

INVENTORY AND CONDITION ASSESSMENT OF ROAD SURFACES

Town of Boulder Junction

August 2017

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1. Introduction

Town & Country Engineering, Inc. has conducted a windshield level road surface condition survey of the Town of Boulder Junction's 93 miles of roadway during six separate site visits. The survey was conducted along with the Town Board Chairman and a Road Improvement Committee member who provided information on each road based on historical observations concerning drainage, plowing, maintenance and other miscellaneous issues specific to each roadway.

The purpose of the survey was to note observable deficiencies and areas of potential improvement, including structural and road bed improvements, safety related changes and drainage. Deficiencies vary from general drainage issues (lack of ditching) to specific areas of interest including particularly acute issues that may be able to be corrected with focused effort.

Included in the report are estimated costs associated with proposed surface type, base repair and ditching, as well as alternate items of improvement, such as lane widening and road re-alignment (if necessary to improve safety concerns).

The purpose of this report is to provide the Town with the following:

- A detailed inventory the Town road system.
- Documented conditions of the each road on a GIS mapping system.
- Maintenance or repair method recommendations appropriate to each road.
- Estimated costs of each maintenance and repair method.
- Prioritized maintenance and repair requirements
- Established long-term work and budget plans

An inventory of road conditions for all locally maintained roads was created in a GIS database and provided to the Town. Repair priority weighting was determined using Town-supplied surface condition ratings, traffic and occupancy factors. The data was used to generate a prioritized list of maintenance and repair recommendations as well as a comprehensive long-term work and budget plan which is presented in this report.

Section 2 of this report describes the pavement condition survey procedures used in Boulder Junction. Sections 3 and 4 provide the conclusions reached as a result of the survey and analysis. The appendices contain reports that summarize the data and serve as a basis for the Town's long term Capital Improvement Plan.

2. Road Condition Survey

2.1 Inventory of Town Roads

The purpose of the inventory was to identify general and specific areas of improvement beyond the Town's surface condition ratings that can be used in conjunction with the Town's established priority ratings to provide the Town with recommendations for maintenance and improvements of these roads in the future to best use budget efficiently while eliminating problem areas to provide additional life to the road surface. Addressing these areas of potential improvement now may add up front costs to the road work, but the benefits will be long lasting. Only locally maintained roads were included. Easement roads were not inventoried.

Existing road surface, width, shoulders, trees, unsafe intersections, drainage issues and structural problems were noted and collected with a GIS mapping system. This system has been made available to the Town for reference of the road survey as well as for future use in evaluating road improvements.

The next section describes the deficiencies that were observed during the survey.

2.2 Road Deficiencies

Road Base

All pavements rely on good base and subbase material to provide support. Base material is generally comprised of crush aggregate base course, placed over native material (subbase). When constructed properly, all soft areas will be removed and replaced with additional depth of base course material. In extreme cases where the subbase is organic material (low or wetland areas), geotextile fabric may be added beneath the base material to provide additional support.

Once all soft areas are removed and the road base is compacted, the constructed gravel surface should be sufficiently strong and ready for the surface to be added. To test to strength of the gravel surface, a fully loaded tri-axle dump truck, or quad-axle with tag wheels up, is typically driven on it and any deflections are observed. This is called a "proof roll".

It is unclear what depth of base material exists under the current road surfaces. Without soil borings or potholing to acquire that information, it is assumed that the depth is insufficient and additional base course should be added, when feasible, on future resurfacing projects to provide additional strength for the road surface. When a new Town road is constructed or a complete reconstruction of an existing Town road is undertaken, the road base should be excavated and

replaced with the appropriate depth of base course. This is a bottom up construction approach that will provide for additional life of the road surface.

Road Width & Shoulders

The Town of Boulder Junction road width standard is 22 feet of surface (asphalt or chip seal) with 2 foot gravel shoulders on each side. This typical cross-section provides for sufficient lane width to accommodate traffic from both directions while maintaining a comfort level for drivers. This comfort level keeps drivers from driving off of the road surface to the gravel shoulder. As vehicles move off of the road surface onto the gravel shoulder the surface edge may be damaged, particularly if the base course/gravel shoulder is soft or wet due to lack of ditching.

New Town roads and reconstructed existing roads should be built to this standard, when feasible.

Drainage

The majority of the roadways within the Township lack proper drainage. This is due in part to the naturally flat topography of the area. To achieve proper drainage, it would be best to have ditching alongside the roadway at a minimum depth of 1 foot below the road surface. The ditching would then flow to a low lying area to discharge away from the roadway.

The Town of Boulder Junction lacks the natural topography to properly drain surface water away from the roadway. However, the Town benefits from having sandy, well drained subsoils with high infiltration rates. These materials provide the opportunity to construct ditches that have no outlet to low lying areas, but will shed surface water away from the roadway with the expectation that infiltration will occur, decreasing the damage sustained to the road surface.

Standing water on a road surface can cause premature damage to the road surface. This is due to saturation of the base material below the surface. As the base material becomes saturated, it loses strength, thus diminishing the required support of the surface above. Freezing of the water within the base material will cause expansion of the particles while frozen, thus loss of structural interlocking when thawed, decreasing the strength of the base material. Freezing water on the road surface may also infiltrate cracks within the surface, expanding, and causing additional damage.

Trees

Trees along the roadway can be aesthetically pleasing but when located near the road edge, can cause damage to the roads. As discussed above, proper drainage is very important to the life of a road surface. Trees near the road edge

prohibit the construction of ditches and roots growing beneath the road surface and can cause the surface to heave and crack. Trees close to the road edge not only make plowing the roads uncomfortable and difficult for the operator, but snow and ice left on the roadway can cause damage to the surface during the freeze thaw cycle by water infiltrating surface cracks as well as saturating the base course material.

To properly construct or reconstruct a roadway, trees need to be removed within 10 feet of the shoulder edge for ditching and adequate snow removal.

Intersections

Intersection alignment and adequate sight distance is important for safety. Ideally, all secondary roads should intersect the primary road at a 90 degree angle and proper sight triangles should be provided to allow vehicles stopped at an at-grade intersection sufficient sight distance to permit a safe departure. Re-alignment of secondary roads as well as removal of trees and brush may be sufficient to provide for adequate sight triangles and safe traffic flow.

2.3 Condition Assessment

A condition assessment for each Town road includes observed deficiencies acquired during the Road Condition Survey. These should be corrected during future road improvement projects, helping to prolong the life of the Town roads while reducing maintenance costs.

The details of the Road Condition Survey are contained in a GIS database. As discussed in the next section, these are used to determine repair alternatives appropriate for each Town Road.

3. Selection of Repair Alternatives

3.1 Baseline Improvements

To provide a basis for repair alternatives, assumptions were made for typical future improvements. They are as follows:

- All roads will, at a minimum, receive a double chip seal surface.
- No roads will receive a regressive surface (i.e asphalt will not be resurfaced as chip seal, chip seal surface will not be replaced with a gravel surface).
- High occupancy/high traffic roads will meet Town standards as a minimum (22 feet of surface with 2 foot shoulders).

- Low occupancy/low traffic roads will, at a minimum, be kept at their current width, with 1 foot shoulders.
- Ditching will be added where needed at a minimum depth of one foot from the road surface.
- Trees will be removed within 8 feet of the shoulder edge to allow for ditching.
- Asphalt pavement is recommended for roads with approximate Average Daily Traffic counts of 300, as estimated by Wisconsin DOT.

Gravel roads that are being utilized as snowmobile trails are an exception to these rules and will not be upgraded to chip seal, due to potential damage to the road surface.

3.2 Repair Alternatives

Repair Alternatives are divided into four alternatives:

1. **Routine Maintenance:** To help achieve the intended service life of the road surface, maintenance should include: mowing and grading of shoulder edge to allow for drainage away from the road surface, mowing and cleaning of ditches, cleaning and repair/replacement of culverts and trimming of brush and tree limbs. For paved roads maintenance items include sealing cracks and patching potholes for specific small areas. For unpaved roads, maintenance involve spot re-graveling, filling small areas and grading the roadway.

Routine maintenance can help to prevent deterioration of existing roads that are in good condition and can be performed by the Town's road crew. Routine maintenance should be included in the Town's annual budget.

2. **Preventive Maintenance:** Preventative maintenance includes thin chip seal overlays of roads that are in good condition to prevent or slow further deterioration. This is a relatively inexpensive repair that will extend the life of the road surface.

It is much less expensive in the long run to keep good roads in good condition than to let them deteriorate to where they need rehabilitation. Preventive maintenance should be included in the Town's annual budget.

3. **Rehabilitation:** Major repairs of the road surface without changing the subgrade. This includes the removal of the existing road surface, addition of base course material to provide additional strength of base material or regrading, and reshaping to improve surface drainage. Rehabilitation includes addressing any road deficiencies to extend the road surface life.

Rehabilitation is more expensive than routine or preventive maintenance, but less expensive than reconstruction. This should be budgeted through a capital improvements program.

4. Reconstruction: Major construction involves rebuilding both the road surface and subgrade and includes lane widening, alignment or profile changes to address surface drainage issues, addition of a storm sewer system or to address major structural issues.

Reconstruction generally requires engineering and can absorb a large amount of the Town's annual budget. Reconstruction is best budgeted through a capital improvements program to allow budget for routine and preventative maintenance as well as rehabilitation projects.

4. Prioritizing the Town of Boulder Junction's Road Repair Needs

4.1 Priority Setting Factors

This condition assessment prioritizes immediate needs and long term repair alternatives of every road surveyed and the projected costs of those repairs. This provides a basis for Town officials to prepare plans for accomplishing these repairs within a set budget. The priorities are determined based on the following criteria:

- Repair Strategy (Maintenance or Rehabilitation/Reconstruction)
- Road Surface Condition Rating: Visual inspection by Town staff to evaluate surface defects, deformation, cracks and potholes. The roads in the poorest condition are given the highest value (5) and best condition the lowest (1)
- Traffic: The volume and heavily-loaded vehicles that normally use the road. The most traveled roads are given the highest value (5) and least traveled the lowest (1)
- Occupancy: The roads with the highest occupancy are given the highest value (5) and the lowest occupancy the lowest (1)

A weighted rating was calculated by multiplying Road Surface Condition, Traffic and Occupancy together. Adjustments to those weighted ratings were then adjusted to reflect prioritization within tight groupings.

4.2 Estimated Costs

Preventive Maintenance - Estimates assume only crackfilling, patching and chip seal maintenance coat is required for roads that are in good to fair condition. No extra work is anticipated. Estimates are based on a 22 foot width at \$30,000 per mile, using 2017 dollars.

Rehabilitation - Estimates assume pulverizing of the existing road surface and addressing deficiencies noted in the survey. Design engineering is not assumed for rehabilitation, however minor assistance may be necessary to assist the Town with bidding or construction administration. An engineering cost of \$500 is calculated for each road to be rehabilitated. All other estimated costs are based on 2017 Boulder Junction Project bid prices and are as follows:

Budgetary Costs (per mile) - Based on 22 foot width:

Surface

Pulverizing Existing Surface	\$ 10,000
3.5-inch Asphalt Pavement	\$ 197,000
Double Chip Seal	\$ 65,000

Extra Work

Addition of 6-inches of gravel	\$ 20,000 (Town provided gravel) \$ 60,000 (Contractor provided gravel)
Ditching/Grass Restoration	\$ 72,000 (Assumes ditches 10 feet wide along each side of the roadway)
Intersection Realignment	\$ 10,000
Miscellaneous Construction Items such as driveways and saw cutting.	\$ 10,000

Reconstruction - Estimates assume all rehabilitation costs as well as costs for rebuilding subgrade and addition of storm sewer if possible. More unknowns can be expected in a reconstruction project, therefore rehabilitation costs are increased by 10% and an estimated \$15,000 per mile is included for excavation to subgrade.

Engineering design, including survey, plan production, bidding and construction administration would be expected for these improvements and is estimated at 9% of construction costs. Actual engineering costs will depend on each project's specific circumstances.

These cost estimates are represented in Appendix B

4.3 Priorities of Specific Town Roads

Priority ratings were established by the town as described in section 4.1. These rating were used as a basis for maintenance and improvement schedule and presented in the attachments. A description of the process is as follows:

Maintenance

Road surfaces that are in good to fair condition (1-3) have been separated into a chip seal maintenance program. These are roads that are not yet failing and will benefit from a third chip seal coat to extend the life of the road by an estimated five years.

A 5-year schedule was selected due to the life expectancy of the roads. The life expectancy of double chip seal coated road is approximately 10-year. The roads on the maintenance schedule (Appendix A) are currently within this life cycle and can be assumed to remain in fair condition at a minimum in the next 5 years. To

extend the maintenance schedule beyond 5 years risks these roads deteriorating to the point of losing all benefit of a chip seal maintenance coat.

Rehabilitation/Reconstruction

All roads, including those in the current maintenance cycle, are prioritized by year, based on the weighted rating.

Roads with high ratings, but are in the current maintenance cycle have been re-prioritized by year, reflecting the additional life after receiving a chip seal maintenance coat. Once the prioritizing was complete, adjustments were made to evenly distribute estimated improvement cost throughout a 15 year improvement schedule.

A 15-year improvement schedule was chosen as this is the expected life of a double chip seal road with one application of a chip seal maintenance coat. After this 15 year schedule, it is assumed that the cycle will start over.

This assumed life cycle may differ from actual road surface life. It will be important for the Town to continually rate the road surface condition to modify this schedule as appropriate.

These schedules and associated priority rating are represented in appendices C, D and E.

Appendix A – 5-Year Maintenance Cycle (by Year)

BOULDER JUNCTION - CONDITION ASSESSMENT
5-YEAR MAINTENANCE CYCLE (BY YEAR)

ROAD NAME	Length	RATING			
	Miles	Traffic	Occupancy	Condition	Priority
Dairymens Road	1.55	4	5	2	11
Evergreen Lane	1.58	3	2	3	8
Green Street	0.27	4	2	3	9
Oswego-Fishtrap Lake Road	1.90	4	5	2	11
Rudolph Lake Lane	0.60	3	4	3	10
Bakken Road (West)	2.15	3	3	3	9
La Fave Road	1.24	3	3	3	9
North Town Line Rd (Town Road 1	1.00	4	4	2	10
South Town Line	1.36	4	5	2	11
Arrowhead Drive	0.60	2	3	3	8
Ben Bendrick Drive (Lake Shore Dr	1.70	4	3	2	9
Camp Manitowish Lane (West)	0.50	2	2	2	6
Glen Lake Road	0.25	1	3	3	7
High Pines Lane	1.10	3	4	2	9
Mann Lake Road	0.75	2	3	3	8
Middle Gresham Lane	0.43	2	3	3	8
Rocky Reef Lane	0.54	2	2	2	6
Ada Street	0.25	1	1	2	4
Birchwood Lane	0.36	1	2	2	5
Blaisdell Street	0.17	1	1	2	4
Blueberry Lane	0.25	2	1	2	5
Cemetery Road	0.18	1.0	0.5	1	2.5
Center Street	0.31	2	1	2	5
Charlotte Place Lane	0.25	1	1	3	5
Church Street	0.14	2	1	2	5
Community Street	0.20	1	1	2	4
Kassien Lane	0.54	1	1	3	5
Nichols Lake Lane	0.63	2	1	3	6
Old 51 Road (Town Line - Island La	1.07	3	1	3	7
Pine Lane	0.45	1	2	3	6
Red Fox Lane	0.09	1	1	3	5
Reible Court	0.12	1	1	2	4
Round Lake Road	0.10	1.0	0.5	2	3.5
Rustic Colony Lane	0.27	1	3	3	7
Senior Drive	0.20	1	1	3	5
Bear Lake Road	3.26	3	3	1	7
Good Life Lane	0.44	1	1	1	3
High-Fishtrap Lake Road	1.10	5	5	3	13
Ridge Lane	1.20	3	4	1	8
Town Hall Road	0.12	4	1	1	6

MAINT YEAR	CHIP SEAL MAINTENANCE									
	2018		2019		2020		2021		2022	
	Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost
2018	1.55	\$ 46,500.00								
2018	1.58	\$ 47,400.00								
2018	0.27	\$ 8,100.00								
2018	1.9	\$ 57,000.00								
2018	0.6	\$ 18,000.00								
2019			2.15	\$ 64,500.00						
2019			1.24	\$ 37,200.00						
2019			1	\$ 30,000.00						
2019			1.36	\$ 40,800.00						
2020					0.45	\$ 13,500.00				
2020					1.70	\$ 51,000.00				
2020					0.50	\$ 15,000.00				
2020					0.25	\$ 7,500.00				
2020					1.10	\$ 33,000.00				
2020					0.75	\$ 22,500.00				
2020					0.43	\$ 12,900.00				
2020					0.54	\$ 16,200.00				
2021							0.25	\$ 7,500.00		
2021							0.36	\$ 10,800.00		
2021							0.17	\$ 5,100.00		
2021							0.25	\$ 7,500.00		
2021							0.18	\$ 5,400.00		
2021							0.31	\$ 9,300.00		
2021							0.25	\$ 7,500.00		
2021							0.14	\$ 4,200.00		
2021							0.20	\$ 6,000.00		
2021							0.54	\$ 16,200.00		
2021							0.63	\$ 18,900.00		
2021							1.07	\$ 32,100.00		
2021							0.45	\$ 13,500.00		
2021							0.09	\$ 2,700.00		
2021							0.12	\$ 3,600.00		
2021							0.10	\$ 3,000.00		
2021							0.27	\$ 8,100.00		
2021							0.20	\$ 6,000.00		
2022									3.26	\$ 97,800.00
2022									0.44	\$ 13,200.00
2022									1.1	\$ 33,000.00
2022									0.9	\$ 27,000.00
2022									0.12	\$ 3,600.00
	5.9	\$ 177,000.00	5.75	\$ 172,500.00	5.72	\$ 171,600.00	5.58	\$ 167,400.00	5.82	\$ 174,600.00

Appendix B – Cost Estimate by Road

BOULDER JUNCTION - CONDITION ASSESSMENT
COST ESTIMATES BY ROAD

PLAN CAT	ROAD NAME	RESURFACE PLAN (miles)			RESURFACE COST EST	Work Scope				TOTAL
		Gravel	Chip	Asphalt		Type	Surface	Extra	Engrg	
1	Ada Street		0.25		\$18,750	RH	\$ 18,750	\$ -	\$ 500	\$ 19,250
3	Airport Road (gravel)			0.90	\$186,300	RC	\$ 204,930	\$ 34,046	\$ 21,508	\$ 260,484
2	Airport Road (paved)			1.50	\$310,500	RC	\$ 341,550	\$ 56,744	\$ 35,846	\$ 434,140
1	Allen Road		0.68		\$0	RH	\$ -	\$ -	\$ -	\$ -
1	Allequash Lake Road		0.94		\$70,500	RH	\$ 70,500	\$ -	\$ 500	\$ 71,000
2	Annes Place			0.05	\$10,350	RC	\$ 11,385	\$ -	\$ 3,000	\$ 14,385
1	Annes Place		0.09		\$6,750	RH	\$ 6,750	\$ -	\$ 500	\$ 7,250
3	Arrowhead Drive		0.15		\$11,250	RH	\$ 11,250	\$ 5,674	\$ 500	\$ 17,424
1	Arrowhead Drive		0.45		\$33,750	RH	\$ 33,750	\$ 17,023	\$ 500	\$ 51,273
1	Bakken Road (East)		1.07		\$80,250	RC	\$ 104,325	\$ 101,185	\$ 18,496	\$ 224,006
1	Bakken Road (West)		2.15		\$161,250	RH	\$ 161,250	\$ 183,222	\$ 500	\$ 344,972
3	Balsam Lane		0.35		\$26,250	RH	\$ 26,250	\$ 10,927	\$ 500	\$ 37,677
3	Bass Lake Road		0.41		\$30,750	RH	\$ 30,750	\$ 10,000	\$ 500	\$ 41,250
1	Bear Lake Road			3.26	\$674,820	RH	\$ 674,820	\$ 73,680	\$ 500	\$ 749,000
1	Ben Bendrick Drive			1.70	\$351,900	RH	\$ 351,900	\$ -	\$ 500	\$ 352,400
1	Big Muskellunge Road			0.50	\$103,500	RH	\$ 103,500	\$ 18,915	\$ 500	\$ 122,915
1	Big Muskellunge Road		1.00		\$75,000	RH	\$ 75,000	\$ 37,829	\$ 500	\$ 113,329
3	Big Muskellunge Road		1.20		\$90,000	RH	\$ 90,000	\$ 45,395	\$ 500	\$ 135,895
3	Birch Drive		0.25		\$18,750	RH	\$ 18,750	\$ 5,105	\$ 500	\$ 24,355
3	Birch Point Lane		0.19		\$14,250	RH	\$ 14,250	\$ 10,000	\$ 500	\$ 24,750
1	Birchwood Lane		0.36		\$27,000	RH	\$ 27,000	\$ -	\$ 500	\$ 27,500
1	Blaisdell Street		0.17		\$12,750	RH	\$ 12,750	\$ -	\$ 500	\$ 13,250
3	Blue Heron Lane		0.12		\$9,000	RH	\$ 9,000	\$ 3,746	\$ 500	\$ 13,246
1	Blueberry Lane		0.25		\$18,750	RH	\$ 18,750	\$ -	\$ 500	\$ 19,250
3	Boat Landing Road		0.50		\$37,500	RH	\$ 37,500	\$ -	\$ 500	\$ 38,000
1	Boulder Lane		0.40		\$30,000	RH	\$ 30,000	\$ 8,168	\$ 500	\$ 38,668
3	Camp Manitowish Lane (East)		0.50		\$37,500	RH	\$ 37,500	\$ 18,915	\$ 500	\$ 56,915
1	Camp Manitowish Lane (West)		0.50		\$37,500	RH	\$ 37,500	\$ 18,915	\$ 500	\$ 56,915
1	Campo Fiesta Lane		0.13		\$9,750	RH	\$ 9,750	\$ 4,918	\$ 500	\$ 15,168
1	Cattail Cove Lane		0.75		\$56,250	RH	\$ 56,250	\$ -	\$ 500	\$ 56,750
1	Cemetary Road		0.18		\$13,500	RH	\$ 13,500	\$ -	\$ 500	\$ 14,000
1	Center Street		0.31		\$23,250	RH	\$ 23,250	\$ -	\$ 500	\$ 23,750
1	Charlotte Place Lane		0.25		\$18,750	RH	\$ 18,750	\$ 6,979	\$ 500	\$ 26,229
1	Church Street		0.14		\$10,500	RH	\$ 10,500	\$ -	\$ 500	\$ 11,000
3	Clear View Drive		0.34		\$25,500	RH	\$ 25,500	\$ -	\$ 500	\$ 26,000
1	Community Street		0.20		\$15,000	RH	\$ 15,000	\$ -	\$ 500	\$ 15,500
1	Concora Road		0.80		\$60,000	RH	\$ 60,000	\$ 30,263	\$ 500	\$ 90,763
2	Dairymens Road			1.55	\$320,850	RC	\$ 352,935	\$ 58,635	\$ 37,041	\$ 448,612
3	Dam Road		0.80		\$60,000	RH	\$ 60,000	\$ 30,263	\$ 500	\$ 90,763
3	Day Lake Landing Road		0.22		\$16,500	RH	\$ 16,500	\$ -	\$ 500	\$ 17,000
3	Day Lake Road		2.91		\$218,250	RH	\$ 218,250	\$ -	\$ 500	\$ 218,750
1	Dolittle Road		0.15		\$11,250	RH	\$ 11,250	\$ -	\$ 500	\$ 11,750

Extra Work							
Additional Base		Ditching		Structural		Intersection Realign	
Inches	COST	Length (%)	COST	EBS (ft)	COST	Intersection	COST
	\$ -		\$ -		\$ -		\$ -
6	\$ 17,846.40	25%	\$ 16,200.00		\$ -		\$ -
6	\$ 29,744.00	25%	\$ 27,000.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
6	\$ 2,974.40	25%	\$ 2,700.00		\$ -		\$ -
6	\$ 8,923.20	25%	\$ 8,100.00		\$ -		\$ -
4	\$ 14,144.92	100%	\$ 77,040.00		\$ -	CTH H	\$ 10,000.00
4	\$ 28,422.04	100%	\$ 154,800.00		\$ -		\$ -
4	\$ 4,626.84	25%	\$ 6,300.00		\$ -		\$ -
	\$ -		\$ -		\$ -	Bear Lake Rd	\$ 10,000.00
	\$ -	25%	\$ 58,680.00	250	\$ 15,000.00		\$ -
	\$ -		\$ -		\$ -		\$ -
6	\$ 9,914.67	25%	\$ 9,000.00		\$ -		\$ -
6	\$ 19,829.33	25%	\$ 18,000.00		\$ -		\$ -
6	\$ 23,795.20	25%	\$ 21,600.00		\$ -		\$ -
4	\$ 3,304.89	10%	\$ 1,800.00		\$ -		\$ -
	\$ -		\$ -		\$ -	N Creek Rd	\$ 10,000.00
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
4	\$ 1,586.35	25%	\$ 2,160.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
4	\$ 5,287.82	10%	\$ 2,880.00		\$ -		\$ -
6	\$ 9,914.67	25%	\$ 9,000.00		\$ -		\$ -
6	\$ 9,914.67	25%	\$ 9,000.00		\$ -		\$ -
6	\$ 2,577.81	25%	\$ 2,340.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
3	\$ 2,478.67	25%	\$ 4,500.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
6	\$ 15,863.47	25%	\$ 14,400.00		\$ -		\$ -
6	\$ 30,735.47	25%	\$ 27,900.00		\$ -		\$ -
6	\$ 15,863.47	25%	\$ 14,400.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -

BOULDER JUNCTION - CONDITION ASSESSMENT
COST ESTIMATES BY ROAD

PLAN CAT	ROAD NAME	RESURFACE PLAN (miles)			RESURFACE COST EST	Work Scope				TOTAL
		Gravel	Chip	Asphalt		Type	Surface	Extra	Engrg	
1	East Fitzgerald Lane		0.11		\$8,250	RH	\$ 8,250	\$ -	\$ 500	\$ 8,750
3	En-Dah Win Lane		0.15		\$11,250	RH	\$ 11,250	\$ -	\$ 500	\$ 11,750
1	Evergreen Lane		0.40		\$30,000	RH	\$ 30,000	\$ -	\$ 500	\$ 30,500
1	Evergreen Lane		1.58		\$118,500	RH	\$ 118,500	\$ -	\$ 500	\$ 119,000
1	Fallon Road		2.08		\$156,000	RH	\$ 156,000	\$ -	\$ 500	\$ 156,500
1	Fishtrap Lake Road		2.04		\$0	RH	\$ -	\$ -	\$ -	\$ -
1	Fitzgerald Lane		0.20		\$15,000	RH	\$ 15,000	\$ 4,922	\$ 500	\$ 20,422
1	Fox Trail		0.06		\$4,500	RH	\$ 4,500	\$ 12,160	\$ 500	\$ 17,160
1	Glen Lake Road		0.25		\$18,750	RH	\$ 18,750	\$ 7,805	\$ 500	\$ 27,055
1	Good Life Lane			0.44	\$91,080	RH	\$ 91,080	\$ 13,737	\$ 500	\$ 105,317
3	Grahl Lane		0.43		\$32,250	RH	\$ 32,250	\$ 16,267	\$ 500	\$ 49,017
1	Green Street		0.27		\$20,250	RH	\$ 20,250	\$ 4,860	\$ 500	\$ 25,610
3	Halverson Lane		0.12		\$9,000	RH	\$ 9,000	\$ -	\$ 500	\$ 9,500
1	Harmony Point Lane		0.60		\$45,000	RH	\$ 45,000	\$ 18,000	\$ 500	\$ 63,500
1	High Lake Road		3.30		\$247,500	RH	\$ 247,500	\$ 130,025	\$ 500	\$ 378,025
1	High Pines Lane		1.10		\$82,500	RH	\$ 82,500	\$ -	\$ 500	\$ 83,000
2	High-Fishtrap Lake Road			1.10	\$227,700	RH	\$ 227,700	\$ -	\$ 500	\$ 228,200
1	Highland Drive		0.28		\$21,000	RH	\$ 21,000	\$ 10,000	\$ 500	\$ 31,500
1	Island Lake Road		1.28		\$96,000	RH	\$ 96,000	\$ 63,001	\$ 500	\$ 159,501
3	Jag Lake Road		0.08		\$6,000	RH	\$ 6,000	\$ -	\$ 500	\$ 6,500
1	Kassien Lane		0.54		\$40,500	RH	\$ 40,500	\$ -	\$ 500	\$ 41,000
1	Keego Road		1.25		\$93,750	RH	\$ 93,750	\$ -	\$ 500	\$ 94,250
3	Keego Road East		1.31		\$98,250	RH	\$ 98,250	\$ -	\$ 500	\$ 98,750
1	Kern Lane		1.10		\$82,500	RH	\$ 82,500	\$ 41,612	\$ 500	\$ 124,612
1	La Fave Road		1.24		\$93,000	RH	\$ 93,000	\$ -	\$ 500	\$ 93,500
3	Little Crooked Lane		0.38		\$28,500	RH	\$ 28,500	\$ -	\$ 500	\$ 29,000
2	Little Rice Lane			0.10	\$20,700	RC	\$ 22,770	\$ 2,461	\$ 3,000	\$ 28,231
1	Little Rice Lane		0.18		\$13,500	RC	\$ 17,550	\$ 4,430	\$ 3,000	\$ 24,980
1	Lucas Lane		0.15		\$11,250	RH	\$ 11,250	\$ -	\$ 500	\$ 11,750
1	Major Road		0.50		\$37,500	RH	\$ 37,500	\$ 18,915	\$ 500	\$ 56,915
1	Mann Lake Road		0.75		\$56,250	RH	\$ 56,250	\$ -	\$ 500	\$ 56,750
3	Maple Lake Road		0.35		\$26,250	RH	\$ 26,250	\$ -	\$ 500	\$ 26,750
3	Marsh Road		1.04		\$78,000	RH	\$ 78,000	\$ -	\$ 500	\$ 78,500
1	Middle Gresham Lane		0.43		\$32,250	RH	\$ 32,250	\$ -	\$ 500	\$ 32,750
3	Nebish lake Road		1.97		\$147,750	RH	\$ 147,750	\$ -	\$ 500	\$ 148,250
1	Newcomb Lane		3.50		\$262,500	RH	\$ 262,500	\$ 18,000	\$ 500	\$ 281,000
1	Nichols Lake Lane		0.63		\$47,250	RH	\$ 47,250	\$ -	\$ 500	\$ 47,750
3	Nixon Lake Road		2.60		\$195,000	RH	\$ 195,000	\$ -	\$ 500	\$ 195,500
2	North Creek Road			4.57	\$945,990	RH	\$ 945,990	\$ 136,570	\$ 500	\$ 1,083,060
3	North Oswego Lake Road		0.24		\$18,000	RH	\$ 18,000	\$ 8,286	\$ 500	\$ 26,786
1	North Town Line Rd (Town Road 116)		1.00		\$75,000	RH	\$ 75,000	\$ -	\$ 500	\$ 75,500
2	Old 51 East Hoffman Road				\$0	RH	\$ -	\$ -	\$ -	\$ -

Extra Work							
Additional Base		Ditching		Structural		Intersection Realign	
Inches	COST	Length (%)	COST	EBS (ft)	COST	Intersection	COST
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
2	\$ 1,321.96	25%	\$ 3,600.00		\$ -		\$ -
	\$ -	50%	\$ 2,160.00		\$ -	CTH M	\$ 10,000.00
4	\$ 3,304.89	25%	\$ 4,500.00		\$ -		\$ -
4	\$ 5,816.60	25%	\$ 7,920.00		\$ -		\$ -
6	\$ 8,526.61	25%	\$ 7,740.00		\$ -		\$ -
	\$ -	25%	\$ 4,860.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -	300	\$ 18,000.00		\$ -
4	\$ 43,624.53	25%	\$ 59,400.00	450	\$ 27,000.00		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -	Shamrock	\$ 10,000.00
4	\$ 16,921.03	50%	\$ 46,080.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
6	\$ 21,812.27	25%	\$ 19,800.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
2	\$ 660.98	25%	\$ 1,800.00		\$ -		\$ -
2	\$ 1,189.76	25%	\$ 3,240.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
6	\$ 9,914.67	25%	\$ 9,000.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
3	\$ 45,310.03	25%	\$ 82,260.00	150	\$ 9,000.00		\$ -
5	\$ 3,965.87	25%	\$ 4,320.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -

BOULDER JUNCTION - CONDITION ASSESSMENT
COST ESTIMATES BY ROAD

PLAN	ROAD NAME	RESURFACE PLAN (miles)			RESURFACE COST EST	Work Scope				TOTAL
		Gravel	Chip	Asphalt		Type	Surface	Extra	Engrg	
2	Old 51 Old H				\$0	RH	\$ -	\$ -	\$ -	\$ -
3	Old 51 Road (Bakken Rd - Island Lake Rd)		1.80		\$135,000	RH	\$ 135,000	\$ 36,755	\$ 500	\$ 172,255
1	Old 51 Road (Town Line - Island Lake)		1.07		\$80,250	RH	\$ 80,250	\$ 21,849	\$ 500	\$ 102,599
3	Old Flambeau Road		0.74		\$55,500	RH	\$ 55,500	\$ -	\$ 500	\$ 56,000
2	Old K Road			0.40	\$82,800	RC	\$ 91,080	\$ -	\$ 8,197	\$ 99,277
1	Old K Road		2.39		\$179,250	RH	\$ 179,250	\$ -	\$ 500	\$ 179,750
1	Oswego-Fishtrap Lake Road		1.90		\$142,500	RH	\$ 142,500	\$ 71,876	\$ 500	\$ 214,876
3	Partridge Lane		1.10		\$82,500	RH	\$ 82,500	\$ 34,342	\$ 500	\$ 117,342
3	Perch Lane		0.23		\$17,250	RH	\$ 17,250	\$ 8,701	\$ 500	\$ 26,451
1	Pine Lane		0.45		\$33,750	RH	\$ 33,750	\$ 17,023	\$ 500	\$ 51,273
3	Pine Shores Lane		0.06		\$4,500	RH	\$ 4,500	\$ -	\$ 500	\$ 5,000
3	Pinewood Lane		0.12		\$9,000	RH	\$ 9,000	\$ -	\$ 500	\$ 9,500
3	Platinum Lane		0.23		\$17,250	RH	\$ 17,250	\$ -	\$ 500	\$ 17,750
3	Point Lane		0.25		\$18,750	RH	\$ 18,750	\$ -	\$ 500	\$ 19,250
1	Red Fox Lane		0.09		\$6,750	RH	\$ 6,750	\$ 3,405	\$ 500	\$ 10,655
1	Reible Court		0.12		\$9,000	RH	\$ 9,000	\$ 3,746	\$ 500	\$ 13,246
3	Ridge Lane		0.30		\$22,500	RH	\$ 22,500	\$ 9,366	\$ 500	\$ 32,366
1	Ridge Lane		0.90		\$67,500	RH	\$ 67,500	\$ 28,098	\$ 500	\$ 96,098
1	Rintlemen		0.60		\$45,000	RH	\$ 45,000	\$ -	\$ 500	\$ 45,500
3	River lane		0.20		\$15,000	RH	\$ 15,000	\$ 6,244	\$ 500	\$ 21,744
1	Rocky Reef Lane		0.54		\$40,500	RH	\$ 40,500	\$ 20,428	\$ 500	\$ 61,428
1	Round Lake Road		0.10		\$7,500	RH	\$ 7,500	\$ -	\$ 500	\$ 8,000
1	Round Lake Road		1.25		\$93,750	RH	\$ 93,750	\$ -	\$ 500	\$ 94,250
1	Rudolph Lake Lane		0.60		\$45,000	RH	\$ 45,000	\$ 22,698	\$ 500	\$ 68,198
1	Rustic Colony Lane		0.27		\$20,250	RH	\$ 20,250	\$ 7,537	\$ 500	\$ 28,287
1	Senior Drive		0.20		\$15,000	RH	\$ 15,000	\$ 7,566	\$ 500	\$ 23,066
2	Shamrock Lane			0.10	\$20,700	RC	\$ 22,770	\$ 2,461	\$ 3,000	\$ 28,231
1	Shamrock Lane		0.30		\$22,500	RC	\$ 29,250	\$ 7,383	\$ 3,297	\$ 39,930
1	Sherry Drive		0.05		\$3,750	RH	\$ 3,750	\$ -	\$ 500	\$ 4,250
1	Shore Drive		1.03		\$77,250	RH	\$ 77,250	\$ -	\$ 500	\$ 77,750
3	South Rudolph Lake Lane		0.26		\$19,500	RH	\$ 19,500	\$ -	\$ 500	\$ 20,000
3	South Shore Bay Lane		0.15		\$11,250	RH	\$ 11,250	\$ -	\$ 500	\$ 11,750
1	South Town Line		1.36		\$102,000	RH	\$ 102,000	\$ -	\$ 500	\$ 102,500
1	Spruce Drive		0.22		\$16,500	RH	\$ 16,500	\$ 8,322	\$ 500	\$ 25,322
1	Stiloski Lane		0.37		\$0	RH	\$ -	\$ -	\$ -	\$ -
3	Street Lake Lane		0.65		\$48,750	RH	\$ 48,750	\$ 24,589	\$ 500	\$ 73,839
3	Sunset Lane		0.30		\$22,500	RH	\$ 22,500	\$ -	\$ 500	\$ 23,000
1	Town Hall Road			0.12	\$24,840	RH	\$ 24,840	\$ -	\$ 500	\$ 25,340
3	Town Road 119 (Clear View)		0.14		\$10,500	RH	\$ 10,500	\$ -	\$ 500	\$ 11,000
2	Transfer Site			1.00	\$150,000	RC	\$ 165,000	\$ -	\$ 14,850	\$ 179,850
1	Trout Lane		0.20		\$15,000	RH	\$ 15,000	\$ 7,566	\$ 500	\$ 23,066
3	Vandercook Road		0.08		\$6,000	RH	\$ 6,000	\$ -	\$ 500	\$ 6,500

Extra Work							
Additional Base		Ditching		Structural		Intersection Realign	
Inches	COST	Length (%)	COST	EBS (ft)	COST	Intersection	COST
					\$ -		\$ -
4	\$ 23,795.20	10%	\$ 12,960.00		\$ -		\$ -
4	\$ 14,144.92	10%	\$ 7,704.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
6	\$ 37,675.73	25%	\$ 34,200.00		\$ -		\$ -
4	\$ 14,541.51	25%	\$ 19,800.00		\$ -		\$ -
6	\$ 4,560.75	25%	\$ 4,140.00		\$ -		\$ -
6	\$ 8,923.20	25%	\$ 8,100.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
6	\$ 1,784.64	25%	\$ 1,620.00		\$ -		\$ -
4	\$ 1,586.35	25%	\$ 2,160.00		\$ -		\$ -
4	\$ 3,965.87	25%	\$ 5,400.00		\$ -		\$ -
4	\$ 11,897.60	25%	\$ 16,200.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
4	\$ 2,643.91	25%	\$ 3,600.00		\$ -		\$ -
6	\$ 10,707.84	25%	\$ 9,720.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
6	\$ 11,897.60	25%	\$ 10,800.00		\$ -		\$ -
3	\$ 2,676.96	25%	\$ 4,860.00		\$ -		\$ -
6	\$ 3,965.87	25%	\$ 3,600.00		\$ -		\$ -
2	\$ 660.98	25%	\$ 1,800.00		\$ -		\$ -
2	\$ 1,982.93	25%	\$ 5,400.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
6	\$ 4,362.45	25%	\$ 3,960.00		\$ -		\$ -
6	\$ 7,336.85	25%	\$ 6,660.00		\$ -		\$ -
6	\$ 12,889.07	25%	\$ 11,700.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -
6	\$ 3,965.87	25%	\$ 3,600.00		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -

BOULDER JUNCTION - CONDITION ASSESSMENT
COST ESTIMATES BY ROAD

PLAN CAT	ROAD NAME	RESURFACE PLAN (miles)			RESURFACE COST EST	Work Scope				TOTAL
		Gravel	Chip	Asphalt		Type	Surface	Extra	Engrg	
3	West Big Lake Road		1.04		\$78,000	RH	\$ 78,000	\$ -	\$ 500	\$ 78,500
3	White Birch Lane		0.45		\$33,750	RH	\$ 33,750	\$ 17,023	\$ 500	\$ 51,273
3	White Deer Lane		0.12		\$9,000	RH	\$ 9,000	\$ 4,540	\$ 500	\$ 14,040
3	Whitney Lake Road		1.00		\$75,000	RH	\$ 75,000	\$ 37,829	\$ 500	\$ 113,329
1	WILDWOOD LANE		0.06		\$4,500	RH	\$ 4,500	\$ 2,270	\$ 500	\$ 7,270
3	WILSON LANE		0.21		\$15,750	RH	\$ 15,750	\$ 7,944	\$ 500	\$ 24,194
1	Wool Lake Lane		0.36		\$27,000	RH	\$ 27,000	\$ 13,619	\$ 500	\$ 41,119
		0.00	76.51	17.29	\$9,028,530		\$ 9,173,625	\$ 1,734,775	\$ 209,736	\$ 11,118,136

Extra Work							
Additional Base		Ditching		Structural		Intersection Realign	
Inches	COST	Length (%)	COST	EBS (ft)	COST	Intersection	COST
	\$ -		\$ -		\$ -		\$ -
6	\$ 8,923.20	25%	\$ 8,100.00		\$ -		\$ -
6	\$ 2,379.52	25%	\$ 2,160.00		\$ -		\$ -
6	\$ 19,829.33	25%	\$ 18,000.00		\$ -		\$ -
6	\$ 1,189.76	25%	\$ 1,080.00		\$ -		\$ -
6	\$ 4,164.16	25%	\$ 3,780.00		\$ -		\$ -
6	\$ 7,138.56	25%	\$ 6,480.00		\$ -		\$ -

COLOR KEY

- 1 Paved Road, repaving planned, same surface
- 2 Paved Road, repaving planned, new surface
- 3 Existing Gravel Road, planned upgrade to pavement
- 4 Existing Gravel Road, general grading and gravel
- In 5-Year Maintenance Cycle
- 2017 Construction

Appendix C – 15-Year Improvement Cost Estimates By Year

All Roads Improved

BOULDER JUNCTION - CONDITION ASSESSMENT
15 YEAR IMPROVEMENT COST ESTIMATES BY YEAR - ALL ROADS IMPROVED

PLAN	ROAD NAME	Weighted
1	Allen Road	125
1	Fishtrap Lake Road	125
1	Stiloski Lane	125
2	Annes Place	125
1	Annes Place	125
1	Evergreen Lane	124
2	Little Rice Lane	125
1	Little Rice Lane	125
2	Old K Road	125
1	Old K Road	125
2	Shamrock Lane	125
1	Shamrock Lane	125
2	Transfer Site	125
3	Airport Road (gravel)	124
2	Airport Road (paved)	124
1	Fallon Road	124
1	Island Lake Road	80
1	Kern Lane	95
1	Newcomb Lane	120
2	North Creek Road	120
1	Big Muskellunge Road	60
1	Big Muskellunge Road	60
3	Big Muskellunge Road	60
1	High Lake Road	124

In Maint Cycle	Improvement Year	2018		2019		2020		2021		2022	
		Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost
	2017										
	2017										
	2017										
	2018	0.05	\$ 14,385.00								
	2018	0.09	\$ 7,250.00								
	2018	0.4	\$ 30,500.00								
	2018	0.1	\$ 28,230.98								
	2018	0.18	\$ 24,979.76								
	2018	0.4	\$ 99,277.20								
	2018	2.39	\$ 179,750.00								
	2018	0.1	\$ 28,230.98								
	2018	0.3	\$ 39,929.90								
	2018	1	\$ 179,850.00								
	2019			0.9	\$ 260,484.28						
	2019			1.5	\$ 434,140.46						
	2020					2.08	\$ 156,500.00				
	2020					1.28	\$ 159,501.03				
	2020					1.1	\$ 124,612.27				
	2020					3.5	\$ 281,000.00				
	2021							4.57	\$ 1,083,060.03		
	2022									0.5	\$ 122,914.67
	2022									1	\$ 113,329.33
	2022									1.2	\$ 135,895.20
	2022									3.3	\$ 378,024.53
		5.01	\$ 632,383.81	2.40	\$ 694,624.74	7.96	\$ 721,613.30	4.57	\$ 1,083,060.03	6.00	\$ 750,163.73

COLOR KEY

- 1 Paved Road, repaving planned, same surface
- 2 Paved Road, repaving planned, new surface
- 3 Existing Gravel Road, planned upgrade to pavement
- 4 Existing Gravel Road, general grading and gravel
- In 5-Year Maintenance Cycle
- 2017 Construction

BOULDER JUNCTION - CONDITION ASSESSMENT
15 YEAR IMPROVEMENT COST ESTIMATES BY YEAR - ALL ROADS IMPROVED

PLAN	ROAD NAME	Weighted
1	Bakken Road (East)	36
1	Concora Road	45
1	Harmony Point Lane	30
1	Highland Drive	36
1	Shore Drive	30
1	WILDWOOD LANE	36
3	WILSON LANE	36
1	Wool Lake Lane	36
3	Arrowhead Drive	18
1	Arrowhead Drive	18
1	Boulder Lane	12
3	Camp Manitowish Lane (East)	12
3	Clear View Drive	12
3	Grahl Lane	12
1	Keego Road	16
1	Lucas Lane	20
3	Nebish lake Road	12
3	Old 51 Road (Bakken Rd - Island	12
1	Rintlemen	16
1	Cattail Cove Lane	5
3	Dam Road	9
1	Major Road	5
3	Nixon Lake Road	9
3	North Oswego Lake Road	5
3	Platinum Lane	8
3	Point Lane	6
3	Ridge Lane	12
1	Sherry Drive	5
3	South Shore Bay Lane	6
3	Sunset Lane	8
3	Town Road 119 (Clear View)	8
1	Trout Lane	8
3	Whitney Lake Road	8
1	Allequash Lake Road	4
3	Balsam Lane	3
3	Bass Lake Road	3
3	Birch Drive	2
3	Birch Point Lane	3
3	Blue Heron Lane	4
1	Campo Fiesta Lane	4
1	Dolittle Road	4
1	East Fitzgerald Lane	4
3	En-Dah Win Lane	3
1	Fitzgerald Lane	4
1	Fox Trail	4
3	Halverson Lane	3
3	Little Crooked Lane	4
3	Old Flambeau Road	3
3	Partridge Lane	3
3	Perch Lane	3

In Maint Cycle	Improvement Year	2023		2024		2025		2026		2027	
		Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost
	2023	1.07	\$ 224,005.82								
	2023	0.8	\$ 90,763.47								
	2023	0.6	\$ 63,500.00								
	2023	0.28	\$ 31,500.00								
	2023	1.03	\$ 77,750.00								
	2023	0.06	\$ 7,269.76								
	2023	0.21	\$ 24,194.16								
	2023	0.36	\$ 41,118.56								
	2024			0.15	\$ 17,424.40						
	2024			0.45	\$ 51,273.20						
	2024			0.4	\$ 38,667.82						
	2024			0.5	\$ 56,914.67						
	2024			0.34	\$ 26,000.00						
	2024			0.43	\$ 49,016.61						
	2024			1.25	\$ 94,250.00						
	2024			0.15	\$ 11,750.00						
	2024			1.97	\$ 148,250.00						
	2024			1.8	\$ 172,255.20						
	2024			0.6	\$ 45,500.00						
	2025					0.75	\$ 56,750.00				
	2025					0.8	\$ 90,763.47				
	2025					0.5	\$ 56,914.67				
	2025					2.6	\$ 195,500.00				
	2025					0.24	\$ 26,785.87				
	2025					0.23	\$ 17,750.00				
	2025					0.25	\$ 19,250.00				
	2025					0.3	\$ 32,365.87				
	2025					0.05	\$ 4,250.00				
	2025					0.15	\$ 11,750.00				
	2025					0.3	\$ 23,000.00				
	2025					0.14	\$ 11,000.00				
	2025					0.2	\$ 23,065.87				
	2025					1	\$ 113,329.33				
	2026							0.94	\$ 71,000.00		
	2026							0.35	\$ 37,676.84		
	2026							0.41	\$ 41,250.00		
	2026							0.25	\$ 24,354.89		
	2026							0.19	\$ 24,750.00		
	2026							0.12	\$ 13,246.35		
	2026							0.13	\$ 15,167.81		
	2026							0.15	\$ 11,750.00		
	2026							0.11	\$ 8,750.00		
	2026							0.15	\$ 11,750.00		
	2026							0.2	\$ 20,421.96		
	2026							0.06	\$ 17,160.00		
	2026							0.12	\$ 9,500.00		
	2026							0.38	\$ 29,000.00		
	2026							0.74	\$ 56,000.00		
	2026							1.1	\$ 117,341.51		
	2026							0.23	\$ 26,450.75		

BOULDER JUNCTION - CONDITION ASSESSMENT
15 YEAR IMPROVEMENT COST ESTIMATES BY YEAR - ALL ROADS IMPROVED

PLAN	ROAD NAME	Weighted
3	Pine Shores Lane	3
3	Pinewood Lane	3
1	Spruce Drive	5
3	Street Lake Lane	3
3	White Birch Lane	3
3	White Deer Lane	4
3	Boat Landing Road	2
3	Day Lake Landing Road	2
3	Day Lake Road	2
1	Green Street	24
3	Keego Road East	3
3	Maple Lake Road	2
3	Marsh Road	2
3	River lane	2
1	Rudolph Lake Lane	36
3	South Rudolph Lake Lane	2
3	Vandercook Road	2
3	West Big Lake Road	2

In Maint Cycle	Improvement Year	2023		2024		2025		2026		2027	
		Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost
	2026							0.06	\$ 5,000.00		
	2026							0.12	\$ 9,500.00		
	2026							0.22	\$ 25,322.45		
	2026							0.65	\$ 73,839.07		
	2026							0.45	\$ 51,273.20		
	2026							0.12	\$ 14,039.52		
	2027									0.5	\$ 38,000.00
	2027									0.22	\$ 17,000.00
	2027									2.91	\$ 218,750.00
2018	2027									0.27	\$ 25,610.00
	2027									1.31	\$ 98,750.00
	2027									0.35	\$ 26,750.00
	2027									1.04	\$ 78,500.00
	2027									0.2	\$ 21,743.91
2018	2027									0.6	\$ 68,197.60
	2027									0.26	\$ 20,000.00
	2027									0.08	\$ 6,500.00
	2027									1.04	\$ 78,500.00
		4.41	\$ 560,101.76	8.04	\$ 711,301.90	7.51	\$ 682,475.07	7.25	\$ 714,544.35	8.78	\$ 698,301.51

COLOR KEY

- 1 Paved Road, repaving planned, same surface
- 2 Paved Road, repaving planned, new surface
- 3 Existing Gravel Road, planned upgrade to pavement
- 4 Existing Gravel Road, general grading and gravel
- In 5-Year Maintenance Cycle
- 2017 Construction

BOULDER JUNCTION - CONDITION ASSESSMENT
15 YEAR IMPROVEMENT COST ESTIMATES BY YEAR - ALL ROADS IMPROVED

PLAN	ROAD NAME	Weighted
2	Dairymens Road	124
1	Evergreen Lane	124
1	Oswego-Fishtrap Lake Road	40
1	Bakken Road (West)	27
1	High Pines Lane	24
1	La Fave Road	27
1	Mann Lake Road	18
1	North Town Line Rd (Town Road	32
1	South Town Line	40
1	Ben Bendrick Drive (Lake Shore	24
1	Camp Manitowish Lane (West)	8
1	Glen Lake Road	9
1	Middle Gresham Lane	18
1	Old 51 Road (Town Line - Island	9
1	Rocky Reef Lane	8
1	Rustic Colony Lane	9
1	Ada Street	1
1	Birchwood Lane	4
1	Blaisdell Street	2
1	Blueberry Lane	4
1	Cemetary Road	1
1	Center Street	4
1	Charlotte Place Lane	3
1	Church Street	4
1	Community Street	2
1	Kassien Lane	3
1	Nichols Lake Lane	6
1	Pine Lane	6
1	Red Fox Lane	3
1	Reible Court	2
1	Ridge Lane	124
1	Round Lake Road	1
1	Senior Drive	3
1	Good Life Lane	1
2	High-Fishtrap Lake Road	75
3	Jag Lake Road	1
1	Round Lake Road	1
1	Town Hall Road	4
2	Old 51 East Hoffman Road	1
2	Old 51 Old H	1
1	Bear Lake Road	9

In Maint Cycle	Improvement Year	2028		2029		2030		2031		2032	
		Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost
2018	2028	1.55	\$ 448,611.81								
2018	2028	1.58	\$ 119,000.00								
2018	2028	1.9	\$ 214,875.73								
2019	2029			2.15	\$ 344,972.04						
2020	2029			1.1	\$ 83,000.00						
2019	2029			1.24	\$ 93,500.00						
2020	2029			0.75	\$ 56,750.00						
2019	2029			1	\$ 75,500.00						
2019	2029			1.36	\$ 102,500.00						
2020	2030					1.7	\$ 352,400.00				
2020	2030					0.5	\$ 56,914.67				
2020	2030					0.25	\$ 27,054.89				
2020	2030					0.43	\$ 32,750.00				
2021	2030					1.07	\$ 102,598.92				
2020	2030					0.54	\$ 61,427.84				
2021	2030					0.27	\$ 28,286.96				
2021	2031							0.25	\$ 19,250.00		
2021	2031							0.36	\$ 27,500.00		
2021	2031							0.17	\$ 13,250.00		
2021	2031							0.25	\$ 19,250.00		
2021	2031							0.18	\$ 14,000.00		
2021	2031							0.31	\$ 23,750.00		
2021	2031							0.25	\$ 26,228.67		
2021	2031							0.14	\$ 11,000.00		
2021	2031							0.2	\$ 15,500.00		
2021	2031							0.54	\$ 41,000.00		
2021	2031							0.63	\$ 47,750.00		
2021	2031							0.45	\$ 51,273.20		
2021	2031							0.09	\$ 10,654.64		
2021	2031							0.12	\$ 13,246.35		
2022	2031							0.9	\$ 96,097.60		
2021	2031							0.1	\$ 8,000.00		
2021	2031							0.2	\$ 23,065.87		
2022	2032									0.44	\$ 105,316.60
2022	2032									1.1	\$ 228,200.00
	2032									0.08	\$ 6,500.00
	2032									1.25	\$ 94,250.00
2022	2032									0.12	\$ 25,340.00
2022	2037										
		5.03	\$ 782,487.54	7.6	\$ 756,222.04	4.76	\$ 661,433.28	5.14	\$ 460,816.32	2.99	\$ 459,606.60

COLOR KEY

- 1 Paved Road, repaving planned, same surface
- 2 Paved Road, repaving planned, new surface
- 3 Existing Gravel Road, planned upgrade to pavement
- 4 Existing Gravel Road, general grading and gravel
- In 5-Year Maintenance Cycle
- 2017 Construction

Appendix D – 15-Year Improvement Cost Estimates By Year

Gravel Road Upgrades Excluded

BOULDER JUNCTION - CONDITION ASSESSMENT
15 YEAR COST ESTIMATES BY YEAR - GRAVEL ROAD UPGRADES EXCLUDED

PLAN	ROAD NAME	In Maint Cycle	Improvement Year	2018		2019		2020		2021		2022	
CAT				Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost
1	Allen Road		2017										
1	Fishtrap Lake Road		2017										
1	Stiloski Lane		2017										
2	Annes Place		2018	0.05	\$ 14,385.00								
2	Little Rice Lane		2018	0.1	\$ 28,230.98								
1	Little Rice Lane		2018	0.18	\$ 24,979.76								
2	Old K Road		2018	0.4	\$ 99,277.20								
1	Old K Road		2018	2.39	\$ 179,750.00								
2	Transfer Site		2018	1	\$ 179,850.00								
2	Airport Road (paved)		2019			1.5	\$ 434,140.46						
1	Evergreen Lane		2019			0.4	\$ 30,500.00						
2	Shamrock Lane		2019			0.1	\$ 28,230.98						
1	Shamrock Lane		2019			0.3	\$ 39,929.90						
1	Fallon Road		2020					2.08	\$ 156,500.00				
1	Kern Lane		2020					1.1	\$ 124,612.27				
1	Newcomb Lane		2020					3.5	\$ 281,000.00				
2	North Creek Road		2021							4.57	\$ 1,083,060.03		
1	High Lake Road		2022									3.3	\$ 378,024.53
				4.12	\$ 526,472.94	2.30	\$ 532,801.34	6.68	\$ 562,112.27	4.57	\$ 1,083,060.03	3.30	\$ 378,024.53

COLOR KEY

- 1 Paved Road, repaving planned, same surface
- 2 Paved Road, repaving planned, new surface
- 3 Existing Gravel Road, planned upgrade to pavement
- 4 Existing Gravel Road, general grading and gravel
- In 5-Year Maintenance Cycle
- 2017 Construction

BOULDER JUNCTION - CONDITION ASSESSMENT
15 YEAR COST ESTIMATES BY YEAR - GRAVEL ROAD UPGRADES EXCLUDED

PLAN	ROAD NAME	In Maint Cycle	Improvement Year	2023		2024		2025		2026		2027	
				Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost
1	Big Muskellunge Road		2023	0.5	\$ 122,914.67								
2	Big Muskellunge Road		2023	1	\$ 245,329.33								
1	Island Lake Road		2023	1.28	\$ 159,501.03								
1	Bakken Road (East)		2024			1.07	\$ 224,005.82						
1	Concora Road		2024			0.8	\$ 90,763.47						
1	Harmony Point Lane		2024			0.6	\$ 63,500.00						
1	Highland Drive		2024			0.28	\$ 31,500.00						
1	WILDWOOD LANE		2024			0.06	\$ 7,269.76						
1	Wool Lake Lane		2024			0.36	\$ 41,118.56						
1	Arrowhead Drive		2025					0.45	\$ 51,273.20				
1	Boulder Lane		2025					0.4	\$ 38,667.82				
1	Cattail Cove Lane		2025					0.75	\$ 56,750.00				
1	Keego Road		2025					1.25	\$ 94,250.00				
1	Lucas Lane		2025					0.15	\$ 11,750.00				
1	Major Road		2025					0.5	\$ 56,914.67				
1	Rintlemen		2025					0.6	\$ 45,500.00				
1	Sherry Drive		2025					0.05	\$ 4,250.00				
1	Shore Drive		2025					1.03	\$ 77,750.00				
1	Trout Lane		2025					0.2	\$ 23,065.87				
1	Allequash Lake Road		2026							0.94	\$ 71,000.00		
1	Campo Fiesta Lane		2026							0.13	\$ 15,167.81		
1	Dolittle Road		2026							0.15	\$ 11,750.00		
1	East Fitzgerald Lane		2026							0.11	\$ 8,750.00		
1	Fitzgerald Lane		2026							0.2	\$ 20,421.96		
1	Fox Trail		2026							0.06	\$ 17,160.00		
1	Green Street	2018	2026							0.27	\$ 25,610.00		
1	Oswego-Fishtrap Lake Road	2018	2026							1.9	\$ 214,875.73		
1	Spruce Drive		2026							0.22	\$ 25,322.45		
2	Dairymens Road	2018	2027									1.55	\$ 448,611.81
				2.78	\$ 527,745.03	3.17	\$ 458,157.60	5.38	\$ 460,171.56	3.98	\$ 410,057.96	1.55	\$ 448,611.81

COLOR KEY

- 1 Paved Road, repaving planned, same surface
- 2 Paved Road, repaving planned, new surface
- 3 Existing Gravel Road, planned upgrade to pavement
- 4 Existing Gravel Road, general grading and gravel
- In 5-Year Maintenance Cycle
- 2017 Construction

BOULDER JUNCTION - CONDITION ASSESSMENT
15 YEAR COST ESTIMATES BY YEAR - GRAVEL ROAD UPGRADES EXCLUDED

PLAN	ROAD NAME	In Maint Cycle	Improvement Year	2028		2029		2030		2031		2032	
				Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost	Mileage	Cost
1	Evergreen Lane	2018	2028	1.58	\$ 119,000.00								
1	High Pines Lane	2020	2028	1.1	\$ 83,000.00								
1	North Town Line Rd (Town Road)	2019	2028	1	\$ 75,500.00								
1	Rudolph Lake Lane	2018	2028	0.6	\$ 68,197.60								
1	South Town Line	2019	2028	1.36	\$ 102,500.00								
1	Annes Place	2020	2029			0.09	\$ 7,250.00						
1	Bakken Road (West)	2019	2029			2.15	\$ 344,972.04						
1	La Fave Road	2019	2029			1.24	\$ 93,500.00						
1	Mann Lake Road	2020	2029			0.75	\$ 56,750.00						
1	Middle Gresham Lane	2020	2029			0.43	\$ 32,750.00						
1	Ben Bendrick Drive (Lake Shore)	2020	2030					1.7	\$ 352,400.00				
1	Camp Manitowish Lane (West)	2020	2030					0.5	\$ 56,914.67				
1	Glen Lake Road	2020	2030					0.25	\$ 27,054.89				
1	Rustic Colony Lane	2021	2030					0.27	\$ 28,286.96				
1	Ada Street	2021	2031							0.25	\$ 19,250.00		
1	Birchwood Lane	2021	2031							0.36	\$ 27,500.00		
1	Blaisdell Street	2021	2031							0.17	\$ 13,250.00		
1	Blueberry Lane	2021	2031							0.25	\$ 19,250.00		
1	Cemetary Road	2021	2031							0.18	\$ 14,000.00		
1	Center Street	2021	2031							0.31	\$ 23,750.00		
1	Charlotte Place Lane	2021	2031							0.25	\$ 26,228.67		
1	Church Street	2021	2031							0.14	\$ 11,000.00		
1	Community Street	2021	2031							0.2	\$ 15,500.00		
1	Kassien Lane	2021	2031							0.54	\$ 41,000.00		
1	Nichols Lake Lane	2021	2031							0.63	\$ 47,750.00		
1	Pine Lane	2021	2031							0.45	\$ 51,273.20		
1	Red Fox Lane	2021	2031							0.09	\$ 10,654.64		
1	Reible Court	2021	2031							0.12	\$ 13,246.35		
1	Ridge Lane	2022	2031							0.9	\$ 96,097.60		
1	Round Lake Road	2021	2031							0.1	\$ 8,000.00		
1	Senior Drive	2021	2031							0.2	\$ 23,065.87		
1	Good Life Lane	2022	2032									0.44	\$ 105,316.60
2	High-Fishtrap Lake Road	2022	2032									1.1	\$ 228,200.00
1	Old 51 Road (Town Line - Island)	2021	2032									1.07	\$ 102,598.92
1	Rocky Reef Lane	2020	2032									0.54	\$ 61,427.84
1	Round Lake Rd (Presque Isle)		2032									1.25	\$ 94,250.00
1	Town Hall Road	2022	2032									0.12	\$ 25,340.00
				5.64	\$ 448,197.60	4.66	\$ 535,222.04	2.72	\$ 464,656.52	5.14	\$ 460,816.32	4.52	\$ 617,133.37

Appendix E – 3-Year Improvement Cost Estimates By Year

BOULDER JUNCTION - CONDITION ASSESSMENT
3 YEAR IMPROVEMENT COST ESTIMATES BY YEAR

PLAN	ROAD NAME	Weighted	In Maint Cycle	Improvement Year	2018		2019		2020	
					Mileage	Cost	Mileage	Cost	Mileage	Cost
2	Annes Place	125		2018	0.05	\$ 14,385.00				
2	Little Rice Lane	125		2018	0.1	\$ 28,230.98				
1	Little Rice Lane	125		2018	0.18	\$ 24,979.76				
2	Old K Road	125		2018	0.4	\$ 99,277.20				
1	Old K Road	125		2018	2.39	\$ 179,750.00				
2	Transfer Site	125		2018	1	\$ 179,850.00				
2	Shamrock Lane	125		2018	0.1	\$ 28,230.98				
1	Shamrock Lane	125		2018	0.3	\$ 39,929.90				
2	Airport Road (paved)	124		2018	1.5	\$ 434,140.46				
1	Evergreen Lane	124		2018	0.4	\$ 30,500.00				
1	Fallon Road	124		2018	2.08	\$ 156,500.00				
1	Newcomb Lane	120		2018	3.5	\$ 281,000.00				
1	Kern Lane	95		2018	1.1	\$ 124,612.27				
2	North Creek Road	120		2018	4.57	\$ 1,083,060.03				
1	High Lake Road	124		2018	3.3	\$ 378,024.53				
1	Island Lake Road	80		2019			1.28	\$ 159,501.03		
1	Big Muskellunge Road	60		2019			0.5	\$ 122,914.67		
2	Big Muskellunge Road	60		2019			1	\$ 245,329.33		
1	Concora Road	45		2019			0.8	\$ 90,763.47		
1	Bakken Road (East)	36		2019			1.07	\$ 224,005.82		
1	Highland Drive	36		2019			0.28	\$ 31,500.00		
1	WILDWOOD LANE	36		2019			0.06	\$ 7,269.76		
1	Wool Lake Lane	36		2019			0.36	\$ 41,118.56		
1	Harmony Point Lane	30		2019			0.6	\$ 63,500.00		
1	Shore Drive	30		2019			1.03	\$ 77,750.00		
1	Lucas Lane	20		2019			0.15	\$ 11,750.00		
1	Arrowhead Drive	18		2019			0.45	\$ 51,273.20		
1	Keego Road	16		2019			1.25	\$ 94,250.00		
1	Rintlemen	16		2019			0.6	\$ 45,500.00		
1	Boulder Lane	12		2019			0.4	\$ 38,667.82		
1	Trout Lane	8		2019			0.2	\$ 23,065.87		
1	Cattail Cove Lane	5		2019			0.75	\$ 56,750.00		
1	Major Road	5		2019			0.5	\$ 56,914.67		
1	Sherry Drive	5		2019			0.05	\$ 4,250.00		
1	Oswego-Fishtrap Lake Road	40	2018	2019			1.9	\$ 214,875.73		
1	Green Street	24	2018	2019			0.27	\$ 25,610.00		
1	Spruce Drive	5		2019			0.22	\$ 25,322.45		
1	Allequash Lake Road	4		2019			0.94	\$ 71,000.00		
1	Campo Fiesta Lane	4		2019			0.13	\$ 15,167.81		
1	Dolittle Road	4		2019			0.15	\$ 11,750.00		
1	East Fitzgerald Lane	4		2019			0.11	\$ 8,750.00		
1	Fitzgerald Lane	4		2019			0.2	\$ 20,421.96		
1	Fox Trail	4		2019			0.06	\$ 17,160.00		
2	Dairymens Road	124	2018	2019			1.55	\$ 448,611.81		
1	Evergreen Lane	124	2018	2019			1.58	\$ 119,000.00		
1	South Town Line	40	2019	2019			1.36	\$ 102,500.00		
1	Rudolph Lake Lane	36	2018	2019			0.6	\$ 68,197.60		
1	North Town Line Rd (Town Road 11	32	2019	2019			1	\$ 75,500.00		
1	High Pines Lane	24	2020	2019			1.1	\$ 83,000.00		
1	Annes Place	125	2020	2020					0.09	\$ 7,250.00
1	Bakken Road (West)	27	2019	2020					2.15	\$ 344,972.04
1	La Fave Road	27	2019	2020					1.24	\$ 93,500.00
1	Mann Lake Road	18	2020	2020					0.75	\$ 56,750.00
1	Middle Gresham Lane	18	2020	2020					0.43	\$ 32,750.00
1	Ben Bendrick Drive (Lake Shore)	24	2020	2020					1.7	\$ 352,400.00
1	Glen Lake Road	9	2020	2020					0.25	\$ 27,054.89
1	Rustic Colony Lane	9	2021	2020					0.27	\$ 28,286.96
1	Camp Manitowish Lane (West)	8	2020	2020					0.5	\$ 56,914.67
1	Ridge Lane	124	2022	2020					0.9	\$ 96,097.60
1	Nichols Lake Lane	6	2021	2020					0.63	\$ 47,750.00
1	Pine Lane	6	2021	2020					0.45	\$ 51,273.20
1	Birchwood Lane	4	2021	2020					0.36	\$ 27,500.00
1	Blueberry Lane	4	2021	2020					0.25	\$ 19,250.00
1	Center Street	4	2021	2020					0.31	\$ 23,750.00
1	Church Street	4	2021	2020					0.14	\$ 11,000.00
1	Charlotte Place Lane	3	2021	2020					0.25	\$ 26,228.67
1	Kassien Lane	3	2021	2020					0.54	\$ 41,000.00
1	Red Fox Lane	3	2021	2020					0.09	\$ 10,654.64
1	Senior Drive	3	2021	2020					0.2	\$ 23,065.87
1	Blaisdell Street	2	2021	2020					0.17	\$ 13,250.00
1	Community Street	2	2021	2020					0.2	\$ 15,500.00
1	Reible Court	2	2021	2020					0.12	\$ 13,246.35
1	Round Lake Road	1	2021	2020					0.1	\$ 8,000.00
1	Cemetary Road	1	2021	2020					0.18	\$ 14,000.00
1	Ada Street		2021	2020					0.25	\$ 19,250.00
2	High-Fishtrap Lake Road	75	2022	2020					1.1	\$ 228,200.00
1	Old 51 Road (Town Line - Island Lak	9	2021	2020					1.07	\$ 102,598.92
1	Rocky Reef Lane	8	2020	2020					0.54	\$ 61,427.84
1	Town Hall Road	4	2022	2020					0.12	\$ 25,340.00
1	Good Life Lane	1	2022	2020					0.44	\$ 105,316.60
1	Round Lake Road (Presque Isle)			2020					1.25	\$ 94,250.00
1	Bear Lake Road	9	2022	2020					3.26	\$ 749,000.00
					20.97	\$ 3,082,471.10	22.50	\$ 2,752,941.56	20.30	\$ 2,826,828.25