

# 2015 Navajo Nation Long Range Transportation Plan

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## Appendix A: Road Summaries



**WILSON**  
& COMPANY

Dirt Road Summary

	Average Daily Traffic (by lane miles)						
	<100 ADT	100 - 249 ADT	250 - 499 ADT	500 - 999 ADT	>1,000 ADT	0 ADT	
<b>New Lands (N00)</b>							
<b>BIA</b>	0	2.3	0.8	0	4.7	333.7	
<b>Tribal</b>	0	0	0	0	0	0	
<b>Shiprock (N32)</b>							
<b>BIA</b>	240.8	257.8	56.6	15.4	0	0	
<b>Tribal</b>	3.5	0	0	0	0	542.7	
<b>Tuba City (N33)</b>							
<b>BIA</b>	351.8	167.5	110.4	22.9	24.4	515.7	
<b>Tribal</b>	0	0	0.4	1.7	0	1537.3	
<b>Crownpoint (N34)</b>							
<b>BIA</b>	158.1	131.5	49.3	16.7	0.4	109.2	
<b>Tribal</b>	0.8	0	0.3	0	0	651	
<b>Chinle (N35)</b>							
<b>BIA</b>	290.2	273.5	94.7	13.3	1.3	92.9	
<b>Tribal</b>	4	10.6	0	0	0	548.2	
<b>Fort Defiance (N36)</b>							
<b>BIA</b>	225.4	496.1	84.6	23.4	4.3	184.5	
<b>Tribal</b>	18.6	20.4	11.2	1.5	0	1418.1	
<b>NIIP (N48)</b>							
<b>BIA</b>	0	0	0.4	0	0	0.1	
<b>Tribal</b>	0	0	0	0	0	0	
<b>Total</b>	<b>1293.2</b>	<b>1359.7</b>	<b>408.7</b>	<b>94.9</b>	<b>35.1</b>	<b>5933.4</b>	
<b>Treatment</b>	Blade if priority (assume 10%)	Blade 2x Per Year	Blade 2x Per Yr. + Stabilization	Gravel or 2x Chip Seal	Gravel, 2x Chip Seal or Pave	<b>No Treatment - Data Collection Required</b>	<b>Total Cost</b>
<b>Cost to Blade</b>	\$93,757	\$1,971,565	\$817,400				\$2,882,722
<b>Cost to Chip Seal</b>	\$48,624,320	\$51,124,720	\$30,734,240	\$7,136,480	\$2,639,520		\$140,259,280
<b>Cost to Gravel</b>	\$517,280,000	\$543,880,000	\$163,480,000	\$37,960,000	\$14,040,000		\$1,276,640,000
<b>Cost to Pave</b>	\$2,586,400,000	\$2,719,400,000	\$817,400,000	\$189,800,000	\$70,200,000		\$6,383,200,000

Source: 2015 Official RIFDS

Gravel Road Summary

Average Daily Traffic (by lane miles)							
	<100 ADT	100 - 249 ADT	250 - 499 ADT	500 - 999 ADT	>1,000 ADT	00 ADT	
<b>New Lands (N00)</b>							
<b>BIA</b>	0	0	0	0	0	0	
<b>Tribal</b>	0	0	0	0	0	0	
<b>Shiprock (N32)</b>							
<b>BIA</b>	1.9	18.3	13.6	1.6	1.8	1.9	
<b>Tribal</b>	0	0	0	0	0	0	
<b>Tuba City (N33)</b>							
<b>BIA</b>	8.1	1.5	15	0.3	0	2	
<b>Tribal</b>	0	0	0	0	0	6.3	
<b>Crownpoint (N34)</b>							
<b>BIA</b>	3	0.6	1.9	0	0	0	
<b>Tribal</b>	0	0	0	0	0	0.4	
<b>Chinle (N35)</b>							
<b>BIA</b>	10.7	0	0.5	4.5	0	0	
<b>Tribal</b>	0	0	0	0	0	0.8	
<b>Fort Defiance (N36)</b>							
<b>BIA</b>	0.6	0.6	0	0	0	1	
<b>Tribal</b>	0	0	0	0	0	1.6	
<b>NIIP (N48)</b>							
<b>BIA</b>	0	0	0	0	0	0	
<b>Tribal</b>	0	0	0	0	0	0	
<b>Total</b>	<b>24.3</b>	<b>21</b>	<b>31</b>	<b>6.4</b>	<b>1.8</b>	<b>14</b>	
<b>Treatment</b>	Blade and Gravel as needed	Blade 2x Per Year and Gravel	Blade 2x Per Yr. + Stabilization	Gravel or 2x Chip Seal	Gravel, 2x Chip Seal or Pave	<b>No Treatment - Data Collection Required</b>	Total Cost
<b>Cost to Blade</b>	\$4,860	\$84,000	\$62,000				\$150,860
<b>Cost to Chip Seal</b>		\$1,579,200	\$2,331,200	\$481,280	\$135,360		\$4,527,040
<b>Cost to Gravel</b>	\$1,215,000	\$1,050,000	\$1,550,000	\$320,000	\$90,000		\$4,225,000
<b>Cost to Pave</b>			\$62,000,000	\$12,800,000	\$3,600,000		\$78,400,000

Assumed \$50,000 per mile for regravelling purposes

Source: 2015 Official RIFDS

**Paved Route Lane Mileage and PCI Condition Summary**  
**Major Arterial**

	Class Codes (by lane miles)							PCI Break Points (by lane miles)				
	1	2	3	4	5	6	7	PCI 86 - 100	PCI 70 - 85	PCI 55 - 70	PCI < 55	PCI 0
	Major Arterial	Rural Minor Arterial	Residential	Rural Major Collector	Rural Local	City Minor Arterial	City Collector	Crack Sealing, Flush Coat, No Treatment	Flush Coat, Seal Coat, Scrub Seal, Slurry Seal	Flush Coat, Chip Seal, Overlay, Mill & Overlay	Flush Coat, Seal Coat, Overlay, Reconstruction/Rehabilitation	Not Inventoried
<b>New Lands (N00)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Shiprock (N32)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Tuba City (N33)</b>												
BIA	1	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Crownpoint (N34)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Chinle (N35)</b>												
BIA	1.1	0	0	0	0	0	0	0	0	0.9	0.2	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Fort Defiance (N36)</b>												
BIA	2	0	0	0	0	0	0	0	0	0	2	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>NIIP (N48)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total:</b>	<b>4.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>2.2</b>	<b>0</b>

Source: 2015 Official RIFDS

Treatment	Per Mile Cost				
Mill/Overlay	\$196,000			\$431,200	\$0
Chip Seal	\$37,600				
2x Chip Seal	\$75,200		\$67,680		
Crack Seal	\$3,200		\$2,880		
Total		\$0	\$0	\$70,560	\$431,200

**Total Maintenance Need: \$501,760 to \$501,760**

Assumes NO roadbed maintenance, drainage improvements or shoulder restabilization (\$200K/mile)

**Paved Route Lane Mileage and PCI Condition Summary**  
**Rural Minor Arterial**

	Class Codes (by lane miles)							PCI Break Points (by lane miles)				
	1	2	3	4	5	6	7	PCI 86 - 100	PCI 70 - 85	PCI 55 - 70	PCI < 55	PCI 0
	Major Arterial	Rural Minor Arterial	Residential	Rural Major Collector	Rural Local	City Minor Arterial	City Collector	Crack Sealing, Flush Coat, No Treatment	Flush Coat, Seal Coat, Slurry Seal	Flush Coat, Seal Coat, Overlay, Mill & Overlay	Flush Coat, Seal Coat, Overlay, Reconstruction/Rehabilitation	Not Inventoried
<b>New Lands (N00)</b>												
BIA	0	0.2	0	0	0	0	0	0	0	0	0.2	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Shiprock (N32)</b>												
BIA	0	96.2	0	0	0	0	0	0.6	34	13.9	24.5	15.1
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Tuba City (N33)</b>												
BIA	0	87.1	0	0	0	0	0	21.8	12.5	28.2	0.7	1.6
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Crownpoint (N34)</b>												
BIA	0	98.5	0	0	0	0	0	0	0	15.5	69.7	12.3
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Chinle (N35)</b>												
BIA	0	168.8	0	0	0	0	0	0	0	15.5	124.4	12.3
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Fort Defiance (N36)</b>												
BIA	0	207.7	0	0	0	0	0	0	0	24.7	77.8	75.2
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>NIIP (N48)</b>												
BIA	0	16.6	0	0	0	0	0	0	21	17.1	9.3	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total:</b>	<b>0</b>	<b>675.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.4</b>	<b>67.5</b>	<b>114.9</b>	<b>306.6</b>	<b>116.5</b>

Source: 2015 Official RIFDS

Treatment	Per Mile Cost				
Mill/Overlay	\$196,000			\$60,093,600	\$22,834,000
Chip Seal	\$37,600				
2x Chip Seal	\$75,200		\$5,076,000	\$8,640,480	
Crack Seal	\$3,200	\$71,680	\$216,000	\$367,680	
<b>Total</b>		\$71,680	\$5,292,000	\$9,008,160	\$60,093,600

**Total Maintenance Need: \$74,465,440 to \$97,299,440**

Assumes NO roadbed maintenance, drainage improvements or shoulder restabilization (\$200K/mile)

**Paved Route Lane Mileage and PCI Condition Summary**  
**Residential Streets**

	Class Codes (by lane miles)							PCI Break Points (by lane miles)				
	1	2	3	4	5	6	7	PCI 86 - 100	PCI 70 - 85	PCI 55 - 70	PCI < 55	PCI 0
	Major Arterial	Rural Minor Arterial	Residential	Rural Major Collector	Rural Local	City Minor Arterial	City Collector	Crack Sealing, Flush Coat, No Treatment	Flush Coat, Seal Coat, Slurry Seal	Flush Coat, Seal Coat, Overlay, Mill & Overlay	Flush Coat, Seal Coat, Overlay, Reconstruction/Rehabilitation	Not Inventoried
<b>New Lands (N00)</b>												
BIA	0	0	17	0	0	0	0	0	2.7	12.4	1.9	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Shiprock (N32)</b>												
BIA	0	0	8.8	0	0	0	0	0	0	1.3	0	4.1
Tribal	0	0	9.8	0	0	0	0	0.6	0	1	1.3	6
<b>Tuba City (N33)</b>												
BIA	0	0	15.5	0	0	0	0	0	2.7	1.4	7.6	3.6
Tribal	0	0	16.9	0	0	0	0	0	0	0	1.7	15.2
<b>Crownpoint (N34)</b>												
BIA	0	0	6.3	0	0	0	0	0	0	1.5	4.2	0.6
Tribal	0	0	17.1	0	0	0	0	0	0.3	0	0	4.4
<b>Chinle (N35)</b>												
BIA	0	0	3	0	0	0	0	0	0	1.5	2.3	0.6
Tribal	0	0	17.1	0	0	0	0	0	0	0	0	17.1
<b>Fort Defiance (N36)</b>												
BIA	0	0	0.4	0	0	0	0	0	0	0.1	-0.9	1.3
Tribal	0	0	27.4	0	0	0	0	0	0	0.3	17.8	9.2
<b>NIIP (N48)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>139.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>5.7</b>	<b>19.5</b>	<b>35.9</b>	<b>62.1</b>

Source: 2015 Official RIFDS

Treatment	Per Mile Cost				
Mill/Overlay	\$196,000			\$7,036,400	\$12,171,600
Chip Seal	\$37,600				
2x Chip Seal	\$75,200			\$1,466,400	
Crack Seal	\$3,200			\$62,400	
Total		\$0	\$0	\$1,528,800	\$7,036,400

**Total Maintenance Need: \$8,565,200 to \$20,736,800**

Assumes NO roadbed maintenance, drainage improvements or shoulder restabilization (\$200K/mile)

**Paved Route Lane Mileage and PCI Condition Summary**  
**Rural Major Collector**

	Class Codes (by lane miles)							PCI Break Points (by lane miles)				
	1	2	3	4	5	6	7	PCI 86 - 100	PCI 70 - 85	PCI 55 - 70	PCI < 55	PCI 0
	Major Arterial	Rural Minor Arterial	Residential	Rural Major Collector	Rural Local	City Minor Arterial	City Collector	Crack Sealing, Flush Coat, No Treatment	Flush Coat, Seal Coat, Slurry Seal	Flush Coat, Seal Coat, Overlay, Mill & Overlay	Flush Coat, Seal Coat, Overlay, Reconstruction/Rehabilitation	Not Inventoried
<b>New Lands (N00)</b>												
BIA	0	0	0	65.2	0	0	0	0	1.9	7.1	56.2	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Shiprock (N32)</b>												
BIA	0	0	0	169.1	0	0	0	10.3	36.7	51.1	39.2	30.2
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Tuba City (N33)</b>												
BIA	0	0	0	96.1	0	0	0	27.5	12.6	3.7	30.5	11.8
Tribal	0	0	0	13.7	0	0	0	0	0	0	10.7	3
<b>Crownpoint (N34)</b>												
BIA	0	0	0	80.1	0	0	0	0.7	0	22.6	28.5	17.4
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Chinle (N35)</b>												
BIA	0	0	0	69.4	0	0	0	0	0	22.6	31.4	17.4
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Fort Defiance (N36)</b>												
BIA	0	0	0	39.4	0	0	0	0	8.2	10.3	14.1	18.7
Tribal	0	0	0	0.2	0	0	0	0	0	0	0	0.2
<b>NIIP (N48)</b>												
BIA	0	0	0	108.6	0	0	0	9.7	4.4	0	84.1	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>641.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48.2</b>	<b>63.8</b>	<b>117.4</b>	<b>294.7</b>	<b>98.7</b>

Source: 2015 Official RIFDS

Treatment	Per Mile Cost				
Mill/Overlay	\$196,000			\$57,761,200	\$19,345,200
Chip Seal	\$37,600				
2x Chip Seal	\$75,200		\$4,797,760	\$8,828,480	
Crack Seal	\$3,200	\$154,240	\$204,160	\$375,680	
Total		\$154,240	\$5,001,920	\$9,204,160	\$57,761,200

**Total Maintenance Need: \$72,121,520 to \$91,466,720**

Assumes NO roadbed maintenance, drainage improvements or shoulder restabilization (\$200K/mile)

**Paved Route Lane Mileage and PCI Condition Summary**  
**Rural Local**

	Class Codes (by lane miles)							PCI Break Points (by lane miles)				
	1	2	3	4	5	6	7	PCI 86 - 100	PCI 70 - 85	PCI 55 - 70	PCI < 55	PCI 0
	Major Arterial	Rural Minor Arterial	Residential	Rural Major Collector	Rural Local	City Minor Arterial	City Collector	Crack Sealing, Flush Coat, No Treatment	Flush Coat, Seal Coat, Slurry Seal	Flush Coat, Seal Coat, Overlay, Mill & Overlay	Flush Coat, Seal Coat, Overlay, Reconstruction/Rehabilitation	Not Inventoried
<b>New Lands (N00)</b>												
BIA	0	0	0	0	1.2	0	0	0	0	0.2	1	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Shiprock (N32)</b>												
BIA	0	0	0	0	2.7	0	0	0	0.5	1.5	0.7	0
Tribal	0	0	0	0	1.3	0	0	0	0	0	0.2	1.1
<b>Tuba City (N33)</b>												
BIA	0	0	0	0	1.2	0	0	0	0	0	0	1.2
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Crownpoint (N34)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	4.3	0	0	0	0.6	0	0	0.7
<b>Chinle (N35)</b>												
BIA	0	0	0	0	1.1	0	0	0	0	0	1.1	0
Tribal	0	0	0	0	4.3	0	0	0	0	0	0	4.3
<b>Fort Defiance (N36)</b>												
BIA	0	0	0	0	0.5	0	0	0	0	0	0.5	0
Tribal	0	0	0	0	3.5	0	0	0	0	0	2.4	1.1
<b>NIIP (N48)</b>												
BIA	0	0	0	0	136.2	0	0	0	0	0	99.2	0.1
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>156.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>1.7</b>	<b>105.1</b>	<b>8.5</b>

Source: 2015 Official RIFDS

Treatment	Per Mile Cost				
Mill/Overlay	\$196,000			\$20,599,600	\$1,666,000
Chip Seal	\$37,600				
2x Chip Seal	\$75,200	\$82,720	\$127,840		
Crack Seal	\$3,200	\$3,520	\$5,440		
<b>Total</b>	<b>\$0</b>	<b>\$86,240</b>	<b>\$133,280</b>	<b>\$20,599,600</b>	<b>\$1,666,000</b>

**Total Maintenance Need: \$20,819,120 to \$22,485,120**

Assumes NO roadbed maintenance, drainage improvements or shoulder restabilization (\$200K/mile)



**Paved Route Lane Mileage and PCI Condition Summary**  
**City Minor Arterial**

	Class Codes (by lane miles)							PCI Break Points (by lane miles)				
	1	2	3	4	5	6	7	PCI 86 - 100	PCI 70 - 85	PCI 55 - 70	PCI < 55	PCI 0
	Major Arterial	Rural Minor Arterial	Residential	Rural Major Collector	Rural Local	City Minor Arterial	City Collector	Crack Sealing, Flush Coat, No Treatment	Flush Coat, Seal Coat, Scrub Seal, Slurry Seal	Flush Coat, Seal Coat, Overlay, Mill & Overlay	Flush Coat, Seal Coat, Overlay, Reconstruction/Rehabilitation	Not Inventoried
<b>New Lands (N00)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Shiprock (N32)</b>												
BIA	0	0	0	0	0	0.9	0	0	0	0.2	0.6	0.1
Tribal	0	0	0	0	0	0.5	0	0	0	0	0.3	0.2
<b>Tuba City (N33)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0.1	0	0	0	0	0	0.1
<b>Crownpoint (N34)</b>												
BIA	0	0	0	0	0	2.6	0	0	0	2.4	0.2	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Chinle (N35)</b>												
BIA	0	0	0	0	0	0	0	0	0	2.4	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Fort Defiance (N36)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>NIIP (N48)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1.1</b>	<b>0.4</b>

Source: 2015 Official RIFDS

Treatment	Per Mile Cost				
Mill/Overlay	\$196,000			\$215,600	\$78,400
Chip Seal	\$37,600				
2x Chip Seal	\$75,200			\$376,000	
Crack Seal	\$3,200			\$16,000	
Total		\$0	\$0	\$392,000	\$215,600

**Total Maintenance Need: \$607,600 to \$686,000**

Assumes NO roadbed maintenance, drainage improvements or shoulder restabilization (\$200K/mile)

**Paved Route Lane Mileage and PCI Condition Summary**  
**City Collector**

	Class Codes (by lane miles)							PCI Break Points (by lane miles)				
	1	2	3	4	5	6	7	PCI 86 - 100	PCI 70 - 85	PCI 55 - 70	PCI < 55	PCI 0
	Major Arterial	Rural Minor Arterial	Residential	Rural Major Collector	Rural Local	City Minor Arterial	City Collector	Crack Sealing, Flush Coat, No Treatment	Flush Coat, Seal Coat, Scrub Seal, Slurry Seal	Flush Coat, Seal Coat, Overlay, Mill & Overlay	Flush Coat, Seal Coat, Overlay, Reconstruction/Rehabilitation	Not Inventoried
<b>New Lands (N00)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Shiprock (N32)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Tuba City (N33)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0.2	0	0	0	0	0.2
<b>Crownpoint (N34)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Chinle (N35)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Fort Defiance (N36)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>NIIP (N48)</b>												
BIA	0	0	0	0	0	0	0	0	0	0	0	0
Tribal	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>

Source: 2015 Official RIFDS

Treatment	Per Mile Cost					
Mill/Overlay	\$196,000					\$39,200
Chip Seal	\$37,600					
2x Chip Seal	\$75,200					
Crack Seal	\$3,200					
<b>Total</b>		\$0	\$0	\$0	\$0	\$39,200

**Total Maintenance Need:** \$0 to \$39,200  
 Assumes NO roadbed maintenance, drainage improvements or shoulder restabilization (\$200K/mile)