUT BROOK ROAD	PICKEREL COVE ROAD	CUL DE SAC LOOP	1800	20.5	79.5	33.4	BC - Crack Seal or Patch	\$ 2,050
TRURO ROAD	HARWICH ROAD	CUL DE SAC LOOP	338	21	85.1	35.6	Do Nothing	\$ -
TUDOR TERRACE	WINDSOR WAY	CUL DE SAC LOOP	715	21	100.0	22.7	Do Nothing	\$ -
VALERIE CIRCLE	JONAS DRIVE (N)	JONAS DRIVE (S)	687	22	97.1	43.2	Do Nothing	\$ -
VALLEY ROAD	BACK ROAD	CRANBERRY AVENUE	978	20	96.3	43.4	Do Nothing	\$ -
VICTORIA CIRCLE	WINDSOR WAY	CUL DE SAC LOOP	473	21	100.0	29.3	Do Nothing	\$ -
VISTA CIRCLE	GREAT NECK ROAD SOUTH	CUL DE SAC LOOP	1738	20.5	75.0	34.3	BC - Crack Seal or Patch	\$ 1,979

Street	From	To	Length	Width	PCI	NPR	Repair Activity	Repair Cost
WHEELER ROAD	HOOPOLE ROAD	START OF PAVEMENT	2962	19	95.5	24.9	Do Nothing	\$ -
WHEELER ROAD	BEGINNING OF PAVED SEGMENT	DEAD END	2395	19	97.9	33.1	Do Nothing	\$ -
WILANN ROAD	SUNSET STRIP	NOISY HOLE ROAD	2067	20	98.8	42.9	Do Nothing	\$ -
WINDERMERE WAY	DOVER ROAD	CUL DE SAC LOOP	466	20.5	94.5	30.4	Do Nothing	\$ -
WINDSOR WAY	COTUIT ROAD	SHEFIELD PLACE	1458	19.5	97.9	43.1	Do Nothing	\$ -
WINTERGREEN ROAD	RED BROOK ROAD	RED BROOK ROAD	1749	20	77.0	47.3	BC - Crack Seal or Patch	\$ 1,943
WOOD HAUL ROAD	SCENIC DRIVE	PARK PLACE WAY	538	21.5	98.1	43.1	Do Nothing	\$ -
WOODLAND AVENUE	HIGHLAND STREET	HOOPOLE ROAD	1382	20	98.1	43.1	Do Nothing	\$ -
YACHTSMAN CIRCLE	GREAT PINES DRIVE	CUL DE SAC LOOP	405	21	98.7	32.9	Do Nothing	\$ -
YARDARM DRIVE	SIMONS NARROWS ROAD	SPINNAKER DRIVE	2103	22.5	88.3	45.0	Do Nothing	\$ -
YELLOW PERCH CIRCLE	TROUT BROOK ROAD	CUL DE SAC LOOP	497	19.5	80.3	33.3	BC - Crack Seal or Patch	\$ 538



Legend

Repair Category

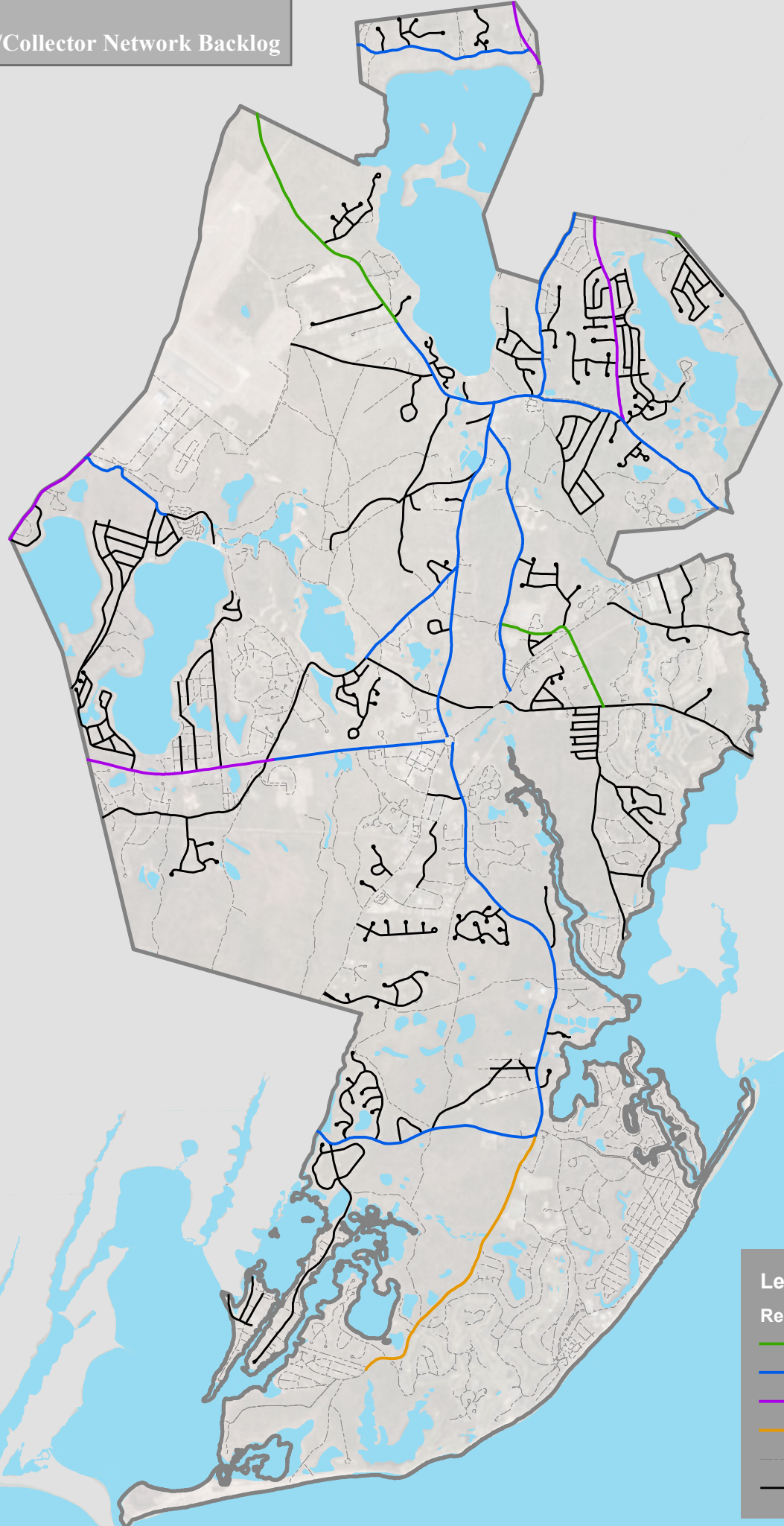
- Do Nothing
- Routine Maintenance
- Preservation Maintenance
- Structural Improvement
- Non-Town Owned Roads
- Arterial/Collector Network

Arterial/Collector Network Backlog Plan List & Map



Town of Mashpee Arterial/Collector Network Backlog

Street	From	To	Length	Width	PCI	NPR	Repair Activity	Repair Cost
ASHERS PATH EAST	MEETINGHOUSE ROAD	FALMOUTH ROAD	2980	26	93.4	57.3	Do Nothing	\$ -
BACK ROAD	FALMOUTH SANDWICH ROAD	HILLTOP ROAD	3635	23	75.5	60.9	BC - Crack Seal and Patch	\$ 12,076
COTUIT ROAD	SANDWICH TOWNLINE (N)	SANDWICH TOWNLINE (S)	2192	27	60.7	70.5	BC - 1-1/2" Mill & Overlay	\$ 110,543
COTUIT ROAD	SANDWICH TOWNLINE (S)	MAIN STREET	7037	24	61.5	70.4	BC - 1-1/2" Mill & Overlay	\$ 315,445
FALMOUTH-SANDWICH ROAD	SOUTH OUTER ROAD	HORSESHOE BEND WAY	3912	32	65.0	63.0	CH - Rubber Chip Seal	\$ 125,184
GREAT NECK ROAD NORTH	MAIN STREET	ROTARY	11343	30	87.3	65.2	BC - Crack Seal or Patch	\$ 18,905
GREAT NECK ROAD SOUTH	ROTARY	RED BROOK ROAD	14398	30	87.8	58.4	BC - Crack Seal or Patch	\$ 23,997
GREAT OAK ROAD	RED BROOK ROAD	HUSH ROAD	4037	30	38.1	68.4	BC - 3" Overlay Art/Col	\$ 345,971
GREAT OAK ROAD	HUSH ROAD	GREAT BOG ROAD	3289	30	38.1	68.4	BC - 3" Overlay Art/Col	\$ 281,867
GREAT OAK ROAD	GREAT BOG ROAD	MANTOBA ROAD	3550	30	38.1	68.4	BC - 3" Overlay Art/Col	\$ 304,235
LOWELL ROAD	GREAT NECK ROAD NORTH	OLD BARNSTABLE ROAD	4254	23	88.3	58.3	BC - Crack Seal or Patch	\$ 5,436
MAIN STREET	SANDWICH TOWNLINE	NICOLETTAS WAY	8532	31	95.3	63.6	Do Nothing	\$ -
MAIN STREET	NOCOLETTAS WAY	GREAT NECK ROAD NORTH	4558	31	77.6	67.2	BC - Crack Seal and Patch	\$ 20,410
MAIN STREET	GREAT NECK ROAD NORTH	BARNSTABLE TOWNLINE	8744	31	89.0	64.9	BC - Crack Seal or Patch	\$ 15,059
MEETINGHOUSE ROAD	GREAT NECK ROAD SOUTH	FALMOUTH ROAD	9154	24	86.7	58.7	BC - Crack Seal or Patch	\$ 12,205
NATHAN ELLIS HIGHWAY	FALMOUTH TOWNLINE	250' EAST OF OLD BARNSTABLE ROAD	6175	32	62.4	70.2	BC - 1-1/2" Mill & Overlay	\$ 369,073
NATHAN ELLIS HIGHWAY	250' EAST OF OLD BARNSTABLE ROAD	ROTARY	6035	32	84.0	65.9	BC - Crack Seal or Patch	\$ 10,729
ORCHARD ROAD	FALMOUTH ROAD	QUINASQUISSET AVENUE	2710	29	97.0	56.6	Do Nothing	\$ -
PIMLICO POND ROAD	COTUIT ROAD	SANDWICH TOWNLINE	5938	21	81.0	66.5	BC - Crack Seal or Patch	\$ 6,928
RED BROOK ROAD	GREAT OAK ROAD	FIRE HOUSE	5137	29	82.6	59.5	BC - Crack Seal or Patch	\$ 8,276
RED BROOK ROAD	FIRE HOUSE	FALMOUTH TOWN LINE	3417	29	82.7	59.5	BC - Crack Seal or Patch	\$ 5,505
SOUTH SANDWICH ROAD	MAIN STREET	SANDWICH TOWNLINE	6441	24	86.9	65.3	BC - Crack Seal or Patch	\$ 8,588
WAKEBY ROAD	SANDWICH TOWNLINE	BARNSTABLE TOWNLINE	401	22	97.9	56.4	Do Nothing	\$ -



Legend

Repair Category

- Do Nothing
- Routine Maintenance
- Preservation Maintenance
- Structural Improvement
- Non-Town Owned Roads
- Local Network

Local Network 5 Year Plan List & Map



Town of Mashpee 5 Year Local Network Pavement Program

YEAR	STREET NAME	FROM	TO	WIDTH	LENGTH	ESTIMATED COST	2020 PCI	NPR	REPAIR METHOD
1	BAYVIEW ROAD	SECONSETT ISLAND ROAD	DEAD END	14	1543	\$ 44,212	45.3	46.5	BC - 2" Overlay Local
1	RIVERSIDE ROAD	CLAMSHELL LANE	SECONSETT ISLAND ROAD	16	1209	\$ 39,591	97.2	42.2	BC - 2" Overlay Local
1	SEWALL DRIVE	CARLETON DRIVE	CUL DE SAC LOOP	22.5	1410	\$ 64,931	88.2	44.3	BC - 2" Overlay Local
1	BOWDOIN ROAD	FALMOUTH ROAD	CUL DE SAC	25	1365	\$ 34,542	64.7	42.0	CH - Rubber Chip Seal
1	BUTLER LANE	DREW LANE	CARLETON DRIVE	22	906	\$ 20,176	67.9	49.0	CH - Rubber Chip Seal
1	CRANBERRY LANE	DEER RIDGE ROAD	CUL DE SAC	19.5	665	\$ 13,126	71.1	40.5	CH - Rubber Chip Seal
1	DEER RIDGE ROAD	EDGEWATER ROAD	CRANBERRY LANE	20	1575	\$ 31,885	68.6	48.8	CH - Rubber Chip Seal
1	HILLSIDE AVENUE	HIGHLAND STREET	HOOPPOLE ROAD	20	642	\$ 12,997	74.9	47.3	CH - Rubber Chip Seal
1	JACKBON ROAD	MASHPEE NECK ROAD	LIGHTHOUSE LANE	20.5	1157	\$ 24,008	69.3	48.6	CH - Rubber Chip Seal
1	LIGHTHOUSE LANE	FROG POND CLOSE	JACKBON ROAD	18.5	360	\$ 6,741	83.9	45.3	CH - Rubber Chip Seal
1	ALDEN LANE	SCITUATE ROAD	ESSEX ROAD	22	300	\$ 374	92.6	43.3	BC - Crack Seal
1	BAYBERRY DRIVE	MAYFLOWER ROAD	CRANBERRY LANE	20	1161	\$ 1,316	81.5	45.8	BC - Crack Seal
1	BRIAR PATCH LANE	EDGEWATER ROAD	FAWN ROAD	20	1016	\$ 1,151	80.7	46.0	BC - Crack Seal
1	CARLETON DRIVE	ASHERS PATH EAST	CUL DE SAC LOOP	23	2474	\$ 3,224	80.7	38.3	BC - Crack Seal
1	DEERFOOT CIRCLE	SANTUIT POND ROAD	CUL DE SAC LOOP	20	568	\$ 644	79.0	38.7	BC - Crack Seal
1	DREW LANE	SEWALL DRIVE	CUL DE SAC LOOP	21.5	1110	\$ 1,352	77.6	39.0	BC - Crack Seal
1	ESSEX ROAD (E)	ALDEN LANE	CUL DE SAC LOOP	23	553	\$ 721	83.7	37.6	BC - Crack Seal
1	ESSEX ROAD (W)	ALDEN LANE	CUL DE SAC LOOP	23	454	\$ 592	84.1	37.5	BC - Crack Seal
1	FAWN ROAD	BAYBERRY DRIVE	SANTUIT POND ROAD	19	676	\$ 1,884	74.2	47.5	BC - Crack Seal
1	HANSON DRIVE	MEETINGHOUSE ROAD	DREW LANE	20	519	\$ 588	97.3	42.2	BC - Crack Seal
1	HIGH SACHEM ROAD	ASHERS PATH EAST	FALMOUTH ROAD	19	811	\$ 873	83.5	45.4	BC - Crack Seal
1	MATCHEWUTTAH ROAD	HIGH SACHEM ROAD	PAPNOMETT ROAD	22	352	\$ 439	83.3	45.4	BC - Crack Seal
1	MAYFLOWER ROAD	BRIAR PATCH LANE	DEER RIDGE ROAD	19.5	749	\$ 828	77.6	40.6	BC - Crack Seal
1	OLD BARNSTABLE ROAD	FALMOUTH TOWNLINE	500' SOUTH OF NATHAN ELLIS	23	5915	\$ 7,709	85.4	38.8	BC - Crack Seal
1	OLD BARNSTABLE ROAD	500' SOUTH OF NATHAN ELLIS	LOWELL ROAD	23	6325	\$ 8,244	90.7	43.7	BC - Crack Seal
1	OREGON ROAD	SCITUATE ROAD	COTUIT ROAD	21	1346	\$ 1,602	85.5	44.9	BC - Crack Seal
1	PAPNOMETT ROAD	HIGH SACHEM ROAD	ASHERS PATH EAST	19	904	\$ 973	82.9	45.5	BC - Crack Seal
1	QUAKER RUN ROAD	SIMONS NARROWS ROAD	JACKBON ROAD	20.5	1262	\$ 1,466	95.2	42.6	BC - Crack Seal
1	QUINAQUISSET AVENUE	GLEN DRIVE	BARNSTABLE TOWNLINE	22	4829	\$ 6,020	74.4	39.8	BC - Crack Seal
1	RADCLIFFE ROAD	OREGON ROAD	CUL DE SAC LOOP	22	1108	\$ 1,381	36.3	56.2	BC - Crack Seal
1	SANTUIT POND ROAD	WAKEBY ROAD	DEERFOOT CIRCLE	19	2137	\$ 2,301	50.8	45.2	BC - Crack Seal
1	SIMONS NARROWS ROAD	MASHPEE NECK ROAD	SHOESTRING BAY ROAD	20	3098	\$ 3,511	75.2	39.6	BC - Crack Seal
						\$ 339,402			

YEAR	STREET NAME	FROM	TO	WIDTH	LENGTH	ESTIMATED COST	2020 PCI	NPR	REPAIR METHOD
2	COLLINS LANE	COLLINS LANE EXT	DEAD END	12	553	\$ 13,921	35.7	48.7	BC - 2" Overlay Local
2	MONOMOSCOY ROAD	RED BROOK ROAD	POINT ROAD	20	3570	\$ 149,781	91.5	43.5	BC - 2" Overlay Local
2	OLD GREAT NECK ROAD	LISA LANE	DEAD END SOUTH	21	804	\$ 17,522	87.8	44.3	CH - Rubber Chip Seal
2	SCITUATE ROAD	COTUIT ROAD	SCITUTATE ROAD EB	21	2442	\$ 53,219	95.1	35.0	CH - Rubber Chip Seal
2	SCITUATE ROAD EB	SCITUATE ROAD	COTUIT ROAD	20	437	\$ 9,070	81.9	38.0	CH - Rubber Chip Seal
2	SCITUATE ROAD WB	SCITUATE ROAD	COTUIT ROAD	20	436	\$ 9,049	68.4	48.8	CH - Rubber Chip Seal
2	TRACY LANE	DEGRASS ROAD	DEAD END	16.5	484	\$ 8,288	91.9	37.3	CH - Rubber Chip Seal
2	ALEWIFE ROAD	TROUT BROOK ROAD	PICKEREL COVE ROAD	19	422	\$ 463	92.8	43.2	BC - Crack Seal
2	ALGONQUIN AVENUE	NATHAN ELLIS HIGHWAY	SHOREWOOD DRIVE	21	4399	\$ 5,337	80.0	46.2	BC - Crack Seal
2	AMANDA WAY	GREAT NECK ROAD NORTH	AMANDA WAY	20	710	\$ 2,288	71.6	48.1	BC - Crack Seal
2	ASHUMET ROAD	DEAD END	MAIN STREET	22	4833	\$ 6,143	83.5	45.4	BC - Crack Seal
2	BASS COVE LANE	TROUT BROOK ROAD	BASS COVE LANE	20	510	\$ 589	80.1	46.1	BC - Crack Seal
2	BAYSHORE DRIVE	MONOMOSCOY ROAD	MONOMOSCOY ROAD	22	2365	\$ 3,006	94.3	42.9	BC - Crack Seal
2	BIRCH WAY	MAIN STREET	CUL DE SAC	20	1247	\$ 1,441	83.6	37.6	BC - Crack Seal
2	BROOKSIDE CIRCLE	BAYSHORE DRIVE	CUL DE SAC LOOP	21	496	\$ 602	92.7	35.5	BC - Crack Seal
2	CAYUGA AVENUE	ALGONQUIN AVENUE	CANONCHET AVENUE	20	2175	\$ 2,513	94.3	42.8	BC - Crack Seal
2	COMMERCIAL STREET	MERCANTILE WAY	CHARLES STREET	24	2529	\$ 9,779	76.7	46.9	BC - Crack Seal
2	DEGRASS ROAD	GIA LANE	LISA LANE	19.5	892	\$ 1,005	89.4	37.8	BC - Crack Seal

YEAR	STREET NAME	FROM	TO	WIDTH	LENGTH	ESTIMATED COST	2020 PCI	NPR	REPAIR METHOD
2	DEGRASS ROAD	GREAT HAY ROAD SOUTH	GIA LANE	21	1964	\$ 2,383	93.4	43.1	BC - Crack Seal
2	DONNAS LANE	GREAT NECK ROAD SOUTH	FALMOUTH ROAD	24	1176	\$ 1,631	97.2	42.2	BC - Crack Seal
2	GEMINI ROAD	TAURUS DRIVE	POLARIS DRIVE	21.5	742	\$ 922	86.2	44.7	BC - Crack Seal
2	GREAT HAY ROAD SOUTH	DEGRASS ROAD	RED BROOK ROAD	25	730	\$ 1,054	93.2	43.1	BC - Crack Seal
2	HARBOR RIDGE DRIVE	GREAT NECK ROAD SOUTH	CUL DE SAC LOOP	20.5	997	\$ 1,181	84.3	37.5	BC - Crack Seal
2	LAKE AVENUE	MAIN STREET	DEAD END	19	653	\$ 717	84.4	45.1	BC - Crack Seal
2	LIBRA LANE	POLARIS DRIVE	LIBRA LANE	20	468	\$ 541	80.5	38.3	BC - Crack Seal
2	MAGNOLIA LANE	BIRCH WAY	CUL DE SAC LOOP	20	386	\$ 446	93.4	43.1	BC - Crack Seal
2	MASSASOIT AVENUE	NATHAN ELLIS HIGHWAY	GRAVEL	21	1226	\$ 1,488	84.7	37.4	BC - Crack Seal
2	MEADOWBROOK ROAD	MONOMOSCOY ROAD	MONOMOSCOY ROAD	20	2497	\$ 2,885	89.4	44.0	BC - Crack Seal
2	NINIGRET AVENUE	NATHAN ELLIS HIGHWAY	GROW ROAD	21	3142	\$ 3,812	43.8	46.8	BC - Crack Seal
2	PICKEREL COVE CIRCLE	PICKEREL COVE ROAD	CUL DE SAC LOOP	20	1686	\$ 1,948	54.7	38.1	BC - Crack Seal
2	PICKEREL COVE ROAD	MAIN STREET	PICKEREL COVE CIRCLE	20	1975	\$ 6,364	82.4	37.9	BC - Crack Seal
2	POLARIS DRIVE	POLARIS DRIVE	TAURUS DRIVE	21	3768	\$ 4,572	77.2	46.8	BC - Crack Seal
2	POLARIS DRIVE EB	FALMOUTH ROAD	POLARIS DRIVE	16	454	\$ 420	91.5	43.5	BC - Crack Seal
2	POLARIS DRIVE WB	FALMOUTH ROAD	POLARIS DRIVE	16	450	\$ 416	85.0	38.9	BC - Crack Seal
2	POPLAR DRIVE	REDWOOD CIRCLE	CUL DE SAC	16	492	\$ 1,268	97.2	42.2	BC - Crack Seal
2	QUAIL HOLLOW ROAD	SHOREWOOD DRIVE	CUL DE SAC	19	1350	\$ 1,482	92.9	43.2	BC - Crack Seal
2	REDWOOD CIRCLE	BIRCH WAY	CUL DE SAC LOOP	20	1689	\$ 1,952	77.0	39.2	BC - Crack Seal
2	SECONSETT ISLAND ROAD	FALMOUTH TOWN LINE	DEAD END	24	1488	\$ 2,063	85.0	45.0	BC - Crack Seal
2	SHOREWOOD DRIVE	ALGONQUIN AVENUE	UNNAMED	20	1898	\$ 2,193	84.6	45.1	BC - Crack Seal
2	TAURUS DRIVE	CUL DE SAC WEST	CUL DE SAC EAST	20.5	1970	\$ 2,333	83.7	37.6	BC - Crack Seal
2	TRACY LANE	GREAT NECK ROAD SOUTH	OLD GREAT NECK ROAD	20	380	\$ 439	97.9	42.0	BC - Crack Seal
2	TRACY LANE	OLD GREAT NECK ROAD	DEGRASS ROAD	19.5	680	\$ 766	78.4	38.8	BC - Crack Seal
2	TROUT BROOK ROAD	PICKEREL COVE ROAD	CUL DE SAC LOOP	20.5	1800	\$ 2,132	98.1	42.0	BC - Crack Seal
2	VISTA CIRCLE	GREAT NECK ROAD SOUTH	CUL DE SAC LOOP	20.5	1738	\$ 2,059	59.8	44.7	BC - Crack Seal
2	WINTERGREEN ROAD	RED BROOK ROAD	RED BROOK ROAD	20	1749	\$ 2,021	79.7	38.5	BC - Crack Seal
2	YELLOW PERCH CIRCLE	TROUT BROOK ROAD	CUL DE SAC LOOP	19.5	497	\$ 560	77.2	46.8	BC - Crack Seal
						\$ 344,066			

YEAR	STREET NAME	FROM	TO	WIDTH	LENGTH	ESTIMATED COST	2020 PCI	NPR	REPAIR METHOD
3	MONOMOSCOY ROAD	POINT ROAD	GREAT RIVER ROAD	20	2123	\$ 91,289	43.8	46.8	BC - 2" Overlay Local
3	MONOMOSCOY ROAD	GREAT RIVER ROAD	CUL DE SAC LOOP	20	3110	\$ 133,730	43.8	46.8	BC - 2" Overlay Local
3	ALBATROSS CIRCLE	SURF DRIVE	CUL DE SAC LOOP	20	515	\$ 607	92.9	35.5	BC - Crack Seal
3	BACK ROAD	HILLTOP ROAD	DEAD END	23	2490	\$ 8,781	84.1	31.4	BC - Crack Seal
3	BARNACLE LANE	SURF DRIVE	BARNACLE LANE	20.5	884	\$ 1,067	84.8	45.1	BC - Crack Seal
3	BOG RIVER BEND	LEATHER LEAF LANE	CUL DE SAC LOOP	25	2695	\$ 10,331	87.6	36.7	BC - Crack Seal
3	BREWSTER ROAD	QUINAQUISSET AVENUE	QUINAQUISSET AVENUE	21	1904	\$ 2,355	88.2	44.3	BC - Crack Seal
3	CAPE DRIVE	FALMOUTH ROAD	SAMPSON MILL ROAD	20	2270	\$ 2,674	90.2	43.8	BC - Crack Seal
3	CHATHAM ROAD	BREWSTER ROAD	BREWSTER ROAD	22	805	\$ 1,043	92.0	43.4	BC - Crack Seal
3	CLIPPER STREET	QUINAQUISSET AVENUE	SHIPS LANTERN DRIVE	21	243	\$ 301	92.2	43.4	BC - Crack Seal
3	COMPASS DRIVE	MASHPEE NECK ROAD	DEAD END	21	884	\$ 1,093	92.6	35.6	BC - Crack Seal
3	DAVIT ROAD	SHIPS WHEEL DRIVE	PORHOLE DRIVE	21	239	\$ 296	98.2	42.0	BC - Crack Seal
3	DENNIS ROAD	HARWICH ROAD	CUL DE SAC LOOP	21.5	408	\$ 517	91.6	35.8	BC - Crack Seal
3	DRIFTWOOD WAY	SURF DRIVE	CUL DE SAC LOOP	20.5	794	\$ 959	91.2	35.9	BC - Crack Seal
3	FERN GULLY PASS	BOGRIVER BEND	CUL DE SAC LOOP	21	773	\$ 956	81.4	38.1	BC - Crack Seal
3	FLORENCE AVENUE	JAMES CIRCLE	JAMES CIRCLE	20	842	\$ 992	79.4	46.3	BC - Crack Seal
3	HALF HITCH LANE	YARDARM DRIVE	CUL DE SAC LOOP	22	724	\$ 938	95.4	34.9	BC - Crack Seal
3	HARWICH ROAD	BREWSTER ROAD	STRAWBERRY AVENUE	23	935	\$ 1,266	92.2	43.3	BC - Crack Seal
3	HIGHVIEW AVENUE	HOOPPOLE ROAD	VALLEY ROAD	20	1028	\$ 1,211	93.4	43.1	BC - Crack Seal
3	HILLTOP ROAD	BACK ROAD	CRANBERRY AVENUE	20	1302	\$ 1,533	51.8	52.7	BC - Crack Seal
3	HOGAN DRIVE	OLD BARNSTABLE ROAD	SNEAD DRIVE	22	1793	\$ 2,323	94.2	42.9	BC - Crack Seal
3	HOGAN DRIVE EXT	HOGAN DRIVE	HOGAN DRIVE	20	195	\$ 230	91.3	43.6	BC - Crack Seal
3	HOOPPOLE ROAD	BACK ROAD	FALMOUTH TOWN LINE	21	6711	\$ 8,299	95.0	42.7	BC - Crack Seal
3	HORSESHOE BEND WAY	FALMOUTH-SANDWICH ROAD	FALMOUTH-SANDWICH ROAD	12	2274	\$ 1,607	93.1	43.1	BC - Crack Seal

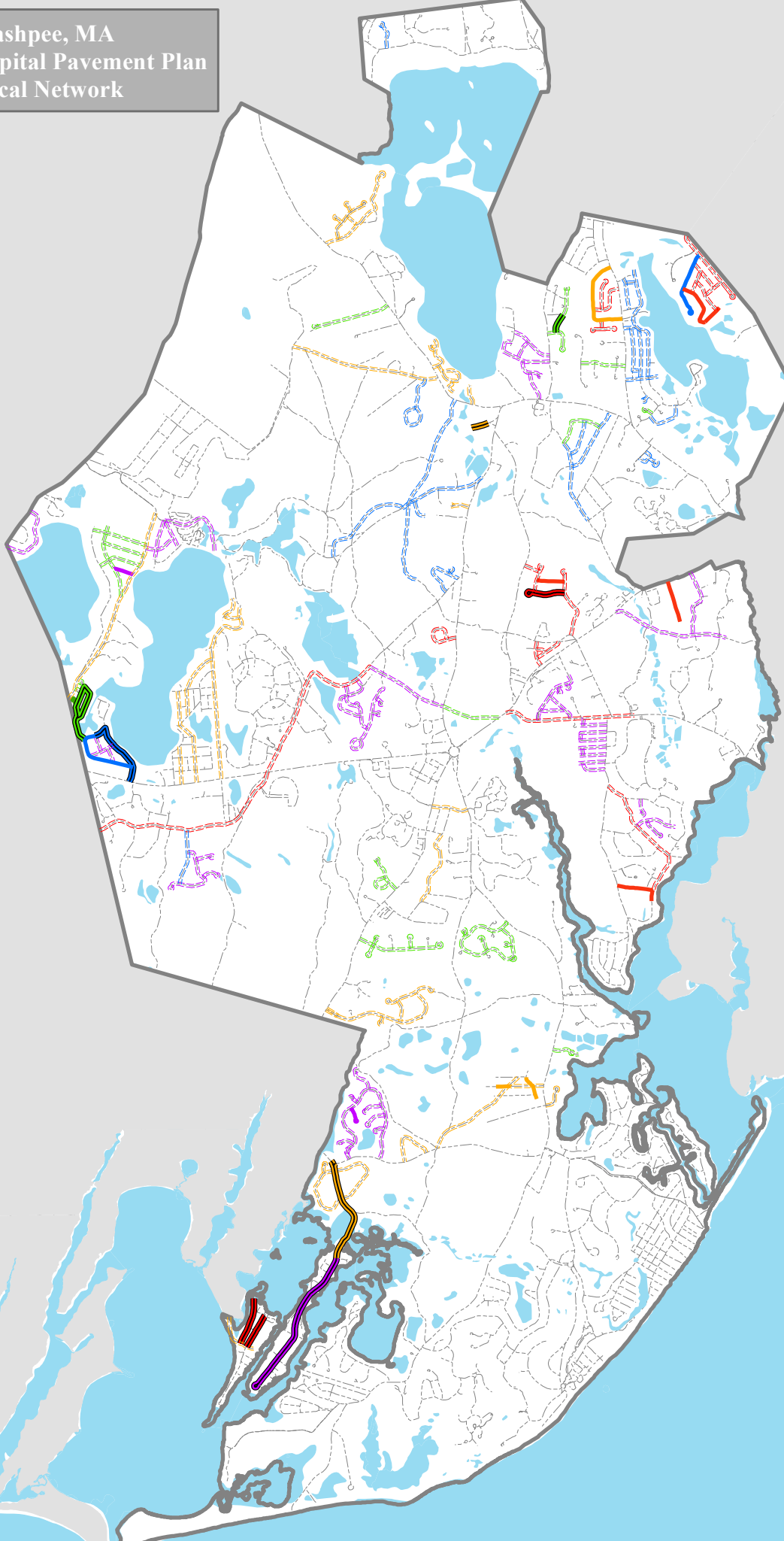
YEAR	STREET NAME	FROM	TO	WIDTH	LENGTH	ESTIMATED COST	2020 PCI	NPR	REPAIR METHOD
3	JEANNE AVENUE	FLORENCE AVENUE	JAMES CIRCLE	21	489	\$ 605	87.5	44.4	BC - Crack Seal
3	JONES ROAD	MELISSA AVENUE	SOUTH SANDWICH ROAD	23	1410	\$ 1,910	95.0	42.7	BC - Crack Seal
3	JUNIPER DRIVE	MAPLE STREET	MAIN STREET	20	941	\$ 1,108	92.7	43.2	BC - Crack Seal
3	LAKEWOOD DRIVE	SOUTH SANDWICH ROAD	MELISSA AVENUE	20	2088	\$ 2,459	89.2	44.0	BC - Crack Seal
3	LEATHER LEAF LANE	OLD BARNSTABLE ROAD	BOG RIVER BEND	28	1798	\$ 2,965	67.5	41.4	BC - Crack Seal
3	LINDEN LANE	JONES ROAD	LAKEWOOD DRIVE	15	636	\$ 562	97.2	42.2	BC - Crack Seal
3	MAPLE STREET	LAKEWOOD DRIVE	CUL DE SAC LOOP	20	1057	\$ 3,241	86.5	37.0	BC - Crack Seal
3	MILLER CIRCLE	SNEAD DRIVE	CUL DE SAC LOOP	20	475	\$ 559	95.0	35.0	BC - Crack Seal
3	MILLER FARM ROAD	BOG RIVER BEND	CUL DE SAC LOOP	25	746	\$ 2,860	89.8	36.2	BC - Crack Seal
3	NELSON CIRCLE	SNEAD DRIVE	CUL DE SAC LOOP	20	431	\$ 508	95.0	35.0	BC - Crack Seal
3	OLD BARNSTABLE ROAD	LOWELL ROAD	GREAT NECK ROAD	13	2691	\$ 2,060	92.9	37.0	BC - Crack Seal
3	PALMER ROAD	OLD BARNSTABLE ROAD	HOGAN DRIVE	20	2184	\$ 2,572	96.2	42.4	BC - Crack Seal
3	PORTRHOLE DRIVE	MASHPEE NECK ROAD	DEAD END	21	860	\$ 1,064	92.2	35.7	BC - Crack Seal
3	SAMPSONS MILL ROAD	FALMOUTH ROAD	CAPE DRIVE	23	2700	\$ 3,657	88.6	38.0	BC - Crack Seal
3	SAMPSONS MILL ROAD	CAPE DRIVE	QUIPPISH ROAD	23	1082	\$ 1,466	89.4	37.8	BC - Crack Seal
3	SANDY WAY	SURF DRIVE	CUL DE SAC LOOP	20	1026	\$ 1,208	91.2	35.9	BC - Crack Seal
3	SEXTANT CIRCLE	SURF DRIVE	CUL DE SAC LOOP	18.5	451	\$ 491	76.3	39.3	BC - Crack Seal
3	SHIPS ANCHOR DRIVE	MASHPEE NECK ROAD	DEAD END	18	867	\$ 919	91.4	35.8	BC - Crack Seal
3	SHIPS LANTERN DRIVE	MASHPEE NECK ROAD	DEAD END	21	868	\$ 1,073	94.4	35.2	BC - Crack Seal
3	SHIPS RUDDER DRIVE	MASHPEE NECK ROAD	DEAD END	20	925	\$ 1,089	92.2	35.6	BC - Crack Seal
3	SHIPS WHEEL DRIVE	MASHPEE NECK ROAD	DEAD END	20	926	\$ 1,091	89.2	36.3	BC - Crack Seal
3	SHIPWRECK DRIVE	MASHPEE NECK ROAD	SHIPS ANCHOR DRIVE	20	857	\$ 1,009	95.0	42.7	BC - Crack Seal
3	SNEAD DRIVE	GREAT HAY ROAD NORTH	CUL DE SAC LOOP	19.5	2957	\$ 3,396	90.4	36.1	BC - Crack Seal
3	SPINNAKER DRIVE	SIMONS NARROWS ROAD	CUL DE SAC	21	1358	\$ 1,679	91.0	35.9	BC - Crack Seal
3	STARBOARD DRIVE	SPINNAKER DRIVE	CUL DE SAC LOOP	20.5	807	\$ 974	91.5	35.8	BC - Crack Seal
3	STRAWBERRY AVENUE	HARWICH ROAD	UNNAMED	21	195	\$ 241	86.8	44.6	BC - Crack Seal
3	SURF DRIVE	RED BROOK ROAD	RED BROOK ROAD	20.5	5496	\$ 6,635	92.4	43.3	BC - Crack Seal
3	SURF DRIVE EXT	SURF DRIVE	SURF DRIVE	20.5	236	\$ 285	97.2	42.2	BC - Crack Seal
3	TERRY AVENUE	POND CIRCLE	FLORENCE AVENUE	21	556	\$ 688	87.6	44.4	BC - Crack Seal
3	TOPSAIL ROAD	COMPASS DRIVE	SHIPS RUDDER DRIVE	21.5	238	\$ 301	98.2	42.0	BC - Crack Seal
3	TRADEWIND DRIVE	SURF DRIVE	CUL DE SAC LOOP	20.5	695	\$ 839	85.8	37.1	BC - Crack Seal
3	TRURO ROAD	HARWICH ROAD	CUL DE SAC LOOP	21	338	\$ 418	85.3	37.2	BC - Crack Seal
3	VALLEY ROAD	BACK ROAD	CRANBERRY AVENUE	20	978	\$ 1,152	96.4	42.4	BC - Crack Seal
3	YARDARM DRIVE	SIMONS NARROWS ROAD	SPINNAKER DRIVE	22.5	2103	\$ 2,786	88.3	45.0	BC - Crack Seal
						\$ 328,267			

YEAR	STREET NAME	FROM	TO	WIDTH	LENGTH	ESTIMATED COST	2020 PCI	NPR	REPAIR METHOD
4	JAMES CIRCLE	TERRY AVENUE	CUL DE SAC LOOP	22.5	2370	\$ 117,493	60.2	43.0	BC - 2" Overlay Local
4	EDGEWATER ROAD	SANTUIT POND ROAD	CUL DE SAC LOOP	20	2304	\$ 50,227	65.5	41.8	CH - Rubber Chip Seal
4	LEESHORE DRIVE	SURF DRIVE	CUL DE SAC LOOP	20	597	\$ 13,015	90.3	43.8	CH - Rubber Chip Seal
4	JAMES CIRCLE	NATHAN ELLIS HIGHWAY	TERRY AVENUE	22.5	2497	\$ 68,043	60.2	43.0	BC - Shim, Crack Seal & Patch
4	AUTUMN DRIVE	HOLLY WAY	ATTAQUIN STREET	20	1022	\$ 1,226	95.0	42.7	BC - Crack Seal
4	BEECHWOOD DRIVE	TIMBERLANE DRIVE	HEMLOCK DRIVE	20	1610	\$ 1,932	97.2	42.2	BC - Crack Seal
4	CRESTVIEW CIRCLE	REGATTA DRIVE	CUL DE SAC LOOP	19	381	\$ 434	94.0	35.2	BC - Crack Seal
4	ELM LANE	AUTUMN DRIVE	TIMBERLANE DRIVE	21	345	\$ 435	97.2	42.2	BC - Crack Seal
4	EQUESTRIAN AVENUE	QUASHNET ROAD	CUL DE SAC LOOP	19	687	\$ 783	89.3	36.3	BC - Crack Seal
4	FOREST DRIVE	LANTERN LANE	BEECHWOOD DRIVE	20.5	1636	\$ 2,012	96.0	42.5	BC - Crack Seal
4	HEMLOCK DRIVE	COTUIT ROAD	DEAD END	22	1062	\$ 1,402	92.4	35.6	BC - Crack Seal
4	LANTERN LANE	COTUIT ROAD	TIMBERLANE DRIVE	19	412	\$ 470	92.9	43.2	BC - Crack Seal
4	LOVELLS LANE	MAIN STREET	UNNAMED STREET	23	6464	\$ 8,920	88.2	44.3	BC - Crack Seal
4	NOISY HOLE ROAD	BURNING BUSH ROAD	WILANN ROAD	22	2703	\$ 3,568	97.3	42.2	BC - Crack Seal
4	OLD COLONY DRIVE	ASHUMET ROAD	CUL DE SAC LOOP	20.5	2716	\$ 8,785	86.1	37.1	BC - Crack Seal
4	PARK PLACE WAY	MAIN STREET	NOISY HOLE ROAD	20	4205	\$ 5,046	97.2	42.2	BC - Crack Seal
4	PEQUOT COURT	PEQUOT ROAD	CUL DE SAC LOOP	21	396	\$ 499	95.0	35.0	BC - Crack Seal
4	PREAKNESS LANE	PIMLICO POND ROAD	CUL DE SAC LOOP	19	1056	\$ 1,204	88.3	36.6	BC - Crack Seal

YEAR	STREET NAME	FROM	TO	WIDTH	LENGTH	ESTIMATED COST	2020 PCI	NPR	REPAIR METHOD
4	QUASHNET ROAD	SADDLEBACK ROAD	GREAT NECK ROAD NORTH	22	2901	\$ 3,829	91.9	43.4	BC - Crack Seal
4	RACHELLE COURT	VALERIE CIRCLE	CUL DE SAC LOOP	22	661	\$ 873	94.1	35.2	BC - Crack Seal
4	REGATTA DRIVE	LOWELL ROAD	LOWELL ROAD	19	1759	\$ 2,005	91.2	43.6	BC - Crack Seal
4	SADDLEBACK ROAD	BOGHOUSE ROAD	WILLIAM MINGO ROAD	20	3203	\$ 3,844	97.2	42.2	BC - Crack Seal
4	SCENIC DRIVE	BURNING BUSH ROAD	NOISY HOLE ROAD	20.5	1250	\$ 1,538	97.2	42.2	BC - Crack Seal
4	TIMBERLANE DRIVE	HEMLOCK DRIVE	DEAD END	19.5	3886	\$ 4,547	91.9	35.7	BC - Crack Seal
4	TOBISSET STREET	SHEILDS ROAD	SHIELDS ROAD	22	1333	\$ 1,760	97.2	42.2	BC - Crack Seal
4	VALERIE CIRCLE	JONAS DRIVE (N)	JONAS DRIVE (S)	22	687	\$ 907	97.2	42.2	BC - Crack Seal
4	<i>Preventative Maintenance Budget Allocation - Streets TBD</i>					\$ 50,000	-	-	TBD
						\$ 354,795			

YEAR	STREET NAME	FROM	TO	WIDTH	LENGTH	ESTIMATED COST	2020 PCI	NPR	REPAIR METHOD
5	FOX HILL ROAD	SANDY FOX WAY	SILVER LEAF LANE	19.5	630	\$ 27,750	65.0	35.8	BC - 2" Overlay Local
5	POND CIRCLE	JAMES CIRCLE	CUL DE SAC LOOP	20	3099	\$ 140,006	68.6	41.1	BC - 2" Overlay Local
5	DOVE LANE	POND CIRCLE	CUL DE SAC LOOP	20	455	\$ 11,294	76.1	39.4	BC - Shim, Crack Seal & Patch
5	ASHUMET AVENUE	WHEELER ROAD	HOOPPOLE ROAD	20	1796	\$ 2,235	96.4	42.4	BC - Crack Seal
5	BEARBERRY CIRCLE	GREAT PINES DRIVE	CUL DE SAC LOOP	21	426	\$ 557	93.7	35.3	BC - Crack Seal
5	BURNING BUSH ROAD	NOISY HOLE ROAD	SCENIC DRIVE	22	1199	\$ 1,641	98.1	42.0	BC - Crack Seal
5	CHICORY CIRCLE	GREAT PINES DRIVE	CUL DE SAC LOOP	21	424	\$ 554	96.2	34.7	BC - Crack Seal
5	CRANSBOURNE CIRCLE	DOVER ROAD	CUL DE SAC LOOP	20.5	588	\$ 750	95.0	35.0	BC - Crack Seal
5	DOVER ROAD	FALMOUTH ROAD	CUL DE SAC LOOP	20.5	3051	\$ 3,892	96.2	34.7	BC - Crack Seal
5	ECHO ROAD	MAIN STREET	CUL DE SAC LOOP	24	2683	\$ 10,374	89.1	36.4	BC - Crack Seal
5	FOX HILL ROAD	SILVER LEAF LANE	CUL DE SAC LOOP	19.5	1053	\$ 1,278	98.1	42.0	BC - Crack Seal
5	GRANT BREEN DRIVE	QUASHNET WOODS DRIVE	QUASHNET WOODS DRIVE	21	1010	\$ 1,320	84.8	45.1	BC - Crack Seal
5	GRASSY KNOLL CIRCLE	GREAT PINES DRIVE	GREAT PINES DRIVE	21	264	\$ 345	98.1	42.0	BC - Crack Seal
5	GREAT PINES DRIVE	GREAT NECK ROAD SOUTH	CUL DE SAC LOOP	21.5	5019	\$ 6,714	91.6	35.8	BC - Crack Seal
5	GREAT PINES DRIVE EXT	GREAT NECK ROAD SOUTH	GREAT PINES DRIVE	19	105	\$ 124	96.0	42.5	BC - Crack Seal
5	GREEN MEADOW CIRCLE	GREAT PINES DRIVE	CUL DE SAC LOOP	21	736	\$ 962	96.3	34.7	BC - Crack Seal
5	HIGHLAND STREET	HOOPPOLE ROAD	DEAD END	20.5	2446	\$ 3,120	96.3	34.7	BC - Crack Seal
5	OCKWAY BAY ROAD	GREAT NECK ROAD SOUTH	CUL DE SAC LOOP	20	1061	\$ 1,320	96.2	34.7	BC - Crack Seal
5	OLD BARNSTABLE ROAD	GREAT NECK ROAD	FALMOUTH ROAD	13	1876	\$ 1,517	98.1	42.0	BC - Crack Seal
5	OWL LANE	POND CIRCLE	CUL DE SAC LOOP	20	394	\$ 1,270	79.9	38.5	BC - Crack Seal
5	OXFORDSHIRE PLACE	DOVER ROAD	OXFORDSHIRE PLACE	21	551	\$ 720	94.1	42.9	BC - Crack Seal
5	PINECREST AVENUE	WHEELER ROAD	HOOPPOLE ROAD	20	1414	\$ 1,760	98.1	42.0	BC - Crack Seal
5	QUASHNET WOODS DRIVE	FALMOUTH ROAD	CUL DE SAC LOOP	21	1556	\$ 2,033	93.4	35.4	BC - Crack Seal
5	ROBIN LANE	POND CIRCLE	CUL DE SAC LOOP	21	361	\$ 472	90.5	36.0	BC - Crack Seal
5	SANDY FOX WAY	SOUTH SANDWICH ROAD	CUL DE SAC LOOP	19	1198	\$ 1,416	94.6	35.1	BC - Crack Seal
5	TRICIA LANE	SHIELDS ROAD	CUL DE SAC LOOP	20	484	\$ 602	96.3	34.7	BC - Crack Seal
5	WINDERMERE WAY	DOVER ROAD	CUL DE SAC LOOP	20.5	466	\$ 594	94.6	35.1	BC - Crack Seal
5	WINDSOR WAY	COTUIT ROAD	SHEFIELD PLACE	19.5	1458	\$ 1,769	97.9	42.0	BC - Crack Seal
5	WOOD HAUL ROAD	SCENIC DRIVE	PARK PLACE WAY	21.5	538	\$ 720	98.1	42.0	BC - Crack Seal
5	WOODLAND AVENUE	HIGHLAND STREET	HOOPPOLE ROAD	20	1382	\$ 1,720	98.1	42.0	BC - Crack Seal
5	<i>Preventative Maintenance Budget Allocation - Streets TBD</i>					\$ 125,000	-	-	TBD
						\$ 353,829			

Mashpee, MA
Capital Pavement Plan
Local Network



**5 Year
Local Network Program**

Label

-  Year 1- Resurface
-  Year 1- Preservation
-  Year 1- Crack-seal
-  Year 2- Resurface
-  Year 2- Preservation
-  Year 2- Crack-seal
-  Year 3- Resurface
-  Year 3- Preservation
-  Year 3- Crack-seal
-  Year 4- Resurface
-  Year 4- Preservation
-  Year 4- Crack-seal
-  Year 5- Resurface
-  Year 5- Preservation
-  Year 5- Crack-seal

Arterial/Collector Network 5 Year Plan List & Map



Town of Mashpee 5 Year Arterial/Collector Network Pavement Program

YEAR	STREET	FROM	TO	WIDTH	LENGTH	ESTIMATED COST	2020 PCI	NPR	REPAIR METHOD
1	COTUIT ROAD	SANDWICH TOWNLINE (N)	SANDWICH TOWNLINE (S)	27	2192	\$ 110,543	61.2	59.7	BC - 1-1/2" Mill & Overlay
1	COTUIT ROAD	SANDWICH TOWNLINE (S)	MAIN STREET	24	7037	\$ 315,445	62.0	65.7	BC - 1-1/2" Mill & Overlay
1	MAIN STREET	NOCOLETTAS WAY	GREAT NECK ROAD NORTH	31	4558	\$ 20,724	77.9	55.9	BC - Crack Seal
1	PIMLICO POND ROAD	COTUIT ROAD	SANDWICH TOWNLINE	21	5938	\$ 18,289	81.4	61.2	BC - Crack Seal
1	NATHAN ELLIS HIGHWAY	250' EAST OF OLD BARNSTABLE ROAD	ROTARY	32	6035	\$ 10,943	84.2	60.6	BC - Crack Seal
1	SOUTH SANDWICH ROAD	MAIN STREET	SANDWICH TOWNLINE	24	6441	\$ 8,588	87.1	59.9	BC - Crack Seal
						\$ 484,532			

YEAR	STREET	FROM	TO	WIDTH	LENGTH	ESTIMATED COST	2020 PCI	NPR	REPAIR METHOD
2	GREAT OAK ROAD	RED BROOK ROAD	ROSEWOOD CIRCLE	30	2653	\$ 245,085	38.4	67.2	BC - 3" Overlay Art/Col
2	FALMOUTH-SANDWICH ROAD	SOUTH OUTER ROAD	HORSESHOE BEND WAY	32	3912	\$ 145,000	65.3	65.3	Bonded Wearing Course
2	MAIN STREET	GREAT NECK ROAD NORTH	BARNSTABLE TOWNLINE	31	8744	\$ 15,661	89.1	53.2	BC - Crack Seal
2	RED BROOK ROAD	GREAT OAK ROAD	FIRE HOUSE	29	5137	\$ 8,276	82.8	57.0	BC - Crack Seal
2	RED BROOK ROAD	FIRE HOUSE	FALMOUTH TOWN LINE	29	3417	\$ 5,505	82.8	61.6	BC - Crack Seal
2	GREAT NECK ROAD SOUTH	ROTARY	RED BROOK ROAD	30	14398	\$ 24,956	87.9	55.8	BC - Crack Seal
2	LOWELL ROAD	GREAT NECK ROAD NORTH	OLD BARNSTABLE ROAD	23	4254	\$ 5,436	88.4	55.7	BC - Crack Seal
2	GREAT NECK ROAD NORTH	MAIN STREET	ROTARY	30	11343	\$ 19,661	87.3	59.8	BC - Crack Seal
						\$ 469,581			

YEAR	STREET	FROM	TO	WIDTH	LENGTH	ESTIMATED COST	2020 PCI	NPR	REPAIR METHOD
3	GREAT OAK ROAD	ROSEWOOD CIRCLE	GREAT BOG ROAD	30	4672	\$ 423,595	38.4	67.2	BC - 3" Overlay Art/Col
3	BACK ROAD	FALMOUTH SANDWICH ROAD	HILLTOP ROAD	23	3635	\$ 88,900	75.7	58.6	CH - Rubber Chip Seal
						\$ 512,495			

YEAR	STREET	FROM	TO	WIDTH	LENGTH	ESTIMATED COST	2020 PCI	NPR	REPAIR METHOD
4	NATHAN ELLIS HIGHWAY	ALGONQUIN AVENUE	250' EAST OF OLD BARNSTABLE ROAD	32	1593	\$ 158,649	62.8	59.3	BC - 3" Overlay Art/Col
4	RED BROOK ROAD	GREAT OAK ROAD	FALMOUTH TOWN LINE	29	8554	\$ 270,392	82.8	59.8	CH - Rubber Chip Seal
4	<i>Routine Maintenance Budget Allocation - Streets TBC</i>					\$ 50,000	-	-	TBD
						\$ 479,041			

YEAR	STREET	FROM	TO	WIDTH	LENGTH	ESTIMATED COST	2020 PCI	NPR	REPAIR METHOD
5	NATHAN ELLIS HIGHWAY	FALMOUTH TOWNLINE	ALGONQUIN AVENUE	32	4582	\$ 467,731	62.8	59.3	BC - 3" Overlay Art/Col
5	<i>Routine Maintenance Budget Allocation - Streets TBC</i>					\$ 25,000	-	-	TBD
5						\$ 492,731			



5 Year Arterial Network Program

- Label**
-  Year 1- Resurface
 -  Year 1- Preservation
 -  Year 1- Crack-seal
 -  Year 2- Resurface
 -  Year 2- Preservation
 -  Year 2- Crack-seal
 -  Year 3- Resurface
 -  Year 3- Preservation
 -  Year 3- Crack-seal
 -  Year 4- Resurface
 -  Year 4- Preservation
 -  Year 4- Crack-seal
 -  Year 5- Resurface
 -  Year 5- Preservation
 -  Year 5- Crack-seal

