WATERVILLE ESTATES VILLAGE DISTRICT

ROADS IMPROVEMENT PLAN

Prepared For: WEVD

Prepared By: HEI (Verdantas)
Date: 6/22/2026

FINAL REPORT

Table of Contents

Executive Summary 4
Summary 4
Conclusions 4
1. Introduction 5
1.1 Development of the Plan 5
2. Road and Drainage Infrastructure Overview 7
2.1 Existing Roads 7
2.2 Condition of Existing Facilities 9
2.2.1 Road Infrastructure 9
2.2.2 Dirt/Gravel Roads 9
2.2.3 Paved Roads 10
2.2.4 Drainage Infrastructure 11
2.3 Asset Valuation 15
3. Asset Management Strategy 18
3.1 General 18
3.2 Condition Assessment 18
3.3 Risk Assessment 18
3.4 Summary of Critical Assets 19
4. Investigation Results 28
4.1 Recommended Asset Improvements 28
5. Capital Improvement Program 31
5.1 Capital Improvement Project Need and Justification 32
5.2 Capital Improvement Project List 34
6. Financial Management Strategy 35
6.1 Financial Forecast 35
6.2 Total Expenditures 37
6.3 Funding Alternatives 39
6.3.1 Outside Sources 40
7. Public Outreach 40
8. Conclusions and Recommendations 41
Appendices 42
Appendix A: Asset Data Tables
Appendix B: System Mapping

Appendix C: System Evaluation
Appendix D: Boring Investigation
Appendix E: Road Standards
Appendix F: Road and Culvert Findings

Executive Summary

Summary

The Waterville Estates Village District (WEVD) owns and maintains a small community road network system in Campton NH. Of the approximately 20-miles of road in the Waterville Estates Village District, 11.1 miles are maintained by WEVD, while the remaining 9.5 miles are maintained by The Town of Campton or private owners. The roadway network includes approximately 48 paved and dirt/gravel streets and 96 culverts. The intent of this report is to provide The Village with a maintenance plan and an asset inventory. This plan elaborates on the initial Water Improvement Plan and will suggest overlapping water main replacements with road improvements.

The road system assets included in this plan are summarized below.

Table 1: Summary of Assets

SUMMARY OF ASSETS		
ASSET	INVENTORY	
WEVD MAINTAINED ROADS	58,755 LF	11 MILES
WEVD MAINTAINED CULVERTS	3,365 LF	0.6 MILES

A detailed summary of each component is included in Appendix A and a map of these assets is included in Appendix B.

Conclusions

The following conclusions are offered based on our investigation:

- Gravel/Dirt roads should be paved to increase durability and functionality while reducing maintenance requirements and cost.

- Roads showing significant wear should be either patched or repaved based on severity. Minor cracking may be addressed with targeted repairs, while potholes—often caused by poor cross slope and inadequate drainage—can be mitigated by regrading to restore proper crown. Roads with widespread or structural deterioration should undergo full-depth rehabilitation or reconstruction, including drainage improvements and stabilization, to ensure long-term performance. The Capital improvement plan includes a list of prioritized projects

- Roads within the district that have a grade steeper than 12% do not meet the current Campton Road standards. These excessive grades pose safety risks, hinder accessibility, and complicate maintenance efforts, especially during inclement weather. It is recommended that any roadway segments exceeding this grade be paved and properly crowned as an attainable best fix.

- Blocked culverts should be cleared every spring and fall with the use of culvert tracking sheets provided with this report along with the GIS equipment that was purchased earlier in 2026. Corrugated Metal Pipe (CMP) culverts should be replaced in the order described in section 5.1 with modern, durable materials such as dual wall high-density polyethylene to enhance longevity and reduce maintenance needs. Timely replacement will also help maintain effective drainage and protect the integrity of the roadway system. Anytime a road is paved or repaved, CMP culverts should be upgraded to HDPE.

1. Introduction

This Road Improvement Plan for the Waterville Estates, in Campton and Thorton, NH describes how the WEVD should manage their road infrastructure assets. Resident demands and regulations require safe roads through careful maintenance, repair, and replacement decisions. This plan serves as a tool for combining technical, managerial, and financial practices to ensure safe roads are provided at an appropriate cost.

1.1 Development of the Plan

Horizons Engineering, Inc. (A Verdantas Company) performed the following tasks for the development of the Road Improvement Plan:

A. *Asphalt Thickness and Sub-base Field Investigation*:
Horizons visually assessed surface asphalt conditions of all streets in the project area and completed geo-probe borings in representative areas on the street. The field investigation of the sub-base material included 5 days with a boring rig and crew to complete the Geo-probe of Village District Roads. It was estimated that the project would require approximately 100 probes, of which samples. The engineer was on-site with the boring crew to provide coordination and guidance during sub-base sampling. During the soil borings, asphalt thickness was measured and asphalt layering was identified.

B. *Base Map:*
Horizons Engineering prepared a base plan of the project area using available town maps, state GIS systems, LiDAR and District plans that identified existing utilities, drainage structures, and best available boundary information. The plan was prepared in AutoCAD format and was included as part of the final report. We did not anticipate the need for field survey for this project, although field survey could have been provided as an additional service.

C. *Site Reconnaissance*:
Horizons completed a preliminary field visit and observations of surface asphalt and gravel road conditions of all streets identified as part of the project. We also completed spot measurements of street widths and field measurements of street grade percentage using a pop level or similar device.
We noted any obvious jurisdictional wetland areas but did not complete a field delineation.

D. *Field Investigation of Existing Utilities:*
The field investigation of existing utilities included a visual inspection of each catch basin, drain manhole, culvert and bridge on each of the District streets. Each structure was

photographed and noted for all visible deficiencies. The engineer used handheld GPS units to locate existing structures as needed for base mapping use.
A separate field investigation of the water system components was completed as a separate project, and data was integrated with this report.

E. Prepare a Final Report and Opinion of Probable Cost

A detailed report was prepared with findings of field investigation and laboratory testing results for each road. The report included individual recommendations for each street investigated and included an engineer's opinion of cost for upgrades. The final report included:

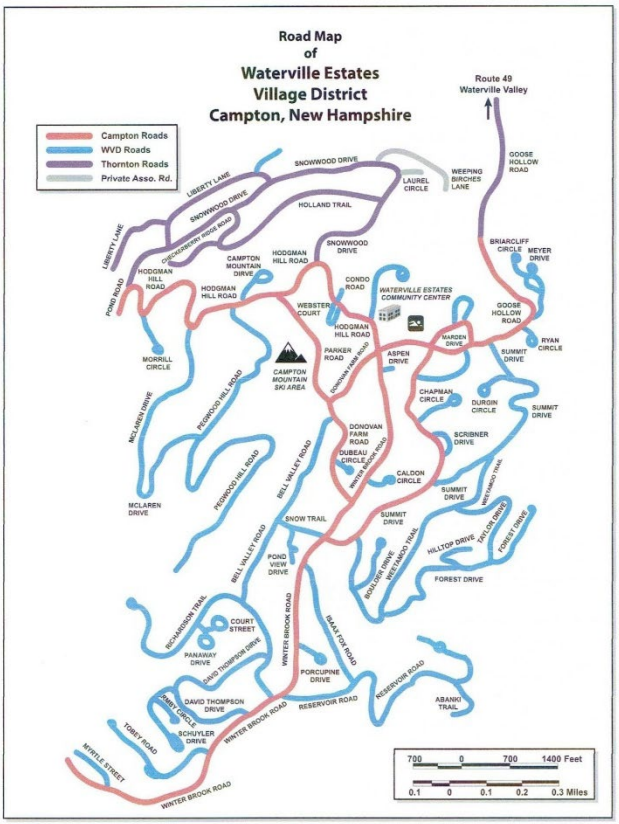
- Cover Sheet
- Table of Contents
- Overall Project Summary
- Findings for Each Street Listed included the following:
    a. Overview map of the street studied
    b. Color coded ranking map of asphalt/gravel conditions
    c. Notations at locations with deficiencies
    d. Site photographs
    e. Recommendations for improvements
    f. Opinion of Cost for recommended improvements
- Ranking matrix prioritizing improvements based on categories including asphalt, sub-base, drainage, water and sewer utilities, and other identified deficiencies. Conversion of gravel roads to asphalt was the priority.
    - A summary of conformance with town road standards including depth of material required versus available depth and existing road grades (greater or less than 10% the current town maximum grade).
    - Appendix with boring logs and sieve analyses

F. Meetings

Horizons attended approximately 5 project meetings with the Client and Client representatives by conference or in person as requested throughout the project. Additional meetings were required and, therefore, all travel and meeting time was billed on an hourly basis as described in the Fee section.

2. Road and Drainage Infrastructure Overview

2.1 Existing Road & Culvert Conditions



An updated road network map is included in Appendix B. Below is a summary of the network: There are approximately 58,755 linear feet of roads maintained by WEVD. These roads consist of dirt/gravel and paved roads. Many roads are steep and have blocked culverts.

Dirt/gravel roads make up about 24,296 linear feet or 41% of road network. These unpaved roads make up a significant portion of the network, serving as primary access routes for residents and visitors. Materials that make up the dirt roads include crushed gravel, coarse gravel, medium gravel, sand, and silty sand. Maintaining these roads requires regular grading and occasional repairs to ensure safe passage. Upgrading these dirt roads to paved roads is identified as a priority in the ranking matrix, as it would improve durability and reduce maintenance requirements.

The existing road system consists of about 34,459 linear feet or 59% of paved roads. Several sections were paved from 2023 to 2025 as shown in the asset data tables. Unlike dirt or gravel roads, paved roads require less maintenance and offer improved safety and drivability. The maintenance of these paved surfaces is essential to ensure their longevity and to minimize repair costs over time.

The drainage system includes approximately 3,754 linear feet of pipe to manage stormwater and prevent road flooding. The pipes vary in diameter, typically 18 inches to 24 inches, although there are sections where the size is currently unknown due to lack of documentation or accessibility. Materials used for these drainage pipes include CMP and PVC. Effective drainage infrastructure is crucial for protecting the roads from runoff, erosion, and maintaining the integrity of the transportation system.


ROAD LEGEND
WINTERBROOK RD
WEST PARIS TRAIL
WESTWOOD TRAIL
FOREST DR
WILLOW BROOK
HOLLAND TRAIL
HOLLAND DR
HODGDAN HILL RD
DOMOVAR FARM RD
WEBSTER CT
PARISH RD
BELL VALLEY
BELL VALLEY RD
WALDO SHOWN DR
PROWOOD RD
HIGHLAND RD
HOLMDEN DR
RICHARDSON TRAIL
DOC RUN
DOC RUN CT
DOC RUN DR
FOREST LN
OAKS POINT DR
WINTERBROOK RD
SCENIC VIEW DR
SCENIC VIEW CT
SCENIC VIEW TRAIL

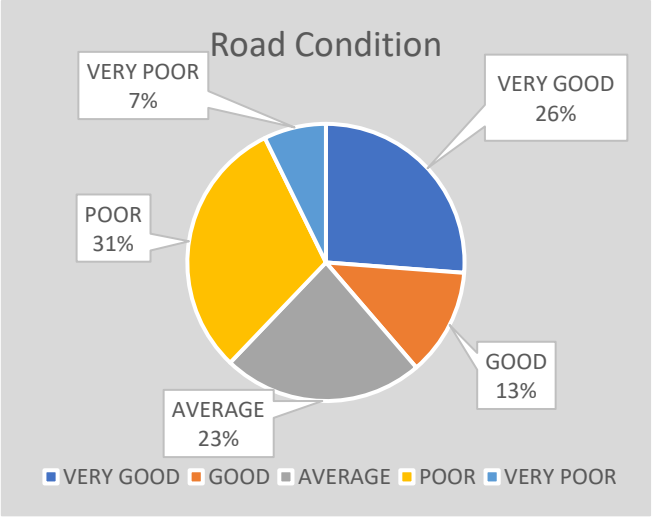
2.2 Condition of Existing Facilities

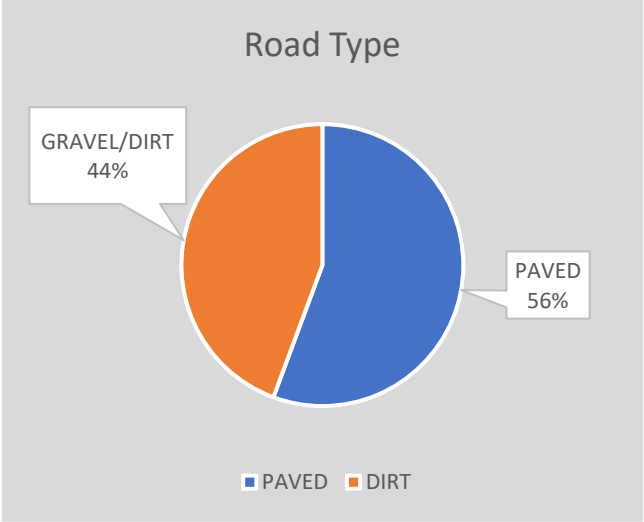
2.2.1 Road Infrastructure

The WEVD road infrastructure consists of roughly 58,755 linear feet (11.13 miles) of gravel/dirt and paved roads. The road infrastructure is believed to have been first constructed in the 1970s. The road consists of a variety of materials and surfaces, including pavement and crushed gravel/dirt, with widths of 2 lanes. There are approximately 32 streets, 96 culverts and there are no designated pedestrian crossings. The Village District currently has no plans to upgrade the roads for increased traffic flow or capacity.

The age of the road infrastructure is largely unknown; therefore, The Village District should keep records of road condition during any repairs and improvements in the excel document provided with this report and with their GIS equipment. The following figures illustrate the network by condition and type.

Figure 1: Condition and Type of Roads





2.2.2 Dirt/Gravel Roads

There are approximately 24,296 linear feet of WEVD maintained dirt/gravel roads in the network at present. The existing condition of the dirt roads varies significantly, ranging from good in some sections to very poor in others. Factors such as regular grading, weather impacts from rainfall and freeze thaw cycles, material type and depth contribute to these differences in road quality. Maintaining these roads is an ongoing challenge, requiring periodic maintenance. Upgrading these dirt roads to paved surfaces is a priority, as it would enhance durability and reduce maintenance efforts.

The Table below provides a detailed summary of the dirt/gravel roads, including information such as length, road width, shoulder, and the current condition of the road.

Table 2: Dirt/ Gravel Road Infrastructure

STREET	LENGTH	WIDTH	SHOULDER	CONDITION
ABNAKI TRAIL	776	21'	1'-2', Minimal Shoulder / Unpaved	AVERAGE
ARMSBY CI	430	18-20	6' / Unpaved	AVERAGE
BELL VALLEY (A)	2,411	21'	2' / Unpaved	POOR
CHAPMAN CI	1,015	19'-20'	1'-2', Minimal Shoulder / Unpaved	POOR
COURT ST	682	21'	1'-2', Minimal Shoulder / Unpaved	AVERAGE
DAVID THOMPSON RD (C)	1,668	20'	6' / Unpaved	AVERAGE
DUBEAU CI	463	20'	4' / Unpaved	AVERAGE
DURGIN CI	798	18'	1'-2', Minimal Shoulder / Unpaved	POOR
FOREST DR	1,024	22'	2' / Unpaved	POOR
GREEN CIRCLE	1,516	21'	Minimal / Unpaved	AVERAGE
MCLAREN DR (A)	2,491	21'	1'-2', Minimal Shoulder / Unpaved	GOOD
MCLAREN DR (C)	995	21'	1'-2', Minimal Shoulder / Unpaved	VERY POOR
MORRIL CIRCLE	614	20'	3'-6' / Unpaved	VERY POOR
PANAWAY DR	746	20'	1'-2', Minimal Shoulder / Unpaved	AVERAGE
PEGWOOD RD (C)	1,346	21'	1'-2', Minimal Shoulder / Unpaved	AVERAGE
RESERVOIR RD (A)	1,000	21'	5' / Unpaved	AVERAGE
RICHARDSON	2,610	20'	5' / Unpaved	POOR
SCRIBNER DR	619	18'	1'-2', Minimal Shoulder / Unpaved	VERY POOR
SCHUYLER DR	1,307	20'	3'-6' / Unpaved	VERY POOR
SNOW TR (A)	330	21'	4'/ Unpaved	VERY POOR
TIMBER TR	1,072	20	3' / Unpaved	AVERAGE
TOBEY CI	2,142	20'	6' / Unpaved	POOR

2.2.3 Paved Roads

Paved roads make up the majority of WEVD maintained roads, offering infrastructure for residents and visitors. The overall condition of these paved roads varies, with some stretches remaining in very good shape while others are considered poor. Regular maintenance and assessments are necessary to ensure safety and accessibility, especially as road surfaces age. The table below provides a detailed listing of the paved roads within the WEVD area, including their respective lengths, current condition ratings, and surface types. This information is essential for planning future repairs and prioritizing improvement projects to maintain transportation routes throughout the community.

Table 3: Paved Road Infrastructure

STREET	LENGTH	WIDTH	SHOULDER	CONDITION
BELL VALLEY (B)	652	21'	2' / Unpaved	POOR
BELL VALLEY (C)	1,797	21'	2' / Unpaved	POOR
BOULDER DR	772	21'	3' / Unpaved	POOR
BRIARCLIFF	1,207	20'-22'	1'-2', Minimal Shoulder / Unpaved	POOR
CALDON CI	405	21'	2' / Unpaved	POOR
CAMPTON MTN RD	818	21'	1'-2', Minimal Shoulder / Unpaved	VERY GOOD
DAVID THOMPSON RD (A)	683	20'	6' / Unpaved	POOR
DAVID THOMPSON RD (B)	654	20'	6' / Unpaved	GOOD
ISAAX FOX DR	1,876	20'	1'-2', Minimal Shoulder / Unpaved	POOR
MCLAREN DR (B)	785	21'	1'-2', Minimal Shoulder / Unpaved	VERY GOOD
MEYER	400	19'	1'-2', Minimal Shoulder / Unpaved	VERY POOR
PEGWOOD RD (A)	3,999	21'	1'-2', Minimal Shoulder / Unpaved	VERY GOOD
PEGWOOD RD (B)	1,564	21'	1'-2', Minimal Shoulder / Unpaved	GOOD
PORCUPINE DR	899	21'	1'-2', Minimal Shoulder / Unpaved	VERY GOOD
RESERVOIR RD (B)	3,732	21'	5' / Unpaved	AVERAGE
RYAN CI	532	21'	2' / Unpaved	VERY GOOD
SUMMIT	3,798	21'	2' / Unpaved	VERY GOOD
SNOW TR (B)	345	21'	4'/ Unpaved	AVERAGE
TAYLOR DR	2,633	21'	1'-2', Minimal Shoulder / Unpaved	GOOD
WEBSTER CT	588	20'	1'-2', Minimal Shoulder / Unpaved	POOR
WEETAMOO TRAIL	4,561	21	2', Minimal Shoulder / Unpaved	VERY GOOD

2.2.4 Drainage Infrastructure

The drainage infrastructure (Culverts) within the WEVD total approximately 3,754 linear feet, serving as a critical component in the management of stormwater runoff. This network consists of various drainage pipes installed beneath the roadways, which are designed to collect and convey water away from the streets to prevent flooding and maintain road integrity. Inspections of these pipes revealed that the inlets are found in varying conditions. Some inlets remain unobstructed, while others are partially or fully blocked by debris, sediment, or vegetation. Blocked inlets can impede drainage, leading to pooling and road damage of water during periods of heavy rainfall.

The Table below provides a detailed summary of the drainage pipes that were assessed, including information such as the street location, pipe diameter, length, material, and the current condition of both the inlet and outlet.

Table 4: Drainage Infrastructure

STREET	DIAMETER (IN)	LENGTH (FT)	MATERIAL	INLET	OUTLET
TOBEY ROAD	18"	39	PVC	CLEAR	CLEAR
TOBEY ROAD	18"	42	STEEL	CLEAR	CLEAR
TOBEY ROAD	24"	38	STEEL	CLEAR	CLEAR
DAVID THOMPSON	18"	35	PVC	CLEAR	CLEAR
DAVID THOMPSON	24"	30	PVC	CLEAR	CLEAR
DAVID THOMPSON	18"	49	PVC	CLEAR	CLEAR
SCHUYLER	18"	38	STEEL	BLOCKED	BLOCKED
SCHUYLER	18"	32	STEEL	CLEAR	CLEAR
DAVID THOMPSON	15"	46	PVC	CLEAR	CLEAR
DAVID THOMPSON	12"	32	PVC	CLEAR	CLEAR
DAVID THOMPSON	15"	38	STEEL	CLEAR	CLEAR
DAVID THOMPSON/RICHARDSON	24"	50	STEEL	CLEAR	UNKNOWN
BELL VALLEY	16"	40	PVC	CLEAR	CLEAR
BELL VALLEY	16"	42	PVC	CLEAR	CLEAR
BELL VALLEY	18"	38	PVC	CLEAR	CLEAR
BELL VALLEY	18"	53	STEEL	CLEAR	CLEAR
BELL VALLEY	18"	48	STEEL	BLOCKED	BLOCKED
PANAWAY	UNKNOWN	UNKNOWN	STEEL	BLOCKED	BLOCKED
COURT	UNKNOWN	UNKNOWN	STEEL	BLOCKED	BLOCKED
RICHARDSON	16"	38	PVC	CLEAR	CLEAR
BELL VALLEY	18"	42	PVC	CLEAR	CLEAR
BELL VALLEY	24"	40	STEEL	CLEAR	CLEAR
DEBEAU	UNKNOWN	UNKNOWN	STEEL	BLOCKED	BLOCKED
PORCUPINE	20"	58	PVC	CLEAR	CLEAR
RESERVOIR	18"	48	PVC	CLEAR	CLEAR
RESERVOIR	16"	60	STEEL	CLEAR	CLEAR
RESERVOIR	5'	46	CONCRETE	CLEAR	CLEAR
RESERVOIR	18"	42	PVC	CLEAR	CLEAR
RESERVOIR	18"	62	STEEL	CLEAR	CLEAR
RESERVOIR	7'	60	STEEL	CLEAR	CLEAR
RESERVOIR	18"	40	STEEL	CLEAR	CLEAR
RESERVOIR	18"	36	STEEL	CLEAR	CLEAR
ISAAX FOX	24"	36	STEEL	BLOCKED	BLOCKED
ISAAX FOX	18"	30	STEEL	BLOCKED	BLOCKED
MORRILL	18"	58	PVC	CLEAR	CLEAR
MCLAREN	18"	42	PVC	CLEAR	CLEAR
MCLAREN	24"	82	PVC	CLEAR	CLEAR

STREET	DIAMETER (IN)	LENGTH (FT)	MATERIAL	INLET	OUTLET
MCLAREN	24"	38	STEEL	CLEAR	CLEAR
MCLAREN	16"	40	PVC	CLEAR	CLEAR
MCLAREN	24"	38	STEEL	CLEAR	CLEAR
MCLAREN	18"	46	PVC	CLEAR	CLEAR
MCLAREN	20"	40	PVC	CLEAR	CLEAR
MCLAREN	20"	38	PVC	CLEAR	CLEAR
MCLAREN	20"	40	PVC	CLEAR	CLEAR
PEGWOOD	16"	40	PVC	CLEAR	CLEAR
CAMPTON MOUNTAIN	16"	45	PVC	BLOCKED	CLEAR
CAMPTON MOUNTAIN	22"	40	PVC	CLEAR	CLEAR
CAMPTON MOUNTAIN	18"	30	PVC	CLEAR	CLEAR
CAMPTON MOUNTAIN	16"	40	PVC	CLEAR	BLOCKED
CAMPTON MOUNTAIN	16"	30	PVC	CLEAR	CLEAR
GREEN CIRCLE	16"	34	PVC	CLEAR	CLEAR
GREEN CIRCLE	18"	51	PVC	BLOCKED	BLOCKED
ASPEN	16"	50	PVC	BLOCKED	BLOCKED
MEYER	48”	40	STEEL	CLEAR	CLEAR
MEYER	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
MEYER	4"	28	PVC	CLEAR	CLEAR
RYAN	18"	36	PVC	CLEAR	CLEAR
RYAN	16"	50	STEEL	CLEAR	CLEAR
RYAN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
DURGIN	18"	46	PVC	BLOCKED	CLEAR
SUMMIT	32"	38	STEEL	CLEAR	CLEAR
SUMMIT	24"	36	STEEL	BLOCKED	CLEAR
SUMMIT	24"	42	STEEL	BLOCKED	CLEAR
SUMMIT	24"	40	PVC	BLOCKED	CLEAR
SUMMIT	24"	36	PVC	CLEAR	CLEAR
SUMMIT	18"	36	PVC	BLOCKED	BLOCKED
SUMMIT	18"	40	PVC	CLEAR	CLEAR
SUMMIT	24"	36	PVC	CLEAR	CLEAR
SCRIBNER	UNKNOWN	60	PVC	CLEAR	CLEAR
CHAPMAN	UNKNOWN	36	STEEL	BLOCKED	BLOCKED
CHAPMAN	24"	32	STEEL	CLEAR	CLEAR
TIMBER	UNKNOWN	50	UNKNOWN	BLOCKED	BLOCKED
TIMBER	16"	32	STEEL	CLEAR	CLEAR
TIMBER	18"	32	PVC	BLOCKED	CLEAR
TIMBER	12"	30	PVC	BLOCKED	CLEAR
TIMBER	18"	30	PVC	CLEAR	CLEAR

STREET	DIAMETER (IN)	LENGTH (FT)	MATERIAL	INLET	OUTLET
TIMBER	UNKNOWN	30	STEEL	BLOCKED	BLOCKED
MARDEN	16"	40	PVC	CLEAR	BLOCKED
CALDON	14"	38	PVC	CLEAR	CLEAR
CALDON	UNKNOWN	30	UNKNOWN	BLOCKED	BLOCKED
WEETAMOO	18"	36	PVC	CLEAR	CLEAR
WEETAMOO	18"	74	STEEL	CLEAR	CLEAR
BOULDER	18"-20"	36	STEEL	BLOCKED	BLOCKED
BOULDER	12"	40	STEEL	BLOCKED	BLOCKED
BOULDER	12"	40	PVC	CLEAR	BLOCKED
WEETAMOO	16"	40	PVC	CLEAR	CLEAR
WEETAMOO	20"	38	STEEL	BLOCKED	CLEAR
WEETAMOO	20"	40	PVC	CLEAR	CLEAR
WEETAMOO	18"	38	PVC	CLEAR	CLEAR
WEETAMOO	20"	38	PVC	CLEAR	CLEAR
TAYLOR	18"	46	PVC	CLEAR	CLEAR
FOREST	18"	40	PVC	BLOCKED	BLOCKED
FOREST	16"	42	PVC	BLOCKED	BLOCKED
FOREST	16"	40	PVC	CLEAR	CLEAR
WEETAMOO	18"	36	PVC	CLEAR	CLEAR
WEETAMOO	20"	36	STEEL	BLOCKED	BLOCKED

The following graphs show a detailed breakdown of the percent of blockages encountered within the system, along with an analysis of the types of materials.

Figure 2: Inlet and Outlet Conditions

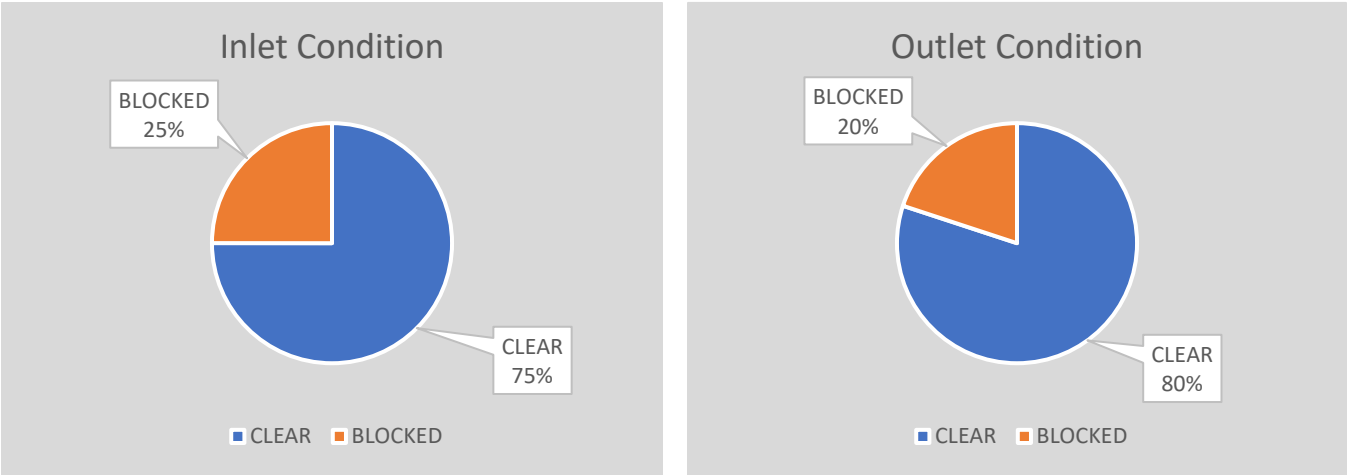
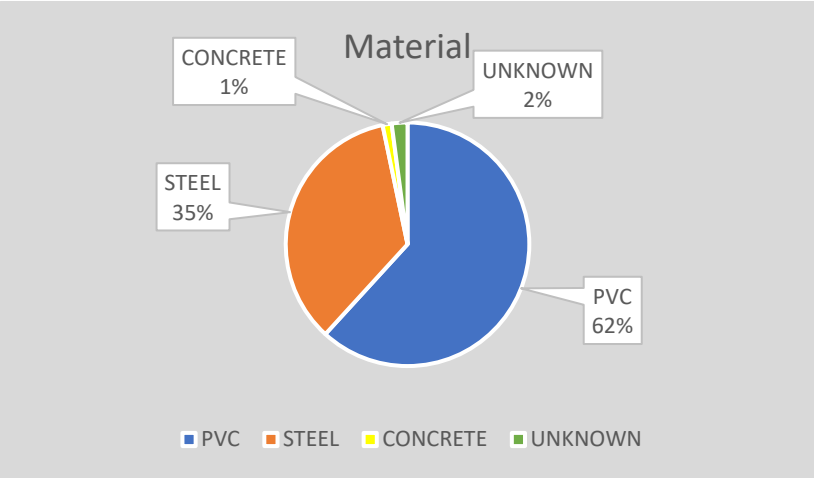


Figure 3: Material of Culverts



A form has been provided for maintenance of culverts biannually (spring and fall) to efficiently clean culverts of debris. Recently purchased GIS equipment is another efficient tool for tracking culvert conditions and updating inventory. WEVD should regularly use this equipment, the more comfortable the system becomes with this equipment the more useful it will be.

Drainage piping costs were developed based on a range of pipe sizes and material types encountered within the system, with unit prices varying accordingly. Based on this analysis, the average installed cost of drainage piping is estimated at approximately $74.59 per linear foot.

2.3 Asset Valuation

The 2026 valuation of the WEVD road network is an estimated $17 million, which represents the estimated replacement cost for all existing roads as they are. The table below represents an approximate value of the assets owned by WEVD. Values are based on 2026 replacement costs. For a detailed breakdown of assets, see Appendix C.

Table 5: WEVD System Evaluation

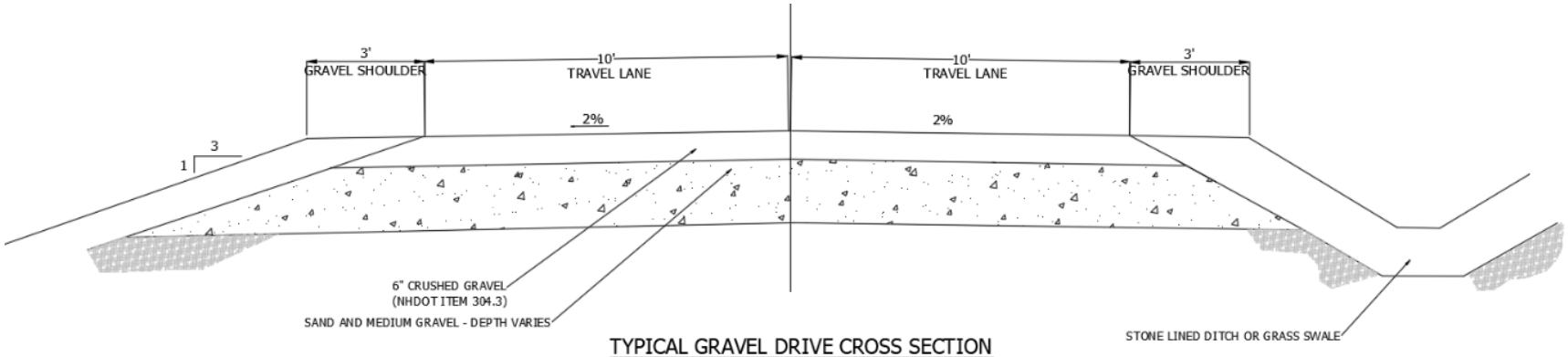
WEVD - SYSTEM VALUATION (2026)			
COMPONENT	**DESCRIPTION**	**COST/LF**	**REPLACEMENT VALUE**
GRAVEL/DIRT ROADS	24,296 LF	$200	$4,859,200.00
PAVED ROADS	34,459 LF	$350	$12,060,650.00
DRAINAGE PIPES	3,754 LF	$75	$281,550.00
ESTIMATED SYSTEM VALUE			$ 17,000,000

Based on current New Hampshire construction pricing and recent project cost data, the cost to pave existing dirt roads with a 2-inch binder course with 3/4 -inch aggregate and a 1-inch

wearing course with 3/8-inch aggregate varies depending on site conditions and required improvements. The parametric estimate below helped derive the planning costs used in this report.

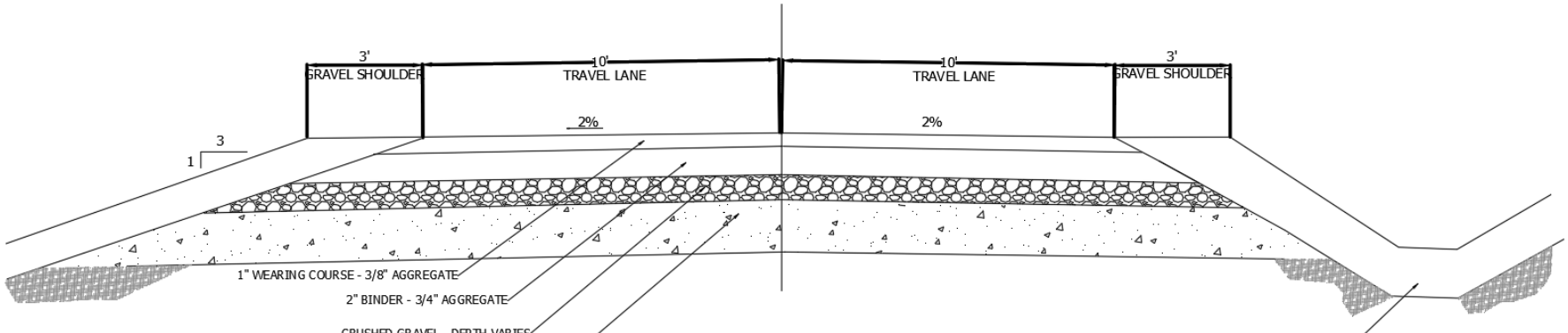
YEAR	LOCATION	PAVEMENT METHOD	LENGTH	WIDTH	COST	COST/LF
2024	WEETAMOO	1" OVERLAY TOP COURSE	1,485	20	$35,000.00	$23.57
2024	PEGWOOD	2 " BINDER BASE COURSE	3,400	20	$81,000.00	$23.82
2025	CAMPTON MTN	2 " BINDER BASE COURSE	923	20	$33,000.00	$35.77
2025	PEGWOOD	1" OVERLAY TOP COURSE	3,400	20	$70,000.00	$20.59
				AVERAGE	2" BINDER BASE COURSE	$29.80
					1" OVERLAY TOP COURSE	$22.08
				PLANNING	**2" BINDER BASE COURSE**	**$60.00**
					1" OVERLAY TOP COURSE	**$40.00**
				PLANNING	**PAVE GRAVEL ROAD BASE & TOP**	**$100.00**

Upgrading all dirt/gravel roads to paved roads will cost an estimated $2.5 million. The improvement plan aggressively includes the upgrades of all existing gravel roads to paved roads.



TYPICAL GRAVEL DRIVE CROSS SECTION

NOT TO SCALE



TYPICAL PAVED DRIVE CROSS SECTION

NOT TO SCALE

It should be noted that these unit costs are estimates and can vary greatly by the project size and other site-specific factors such as ledge, wetlands, or existing utilities within the roadway. These costs are intended for general budgeting guidance and as projects are developed an opinion of probable construction costs should be completed for the project scope.

3. Asset Management Strategy

3.1 General

Using the best available information from existing mapping, field observation, an inventory of the road assets was developed, and the overall condition of system components quantified.
The road assets that are included in this plan are as follows:

- Pavement thickness and condition
- Sub-base material grain size distribution and thickness
- Drainage structures (catch basin and storm drains) condition and sizing

A spreadsheet was developed to summarize inventory, length, width, shoulder, pavement depth, sub-base, type, condition, paving year useful life, and other data points. This inventory data was used to calculate the consequences of failure, probability of failure and risk. The spreadsheet has been provided to the WEVD with the road improvement plan.

The mapping of existing roads was updated during this project and is provided in Appendix B.

3.2 Condition Assessment

As part of the inventory, the conditions of assets were determined based on the age of the component and physical inspection. Conditions were placed in one of six categories as follows:

CONDITION	POF
VERY POOR	5
POOR	4
FAIR	3
GOOD	2
VERY GOOD	1
UNKNOWN	3

3.3 Risk Assessment

Risk is the product of the following two key factors:

1. **Probability of Failure** – The likelihood that an asset will fail.

Probability of Failure (PoF) is based on the condition of the asset, estimated useful life, and estimated remaining life. If an asset can provide the same or similar service as another asset, the consequence of failure is not as significant, and the life of an asset may also be extended. Probability of Failure is rated on a scale of 1 to 5 with 5 indicating certain failure. Probability of failure is directly based on the condition of an asset.

- For roads, PoF was based on whether the surface was dirt or paved, along with its overall condition.
- For culverts, PoF was determined by the pipe material and condition. Culverts made of steel or those with blocked inlets or outfalls were assigned a higher probability of failure.

2. **Consequence of failure** – The impact a failed asset will have on transportation.

Consequence of Failure (CoF) estimates the degree of impact on the roads should the asset fail. It is rated on a scale of 1 to 5 as well with 5 indicating extreme consequences. Consequence of failure is based on operator knowledge and redundancy.

- The CoF for roads was determined by the number of users affected and whether alternate routes were available, or if users would be isolated during road failures.
- For culverts, the CoF was based on pipe and basin size, the larger the pipe, the greater the amount of water overtopping the road if the culvert failed.

Risk is calculated by multiplying the probability of failure by the consequence of failure. The table below shows the risk category, score, and their required actions.

COF	COF VALUE	POF	POF VALUE	Risk Score	Risk Category	Response
VERY HIGH	5	VERY HIGH	5	21 to 25	Very High	Immediate Attention
HIGH	4	HIGH	4	16 to 20	High	Aggressive Monitoring
MEDIUM	3	MEDIUM	3	11 to 15	Medium	Monitoring
LOW	2	LOW	2	6 to 10	Low	Routine Maintenance
VERY LOW	1	VERY LOW	1	0 to 5	Very Low	Preventative Maintenance

3.4 Summary of Critical Assets

Roads play a crucial role in ensuring safe and efficient transportation for the community. Their importance may stem from the significant social, economic, or environmental impacts that could occur if the road were to fail or become unusable.

This risk assessment is used to identify the highest priority assets and set funding strategies accordingly. The table above identifies assets to consider for replacement during the 15-year planning period due to their estimated useful life, condition, and risk rating. The methods used to compute the risk scores above have a direct relationship to the accuracy of the input information. The high-risk items have been discussed with the WEVD to better refine the process of developing a capital improvement plan.

Table 6: Risk Scores for Roads

ROAD RISK SCORES						
STREET	LENGTH	CONDITION	TYPE	COF	POF	RISK
BELL VALLEY (C)	1,797	VERY POOR	PAVED	5	5	25
RICHARDSON	2,610	POOR	DIRT	5	5	25
DAVID THOMPSON RD (C)	1,668	VERY POOR	DIRT	5	5	25
RESERVOIR RD (A)	1,000	VERY POOR	DIRT	5	5	25
BRIARCLIFF	1,207	VERY POOR	PAVED	5	5	25
MCLAREN DR (C)	995	VERY POOR	DIRT	5	5	25

STREET	LENGTH	CONDITION	TYPE	COF	POF	RISK
CALDON CI	405	VERY POOR	PAVED	5	5	25
MORRIL CIRCLE	614	VERY POOR	DIRT	5	5	25
WEBSTER CT	588	VERY POOR	PAVED	5	5	25
SCHUYLER DR	1,307	VERY POOR	DIRT	5	5	25
FOREST DR	1,024	POOR	DIRT	5	4	20
ISAAX FOX DR	1,876	POOR	PAVED	5	4	20
DAVID THOMPSON RD (A)	683	POOR	PAVED	4	4	16
DURGIN CI	798	POOR	DIRT	4	4	16
TOBEY RD	2,142	POOR	DIRT	4	4	16
DUBEAU CI	463	AVERAGE	DIRT	5	3	15
MEYER	400	VERY POOR	PAVED	3	5	15
RESERVOIR RD (B)	3,732	AVERAGE	PAVED	5	3	15
ABNAKI TRAIL	776	AVERAGE	DIRT	4	3	12
BELL VALLEY (B)	652	POOR	PAVED	3	4	12
BOULDER DR	772	POOR	PAVED	3	4	12
PEGWOOD RD (C)	1,346	AVERAGE	DIRT	4	3	12
PEGWOOD RD (B)	1,564	GOOD	PAVED	5	2	10
TAYLOR DR	2,633	GOOD	PAVED	5	2	10
ARMSBY CI	430	AVERAGE	DIRT	3	3	9
GREEN CIRCLE	1,516	AVERAGE	DIRT	3	3	9
COURT ST	682	AVERAGE	DIRT	2	3	6
MCLAREN DR (A)	2,491	GOOD	DIRT	3	2	6
PANAWAY DR	746	AVERAGE	DIRT	2	3	6
CAMPTON MTN RD	818	VERY GOOD	PAVED	5	1	5
MCLAREN DR (B)	785	VERY GOOD	PAVED	5	1	5
PORCUPINE DR	899	VERY GOOD	PAVED	5	1	5
SCRIBNER DR	619	VERY POOR	DIRT	1	5	5
SNOW TR (A)	330	VERY POOR	DIRT	1	5	5
SUMMIT	3,798	VERY GOOD	PAVED	5	1	5
BELL VALLEY (A)	2,411	POOR	DIRT	1	4	4
CHAPMAN CI	1,015	POOR	DIRT	1	4	4
DAVID THOMPSON RD (B)	654	GOOD	PAVED	2	2	4
PEGWOOD RD (A)	3,999	VERY GOOD	PAVED	4	1	4
WEETAMOO TRAIL	4,561	VERY GOOD	PAVED	4	1	4
SNOW TR (B)	345	AVERAGE	PAVED	1	3	3
TIMBER TR	1,072	AVERAGE	DIRT	1	3	3
RYAN CI	532	VERY GOOD	PAVED	1	1	1

The following matrices illustrate the calculation of risk. The lower left quadrant of the matrix indicates assets that are low risk while the upper right quadrant indicates assets that are high risk.

The assets are listed by street name. The lower left quadrant data points may not have labels for readability purposes. The entire asset lists with associated risk scores can be found in Appendix A. The condition of each asset will change over time therefore it is important to review and adjust the risk assessment on a regular basis or as assets are replaced.

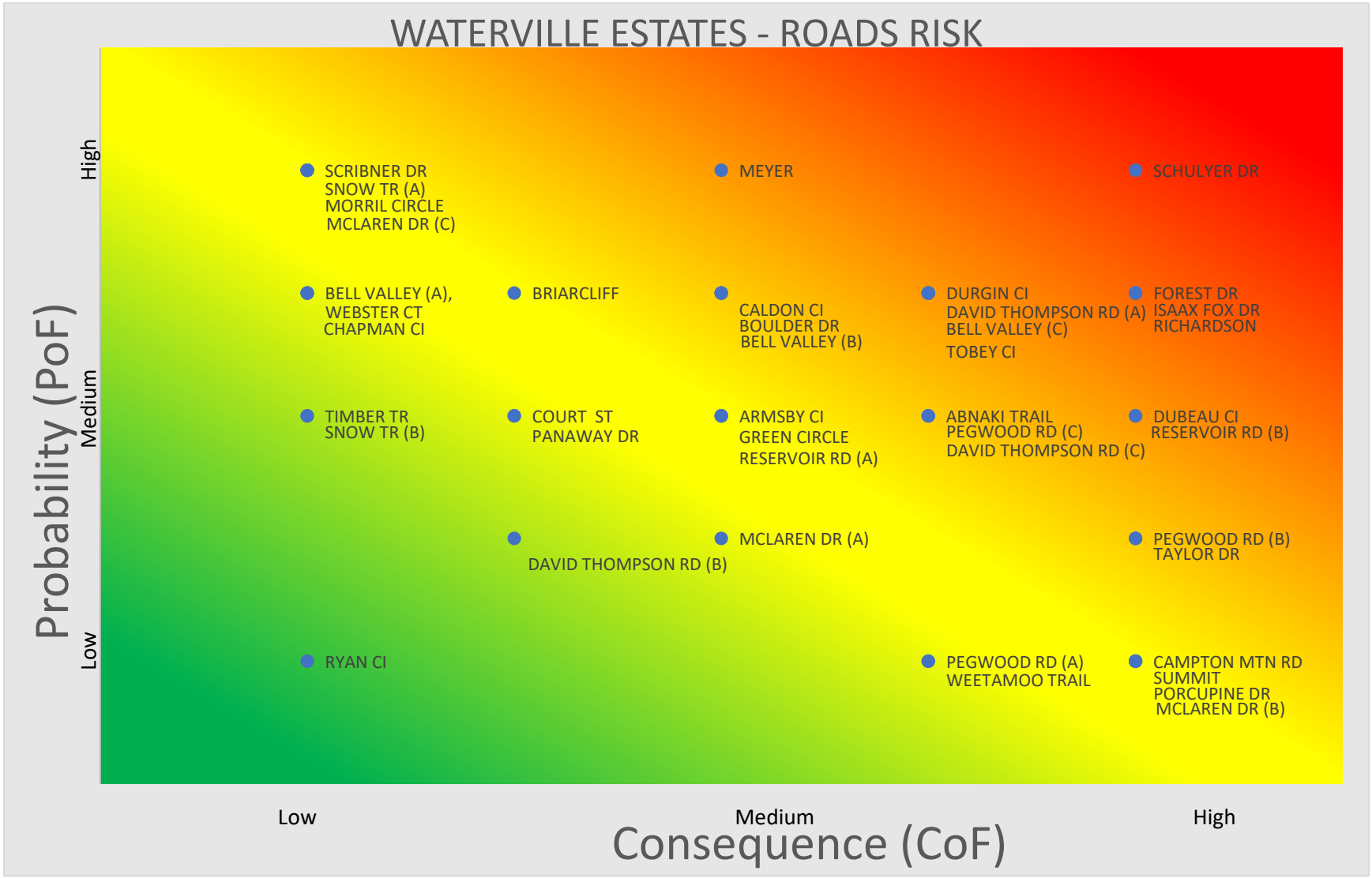

WATERVILLE ESTATES - ROADS RISK
Probability (PoF)
High
Medium
Low
SCRIBNER DR
SNOW TR (A)
MORRIL CIRCLE
MCLAREN DR (C)
MEYER
SCHULYER DR
BELL VALLEY (A),
WEBSTER CT
CHAPMAN CI
BRIARCLIFF
CALDON CI
BOULDER DR
BELL VALLEY (B)
DURGIN CI
DAVID THOMPSON RD (A)
BELL VALLEY (C)
TOBEY CI
FOREST DR
ISAAX FOX DR
RICHARDSON
TIMBER TR
SNOW TR (B)
COURT ST
PANAWAY DR
ARMSBY CI
GREEN CIRCLE
RESERVOIR RD (A)
ABNAKI TRAIL
PEGWOOD RD (C)
DAVID THOMPSON RD (C)
DUBEAU CI
RESERVOIR RD (B)
DAVID THOMPSON RD (B)
MCLAREN DR (A)
PEGWOOD RD (B)
TAYLOR DR
RYAN CI
PEGWOOD RD (A)
WEETAMOO TRAIL
CAMPTON MTN RD
SUMMIT
PORCUPINE DR
MCLAREN DR (B)
Low
Medium
High
Consequence (CoF)

Table 7: Risk Scores for Culverts

NO.	STREET	DIAMETER (IN)	LENGTH (FT)	CONDITION	COF	POF	RISK
30	RESERVOIR	7'	60	AVERAGE	5	5	25
61	SUMMIT	32"	38	AVERAGE	5	5	25
22	BELL VALLEY (A)	24"	40	GOOD	4	5	20
71	CHAPMAN	24"	32	GOOD	4	5	20
12	DAVID THOMPSON/RICHARDSON	24"	50	AVERAGE	4	5	20
33	ISAAX FOX	24"	36	VERY POOR	4	5	20
38	MCLAREN	24"	38	VERY POOR	4	5	20
40	MCLAREN	24"	38	VERY POOR	4	5	20
54	MEYER	4'	40	AVERAGE	4	5	20
62	SUMMIT	24"	36	POOR	4	5	20
63	SUMMIT	24"	42	POOR	4	5	20
3	TOBEY ROAD	24"	38	AVERAGE	4	5	20
82	WEETAMOO	18"	74	AVERAGE	4	5	20
87	WEETAMOO	20"	38	VERY POOR	4	5	20
96	WEETAMOO	20"	36	VERY POOR	4	5	20
16	BELL VALLEY (B)	18"	53	AVERAGE	3	5	15
17	BELL VALLEY (C)	18"	48	VERY POOR	3	5	15
83	BOULDER	18"-20"	36	VERY POOR	3	5	15
26	RESERVOIR	16"	60	AVERAGE	3	5	15
27	RESERVOIR	5'	46	GOOD	5	3	15
29	RESERVOIR	18"	62	AVERAGE	3	5	15
32	RESERVOIR	18"	36	AVERAGE	3	5	15
7	SCHUYLER	18"	38	VERY POOR	3	5	15
46	CAMPTON MOUNTAIN	16"	45	POOR	3	4	12
59	RYAN	UNKNOWN	UNKNOWN	AVERAGE	3	4	12
11	DAVID THOMPSON	15"	38	GOOD	2	5	10
34	ISAAX FOX	18"	30	VERY POOR	2	5	10
58	RYAN	16"	50	AVERAGE	2	5	10
8	SCHUYLER	18"	32	AVERAGE	2	5	10
73	TIMBER	16"	32	AVERAGE	2	5	10
2	TOBEY ROAD	18"	42	AVERAGE	2	5	10
47	CAMPTON MOUNTAIN	22"	40	VERY GOOD	4	2	8
5	DAVID THOMPSON	24"	30	VERY GOOD	4	2	8
37	MCLAREN	24"	82	VERY GOOD	4	2	8
42	MCLAREN	20"	40	VERY GOOD	4	2	8
43	MCLAREN	20"	38	VERY GOOD	4	2	8
44	MCLAREN	20"	40	VERY GOOD	4	2	8
24	PORCUPINE	20"	58	VERY GOOD	4	2	8

NO.	STREET	DIAMETER (IN)	LENGTH (FT)	CONDITION	COF	POF	RISK
64	SUMMIT	24"	40	POOR	4	2	8
65	SUMMIT	24"	36	VERY GOOD	4	2	8
68	SUMMIT	24"	36	VERY GOOD	4	2	8
91	TAYLOR	18"	46	VERY GOOD	4	2	8
88	WEETAMOO	20"	40	VERY GOOD	4	2	8
90	WEETAMOO	20"	38	VERY GOOD	4	2	8
15	BELL VALLEY	18"	38	VERY GOOD	3	2	6
21	BELL VALLEY	18"	42	VERY GOOD	3	2	6
36	MCLAREN	18"	42	VERY GOOD	3	2	6
41	MCLAREN	18"	46	VERY GOOD	3	2	6
35	MORRILL	18"	58	VERY GOOD	3	2	6
28	RESERVOIR	18"	42	VERY GOOD	3	2	6
66	SUMMIT	18"	36	VERY POOR	3	2	6
67	SUMMIT	18"	40	VERY GOOD	3	2	6
81	WEETAMOO	18"	36	VERY GOOD	3	2	6
89	WEETAMOO	18"	38	VERY GOOD	3	2	6
95	WEETAMOO	18"	36	VERY GOOD	3	2	6
84	BOULDER	12"	40	VERY POOR	1	5	5
70	CHAPMAN	UNKNOWN	36	VERY POOR	1	5	5
19	COURT	UNKNOWN	UNKNOWN	VERY POOR	1	5	5
23	DEBEAU	UNKNOWN	UNKNOWN	VERY POOR	1	5	5
56	MEYER	4"	28	VERY GOOD	5	1	5
18	PANAWAY	UNKNOWN	UNKNOWN	VERY POOR	1	5	5
45	PEGWOOD	16"	40	VERY GOOD	5	1	5
31	RESERVOIR	18"	40	AVERAGE	1	5	5
77	TIMBER	UNKNOWN	30	VERY POOR	1	5	5
79	CALDON	14"	38	VERY GOOD	4	1	4
80	CALDON	UNKNOWN	30	VERY POOR	1	4	4
49	CAMPTON MOUNTAIN	16"	40	POOR	2	2	4
4	DAVID THOMPSON	18"	35	VERY GOOD	2	2	4
6	DAVID THOMPSON	18"	49	VERY GOOD	2	2	4
60	DURGIN	18"	46	POOR	2	2	4
92	FOREST	18"	40	VERY POOR	2	2	4
52	GREEN CIRCLE	18"	51	VERY POOR	2	2	4
55	MEYER	UNKNOWN	UNKNOWN	AVERAGE	1	4	4
25	RESERVOIR	18"	48	VERY GOOD	2	2	4
72	TIMBER	UNKNOWN	50	VERY POOR	1	4	4
74	TIMBER	18"	32	POOR	2	2	4
76	TIMBER	18"	30	VERY GOOD	2	2	4
1	TOBEY ROAD	18"	39	VERY GOOD	2	2	4

NO.	STREET	DIAMETER (IN)	LENGTH (FT)	CONDITION	COF	POF	RISK
13	BELL VALLEY	16"	40	VERY GOOD	3	1	3
14	BELL VALLEY	16"	42	VERY GOOD	3	1	3
50	CAMPTON MOUNTAIN	16"	30	VERY GOOD	3	1	3
51	GREEN CIRCLE	16"	34	VERY GOOD	3	1	3
39	MCLAREN	16"	40	VERY GOOD	3	1	3
86	WEETAMOO	16"	40	VERY GOOD	3	1	3
53	ASPEN	16"	50	VERY POOR	2	1	2
48	CAMPTON MOUNTAIN	18"	30	VERY GOOD	2	1	2
9	DAVID THOMPSON	15"	46	VERY GOOD	2	1	2
10	DAVID THOMPSON	12"	32	VERY GOOD	2	1	2
93	FOREST	16"	42	VERY POOR	2	1	2
94	FOREST	16"	40	VERY GOOD	2	1	2
20	RICHARDSON	16"	38	VERY GOOD	2	1	2
57	RYAN	18"	36	VERY GOOD	2	1	2
69	SCRIBNER	UNKNOWN	60	VERY GOOD	1	2	2
75	TIMBER	12"	30	POOR	2	1	2
85	BOULDER	12"	40	POOR	1	1	1
78	MARDEN	16"	40	POOR	1	1	1

Total culvert costs were calculated by multiplying the unit cost for each pipe size by the corresponding measured pipe length at each location. In general, culverts are proposed to be replaced in-kind; however, Meyer, and Reservoir (2) include upsized culvert recommendations to better accommodate existing drainage conditions and improve hydraulic capacity.

Culvert sizing was informed by a conservative drainage area evaluation using the Rational Method in conjunction with Manning's equation. Using 100-year rainfall intensities of approximately 5 to 7 inches per hour for the Campton, New Hampshire area and runoff coefficients ranging from 0.4 to 0.6 was used.

A minimum culvert size of 15 inches is recommended. This recommendation is based on CAD measured sub catchment areas (Conservative average 2-acres) in WEVD.

Manning's Equation:

$$Q = \frac{1.49}{n} A R^{2/3} S^{1/2}$$

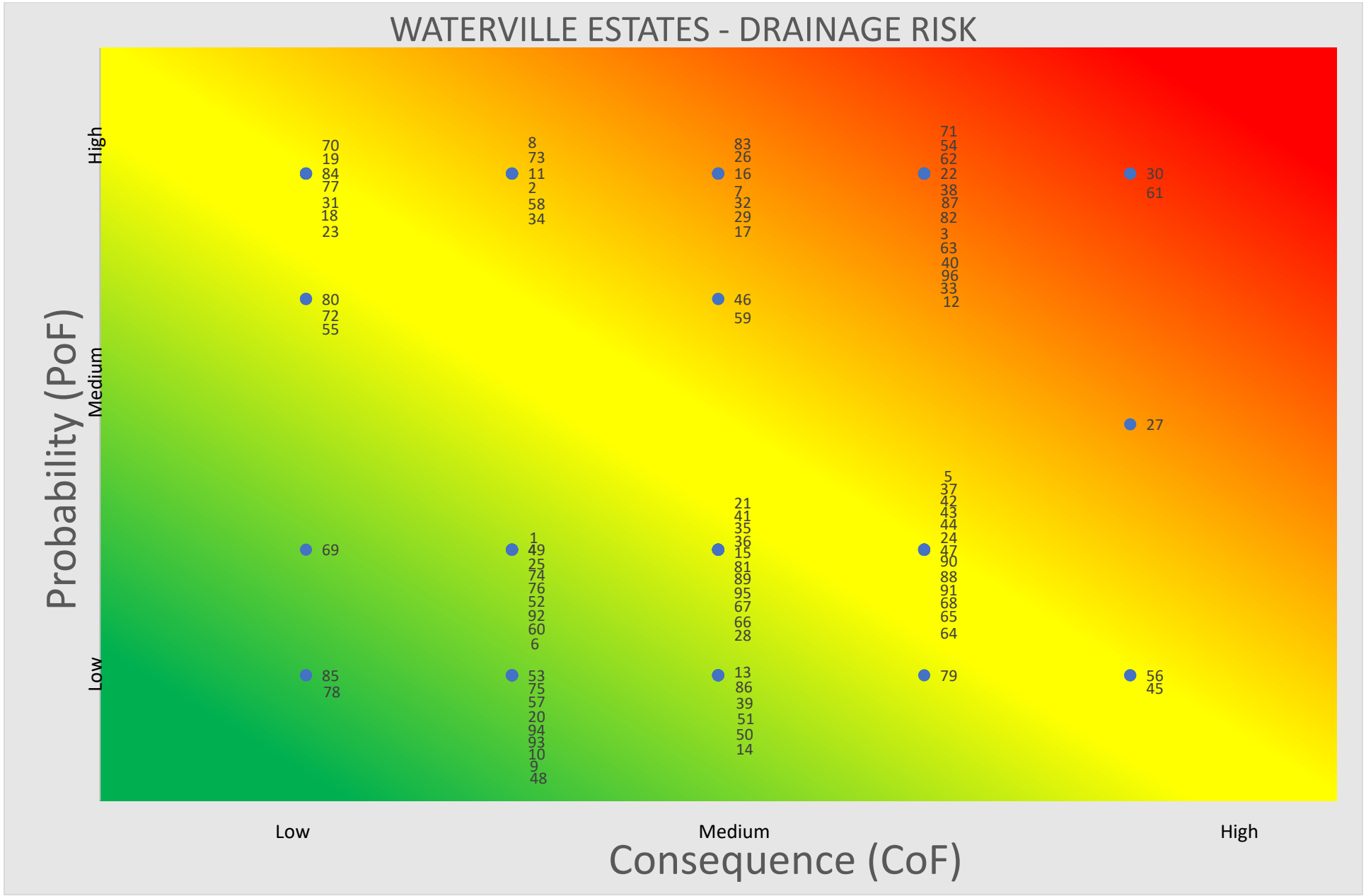
Rational Method:

$$Q = C i A$$

$$A = \frac{Q}{C i}$$

Table 8: Drainage Area Sizing

Pipe Size (in)	Diameter (ft)	Flow (cfs)	C	i (in/hr)	Area (ac)
12	1	3.9	0.5	6	1.3
14	1.2	5.9	0.5	6	2.0
15	**1.3**	**7.1**	**0.5**	**6**	**2.4**
16	1.3	8.4	0.5	6	2.8
18	1.5	11.5	0.5	6	3.8
20	1.7	15.2	0.5	6	5.1


WATERVILLE ESTATES - DRAINAGE RISK
Probability (PoF)
High
Medium
Low
Low
Medium
High
Consequence (CoF)
70 19 84 77 31 18 23
80 72 55
69
85 78
8 73 11 2 58 34
1 49 25 74 76 52 92 60 6
53 75 57 20 94 93 10 9 48
83 26 16 7 32 29 17
46 59
21 41 35 36 15 81 89 95 67 66 28
13 86 39 51 50 14
71 54 62 22 38 87 82 3 63 40 96 33 12
5 37 42 43 44 24 47 90 88 91 68 65 64
79
30 61
27
56 45

4. Investigation Results

The roads' surface condition and boring information can be found in Appendix F. Each road was reviewed in detail, including its current state, material composition, and any relevant subsurface investigation data obtained from borings. The evaluation includes visual observations as well as the results of collected samples and measurements which are shown in the Appendix D. The WEVD roads were compared to the Town of Campton Standards for Town and Subdivision Roads, which establish clear criteria for construction and maintenance. According to these standards, roads shall not exceed a 12 % grade, ensuring safe passage and preventing excessive steepness that could negatively impact both accessibility and long-term durability. It is not feasible for existing WEVD roads which were built decades ago to meet these standards. Therefore, this road improvement plan utilizes the road standards for WEVD roads. WEVD Standards indicate that grades of 8% or greater shall be paved with hot bituminous with a binder course of 2 inches with 3/4-inch aggregate mix and a wearing course of 1 inch with 3/8-inch aggregate mix. Road width shall be a minimum of 20 feet with additional 3-foot gravel shoulders on both sides of the road.

The Table 8 comparison below helps determine whether the existing roads comply with municipal guidelines and highlight any necessary improvements or corrective actions to bring them into alignment with local requirements.

Photos documenting each culvert and their current condition are provided in Appendix F. The images visually support the descriptions of structural integrity, material type, and blockage details. For details on each individual culvert, refer to Table 4 in Section 2.2.3.

4.1 Recommended Asset Improvements

The following actions are recommended to improve the WEVD roadway and drainage infrastructure and prepare for further community build-out.

- **Pave all dirt/gravel roads.** Although some of the dirt/gravel roads are in good condition, they should be paved with asphalt to prevent erosion and reduce maintenance. The surface of paved roadways are to be Hot Bituminous Treated, with a binder course of 2 inches with 3/4-inch aggregate, and a wearing course of 1 inch with 3/8-inch aggregate.

- **Roads shall meet WEVD and Town standards.** A copy of road standards shall be found in **Appendix E.** Table 7 shows whether the road meets the WEVD and Town standards.

    - **Widen narrow roads.** Roads that are less than 20 feet wide should be widened to a minimum of 20 feet to ensure safe passage for vehicles and improve overall traffic flow.

    - **Pave and crown steep roads.** Any roads with grades exceeding 8-12% should be paved and properly crowned. Dirt/Gravel Roads should be paved first as indicated in the Capital Improvement Plan.

- **Expand road shoulders.** Roads with shoulders less than 3 feet on either side should be widened to provide adequate space for emergency stops and pedestrian safety.

Table 9: Road Standards Criteria

STREET	MEETS GRADE	MEETS SHOULDER	MEETS WIDTH
ABNAKI TRAIL	YES	NO	YES
ARMSBY CI	YES	YES	NO
BELL VALLEY (A)	NO	NO	YES
BELL VALLEY (B)	NO	NO	YES
BELL VALLEY (C)	NO	NO	YES
BOULDER DR	YES	YES	YES
BRIARCLIFF	YES	NO	YES
CALDON CI	YES	NO	YES
CAMPTON MTN RD	YES	NO	YES
CHAPMAN CI	NO	NO	NO
COURT ST	YES	NO	YES
DAVID THOMPSON RD (A)	NO	YES	YES
DAVID THOMPSON RD (B)	NO	YES	YES
DAVID THOMPSON RD (C)	YES	YES	YES
DUBEAU CI	YES	YES	YES
DURGIN CI	NO	NO	NO
FOREST DR	NO	NO	YES
GREEN CIRCLE	NO	NO	YES
ISAAX FOX DR	NO	NO	YES
MCLAREN DR (A)	NO	NO	YES
MCLAREN DR (B)	NO	NO	YES
MCLAREN DR (C)	NO	NO	YES
MEYER	YES	NO	NO
MORRIL CIRCLE	NO	YES	YES
PANAWAY DR	YES	NO	YES
PEGWOOD RD (A)	NO	NO	YES
PEGWOOD RD (B)	NO	NO	YES
PEGWOOD RD (C)	NO	NO	YES
PORCUPINE DR	NO	NO	YES
RESERVOIR RD (A)	NO	YES	YES
RESERVOIR RD (B)	NO	YES	YES
RICHARDSON	NO	YES	YES
RYAN CI	YES	NO	YES
SUMMIT	NO	NO	YES
SCRIBNER DR	NO	NO	NO

STREET	MEETS GRADE	MEETS SHOULDER	MEETS WIDTH
SCHUYLER DR	NO	YES	YES
SNOW TR (A)	YES	YES	YES
SNOW TR (B)	YES	YES	YES
TAYLOR DR	NO	NO	YES
TIMBER TR	YES	YES	YES
TOBEY RD	NO	YES	YES
WEBSTER CT	YES	NO	YES
WEETAMOO TRAIL	NO	NO	YES

- **Patch or repave paved roads:** Paved roads that are in poor condition such as developing cracks, potholes, or uneven surfaces—the risks and impacts become significant. Poorly maintained paved roads also create hazardous driving conditions, increasing the likelihood of accidents and vehicle damage. Additionally, compromised surfaces can affect drainage, allowing water to pool and increasing the chance of flooding. The paved roads that are in these conditions should be patched or repaved based on Capital Improvement Plan

- **Apply overlays or inlays to existing paved roads.** Overlays and inlays are effective methods for improving the surface condition and longevity of paved roads. An overlay involves placing a new layer of asphalt or concrete over the existing pavement, which helps restore a smooth driving surface and address minor defects such as cracks or ruts. Inlays, on the other hand, require removing a portion of the existing pavement and replacing it with new material, typically targeting specific damaged areas. These treatments not only enhance safety and ride quality but also extend the service life of the roadway.

  Mill and overlay (inlay) is typically appropriate where existing asphalt pavement thickness is sufficient (generally 3 inches or greater) to allow removal of the deteriorated surface layer while maintaining structural integrity. Where pavement thickness is limited, milling may not be feasible and alternative rehabilitation methods, such as overlay or full reconstruction, should be considered based on overall pavement condition.

  The table below summarizes the paved roads and identifies whether an overlay or inlay is recommended. Field verification is required prior to finalizing the appropriate treatment approach.

STREET	OVERLAY OR INLAY
BELL VALLEY (B)	INLAY
BELL VALLEY (C)	INLAY
BOULDER DR	INLAY AT CRACKING AND OVERLAY
CALDON CI	INLAY
CAMPTON MTN RD	NONE

STREET	OVERLAY OR INLAY
DAVID THOMPSON RD (A)	INLAY
DAVID THOMPSON RD (B)	NONE
ISAAX FOX DR	INLAY
MCLAREN DR (B)	OVERLAY
MEYER	FULL DEPTH RECONSTRUCTION
PEGWOOD RD (A)	NONE
PEGWOOD RD (B)	OVERLAY
PORCUPINE DR	NONE
RESERVOIR RD (B)	INLAY
RYAN CI	NONE
SUMMIT	INLAY
SNOW TR (B)	OVERLAY
TAYLOR DR	INLAY AND OVERLAY WITH LOCALIZED PATCHING
WEBSTER CT	INLAY
WEETAMOO TRAIL	NONE

- **Clear all blocked drainage pipes.** Water that cannot flow freely through the drainage system will back up, leading to surface flooding and increased erosion of the roadway. Over time, this can damage the roadbed, compromise its structural integrity, and create hazardous driving conditions. Culverts should be cleared every spring and fall with the use of the culvert tracker and new GIS equipment.

- **Upgrade steel culverts to dual wall HDPE.** Updating existing steel culverts to dual-wall HDPE to improve durability, hydraulic performance, and long-term maintenance requirements. The replacement will help mitigate corrosion issues associated with steel pipes while providing a smoother interior surface that enhances flow capacity and extends the service life of the drainage system. Culvert upgrades should corelate with road improvements as highlighted in the capital improvement plan.

- **Upgrade undersized drainage pipes to 15 inches**. All culverts should be replaced with a 15-inch minimum diameter pipe or in kind if larger to improve conveyance capacity and better accommodate site drainage.

5. Capital Improvement Program

The WEVD Road Improvement Plan describes future capital projects. Capital improvement projects generally create a new asset that previously did not exist, or they upgrade and improve the capacity of an existing asset. The projects can result from growth or environmental needs, such as:

1. Expenditures that construct or add a new roadway, or enhance an existing road so that its capacity or function exceeds the original design specifications
2. Upgrades that increase the width, traffic flow, or structural capacity of a road
3. Construction projects that improve road performance and operation standards beyond the current capacity, such as adding lanes, modernizing intersections, or improving safety features
4. Environmental factors such as increased rainfall, storm events, or changes in watershed patterns may require installing additional crossing culverts or enlarging existing ones. Adequate culvert capacity is essential to prevent flooding, ensure safe road crossings, and maintain proper drainage throughout the roadway network.

In addition to capital improvement projects, the asset management team has reviewed and is establishing a renewal (or rehabilitation) strategy. Renewal expenditures do not increase the asset's design capacity but restore an existing asset to its original capacity. Any improvement projects that require more than restoring an asset to its original capacity are deemed to be a renewal project, such as the following:

1. Activities that do not increase the capacity of the asset (i.e., upgrade and enhance the assets restoring them to their original size, condition, and capacity)
2. Rehabilitation involving improvements and realignment or restores the assets to a new or fresh condition

In making renewal decisions, the WEVD should consider several categories other than the normally recognized physical, failure or breakage. Such renewal decisions include the following:

1. Structural
2. Capacity
3. Outdated functionality
4. Cost or economic impact

5.1 Capital Improvement Project Need and Justification

Progress has been made in addressing deficiencies through road repairs and culvert upgrades over the years but there is still more work to do.
Improvement projects can fall into the following categories:

System Upgrades

- Enhance the reliability and safety of roads
- Reduce roadway and culvert deterioration
- Ensure adequate culvert capacity for stormwater management
- Improve emergency access and safety by upgrading undersized or failing culverts
- Protect roadway infrastructure near sensitive areas, such as streams and wetlands

System O&M

- Identify and address sources of roadway and culvert deterioration
- Repair or replace damaged or failing culverts
- Repair damaged or deteriorating roads to ensure safe travel and prolong infrastructure life
- Rehabilitate or upgrade obsolete drainage structures and roadway surfaces

- Conduct annual reviews of maintenance costs and adjust funding to meet operational needs
- Track repairs and maintenance with the provided forms

5.2 Capital Improvement Project List

The Waterville Estates Village District Capital Improvement Program describes anticipated and prioritized future capital projects. This is a working document dependent on available funding and any unanticipated events.

WATERVILLE ESTATES - IMPROVEMENT PLAN							
NO.	**ITEM**	**WATERMAIN**	**SUGGESTED COMBINED WATERMAIN PROJECT**	**NOTES**	**COST**	**PROJECT YEAR**	**ANNUAL COST**
1	BELL VALLEY (C)	4" CROSSING	NO	RECLAIM & TOP COAT	$71,880.00	2027	$340,230.00
2	CULVERT 17 - BELL VALLEY (C)			CULVERT REPLACEMENT	$3,600.00		
3	RICHARDSON	6" TRANSMISION MAIN CROSSING	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$261,000.00		
4	CULVERT 12 - RICHARDSON			CULVERT REPLACEMENT	$3,750.00		
5	DAVID THOMPSON RD (C)	2" ALONG ROAD	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$166,800.00	2028	$166,800.00
6	RESERVOIR RD (A)	(2) 4" CROSSINGS	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$100,000.00	2029	$100,000.00
7	BRIARCLIFF	2" ALONG ROAD	NO	RECLAIM & TOP COAT	$48,280.00	2030	$163,980.00
8	MCLAREN DR (C)	2" ALONG ROAD	UPGRADE TO 4"	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$99,500.00		
9	CALDON CI	2" CROSSING	NO	RECLAIM & TOP COAT	$16,200.00		
10	MORRIL CIRCLE	2" CROSSING	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$61,400.00	2031	$84,920.00
11	WEBSTER CT	2" CROSSING	NO	RECLAIM & TOP COAT	$23,520.00		
12	SCHUYLER DR	2" ALONG ROAD	UPGRADE TO 4"	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$130,700.00	2032	$235,950.00
13	CULVERT 7 - SCHUYLER			CULVERT REPLACEMENT	$2,850.00		
14	FOREST DR	2" ALONG ROAD	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$102,400.00		
15	DURGIN CI			UPGRADE DIRT/GRAVEL ROAD TO PAVED	$79,800.00	2033	$296,850.00
16	TOBEY RD	4" CROSSING	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$214,200.00		
17	CULVRT 3 - TOBEY RD			CULVERT REPLACEMENT	$2,850.00		
18	DUBEAU CI	2" ALONG ROAD	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$46,300.00	2034	$123,900.00
19	ABNAKI TRAIL	2" ALONG ROAD	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$77,600.00		
20	PEGWOOD RD (C)	2" ALONG ROAD	UPGRADE TO 4"	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$134,600.00	2035	$177,600.00
21	ARMSBY CI	2" ALONG ROAD	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$43,000.00		
22	GREEN CIRCLE	2" ALONG ROAD	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$151,600.00	2036	$219,800.00
23	COURT ST	2" ALONG ROAD	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$68,200.00		
24	MCLAREN DR (A)	2" ALONG ROAD	UPGRADE TO 4"	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$249,100.00	2037	$323,700.00
25	PANAWAY DR	2" ALONG ROAD	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$74,600.00		
26	SCRIBNER DR			UPGRADE DIRT/GRAVEL ROAD TO PAVED	$61,900.00	2038	$94,900.00
27	SNOW TR (A)	2" ALONG ROAD	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$33,000.00		
28	BELL VALLEY (A)	2" & 6" TRANSMISSION MAIN	UPGRADE 2" TO 4" & REPLACE TRANSMISSION MAIN	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$241,100.00	2039	$244,100.00
29	CULVERT 22 - BELL VALLEY (A)			CULVERT REPLACEMENT	$3,000.00		
30	CHAPMAN CI	2" CROSSING	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$101,500.00	2040	$211,100.00
31	CULVERT 71 - CHAPMAN CI			CULVERT REPLACEMENT	$2,400.00		
32	TIMBER TR	2" CROSSING	NO	UPGRADE DIRT/GRAVEL ROAD TO PAVED	$107,200.00		
				TOTAL	**$2,783,830.00**	**AVG ANNUAL**	**$198,845.00**

The expected needs of the roads and drainage infrastructure will change each year; therefore, this CIP plan should be updated to reflect those changes. These costs are intended for general budgeting guidance and as specific projects are developed an opinion of probable construction costs should be completed for the specific project scope.

6. Financial Management Strategy

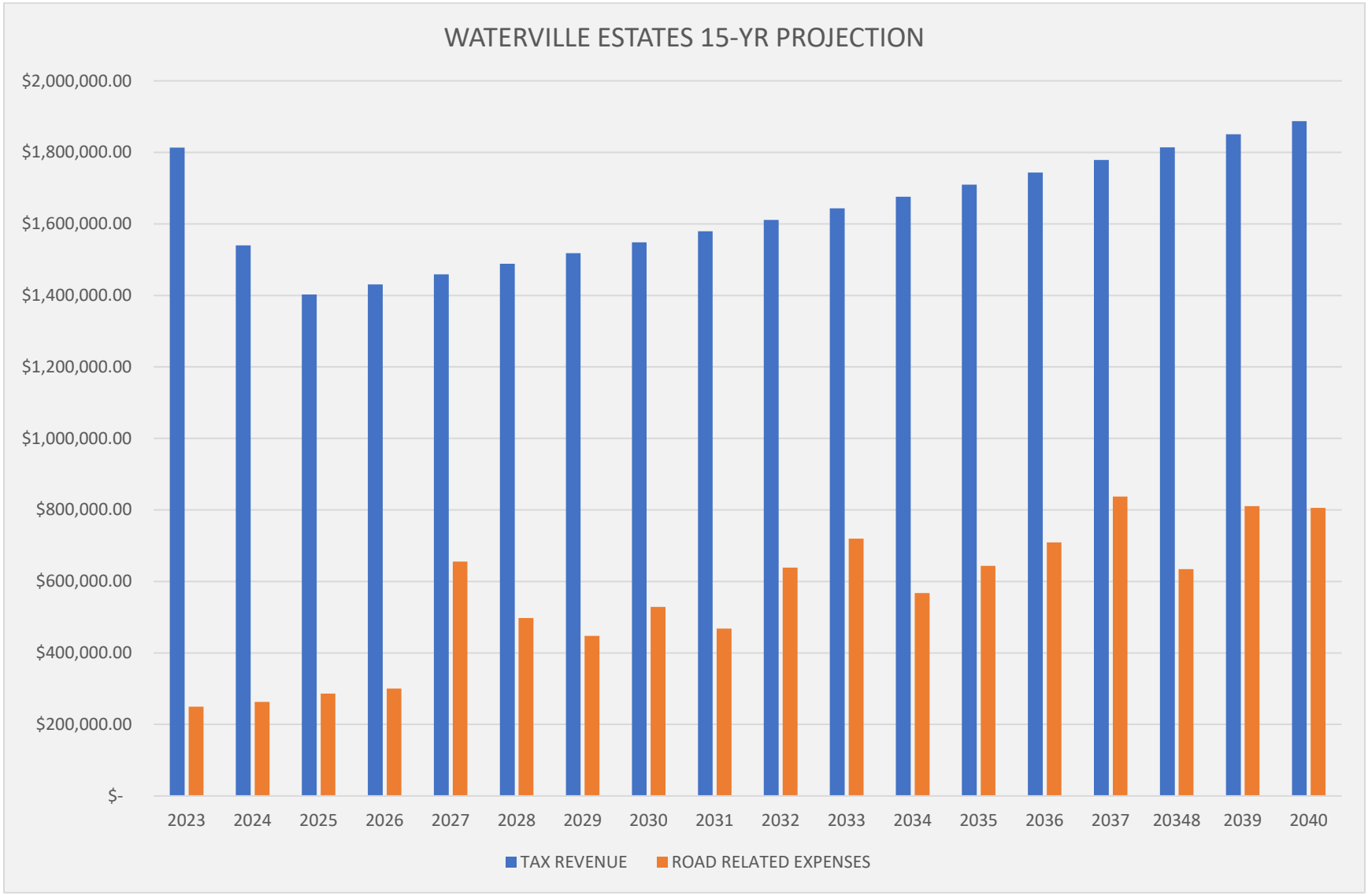
This section describes the WEVD's financial condition and its strategy for future financing. Capital costs are one-time expenses used to pave or repave parts of the roads. Capital costs do not include any O&M costs.

WEVD tax revenue is collected by the towns of Thorton and Campton but the tax obligation which funds WEVD is a tax by WEVD. However, as WEVD plans for future improvements, the WEVD system should establish/continue funding a capital reserve fund to cover the costs of capital improvements necessary in 15 Years.

If large expenses are required for paving or upgrades, the WEVD should pay for improvements through property tax revenue, grants, and loans. The WEVD should plan to spend approximately $2,800,000 on the road and drainage system over the next 15 years to accommodate system improvements and operations, compliance with state and federal regulations, and new road and drainage requirements. Around 20-25% of property tax revenue has previously been allocated to roadway expenses. In the future, WEVD should consider spending between 25-30%, considering capital requirements and inflation. Any profit is to be placed into the reserve fund. Every year a re-evaluation should take place and adjustments can be made based on actual revenues and expenses while taking into consideration the overall road system safety and needs.

6.1 Financial Forecast

The Financial Forecast shows predicted revenues and expenses using the values provided in the financial history tables found in Appendix A. The projections are used to help the road and drainage plan for and predict future expenses and revenue and how to better finance capital improvement projects through planned rate changes.


WATERVILLE ESTATES 15-YR PROJECTION
$2,000,000.00
$1,800,000.00
$1,600,000.00
$1,400,000.00
$1,200,000.00
$1,000,000.00
$800,000.00
$600,000.00
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TAX REVENUE
ROAD RELATED EXPENSES

The figure above illustrates the forecasted financial needs for the next 15 years. It includes tax revenue and proposed capital expenditures to develop the full cost of operating the system. The actual revenue and expenditure from 2023 through 2024 are shown for comparison.
The plan calls for an investment of approximately $2.8 million over fifteen years in 2026 dollars. The costs for each project were based on current estimates of 2026 construction costs. However, inflation is anticipated and when considering the financial feasibility of the plan an inflation factor needs to be incorporated. An inflation rate of 5% has been used in this 15-year projection on all expenditures. Prior to moving forward with construction projects, total project costs including engineering, easements, legal and administration as well as more detailed construction costs should be developed.

6.2 Total Expenditures

The following table was used to create the figure above. It includes tax revenue and proposed capital expenditures. The forecasts are based on tax revenue to make the necessary capital improvements. There is a 5% annual inflation rate for all expenditures. This table should be updated annually by WEVD as their goals and proposed projects may change from year to year. Loans were not used in the 15-year forecast.

WATERVILLE ESTATES VILLAGE DISTRICT
ROADS IMPROVEMENT PLAN

June-2026

	2023	2024	2025	2026	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
CASH SURPLUS / DEFICIT	**$ 1,563,865.36**	**$ 1,276,757.84**	**$ 1,116,461.59**	**$ (105,257.54)**	**$ 1,130,211.28**	**$ 803,576.99**	**$ 990,424.19**	**$ 1,070,436.78**	**$ 1,019,437.03**	**$ 1,111,215.46**	**$ 972,610.77**	**$ 923,809.71**	**$ 1,108,497.02**	**$ 1,066,135.27**	**$ 1,034,834.81**	**$ 941,353.58**	**$ 1,180,047.03**	**$ 1,040,167.97**	**$ 1,081,866.43**
NUMBER OF CUSTOMERS	530	530	541	541	551	562	574	585	597	609	633	649	672	686	699	713	728		
CASH ON HAND/RESERVE FUND (END OF YR)	$ -																		
INFLATION RATE	5%																		
TAX BASE INCREASE	2%																		
INCOME	**$ 1,813,492.74**	**$ 1,539,744.83**	**$ 1,402,446.26**	**$ 1,093.38**	**$ 1,430,495.19**	**$ 1,459,105.09**	**$ 1,488,287.19**	**$ 1,518,052.93**	**$ 1,548,413.99**	**$ 1,579,382.27**	**$ 1,610,969.92**	**$ 1,643,189.32**	**$ 1,676,053.10**	**$ 1,709,574.17**	**$ 1,743,765.65**	**$ 1,778,640.96**	**$ 1,814,213.78**	**$ 1,850,498.06**	**$ 1,887,508.02**
01.3110.001.000 - TOWN OF CAMPTON TAX REVENUE	$ 1,313,385.00	$1,153,572	$ 1,059,219.00		$ 1,080,403.38	$ 1,102,011.45	$ 1,124,051.68	$ 1,146,532.71	$ 1,169,463.36	$ 1,192,852.63	$ 1,216,709.68	$ 1,241,043.88	$ 1,265,864.76	$ 1,291,182.05	$ 1,317,005.69	$ 1,343,345.81	$ 1,370,212.72	$ 1,397,616.98	$ 1,425,569.32
01.3110.001.002 - TOWN OF CAMPTON INTEREST	$ 3,089.62	$2,766.83	$1,201.87	$1,056	$ 1,225.91	$ 1,250.43	$ 1,275.43	$ 1,300.94	$ 1,326.96	$ 1,353.50	$ 1,380.57	$ 1,408.18	$ 1,436.35	$ 1,465.07	$ 1,494.37	$ 1,524.26	$ 1,554.75	$ 1,585.84	$ 1,617.56
01.3110.002.000 - TOWN OF THORTON TAX REVENUE	$ 495,786.00	$383,066	$ 341,440.00		$ 348,268.80	$ 355,234.18	$ 362,338.86	$ 369,585.64	$ 376,977.35	$ 384,516.90	$ 392,207.23	$ 400,051.38	$ 408,052.41	$ 416,213.45	$ 424,537.72	$ 433,028.48	$ 441,689.05	$ 450,522.83	$ 459,533.29
01.3110.002.002 - TOWN OF THORTON INTEREST	$ 1,232.12	$340	$585.39	$37.38	$ 597.10	$ 609.04	$ 621.22	$ 633.64	$ 646.32	$ 659.24	$ 672.43	$ 685.88	$ 699.60	$ 713.59	$ 727.86	$ 742.42	$ 757.26	$ 772.41	$ 787.86
EXPENSE	**$249,627.38**	**$262,986.99**	**$285,984.67**	**$106,350.92**	**$300,283.90**	**$655,528.10**	**$497,863.00**	**$447,616.15**	**$528,976.96**	**$468,166.81**	**$638,359.15**	**$719,379.61**	**$567,556.09**	**$643,438.89**	**$708,930.84**	**$837,287.38**	**$634,166.75**	**$810,330.09**	**$805,641.59**
01.4312.001.110 - HWY - WAGES - ROAD	$76,086.49	$84,432.30	$80,806.53	$30,411.63	$84,846.86	$89,089.20	$93,543.66	$98,220.84	$103,131.88	$108,288.48	$113,702.90	$119,388.05	$125,357.45	$131,625.32	$138,206.59	$145,116.92	$152,372.76	$159,991.40	$167,990.97
01.4312.001.112 - HWY - WAGES - PLOWING	$17,648.70	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
01.4312.001.119 - HWY - WAGES OVERTIME	$4,835.77	$7,708.71	$4,314.87	$3,935.63	$4,530.61	$4,757.14	$4,995.00	$5,244.75	$5,506.99	$5,782.34	$6,071.46	$6,375.03	$6,693.78	$7,028.47	$7,379.89	$7,748.89	$8,136.33	$8,543.15	$8,970.30
01.4312.001.210 - HWY - HEALTH INSURANCE	$11,371.07	$14,964.48	$15,850.08	$5,564.00	$16,642.58	$17,474.71	$18,348.45	$19,265.87	$20,229.16	$21,240.62	$22,302.65	$23,417.79	$24,588.68	$25,818.11	$27,109.02	$28,464.47	$29,887.69	$31,382.07	$32,951.18
01.4312.001.211 - HWY - DENTAL INSURANCE	$395.10	$605.96	$636.24	$221.36	$668.05	$701.45	$736.53	$773.35	$812.02	$852.62	$895.25	$940.02	$987.02	$1,036.37	$1,088.19	$1,142.60	$1,199.73	$1,259.71	$1,322.70
01.4312.001.220 - HWY - PAYROLL TAX EXPENSE	$7,875.95	$7,568.01	$6,533.03	$2,628.64	$6,859.68	$7,202.67	$7,562.80	$7,940.94	$8,337.99	$8,754.89	$9,192.63	$9,652.26	$10,134.87	$10,641.62	$11,173.70	$11,732.38	$12,319.00	$12,934.95	$13,581.70
01.4312.001.230 - HWY - RETIREMENT	$13,966.17	$21,825.40	$20,474.80	$5,435.69	$21,498.54	$22,573.47	$23,702.14	$24,887.25	$26,131.61	$27,438.19	$28,810.10	$30,250.60	$31,763.13	$33,351.29	$35,018.86	$36,769.80	$38,608.29	$40,538.70	$42,565.64
01.4312.001.390 - HWY - CONSULTING	$0.00	$0.00	$11,771.62	$0.00	$12,360.20	$12,978.21	$13,627.12	$14,308.48	$15,023.90	$15,775.10	$16,563.85	$17,392.04	$18,261.65	$19,174.73	$20,133.46	$21,140.14	$22,197.15	$23,307.00	$24,472.35
01.4312.002.240 - HWY - EDUCATION	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
01.4312.002.261 - HWY - PROPERTY & LIABILITY INSURANCE	$1,867.24	$2,197.71	$2,511.97	$0.00	$2,637.57	$2,769.45	$2,907.92	$3,053.32	$3,205.98	$3,366.28	$3,534.59	$3,711.32	$3,896.89	$4,091.73	$4,296.32	$4,511.14	$4,736.69	$4,973.53	$5,222.21
01.4312.002.291 - HWY - TRAVEL	$41.16	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
01.4312.002.350 - HWY - TELEPHONE & INTERNET	$2,171.49	$3,062.21	$4,598.51	$735.82	$4,828.44	$5,069.86	$5,323.35	$5,589.52	$5,868.99	$6,162.44	$6,470.57	$6,794.09	$7,133.80	$7,490.49	$7,865.01	$8,258.26	$8,671.18	$9,104.74	$9,559.97
01.4312.002.351 - HWY - CELL PHONES	$996.25	$761.97	$300.00	$50.00	$315.00	$330.75	$347.29	$364.65	$382.88	$402.03	$422.13	$443.24	$465.40	$488.67	$513.10	$538.76	$565.69	$593.98	$623.68
01.4312.002.390 - HWY - SUBCONTRACTORS	$9,182.50	$13,907.50	$26,000.00	$0.00	$27,300.00	$28,665.00	$30,098.25	$31,603.16	$33,183.32	$34,842.49	$36,584.61	$38,413.84	$40,334.53	$42,351.26	$44,468.82	$46,692.26	$49,026.88	$51,478.22	$54,052.13
01.4312.002.609 - HWY - DEPT UNIFORMS	$659.92	$691.94	$770.85	$566.89	$809.39	$849.86	$892.36	$936.97	$983.82	$1,033.01	$1,084.66	$1,138.90	$1,195.84	$1,255.63	$1,318.42	$1,384.34	$1,453.55	$1,526.23	$1,602.54
01.4312.002.610 - HWY - SHOP SUPPLIES	$3,855.85	$6,483.91	$4,257.07	$1,135.50	$4,469.92	$4,693.42	$4,928.09	$5,174.50	$5,433.22	$5,704.88	$5,990.12	$6,289.63	$6,604.11	$6,934.32	$7,281.03	$7,645.09	$8,027.34	$8,428.71	$8,850.14
01.4312.002.611 - HWY - TOOLS	$2,094.59	$3,419.73	$2,794.77	$570.56	$2,934.51	$3,081.23	$3,235.30	$3,397.06	$3,566.91	$3,745.26	$3,932.52	$4,129.15	$4,335.61	$4,552.39	$4,780.01	$5,019.01	$5,269.96	$5,533.45	$5,810.13
01.4312.002.612 - HWY - LARGE TOOLS	$3,509.94	$4,528.19	$2,014.91	$0.00	$2,115.66	$2,221.44	$2,332.51	$2,449.14	$2,571.59	$2,700.17	$2,835.18	$2,976.94	$3,125.79	$3,282.08	$3,446.18	$3,618.49	$3,799.41	$3,989.38	$4,188.85
01.4312.002.613 - HWY - ROAD MATERIALS	$2,537.08	$3,079.00	$6,915.00	$0.00	$7,260.75	$7,623.79	$8,004.98	$8,405.23	$8,825.49	$9,266.76	$9,730.10	$10,216.60	$10,727.43	$11,263.81	$11,827.00	$12,418.35	$13,039.26	$13,691.23	$14,375.79
01.4312.002.614 - HWY - CALCIUM/MAGNESIUM CHLORIDE	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
01.4312.002.814 - HWY - CRIMINAL RECORDS	$25.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
01.4312.002.815 - HWY - ROAD IMPROVEMENT PLAN	$830.55	$0.00	$1,008.00	$17,844.20	$1,058.40	$1,111.32	$1,166.89	$1,225.23	$1,286.49	$1,350.82	$1,418.36	$1,489.28	$1,563.74	$1,641.93	$1,724.02	$1,810.22	$1,900.73	$1,995.77	$2,095.56
01.4312.002.816 - HWY - COLD PATCH	$0.00	$925.92	$0.00	$997.92	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
01.4312.002.817 - HWY - ROAD SWEEPING	$3,802.50	$4,809.86	$0.00	$1,111.49	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
01.4312.002.818 - HWY - CULVERT REPAIRS	$2,937.40	$3,068.00	$2,872.60	$0.00	$3,016.23	$3,167.04	$3,325.39	$3,491.66	$3,666.25	$3,849.56	$4,042.04	$4,244.14	$4,456.35	$4,679.16	$4,913.12	$5,158.78	$5,416.72	$5,687.55	$5,971.93
01.4312.002.819 - HWY - ROAD SAND & SALT	$20,273.76	$11,027.58	$24,895.19	$16,062.93	$26,139.95	$27,446.95	$28,819.29	$30,260.26	$31,773.27	$33,361.94	$35,030.03	$36,781.53	$38,620.61	$40,551.64	$42,579.22	$44,708.18	$46,943.59	$49,290.77	$51,755.31
01.4312.002.820 - HWY - EQUIPMENT RENTAL	$0.00	$1,932.00	$0.00	$198.44	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
01.4312.002.821 - HWY - EQUIPMENT REPAIR	$4,719.75	$6,294.41	$7,408.07	$1,050.45	$7,778.47	$8,167.40	$8,575.77	$9,004.56	$9,454.78	$9,927.52	$10,423.90	$10,945.09	$11,492.35	$12,066.97	$12,670.31	$13,303.83	$13,969.02	$14,667.47	$15,400.85
01.4312.002.822 - HWY - PROJECTS	$136.20	$7,319.79	$8,733.82	$70.12	$9,170.51	$9,629.04	$10,110.49	$10,616.01	$11,146.81	$11,704.15	$12,289.36	$12,903.83	$13,549.02	$14,226.47	$14,937.80	$15,684.69	$16,468.92	$17,292.37	$18,156.98
01.4312.002.823 - HWY - DIESEL	$12,462.49	$12,462.01	$10,934.13	$6,545.28	$11,480.84	$12,054.88	$12,657.62	$13,290.50	$13,955.03	$14,652.78	$15,385.42	$16,154.69	$16,962.42	$17,810.55	$18,701.07	$19,636.13	$20,617.93	$21,648.83	$22,731.27
01.4312.002.824 - HWY - EQUIPMENT MAINTENANCE	$3,990.22	$3,038.60	$2,470.31	$3,668.61	$2,593.83	$2,723.52	$2,859.69	$3,002.68	$3,152.81	$3,310.45	$3,475.97	$3,649.77	$3,832.26	$4,023.87	$4,225.07	$4,436.32	$4,658.14	$4,891.04	$5,135.60
01.4312.002.825 - HWY - OIL & FILTERS	$339.13	$0.00	$58.92	$0.00	$61.87	$64.96	$68.21	$71.62	$75.20	$78.96	$82.91	$87.05	$91.40	$95.97	$100.77	$105.81	$111.10	$116.66	$122.49
01.4312.002.826 - HWY - VEHICLE MAINTENANCE	$28,777.67	$19,809.48	$11,304.57	$6,445.53	$11,869.80	$12,463.29	$13,086.45	$13,740.78	$14,427.81	$15,149.20	$15,906.67	$16,702.00	$17,537.10	$18,413.95	$19,334.65	$20,301.38	$21,316.45	$22,382.28	$23,501.39
01.4312.002.827 - HWY - GRADING	$7,778.70	$11,850.00	$19,775.00	$0.00	$20,763.75	$21,801.94	$22,892.03	$24,036.64	$25,238.47	$26,500.39	$27,825.41	$29,216.68	$30,677.52	$32,211.39	$33,821.96	$35,513.06	$37,288.71	$39,153.15	$41,110.80
01.4312.002.828 - HWY - BODY MAINTENANCE	$494.60	$656.27	$490.22	$0.00	$514.73	$540.47	$567.49	$595.87	$625.66	$656.94	$689.79	$724.28	$760.49	$798.52	$838.44	$880.36	$924.38	$970.60	$1,019.13
01.4312.002.829 - HWY - EQUIPMENT REPAIRS	$0.00	$0.00	$0.00	$296.63	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
01.4312.003.340 - HWY - ELECTRIC	$2,433.52	$2,557.80	$2,535.30	$803.60	$2,662.07	$2,795.17	$2,934.93	$3,081.67	$3,235.76	$3,397.54	$3,567.42	$3,745.79	$3,933.08	$4,129.74	$4,336.22	$4,553.03	$4,780.69	$5,019.72	$5,270.71
01.4312.003.341 - HWY - HEAT	$1,530.62	$1,998.25	$2,948.29	$0.00	$3,095.70	$3,250.49	$3,413.01	$3,583.66	$3,762.85	$3,950.99	$4,148.54	$4,355.97	$4,573.77	$4,802.45	$5,042.58	$5,294.71	$5,559.44	$5,837.41	$6,129.28
BELL VALLEY & RICHARDSON						$ 340,230.00													
DAVID THOMPSON RD (C)							$ 166,800.00												
RESERVOIR RD (A)								$ 100,000.00											
BRIARCLIFF & MCLAREN (C), CALDON									$ 163,980.00										
MORRIL & WEBSTER										$ 84,920.00									
SCHULYER & FOREST											$ 235,950.00								
DURGIN & TOBEY												$ 296,850.00							
DUBEAU & ABNAKI													$ 123,900.00						
PEGWOOD RD (C) & ARMSBY														$ 177,600.00					
GREN & COURT															$ 219,800.00				
MCLAREN DR (A) & PANAWAY																$ 323,700.00			
SCRIBNER & SNOW																	$ 94,900.00		
BELL VALLEY (A)																		$ 244,100.00	
CHAPMAN & TIMBER																			$ 211,100.00

6.3 Funding Alternatives

Figure 4: Revenue vs Road Expenses

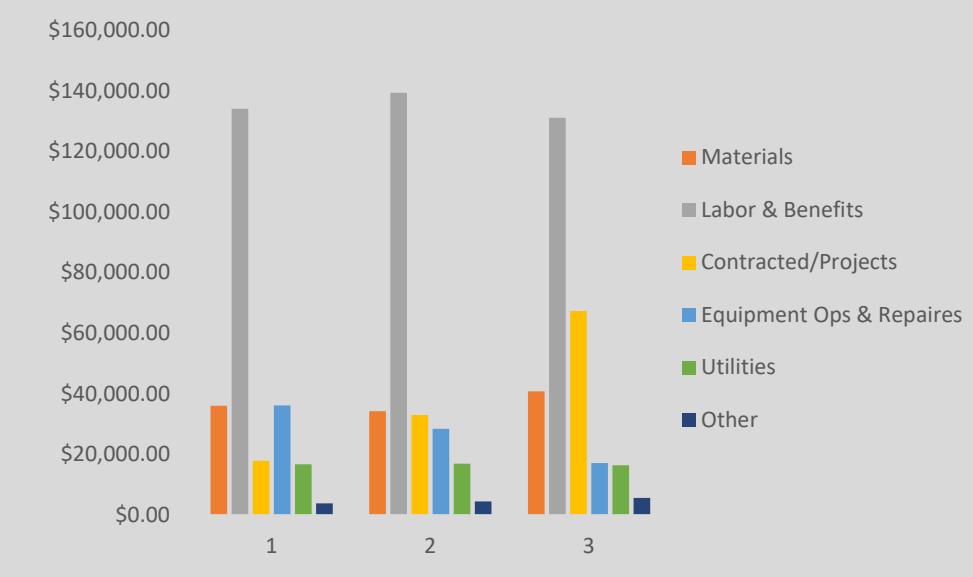
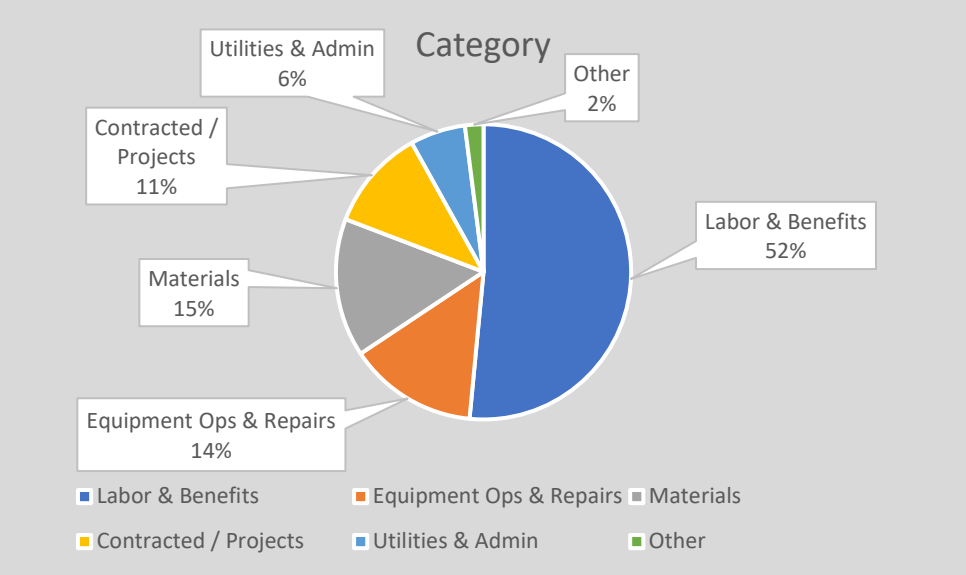


Figure 5: Road Expenditure Distribution



The road and culvert rate growth is projected through 2040 using a 5% increase to account for inflation. This spreadsheet has been provided to WEVD and should be updated annually as their goals and project timelines change.

6.3.1 Outside Sources

Costs for roads and culverts are typically funded through tax revenue. If large expenses are required for expansion or upgrades, the System plans to pay for the improvements through tax revenue, grants, and loans.

Opportunities for external funding of roadway improvements are limited, as private residential roads typically do not qualify for traditional transportation funding programs such as those administered by the Department of Transportation (DOT) or Federal Highway Administration (FHWA). However, where water main improvements are planned in conjunction with roadway work, it may be possible to incorporate road improvements into water infrastructure funding programs. In these cases, funding can often be used to support restoration activities, such as placement of a base course or partial resurfacing. For roads in poor condition, an effective approach is to extend paving beyond trench repair areas and apply a thin overlay across the full roadway width, allowing for incremental improvement while leveraging available infrastructure funds.

7. Public Outreach

The purpose of public outreach is for the WEVD to provide information on the operation of the water system to its customers to establish customer expectations and to allow the System to recover the costs associated with operating, maintaining, and upgrading the water system.
The Communication plan will provide the following information as part of the plan:

- Current and proposed income tax revenue.
- Condition of the system components
- Explanation of the true cost of operating and maintaining the road and culverts including capital improvements to convey the important message that providing safe drinking water requires ongoing investment and care
- Status of meeting the goals

This information will be provided utilizing the following outlets:

- Public Informational Meetings
- Annual Meetings
- Commissioner meetings open to the public
- Social media including Websites and Facebook

It is important to the customer and the commissioners that everyone understands the importance of maintaining and efficiently operating their $17 million shared road system.

8. Conclusions and Recommendations

The System should plan for future improvements as follows:

- Gravel/Dirt roads should be paved to increase durability and functionality while reducing maintenance requirements and costs.

- Roads showing significant wear should be either patched or repaved based on severity. Minor cracking may be addressed with targeted repairs, while potholes—often caused by poor cross slope and inadequate drainage—can be mitigated by regrading to restore proper crown. Roads with widespread or structural deterioration should undergo full-depth rehabilitation or reconstruction, including drainage improvements and stabilization, to ensure long-term performance. The Capital improvement plan includes a list of prioritized projects

- Roads within the district that have a grade steeper than 12% do not meet the current Campton Road standards. These excessive grades pose safety risks, hinder accessibility, and complicate maintenance efforts, especially during inclement weather. It is recommended that any roadway segments exceeding this grade be paved and properly crowned as an attainable best fix.

- Blocked culverts should be cleared every spring and fall with the use of culvert tracking sheets provided with this report along with the GIS equipment that was purchased earlier in 2026. Corrugated Metal Pipe (CMP) culverts should be replaced in the order described in section 5.1 with modern, durable materials such as dual wall high-density polyethylene to enhance longevity and reduce maintenance needs. Timely replacement will also help maintain effective drainage and protect the integrity of the roadway system. Anytime a road is paved or repaved, CMP culverts should be upgraded to HDPE.

This improvement plan should be used as a guide to keep road and culvert improvements moving forward and to implement necessary upgrades and maintenance rather than allowing components to outlive their useful life and fall into deferred maintenance. It is important to manage the system as a business that strives to satisfy its customers and implement rates that cover the true cost of operating the assets.

The Waterville Estates Improvement Plan outlines a phased, long-term program of roadway paving, resurfacing, and culvert replacements designed to address deteriorating infrastructure while maximizing cost efficiency and roadway longevity.

Appendices

Appendix A: Asset Data Tables

ROAD RISK SCORES						
STREET	LENGTH	CONDITION	TYPE	COF	POF	RISK
BELL VALLEY (C)	1,797	VERY POOR	PAVED	5	5	25
RICHARDSON	2,610	POOR	DIRT	5	5	25
DAVID THOMPSON RD (C)	1,668	VERY POOR	DIRT	5	5	25
RESERVOIR RD (A)	1,000	VERY POOR	DIRT	5	5	25
BRIARCLIFF	1,207	VERY POOR	PAVED	5	5	25
MCLAREN DR (C)	995	VERY POOR	DIRT	5	5	25
CALDON CI	405	VERY POOR	PAVED	5	5	25
MORRIL CIRCLE	614	VERY POOR	DIRT	5	5	25
WEBSTER CT	588	VERY POOR	PAVED	5	5	25
SCHUYLER DR	1,307	VERY POOR	DIRT	5	5	25
FOREST DR	1,024	POOR	DIRT	5	4	20
ISAAX FOX DR	1,876	POOR	PAVED	5	4	20
DAVID THOMPSON RD (A)	683	POOR	PAVED	4	4	16
DURGIN CI	798	POOR	DIRT	4	4	16
TOBEY RD	2,142	POOR	DIRT	4	4	16
DUBEAU CI	463	AVERAGE	DIRT	5	3	15
MEYER	400	VERY POOR	PAVED	3	5	15
RESERVOIR RD (B)	3,732	AVERAGE	PAVED	5	3	15
ABNAKI TRAIL	776	AVERAGE	DIRT	4	3	12
BELL VALLEY (B)	652	POOR	PAVED	3	4	12
BOULDER DR	772	POOR	PAVED	3	4	12
PEGWOOD RD (C)	1,346	AVERAGE	DIRT	4	3	12
PEGWOOD RD (B)	1,564	GOOD	PAVED	5	2	10
TAYLOR DR	2,633	GOOD	PAVED	5	2	10
ARMSBY CI	430	AVERAGE	DIRT	3	3	9
GREEN CIRCLE	1,516	AVERAGE	DIRT	3	3	9
COURT ST	682	AVERAGE	DIRT	2	3	6
MCLAREN DR (A)	2,491	GOOD	DIRT	3	2	6
PANAWAY DR	746	AVERAGE	DIRT	2	3	6
CAMPTON MTN RD	818	VERY GOOD	PAVED	5	1	5
MCLAREN DR (B)	785	VERY GOOD	PAVED	5	1	5
PORCUPINE DR	899	VERY GOOD	PAVED	5	1	5
SCRIBNER DR	619	VERY POOR	DIRT	1	5	5
SNOW TR (A)	330	VERY POOR	DIRT	1	5	5
SUMMIT	3,798	VERY GOOD	PAVED	5	1	5
BELL VALLEY (A)	2,411	POOR	DIRT	1	4	4
CHAPMAN CI	1,015	POOR	DIRT	1	4	4
DAVID THOMPSON RD (B)	654	GOOD	PAVED	2	2	4
PEGWOOD RD (A)	3,999	VERY GOOD	PAVED	4	1	4
WEETAMOO TRAIL	4,561	VERY GOOD	PAVED	4	1	4
SNOW TR (B)	345	AVERAGE	PAVED	1	3	3
TIMBER TR	1,072	AVERAGE	DIRT	1	3	3
RYAN CI	532	VERY GOOD	PAVED	1	1	1

CULVERT - RISK SCORE							
No.	STREET	DIAMETER (IN)	LENGTH (FT)	CONDITION	COF	POF	RISK
30	RESERVOIR	7'	60	AVERAGE	5	5	25
61	SUMMIT	32"	38	AVERAGE	5	5	25
22	BELL VALLEY (A)	24"	40	GOOD	4	5	20
71	CHAPMAN	24"	32	GOOD	4	5	20
12	DAVID THOMPSON/RICHARDSON	24"	50	AVERAGE	4	5	20
33	ISAAX FOX	24"	36	VERY POOR	4	5	20
38	MCLAREN	24"	38	VERY POOR	4	5	20
40	MCLAREN	24"	38	VERY POOR	4	5	20
54	MEYER	4'	40	AVERAGE	4	5	20
62	SUMMIT	24"	36	POOR	4	5	20
63	SUMMIT	24"	42	POOR	4	5	20
3	TOBEY ROAD	24"	38	AVERAGE	4	5	20
82	WEETAMOO	18"	74	AVERAGE	4	5	20
87	WEETAMOO	20"	38	VERY POOR	4	5	20
96	WEETAMOO	20"	36	VERY POOR	4	5	20
16	BELL VALLEY (B)	18"	53	AVERAGE	3	5	15
17	BELL VALLEY ©	18"	48	VERY POOR	3	5	15
83	BOULDER	18"-20"	36	VERY POOR	3	5	15
26	RESERVOIR	16"	60	AVERAGE	3	5	15
27	RESERVOIR	5'	46	GOOD	5	3	15
29	RESERVOIR	18"	62	AVERAGE	3	5	15
32	RESERVOIR	18"	36	AVERAGE	3	5	15
7	SCHUYLER	18"	38	VERY POOR	3	5	15
46	CAMPTON MOUNTAIN	16"	45	POOR	3	4	12
59	RYAN	UNKNOWN	UNKNOWN	AVERAGE	3	4	12
11	DAVID THOMPSON	15"	38	GOOD	2	5	10
34	ISAAX FOX	18"	30	VERY POOR	2	5	10
58	RYAN	16"	50	AVERAGE	2	5	10
8	SCHUYLER	18"	32	AVERAGE	2	5	10
73	TIMBER	16"	32	AVERAGE	2	5	10
2	TOBEY ROAD	18"	42	AVERAGE	2	5	10
47	CAMPTON MOUNTAIN	22"	40	VERY GOOD	4	2	8
5	DAVID THOMPSON	24"	30	VERY GOOD	4	2	8
37	MCLAREN	24"	82	VERY GOOD	4	2	8
42	MCLAREN	20"	40	VERY GOOD	4	2	8
43	MCLAREN	20"	38	VERY GOOD	4	2	8
44	MCLAREN	20"	40	VERY GOOD	4	2	8
24	PORCUPINE	20"	58	VERY GOOD	4	2	8
64	SUMMIT	24"	40	POOR	4	2	8
65	SUMMIT	24"	36	VERY GOOD	4	2	8
68	SUMMIT	24"	36	VERY GOOD	4	2	8
91	TAYLOR	18"	46	VERY GOOD	4	2	8
88	WEETAMOO	20"	40	VERY GOOD	4	2	8
90	WEETAMOO	20"	38	VERY GOOD	4	2	8
15	BELL VALLEY	18"	38	VERY GOOD	3	2	6
21	BELL VALLEY	18"	42	VERY GOOD	3	2	6
36	MCLAREN	18"	42	VERY GOOD	3	2	6
41	MCLAREN	18"	46	VERY GOOD	3	2	6
35	MORRILL	18"	58	VERY GOOD	3	2	6
28	RESERVOIR	18"	42	VERY GOOD	3	2	6

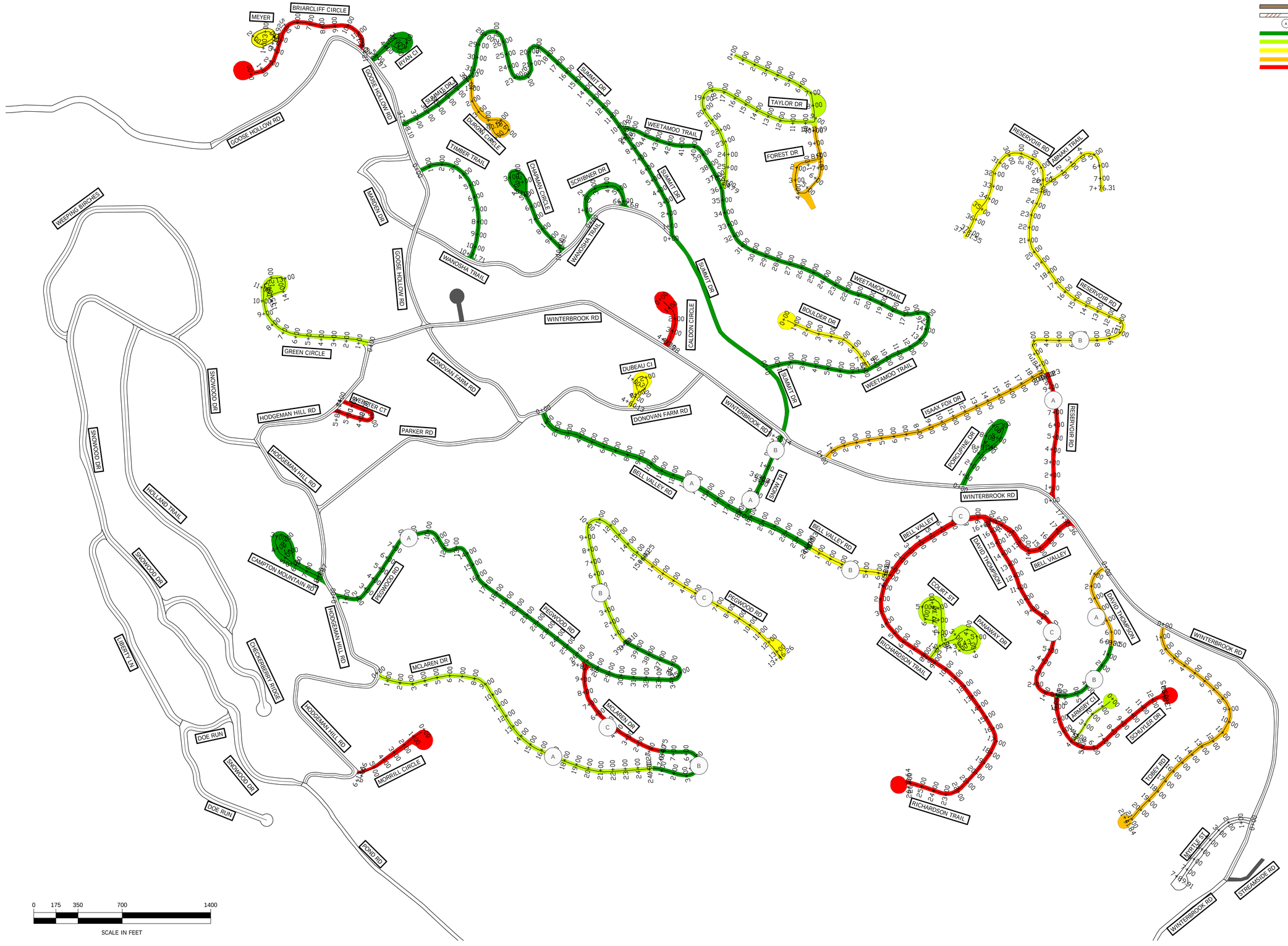
No.	STREET	DIAMETER (IN)	LENGTH (FT)	CONDITION	COF	POF	RISK
66	SUMMIT	18"	36	VERY POOR	3	2	6
67	SUMMIT	18"	40	VERY GOOD	3	2	6
81	WEETAMOO	18"	36	VERY GOOD	3	2	6
89	WEETAMOO	18"	38	VERY GOOD	3	2	6
95	WEETAMOO	18"	36	VERY GOOD	3	2	6
84	BOULDER	12"	40	VERY POOR	1	5	5
70	CHAPMAN	UNKNOWN	36	VERY POOR	1	5	5
19	COURT	UNKNOWN	UNKNOWN	VERY POOR	1	5	5
23	DEBEAU	UNKNOWN	UNKNOWN	VERY POOR	1	5	5
56	MEYER	4"	28	VERY GOOD	5	1	5
18	PANAWAY	UNKNOWN	UNKNOWN	VERY POOR	1	5	5
45	PEGWOOD	16"	40	VERY GOOD	5	1	5
31	RESERVOIR	18"	40	AVERAGE	1	5	5
77	TIMBER	UNKNOWN	30	VERY POOR	1	5	5
79	CALDON	14"	38	VERY GOOD	4	1	4
80	CALDON	UNKNOWN	30	VERY POOR	1	4	4
49	CAMPTON MOUNTAIN	16"	40	POOR	2	2	4
4	DAVID THOMPSON	18"	35	VERY GOOD	2	2	4
6	DAVID THOMPSON	18"	49	VERY GOOD	2	2	4
60	DURGIN	18"	46	POOR	2	2	4
92	FOREST	18"	40	VERY POOR	2	2	4
52	GREEN CIRCLE	18"	51	VERY POOR	2	2	4
55	MEYER	UNKNOWN	UNKNOWN	AVERAGE	1	4	4
25	RESERVOIR	18"	48	VERY GOOD	2	2	4
72	TIMBER	UNKNOWN	50	VERY POOR	1	4	4
74	TIMBER	18"	32	POOR	2	2	4
76	TIMBER	18"	30	VERY GOOD	2	2	4
1	TOBEY ROAD	18"	39	VERY GOOD	2	2	4
13	BELL VALLEY	16"	40	VERY GOOD	3	1	3
14	BELL VALLEY	16"	42	VERY GOOD	3	1	3
50	CAMPTON MOUNTAIN	16"	30	VERY GOOD	3	1	3
51	GREEN CIRCLE	16"	34	VERY GOOD	3	1	3
39	MCLAREN	16"	40	VERY GOOD	3	1	3
86	WEETAMOO	16"	40	VERY GOOD	3	1	3
53	ASPEN	16"	50	VERY POOR	2	1	2
48	CAMPTON MOUNTAIN	18"	30	VERY GOOD	2	1	2
9	DAVID THOMPSON	15"	46	VERY GOOD	2	1	2
10	DAVID THOMPSON	12"	32	VERY GOOD	2	1	2
93	FOREST	16"	42	VERY POOR	2	1	2
94	FOREST	16"	40	VERY GOOD	2	1	2
20	RICHARDSON	16"	38	VERY GOOD	2	1	2
57	RYAN	18"	36	VERY GOOD	2	1	2
69	SCRIBNER	UNKNOWN	60	VERY GOOD	1	2	2
75	TIMBER	12"	30	POOR	2	1	2
85	BOULDER	12"	40	POOR	1	1	1
78	MARDEN	16"	40	POOR	1	1	1

PLAN REFERENCE

(A) ROAD LOCATIONS ARE BASED ON CAMPTON PARCEL DATA AND VERIFIED ON CIVIL 3D GEOLOCATION AND WITH GPS

ROAD LEGEND

- WEVD PAVED ROAD
- WEVD DIRT/GRAVEL ROAD
- NON-WEVD MAINTAINED
- STREET SEGMENT
- VERY LOW RISK
- LOW RISK
- MEDIUM RISK
- HIGH RISK
- VERY HIGH RISK



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ROAD IMPROVEMENTS

CAMPTON, NEW HAMPSHIRE

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NO.	DATE	REVISION DESCRIPTION	ENG	DWG

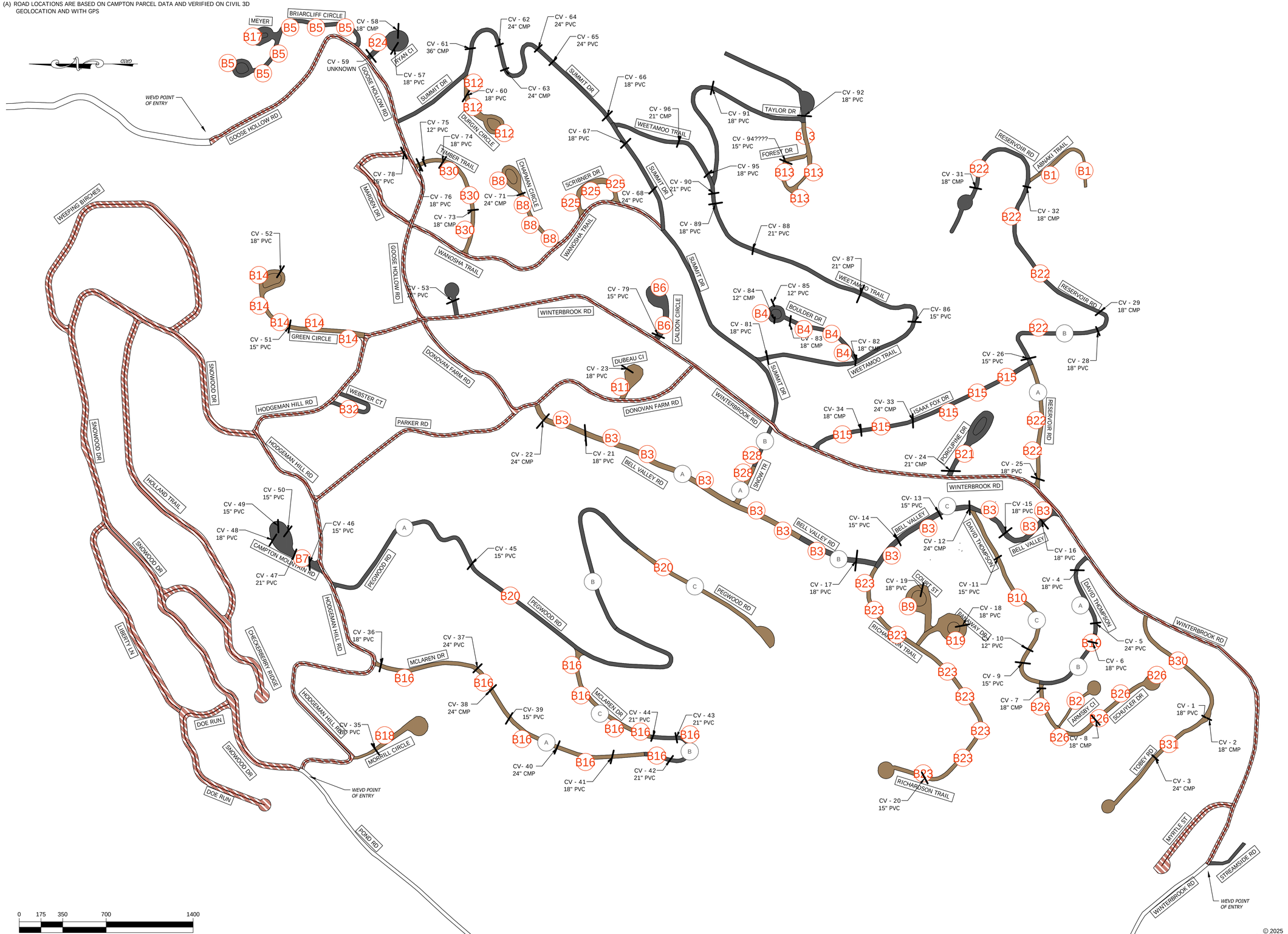
DATE: JAN 2026	PROJECT #: 240609
ENGIN'D BY: HEI	DRAWN BY: JCH
CHECK'D BY: HEI	ARCHIVE #: H-___

SHEET 1A

Appendix B: System Mapping

PLAN REFERENCE

(A) ROAD LOCATIONS ARE BASED ON CAMPTON PARCEL DATA AND VERIFIED ON CIVIL 3D GEOLOCATION AND WITH GPS



ROAD LEGEND

- WEVD PAVED ROAD
- WEVD DIRT ROAD
- NON-WEVD
- B# BORING ID
- A STREET SEGMENT

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ROAD IMPROVEMENTS

CAMPTON, NEW HAMPSHIRE

OVERALL CORING LOCATIONS

NO.	DATE	REVISION DESCRIPTION	ENG	DWG

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CHECK'D BY: HEI	ARCHIVE #: H-___
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Appendix C: System Evaluation

WEVD - SYSTEM VALUATION (2026)					
COMPONENT	**DESCRIPTION**	**REPLACEMENT COST**	**LEGNTH (LF)**	**TOTAL (SF)**	**CURRENT VALUE**
DIRT ROADS	24,296 LF	$200/LF	24296	531452	$ 4,859,200.00
PAVED ROADS	34,459 LF	$350/SF	34459	649843	$ 12,060,650.00
DRAINAGE PIPES	3,754 LF		3754		$ 75.00
	4"	$24/LF	28		$ 672.00
	12"	$45/LF	142		$ 6,390.00
	14"	$53/LF	38		$ 2,014.00
	15"	$53/LF	84		$ 4,452.00
	16"	$56/LF	703		$ 39,368.00
	18"	$62/LF	1599		$ 99,138.00
	20"	$71/LF	364		$ 25,844.00
	22"	$78/LF	38		$ 2,964.00
	24"	$85/LF	574		$ 48,790.00
	32"	$125/LF	38		$ 4,750.00
	4'	$200/LF	40		$ 8,000.00
	5'	$270/LF	46		$ 12,420.00
	7'	$420/LF	60		$ 25,200.00
SYSTEM VALUE					$ 17,199,852.00

Appendix D: Boring Investigation

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)							
STREET	**LABEL**	**PAVEMENT THICKNESS**	**MATERIAL 1 & THICKNESS**	**MATERIAL 2 & THICKNESS**	**MATERIAL 3 & THICKNESS**	**GROUNDWATER NOTED DEPTH**	**REFUSAL**
ABNAKI TRAIL	B1A	NA	5" CRUSHED GRAVEL	12" SAND MEDIUM GRAVEL	SILTY SAND SOME GRAVEL TO 36"	19"	YES
ABNAKI TRAIL	B1B	NA	4" CRUSHED GRAVEL	SAND AND CRUSHED GRAVEL TO 13"	REFUSAL 13"	NA	NO
ARMSBY CI	B2	NA	5" SAND + CRUSHED GRAVEL	9" SAND AND COURSE GRAVEL	SAND, COURSE GRAVEL, SOME SILT O 36"		NO
BELL VALLEY	B3A	NA	4" CRUSHED GRAVEL	21" ND, MEDIUM GRAVEL	SILTY SAND/GRAVEL TO 36"	25"	NO
BELL VALLEY	B3B	NA	5" CRUSHED GRAVEL	22" SAND, MEDIUM GRAVEL	COURSE GRAVEL AND SAND TO 36"	NA	NO
BELL VALLEY	B3C	NA	3" FILL SAND	16" SAND AND GRAVEL	4" CRUSHED UP ROCK	NA	NO
BELL VALLEY	B3D	NA	5" CRUSHED GRAVEL	17" SAND, COURSE GRAVEL	SAND, COURSE GRAVEL, SOME SILT O 36"	NA	NO
BELL VALLEY	B3E	NA	5" CRUSHED GRAVEL	11" SAND, MEDIUM GRAVEL	REFUSAL AT 16"	NA	NO
BELL VALLEY	B3F	1"	5" CRUSHED GRAVEL	SAND AND MEDIUM GRAVEL TO 36"		NA	NO
BELL VALLEY	B3G	2"	6" CRUSHED GRAVEL	13" SAND, MEDIUM GRAVEL	SILTY SAND, SOME GRAVEL TO 36"	NA	NO
BELL VALLEY	B3H	2"	4" CRUSHED GRAVEL	20" SAND, MEDIUM GRAVEL	SILTY SAND, SOME GRAVEL TO 36"	NA	NO
BELL VALLEY	B3I	4"	3" CRUSHED GRAVEL	SAND, MEDIUM GRAVEL TO 36"		33"	NO
BELL VALLEY	B3J	4"	4" CRUSHED GRAVEL	24" SAND, MEDIUM GRAVEL	SILTY SAND, SOME GRAVEL TO 36"	NA	NO

BELL VALLEY	B3K	4"	3" CRUSHED GRAVEL	17" SAND, MEDIUM GRAVEL	SILTY SAND AND GRAVEL TO 36"	24"	NO
BELL VALLEY	B3L	4"	5" CRUSHED GRAVEL	17" SAND, MEDIUM GRAVEL	SILTY SAND, SOME GRAVEL TO 36"	26"	NO
BOULDER DR	B4A	2.75"	6" CRUSHED GRAVEL/ROCK	10" SILT/SAND AND GRAVEL	11" SILTY SAND	NA	NO
BOULDER DR	B4B	3"	4" BROWN DIRT, CRUSHED ASPHALT	8" SAND COURSE GRAVEL	13" SAND AND GRAVEL	NA	NO
BOULDER DR	B4C	2.5"	2" ROCKY GRAVEL	8" SAND AND GRAVEL	10" SAND WITH COURSE GRAVEL	NA	NO
BOULDER DR	B4D	3.5"	4" CRUSHED GRAVEL/ASPHALT	10" SAND TRACE SILT AND GRAVEL	6" ORGANIC'S AND GRAVEL	NA	NO
BRIARCLIFF	B5A	6"	6" CRUSHED GRAVEL	10" SAND COURSE GRAVEL	WET SAND SOME SILT COURSE GRAVEL TO 36"	18"	NO
BRIARCLIFF	B5B	5"	9" BASE COURSE, CRUSHED GRAVEL	8" WET SAND, COURSE GRAVEL	SAND, SOME SILT, AND COURSE GRAVEL	3"	NO
BRIARCLIFF	B5C	5"	9" CRUSHED GRAVEL	8" SAND, SOME GRAVEL	SAND, COURSE GRAVEL, SOME SILT TO 36"	30"	NO
BRIARCLIFF	B5D	3"	7" CRUSHED AND MEDIUM GRAVEL	7" SAND AND MEDIUM GRAVEL	SITLY SAND, SOME GRAVEL TO 26"	26"	NO
BRIARCLIFF	B5E	4"	6" CRUSHED GRAVEL	19" MOIST SAND AND GRAVEL	7" SILT/SAND, COURSE GRAVEL	15"	NO
BRIARCLIFF	B5F	4"	4" CRUSHED GRAVEL	SAND AND COUSE GRAVEL TO 36"		NA	NO
CALDON CI	B6A	5"	6" SAND GRAVEL MIZ	8" NATURA ROCK, BROWN SOIL TO 6"		NA	NO
CALDON CI	B6B	NA	10" SAND, GRAVEL/MIX	SAND/SILT, SOME GRAVEL TO 6"		NA	NO

CAMPTON MTN RD	B7	4"	6" SAND, GRAVEL	8" NATURAL ROAK, BORWN SOIL TO 6"		NA	NO
CHAPMAN CI	B8A	NA	11" SAND, COURSE GRAVEL MIX	SAND SOME SILT, COURSE GRAVEL TO 36"		30"	NO
CHAPMAN CI	B8B	NA	28" SAND, COURSE GRAVEL/MIX	8" SAND SOME SILT, SOURCE GRAVEL TO 36"		NA	NO
CHAPMAN CI	B8C	NA	34" SAND COURSE GRAVEL/MIX	SAND SOME SILT, COURSE GRAVEL TO 36"		34"	NO
CHAPMAN CI	B8D	NA	6" SAND, COURSE GRAVEL	SAND SOME SILT, COURSE GRAVEL TO 36"		NA	NO
COURT ST	B9	NA	9" SAND, GRAVEL	4" BROWN SOIL	16" SAND, GRAVEL	NA	NO
DAVID THOMPSON RD	B10A	NA	6" CRUSHED GRAVEL	12" SAND - MEDIUM GRAVEL	SAND, COURSE GRAVEL, SOME SILT TO 36"	NA	NO
DAVID THOMPSON RD	B10B	4"	6" CRUSHED GRAVEL	5" SAND COARSE GRAVEL	SAND, GRAVEL, SOME SILT TO 36"	NA	NO
DUBEAU CI	B11	NA	10" SAND, COARSE GRAVEL MIX	7" MOIST SAND, SOME GRAVEL	SILTY CLAY SOME GRAVEL	NA	NO
DURGIN CI	B12A	NA	15" SAND AND GRAVEL MIX	SAND SOME SILT, COARSE GRAVEL TO 36"		12"	NO
DURGIN CI	B12B	NA	15" SAND AND GRAVEL MIX	SAND SOME SILT, COARSE GRAVEL TO 36"		NA	NO
DURGIN CI	B12C	NA	15" SAND AND GRAVEL MIX	SAND AND COUARSE GRAVEL TO 36"		NA	NO
FOREST DR	B13A	NA	8" SAND AND GRAVEL	8" SAND AND COARSE GRAVEL	REFUSAL AT 16"	NA	YES

FOREST DR	B13B	NA	4" SAND AND GRAVEL	10" SILTY SAND AND GRAVEL NATIVE	5" WEATHERED ROCK REFUSAL AT 19"	5"	YES
FOREST DR	B13C	NA	5" SAND AND GRAVEL	8" SAND AND GRAVEL NATIVE	3" WEATHERED ROCK REFUSAL AT 18"	NA	YES
FOREST DR	B13D	NA	7" SAND AND GRAVEL	12" SAND AND GRAVEL, SOME SILT TO NATIVE	REFUSAL AT 19"	NA	YES
GREEN CIRCLE	B14A	5"	10" SAND/GRAVEL BASE COURSE	SAND/SILT MEDIUM GRAVEL NATIVE TO 36"		NA	NO
GREEN CIRCLE	B14B	5"	11" SAND/GRAVEL BASE COURSE	11" SAND, MEDIUM GRAVEL	SAND/SILT SOME GRAVEL TO 36" (NATIVE)	NA	NO
GREEN CIRCLE	B14C	NA	9" CRUSHED GRAVEL / SAND	16" SAND, MEDIUM GRAVEL	SAND/SILT SOME GRAVEL TO 36" (NATIVE)	NA	NO
GREEN CIRCLE	B14D	NA	4" CRUSHED GRAVEL	11" SAND, MEDIUM GRAVEL	SAND/SILT SOME GRAVEL TO 36" (NATIVE)	NA	NO
GREEN CIRCLE	B14E	NA	4" CRUSHED GRAVEL	11" SAND, MEDIUM GRAVEL	SAND/SILT SOME GRAVEL TO 36" (NATIVE)	NA	NO
ISAAX FOX DR	B15A	5"	4" CRUSHED GRAVEL	16" SAND, MEDIUM GRAVEL	SAND AND GRAVEL SOME SILT TO 36"	32"	NO
ISAAX FOX DR	B15B	5"	3" CRUSHED GRAVEL	19" SAND, MEDIUM GRAVEL	SAND AND COURSE GRAVEL, SOME SILT TO 36	NA	NO
ISAAX FOX DR	B15C	5"	3" CRUSHED GRAVEL	SAND AND MEDIUM GRAVEL TO 36"		NA	NO
ISAAX FOX DR	B15D	4"	3" CRUSHED GRAVEL	14" SAND, MEDIUM GRAVEL	SAND AND GRAVEL SOME SILT	32"	NO
ISAAX FOX DR	B15E	5"	3" CRUSHED GRAVEL	21" SAND, MEDIUM GRAVEL	SILTY SAND, SOME GRAVEL TO 36"	32"	NO

MCLAREN DR	B16A	NA	4" CRUSHED GRAVEL	6" SAND, COARSE GRAVEL	SAND/SILT (NATIVE) TO 36"	NA	NO
MCLAREN DR	B16B	NA	4" CRUSHED GRAVEL	4" LARGE GRAVEL	10" COARSE SAND/SILT (NATIVE) TO 36	30"	NO
MCLAREN DR	B16C	NA	4" CRUSHED GRAVEL	COARSE SAND AND GRAVEL TO 36" (NO NATIVE)		NA	NO
MCLAREN DR	B16D	NA	4" CRUSHED GRAVEL	COARSE SAND AND GRAVEL TO 36"(NO NATIVE)		NA	NO
MCLAREN DR	B16E	4"	6" SAND, MEDIUM GRAVEL	16" SAND AND COARSE GRAVEL	SILTY SAND (NATIVE) TO 36"	28"	NO
MCLAREN DR	B16F	4"	4" SAND/GRAVEL BASE COARSE	8" SAND, MEDIUM GRAVEL	8" WEATHERED ROCK REFUSAL 24"	NA	YES
MCLAREN DR	B16G	NA	5" CRUSHED GRAVEL	7" SAND, MEDIUM GRAVEL	SILTY SAND AND GRAVEL (NATIVE) TO 36"	NA	NO
MCLAREN DR	B16H	NA	5" CRUSHED GRAVEL	14" SAND COARSE GRAVEL	SILTY SAND, SOME GRAVEL (NATIVE) TO 36	26"	NO
MCLAREN DR	B16I	NA	5" CRUSHED GRAVEL	14" SAND AND COARSE GRAVEL	SILTY SAND, SOME GRAVEL (NATIVE) TO 36	30"	NO
MCLAREN DR	B16J	NA	5" CRUSHED GRAVEL	24" SAND, MEDIUM GRAVEL	SILTY SAND AND MEDIUM GRAVEL TO 36"	32"	NO
MEYER	B17	4"	6" BASE COARSE AND CRUSHED GRAVEL	12" SAND AND COARSE GRAVEL	SAND SOME SILT COARSE GRAVEL TO 36"	NA	NO
MORRIL CIRCLE	B18	NA	3" SAND AND GRAVEL	6" CRUSHED ROCK	8" GREY SITLY SAND AND ROCKS	NA	NO
PANAWAY DR	B19	NA	8" COURSE SAND AND GRAVEL	4" CRUSHED ROCK	13" SAND TRACE GRAVEL	NA	NO
PEGWOOD RD	B20A	3.5"	6" CRUSHED ASPHALT AND ROCKS	7" SAND AND GRAVEL AND	13" WET COURSE SAND AND GRAVEL	18"	NO

				CRUSHED ROCKS			
PEGWOOD RD	B20B	NA	6" SAND AND GRAVEL	4" CRUSHED ROCK	3" GREY SILT SAND	NA	NO
PORCUPINE DR	B21	4"	3" CRUSHED GRAVEL	16" SAND, MEDIUM GRAVEL	SILTY SAND SOME GRAVEL TO 36"	30"	NO
RESERVOIR RD	B22A	NA	5" CRUSHED GRAVEL	19" SAND, MEDIUM GRAVEL	SILTY SAND, SOME GRAVEL - REFUSAL AT 30"	27"	YES
RESERVOIR RD	B22B	NA	5" CRUSHED GRAVEL	22" SAND, MEDIUM GRAVEL	SILTY SAND, SOME GRAVEL TO 36"	28"	NO
RICHARDSON	B23A	4" BRICK	9" CRUSHED GRAVEL URBAN FILL	20" SAND AND MEDIUM GRAVEL	SILTY SAND SOME GRAVEL TO 36"	32"	NO
RICHARDSON	B23B	NA	7" CRUSHED GRAVEL	12" SAND AND SOME GRAVEL	SILTY SAND AND GRAVEL TO 36"	NA	NO
RICHARDSON	B23C	NA	7" CRUSHED GRAVEL	SAND AND MEDIUM GRAVEL TO 36"		NA	NO
RICHARDSON	B23D	NA	6" CRUSHED GRAVEL	SAND AND COARSE GRAVEL TO 36"		NA	NO
RICHARDSON	B23E	NA	6" CRUSHED GRAVEL	19" SAND AND COARSE GRAVEL	SAND AND MEDIUM GRAVEL TO 36"	NA	NO
RICHARDSON	B23F	NA	3" CRUSHED GRAVEL	9" COARSE SAND/GRAVEL	REFUSAL @ 12"	NA	YES
RICHARDSON	B23G	NA	6" CRUSHED GRAVEL	18" SAND AND GRAVEL	COARSE GRAVEL AND SAND SOME SILT TO 36"	NA	NO
RICHARDSON	B23H	NA	6" CRUSHED GRAVEL	9" SAND, MEDIUM GRAVEL	SILTY SAND AND GRAVEL TO 36"	NA	NO
RYAN CI	B24	6"	2" CRUSHED GRAVEL	WET SAND SOME SILT SOME COARSE GRAVEL TO 36"		12"	NO

SCRIBNER DR	B25A	NA	10" SAMD COARSE GRAVEL MIX	SAND/SILT , COARSE GRAVEL TO 36"		NA	NO
SCRIBNER DR	B25B	NA	SAND/SILT AND COARSE GRAVEL, NATURAL TO 36"			NA	NO
SCRIBNER DR	B25C	NA	8" SAND , SOME GRAVEL	SAND/SILT, SOME COARSE GRAVEL NATURAL TO 36"			NO
SCHULYER DR	B26A	NA	6" SAND AND CRUSHED GRAVEL	6" SAND AND MEDIUM GRAVEL	SAND AND SILT, GRAVEL TO 36"	28"	NO
SCHULYER DR	B26B	NA	6" SAND AND CRUSHED GRAVEL	18" SAND AND MEDIUM GRAVEL	SAND, COARSE GRAVEL, SOME SILT TO 36"	NA	NO
SCHULYER DR	B26D	NA	10" SAND AND CRUSHED GRAVEL	16" SAND AND MEDIUM GRAVEL	SAND, COARSE GRAVEL, SOME SILT TO 36"	NA	NO
SCHULYER DR	B26E	NA	6" SAND AND CRUSHED GRAVEL	14" SAND, MEDIUM GRAVEL	SAND, COARSE GRAVEL, SOME SILT TO 36"	NA	NO
SCHULYER DR	B26F	NA	12" SAND AND CRUSHED GRAVEL	17" SAND, COARSE GRAVEL	SILTY SAND, SOME GRAVEL (NATIVE) TO 36"	NA	NO
SNOW TR	B28A	NA	4" SAND AND CRUSHED GRAVEL	15" SAND AND MEDIUM GRAVEL	SAND, COARSE GRAVEL, SOME SILT TO 36"	NA	NO
SNOW TR	B28B	NA	5" SAND AND CRUSHED GRAVEL	20" SAND, MEDIUM GRAVEL	SILTY SAND, SOME GRAVEL TO 36"	34"	NO
TIMBER TR	B30A	NA	17" SAND GRAVEL MIX	SAND SOME SILT AND COARSE GRAVEL TO 36"		NA	NO
TIMBER TR	B30B	NA	8" SAND COARSE GRAVEL MIX	SAND SOME SILT AND COARSE GRAVEL TO 36"		NA	NO

TIMBER TR	B30C	NA	9" SAND COARSE GRAVEL	SAND SOME SILT COARSE GRAVEL TO 36"		32"	NO
TOBEY CI	B31A	NA	4" SAND COARSE GRAVEL	6" CRUSHED ROCK	18" WET SAND, SOME SILT	4"	NO
TOBEY CI	B31B	NA	6" SAND GRAVEL MIZ	4" CRUSHED ROCK	16" SAND AND GRAVEL TRACE SILT	NA	NO
WEBSTER CT	B32	NA	SILT SAND AND GRAVEL 4" GRAVEL AND CRUSHED ROCK	8" SAND AND GRAVEL		NA	NO

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12139
Date Taken: April 23, 2026 8:27 AM
Image Direction: view east
Latitude: 43.85016485 **Longitude:** -71.61675077
Notes: Cv-2



Photo ID: 12140
Date Taken: April 23, 2026 8:28 AM
Image Direction: view southwest
Latitude: 43.85019944 **Longitude:** -71.61669516
Notes: Cv-2

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12141
Date Taken: April 23, 2026 8:29 AM
Image Direction: view southwest
Latitude: 43.85077773 **Longitude:** -71.61715399
Notes: Cv-3



Photo ID: 12142
Date Taken: April 23, 2026 8:29 AM
Image Direction: view north
Latitude: 43.85067466 **Longitude:** -71.6172767
Notes: Cv-3

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12143 **Date Taken:** April 23, 2026 8:32 AM
Image Direction: view west **Latitude:** 43.85140669 **Longitude:** -71.61353099
Notes: Tobey - alligator cracking and frost heaves in paved area. Gravel sections in good condition



Photo ID: 12144 **Date Taken:** April 23, 2026 8:34 AM
Image Direction: view southwest **Latitude:** 43.85059549 **Longitude:** -71.61487367
Notes: Tobey - gravel sections in good condition

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12145
Date Taken: April 23, 2026 8:38 AM
Image Direction: view south
Latitude: 43.85296169 **Longitude:** -71.61189592
Notes: Cv-4



Photo ID: 12146
Date Taken: April 23, 2026 8:38 AM
Image Direction: view north
Latitude: 43.85286882 **Longitude:** -71.61200375
Notes: Cv-4

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12147
Date Taken: April 23, 2026 8:41 AM
Image Direction: view southeast
Latitude: 43.85290551 **Longitude:** -71.61245336
Notes: Cv-5 partially blocked



Photo ID: 12148
Date Taken: April 23, 2026 8:41 AM
Image Direction: view northeast
Latitude: 43.85279963 **Longitude:** -71.61237431
Notes: Cv-5

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12149
Date Taken: April 23, 2026 8:42 AM
Image Direction: view southeast
Latitude: 43.85259274 **Longitude:** -71.61323242
Notes: Cv-6



Photo ID: 12150
Date Taken: April 23, 2026 8:42 AM
Image Direction: view northeast
Latitude: 43.85250551 **Longitude:** -71.61309086
Notes: Cv-6

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit

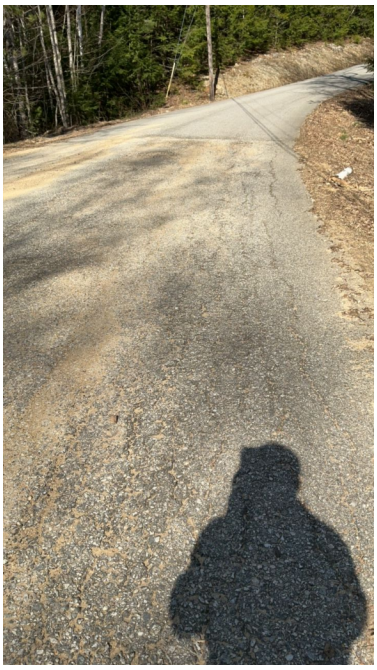


Photo ID: 12151 **Date Taken:** April 23, 2026 8:43 AM
Image Direction: view west **Latitude:** 43.85248458 **Longitude:** -71.61363642
Notes: David Thompson - alligator cracking and potholes on paved section



Photo ID: 12152 **Date Taken:** April 23, 2026 8:45 AM
Image Direction: view northeast **Latitude:** 43.85360231 **Longitude:** -71.61545536
Notes: Cv-7 blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12153
Date Taken: April 23, 2026 8:46 AM
Image Direction: view south
Latitude: 43.85376715 **Longitude:** -71.61550011
Notes: Cv-7 blocked



Photo ID: 12154
Date Taken: April 23, 2026 8:46 AM
Image Direction: view northeast
Latitude: 43.85376376 **Longitude:** -71.61538186
Notes: David Thompson- gravel section in good condition

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12155
Date Taken: April 23, 2026 8:49 AM
Image Direction: view south
Latitude: 43.85222376 **Longitude:** -71.61632028
Notes: Cv-8



Photo ID: 12156
Date Taken: April 23, 2026 8:49 AM
Image Direction: view south
Latitude: 43.85224502 **Longitude:** -71.61623806
Notes: Cv-8

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12157 **Date Taken:** April 23, 2026 8:51 AM
Image Direction: view north **Latitude:** 43.85256659 **Longitude:** -71.61666053
Notes: Schuyler - large rills in steeper sections



Photo ID: 12158 **Date Taken:** April 23, 2026 8:53 AM
Image Direction: view west **Latitude:** 43.85306468 **Longitude:** -71.61618342
Notes: Armsby - gravel road in good condition

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12159
Date Taken: April 23, 2026 8:55 AM
Image Direction: view northeast
Latitude: 43.85410827 **Longitude:** -71.61477556
Notes: Cv-9



Photo ID: 12160
Date Taken: April 23, 2026 8:56 AM
Image Direction: view southwest
Latitude: 43.85422129 **Longitude:** -71.61479981
Notes: Cv-9 blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12161
Date Taken: April 23, 2026 8:56 AM
Image Direction: view west
Latitude: 43.85394947 **Longitude:** -71.61424225
Notes: Cv-10



Photo ID: 12162
Date Taken: April 23, 2026 8:57 AM
Image Direction: view northwest
Latitude: 43.85399866 **Longitude:** -71.61419647
Notes: Cv-10 blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12163
Date Taken: April 23, 2026 8:59 AM
Image Direction: view southwest
Latitude: 43.85475634 **Longitude:** -71.61147369
Notes: Cv11 partially blocked



Photo ID: 12164
Date Taken: April 23, 2026 9:00 AM
Image Direction: view northwest
Latitude: 43.85463853 **Longitude:** -71.61138439
Notes: Cv-11

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12165
Date Taken: April 23, 2026 9:02 AM
Image Direction: view east
Latitude: 43.85525381 **Longitude:** -71.61021342
Notes: Cv-12 partially blocked



Photo ID: 12166
Date Taken: April 23, 2026 9:03 AM
Image Direction: view north
Latitude: 43.85513142 **Longitude:** -71.61002974
Notes: Cv-12 blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12167
Date Taken: April 23, 2026 9:05 AM
Image Direction: view southeast
Latitude: 43.85577767 **Longitude:** -71.61015236
Notes: Cv-13



Photo ID: 12168
Date Taken: April 23, 2026 9:05 AM
Image Direction: view south
Latitude: 43.85575283 **Longitude:** -71.61000142
Notes: Cv-13

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12169
Date Taken: April 23, 2026 9:07 AM
Image Direction: view west
Latitude: 43.8564553 **Longitude:** -71.61051204
Notes: Cv-14



Photo ID: 12170
Date Taken: April 23, 2026 9:08 AM
Image Direction: view east
Latitude: 43.85645455 **Longitude:** -71.61077203
Notes: Cv-14

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12171
Date Taken: April 23, 2026 9:09 AM
Image Direction: view east
Latitude: 43.85680645 **Longitude:** -71.61104486
Notes: Addition cv found - blocked



Photo ID: 12172
Date Taken: April 23, 2026 9:10 AM
Image Direction: view northwest
Latitude: 43.85685304 **Longitude:** -71.61088703
Notes: Addition cv found

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12173 **Date Taken:** April 23, 2026 9:10 AM
Image Direction: view northwest **Latitude:** 43.85691732 **Longitude:** -71.61111789
Notes: Bell valley - alligator cracking, edge cracking, cv depression and potholes in this area



Photo ID: 12174 **Date Taken:** April 23, 2026 9:12 AM
Image Direction: view northeast **Latitude:** 43.85790638 **Longitude:** -71.61163036
Notes: Bell valley - alligator cracking and potholes

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12175
Date Taken: April 23, 2026 9:15 AM
Image Direction: view south
Latitude: 43.86028899 **Longitude:** -71.60945586
Notes: Snow - gravel rd good condition



Photo ID: 12176
Date Taken: April 23, 2026 9:18 AM
Image Direction: view east
Latitude: 43.86341075 **Longitude:** -71.60804024
Notes: Cv-21

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12177
Date Taken: April 23, 2026 9:18 AM
Image Direction: view east
Latitude: 43.86343247 **Longitude:** -71.60785517
Notes: Cv-21



Photo ID: 12178
Date Taken: April 23, 2026 9:19 AM
Image Direction: view southwest
Latitude: 43.86481631 **Longitude:** -71.60728821
Notes: Cv-22

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12179
Date Taken: April 23, 2026 9:20 AM
Image Direction: view north
Latitude: 43.86467875 **Longitude:** -71.60721779
Notes: Cv-22

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12180
Date Taken: April 23, 2026 10:24 AM
Image Direction: view northeast
Latitude: 43.85408431 **Longitude:** -71.61097539
Notes: Cv15



Photo ID: 12181
Date Taken: April 23, 2026 10:24 AM
Image Direction: view northwest
Latitude: 43.85407319 **Longitude:** -71.61081274
Notes: Cv-15

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12182
Date Taken: April 23, 2026 10:25 AM
Image Direction: view west
Latitude: 43.85371209 **Longitude:** -71.61025564
Notes: Cv16



Photo ID: 12183
Date Taken: April 23, 2026 10:26 AM
Image Direction: view north
Latitude: 43.85357554 **Longitude:** -71.61035158
Notes: Cv-16

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12184
Date Taken: April 23, 2026 10:26 AM
Image Direction: view east
Latitude: 43.85337877 **Longitude:** -71.61023958
Notes: Additional cv found



Photo ID: 12185
Date Taken: April 23, 2026 10:31 AM
Image Direction: view southeast
Latitude: 43.85749308 **Longitude:** -71.61188044
Notes: Cv-17

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12186
Date Taken: April 23, 2026 10:32 AM
Image Direction: view north
Latitude: 43.85733075 **Longitude:** -71.61164713
Notes: Cv-17 partially blocked

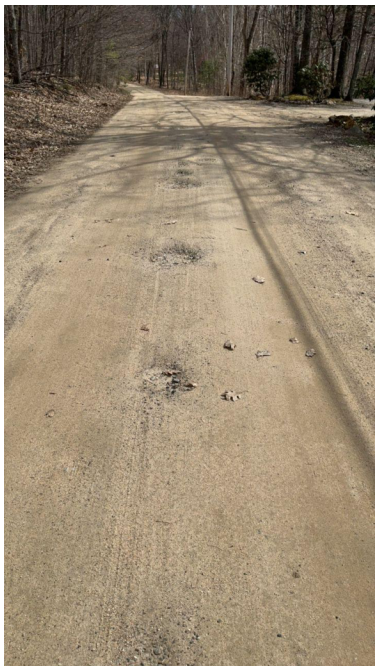


Photo ID: 12187
Date Taken: April 23, 2026 10:35 AM
Image Direction: view west
Latitude: 43.85512659 **Longitude:** -71.61619472
Notes: Richardson trail - potholes

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12188
Date Taken: April 23, 2026 10:36 AM
Image Direction: view northeast
Latitude: 43.85560957 **Longitude:** -71.61504456
Notes: Cv20



Photo ID: 12189
Date Taken: April 23, 2026 10:36 AM
Image Direction: view southwest
Latitude: 43.85568556 **Longitude:** -71.61512067
Notes: Cv20

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12190
Date Taken: April 23, 2026 10:39 AM
Image Direction: view northwest
Latitude: 43.85577285 **Longitude:** -71.61355089
Notes: Panaway - minor rills in areas



Photo ID: 12191
Date Taken: April 23, 2026 10:40 AM
Image Direction: view northwest
Latitude: 43.85650893 **Longitude:** -71.61280349
Notes: Court - minor rills in areas

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12192
Date Taken: April 23, 2026 10:44 AM
Image Direction: view south
Latitude: 43.85579353 **Longitude:** -71.60893608
Notes: Cv24



Photo ID: 12193
Date Taken: April 23, 2026 10:45 AM
Image Direction: view northeast
Latitude: 43.85557889 **Longitude:** -71.60892013
Notes: Cv24 partially blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12194 **Date Taken:** April 23, 2026 10:45 AM
Image Direction: view southeast **Latitude:** 43.85561859 **Longitude:** -71.60863051
Notes: Porcupine - pavement in good condition



Photo ID: 12195 **Date Taken:** April 23, 2026 10:47 AM
Image Direction: view south **Latitude:** 43.85384857 **Longitude:** -71.60936031
Notes: Cv25

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12196
Date Taken: April 23, 2026 10:48 AM
Image Direction: view east
Latitude: 43.85371156 **Longitude:** -71.60953904
Notes: Cv25

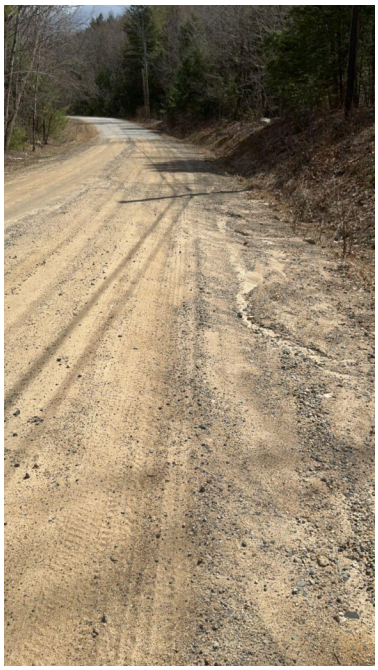


Photo ID: 12197
Date Taken: April 23, 2026 10:49 AM
Image Direction: view east
Latitude: 43.85369966 **Longitude:** -71.60680403
Notes: Reservoir - minor rills in gravel

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit

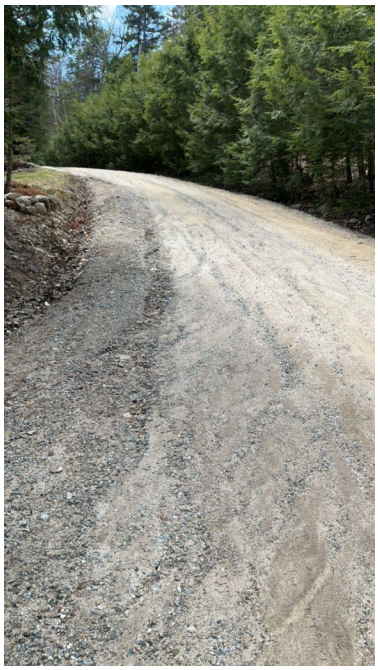


Photo ID: 12198
Date Taken: April 23, 2026 10:53 AM
Image Direction: view south
Latitude: 43.85393237
Longitude: -71.59986972
Notes: Abenaki - large rill in steep sections



Photo ID: 12199
Date Taken: April 23, 2026 10:54 AM
Image Direction: view northwest
Latitude: 43.8551913
Longitude: -71.60051264
Notes: Cv31

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12200
Date Taken: April 23, 2026 10:55 AM
Image Direction: view west
Latitude: 43.85528179 **Longitude:** -71.60046977
Notes: Cv31



Photo ID: 12201
Date Taken: April 23, 2026 10:56 AM
Image Direction: view southwest
Latitude: 43.85418516 **Longitude:** -71.59928194
Notes: Reservoir - cracking in areas

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12202
Date Taken: April 23, 2026 10:57 AM
Image Direction: view east
Latitude: 43.85398571 **Longitude:** -71.60001983
Notes: Cv32 blocked partially



Photo ID: 12203
Date Taken: April 23, 2026 10:58 AM
Image Direction: view southwest
Latitude: 43.85412983 **Longitude:** -71.59998856
Notes: Cv32 partially blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12204
Date Taken: April 23, 2026 11:00 AM
Image Direction: view southwest
Latitude: 43.85236078 **Longitude:** -71.60439114
Notes: Cv29



Photo ID: 12205
Date Taken: April 23, 2026 11:00 AM
Image Direction: view northwest
Latitude: 43.85232688 **Longitude:** -71.6041745
Notes: Cv29 blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit

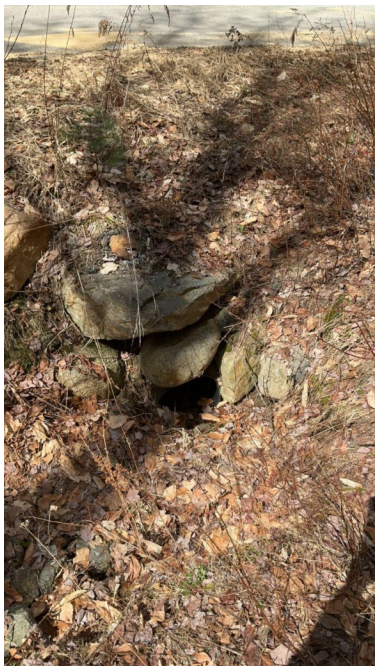


Photo ID: 12206
Date Taken: April 23, 2026 11:01 AM
Image Direction: view northwest
Latitude: 43.85252391 **Longitude:** -71.60449249
Notes: Cv28



Photo ID: 12207
Date Taken: April 23, 2026 11:02 AM
Image Direction: view west
Latitude: 43.85252011 **Longitude:** -71.60465344
Notes: Cv28

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12208
Date Taken: April 23, 2026 11:03 AM
Image Direction: view northwest
Latitude: 43.85410128 **Longitude:** -71.6046784
Notes: Cv26



Photo ID: 12209
Date Taken: April 23, 2026 11:03 AM
Image Direction: view southeast
Latitude: 43.85419639 **Longitude:** -71.60489376
Notes: Cv26

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12210 **Date Taken:** April 23, 2026 11:06 AM
Image Direction: view north **Latitude:** 43.85407967 **Longitude:** -71.60574402
Notes: Iassax fox - minor cracking and heaves



Photo ID: 12211 **Date Taken:** April 23, 2026 11:08 AM
Image Direction: view northeast **Latitude:** 43.85803159 **Longitude:** -71.60787581
Notes: Issac fox - large depression and cracking

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12212
Date Taken: April 23, 2026 11:09 AM
Image Direction: view southeast
Latitude: 43.85716242 **Longitude:** -71.60777868
Notes: Cv33



Photo ID: 12213
Date Taken: April 23, 2026 11:10 AM
Image Direction: view north
Latitude: 43.85710106 **Longitude:** -71.60766403
Notes: Cv33 partially blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12214
Date Taken: April 23, 2026 11:25 AM
Image Direction: view west
Latitude: 43.86901265 **Longitude:** -71.61755011
Notes: Cv35 partially blocked



Photo ID: 12215
Date Taken: April 23, 2026 11:26 AM
Image Direction: view south
Latitude: 43.86888514 **Longitude:** -71.6178042
Notes: Cv35

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12216
Date Taken: April 23, 2026 11:32 AM
Image Direction: view north
Latitude: 43.86824735 **Longitude:** -71.61492772
Notes: Cv36 partially blocked



Photo ID: 12217
Date Taken: April 23, 2026 11:33 AM
Image Direction: view southeast
Latitude: 43.86833075 **Longitude:** -71.61504958
Notes: Cv36

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12218
Date Taken: April 23, 2026 11:36 AM
Image Direction: view north
Latitude: 43.86653567 **Longitude:** -71.61481147
Notes: Cv37



Photo ID: 12219
Date Taken: April 23, 2026 11:36 AM
Image Direction: view west
Latitude: 43.86674168 **Longitude:** -71.61489178
Notes: Cv37

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12220
Date Taken: April 23, 2026 11:38 AM
Image Direction: view northeast
Latitude: 43.86601056 **Longitude:** -71.61525572
Notes: Cv38



Photo ID: 12221
Date Taken: April 23, 2026 11:38 AM
Image Direction: view southeast
Latitude: 43.86610992 **Longitude:** -71.61528397
Notes: Cv38 partially blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12222
Date Taken: April 23, 2026 11:40 AM
Image Direction: view north
Latitude: 43.86548667 **Longitude:** -71.61636456
Notes: Cv39



Photo ID: 12223
Date Taken: April 23, 2026 11:41 AM
Image Direction: view east
Latitude: 43.86559436 **Longitude:** -71.61639039
Notes: Cv39

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12224
Date Taken: April 23, 2026 11:42 AM
Image Direction: view north
Latitude: 43.86429639 **Longitude:** -71.61737162
Notes: Cv40



Photo ID: 12225
Date Taken: April 23, 2026 11:43 AM
Image Direction: view west
Latitude: 43.86435531 **Longitude:** -71.61744886
Notes: Cv40

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12226 **Date Taken:** April 23, 2026 11:44 AM
Image Direction: view north **Latitude:** 43.86366908 **Longitude:** -71.6175542
Notes: McLaren- gravel section in good condition



Photo ID: 12227 **Date Taken:** April 23, 2026 11:47 AM
Image Direction: view northeast **Latitude:** 43.86236719 **Longitude:** -71.61713188
Notes: Cv44

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12228
Date Taken: April 23, 2026 11:48 AM
Image Direction: view southwest
Latitude: 43.86234033 **Longitude:** -71.61696745
Notes: Cv44 partially blocked

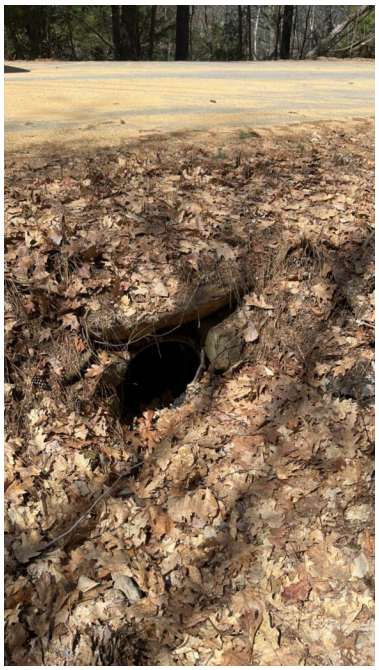


Photo ID: 12229
Date Taken: April 23, 2026 11:50 AM
Image Direction: view northwest
Latitude: 43.86208588 **Longitude:** -71.61694332
Notes: Cv43

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12230
Date Taken: April 23, 2026 11:50 AM
Image Direction: view north
Latitude: 43.86207103 **Longitude:** -71.61712477
Notes: Cv43



Photo ID: 12231
Date Taken: April 23, 2026 11:53 AM
Image Direction: view northwest
Latitude: 43.86202281 **Longitude:** -71.61753943
Notes: Cv41

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12232
Date Taken: April 23, 2026 11:55 AM
Image Direction: view north
Latitude: 43.86206975 **Longitude:** -71.61760589
Notes: Cv41

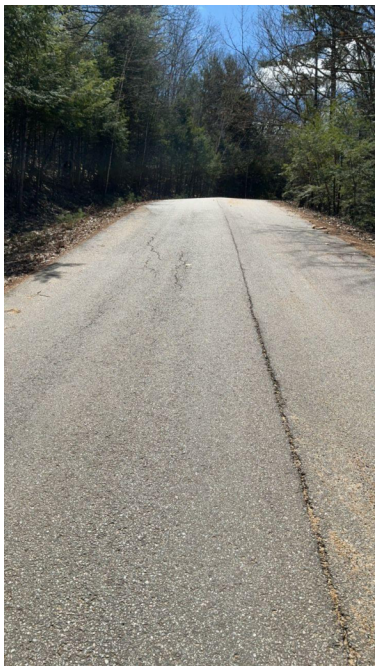


Photo ID: 12233
Date Taken: April 23, 2026 11:59 AM
Image Direction: view south
Latitude: 43.86289797 **Longitude:** -71.61752392
Notes: McLaren- minor cracking in paved area

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit

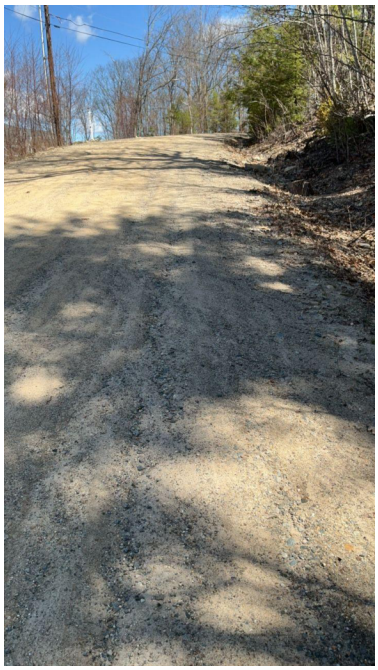


Photo ID: 12234
Date Taken: April 23, 2026 12:06 PM
Image Direction: view northeast
Latitude: 43.86336139 **Longitude:** -71.61627856
Notes: McLaren - large rills in this area



Photo ID: 12235
Date Taken: April 23, 2026 12:13 PM
Image Direction: view northwest
Latitude: 43.86608172 **Longitude:** -71.61201531
Notes: Cv45

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12236
Date Taken: April 23, 2026 12:14 PM
Image Direction: view southeast
Latitude: 43.86617136 **Longitude:** -71.61216597
Notes: Cv45



Photo ID: 12237
Date Taken: April 23, 2026 12:15 PM
Image Direction: view west
Latitude: 43.86584994 **Longitude:** -71.61234469
Notes: Pavement in good condition - peg wood

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12238
Date Taken: April 23, 2026 12:18 PM
Image Direction: view north
Latitude: 43.86965828 **Longitude:** -71.61170639
Notes: Cv46 partially blocked



Photo ID: 12239
Date Taken: April 23, 2026 12:19 PM
Image Direction: view west
Latitude: 43.86964618 **Longitude:** -71.61195135
Notes: Cv46

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12240
Date Taken: April 23, 2026 12:21 PM
Image Direction: view northeast
Latitude: 43.87007381 **Longitude:** -71.61148983
Notes: Cv47



Photo ID: 12241
Date Taken: April 23, 2026 12:22 PM
Image Direction: view east
Latitude: 43.87020073 **Longitude:** -71.61150169
Notes: Cv47

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12242
Date Taken: April 23, 2026 12:23 PM
Image Direction: view north
Latitude: 43.87049792 **Longitude:** -71.61107329
Notes: Cv48



Photo ID: 12243
Date Taken: April 23, 2026 12:23 PM
Image Direction: view east
Latitude: 43.87056264 **Longitude:** -71.61115754
Notes: Cv48

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12244
Date Taken: April 23, 2026 12:26 PM
Image Direction: view north
Latitude: 43.87050938 **Longitude:** -71.61047796
Notes: Cv49 partially blocked



Photo ID: 12245
Date Taken: April 23, 2026 12:27 PM
Image Direction: view south
Latitude: 43.87061422 **Longitude:** -71.61061133
Notes: Cv49

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12246
Date Taken: April 23, 2026 12:28 PM
Image Direction: view northwest
Latitude: 43.87023446 **Longitude:** -71.61085947
Notes: Cv50



Photo ID: 12247
Date Taken: April 23, 2026 12:28 PM
Image Direction: view south
Latitude: 43.87031914 **Longitude:** -71.61096264
Notes: Cv50 partially blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12248 **Date Taken:** April 23, 2026 12:30 PM
Image Direction: view southwest **Latitude:** 43.87007804 **Longitude:** -71.61157407
Notes: Campton mt - pavement in good condition



Photo ID: 12249 **Date Taken:** April 23, 2026 12:36 PM
Image Direction: view south **Latitude:** 43.87052958 **Longitude:** -71.60304939
Notes: Cv52 blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12250
Date Taken: April 23, 2026 12:36 PM
Image Direction: view northeast
Latitude: 43.87035221
Longitude: -71.60301684
Notes: Cv52 fully blocked



Photo ID: 12251
Date Taken: April 23, 2026 12:37 PM
Image Direction: view north
Latitude: 43.87071445
Longitude: -71.60332791
Notes: Green circle - rills present throughout rd

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12252
Date Taken: April 23, 2026 12:43 PM
Image Direction: view west
Latitude: 43.8701581 **Longitude:** -71.60449871
Notes: Cv51 partially blocked



Photo ID: 12253
Date Taken: April 23, 2026 12:44 PM
Image Direction: view east
Latitude: 43.87015948 **Longitude:** -71.60462321
Notes: Cv 51 blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12254
Date Taken: April 23, 2026 12:50 PM
Image Direction: view northeast
Latitude: 43.866525
Longitude: -71.60418011
Notes: Cv53 fully blocked



Photo ID: 12255
Date Taken: April 23, 2026 12:51 PM
Image Direction: view south
Latitude: 43.86673517
Longitude: -71.60418546
Notes: Cv53 blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12256
Date Taken: April 23, 2026 12:52 PM
Image Direction: view west
Latitude: 43.86667289
Longitude: -71.60390619
Notes: Aspen - poorly drained , rutting in soft areas

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12295
Date Taken: April 23, 2026 1:02 PM
Image Direction: view north
Latitude: 43.86786034 **Longitude:** -71.59557375
Notes: Cv58 partially blocked



Photo ID: 12296
Date Taken: April 23, 2026 1:03 PM
Image Direction: view south
Latitude: 43.86802579 **Longitude:** -71.59566478
Notes: Cv58

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12297
Date Taken: April 23, 2026 1:03 PM
Image Direction: view north
Latitude: 43.86809992 **Longitude:** -71.59564058
Notes: Ryan - pavement good condition



Photo ID: 12298
Date Taken: April 23, 2026 1:04 PM
Image Direction: view northwest
Latitude: 43.86811043 **Longitude:** -71.59577958
Notes: Cv57

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit

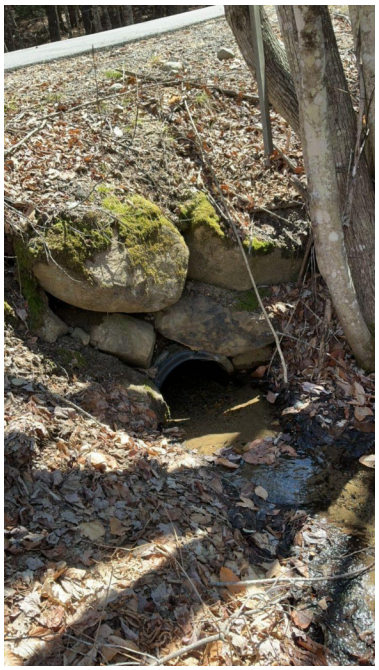


Photo ID: 12299
Date Taken: April 23, 2026 1:04 PM
Image Direction: view south
Latitude: 43.86824823 **Longitude:** -71.59592331
Notes: Cv57



Photo ID: 12300
Date Taken: April 23, 2026 1:06 PM
Image Direction: view north
Latitude: 43.86924221 **Longitude:** -71.59532292
Notes: Briarcliff - pavement worn, cracking and heaves throughout

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12301 **Date Taken:** April 23, 2026 1:08 PM
Image Direction: view north **Latitude:** 43.87062727 **Longitude:** -71.59559269
Notes: Meyer - pavement worn, cracking, heaves and potholes throughout



Photo ID: 12302 **Date Taken:** April 23, 2026 1:15 PM
Image Direction: view north **Latitude:** 43.86644864 **Longitude:** -71.59691389
Notes: Cv 60 blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12303
Date Taken: April 23, 2026 1:16 PM
Image Direction: view southwest
Latitude: 43.86648694 **Longitude:** -71.59699958
Notes: Cv60

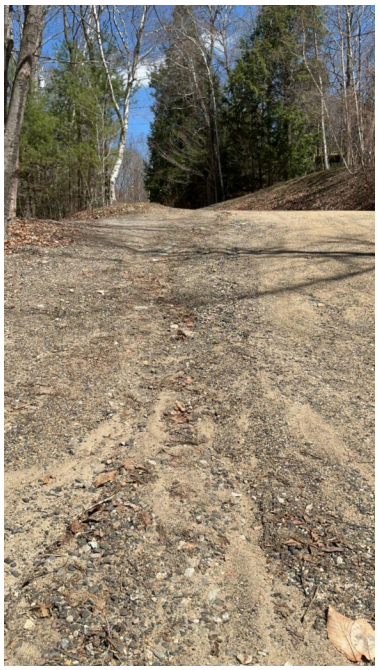


Photo ID: 12304
Date Taken: April 23, 2026 1:17 PM
Image Direction: view east
Latitude: 43.86605017 **Longitude:** -71.59837353
Notes: Durgin- large rill in steeper sections

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12305
Date Taken: April 23, 2026 1:19 PM
Image Direction: view north
Latitude: 43.8662695 **Longitude:** -71.59608211
Notes: Cv61



Photo ID: 12306
Date Taken: April 23, 2026 1:20 PM
Image Direction: view northwest
Latitude: 43.86637697 **Longitude:** -71.59613667
Notes: Cv61

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12307
Date Taken: April 23, 2026 1:21 PM
Image Direction: view southeast
Latitude: 43.86587372 **Longitude:** -71.59564392
Notes: Cv62

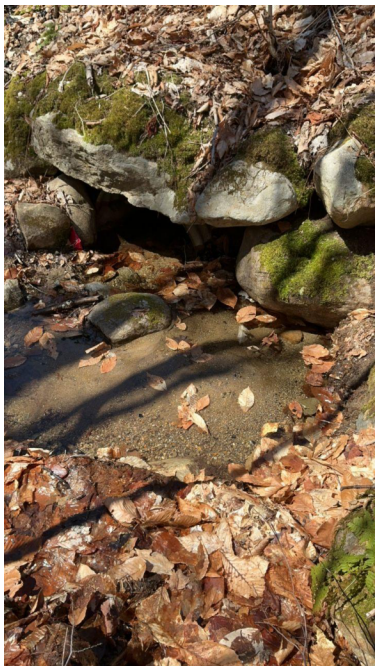


Photo ID: 12308
Date Taken: April 23, 2026 1:22 PM
Image Direction: view northwest
Latitude: 43.86575153 **Longitude:** -71.59554675
Notes: Cv62

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit

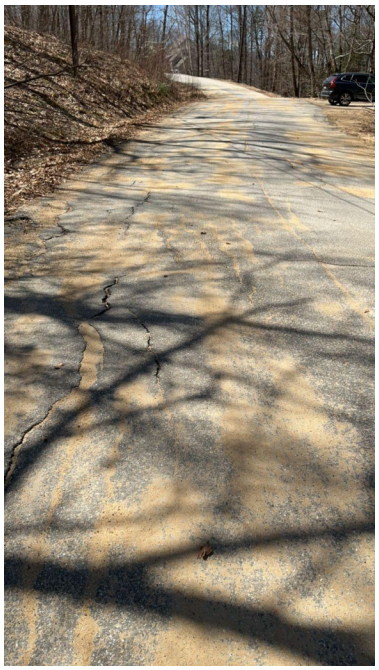


Photo ID: 12309 **Date Taken:** April 23, 2026 1:22 PM
Image Direction: view west **Latitude:** 43.86573614 **Longitude:** -71.59569281
Notes: Summit - minor cracking in this area



Photo ID: 12310 **Date Taken:** April 23, 2026 1:24 PM
Image Direction: view north **Latitude:** 43.86561606 **Longitude:** -71.59633242
Notes: Cv63 - crushed

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12311
Date Taken: April 23, 2026 1:26 PM
Image Direction: view south
Latitude: 43.86573419 **Longitude:** -71.59639006
Notes: Cv63



Photo ID: 12312
Date Taken: April 23, 2026 1:32 PM
Image Direction: view east
Latitude: 43.86507714 **Longitude:** -71.59581508
Notes: Na

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12313
Date Taken: April 23, 2026 1:35 PM
Image Direction: view southwest
Latitude: 43.8647645
Longitude: -71.59627431
Notes: Cv64 - other end blocked, not found



Photo ID: 12314
Date Taken: April 23, 2026 1:37 PM
Image Direction: view northwest
Latitude: 43.86406097
Longitude: -71.59695906
Notes: Cv65

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12315
Date Taken: April 23, 2026 1:37 PM
Image Direction: view northwest
Latitude: 43.86414161 **Longitude:** -71.59706986
Notes: Cv65



Photo ID: 12316
Date Taken: April 23, 2026 1:38 PM
Image Direction: view southwest
Latitude: 43.86408089 **Longitude:** -71.59700886
Notes: Summit - large cracking in area

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12317
Date Taken: April 23, 2026 1:39 PM
Image Direction: view northwest
Latitude: 43.86355014 **Longitude:** -71.59761567
Notes: Cv66



Photo ID: 12318
Date Taken: April 23, 2026 1:39 PM
Image Direction: view west
Latitude: 43.86363411 **Longitude:** -71.59772033
Notes: Cv66

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12319
Date Taken: April 23, 2026 1:44 PM
Image Direction: view east
Latitude: 43.86258072 **Longitude:** -71.59967139
Notes: Cv67



Photo ID: 12320
Date Taken: April 23, 2026 1:44 PM
Image Direction: view northwest
Latitude: 43.86253708 **Longitude:** -71.59956006
Notes: Cv67

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit

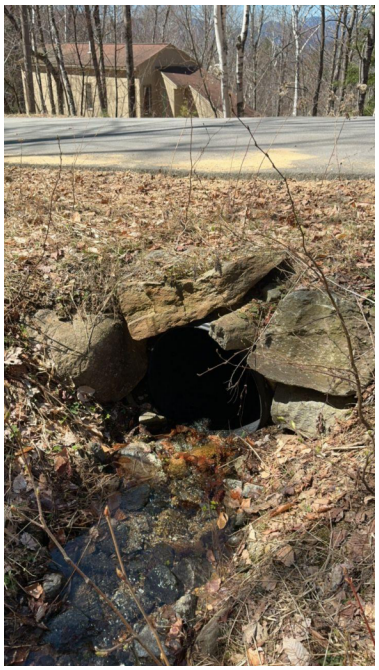


Photo ID: 12321
Date Taken: April 23, 2026 1:45 PM
Image Direction: view northwest
Latitude: 43.86219122 **Longitude:** -71.6003284
Notes: Cv68

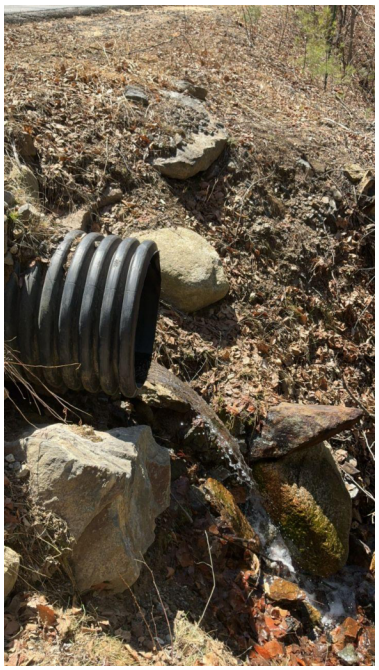


Photo ID: 12322
Date Taken: April 23, 2026 1:45 PM
Image Direction: view west
Latitude: 43.86225139 **Longitude:** -71.60041336
Notes: Cv68

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12323 **Date Taken:** April 23, 2026 1:49 PM
Image Direction: view east **Latitude:** 43.86400233 **Longitude:** -71.6010495
Notes: Scribner - road washed out , large rills



Photo ID: 12324 **Date Taken:** April 23, 2026 1:52 PM
Image Direction: view north **Latitude:** 43.86514275 **Longitude:** -71.60053546
Notes: Cv71

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12325 **Date Taken:** April 23, 2026 1:53 PM
Image Direction: view southwest **Latitude:** 43.86525686 **Longitude:** -71.60062609
Notes: Cv71



Photo ID: 12326 **Date Taken:** April 23, 2026 1:53 PM
Image Direction: view northeast **Latitude:** 43.86531078 **Longitude:** -71.60037825
Notes: Chapman - gravel good condition , minor rills in areas

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12327
Date Taken: April 23, 2026 1:58 PM
Image Direction: view south
Latitude: 43.86640211 **Longitude:** -71.60161709
Notes: Cv73 partially blocked



Photo ID: 12328
Date Taken: April 23, 2026 1:58 PM
Image Direction: view northeast
Latitude: 43.86626272 **Longitude:** -71.60150033
Notes: Cv73 partially blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12329
Date Taken: April 23, 2026 2:00 PM
Image Direction: view east
Latitude: 43.86640983 **Longitude:** -71.60070335
Notes: Cv74



Photo ID: 12330
Date Taken: April 23, 2026 2:00 PM
Image Direction: view northeast
Latitude: 43.86631731 **Longitude:** -71.6006479
Notes: Cv74

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12331
Date Taken: April 23, 2026 2:01 PM
Image Direction: view southeast
Latitude: 43.86655886 **Longitude:** -71.6002117
Notes: Cv75



Photo ID: 12332
Date Taken: April 23, 2026 2:02 PM
Image Direction: view northeast
Latitude: 43.86646694 **Longitude:** -71.6001154
Notes: Cv75

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12333
Date Taken: April 23, 2026 2:03 PM
Image Direction: view southwest
Latitude: 43.86666264 **Longitude:** -71.59989233
Notes: Unarmed cv on timber



Photo ID: 12334
Date Taken: April 23, 2026 2:04 PM
Image Direction: view northwest
Latitude: 43.86657014 **Longitude:** -71.59979858
Notes: Unmanned cv on timber

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12335
Date Taken: April 23, 2026 2:04 PM
Image Direction: view northeast
Latitude: 43.86665478 **Longitude:** -71.59978967
Notes: Timber - gravel good condition



Photo ID: 12336
Date Taken: April 23, 2026 2:07 PM
Image Direction: view north
Latitude: 43.86701902 **Longitude:** -71.59939647
Notes: Timber- this area not drained well , large depression and rutting

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit

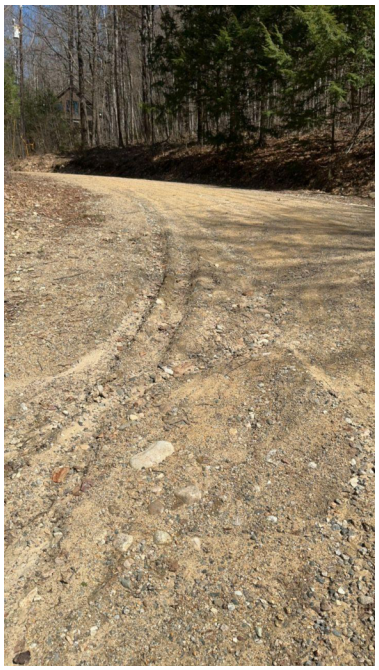


Photo ID: 12337 **Date Taken:** April 23, 2026 2:15 PM
Image Direction: view west **Latitude:** 43.862057 **Longitude:** -71.60383147
Notes: Caldon - rutting and potholes throughout gravel areas



Photo ID: 12338 **Date Taken:** April 23, 2026 2:16 PM
Image Direction: view northwest **Latitude:** 43.86209525 **Longitude:** -71.60471658
Notes: Caldon - pavement area depression and cracking

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12339
Date Taken: April 23, 2026 2:17 PM
Image Direction: view northeast
Latitude: 43.86213958 **Longitude:** -71.60496424
Notes: Cv79



Photo ID: 12340
Date Taken: April 23, 2026 2:17 PM
Image Direction: view southwest
Latitude: 43.86228356 **Longitude:** -71.60483577
Notes: Cv79

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit

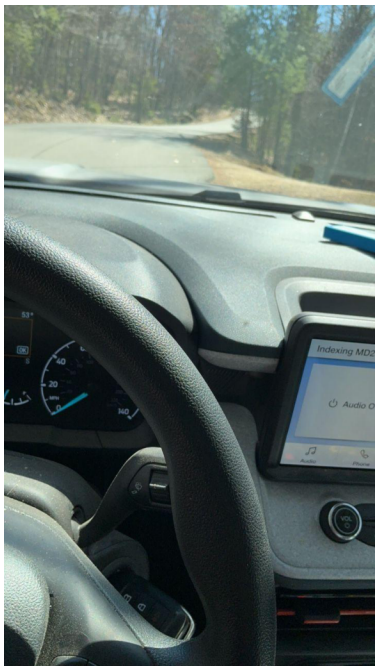


Photo ID: 12341
Date Taken: April 23, 2026 2:22 PM
Image Direction: view south
Latitude: 43.85943341 **Longitude:** -71.60531639
Notes:

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12342
Date Taken: April 23, 2026 2:43 PM
Image Direction: view southeast
Latitude: 43.867758
Longitude: -71.61684464
Notes: Cv81



Photo ID: 12343
Date Taken: April 23, 2026 2:43 PM
Image Direction: view northwest
Latitude: 43.85930768
Longitude: -71.60522928
Notes: Cv81

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit

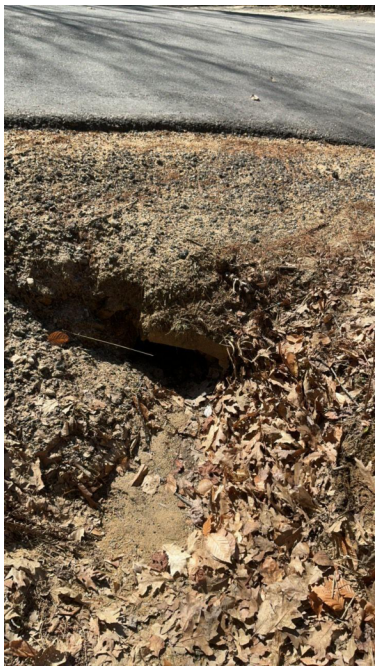


Photo ID: 12344
Date Taken: April 23, 2026 2:46 PM
Image Direction: view west
Latitude: 43.85773381 **Longitude:** -71.60541234
Notes: Cv82 partially blocked



Photo ID: 12345
Date Taken: April 23, 2026 2:46 PM
Image Direction: view southeast
Latitude: 43.85780835 **Longitude:** -71.60568917
Notes: Cv83 partially blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12346 **Date Taken:** April 23, 2026 2:47 PM
Image Direction: view south **Latitude:** 43.85774807 **Longitude:** -71.60543771
Notes: Weetamoo- some edge cracking, pavement generally good condition



Photo ID: 12347 **Date Taken:** April 23, 2026 2:49 PM
Image Direction: view northwest **Latitude:** 43.85926706 **Longitude:** -71.60414402
Notes: Cv83 partially blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12348
Date Taken: April 23, 2026 2:50 PM
Image Direction: view south
Latitude: 43.85931419 **Longitude:** -71.60425559
Notes: Cv83

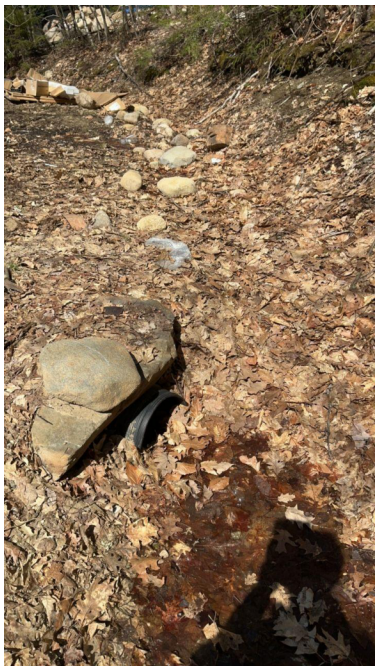


Photo ID: 12349
Date Taken: April 23, 2026 2:50 PM
Image Direction: view northeast
Latitude: 43.85947219 **Longitude:** -71.60392642
Notes: Cv84 partially blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12350
Date Taken: April 23, 2026 2:51 PM
Image Direction: view south
Latitude: 43.85961543 **Longitude:** -71.60398339
Notes: Cv84 blocked



Photo ID: 12351
Date Taken: April 23, 2026 2:51 PM
Image Direction: view west
Latitude: 43.85963284 **Longitude:** -71.60404814
Notes: Cv84 blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12352
Date Taken: April 23, 2026 2:52 PM
Image Direction: view south
Latitude: 43.85972108 **Longitude:** -71.6042024
Notes: Cv84

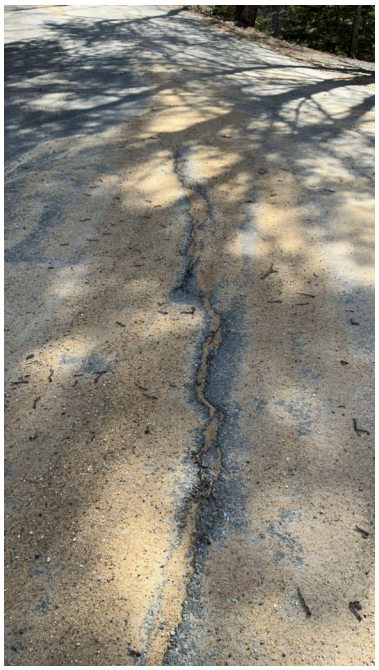


Photo ID: 12353
Date Taken: April 23, 2026 2:52 PM
Image Direction: view southwest
Latitude: 43.85966581 **Longitude:** -71.60409756
Notes: Boulder - cracking in areas

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12354
Date Taken: April 23, 2026 2:55 PM
Image Direction: view west
Latitude: 43.85689421 **Longitude:** -71.60484044
Notes: Cv86



Photo ID: 12355
Date Taken: April 23, 2026 2:55 PM
Image Direction: view southeast
Latitude: 43.85684233 **Longitude:** -71.60498221
Notes: Cv86

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12356
Date Taken: April 23, 2026 2:58 PM
Image Direction: view north
Latitude: 43.85828497 **Longitude:** -71.60316497
Notes: Cv87



Photo ID: 12357
Date Taken: April 23, 2026 2:58 PM
Image Direction: view east
Latitude: 43.85835528 **Longitude:** -71.60324988
Notes: Cv87

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12358
Date Taken: April 23, 2026 3:00 PM
Image Direction: view north
Latitude: 43.85981214 **Longitude:** -71.6021665
Notes: Cv88



Photo ID: 12359
Date Taken: April 23, 2026 3:00 PM
Image Direction: view south
Latitude: 43.85990244 **Longitude:** -71.60228046
Notes: Cv88

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12360 **Date Taken:** April 23, 2026 3:01 PM
Image Direction: view southwest **Latitude:** 43.85975365 **Longitude:** -71.60227005
Notes: Weetamoo - pavement in good condition



Photo ID: 12361 **Date Taken:** April 23, 2026 3:03 PM
Image Direction: view northeast **Latitude:** 43.86054847 **Longitude:** -71.60172203
Notes: Cv89 - other end not found

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12362
Date Taken: April 23, 2026 3:04 PM
Image Direction: view north
Latitude: 43.8607239 **Longitude:** -71.60131281
Notes: Cv90



Photo ID: 12363
Date Taken: April 23, 2026 3:05 PM
Image Direction: view northwest
Latitude: 43.86081914 **Longitude:** -71.60137501
Notes: Cv90

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12364
Date Taken: April 23, 2026 3:08 PM
Image Direction: view northeast
Latitude: 43.8606914 **Longitude:** -71.59736153
Notes: Taylor - large cracking



Photo ID: 12365
Date Taken: April 23, 2026 3:09 PM
Image Direction: view north
Latitude: 43.86018827 **Longitude:** -71.59776542
Notes: Cv91

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12366
Date Taken: April 23, 2026 3:10 PM
Image Direction: view southwest
Latitude: 43.86029788 **Longitude:** -71.59783575
Notes: Cv91



Photo ID: 12367
Date Taken: April 23, 2026 3:11 PM
Image Direction: view south
Latitude: 43.85898347 **Longitude:** -71.59816167
Notes: Cv92 blocked

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit

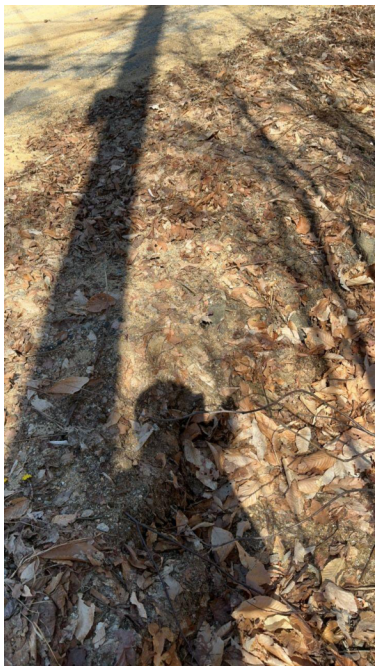


Photo ID: 12368
Date Taken: April 23, 2026 3:11 PM
Image Direction: view northeast
Latitude: 43.85888617 **Longitude:** -71.59811817
Notes: Cv92 blocked



Photo ID: 12369
Date Taken: April 23, 2026 3:13 PM
Image Direction: view south
Latitude: 43.85938372 **Longitude:** -71.59943189
Notes: Cv94

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit

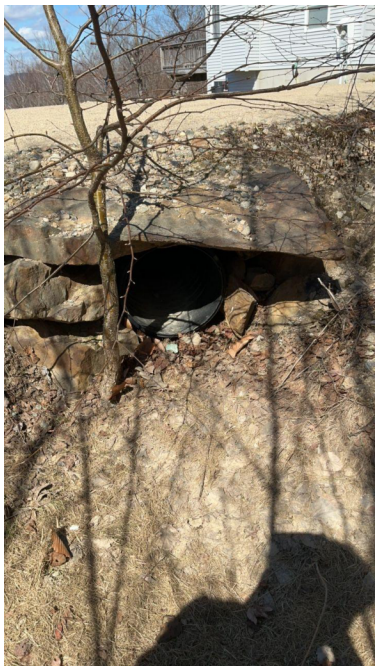


Photo ID: 12370
Date Taken: April 23, 2026 3:13 PM
Image Direction: view northeast
Latitude: 43.85925871 **Longitude:** -71.59952022
Notes: Cv94



Photo ID: 12371
Date Taken: April 23, 2026 3:15 PM
Image Direction: view southwest
Latitude: 43.85889836 **Longitude:** -71.59983608
Notes: Forest drive - minor rills in areas

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit

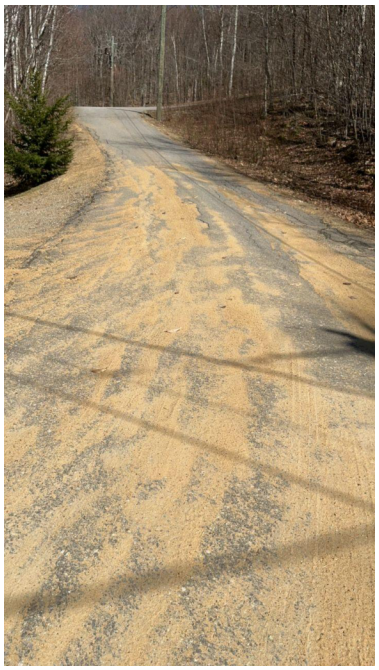


Photo ID: 12372 **Date Taken:** April 23, 2026 3:18 PM
Image Direction: view southeast **Latitude:** 43.85895954 **Longitude:** -71.59808811
Notes: Taylor - pavement worn , alligator cracking, edge cracking

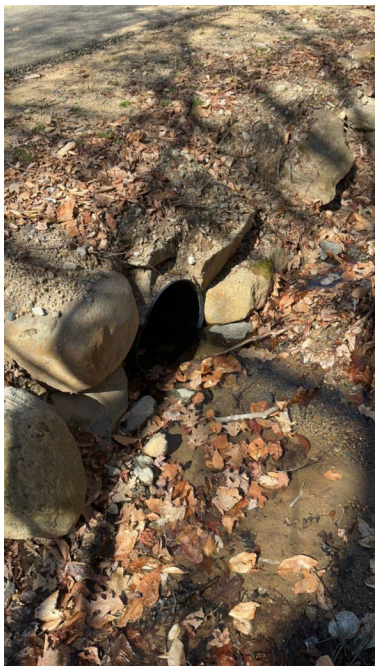


Photo ID: 12373 **Date Taken:** April 23, 2026 3:21 PM
Image Direction: view northeast **Latitude:** 43.8610925 **Longitude:** -71.59957256
Notes: Cv96

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12374
Date Taken: April 23, 2026 3:21 PM
Image Direction: view northwest
Latitude: 43.86121325 **Longitude:** -71.59959808
Notes: Cv96



Photo ID: 12375
Date Taken: April 23, 2026 3:23 PM
Image Direction: view north
Latitude: 43.86175444 **Longitude:** -71.5988315
Notes: Weetamoo - pavement in good condition

Site Photographs

Project No.	240609	Address	Campton, NH, USA
Project Name	Waterville estates	Report	Site Audit



Photo ID: 12376
Date Taken: April 23, 2026 3:28 PM
Image Direction: view west
Latitude: 43.86281633 **Longitude:** -71.60642303
Notes: Dubeau - rill at edge of rd

Appendix E: Road Standards

WATERVILLE ESTATES VILLAGE DISTRICT

562 Winterbrook Road, Boxl9
Campton, NH 03223

Development Policy For Contractors and Private Land Owners.

This policy is established to promote safe, efficient and properly engineered and constructedinfrastructure upgrades to the Waterville Estates Village District roads.

In the event that a Living Unit is to be constructed on a Living Site which lies on an unfinished road, approval of construction for said Living Unit will be contingent on the satisfactory completion of upgrades to the road servicing the Site as follows:

All topsoil and other yielding material shall be removed from the proposed roadway location and be replaced with suitable fill material to establish the proper grade for the Road Sub Base. All brush, stumps boulders and ledge shall be removed to a uniform cross sectional depth of not less than 12 inches below the sub grade and replaced with sand or 12 inch minus gravel. The Road base should be a compacted thickness of not less than 12 inches, per NH Standard Specifications, 1974, Section 304.

The Finish Base course shall consist of crushed bank run gravel of 1 ½ inch diameter as amaximum and to a minimum depth of 6 compacted inches covering the entire road width.

Road Width minimum will be 20 feet with additional 3 foot gravel Shoulders on both sides ofthe road.

Dead-End Where dead-end roads are included in the district; the following shall be laid out at the end; A cul-de-sac or hammerhead in conformance with specifications shown in Appendix B of the Campton Road Policy and attached here.

Drainage

1. Surface water shall be disposed of by means of culverts of sufficient capacity at water courses as determined by standard hydraulic methods and by construction of a longitudinal storm drainage system whenever required to relieve water in such ditch sections. Construction to be in accordance with the New Hampshire Standard Specifications for Road and Bridge Construction,

1980, Sections 603 and 504. Storm water or drainage easements shall be provided for watercourses or drainage traversing subdivision. All culverts shall be of plastic construction with a smooth bore. Minimum culvert size shall be 15 inches for any application including driveways.

2. All proposed drainage facilities and culverts shall be installed. Natural watercourses shall be cleaned and increased in size where necessary to take care of storm runoff. Drainage ditches at least three feet in width and sixteen inches in depth at their midpoint below centerline grade shall be constructed in the road right-of-way on both sides of the paved roadway. At its discretion the District Commissioners may require curbs and gutter. All ditches shall have a flat or round bottom to help prevent erosion

3. No water shall be permitted to run across the roadway on the surface, but be directed into catch basins, or otherwise into ditches, and shall be piped underground in a pipe of not less than 15 inches in diameter, or such size as may be deemed necessary by the Planning Board.

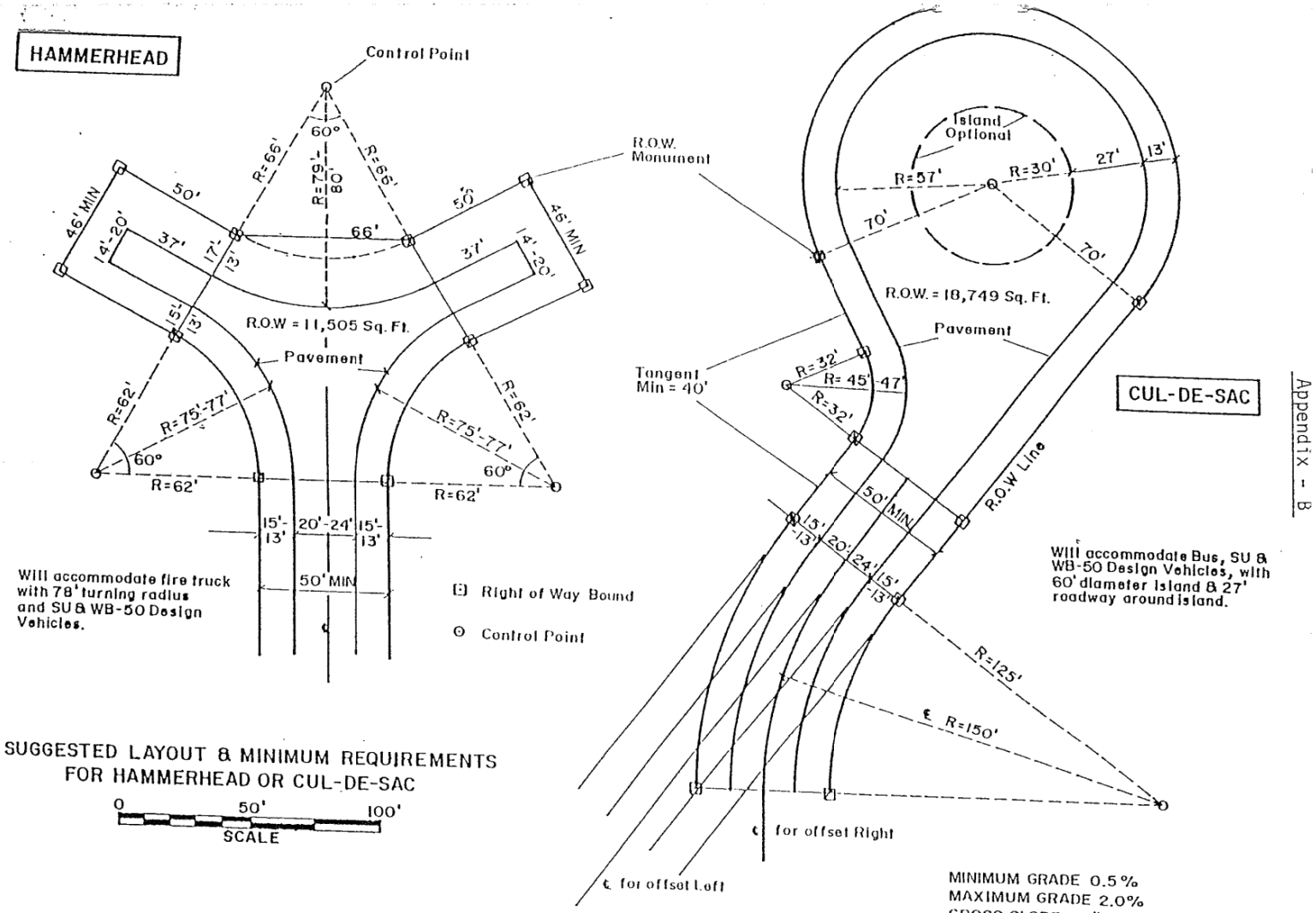
4. Paving or stone of a sufficient size shall be provided in ditches where soil or velocity conditions warrant protection from erosion.

Paving with hot bituminous with a base course of 2 inches of ¾ inch mix and a top coat of 1inch of 3/8 mixmay be required for Road Surfaces on roads with grades of 8% or greater or corners with curve radius of less than 500 feet.

Construction is to be supervised by WEVD management. These standards are general guidelines and the WEVD Commission retains the right to modify these standards on a case by case basis. The Waterville Village District Commissioners will not accept maintenance on any new road until built to these standards.

Approved 8/25/06
Amended 1/12/2022

Attached Hammerhead/cul-de-sac design


HAMMERHEAD
Control Point
60°
R=66'
R=79'-8"
R=66'
50'
46' MIN
14'-20'
37'
17'
13'
66'
50'
37'
14'-20'
46' MIN
15'
13'
R.O.W = 11,505 Sq. Ft.
Pavement
R=62'
R=75'-7"
R=75'-7"
R=62'
60°
R=62'
60°
R=62'
15'-13'
20'-24'
15'-13'
50' MIN
Will accommodate fire truck with 78' turning radius and SU & WB-50 Design Vehicles.
Right of Way Bound
Control Point
R.O.W. Monument
Island Optional
R=57'
R=30'
27'
13'
70'
70'
R.O.W. = 18,749 Sq. Ft.
Pavement
Tangent Min = 40'
R=32'
R= 45'-47'
R=32'
CUL-DE-SAC
50' MIN
R.O.W Line
15'-13'
20'-24'
15'-13'
R=125'
℄ R=150'
℄ for offset Right
℄ for offset Left
Will accommodate Bus, SU & WB-50 Design Vehicles, with 60' diameter island & 27' roadway around island.
MINIMUM GRADE 0.5%
MAXIMUM GRADE 2.0%
CROSS SLOPE 1/4" PER FT.
SUGGESTED LAYOUT & MINIMUM REQUIREMENTS
FOR HAMMERHEAD OR CUL-DE-SAC
0
50'
100'
SCALE

Town of Campton

Standards for Town and Subdivision Roads

A. INTRODUCTION

1. These standards are established to encourage safe and efficient roads in Campton. While promoting smooth traffic flow and optimum sight distances, they are designed also to ensure wise use of taxes for road construction and maintenance, and long-term use of the public roadways for intra- and inter-town commerce. They are also intended to help minimize potential conflict with pedestrians, and cyclists, to allow for sufficient privacy and quiet in the residential neighborhoods, and to assist in maintaining the rural character of Campton.

2. All access points, including driveway entrances, shall be located to most adequately promote the safety, efficiency, and convenience of the traveling public and the residents adjacent to the roadway. Access points to public roads and streets shall be limited in number to protect the long-term utility of the roadway. Minor interior streets, cul -de-sacs, or continuous loops shall be laid out to best serve land subdivisions and neighbor-
hoods.

3. Safety is an important factor in all roadway design and layout. Every effort should be made to provide clear areas within the maintenance limits. The use of flatter slopes, the use of guardrail where necessary and the use of warning signs are some of the other safety factors to be considered.

4. Pursuant to R.S.A. 36:21, land of such character as to create a danger to health, flood or fire hazard, injury, or other menace, shall not be platted for development which would promote these hazards until appropriate measures have been taken by the developer to eliminate such hazards. No natural drainage way will be altered or obstructed unless proper and necessary permits are obtained from state and local authorities so that adequate means are taken to provide for the runoff. Scattered or premature subdivision of land that would constitute a threat to the prosperity of the town, or place an undo burden by reason of the lack of drainage, transportation of school children, fire protection, or other public services that necessitate an excessive expenditure of public funds, or are in conflict with the harmonious development of the town, will not be platted for development.

B. MINIMUM ROAD STANDARDS

1. The use of more liberal values than these minimum standards is recommended. For

additional guidance and design of local development roads and streets with high volumes of traffic, reference will be made to the publication, Basics of a Good Road for Municipal Officials. A copy is on display at the Selectmen's Office and information for obtaining copies is available there also.

2. Existing roads shall, whenever necessary and practicable, be widened and improved to the standards required by these Regulations, at the "fair share" expense of the developer, as determined by the selectmen.

C. ROAD LAYOUT

1. Roads shall be laid out so as to intersect at right angles. Roads shall be continuous and in alignment with existing streets as far as possible.

2. Roads shall be logically related to the topography so as to produce usable lots, grades not in excess of 12 percent and safe intersections in relation to the proposed use of the land to be served by such streets.

3. The arrangement of roads in a subdivision shall provide for the continuation of the principal roads in adjoining subdivisions or for their proper projection when adjoining property is not subdivided, and shall be of a width at least as great as that of such existing connecting roads.

4. Where dead-end roads are included in subdivision; the following shall be laid out at the ends. For dead-end roads of up to 500 feet, a cul-de-sac or hammerhead in conformance with specifications shown in Appendix B shall be laid out. For roads greater in length, a continuous loop shall be laid out in conformance with specifications as shown in Appendix C.

D. STREET NAMES AND HOUSE NUMBERS

1. Names of new streets shall not duplicate nor bear phonetic resemblance to the names of existing streets within the town, or towns of Thornton, or Ellsworth. Names shall be approved by the Fire Chief for conformance with E-911 specifications. Streets, which join or are in alignment with streets of abutting or neighboring properties, shall bear the same name. Street signs and traffic signs shall be installed by the town. The cost shall be borne by the developer.

2. House address numbers shall be assigned in accordance with the town street numbering system, and the size of numbers to conform to E-911 specifications. Numbers shall be allotted for lots along both sides of each road according to E-911 specifications.

E. RIGHT OF WAY

1. No road right-of-way shall be less than 50 feet in width. A larger right-of-way may

be required if a greater road width is warranted in the opinion of the Planning Board.

2. Existing streets within or abutting the subdivision shall, whenever necessary in the opinion of the Planning Board, be widened and improved to the standards required by these Regulations, at the "fair-share" expense of the developer, as determined by the Selectmen.

F. SUB GRADE PREPARATION All topsoil and other yielding material shall be removed from the proposed roadway location and be replaced with suitable fill material to establish the proper grade for the road base. All brush, stumps, boulders and ledge shall be removed to a uniform cross sectional depth of not less than 12 inches below the sub grade and replaced with sand, broken rock of a diameter not greater than 12 inches, or gravel. If a spring of water is encountered, drainage stone of 1 1/2 inches shall be placed to a depth of 12 inches, and 18 inches wide, and including a 4 inch PVC pipe, carrying the water beyond the road base. A suitable geotextile fabric shall be placed over the entire width of the drainage stone. Topsoil shall be stock piled on site for restoration of ground cover on road slopes.

G. ROAD BASE (See Appendix A)

1. The sub-base course shall consist of bank-run gravel, free from loam or organic matter to a compacted depth of 12 inches, per New Hampshire Standard Specifications, 1974, Section 304. Compaction to be accomplished by a roll of no less than 6 ton weight. Sub-base is to extend to the entire width of road, including shoulders.

2. The finish base course shall consist of crushed stone and fine gravel not to exceed 1 1/2 inches in diameter to a minimum compacted depth of 6 inches, covering the full width of the sub-base of the road.

H. ROAD WIDTH

1. The minimum width of roadway or traveled way shall be 20 feet. At the discretion of the Planning Board additional width may be required. At roadway curves of less than a radius than 500 feet, widening shall be done according to the specifications of table 1.

I. GRAVEL SHOULDERS

1. A 3 foot crushed gravel shoulder, shall be constructed adjacent to all roadways, flush with the roadway asphalt surface.

J. ROADWAY SURFACE

1. All roadway surfaces are to be Hot Bituminous Treated, with a base course of 2 inches of 3/4 inch Hot Bituminous base material, and a wearing or top coat of 1 inch of

3/8 inch Hot Bituminous material. Each layer of Hot Bituminous to compacted with a roll of at least 6-ton weight.

2. In unusual cases of low traffic volumes, the Selectmen at their discretion may allow a gravel surface, per the above roadway specifications

3. Existing roads in an approved subdivision shall be "grandfathered" from the requirement of having hot bituminous application at the discretion of the Board of Selectmen.

K. BRIDGES

1. On stream crossings of 10 feet or more spans, the structure shall be designed to H15-S20 loading (A.A.S.H.O. specifications.)

2. Roadway width across bridges shall be equal to the width of pavement and shoulders on the approaching roadways.

L. ROAD GRADES

1. Roadway grades shall not exceed 12 percent.

2. No grades over 6 percent over protracted distances (over 600 feet) and such grades shall require paved ditches, per selectmen specifications, to limit surface erosion.

3. No more than 2 percent grade within 50 feet of an intersection, as measured from the nearest right-of-way line of the road being intersected.

M. SIGHT DISTANCE

1. A minimum safe stopping sight distance shall be 200 feet.

2. For changes in grade exceeding 1 percent, a vertical curve shall be provided ensuring a minimum sight distance of 150 feet.

N. CONSTRUCTION SUPERVISION

1. Construction of the roadway, drainage facilities, and all other elements of the roadway must be done under the supervision of the Road Agent, (or his designee), and with the approval of the Board of Selectmen. If supervision of work cannot be overseen by the Road Agent or his designee, and additional help is hired by the town to accomplish the supervision, the additional expense to the town shall be born by the developer, and arrangements for payment will be made prior to the commencement of roadwork.

2. A road cannot be accepted as a town road until the minimum standards herein have been met. For roads that have been built prior to the inception of these standards, that a person, persons, or developer is asking the town to accept, core samples, or cross sectional pictures of the road bed construction, shall be submitted to the Road Agent and Board of Selectmen for their review, before acceptance of the road.

O. EROSION CONTROL

1. Adequate measures to prevent soil erosion shall be taken during road construction and lot clearing.

2. Erosion shall be controlled by placing mulch or matting on all surface disturbed by construction of the roadway and on all other surfaces where there is danger of eroded material being carried from the roadway area. Additional measures may include, but not be limited to: maintenance of vegetative cover on steep slopes, seeding of road shoulders and embankments, construction of settlement basins and temporary dams.

3. All drainage or erosion control facilities must be consistent in design with procedures and guide lines used by the Grafton County Soil Conservation District or developed by the U.S. Soil Conservation Service.

P. DRAINAGE

1. Surface water shall be disposed of by means of culverts of sufficient capacity at water courses as determined by standard hydraulic methods and by construction of a longitudinal storm drainage system whenever required to relieve water in such ditch sections. Construction to be in accordance with the New Hampshire Standard Specifications for Road and Bridge Construction, 1980, Sections 603 and 604. Storm water or drainage easements shall be provided for watercourses or drainage traversing subdivision. All culverts shall be of plastic construction with a smooth bore. Minimum culvert size shall be 15 inches for any application including driveways.

2. All proposed drainage facilities and culverts shall be installed. Natural watercourses shall be cleaned and increased in size where necessary to take care of storm runoff. Drainage ditches at least three feet in width and sixteen inches in depth at their midpoint below centerline grade shall be constructed in the road right-of-way on both sides of the paved roadway. At its discretion, the Planning Board may require curbs and gutter. All ditches shall have a flat or round bottom to help prevent erosion.

3. No water shall be permitted to run across the roadway on the surface but be directed into catch basins, or otherwise into ditches, and shall be piped underground in a pipe of not less than 15 inches in diameter, or such size as may be deemed necessary by the Planning Board.

4. Paving or stone of a sufficient size shall be provided in ditches where soil or

velocity conditions warrant protection from erosion.

Q. UTILITIES

1. Utilities poles should be kept close to the Right of Way line of the roadway, but in no case closer than the ditch line and always well back of a curb.

2. The above applies to underground utilities also.

R. HIGHWAY ACCESS-DRIVEWAY

1. Before any driveway or other access is constructed within the limits of the right-of-way of any State maintained highway, a written construction permit must be obtained from the New Hampshire Department of Public Works and Highways as per R.S.A. 249:17. State approvals shall be submitted to the Planning Board as part of the subdivision review material.

2. All subdivision plans (concerning access to any roadway in town) shall indicate the location of the driveway or other access points, the width of the driveway, entrance, exit or approach and the safe sight distance for each access point.

3. The maximum width of any access point or driveway shall be 50 feet measured parallel to the highway centerline at the curb or shoulder line with a desirable width of 35 feet, except that an access point or driveway may be flared beyond a width 50 feet at its junction with the highway to accommodate the turning radius of vehicles expected to use the driveway or approach.

4. For proposed residential or commercial development along town or state roadway frontages that exceed 600 feet, the construction of an internal street system or service road outside of the roadway right-of-way will be required to provide greater safety for the development occupants, as well as the highway users. See Appendix C for illustrations of intended access to public thoroughfares.

S. CONSTRUCTION SURETY

The sub divider shall tender offers of cession in a form certified as satisfactory by the Town Legal Counsel of all land included in roads not specifically reserved by him, but approval of the plat by the Planning Board shall not constitute an acceptance by the Town of the dedication of any road, or other public open space. The sub divider shall either file a bond in an amount and with surety and conditions satisfactory to the Selectmen providing for and securing to the Town the actual construction and installation of such improvements and utilities within a period specified by the Selectmen and expressed in the bond; or other evidence supporting an assessment or other method whereby the Town is put in an assured position to do said work and make alterations at the cost of the sub divider. Such bond or other method shall be approved as to form and sureties by the legal

Revised: September 24, 2001

Campton Board of Selectmen

Chairperson

Charles W. Cheney

Ray T. Marden
Road Agent

counsel of the Town and conditioned on the completion of such improvements within 5 years of the date of the bond or acceptance by him of any other approved method.

Revised: September 24, 2001

Campton Board of Selectmen

Charles W. Cheney
Chairperson

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Road Agent

Revised September 29, 2003

Charles W. Cheney
Chairperson

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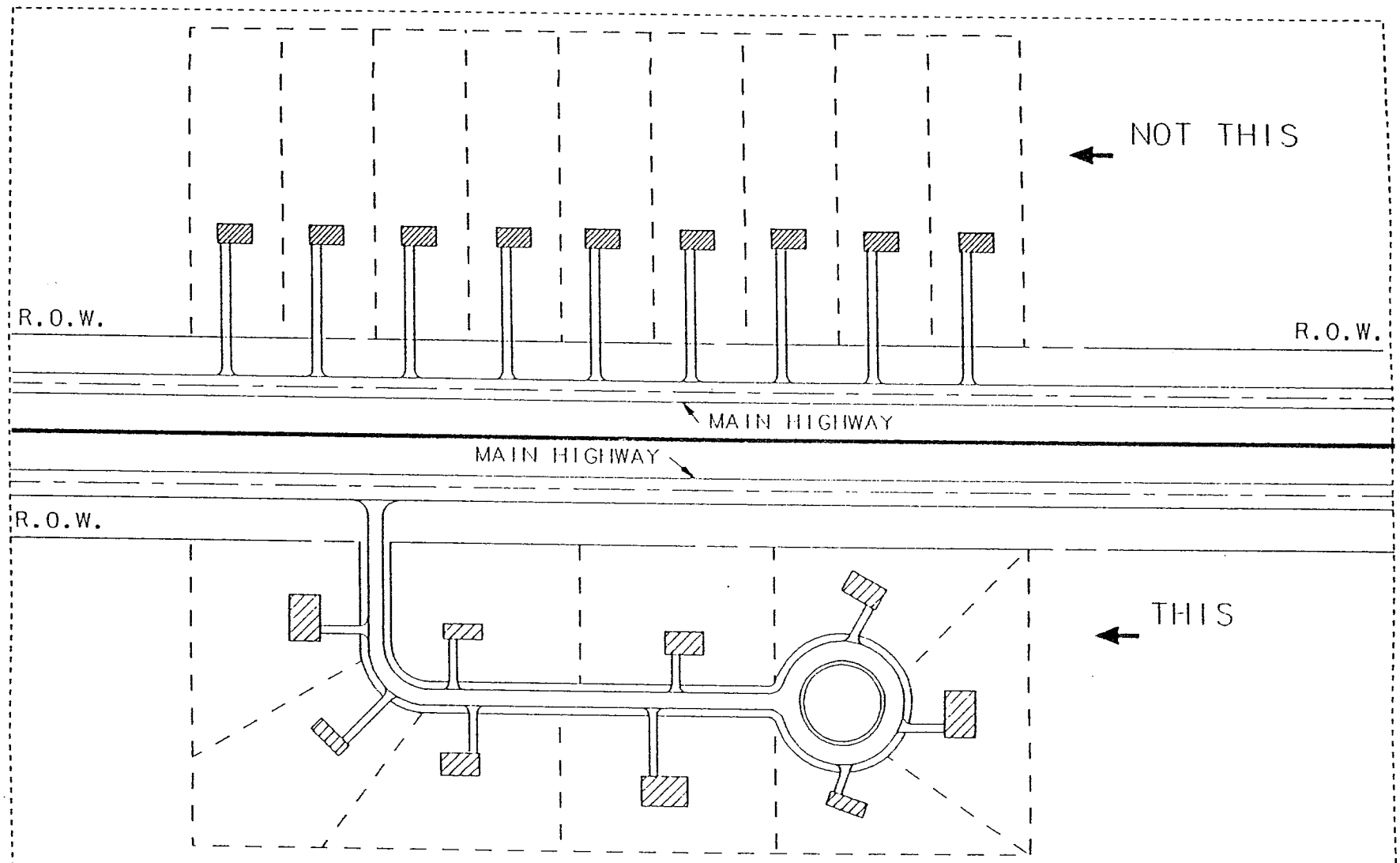
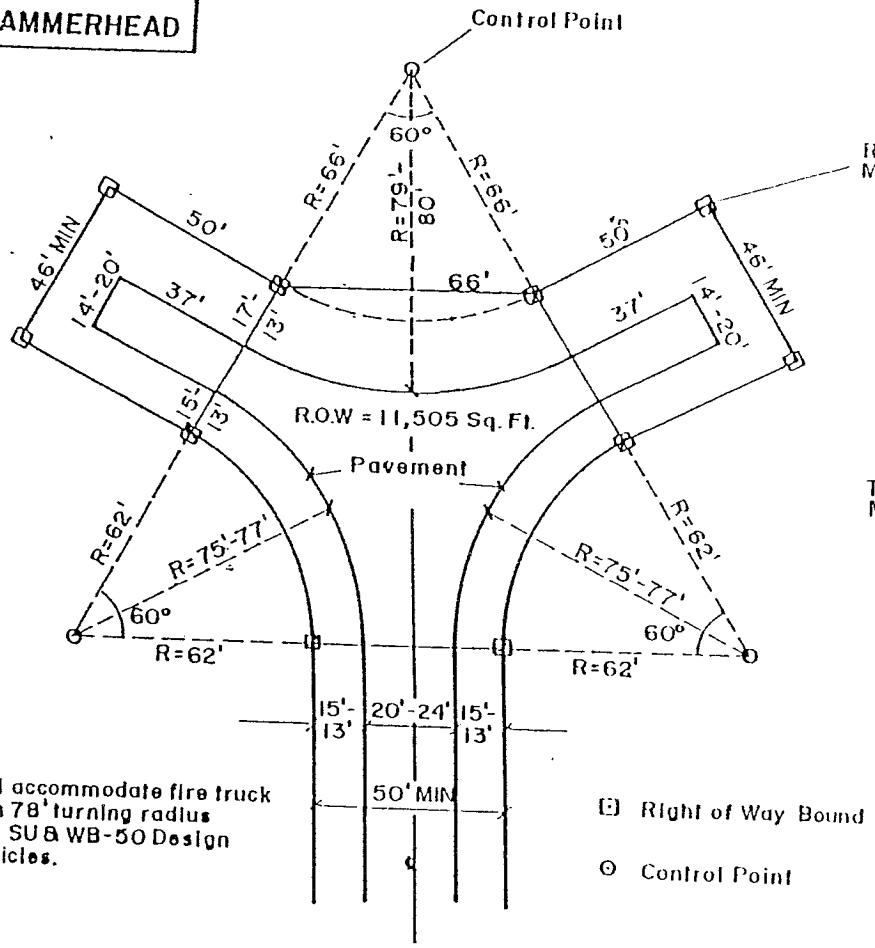
Road Agent



RESULTS: - BETTER RESIDENTIAL AMENITY
- IMPROVED H'WY ACCESS SAFETY

ALTERNATE LAND SUBDIVISION PLANS

HAMMERHEAD



Will accommodate fire truck with 78' turning radius and SU & WB-50 Design Vehicles.

B Right of Way Bound

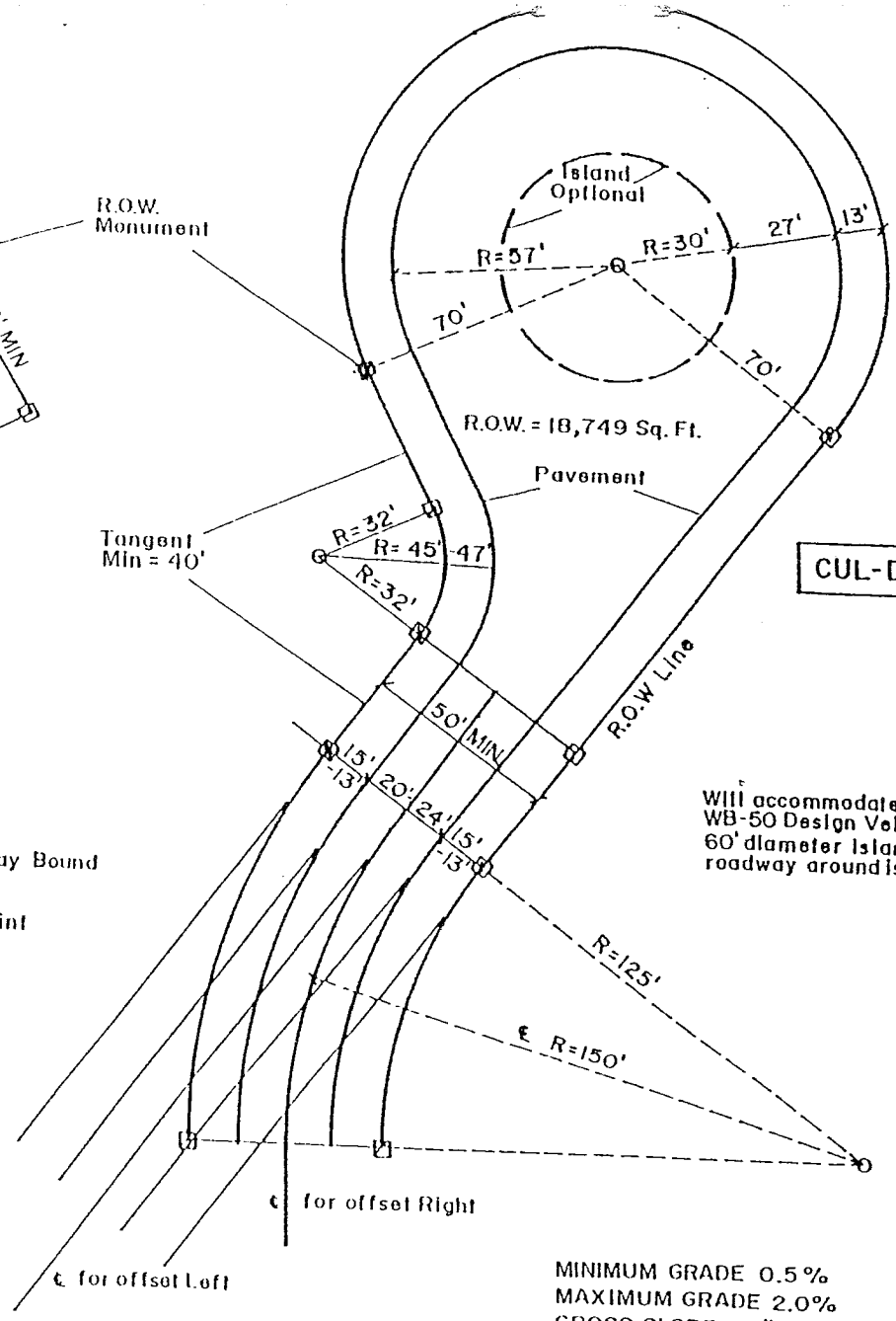
⊙ Control Point

SUGGESTED LAYOUT & MINIMUM REQUIREMENTS FOR HAMMERHEAD OR CUL-DE-SAC

0 50' 100'

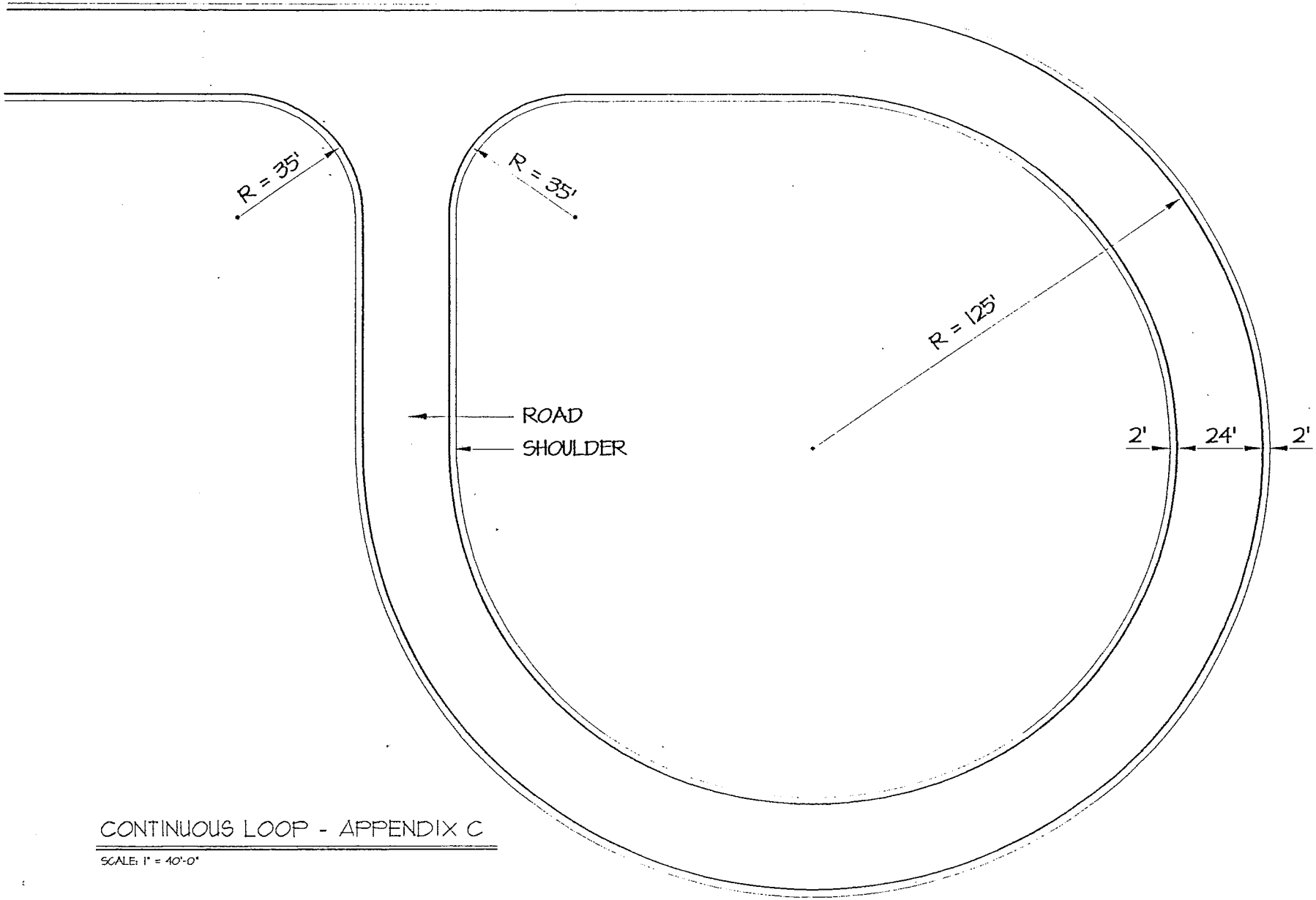
SCALE

CUL-DE-SAC



Will accommodate Bus, SU & WB-50 Design Vehicles, with 60' diameter island & 27' roadway around island.

MINIMUM GRADE 0.5 %
MAXIMUM GRADE 2.0%
CROSS SLOPE 1/4" PER FT.



CONTINUOUS LOOP - APPENDIX C

SCALE: 1" = 40'-0"

Appendix F: Road and Culvert Findings

4.1 Dirt Roads

The following sections summarize individual dirt/gravel roads evaluated as part of this study. The investigation included both photographic documentation and detailed findings.

4.1.1 Abnaki Trail

Abnaki Trail is 776 linear feet of gravel road. The road is in average condition, measuring 21 feet wide with an shoulder of 1–2 feet. On steeper segments, rills have formed. One boring designated as B1A was recorded. No culvert crossings were identified along this section of road. Lidar data for this road is unavailable.

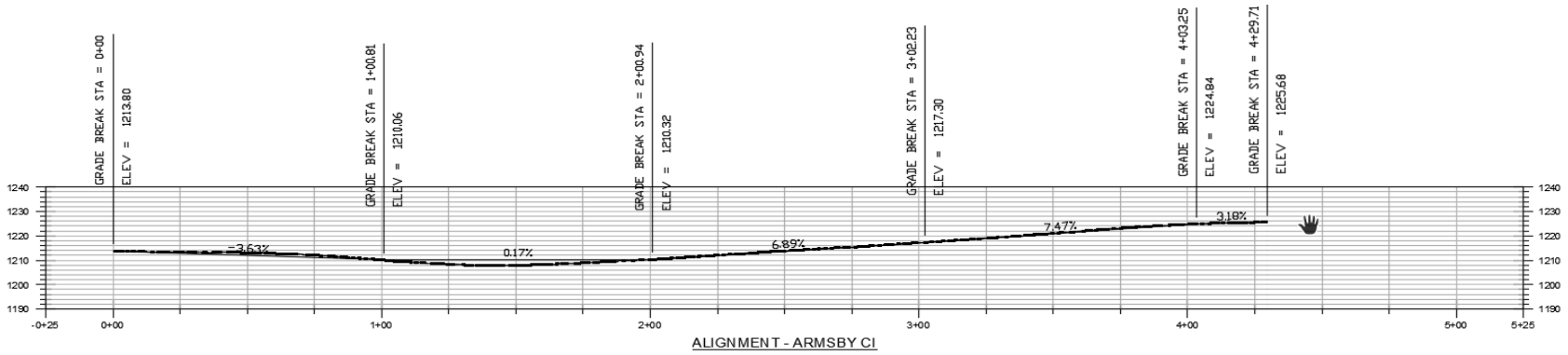
WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B1A	Na	5" Crushed Gravel	12" Sand Medium Gravel	Silty Sand Some Gravel To 36"	19"	Yes
B1B	Na	4" Crushed Gravel	Sand And Crushed Gravel To 13"	Refusal 13"	Na	No



4.1.2 Armsby Cl

Armsby Cl is a 430-foot gravel road that is currently rated as being in average condition. The roadway measures between 18 and 20 feet in width and includes a 6-foot unpaved shoulder. The grade of this road ranged from 0.17% to 7.47% and meets design standards. One boring, designated as B2, was completed along this road to assess the subsurface materials. The road has no known culvert crossings and did not have grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B2	NA	5" Sand + Crushed Gravel	9" Sand And Coarse Gravel	Sand, Coarse Gravel, Some Silt To 36"		No

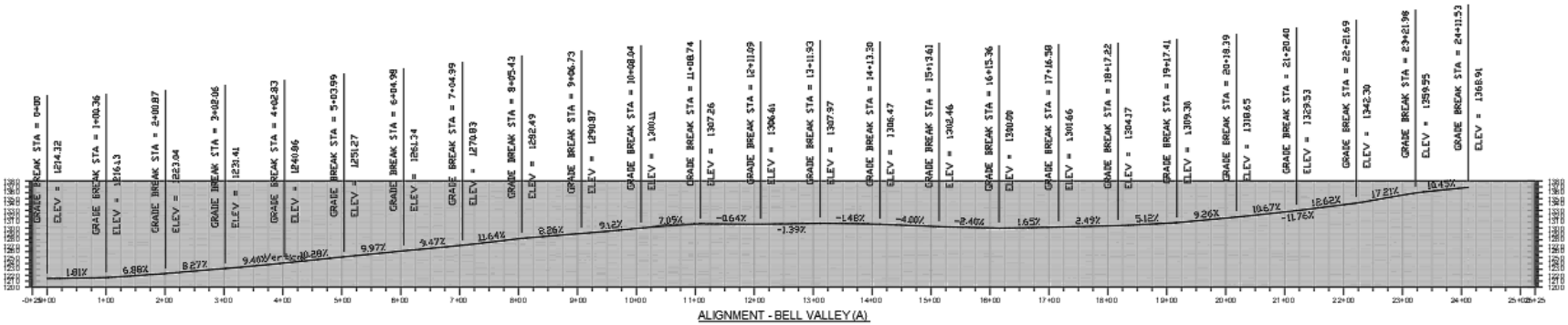




4.1.3 Bell Valley (A)

Bell Valley (A) is a 2,411-foot gravel road in poor condition. The roadway measures 21 feet in width with a 2-foot shoulder. Two other Bell Valley sections are paved. Observed issues included alligator cracking, culvert depressions, potholes, and edge of pavement cracking. Five borings, B3A–B3E, were recorded across these roads. There are a total of two culvert crossings, one 18” and one 24”. There are two sections, each measuring approximately 100 feet, that have grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B3A	NA	4" Crushed Gravel	21" Nd, Medium Gravel	Silty Sand/Gravel To 36"	25"	No
B3B	NA	5" Crushed Gravel	22" Sand, Medium Gravel	Coarse Gravel And Sand To 36"	Na	No
B3C	NA	3" Fill Sand	16" Sand And Gravel	4" Crushed Up Rock	Na	No
B3D	NA	5" Crushed Gravel	17" Sand, Coarse Gravel	Sand, Coarse Gravel, Some Silt To 36"	Na	No
B3E	NA	5" Crushed Gravel	11" Sand, Medium Gravel	Refusal At 16"	Na	No



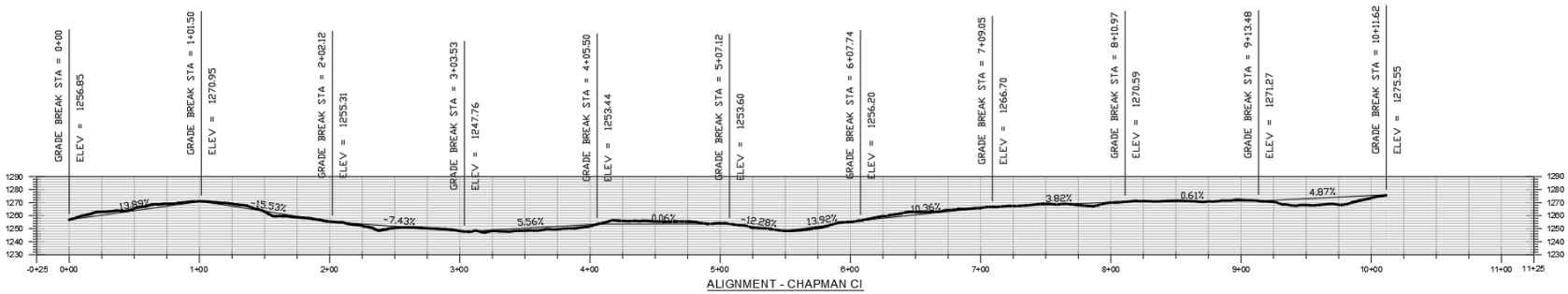
Road Name	Start STA	End STA	Grade
Bell Valley (A)	21+20.40	22+21.69	12.62%
	22+21.69	23+21.89	17.21%



4.1.4 Chapman Cl

Chapman Cl is a gravel road measuring 1,015 linear feet, currently in poor condition. The road measures between 19-20 feet in width with a 1-2 foot shoulder. The gravel is in good condition with minor rills in the area. Four borings, labeled B8A through B8D were recorded. The road has two culvert crossings, a 32” and a 36”. There are four sections, each measuring approximately 100 feet, that have grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B8A	NA	11" Sand, Coarse Gravel Mix	Sand Some Silt, Coarse Gravel To 36"		30"	No
B8B	NA	28" Sand, Coarse Gravel/Mix	8" Sand Some Silt, Coarse Gravel To 36"		Na	No
B8C	NA	34" Sand Coarse Gravel/Mix	Sand Some Silt, Coarse Gravel To 36"		34"	No
B8D	NA	6" Sand, Coarse Gravel	Sand Some Silt, Coarse Gravel To 36"		Na	No



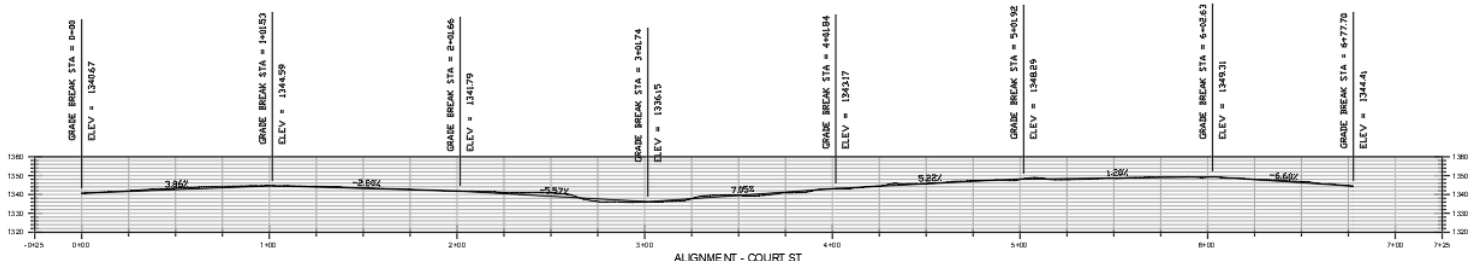
Road Name	Start STA	End STA	Grade
Chapman Ci	0+00	1+01.50	13.89%
	1+01.50	2+-02.12	15.53%
	5+07.12	5+50	12.28%
	5+50	6+07.743	13.92%



4.1.5 Court St

Court Street is 682 linear feet of gravel road. The road is 21 feet wide with a 1–2 foot shoulder. Rills were present on the gravel surface. It had one boring complete labeled B9. The road has one unknown size culvert crossing and there were no grades exceeding 12%.

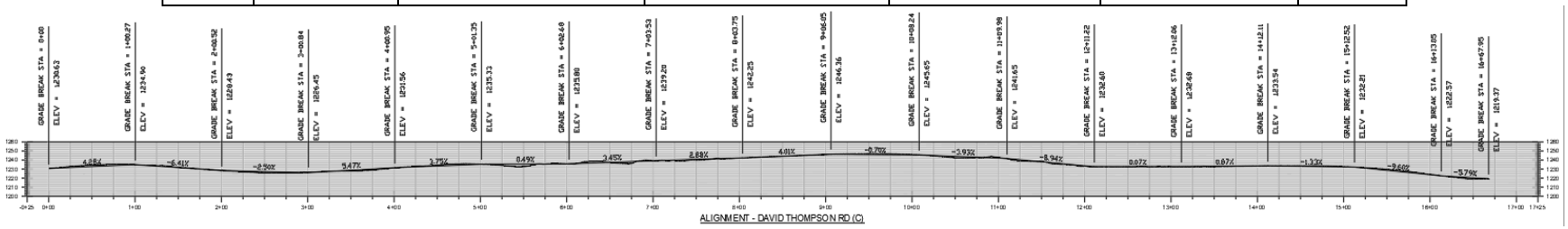
WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B9	NA	9" Sand, Gravel	4" Brown Soil	16" Sand, Gravel	NA	NO



4.1.6 David Thompson Rd (C)

David Thompson Road (C) is a 1,668 foot gravel road in average condition. The road is 20 feet wide with a 6 foot shoulder. There are two other sections of David Thompson Road, however they are paved. One boring was designated as B10A. This section of road has a total of two culvert crossings, one 18” and one 24”. The grade of the road did not exceed 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B10A	NA	6" Crushed Gravel	12" Sand - Medium Gravel	Sand, Coarse Gravel, Some Silt To 36"	NA	NO

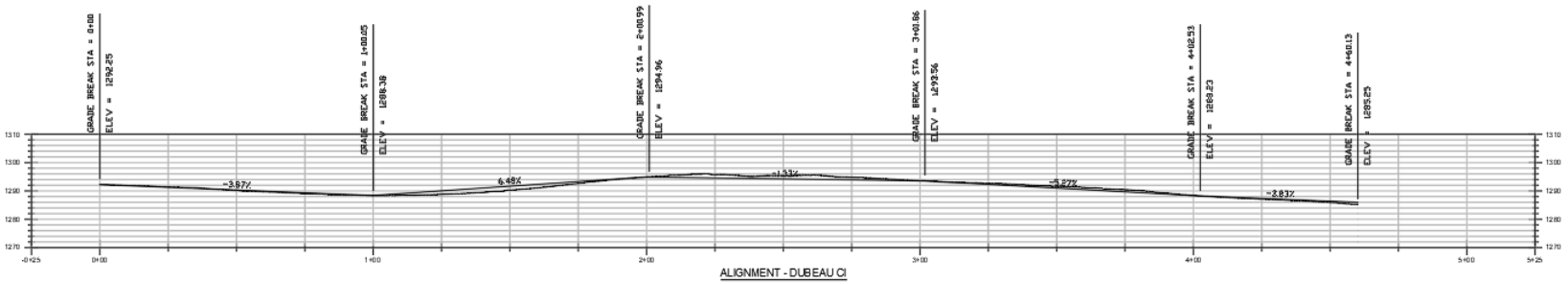




4.1.7 Dubeau Cl

Dubeau Cl is a 463-foot gravel road with one boring (B11) completed. The road is in fair condition, measuring 20 feet wide and featuring a 4-foot shoulder. Rills were observed along the edge of the road. There is a single culvert crossing of unknown diameter. The grade of the road did not exceed 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B11	NA	10" Sand, Coarse Gravel Mix	7" Moist Sand, Some Gravel	Silty Clay Some Gravel	NA	NO

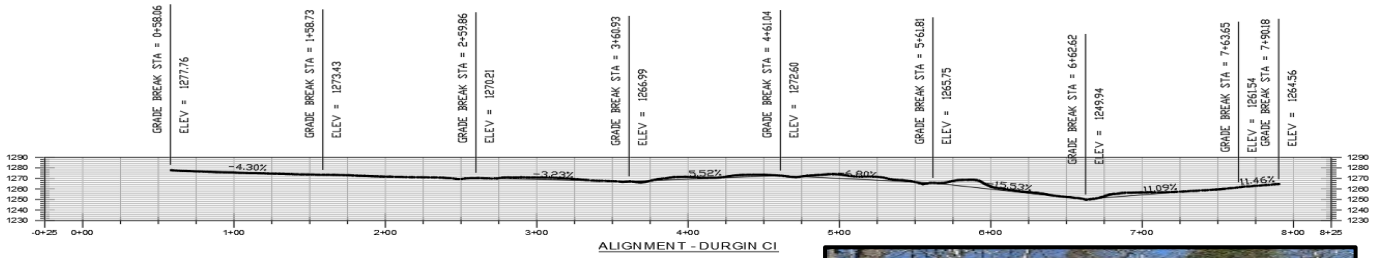




4.1.8 Durgin Cl

Durgin Cl is a 798-foot gravel roadway currently classified as being in poor condition. The road was 18 feet wide with a shoulder measuring between 1 and 2 feet. Significant rills were noted on the steeper portions of the road. The site investigation comprised three borings, B12A, B12B, and B12C. One culvert crossing was identified with an 18" diameter. There is one section measuring approximately 100 feet, that has a grade exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B12A	NA	15" Sand And Gravel Mix	Sand Some Silt, Coarse Gravel To 36"		12"	NO
B12B	NA	15" Sand And Gravel Mix	Sand Some Silt, Coarse Gravel To 36"		NA	NO
B12C	NA	15" Sand And Gravel Mix	Sand And Coarse Gravel To 36"		NA	NO



ALIGNMENT - DURGIN CI

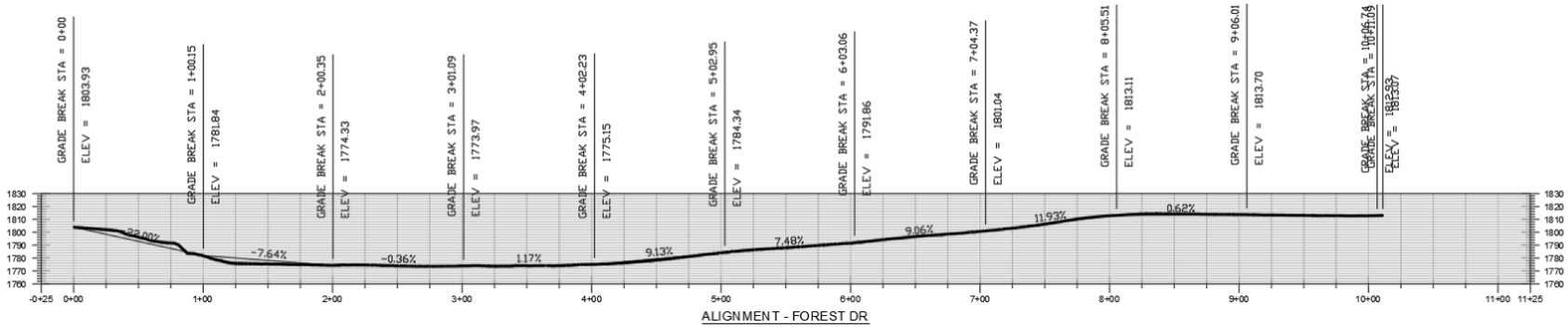
Road Name	Start STA	End STA	Grade
Durgin Circle	3+61.81	6+62.62	15.53%



4.1.9 Forest Rd

Forest Road is a 1,024-foot gravel road that is in poor condition. The road measured 22 feet wide with a 2 foot shoulder. Minor rills were observed in areas. There were a total of 4 borings labeled B13A to B13D. The road has three culvert crossings, two 16” and one 18”. There is one section measuring approximately 100 feet, that has a grade exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B13A	NA	8" Sand And Gravel	8" Sand And Coarse Gravel	Refusal At 16"	NA	YES
B13B	NA	4" Sand And Gravel	10" Silty Sand And Gravel Native	5" Weathered Rock Refusal At 19"	5"	YES
B13C	NA	5" Sand And Gravel	8" Sand And Gravel Native	3" Weathered Rock Refusal At 18"	NA	YES
B13D	NA	7" Sand And Gravel	12" Sand And Gravel, Some Silt To Native	Refusal At 19"	NA	YES



Road Name	Start STA	End STA	Grade
Forest Drive	0+00	1+00.15	22.00%

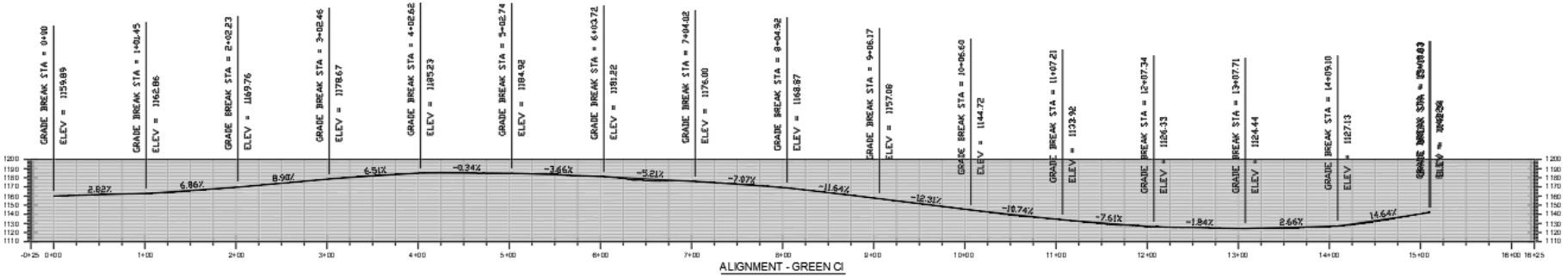




4.1.10 Green Circle

Green Circle is a 1,516-foot gravel in average condition. The road measured 21 feet wide with a minimal shoulder. Rills were observed throughout the road. There were a total of five borings, labeled B14A to B14E. The road has two culvert crossings, one 16" and one 18". There are two sections measuring approximately 100 feet, that has a grade exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B14A	5"	10" Sand/Gravel Base Coarse	Sand/Silt Medium Gravel Native To 36"		NA	NO
B14B	5"	11" Sand/Gravel Base Coarse	11" Sand, Medium Gravel	Sand/Silt Some Gravel To 36" (Native)	NA	NO
B14C	NA	9" Crushed Gravel / Sand	16" Sand, Medium Gravel	Sand/Silt Some Gravel To 36" (Native)	NA	NO
B14D	NA	4" Crushed Gravel	11" Sand, Medium Gravel	Sand/Silt Some Gravel To 36" (Native)	NA	NO
B14E	NA	4" Crushed Gravel	11" Sand, Medium Gravel	Sand/Silt Some Gravel To 36" (Native)	NA	NO
B15A	5"	4" Crushed Gravel	16" Sand, Medium Gravel	Sand And Gravel Some Silt To 36"	32"	NO



Road Name	Start STA	End STA	Grade
Green Circle	9+06.17	10+06.60	12.31%
	14+09.10	15+09.63	14.64%



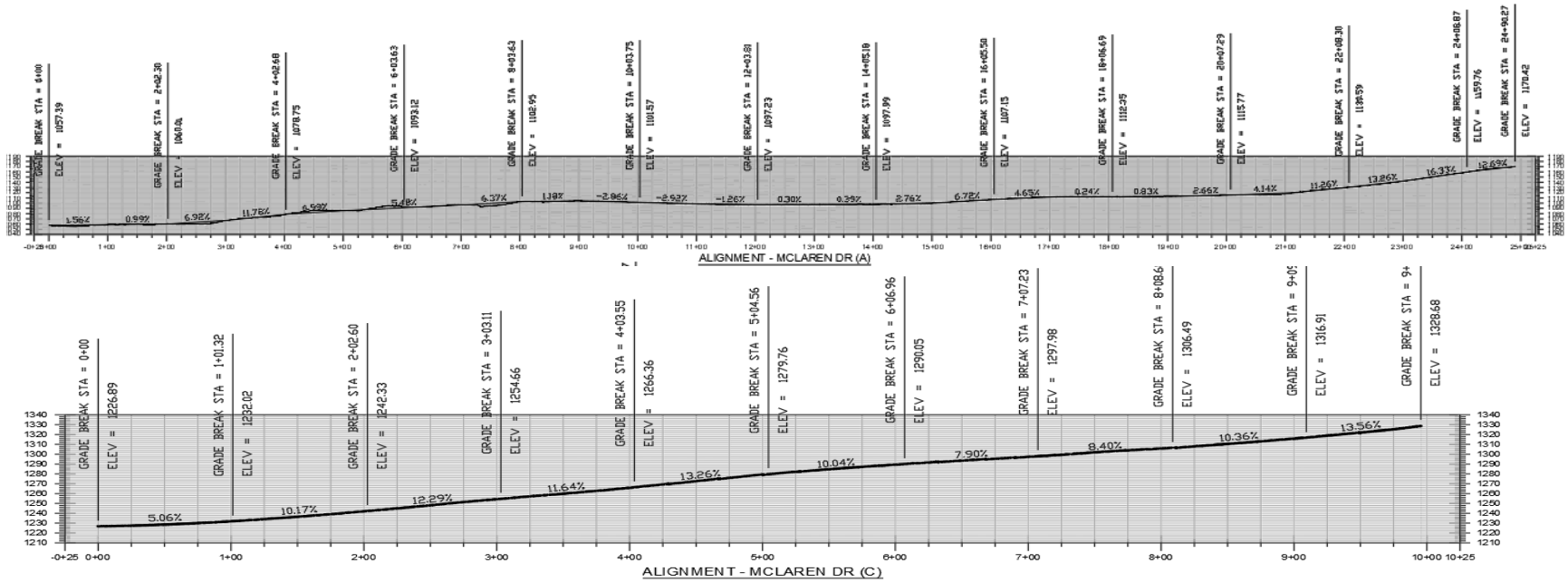




4.1.12 McLaren Dr (A) & (C)

McLaren Drive (A) and (C) is a 2,491-foot and 995-foot gravel road respectively. McLaren Drive (A) is in good condition where as (C) is in very poor condition. The road measured 21 feet wide with a 1-2 foot shoulder. Minor cracking, large rills were observed in steep sections. There were a total of eight (8) borings, labeled B16A to B14D, and B16G to B16J. The Section (A) has six culvert crossings, one 16", two 18", three 24". Section (C) does not have any identified culvert crossings. Both (A) and (C) include three segments, each approximately 100 feet in length, with grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B16A	NA	4" Crushed Gravel	6" Sand, Coarse Gravel	Sand/Silt (Native) To 36"	NA	No
B16B	NA	4" Crushed Gravel	4" Large Gravel	10" Coarse Sand/Silt (Native) To 36	30"	No
B16C	NA	4" Crushed Gravel	Coarse Sand And Gravel To 36" (No Native)		NA	No
B16D	NA	4" Crushed Gravel	Coarse Sand And Gravel To 36"(No Native)		NA	No
B16G	NA	5" Crushed Gravel	7" Sand, Medium Gravel	Silty Sand And Gravel (Native) To 36"	NA	No
B16H	NA	5" Crushed Gravel	14" Sand Coarse Gravel	Silty Sand, Some Gravel (Native) To 36	26"	No
B16I	NA	5" Crushed Gravel	14" Sand And Coarse Gravel	Silty Sand, Some Gravel (Native) To 36	30"	No
B16J	NA	5" Crushed Gravel	24" Sand, Medium Gravel	Silty Sand And Medium Gravel To 36"	32"	No



Road Name	Start STA	End STA	Grade
McLaren Dr (A)	22+15.45	23+16.14	13.26%
	23+16.14	24+16.39	16.33%
	24+16.39	24+90.27	12.69%
McLaren Dr (C)	2+02.60	3+03.11	12.29%
	4+03.55	5+04.56	13.26%
	9+09.30	9+95.47	13.56%



McLaren Drive (A)

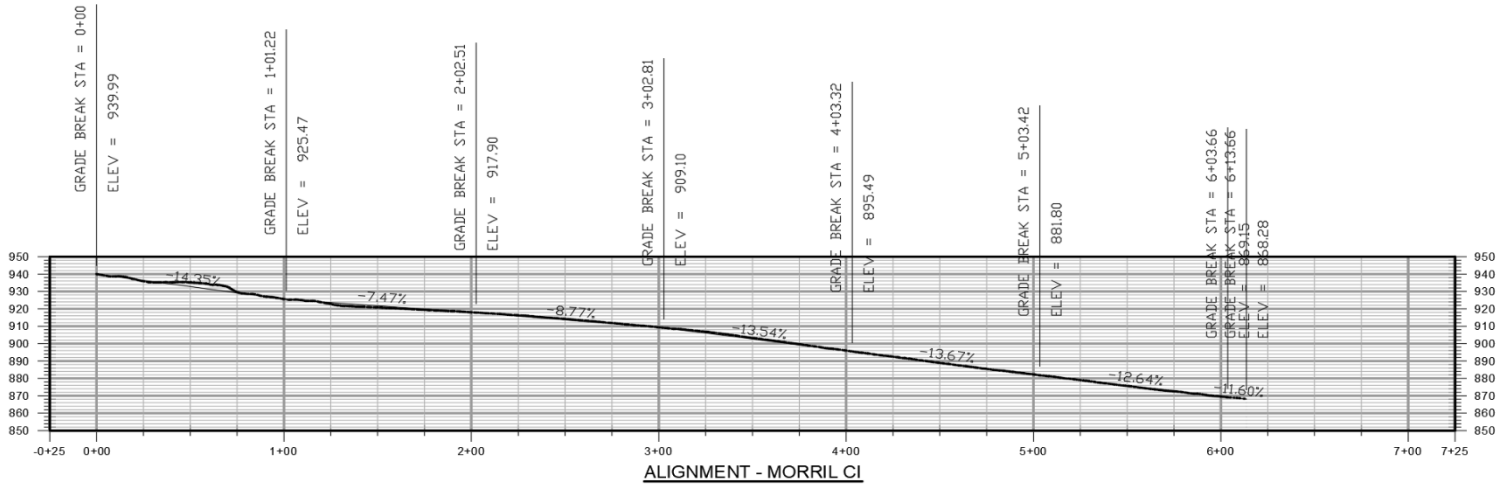


McLaren Drive (C)

4.1.13 Morril Circle

Morril Circle is a gravel road stretching 614 feet and is currently in very poor condition. The road measured 20 feet wide with a 3-6 foot shoulder. Minor rills were observed in the steeper sections of road. One boring, designated B18, has been finished. Additionally, there is a single 18-inch culvert crossing present. There are four sections, each measuring approximately 100 feet, that have grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B18	NA	3" Sand And Gravel	6" Crushed Rock	8" Grey Silty Sand And Rocks	NA	No

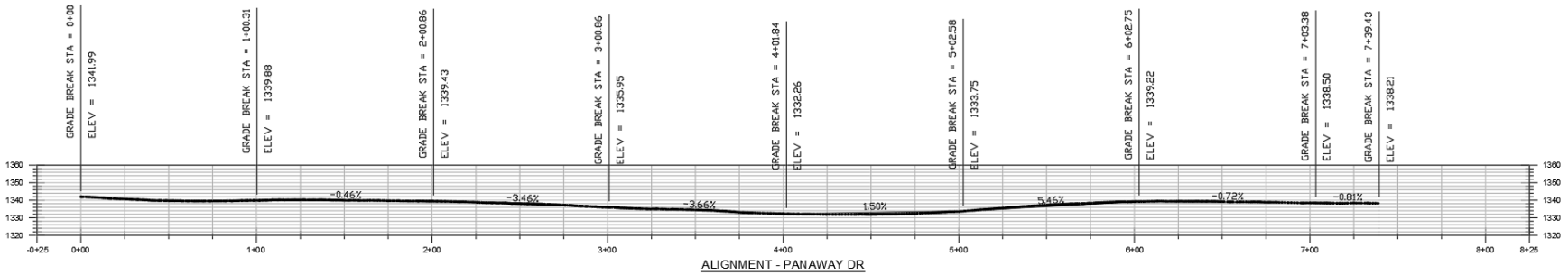


Road Name	Start STA	End STA	Grade
Morril Circle	0+00	1+01.22	14.36%
	3+02.81	4+03.32	13.54%
	4+03.32	5+03.42	13.67%
	5+03.42	6+03.66	12.64%

4.1.14 Panaway Dr

Panaway Drive is a gravel road measuring 746 feet in length and is currently rated as being in average condition. The road measured 20 feet wide with a 1-2 foot shoulder. Minor rills were observed in areas. A boring designated as B19 was recorded. Additionally, the roadway includes a single culvert crossing, although its size is currently unknown. The grade of the road did not exceed 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B19	NA	8" Coarse Sand And Gravel	4" Crushed Rock	13" Sand Trace Gravel	NA	No

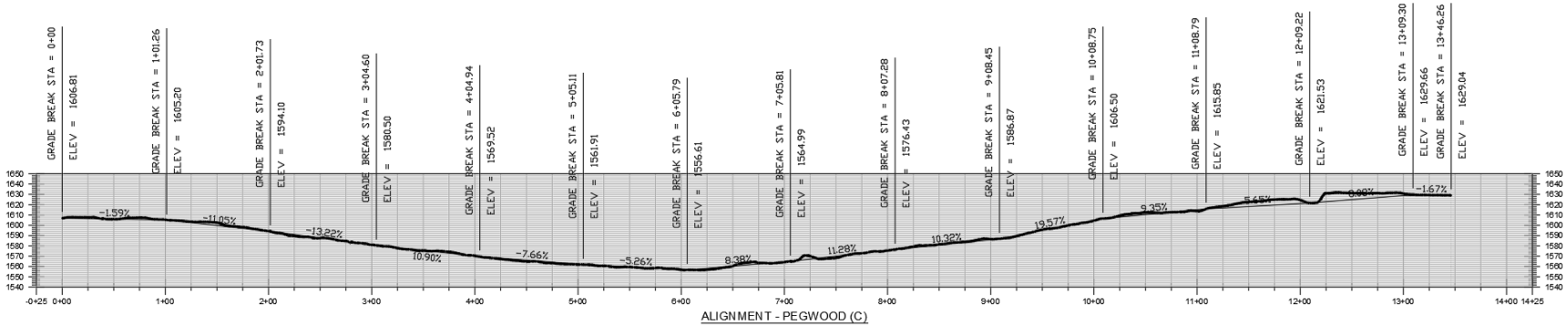




4.1.15 Pegwood Rd (C)

Pegwood Road (C) is a gravel roadway measuring 1,346 feet in length, currently assessed to be in average condition. The road measured 21 feet wide with a 1-2 foot unpaved shoulder. There are two borings identified as B20A and B20B. This section of road does not have any culvert crossings identified. There are two sections, each measuring approximately 100 feet, that have grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B20A	3.5"	6" Crushed Asphalt And Rocks	7" Sand And Gravel And Crushed Rocks	13" Wet Coarse Sand And Gravel	18"	No
B20B	NA	6" Sand And Gravel	4" Crushed Rock	3" Grey Silt Sand	NA	No

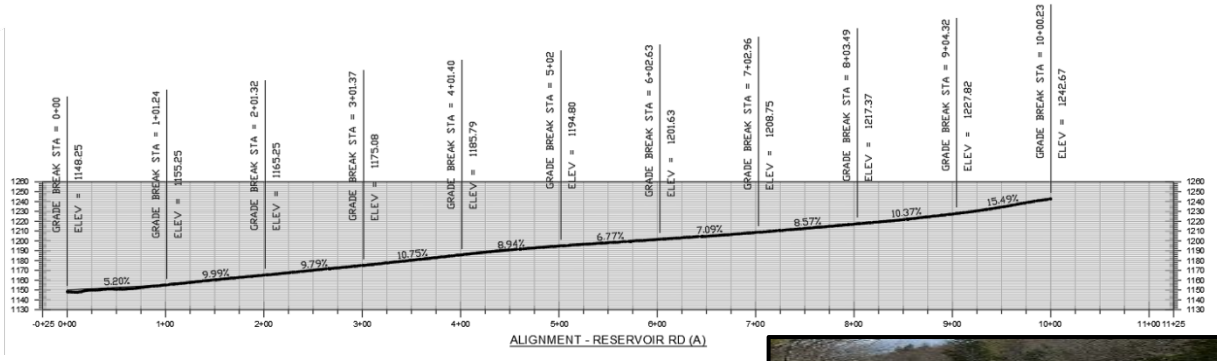


Road Name	**Start STA**	**End STA**	**Grade**
Pegwood (C)	2+01.73	3+04.60	13.22%
	9+08.45	10+08.75	19.57%

4.1.16 Reservoir (A)

Reservoir Road (A) is a gravel road that extends 1,000 feet and is rated as being in average condition. The road measured 21 feet wide with a 5 foot shoulder. Minor rills were observed in areas. Two borings were completed, B22A, and B22B. There is one 18” culvert crossings. There was one section measuring approximately 100 feet, that have grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B22A	NA	5" Crushed Gravel	19" Sand, Medium Gravel	Silty Sand, Some Gravel - Refusal At 30"	27"	YES
B22B	NA	5" Crushed Gravel	22" Sand, Medium Gravel	Silty Sand, Some Gravel To 36"	28"	NO



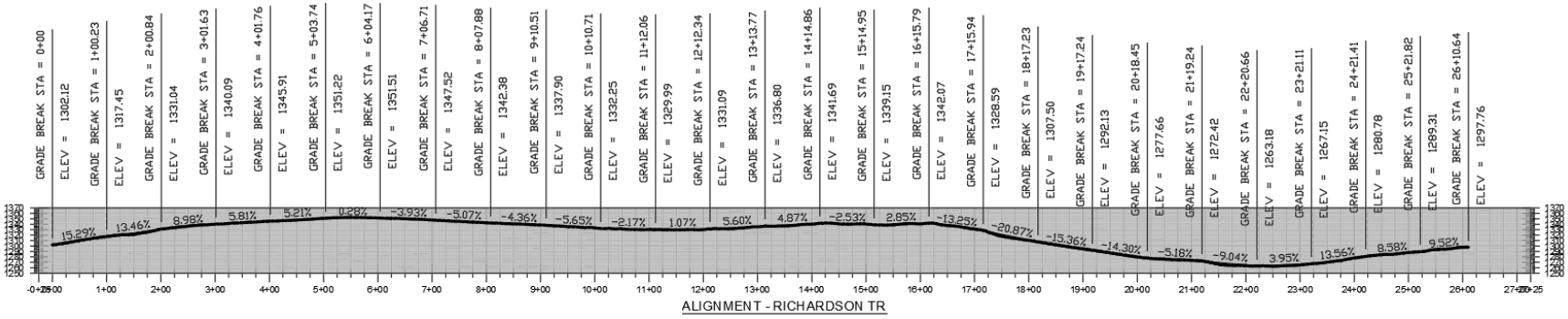
Road Name	Start STA	End STA	Grade
Reservoir Rd (A)	9+04.32	10+00.23	15.49%



4.1.17 Richardson Trail

Richardson Trail is a 2,610-foot gravel roadway currently exhibiting poor condition. The road measured 20 feet wide with a 5-foot shoulder. Potholes were observed throughout this section. Eight borings, designated B23A through B23H, have been conducted along this section or road. Additionally, there is a single 16-inch culvert crossing present. There are seven sections, each measuring approximately 100 feet, that have grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B23A	4" Brick	9" Crushed Gravel Urban Fill	20" Sand And Medium Gravel	Silty Sand Some Gravel To 36"	32"	No
B23B	NA	7" Crushed Gravel	12" Sand And Some Gravel	Silty Sand And Gravel To 36"	NA	No
B23C	NA	7" Crushed Gravel	Sand And Medium Gravel To 36"		NA	No
B23D	NA	6" Crushed Gravel	Sand And Coarse Gravel To 36"		NA	No
B23E	NA	6" Crushed Gravel	19" Sand And Coarse Gravel	Sand And Medium Gravel To 36"	NA	No
B23F	NA	3" Crushed Gravel	9" Coarse Sand/Gravel	Refusal @ 12"	NA	Yes
B23G	NA	6" Crushed Gravel	18" Sand And Gravel	Coarse Gravel And Sand Some Silt To 36"	NA	No
B23H	NA	6" Crushed Gravel	9" Sand, Medium Gravel	Silty Sand And Gravel To 36"	NA	No



Road Grade			
Road Name	**Start STA**	**End STA**	**Grade**
Richardson Trail	0+00	1+00.23	15.29%
	1+00.23	2+00.84	13.46%
	16+15.79	17+15.94	13.25%
	17+15.94	18+17.23	20.87%
	18+17.23	19+17.24	15.36%
	19+17.24	20+18.45	14.30%
	23+21.11	24+21.41	13.56%

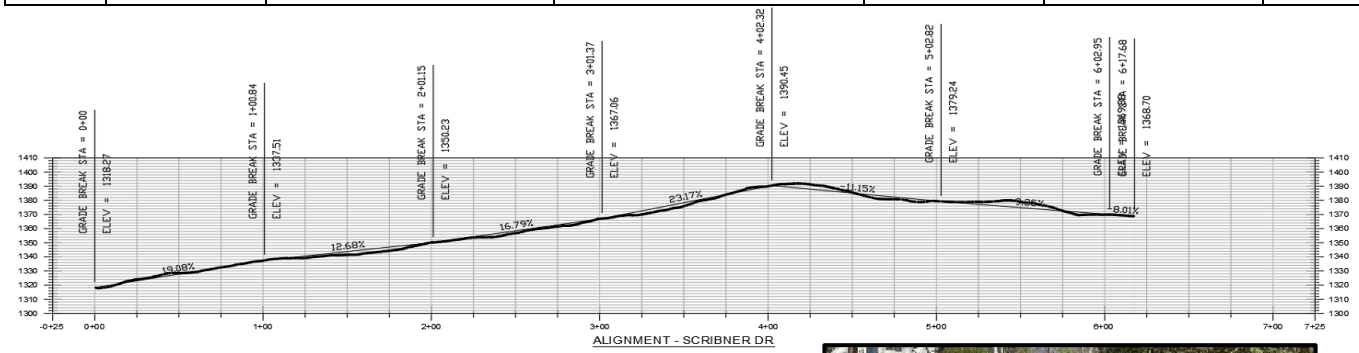




4.1.18 Scribner Dr

Scribner Drive is a 619-foot gravel road in very poor condition. The road measured 18 feet wide with a 1-2 foot shoulder. This segment was severely washed out with deep rills and heavy rutting. Three borings designated B25A to B25C, have been conducted along this section of road. One culvert crossing was recorded, however the size is unknown. There are four sections, each measuring approximately 100 feet, that have grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B25A	NA	10" Sand Coarse Gravel Mix	Sand/Silt , Coarse Gravel To 36"		NA	No
B25B	NA	Sand/Silt And Coarse Gravel, Natural To 36"			NA	No
B25C	NA	8" Sand , Some Gravel	Sand/Silt, Some Coarse Gravel Natural To 36"		NA	No



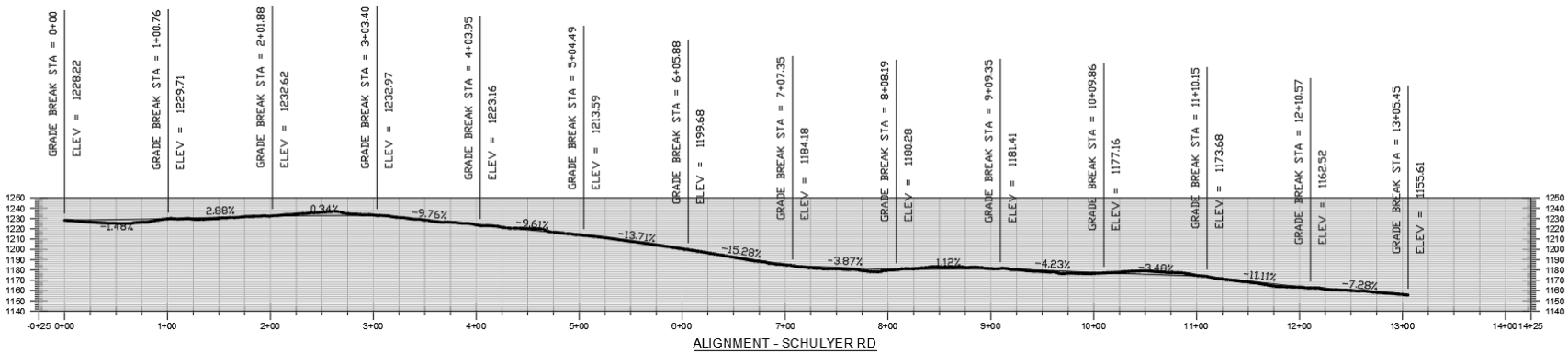
Road Name	Start STA	End STA	Grade
Scribner Drive	0+00	1+00.84	19.08%
	1+00.84	2+01.15	12.68%
	2+01.15	3+01.37	16.79%
	3+01.37	4+02.32	23.17%



4.1.19 Schuyler Dr

Schuyler Drive is a 1,307-foot gravel road in very poor condition. The road measured 20 feet wide with a 3-6 foot shoulder. Large rills were observed in steeper areas of the road. Five borings designated B26A, B26B, B26D through B26F, have been conducted along this section of road. Two 18" culvert crossing were recorded. There are two sections, each measuring approximately 100 feet, that have grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B26A	NA	6" Sand And Crushed Gravel	6" Sand And Medium Gravel	Sand And Silt, Gravel To 36"	28"	No
B26B	NA	6" Sand And Crushed Gravel	18" Sand And Medium Gravel	Sand, Coarse Gravel, Some Silt To 36"	NA	No
B26D	NA	10" Sand And Crushed Gravel	16" Sand And Medium Gravel	Sand, Coarse Gravel, Some Silt To 36"	NA	No
B26E	NA	6" Sand And Crushed Gravel	14" Sand, Medium Gravel	Sand, Coarse Gravel, Some Silt To 36"	NA	No
B26F	NA	12" Sand And Crushed Gravel	17" Sand, Coarse Gravel	Silty Sand, Some Gravel (Native) To 36"	NA	No



ALIGNMENT - SCHULYER RD

Road Name	Start STA	End STA	Grade
Schuyler Drive	5+04.49	6+05.88	13.71%
	6+05.88	7+07.35	15.28%

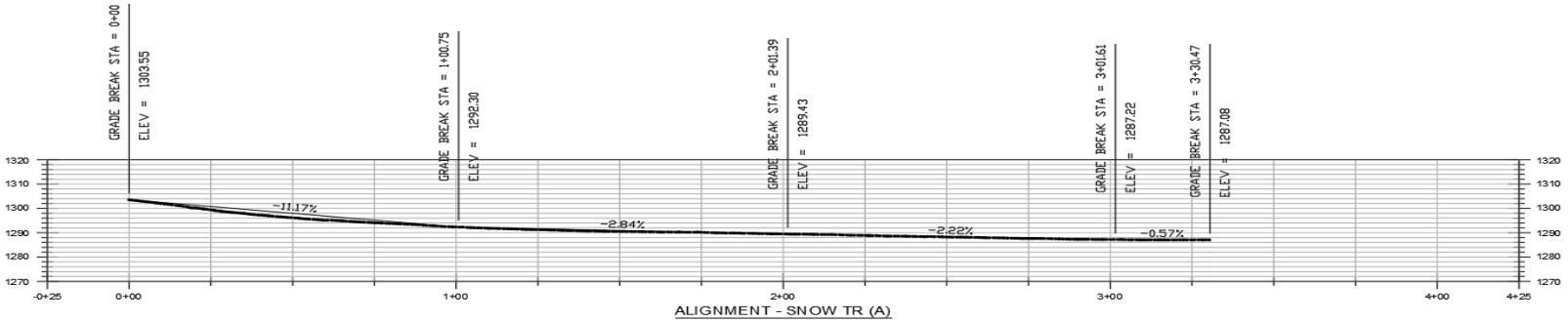




4.1.20 Snow Tr (A)

Snow Tr (A) is a gravel road stretching 330 feet, and its condition is very poor. The road measured 21 feet wide with a 4-foot shoulder. Two borings, designated as B28A and B28B, were performed along this part of the road. There are no culvert crossings present or grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B28A	NA	4" Sand And Crushed Gravel	15" Sand And Medium Gravel	Sand, Coarse Gravel, Some Silt To 36"	NA	No
B28B	NA	5" Sand And Crushed Gravel	20" Sand, Medium Gravel	Silty Sand, Some Gravel To 36"	34"	No



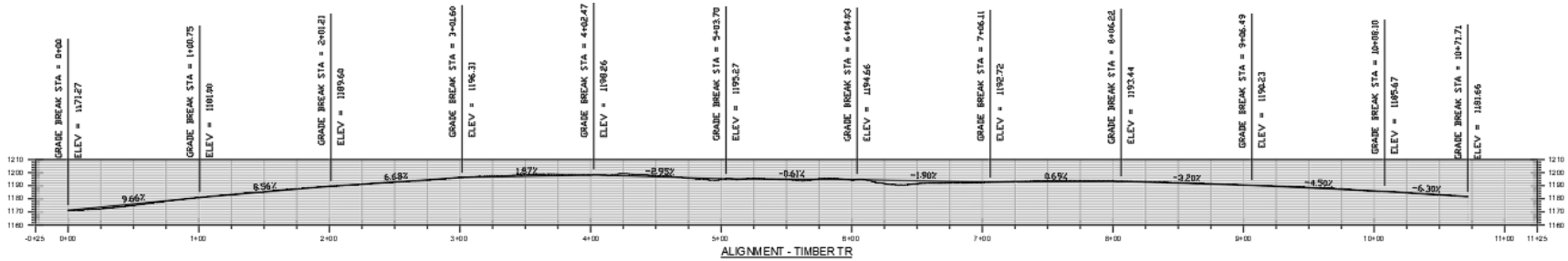




4.1.21 Timber Tr

Timber Tr is a 1,072 foot gravel road in average condition. The road measured 20 feet wide with a 3 foot shoulder. Large depressions, rutting, and poor drainage were observed. Three borings designated as B30A through and B30C, were performed along this part of the road. There are six culvert crossings present, two unknown sizes, one 12”, one 16”. and two 18”. The grade of the road did not exceed 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B30A	NA	17" Sand Gravel Mix	Sand Some Silt And Coarse Gravel To 36"		NA	No
B30B	NA	8" Sand Coarse Gravel Mix	Sand Some Silt And Coarse Gravel To 36"		NA	No
B30C	NA	9" Sand Coarse Gravel	Sand Some Silt Coarse Gravel To 36"		32"	No



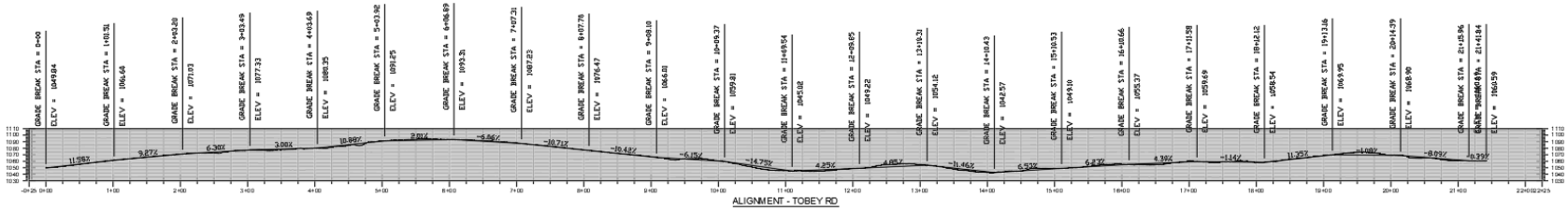




4.1.22 Tobey Circle

Tobey Circle is a 2,142-foot gravel road in poor condition. The road measured 20 feet wide with a 6 foot unpaved shoulder. Two borings were designated as B31A and B31B were recorded. Additionally, there are two 18” and one 24” culvert crossings present. There is one section measuring approximately 100 feet, that has a grade exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B31A	NA	4" Sand Coarse Gravel	6" Crushed Rock	18" Wet Sand, Some Silt	4"	No
B31B	NA	6" Sand Gravel Mix	4" Crushed Rock	16" Sand And Gravel Trace Silt	NA	No



Road Name	Start STA	End STA	Grade
Tobey Circle	10+09.37	11+09.54	14.75%





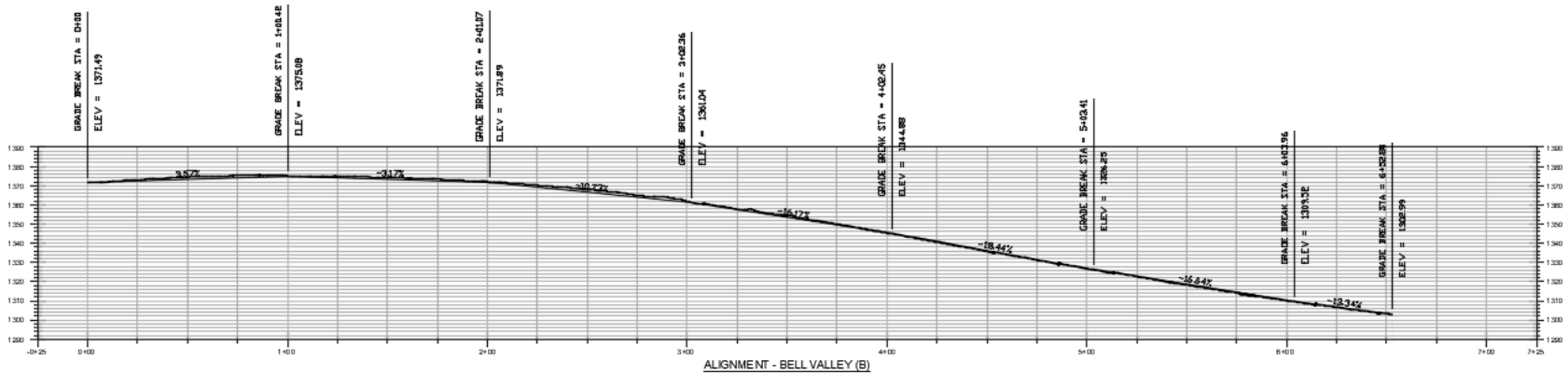
4.2 Paved Roads

The following sections summarize individual paved roads evaluated as part of this study. The investigation included both photographic documentation and detailed findings.

4.2.1 Bell Valley (B) & (C)

Bell Valley (B) and (C) are paved roads measuring 652 feet and 1,797 feet in length, respectively. Both sections of road are in poor condition. Section (C) has alligator cracking, edge cracking, culvert depressions and potholes. Seven borings, designated as B3F through B3L were recorded. Additionally, section (B) has one 18” culvert crossing and section (C) has four culvert crossings, two 16” and two 18”. Section (B) and (C) include four and three segments respectively, each approximately 100 feet in length, with grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B3F	1"	5" Crushed Gravel	Sand And Medium Gravel To 36"		NA	No
B3G	2"	6" Crushed Gravel	13" Sand, Medium Gravel	Silty Sand, Some Gravel To 36"	NA	No
B3H	2"	4" Crushed Gravel	20" Sand, Medium Gravel	Silty Sand, Some Gravel To 36"	NA	No
B3I	4"	3" Crushed Gravel	Sand, Medium Gravel To 36"		33"	No
B3J	4"	4" Crushed Gravel	24" Sand, Medium Gravel	Silty Sand, Some Gravel To 36"	NA	No
B3K	4"	3" Crushed Gravel	17" Sand, Medium Gravel	Silty Sand And Gravel To 36"	24"	No
B3L	4"	5" Crushed Gravel	17" Sand, Medium Gravel	Silty Sand, Some Gravel To 36"	26"	No



Road Name	Start STA	End STA	Grade
Bell Valley (B)	3+02.36	4+02.45	16.17%
	4+02.45	5+03.41	18.44%
	5+03.41	6+03.96	16.64%
	6+03.96	6+52.80	13.34%
Bell Valley (C)	0+00	1+00.53	20.04%
	14+09.16	15+10.20	14.86%
	15+10.20	16+11.91	14.39%

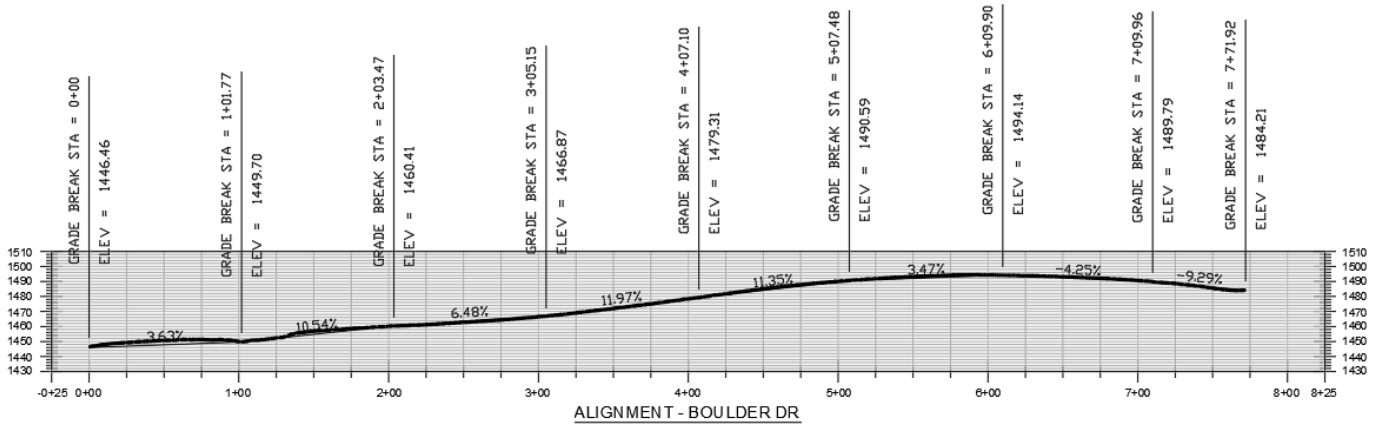

Bell Valley (B)


Bell Valley (C)

4.2.2 Boulder Dr

Boulder Drive is a 772-foot paved road in poor condition and was paved in 2023. The road measured 21 feet wide with a 3 foot unpaved shoulder. Minor longitudinal cracking was observed in areas. Four borings, designated as B4A through B4D were recorded. Additionally, the roadway features three culvert crossings, two 12” and one 18”-20”. The grade of the road did not exceed 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B4A	2.75"	6" Crushed Gravel/Rock	10" Silt/Sand And Gravel	11" Silty Sand	NA	No
B4B	3"	4" Brown Dirt, Crushed Asphalt	8" Sand Coarse Gravel	13" Sand And Gravel	NA	No
B4C	2.5"	2" Rocky Gravel	8" Sand And Gravel	10" Sand With Coarse Gravel	NA	No
B4D	3.5"	4" Crushed Gravel/Asphalt	10" Sand Trace Silt And Gravel	6" Organic's And Gravel	NA	No



4.2.3 Briarcliff

Briarcliff is a 1,207-foot paved road in poor condition. The road measured 20-22 feet wide with a 1-2 foot unpaved shoulder. The pavement is worn with alligator cracking and heaves throughout. Six borings, designated as B4A through B5F were recorded. The road does not have any culvert crossings. Lidar data for this road is unavailable.

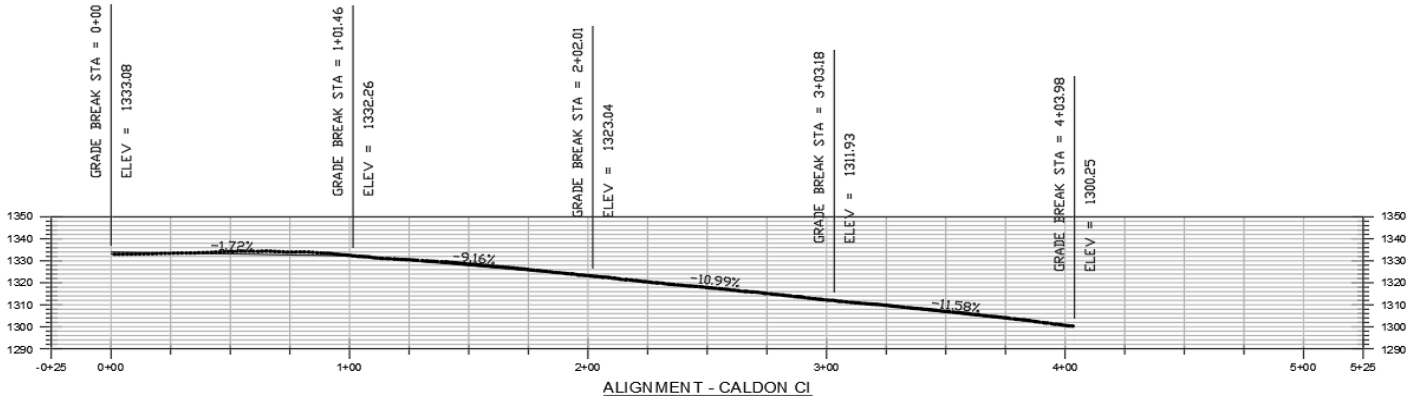
WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B5A	6"	6" Crushed Gravel	10" Sand Corse Gravel	Wet Sand Some Silt Coarse Gravel To 36"	18"	No
B5B	5"	9" Base Coarse, Crushed Gravel	8" Wet Sand, Coarse Gravel	Sand, Some Silt, And Coarse Gravel	3"	No
B5C	5"	9" Crushed Gravel	8" Sand, Some Gravel	Sand, Coarse Gravel, Some Silt To 36"	30"	No
B5D	3"	7" Crushed And Medium Gravel	7" Sand And Medium Gravel	Silty Sand, Some Gravel To 26"	26"	No
B5E	4"	6" Crushed Gravel	19" Moist Sand And Gravel	7" Silt/Sand, Coarse Gravel	15"	No
B5F	4"	4" Crushed Gravel	Sand And Coarse Gravel To 36"		NA	No



4.2.4 Caldon Cl

Caldon Cl is a 405-foot paved road in poor condition. The road measured 21 feet wide with a 2-foot unpaved shoulder. Cracking and depressions were observed in the paved areas. There are two borings, designated as B6A and B6B. Caldon Cl has two culverts, one 14” and one size that’s unknown. The grade of the road did not exceed 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B6A	5"	6" Sand Gravel Miz	8" Natura Rock, Brown Soil To 6"		NA	No
B6B	NA	10" Sand, Gravel/Mix	Sand/Silt, Some Gravel To 6"		NA	No



ALIGNMENT - CALDON CI

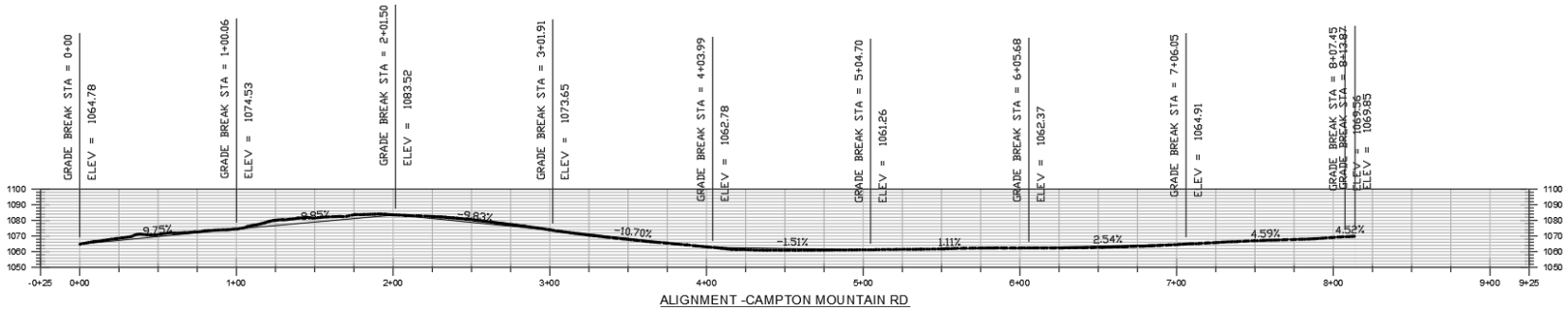




4.2.5 Campton Mountain Rd

Campton Mountain Road measures 818 feet in length and is currently in very good condition, having been repaved in 2025. The road measured 21 feet wide with a 1-2 foot unpaved shoulder. One boring designated as B7 was performed in this section of road. Five culvert crossings were identified. three 16”, one 18”, and one 22”. The grade of the road did not exceed 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B6A	5"	6" Sand Gravel Mix	8" Natura Rock, Brown Soil To 6"		NA	No
B6B	NA	10" Sand, Gravel/Mix	Sand/Silt, Some Gravel To 6"		NA	No

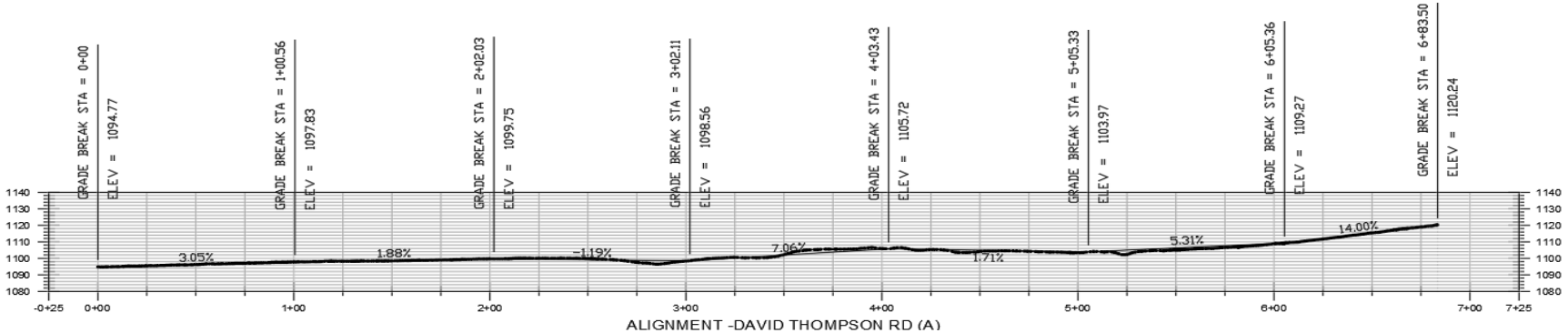


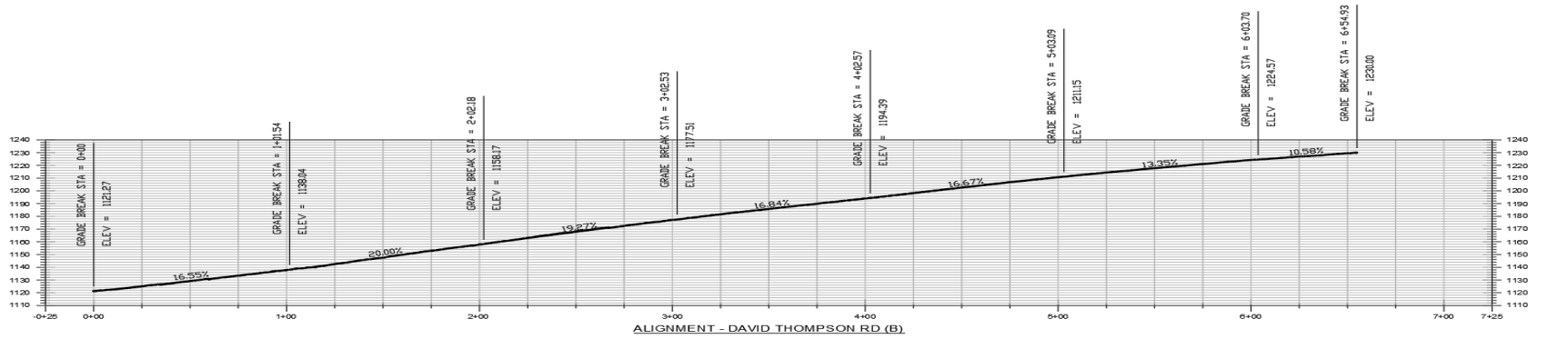


4.2.6 David Thompson Rd (A) & (B)

David Thompson Road sections (A) and (B) measure 683 feet and 654 feet, respectively. Section (A) is in poor condition whereas section (B) is in good condition. The road measured 20 feet wide with a 6 foot unpaved shoulder. Alligator cracking and minor potholes were observed in areas. A boring was completed and labeled as B10B in section (B). There were three culvert crossings, one 18" and one 24" in section (A), and one 18" in section B. Section (A) and (B) include one and six segments respectively, each approximately 100 feet in length, with grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B10B	4"	6" Crushed Gravel	5" Sand Coarse Gravel	Sand, Gravel, Some Silt To 36"	NA	No





Road Name	Start STA	End STA	Grade
David Thompson Rd (A)	6+05.36	6+83.50	14.00%
David Thompson Rd (B)	0+00	1+01.54	16.55%
	1+01.54	2+02.18	20.00%
	2+02.18	3+02.53	19.27%
	3+02.53	4+02.57	16.84%
	4+02.57	5+03.09	16.67%
	5+03.09	6+03.70	13.35%

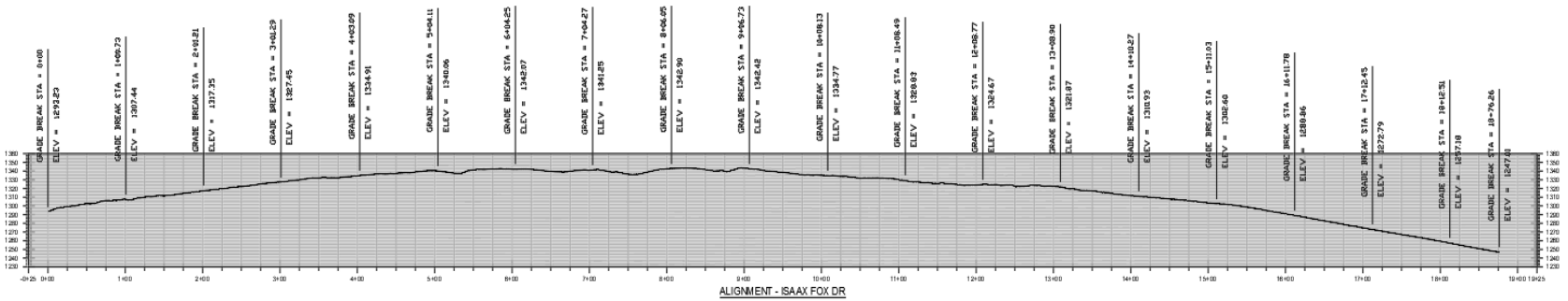


End of David Thompson Rd (A)
start of David Thompson Rd (B)

4.2.7 Isaax Fox Drive

Isaax Fox Drive is a paved road measuring 1,876 feet that is currently in poor condition. The road measured 20 feet wide with a 1-2 foot unpaved shoulder. Cracking, small heaves, and large depressions observed throughout the road. Five borings, labeled B15A through B15E, were conducted along this section. The road features two culvert crossings—one 18" and the other 24" in diameter. There are five sections, each measuring approximately 100 feet, which have grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B15C	5"	3" Crushed Gravel	Sand And Medium Gravel To 36"		NA	NO
B15D	4"	3" Crushed Gravel	14" Sand, Medium Gravel	Sand And Gravel Some Silt	32"	NO
B15E	5"	3" Crushed Gravel	21" Sand, Medium Gravel	Silty Sand, Some Gravel To 36"	32"	NO



Road Name	Start STA	End STA	Grade
Isaax Fox	0+00	1+00.73	15.20%
	15+11.03	16+11.79	13.74%
	16+11.79	17+12.45	16.06%
	17+12.45	18+12.51	15.61%
	18+12.51	18+76.26	15.95%

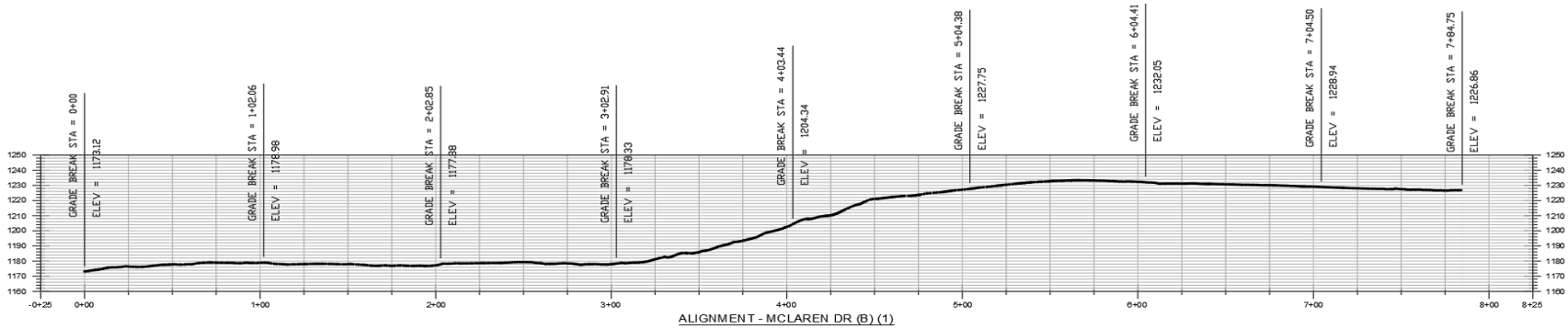




4.2.8 McLaren Drive (B)

McLaren Drive (B) is a 785-foot paved roadway currently assessed to be in very good condition. Two borings, identified as B16E and B16F, were conducted within this segment. The section features three 20” culvert crossings. There are two sections, each measuring approximately 100 feet, which have grade exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B16E	4"	6" Sand, Medium Gravel	16" Sand And Coarse Gravel	Silty Sand (Native) To 36"	28"	No
B16F	4"	4" Sand/Gravel Base Coarse	8" Sand, Medium Gravel	8" Weathered Rock Refusal 24"	NA	Yes



Road Name	Start STA	End STA	Grade
McLaren Dr (B)	3+02.91	4+03.55	26.28%
	4+03.55	5+04.38	22.59%



4.2.9 Meyer

Meyer consists of a 400-foot paved road, presently classified as being in very poor condition. The road measured 19 feet wide with a 1-2 foot unpaved shoulder. Pavement was worn with alligator cracking, potholes, and heaves throughout the road. One boring, designated as B17, was completed. Lidar data for this road is unavailable and requires verification. Three culvert crossings are present, including two with a diameter of 4” and one of unknown size. The grade of the road did not exceed 12%.

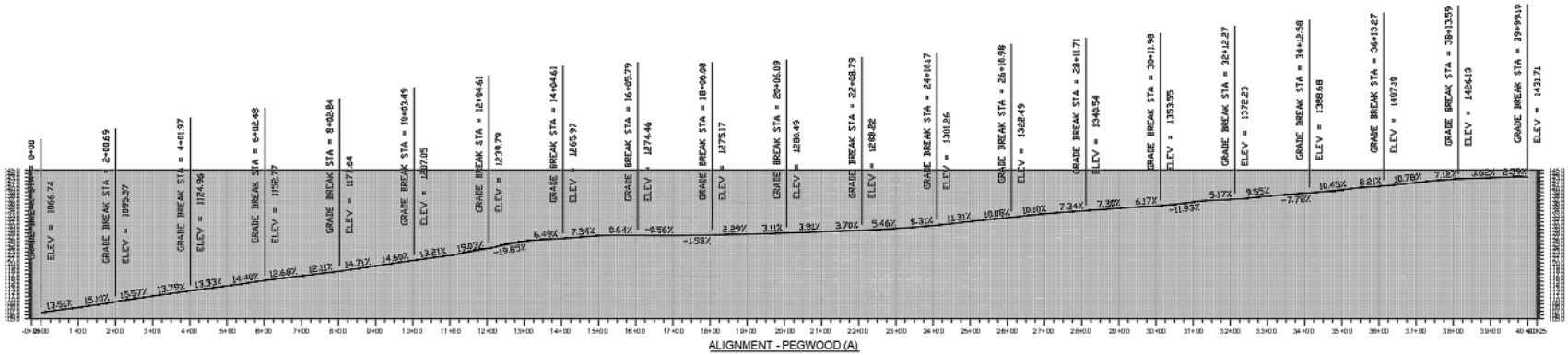
WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B17	4"	6" Base Coarse And Crushed Gravel	12" Sand And Coarse Gravel	Sand Some Silt Coarse Gravel To 36"	NA	No

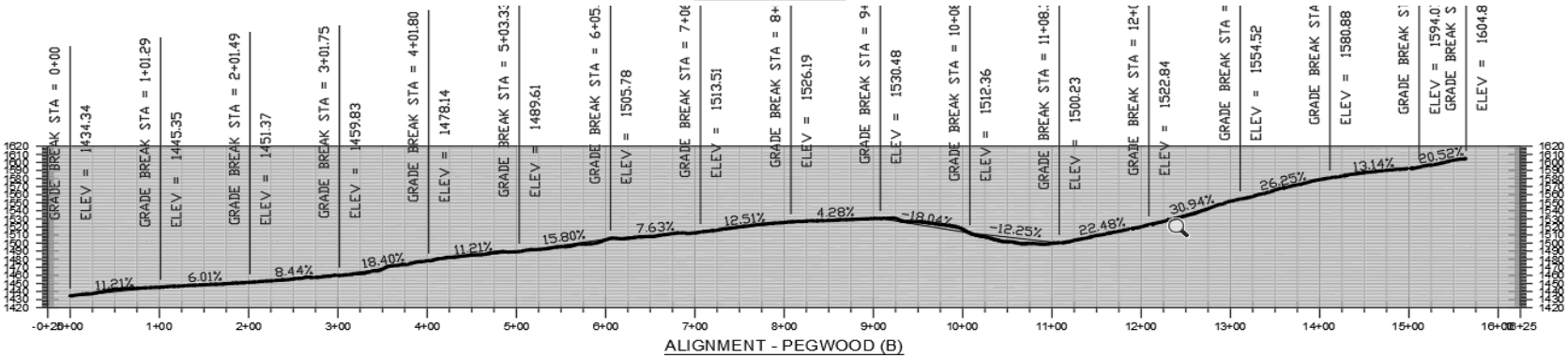


4.2.10 Pegwood Rd (A) & (B)

Pegwood Road (A) and Pegwood Road (B) are paved roads measuring 3,999 feet and 1,564 feet, respectively. The roads measured 21 feet wide with a 1-2 foot unpaved shoulder. Pegwood Road (A) is in very good condition and was paved in 2025. Pegwood Road (B) is considered in good condition. Two borings, labeled B20A and B20B, were undertaken. One 20" culvert crossing was identified. Section (A) and (B) include ten and eight segments respectively, each approximately 100 feet in length, with grades exceeding 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B20A	3.5"	6" Crushed Asphalt And Rocks	7" Sand And Gravel And Crushed Rocks	13" Wet Coarse Sand And Gravel	18"	No
B20B	NA	6" Sand And Gravel	4" Crushed Rock	3" Grey Silt Sand	NA	No





Road Name	Start STA	End STA	Grade
Pegwood (A)	0+00	1+01.14	13.51%
	1+01.14	2+01.58	15.01%
	2+01.58	3+01.59	15.57%
	3+01.59	4+01.97	13.79%
	4+01.97	5+02.38	13.33%
	8+03.49	9+03.99	14.71%
	9+03.99	10+05.57	14.60%
	10+05.57	11+06.77	13.21%
	11+06.77	12+08.34	19.03%
	12+08.34	13+08.34	19.85%
Pegwood (B)	3+01.75	4+01.80	18.40%
	5+03.33	6+05.37	15.80%
	9+07.74	10+08.08	18.04%
	11+08.30	12+08.68	22.48%
	12+08.68	13+11.11	30.94%
	13+11.11	14+11.54	26.25%
	14+11.54	15+11.63	13.14%
	15+11.63	15+64.25	20.52%

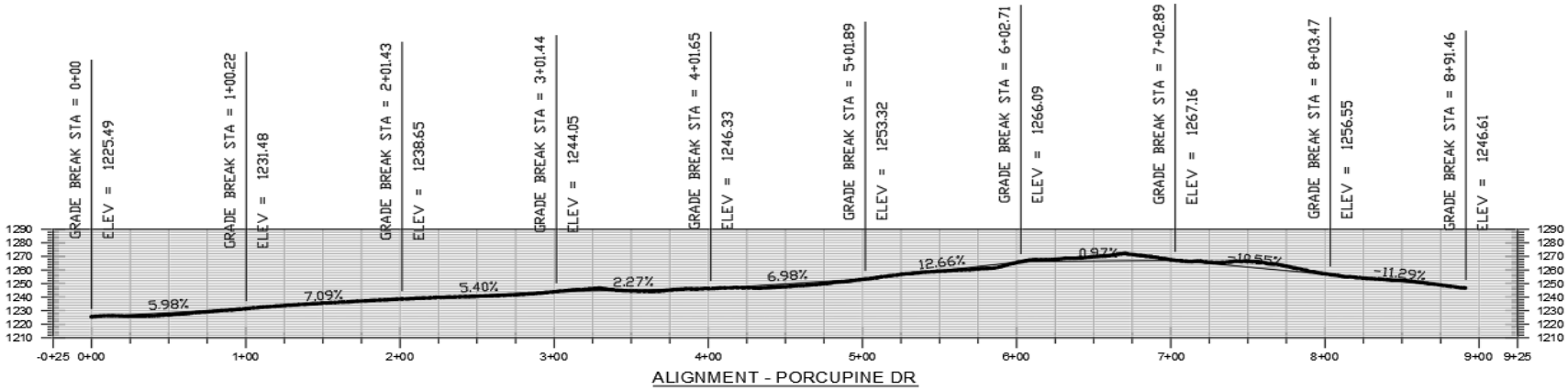


Pegwood (A)

4.2.11 Porcupine Drive

Porcupine Drive is an 899-foot paved road, considered to be in very good condition and was paved in 2024. The road measured 21 feet wide with a 1-2 foot unpaved shoulder. One boring, referenced as B21, was performed on this section. A single 20” culvert crossing was recorded. There were no sections that exceeded a grade of 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B21	4"	3" Crushed Gravel	16" Sand, Medium Gravel	Silty Sand Some Gravel To 36"	30"	No

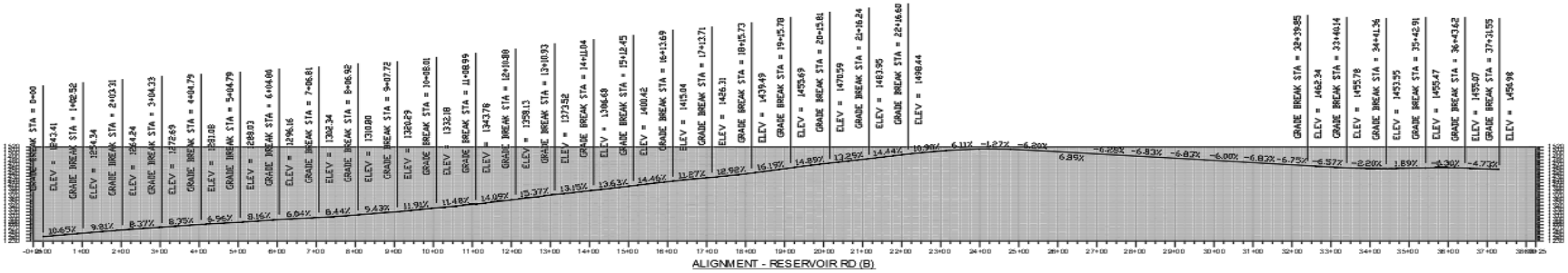


ALIGNMENT - PORCUPINE DR



4.2.12 Reservoir Rd (B)

Reservoir Road (B) extends 3,732 feet and is rated as being in average condition. The road measured 21 feet wide with a 5 foot unpaved shoulder. Minor cracking was observed in areas. No borings were executed for this portion. There are eight culvert crossings, comprising one at 16”, five at 18”, one at 60”, and one at 84’. There are eight sections, each measuring approximately 100 feet, that have grades exceeding 12%.





Road Name	Start STA	End STA	Grade
Reservoir Dr (B)	11+08.99	12+10.88	14.09%
	12+10.88	13+10.93	15.37%
	14+11.04	15+12.45	13.36%
	15+12.45	16+13.69	14.46%
	18+15.73	19+15.78	16.19%
	19+15.78	20+15.81	14.89%
	20+15.81	21+16.24	13.29%
	21+16.24	22+16.60	14.44%

4.2.13 Ryan Cl

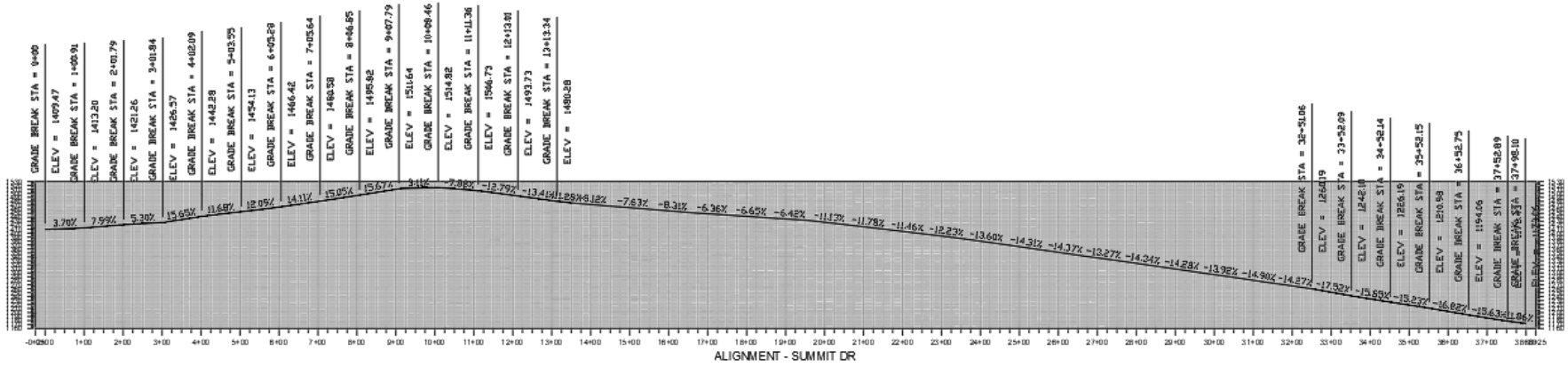
Ryan Cl is a 532-foot paved road, completed in 2024 and is in very good condition. The road measured 21 feet wide with a 2 foot unpaved shoulder. It features one boring designed by B24 and three culvert crossings: one of unknown size, one 16”, and one 18”. The grade of the road did not exceed 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B24	6"	2" Crushed Gravel	Wet Sand Some Silt Some Coarse Gravel To 36"		12"	No



4.2.14 Summit

Summit is a 3,798-foot paved road in very good condition. The road measured 21 feet wide with a 2-foot unpaved shoulder. Large longitudinal cracking was observed throughout. No borings were done for this section. It has eight culvert crossings, two 18”, five 24”, and one 32”. There are ten sections, each measuring approximately 100 feet, that have grades exceeding 12%.



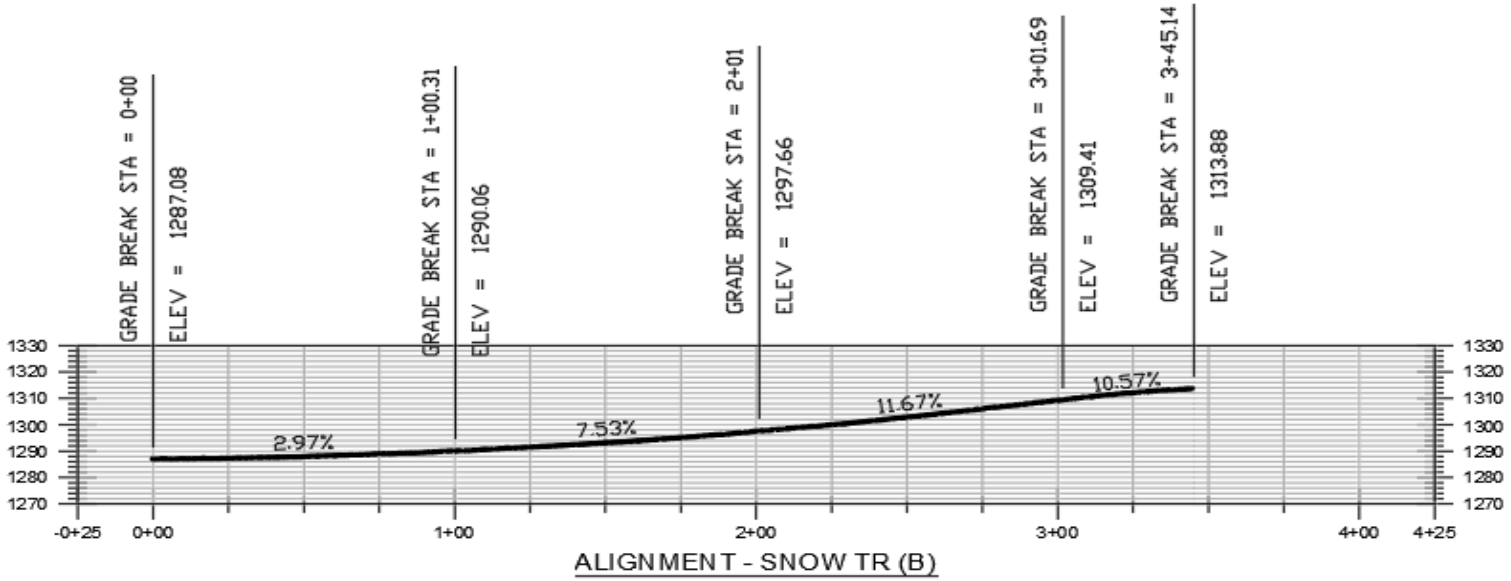




Road Name	Start STA	End STA	Grade
Summit Dr	3+01.84	4+02.09	15.65%
	6+05.28	7+05.64	14.11%
	7+05.64	8+06.85	15.05%
	8+06.85	9+07.79	15.67%
	12+13.01	13+13.34	13.41%
	23+62.91	24+62.93	13.60%
	24+62.93	25+63.02	14.31%
	25+63.02	26+63.30	14.37%
	26+63.60	27+65.93	13.27%
	27+65.93	28+65.97	14.34%
	28+65.97	29+66.62	14.28%
	29+66.62	30.67.97	13.92%
	30+67.97	31+67.99	14.90%
	32+51.06	33+52.09	17.52%
	33+52.09	34+52.14	15.85%
	34+52.14	35+52.15	15.23%
	35+52.15	36+52.75	16.82%
	36+52.75	37+52.89	15.63%

4.2.15 Snow Tr (B)

Snow Trail (B) is a 345-foot paved roadway, currently assessed as being in average condition. The road measured 21 feet wide with a 4 foot unpaved shoulder. Minor cracking was observed in areas. No subsurface investigation was conducted for this segment, and there are no culvert crossings present. The grade of the road did not exceed 12%.

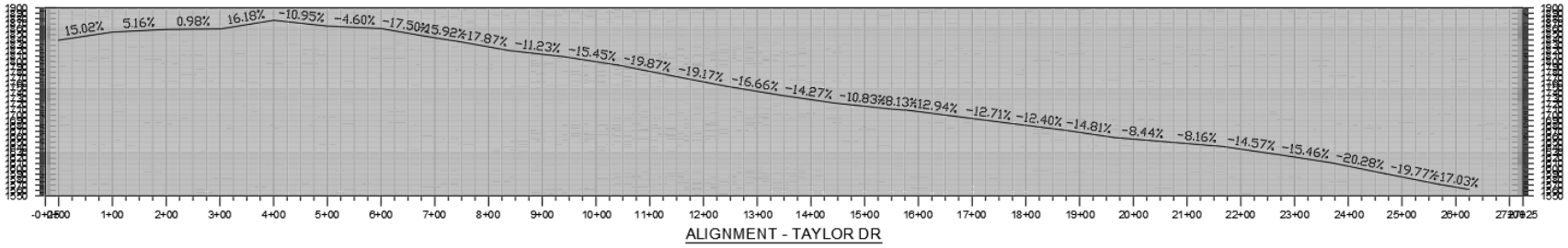


ALIGNMENT - SNOW TR (B)



4.2.16 Taylor Drive

Taylor Drive is a 2,633-foot paved roadway, completed in 2023 and in good condition. The road measured 21 feet wide with a 1-2 foot unpaved shoulder. Longitudinal cracking was observed throughout. No borings were completed on this section. The road includes a single 18" culvert crossing. There are twelve sections, each measuring approximately 100 feet, that have grades exceeding 12%.



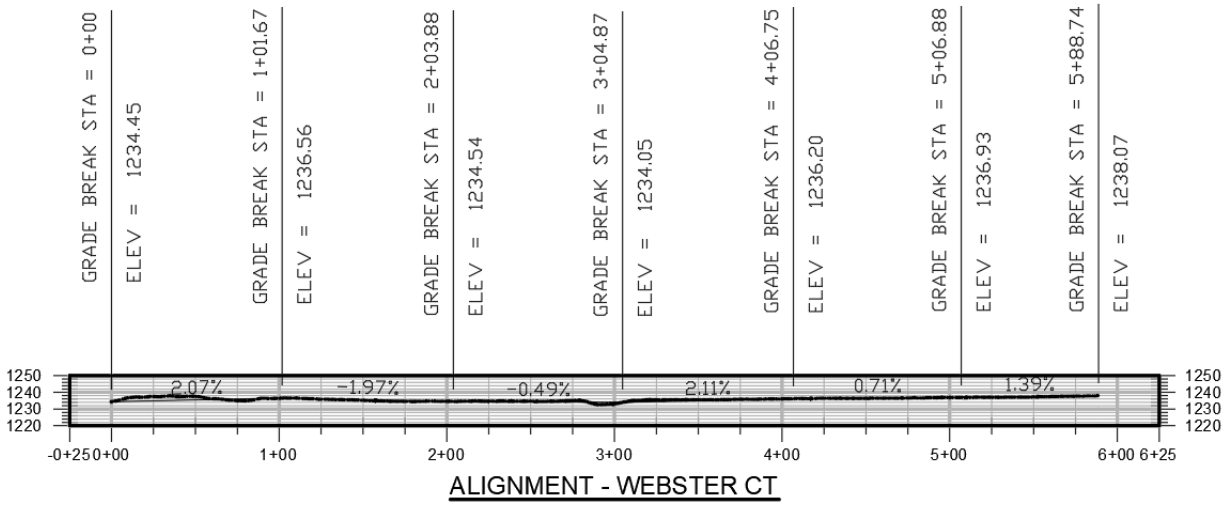
Road Name	Start STA	End STA	Grade
Taylor Dr	7+37.13	8+39.27	17.87%
	9+39.88	10+41.04	15.45%
	10+41.04	11+41.88	19.87%
	11+41.88	12+41.95	19.17%
	12+41.95	13+43.48	16.66%
	13+43.48	14+43.63	14.27%
	18+64.34	19+64.47	14.81%
	21+66.58	22+67.22	14.57%
	22+67.22	23+68.38	15.46%
	23+68.38	24+68.50	20.28%
	24+68.50	25+69.15	19.77%
	25+69.15	26+24.79	17.03%



4.2.17 Webster Ct

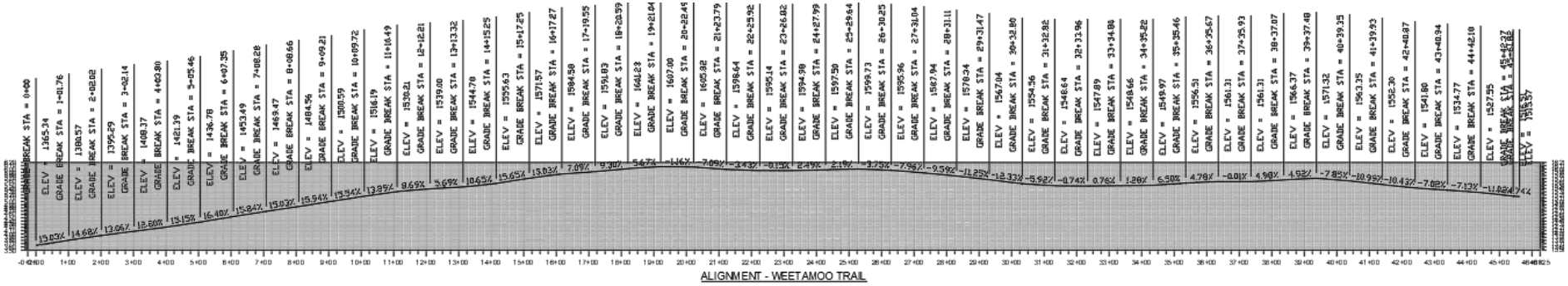
Webster Ct is a 588-foot paved roadway currently observed to be in poor condition. One boring, designated as B32, was conducted along this section of the road. No culvert crossings were identified and the grade did not exceed 12%.

WEVD DECEMBER 2025 BORINGS - 36" DEEP (SAND/SILT/CLAY)						
Label	**Pavement Thickness**	**Material 1 & Thickness**	**Material 2 & Thickness**	**Material 3 & Thickness**	**Groundwater Noted Depth**	**Refusal**
B32	NA	Silt Sand And Gravel 4" Gravel And Crushed Rock	8" Sand And Gravel		NA	No



4.2.18 Weetamoo tr

Weetamoo Trail is a paved road measuring 4,561 feet, and its very good condition, having been completed in 2024. The road measured 21 feet wide with a 2 foot unpaved shoulder. Longitudinal cracking was observed in areas. No borings were conducted for this segment. Along this stretch, there are nine culvert crossings, one is 16”, four are 18”, and four are 20” in diameter. There are thirteen sections, each measuring approximately 100 feet, that have grades exceeding 12%.







Weetamoo Tr	0+00	1+01.76	15.03%
	1+01.76	2+02.02	14.68%
	2+02.02	3+02.14	13.06%
	3+02.14	4+03.80	12.80%
	4+03.80	5+05.46	15.15%
	5+05.46	6+07.35	16.40%
	6+07.35	7+08.28	15.84%
	7+08.28	8+08.66	15.03%
	8+08.66	9+09.21	15.94%
	9+09.21	10+09.72	15.54%
	10+09.72	11+10.49	13.89%
	14+15.25	15+17.25	15.65%
	15+17.25	16+17.27	13.03%
	29+31.47	30+32.80	12.33%

4.3 Culvert Crossing Data

Photos documenting each culvert and their current condition are provided in the following section. These images visually support the descriptions of structural integrity, material type, and blockage details. For details on each individual culvert, refer to Table 4 in Section 2.2.3.

4.3.1 Aspen

Aspen includes one 16 inch culvert in diameter and is 50 feet in length. The material of the pipe is PVC. The culvert is in very poor condition and has both the inlet and outlet blocked by debris.



Culvert 53
PVC | 16-inch | Blocked



Culvert 53
PVC | 16-inch | Blocked

4.3.1 Bell Valley Road:

Bell Valley Road includes seven culverts ranging from 16 to 24 inches in diameter and 38 to 53 feet in length. Materials include PVC and steel. Most culverts are in very good condition with clear inlets and outlets; however, two 18-inch-diameter steel culverts are in very poor condition with blocked inlets and outlets. One 24-inch steel culvert is in good condition with unobstructed flow, and several smaller PVC culverts are functioning well overall.



Culvert 13
PVC | 16-inch | Clear



Culvert 13
PVC | 16-inch | Clear



Culvert 14
PVC | 16-inch | Clear



Culvert 14
PVC | 16-inch | Clear



Culvert 15
PVC | 18-inch | Clear



Culvert 15
8PVC | 18 -inch | Clear



Culvert 16
CMP | 18-inch | Clear



Culvert 16
CMP | 18-inch | Clear



Culvert 21
PVC | 18-inch | Clear



Culvert 21
PVC | 18-inch | Clear



Culvert 22
CMP | 24-inch | Clear



Culvert 22
CMP | 24-inch | Clear

4.3.2 Boulder Street

Boulder Street has three culverts ranging from 12 inches to approximately 20 inches in diameter, each approximately 36 to 40 feet long. Materials include steel and PVC. Two culverts are in very poor condition with blocked inlets and outlets, while one 12-inch PVC culvert is in poor condition, with a clear inlet but a blocked outlet.



Culvert 83
CMP | 18-20-inch | Blocked



Culvert 83
CMP | 18-20-inch | Blocked



Culvert 84
CMP | 12-inch | Blocked



Culvert 84
CMP | 12-inch | Blocked



Culvert 85
PVC | 12-inch | Blocked

4.3.3 Caldon Road

Caldon Road contains two culverts, one 14-inch-diameter, 38-foot-long PVC culvert in very good condition with clear inlet and outlet, and one 30-foot-long culvert of unknown diameter and material that is in very poor condition, with both the inlet and outlet blocked.



Culvert 79
CMP | 14-inch | Clear



Culvert 79
CMP | 14-inch | Clear

4.3.4 Campton Mountain Road

Campton Mountain Road includes five PVC culverts ranging from 16 to 22 inches in diameter and 30 to 45 feet in length. Three culverts are in very good condition with clear inlets and outlets, while two 16-inch culverts are in poor condition, each partially obstructed with either a blocked inlet or outlet.



Culvert 46
PVC | 16-inch | Blocked



Culvert 46
PVC | 16-inch | Clear



Culvert 47
PVC | 22-inch | Clear



Culvert 47
PVC | 22-inch | Clear



Culvert 48
PVC | 18-inch | Clear



Culvert 48
PVC | 18-inch | Clear



Culvert 49
PVC | 16-inch | Blocked



Culvert 49
PVC | 16-inch | Clear



Culvert 50
PVC | 16-inch | Clear



Culvert 50
PVC | 16-inch | Clear

4.3.5 Chapman Road

Chapman Road contains two steel culverts, approximately 32 to 36 feet long, with diameters of 24 inches and unknown. One culvert is crushed and in very poor condition with blocked inlet and outlet, while the other 24-inch culvert is in good condition with clear flow paths.



Culvert 71
CMP | 24-inch | Clear



Culvert 71
CMP | 24-inch | Clear

4.3.6 Court Street

Court Street has one steel culvert of unknown diameter and length that is in very poor condition, with both the inlet and outlet blocked.

4.3.7 David Thompson Road

David Thompson Road includes six culverts ranging from 12 to 24 inches in diameter and 30 to 49 feet in length, constructed primarily of PVC, with one steel culvert. Most culverts are in very good condition with clear inlets and outlets; the single steel culvert is in good condition and also unobstructed.



Culvert 4
PVC | 18-inch | Clear



Culvert 4
PVC | 18-inch | Clear



Culvert 5
PVC | 24-inch | Clear



Culvert 5
PVC | 24-inch | Clear



Culvert 6
PVC | 18-inch | Clear



Culvert 6
PVC | 18-inch | Clear



Culvert 9
PVC | 15-inch | Clear



Culvert 9
PVC | 15-inch | Clear



Culvert 10
PVC | 12-inch | Clear



Culvert 10
PVC | 12-inch | Clear



Culvert 11
PVC | 15-inch | Clear



Culvert 11
PVC | 15-inch | Clear

4.3.8 David Thompson Road / Richardson Road

At the David Thompson Road and Richardson Road crossing, there is one 24-inch-diameter, 50-foot-long steel culvert in average condition, with a clear inlet and an outlet of unknown condition.



Culvert 12
PVC | 18-inch | Clear



Culvert 12
PVC | 18-inch | Blocked

4.3.9 Debeau Road

Debeau Road contains one steel culvert of unknown diameter and length that is in very poor condition, with both the inlet and outlet blocked.

4.3.10 Durgin Road

Durgin Road has one 18-inch-diameter, 46-foot-long PVC culvert in poor condition, with a blocked inlet and a clear outlet.



Culvert 60
PVC | 18-inch | Blocked



Culvert 60
PVC | 18-inch | Clear

4.3.11 Forest Road

Forest Road includes three PVC culverts ranging from 16 to 18 inches in diameter and 40 to 42 feet in length. Two culverts are in very poor condition with blocked inlets and outlets, while one 16-inch culvert is in very good condition with clear flow paths.



Culvert 92
PVC | 18-inch | Blocked



Culvert 92
PVC | 18-inch | Blocked



Culvert 94
PVC | 16-inch | Clear



Culvert 94
PVC | 16-inch | Clear

4.3.12 Green Circle

Green Circle contains two PVC culverts, measuring 16 and 18 inches in diameter and 34 to 51 feet long. One culvert is in very good condition with clear inlet and outlet, while the other is in very poor condition and fully blocked.



Culvert 51
PVC | 16-inch | Clear



Culvert 51
PVC | 16-inch | Clear



Culvert 52
PVC | 18-inch | Blocked



Culvert 52
PVC | 18-inch | Blocked

4.3.13 Isaax Fox Road

Isaax Fox Road has two steel culverts measuring 18 and 24 inches in diameter and approximately 30 to 36 feet long. Both culverts are in very poor condition, with blocked inlets and outlets.



Culvert 33
CMP | 24-inch | Blocked



Culvert 33
CMP | 24-inch | Blocked

4.3.14 Marden Road

Marden Road contains one 16-inch-diameter, 40-foot-long PVC culvert in poor condition, with a clear inlet and a blocked outlet.

4.3.15 McLaren Road

McLaren Road includes ten culverts ranging from 16 to 24 inches in diameter and 38 to 82 feet in length, constructed of PVC and steel. Most PVC culverts are in very good condition with clear inlets and outlets. Culvert number 38 contains an old temporary water line, and another steel culvert number 40 is crushed and in very poor condition. Culvert 42 was unable to be located in the field. Overall, the majority of McLaren Road culverts are functioning well with isolated areas of concern.



Culvert 36
PVC | 18-inch | Clear



Culvert 36
PVC | 18-inch | Clear



Culvert 37
PVC | 18-inch | Clear



Culvert 37
PVC | 18-inch | Clear



Culvert 38
CMP | 24-inch | Clear



Culvert 38
CMP | 24-inch | Clear



Culvert 39
PVC | 16-inch | Clear



Culvert 39
PVC | 16-inch | Clear



Culvert 40
CMP | 24-inch | Clear



Culvert 40
CMP | 24-inch | Clear



Culvert 41
PVC| 18-inch | Clear



Culvert 41
CMP | 18-inch | Clear



Culvert 43
PVC | 20-inch | Clear



Culvert 43
PVC | 20-inch | Clear



Culvert 44
PVC | 20-inch | Clear



Culvert 44
PVC| 20-inch | Clear

4.3.16 Meyer Road

Meyer Road contains three culverts, including a large 4-foot-diameter steel culvert in average condition, one small 4-inch PVC culvert in very good condition, and one culvert of unknown size and material also in average condition. Known culverts have clear inlets and outlets.

4.3.17 Morrill Road

Morrill Road has one 18-inch-diameter, 58-foot-long PVC culvert in very good condition, with clear inlet and outlet.



Culvert 35
PVC |18-inch | Clear



Culvert 35
PVC| 18-inch | Clear

4.3.18 Panaway Road:

Panaway Road includes one steel culvert of unknown diameter and length in very poor condition, with both the inlet and outlet blocked.

4.3.19 Pegwood Road:

Pegwood Road contains one 16-inch-diameter, 40-foot-long PVC culvert in very good condition, with clear inlet and outlet.



Culvert 45
PVC | 15-inch | Clear



Culvert 45
PVC| 15-inch | Clear

4.3.20 Porcupine Road

Porcupine Road has one 20-inch-diameter, 58-foot-long PVC culvert in very good condition, with unobstructed flow.

4.3.21 Reservoir Road

Reservoir Road includes eight culverts ranging from 18 inches to 7 feet in diameter and 36 to 62 feet in length, constructed of PVC, steel, and concrete. Most culverts are in average to very good condition, with clear inlets and outlets. The concrete culvert is in good condition, while several steel culverts are rated average, indicating moderate wear.

4.3.22 Richardson Road:

Richardson Road has one 16-inch-diameter, 38-foot-long PVC culvert in very good condition, with a clear inlet and outlet.



Culvert 20
PVC | 16-inch | Clear



Culvert 20
PVC| 16-inch | Clear

4.3.23 Ryan Road

Ryan Road contains three culverts. Two culverts—one PVC and one steel—are 16 to 18 inches in diameter, in average to very good condition, with clear inlets and outlets. One additional culvert has unknown dimensions and material and is also rated average.



Culvert 57
PVC | 18-inch | Clear



Culvert 57
PVC| 18-inch | Clear



Culvert 58
CMP | 16-inch | Clear



Culvert 58
CMP| 16-inch | Clear

4.3.24 Schuyler Road

Schuyler Road includes two 18-inch-diameter steel culverts measuring 32 to 38 feet in length. One is in very poor condition with blocked inlet and outlet, while the other is in average condition and unobstructed.



Culvert 7
CMP | 18-inch | Blocked



Culvert 7
CMP| 18-inch | Blocked



Culvert 8
CMP | 18-inch | Clear



Culvert 8
CMP| 18-inch | Clear

4.3.25 Scribner Road

Scribner Road contains one PVC culvert approximately 60 feet long with unknown diameter, in very good condition, with clear inlet and outlet.

4.3.26 Summit Road

Summit Road includes seven culverts ranging from 18 to 32 inches in diameter and 36 to 42 feet in length, constructed of PVC and steel. Several culverts are in very good condition, while others are in poor to very poor condition, often with blocked inlets and/or outlets. This roadway shows a mix of well-functioning and deficient infrastructure.



Culvert 61
CMP | 32-inch | Clear



Culvert 61
CMP| 32-inch | Clear



Culvert 62
CMP | 24-inch | Clear



Culvert 62
CMP| 24-inch | Blocked



Culvert 63
CMP | 24-inch | Blocked



Culvert 63
CMP| 24-inch | Clear



Culvert 64
PVC | 24-inch | Clear



Culvert 65
PVC | 24-inch | Clear



Culvert 65
PVC | 24-inch | Clear



Culvert 66
PVC | 18-inch | Clear



Culvert 66
PVC | 18-inch | Clear



Culvert 67
PVC | 18-inch | Clear



Culvert 67
PVC | 18-inch | Clear



Culvert 68
PVC | 24-inch | Clear



Culvert 68
PVC | 24-inch | Clear

4.3.28 Taylor Road

Taylor Road has one 18-inch-diameter, 46-foot-long PVC culvert in very good condition, with clear inlet and outlet.



Culvert 91
PVC | 18-inch | Clear



Culvert 91
PVC | 18-inch | Clear

4.3.29 Timber Road:

Timber Road includes six culverts ranging from 12 to 18 inches in diameter and 30 to 50 feet in length, constructed of PVC and steel, with some culverts of unknown size. Several culverts are in very poor condition with blocked inlets and outlets, while others are in very good to average condition with largely clear flow paths.



Culvert 73
PVC | 16-inch | Clear



Culvert 73
PVC | 16-inch | Clear



Culvert 74
PVC | 18-inch | Clear



Culvert 74
PVC | 18-inch | Blocked



Culvert 75
PVC | 12-inch | Clear



Culvert 75
PVC | 12-inch | Blocked



Unknown



Uknown

4.3.30 Tobey Road

Tobey Road contains three culverts ranging from 18 to 24 inches in diameter and 38 to 42 feet long, constructed of PVC and steel. All culverts have clear inlets and outlets and are in average to very good condition.



Culvert 2
CMP | 18-inch | Clear



Culvert 2
CMP | 18-inch | Clear



Culvert 3
CMP | 24-inch | Clear



Culvert 3
CMP | 24-inch | Clear

4.3.31 Weetamoo Road

Weetamoo Road includes nine culverts ranging from 16 to 20 inches in diameter and 36 to 74 feet in length, constructed of PVC and steel. Most culverts are in very good condition with clear inlets and outlets; however, several steel culverts are in very poor condition, exhibiting blocked flow paths and corrosion. Culvert 95 was unable to be located in the field.



Culvert 81
PVC | 18-inch | Clear



Culvert 81
PVC | 18-inch | Clear



Culvert 82
PVC | 18-inch | Clear



Culvert 82
PVC | 18-inch | Clear



Culvert 86
PVC | 16-inch | Clear



Culvert 86
PVC | 16-inch | Clear



Culvert 87
CMP | 20-inch | Blocked



Culvert 87
CMP| 20-inch | Clear



Culvert 88
PVC | 20-inch | Clear



Culvert 88
PVC | 20-inch | Clear



Culvert 89
PVC | 18-inch | Clear



Culvert 90
PVC | 20-inch | Clear



Culvert 90
PVC | 20-inch | Clear



Culvert 96
CMP | 20-inch | Blocked



Culvert 96
CMP | 20-inch | Blocked

Appendix G: Road Grade Sort

STREET	MAXIMUM GRADE (%)
PEGWOOD RD	30.9
MCLAREN DR	26.3
SCRIBNER DR	23.2
FOREST DR	22.0
RICHARDSON	20.9
TAYLOR DR	20.3
BELL VALLEY	20.1
DAVID THOMPSON RD	20.0
SUMMIT	17.5
WEETAMOO TRAIL	16.4
RESERVOIR RD	16.2
ISAAX FOX DR	16.1
DURGIN CI	15.6
CHAPMAN CI	15.5
SCHULYER DR	15.3
TOBEY RD	14.8
GREEN CIRCLE	14.6
MORRIL CIRCLE	14.4
PORCUPINE DR	12.7
BOULDER DR	12.0
SNOW TR	11.7
CALDON CI	11.6
CAMPTON MTN RD	10.7