

Southern New Hampshire Planning Commission

# Road Surface Management System

*Deerfield, NH*

June 2020

As a part of a Program with the NH Department of Transportation and UNH Technology Transfer Center (UNH T2), the Southern New Hampshire Planning Commission (SNHPC) conducted a road inventory, condition assessment, and forecasting for the town of Deerfield, NH. Inventory and Assessments were entered into the Statewide Road Surface Management System (SRSMS) software for analysis, prioritization, and generation of repair strategies. Repair strategies and a five-year budget plan have been prepared in partnership with the town and presented within this report.



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## SECTION I: PROJECT OVERVIEW

### SADES ROAD SURFACE MANAGEMENT SYSTEM

The purpose of the RSMS program is to provide municipalities with an inventory condition of their road network and provide forecasted data on both the degradation of roads and a maintenance schedule to improve the overall condition of the road network. Diversifying road treatments to promote preventative maintenance can result in significant cost savings over the roads' life, which allows for the entire network's condition to improve.

Deerfield agreed to work alongside the Southern New Hampshire Planning Commission to conduct a road inventory data collection, identification of pavement conditions, and operation of the statewide Road Surface Management System (SRSMS) software. This is part of a program being used by the NH Department of Transportation (DOT), in partnership with UNH T2 and the regional planning commission to assist communities in planning local road maintenance. It should be noted that this program focuses on pavement surface and not subgrades of town roads.

### RSMS IN DEERFIELD

Deerfield is a rural town located in Rockingham County, occupying 52 square miles with 45 miles of local roads. SNHPC staff worked with town officials and town departments to develop local road maintenance budgeting tools to ultimately assist the town in future road maintenance decisions.

In the fall of 2019, Deerfield staff reached out to SNHPC to discuss utilizing the SRSMS to assist them create a system-wide strategy for maintaining their road network. During initial meetings, the scope of work, schedule, and general objectives of the project were defined. In November 2019 SNHPC staff conducted a windshield survey of the roads to gather roadway surface data using an iPad and the Road Surface Management System (RSMS) software.



1 Ridge Road

The following tasks were conducted using UNH T2's SRSMS data collection protocols and software:

1. Divided the town's road system into ¼-mile sections for assessment and analysis
2. Determined and documented the conditions of each section

3. Worked with Road Agent to characterize and document the relative priority and amount of traffic, and the likelihood of the road-surface heaving from frost for each road segment
4. Reviewed maintenance or repair methods by category with the Road Agent
5. Conducted a second analysis focused on roadway preservation

SNHPC staff developed an inventory of road conditions for all paved, town-maintained roads based on a list of roads derived from NHDOT centerline shapefiles. Staff then synthesized the information as well as data collected to create roadway condition/location maps.

The Road Agent evaluated each road segment for the relative amount of traffic that it bears and the relative importance to the Town. SNHPC entered the data into the RSMS program, which developed a Pavement Condition Index (PCI) and a list of maintenance and repair recommendations. PCI is a measurement of the overall condition of a section of pavement. Sections are rated from 0 (failed) to 100 (good).<sup>1</sup>

PCI range	Class
85-100	Good
70-85	Satisfactory
55-70	Fair
40-55	Poor
25-40	Very Poor
10-25	Serious
0-10	Failed

Based on the information input into the SRSMS Forecasting program, the tool can:

- o Calculate a Pavement Condition Index (PCI)
- o Calculate a road segment priority for repairs
- o Suggest maintenance/repairs
- o Calculate estimated repair costs
- o Develop reports

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<sup>1</sup> Source: Pirayonesi, S. M.; El-Diraby, T. E. (2020) [Published online: December 21, 2019]. "Data Analytics in Asset Management: Cost-Effective Prediction of the Pavement Condition Index". *Journal of Infrastructure Systems*. **26** (1): 04019036. [doi:10.1061/\(ASCE\)IS.1943-555X.0000512](https://doi.org/10.1061/(ASCE)IS.1943-555X.0000512).

SNHPC and Town representatives reviewed the findings and developed a prioritized list of likely strategies for scenario building (detailed in Section III)

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## IDENTIFICATION AND CHARACTERIZATION OF SECTIONS

Deerfield's paved road network was segmented into roughly quarter-mile sections by NH DOT, based mainly on road geometry (designing a road to maximize efficiency and safety while minimizing cost/environmental harm. Over 100 sections were defined for the 43.1 miles of roads assessed. Segments ranged in length from 67 to 13,930 feet. Town Road Agent Mark Young reviewed each segment and characterized its local importance and the relative volume of traffic that it handles, each on a five-point scale (5 = high; road has police, hospital, school, etc.; 1 = dead end street with few houses)



*Note: the SRSMS Forecasting Program is a tool that provides an overview of the whole network, including rough estimates to allow the community information for creating a strategic maintenance and replacement plan. Additional analysis would be needed to create specific repair and replacement strategies and costs.*

**2 South Road**

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## SECTION II: ROAD NETWORK INVENTORY + REPAIR OPTIONS

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### PAVEMENT CONDITION RATING – THE PROCESS

Rating the condition of all paved road sections is based on a process like common informal practice. Local highway personnel rely heavily on visual inspections and experience to schedule maintenance activities. One problem with the informal approach is that experience is very difficult to transfer from one person to another. It also can be difficult to objectively explain maintenance decisions to local governing bodies. SRSMS applies a comprehensive condition rating technique based on sound engineering and management practices. These techniques enable the user to draw objective, consistent, and easy-to-explain conclusions.

Researchers and practitioners have developed several pavement condition rating techniques based on visual inspection. A road section is inspected, and the severity and extent of surface distresses are recorded. The SRSMS distress characteristics for pavement include:

## Road Pavement Distress

- Longitudinal/transverse cracking
- Alligator cracking
- Edge cracking
- Patching/potholes
- Drainage
- Roughness
- Rutting

## PAVEMENT PRESERVATION

With time, all roads deteriorate; the exact rate will vary based on local conditions. Pavement preservation is a program employing a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend the pavement life, improve safety, and meet motorist expectations. Pavement preservation is a set of non-structural applications to preserve the surface, including minor rehabilitation as well as preventative and routine maintenance ranging from crack sealing to thin overlays.

All too frequently, municipal officials set priorities by the “worst first” approach; they give the most deteriorated roads the highest priorities. Such roads are also the most expensive to repair, which commits a large amount of town funds to only a few roads. Inadequate funds remain to accomplish the relatively inexpensive preventative and routine maintenance. These roads have low to moderate deterioration and can have their useful lives extended significantly at a lower cost by utilizing pavement preservation strategies.

Figure 2 illustrates the smoothed curve of pavement life which shows pavement conditions over time.

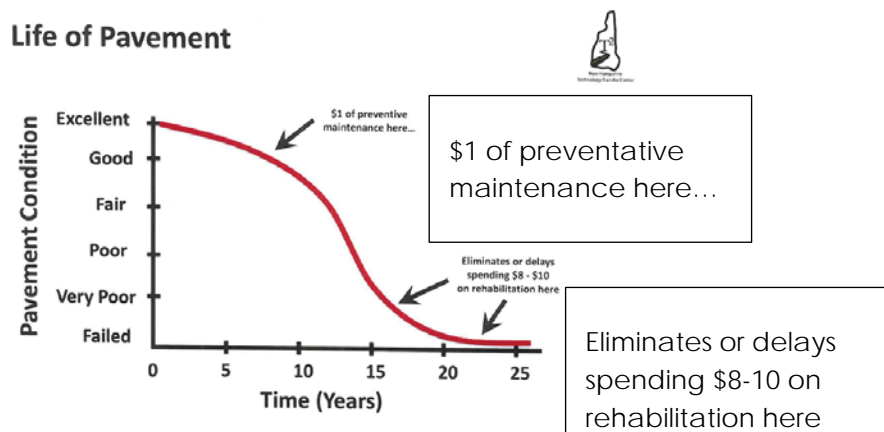


Figure 2. Life of Pavement (Pavement Condition over Time)

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## MAINTENANCE AND REPAIR OPTIONS

In meeting with the Road Agent, several potential repair strategies were discussed. Some strategies are more applicable than others based on conditions, expense, even the amount of sunshine received on site. Generally, in addition to deferred maintenance, the repairs fall into three broad types: preservation, repair and overlay, and rehabilitation and reconstruction.

The following are the available strategies for the town:

### Guide to Acronyms:

**FDR** = Full Depth Reclamation

**FDR w/CaCl<sub>2</sub>** = Full Depth Reclamation  
with liquid Calcium Chloride

**HMA** = Hot Mix Asphalt

1. **Deferred Maintenance:** No action required. The road section is in very good condition.

2. **Preservation Maintenance:** Sealing cracks and patching potholes for specific small areas; routine maintenance should include cleaning ditches and culverts. Crack sealing, patching, ditch and culvert cleaning, and mowing of shoulders and adjacent areas are essential to get the intended service life from a section of pavement. Examples include crack, fog, sand, and chip seals as well as isolated patch & shim.

Routine maintenance can usually be performed by the town's road crew and should be included in the town's annual budget. Roads requiring routine maintenance are slowly but surely deteriorating. Adequate funds should be made available consistently across annual budgets to ensure that roads in good condition remain so.

3. **Repair and Overlay:** Coating of the surface and chip seals of thin (1½ inch) overlays are used to prevent or slow further deterioration. Hot mix asphalt (HMA) overlays and milling are examples of these types of strategies.

Repair and overlay are performed on roads that are in sufficiently good condition and require inexpensive repair to extend road life. Much of the work is within the public works department's capability.

4. **Rehabilitation and Rebuilding:** Including major repairs of the road surface such as an asphalt overlay after surface preparation or the excavation of the road base, the replacement and often the addition of aggregate, and new paved surface. The road including its sub-base has deteriorated to such an extent that the base must be replaced or stabilized. Such conditions are usually caused by too long a period of inadequate maintenance, and by poor subsurface drainage. In the latter conditions, appropriate repair and/or new construction of ditches and culverts should be included in the project. Full Depth Reclamation (FDR) projects fall into this repair type. Contractors usually perform rehabilitation repairs.

Before town officials attempt to fund these out of annual budgets, they should consider the impact on routine and preventive maintenance. It is much less expensive in the long run to keep good roads in good condition than to let them deteriorate to the point where they

need rehabilitation. On the other hand, roads needing rehabilitation are rapidly deteriorating and will become much worse quickly without adequate funding.

Reconstruction is very costly and if the main focus of a road maintenance program, can absorb a large portion, if not all, of a municipality's annual budget. If this is the town's typical strategy, it would not allow an adequate budget for routine and preventative maintenance. Municipalities should consider reconstruction strategies through a Capital Improvement Program (CIP).

Figure 3 illustrates the suggested repair options along the pavement life curve.

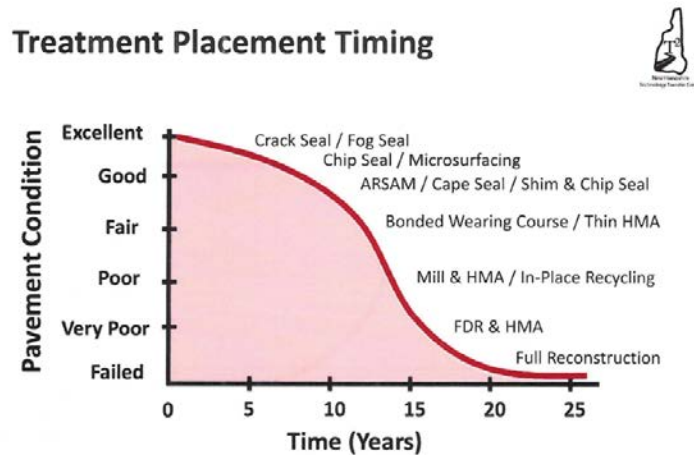


Figure 3. Suggested Repairs According to Pavement Condition over Time

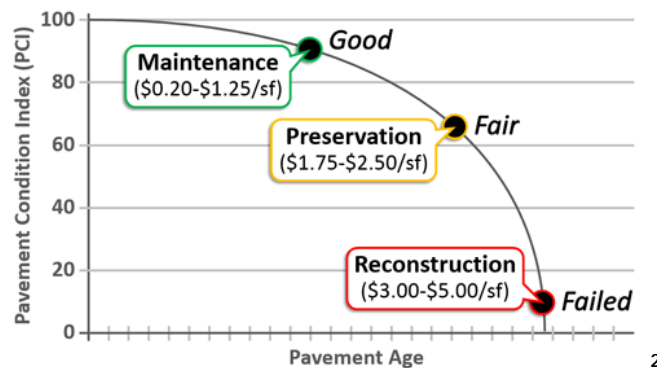


Figure 4. Cost to repair pavement at various condition levels

In addition to generating a PCI for each road segment, the SRSMS software forecasts what PCI could be anticipated annually if various maintenance and repair strategies (including deferred maintenance) were applied over the next nine to ten years. The software not only projects the PCI of individual segments but also the full road network.

<sup>2</sup> Source: Washington State DOT

The SRSMS program provides a set of recommended repair alternatives consistent with the repair strategy for each road section's drainage and condition. SNHPC staff reviewed these alternatives with the Road Agent and discussed potential road repairs.

### SECTION III: DEERFIELD REPAIR SCENARIOS

In response to meetings with Deerfield's Town Administrator, Road Agent, and Selectmen on June 4 and June 26, 2020, three scenarios were developed by SNHPC. For much more detail on the types of repairs chosen, please see appendices.

**SCENARIO 1** is most realistic, based on the approximate road budget of \$457,000 in year one and \$257,000 in years 2-10. With this amount of dedicated funding, the PCI improves over the next decade from 71.15 to 80.89. Without repairs, PCI would decrease to 47.07 over the same period.

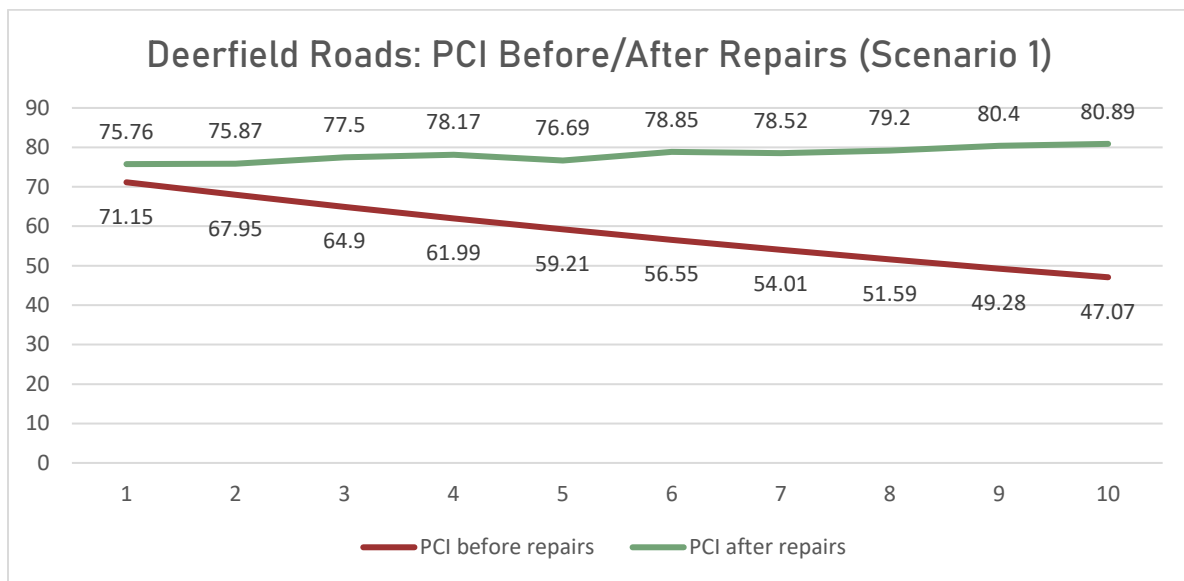
YEAR	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10
PCI before repairs	71.15	67.95	64.90	61.99	59.21	56.55	54.01	51.59	49.28	47.07
PCI after repairs	75.76	75.87	77.50	78.17	76.69	78.85	78.52	79.20	80.40	80.89
Cost	\$457k	\$257k	\$257k	\$253k	\$254k	\$248k	\$254k	\$241k	\$257k	\$246k

**SCENARIO 2** explored different types of treatments to bring the PCI of priority roads to 85. This scenario would cost approximately \$1.15 million in year one, with follow-up costs totaling approximately \$1.11 million in years 2-10 (approx. \$124k/year).

YEAR	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10
PCI before repairs	71.15	67.95	64.90	61.99	59.21	56.55	54.01	51.59	49.28	47.07
PCI after repairs	82.04	20.24	78.54	76.76	75.18	73.43	71.92	68.99	67.82	67.42
Cost	\$1.15m	\$88k	\$69k	\$94k	\$77k	\$95k	\$83k	\$23k	\$262k	\$414k

**SCENARIO 3** focused on bringing the town's roads up to a comprehensively high standard (85+ PCI). Hypothetically, the total cost to do this would be approximately \$1.6 million in year one, and \$1 million total over years 2-10 (approx. \$111k/year).

YEAR	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10
PCI before repairs	71.15	67.95	64.90	61.99	59.21	56.55	54.01	51.59	49.28	47.07
PCI after repairs	91.02	94.14	92.55	92.38	92.06	92.12	91.80	92.37	91.48	92.16
Cost	\$1.6m	\$254k	\$59k	\$66k	\$112k	\$173k	\$128k	\$94k	\$88k	\$88k



## TRAFFIC TRENDS

Finally, SNHPC examined traffic trends on town roads based on traffic counts conducted from 2008-2017. Most roads saw little-to-no increase over that period. However, four roads saw increases of at least 30%:

- Nottingham Rd at Nottingham town line (240 in 2008; 330 in 2017; 38% increase)
- Middle Rd at Allenstown town line (810 in 2008, 1,100 in 2017; 36% increase)
- South Rd west of Candia Rd (1,600 in 2008; 2,100 in 2017; 31% increase)
- South Rd south of Middle Rd (700 in 2008; 910 in 2017; 30% increase)

While volumes on these roads remain low, SNHPC suggests the town to monitor volumes closely when traffic count data from 2018-19 are released. Increases of this magnitude can lead to additional and/or more frequent repairs being needed over the next decade and beyond.



3 Middle Road & Range Road

### SECTION III: CONCLUSION

The SRSMS tool and analyses are useful for planning, budgeting, and spurring discussions with town leaders about how best to maintain town roads' pavement. The color-coded map accompanying this report is another useful tool to visualize current conditions.

The first scenario was intended to illustrate how preventative maintenance can preserve the Town's existing assets, undertaking minor repairs with the \$257,000 allotted budget (\$457k in year one) before PCI levels dip below 65. The second scenario was intended to show the effects of investment in priority roads. The third scenario was intended to be representative of an ideal-world scenario where all repairs could be undertaken to bring the Deerfield road network to an excellent PCI.

The Town and Road Agent might want to explore whether some of the preservation treatments described in the accompanying SRSMS Repair Strategies might be suitable for some of the roads in Deerfield, adding additional tools for addressing maintenance of Deerfield's road network.

While no absolute determinations were made by the end of this program period, the SRSMS program can be a useful tool for helping to set out the planning of road pavement maintenance for the coming decade. These benefits include planning and communicating repair strategies (to both to the Selectmen and to future Road Agents) as well as the impacts of those repair strategies on pavement conditions and the need for subsequent repairs.

This project was spread out over an extended period, in part to enable communication between the regional planning commissions, NH DOT, and UNH T2, enhancing the consistency of data collection and refinement of the analyses.

While work on the forecasting element of this project did not really begin until during the 2020 repair season, it gave a good basis for discussions about costs and the accuracy of the model for repairs occurring in 2021 and beyond. Large repair amounts can be daunting, but when existing budgets are applied to pavement sections with PCI between 65 and 85, the life of these roads can be extended by five years or more. Familiarity with road network PCI and the deterioration curve can guide decision makers in their constant task of making budgets stretch the farthest and preserve the network for many years of smooth driving.

Annual Repair Cost and PCI						
Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71						
	Year 1	Year 2	Year 3	Year 4	Year 5	
Average PCI After Repairs	75.76	75.87	77.50	78.17	76.69	
Average PCI Without Repairs	71.15	67.95	64.90	61.99	59.21	
Total Miles Treated	9.39	12.75	15.25	14.93	9.54	
Total Repair Cost	\$456,634	\$256,460	\$256,154	\$252,388	\$253,738	
	Year 6	Year 7	Year 8	Year 9	Year 10	
Average PCI After Repairs	78.85	78.52	79.20	80.40	80.89	
Average PCI Without Repairs	56.55	54.01	51.59	49.28	47.07	
Total Miles Treated	21.13	11.75	17.38	18.59	15.22	
Total Repair Cost	\$247,507	\$253,031	\$240,181	\$256,459	\$245,650	

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
83.75	65	Birch Rd	1	1319.819	22	2	Paved	1	HMA Overlay (1.5")	\$19,311
83.75	65	Birch Rd	1	1319.819	22	2	Paved	2	Crack Seal (Minor)	\$562
83.75	65	Birch Rd	1	1319.819	22	2	Paved	4	Crack Seal (Minor)	\$599
83.75	65	Birch Rd	1	1319.819	22	2	Paved	6	Crack Seal (Minor)	\$638
83.75	65	Birch Rd	1	1319.819	22	2	Paved	8	Crack Seal (Minor)	\$679
83.75	65	Birch Rd	1	1319.819	22	2	Paved	10	Crack Seal (Minor)	\$723
83.75	65	Birch Rd	2	1319.699	22	2	Paved	1	HMA Overlay (1.5")	\$19,309
83.75	65	Birch Rd	2	1319.699	22	2	Paved	2	Crack Seal (Minor)	\$562
83.75	65	Birch Rd	2	1319.699	22	2	Paved	4	Crack Seal (Minor)	\$599
83.75	65	Birch Rd	2	1319.699	22	2	Paved	6	Crack Seal (Minor)	\$638
83.75	65	Birch Rd	2	1319.699	22	2	Paved	8	Crack Seal (Minor)	\$679
83.75	65	Birch Rd	2	1319.699	22	2	Paved	10	Crack Seal (Minor)	\$723
83.75	65	Birch Rd	3	1889.994	22	2	Paved	1	HMA Overlay (1.5")	\$27,653
83.75	65	Birch Rd	3	1889.994	22	2	Paved	2	Crack Seal (Minor)	\$805
83.75	65	Birch Rd	3	1889.994	22	2	Paved	4	Crack Seal (Minor)	\$858
83.75	65	Birch Rd	3	1889.994	22	2	Paved	6	Crack Seal (Minor)	\$913
83.75	65	Birch Rd	3	1889.994	22	2	Paved	8	Crack Seal (Minor)	\$973
83.75	65	Birch Rd	3	1889.994	22	2	Paved	10	Crack Seal (Minor)	\$1,036
17	92	Bliss Rd		555.7517	24	2	Paved	3	Crack Seal (Minor)	\$244
17	92	Bliss Rd		555.7517	24	2	Paved	6	Crack Seal (Minor)	\$269
17	92	Bliss Rd		555.7517	24	2	Paved	9	Crack Seal (Minor)	\$295
46.25	95	Bloomfield		1978.147	24	2	Paved	3	Crack Seal (Minor)	\$870

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
46.25	95	Bloomfield		1978.147	24	2	Paved	5	Crack Seal (Minor)	\$926
46.25	95	Bloomfield		1978.147	24	2	Paved	7	Crack Seal (Minor)	\$986
46.25	95	Bloomfield		1978.147	24	2	Paved	9	Crack Seal (Minor)	\$1,051
83	68	Brown Rd		6683.596	24	2	Paved	3	Crack Seal (Major)	\$10,774
82.75	69	Candia Rd		3279.154	22	2	Paved	5	Milling / HMA (1.5")	\$73,187
82.75	69	Candia Rd		1476.665	22	2	Paved	5	Milling / HMA (1.5")	\$32,958
82.75	69	Candia Rd		3913.087	22	2	Paved	5	Milling / HMA (1.5")	\$87,336
82.75	69	Candia Rd		1864.511	22	2	Paved	5	Milling / HMA (1.5")	\$41,614
82.75	69	Candia Rd		1864.511	22	2	Paved	6	Crack Seal (Minor)	\$901
82.75	69	Candia Rd		3913.087	22	2	Paved	6	Crack Seal (Minor)	\$1,891
82.75	69	Candia Rd		1476.665	22	2	Paved	6	Crack Seal (Minor)	\$714
82.75	69	Candia Rd		3279.154	22	2	Paved	6	Crack Seal (Minor)	\$1,585
82.75	69	Candia Rd		3279.154	22	2	Paved	9	Crack Seal (Minor)	\$1,742
82.75	69	Candia Rd		1476.665	22	2	Paved	9	Crack Seal (Minor)	\$784
82.75	69	Candia Rd		3913.087	22	2	Paved	9	Crack Seal (Minor)	\$2,078
82.75	69	Candia Rd		1864.511	22	2	Paved	9	Crack Seal (Minor)	\$990
80.5	78	Church St	1	1320.62	22	2	Paved	2	HMA Shim (1/2") & Chip Seal	\$14,818
80.5	78	Church St	1	1320.62	22	2	Paved	3	Crack Seal (Minor)	\$581
80.5	78	Church St	1	1320.62	22	2	Paved	5	Crack Seal (Minor)	\$618
80.5	78	Church St	1	1320.62	22	2	Paved	7	Crack Seal (Minor)	\$659
80.5	78	Church St	1	1320.62	22	2	Paved	9	Crack Seal (Minor)	\$701
45.5	78	Church St	2	1319.915	22	2	Paved	2	HMA Shim (1/2") & Chip Seal	\$14,810

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
45.5	78	Church St	2	1319.915	22	2	Paved	3	Crack Seal (Minor)	\$580
45.5	78	Church St	2	1319.915	22	2	Paved	5	Crack Seal (Minor)	\$618
45.5	78	Church St	2	1319.915	22	2	Paved	7	Crack Seal (Minor)	\$658
45.5	78	Church St	2	1319.915	22	2	Paved	9	Crack Seal (Minor)	\$701
80.5	78	Church St	3	1320.741	22	2	Paved	2	HMA Shim (1/2") & Chip Seal	\$14,820
80.5	78	Church St	3	1320.741	22	2	Paved	3	Crack Seal (Minor)	\$581
80.5	78	Church St	3	1320.741	22	2	Paved	5	Crack Seal (Minor)	\$618
80.5	78	Church St	3	1320.741	22	2	Paved	7	Crack Seal (Minor)	\$659
80.5	78	Church St	3	1320.741	22	2	Paved	9	Crack Seal (Minor)	\$701
80.5	78	Church St	4	1320.359	22	2	Paved	2	HMA Shim (1/2") & Chip Seal	\$14,815
80.5	78	Church St	4	1320.359	22	2	Paved	3	Crack Seal (Minor)	\$580
80.5	78	Church St	4	1320.359	22	2	Paved	5	Crack Seal (Minor)	\$618
80.5	78	Church St	4	1320.359	22	2	Paved	7	Crack Seal (Minor)	\$658
80.5	78	Church St	4	1320.359	22	2	Paved	9	Crack Seal (Minor)	\$701
80.5	78	Church St	5	1626.385	22	2	Paved	2	HMA Shim (1/2") & Chip Seal	\$18,249
80.5	78	Church St	5	1626.385	22	2	Paved	3	Crack Seal (Minor)	\$715
80.5	78	Church St	5	1626.385	22	2	Paved	5	Crack Seal (Minor)	\$762
80.5	78	Church St	5	1626.385	22	2	Paved	7	Crack Seal (Minor)	\$811
80.5	78	Church St	5	1626.385	22	2	Paved	9	Crack Seal (Minor)	\$864
16.25	95	Cobbler Trl		847.8282	24	2	Paved	3	Crack Seal (Minor)	\$373
16.25	95	Cobbler Trl		847.8282	24	2	Paved	6	Crack Seal (Minor)	\$410
16.25	95	Cobbler Trl		847.8282	24	2	Paved	9	Crack Seal (Minor)	\$450

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
46.5	94	Coffeetown Rd	1	1320.205	22	2	Paved	2	Crack Seal (Minor)	\$562
46.5	94	Coffeetown Rd	1	1320.205	22	2	Paved	4	Crack Seal (Minor)	\$599
46.5	94	Coffeetown Rd	1	1320.205	22	2	Paved	6	Crack Seal (Minor)	\$638
46.5	94	Coffeetown Rd	1	1320.205	22	2	Paved	8	Crack Seal (Minor)	\$679
46.5	94	Coffeetown Rd	2	1319.867	22	2	Paved	2	Crack Seal (Minor)	\$562
46.5	94	Coffeetown Rd	2	1319.867	22	2	Paved	4	Crack Seal (Minor)	\$599
46.5	94	Coffeetown Rd	2	1319.867	22	2	Paved	6	Crack Seal (Minor)	\$638
46.5	94	Coffeetown Rd	2	1319.867	22	2	Paved	8	Crack Seal (Minor)	\$679
46.5	94	Coffeetown Rd	3	1319.891	22	2	Paved	2	Crack Seal (Minor)	\$562
46.5	94	Coffeetown Rd	3	1319.891	22	2	Paved	4	Crack Seal (Minor)	\$599
46.5	94	Coffeetown Rd	3	1319.891	22	2	Paved	6	Crack Seal (Minor)	\$638
46.5	94	Coffeetown Rd	3	1319.891	22	2	Paved	8	Crack Seal (Minor)	\$679
46.5	94	Coffeetown Rd	4	1319.936	22	2	Paved	2	Crack Seal (Minor)	\$562
46.5	94	Coffeetown Rd	4	1319.936	22	2	Paved	4	Crack Seal (Minor)	\$599
46.5	94	Coffeetown Rd	4	1319.936	22	2	Paved	6	Crack Seal (Minor)	\$638
46.5	94	Coffeetown Rd	4	1319.936	22	2	Paved	8	Crack Seal (Minor)	\$679
46.5	94	Coffeetown Rd	5	1319.938	22	2	Paved	2	Crack Seal (Minor)	\$562
46.5	94	Coffeetown Rd	5	1319.938	22	2	Paved	4	Crack Seal (Minor)	\$599
46.5	94	Coffeetown Rd	5	1319.938	22	2	Paved	6	Crack Seal (Minor)	\$638
46.5	94	Coffeetown Rd	5	1319.938	22	2	Paved	8	Crack Seal (Minor)	\$679
49	84	Coffeetown Rd	6	1320.482	22	2	Paved	4	HMA Shim (1/2") & Chip Seal	\$15,780
49	84	Coffeetown Rd	6	1320.482	22	2	Paved	5	Crack Seal (Minor)	\$618

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
49	84	Coffeetown Rd	6	1320.482	22	2	Paved	7	Crack Seal (Minor)	\$658
49	84	Coffeetown Rd	6	1320.482	22	2	Paved	9	Crack Seal (Minor)	\$701
48.5	86	Coffeetown Rd	7	1321.274	20	2	Paved	2	Crack Seal (Minor)	\$563
48.5	86	Coffeetown Rd	7	1321.274	20	2	Paved	4	Crack Seal (Minor)	\$599
48.5	86	Coffeetown Rd	7	1321.274	20	2	Paved	6	Crack Seal (Minor)	\$638
48.5	86	Coffeetown Rd	7	1321.274	20	2	Paved	8	Crack Seal (Minor)	\$680
49	84	Coffeetown Rd	8	739.5656	22	2	Paved	4	HMA Shim (1/2") & Chip Seal	\$8,838
49	84	Coffeetown Rd	8	739.5656	22	2	Paved	5	Crack Seal (Minor)	\$346
49	84	Coffeetown Rd	8	739.5656	22	2	Paved	7	Crack Seal (Minor)	\$369
49	84	Coffeetown Rd	8	739.5656	22	2	Paved	9	Crack Seal (Minor)	\$393
71.5	54	Cole Rd	1	1319.951	22	2	Paved	10	FDR & Cold Mix (4")	\$66,406
76.5	34	Cole Rd	2	1969.479	20	2	Paved	10	FDR & Cold Mix (4")	\$90,075
17	92	Companion Rd	1	1123.541	24	2	Paved	3	Crack Seal (Minor)	\$494
17	92	Companion Rd	1	1123.541	24	2	Paved	6	Crack Seal (Minor)	\$543
17	92	Companion Rd	1	1123.541	24	2	Paved	9	Crack Seal (Minor)	\$597
18	88	Corey Rd		573.6956	24	2	Paved	3	Crack Seal (Minor)	\$252
18	88	Corey Rd		573.6956	24	2	Paved	6	Crack Seal (Minor)	\$277
18	88	Corey Rd		573.6956	24	2	Paved	9	Crack Seal (Minor)	\$305
76.5	94	Cotton Rd	1	1319.193	22	2	Paved	1	Crack Seal (Minor)	\$545
76.5	94	Cotton Rd	1	1319.193	22	2	Paved	3	Crack Seal (Minor)	\$580
76.5	94	Cotton Rd	1	1319.193	22	2	Paved	5	Crack Seal (Minor)	\$618
76.5	94	Cotton Rd	1	1319.193	22	2	Paved	7	Crack Seal (Minor)	\$658

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
76.5	94	Cotton Rd	1	1319.193	22	2	Paved	9	Crack Seal (Minor)	\$701
76.5	94	Cotton Rd	2	1320.669	22	2	Paved	1	Crack Seal (Minor)	\$545
76.5	94	Cotton Rd	2	1320.669	22	2	Paved	3	Crack Seal (Minor)	\$581
76.5	94	Cotton Rd	2	1320.669	22	2	Paved	5	Crack Seal (Minor)	\$618
76.5	94	Cotton Rd	2	1320.669	22	2	Paved	7	Crack Seal (Minor)	\$659
76.5	94	Cotton Rd	2	1320.669	22	2	Paved	9	Crack Seal (Minor)	\$701
76.5	94	Cotton Rd	3	1319.109	22	2	Paved	1	Crack Seal (Minor)	\$545
76.5	94	Cotton Rd	3	1319.109	22	2	Paved	3	Crack Seal (Minor)	\$580
76.5	94	Cotton Rd	3	1319.109	22	2	Paved	5	Crack Seal (Minor)	\$618
76.5	94	Cotton Rd	3	1319.109	22	2	Paved	7	Crack Seal (Minor)	\$658
76.5	94	Cotton Rd	3	1319.109	22	2	Paved	9	Crack Seal (Minor)	\$701
76	96	Cotton Rd	4	1627.68	22	2	Paved	1	Crack Seal (Minor)	\$672
76	96	Cotton Rd	4	1627.68	22	2	Paved	3	Crack Seal (Minor)	\$716
76	96	Cotton Rd	4	1627.68	22	2	Paved	5	Crack Seal (Minor)	\$762
76	96	Cotton Rd	4	1627.68	22	2	Paved	7	Crack Seal (Minor)	\$812
76	96	Cotton Rd	4	1627.68	22	2	Paved	9	Crack Seal (Minor)	\$864
18.25	87	Country Rd	1	1318.864	18	2	Paved	3	Crack Seal (Minor)	\$580
18.25	87	Country Rd	1	1318.864	18	2	Paved	6	Crack Seal (Minor)	\$637
18.25	87	Country Rd	1	1318.864	18	2	Paved	9	Crack Seal (Minor)	\$700
18.75	85	Country Rd	2	706.6431	22	2	Paved	3	Crack Seal (Minor)	\$311
18.75	85	Country Rd	2	706.6431	22	2	Paved	6	Crack Seal (Minor)	\$341
18.75	85	Country Rd	2	706.6431	22	2	Paved	9	Crack Seal (Minor)	\$375

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
48.5	86	Griffin Rd	1	1319.72	20	2	Paved	8	HMA Overlay (1.5")	\$21,884
48.5	86	Griffin Rd	2	1319.586	20	2	Paved	4	Crack Seal (Minor)	\$599
48.5	86	Griffin Rd	2	1319.586	20	2	Paved	8	Crack Seal (Minor)	\$679
48.5	86	Griffin Rd	3	1319.732	22	2	Paved	8	HMA Overlay (1.5")	\$24,073
57.25	51	Griffin Rd	9	1320.063	22	2	Paved	4	Milling / HMA (1.5")	\$28,549
57.25	51	Griffin Rd	9	1320.063	22	2	Paved	6	Crack Seal (Minor)	\$638
57.25	51	Griffin Rd	9	1320.063	22	2	Paved	8	Crack Seal (Minor)	\$679
57.25	51	Griffin Rd	9	1320.063	22	2	Paved	10	Crack Seal (Minor)	\$724
47.5	90	Griffin Rd	14	924.8224	22	2	Paved	3	Crack Seal (Minor)	\$407
47.5	90	Griffin Rd	14	924.8224	22	2	Paved	6	Crack Seal (Minor)	\$447
47.5	90	Griffin Rd	14	924.8224	22	2	Paved	9	Crack Seal (Minor)	\$491
47.5	90	Griffin Rd	15	136.6452	22	2	Paved	3	Crack Seal (Minor)	\$60
47.5	90	Griffin Rd	15	136.6452	22	2	Paved	6	Crack Seal (Minor)	\$66
47.5	90	Griffin Rd	15	136.6452	22	2	Paved	9	Crack Seal (Minor)	\$73
75	100	Gulf Rd	1	1363.381	22	2	Paved	2	Crack Seal (Minor)	\$581
75	100	Gulf Rd	1	1363.381	22	2	Paved	4	Crack Seal (Minor)	\$619
75	100	Gulf Rd	1	1363.381	22	2	Paved	6	Crack Seal (Minor)	\$659
75	100	Gulf Rd	1	1363.381	22	2	Paved	8	Crack Seal (Minor)	\$702
75	100	Gulf Rd	1	1363.381	22	2	Paved	10	Crack Seal (Minor)	\$747
17	92	Harmony Rd	1	1388.087	22	2	Paved	3	Crack Seal (Minor)	\$610
17	92	Harmony Rd	1	1388.087	22	2	Paved	5	Crack Seal (Minor)	\$650
17	92	Harmony Rd	1	1388.087	22	2	Paved	7	Crack Seal (Minor)	\$692

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
17	92	Harmony Rd	1	1388.087	22	2	Paved	9	Crack Seal (Minor)	\$737
34	84	Hartford Brook Rd		4200.894	24	2	Paved	1	Crack Seal (Minor)	\$1,734
34	84	Hartford Brook Rd		464.2693	22	2	Paved	1	Crack Seal (Minor)	\$192
34	84	Hartford Brook Rd		464.2693	22	2	Paved	3	Crack Seal (Minor)	\$204
34	84	Hartford Brook Rd		4200.894	24	2	Paved	3	Crack Seal (Minor)	\$1,847
34	84	Hartford Brook Rd		4200.894	24	2	Paved	5	Crack Seal (Minor)	\$1,967
34	84	Hartford Brook Rd		464.2693	22	2	Paved	5	Crack Seal (Minor)	\$217
34	84	Hartford Brook Rd		464.2693	22	2	Paved	7	Crack Seal (Minor)	\$232
34	84	Hartford Brook Rd		4200.894	24	2	Paved	7	Crack Seal (Minor)	\$2,095
34	84	Hartford Brook Rd		4200.894	24	2	Paved	9	Crack Seal (Minor)	\$2,231
34	84	Hartford Brook Rd		464.2693	22	2	Paved	9	Crack Seal (Minor)	\$247
11.75	85	Hidden Dr		818.2117	24	2	Paved	4	Crack Seal (Minor)	\$371
11.75	85	Hidden Dr		818.2117	24	2	Paved	7	Crack Seal (Minor)	\$408
11.75	85	Hidden Dr		818.2117	24	2	Paved	10	Crack Seal (Minor)	\$448
18.25	87	High Meadow Dr		351.7795	24	2	Paved	3	Crack Seal (Minor)	\$155
18.25	87	High Meadow Dr		2457.808	24	2	Paved	3	Crack Seal (Minor)	\$1,081
18.25	87	High Meadow Dr		2457.808	24	2	Paved	6	Crack Seal (Minor)	\$1,188
18.25	87	High Meadow Dr		351.7795	24	2	Paved	6	Crack Seal (Minor)	\$170
18.25	87	High Meadow Dr		351.7795	24	2	Paved	9	Crack Seal (Minor)	\$187
18.25	87	High Meadow Dr		2457.808	24	2	Paved	9	Crack Seal (Minor)	\$1,305
17	92	Homestead Rd	1	711.3372	24	2	Paved	3	Crack Seal (Minor)	\$313
17	92	Homestead Rd	1	711.3372	24	2	Paved	6	Crack Seal (Minor)	\$344

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
17	92	Homestead Rd	1	711.3372	24	2	Paved	9	Crack Seal (Minor)	\$378
41.5	54	James City Rd	1	96.16074	18	2	Paved	10	FDR & Cold Mix (4")	\$3,958
41.5	54	James City Rd	1	1059.6	18	1	Paved	10	FDR & Cold Mix (4")	\$43,615
17	92	McCarron Rd		1431.243	24	2	Paved	3	Crack Seal (Minor)	\$629
17	92	McCarron Rd		1431.243	24	2	Paved	6	Crack Seal (Minor)	\$692
17	92	McCarron Rd		1431.243	24	2	Paved	9	Crack Seal (Minor)	\$760
63.5	86	Meetinghouse Hill Rd	17	576.0179	22	2	Paved	1	Crack Seal (Minor)	\$238
63.5	86	Meetinghouse Hill Rd	17	576.0179	22	2	Paved	9	HMA Overlay (1.5")	\$10,843
63.5	86	Meetinghouse Hill Rd	18	1282.91	22	2	Paved	1	Crack Seal (Minor)	\$530
63.5	86	Meetinghouse Hill Rd	18	1282.91	22	2	Paved	9	HMA Overlay (1.5")	\$24,150
63.5	86	Meetinghouse Hill Rd	19	1319.424	22	2	Paved	1	Crack Seal (Minor)	\$545
63.5	86	Meetinghouse Hill Rd	19	1319.424	22	2	Paved	9	HMA Overlay (1.5")	\$24,838
63.5	86	Meetinghouse Hill Rd	20	1319.828	22	2	Paved	1	Crack Seal (Minor)	\$545
63.5	86	Meetinghouse Hill Rd	20	1319.828	22	2	Paved	9	HMA Overlay (1.5")	\$24,845
63.5	86	Meetinghouse Hill Rd	21	877.1625	22	2	Paved	1	Crack Seal (Minor)	\$362
63.5	86	Meetinghouse Hill Rd	21	877.1625	22	2	Paved	9	HMA Overlay (1.5")	\$16,512
82.75	69	Middle Rd	1	1317.414	21	2	Paved	6	HMA Overlay (1.5")	\$21,538
82.75	69	Middle Rd	1	1317.414	21	2	Paved	7	Crack Seal (Minor)	\$657
82.75	69	Middle Rd	1	1317.414	21	2	Paved	9	Crack Seal (Minor)	\$700
82.75	69	Middle Rd	2	1320.445	21	2	Paved	6	HMA Overlay (1.5")	\$21,588
82.75	69	Middle Rd	2	1320.445	21	2	Paved	7	Crack Seal (Minor)	\$658
82.75	69	Middle Rd	2	1320.445	21	2	Paved	9	Crack Seal (Minor)	\$701

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
82.25	71	Middle Rd	1	1319.454	22	2	Paved	6	HMA Overlay (1.5")	\$22,599
82.25	71	Middle Rd	1	1319.454	22	2	Paved	7	Crack Seal (Minor)	\$658
82.25	71	Middle Rd	1	1319.454	22	2	Paved	9	Crack Seal (Minor)	\$701
82.25	71	Middle Rd	2	1319.524	22	2	Paved	6	HMA Overlay (1.5")	\$22,600
82.25	71	Middle Rd	2	1319.524	22	2	Paved	7	Crack Seal (Minor)	\$658
82.25	71	Middle Rd	2	1319.524	22	2	Paved	9	Crack Seal (Minor)	\$701
82.25	71	Middle Rd	3	1319.41	22	2	Paved	6	HMA Overlay (1.5")	\$22,598
82.25	71	Middle Rd	3	1319.41	22	2	Paved	7	Crack Seal (Minor)	\$658
82.25	71	Middle Rd	3	1319.41	22	2	Paved	9	Crack Seal (Minor)	\$701
82.25	71	Middle Rd	4	1320.993	22	2	Paved	6	HMA Overlay (1.5")	\$22,625
82.25	71	Middle Rd	4	1320.993	22	2	Paved	7	Crack Seal (Minor)	\$659
82.25	71	Middle Rd	4	1320.993	22	2	Paved	9	Crack Seal (Minor)	\$702
81.75	73	Middle Rd	5	1320.731	22	2	Paved	6	HMA Overlay (1.5")	\$22,620
81.75	73	Middle Rd	5	1320.731	22	2	Paved	7	Crack Seal (Minor)	\$659
81.75	73	Middle Rd	5	1320.731	22	2	Paved	9	Crack Seal (Minor)	\$701
82.75	69	Middle Rd	6	1320.502	20	2	Paved	6	HMA Overlay (1.5")	\$20,560
82.75	69	Middle Rd	6	1320.502	20	2	Paved	7	Crack Seal (Minor)	\$659
82.75	69	Middle Rd	6	1320.502	20	2	Paved	9	Crack Seal (Minor)	\$701
81.75	73	Middle Rd	7	1320.611	22	2	Paved	6	HMA Overlay (1.5")	\$22,618
81.75	73	Middle Rd	7	1320.611	22	2	Paved	7	Crack Seal (Minor)	\$659
81.75	73	Middle Rd	7	1320.611	22	2	Paved	9	Crack Seal (Minor)	\$701
93.25	27	Middle Rd	8	1320.559	22	2	Paved	3	FDR & Cold Mix (4")	\$53,290

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
93.25	27	Middle Rd	8	1320.559	22	2	Paved	5	Crack Seal (Minor)	\$618
93.25	27	Middle Rd	8	1320.559	22	2	Paved	7	Crack Seal (Minor)	\$659
93.25	27	Middle Rd	8	1320.559	22	2	Paved	10	Crack Seal (Minor)	\$724
83.75	65	Middle Rd	9	1321.04	22	2	Paved	2	HMA Overlay (1.5")	\$19,947
83.75	65	Middle Rd	9	1321.04	22	2	Paved	3	Crack Seal (Minor)	\$581
83.75	65	Middle Rd	9	1321.04	22	2	Paved	5	Crack Seal (Minor)	\$619
83.75	65	Middle Rd	9	1321.04	22	2	Paved	7	Crack Seal (Minor)	\$659
83.75	65	Middle Rd	9	1321.04	22	2	Paved	9	Crack Seal (Minor)	\$702
85.5	58	Middle Rd	10	1322.374	20	2	Paved	2	HMA Overlay (1.5")	\$18,152
85.5	58	Middle Rd	10	1322.374	20	2	Paved	3	Crack Seal (Minor)	\$581
85.5	58	Middle Rd	10	1322.374	20	2	Paved	5	Crack Seal (Minor)	\$619
85.5	58	Middle Rd	10	1322.374	20	2	Paved	7	Crack Seal (Minor)	\$659
85.5	58	Middle Rd	10	1322.374	20	2	Paved	9	Crack Seal (Minor)	\$702
81	76	Mount Delight Rd	1	1321.673	22	2	Paved	4	HMA Overlay (1.5")	\$21,255
81	76	Mount Delight Rd	1	1321.673	22	2	Paved	6	Crack Seal (Minor)	\$639
81	76	Mount Delight Rd	1	1321.673	22	2	Paved	8	Crack Seal (Minor)	\$680
81	76	Mount Delight Rd	1	1321.673	22	2	Paved	10	Crack Seal (Minor)	\$724
81	76	Mount Delight Rd	2	1319.216	22	2	Paved	4	HMA Overlay (1.5")	\$21,215
81	76	Mount Delight Rd	2	1319.216	22	2	Paved	6	Crack Seal (Minor)	\$637
81	76	Mount Delight Rd	2	1319.216	22	2	Paved	8	Crack Seal (Minor)	\$679
81	76	Mount Delight Rd	2	1319.216	22	2	Paved	10	Crack Seal (Minor)	\$723
81	76	Mount Delight Rd	3	1319.379	22	2	Paved	4	HMA Overlay (1.5")	\$21,218

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
81	76	Mount Delight Rd	3	1319.379	22	2	Paved	6	Crack Seal (Minor)	\$638
81	76	Mount Delight Rd	3	1319.379	22	2	Paved	8	Crack Seal (Minor)	\$679
81	76	Mount Delight Rd	3	1319.379	22	2	Paved	10	Crack Seal (Minor)	\$723
81	76	Mount Delight Rd	4	1319.631	22	2	Paved	4	HMA Overlay (1.5")	\$21,222
81	76	Mount Delight Rd	4	1319.631	22	2	Paved	6	Crack Seal (Minor)	\$638
81	76	Mount Delight Rd	4	1319.631	22	2	Paved	8	Crack Seal (Minor)	\$679
81	76	Mount Delight Rd	4	1319.631	22	2	Paved	10	Crack Seal (Minor)	\$723
83.5	66	Mount Delight Rd	5	1320.165	22	2	Paved	2	HMA Overlay (1.5")	\$19,934
83.5	66	Mount Delight Rd	5	1320.165	22	2	Paved	3	Crack Seal (Minor)	\$580
83.5	66	Mount Delight Rd	5	1320.165	22	2	Paved	5	Crack Seal (Minor)	\$618
83.5	66	Mount Delight Rd	5	1320.165	22	2	Paved	7	Crack Seal (Minor)	\$658
83.5	66	Mount Delight Rd	5	1320.165	22	2	Paved	9	Crack Seal (Minor)	\$701
83.5	66	Mount Delight Rd	6	1320.158	22	2	Paved	2	HMA Overlay (1.5")	\$19,934
83.5	66	Mount Delight Rd	6	1320.158	22	2	Paved	3	Crack Seal (Minor)	\$580
83.5	66	Mount Delight Rd	6	1320.158	22	2	Paved	5	Crack Seal (Minor)	\$618
83.5	66	Mount Delight Rd	6	1320.158	22	2	Paved	7	Crack Seal (Minor)	\$658
83.5	66	Mount Delight Rd	6	1320.158	22	2	Paved	9	Crack Seal (Minor)	\$701
83.5	66	Mount Delight Rd	7	1320.253	22	2	Paved	2	HMA Overlay (1.5")	\$19,935
83.5	66	Mount Delight Rd	7	1320.253	22	2	Paved	3	Crack Seal (Minor)	\$580
83.5	66	Mount Delight Rd	7	1320.253	22	2	Paved	5	Crack Seal (Minor)	\$618
83.5	66	Mount Delight Rd	7	1320.253	22	2	Paved	7	Crack Seal (Minor)	\$658
83.5	66	Mount Delight Rd	7	1320.253	22	2	Paved	9	Crack Seal (Minor)	\$701

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
83.5	66	Mount Delight Rd	8	1320.265	22	2	Paved	2	HMA Overlay (1.5")	\$19,936
83.5	66	Mount Delight Rd	8	1320.265	22	2	Paved	3	Crack Seal (Minor)	\$580
83.5	66	Mount Delight Rd	8	1320.265	22	2	Paved	5	Crack Seal (Minor)	\$618
83.5	66	Mount Delight Rd	8	1320.265	22	2	Paved	7	Crack Seal (Minor)	\$658
83.5	66	Mount Delight Rd	8	1320.265	22	2	Paved	9	Crack Seal (Minor)	\$701
83.5	66	Mount Delight Rd	9	1320.307	22	2	Paved	2	HMA Overlay (1.5")	\$19,936
83.5	66	Mount Delight Rd	9	1320.307	22	2	Paved	3	Crack Seal (Minor)	\$580
83.5	66	Mount Delight Rd	9	1320.307	22	2	Paved	5	Crack Seal (Minor)	\$618
83.5	66	Mount Delight Rd	9	1320.307	22	2	Paved	7	Crack Seal (Minor)	\$658
83.5	66	Mount Delight Rd	9	1320.307	22	2	Paved	9	Crack Seal (Minor)	\$701
83.5	66	Mount Delight Rd	10	1320.186	22	2	Paved	2	HMA Overlay (1.5")	\$19,934
83.5	66	Mount Delight Rd	10	1320.186	22	2	Paved	3	Crack Seal (Minor)	\$580
83.5	66	Mount Delight Rd	10	1320.186	22	2	Paved	5	Crack Seal (Minor)	\$618
83.5	66	Mount Delight Rd	10	1320.186	22	2	Paved	7	Crack Seal (Minor)	\$658
83.5	66	Mount Delight Rd	10	1320.186	22	2	Paved	9	Crack Seal (Minor)	\$701
79	84	Mount Delight Rd	11	1318.462	22	2	Paved	3	Crack Seal (Minor)	\$580
79	84	Mount Delight Rd	11	1318.462	22	2	Paved	9	HMA Overlay (1")	\$16,775
79	84	Mount Delight Rd	12	1319.368	22	2	Paved	3	Crack Seal (Minor)	\$580
79	84	Mount Delight Rd	12	1319.368	22	2	Paved	9	HMA Overlay (1")	\$16,786
79	84	Mount Delight Rd	13	1319.355	22	2	Paved	3	Crack Seal (Minor)	\$580
79	84	Mount Delight Rd	13	1319.355	22	2	Paved	9	HMA Overlay (1")	\$16,786
79	84	Mount Delight Rd	14	1318.963	22	2	Paved	3	Crack Seal (Minor)	\$580

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
79	84	Mount Delight Rd	14	1318.963	22	2	Paved	9	HMA Overlay (1")	\$16,781
79	84	Mount Delight Rd	15	1320.479	22	2	Paved	3	Crack Seal (Minor)	\$581
79	84	Mount Delight Rd	15	1320.479	22	2	Paved	9	HMA Overlay (1")	\$16,800
79	84	Mount Delight Rd	16	1319.686	22	2	Paved	3	Crack Seal (Minor)	\$580
79	84	Mount Delight Rd	16	1319.686	22	2	Paved	9	HMA Overlay (1")	\$16,790
79	84	Mount Delight Rd	17	777.4606	22	2	Paved	3	Crack Seal (Minor)	\$342
79	84	Mount Delight Rd	17	777.4606	22	2	Paved	9	HMA Overlay (1")	\$9,891
81.75	73	Nottingham Rd	1	1322.036	22	2	Paved	8	Milling / HMA (1.5")	\$32,431
81.75	73	Nottingham Rd	1	1322.036	22	2	Paved	9	Crack Seal (Minor)	\$702
82.25	71	Nottingham Rd	2	1319.029	22	2	Paved	7	Milling / HMA (1.5")	\$31,354
82.25	71	Nottingham Rd	2	1319.029	22	2	Paved	8	Crack Seal (Minor)	\$679
82.25	71	Nottingham Rd	2	1319.029	22	2	Paved	10	Crack Seal (Minor)	\$723
82.25	71	Nottingham Rd	3	1319.306	22	2	Paved	7	Milling / HMA (1.5")	\$31,360
82.25	71	Nottingham Rd	3	1319.306	22	2	Paved	8	Crack Seal (Minor)	\$679
82.25	71	Nottingham Rd	3	1319.306	22	2	Paved	10	Crack Seal (Minor)	\$723
82.25	71	Nottingham Rd	4	1628.5	22	2	Paved	7	Milling / HMA (1.5")	\$38,710
82.25	71	Nottingham Rd	4	1628.5	22	2	Paved	8	Crack Seal (Minor)	\$838
82.25	71	Nottingham Rd	4	1628.5	22	2	Paved	10	Crack Seal (Minor)	\$893
82.25	71	Nottingham Rd	1	1320.192	22	2	Paved	7	Milling / HMA (1.5")	\$31,381
82.25	71	Nottingham Rd	1	1320.192	22	2	Paved	8	Crack Seal (Minor)	\$679
82.25	71	Nottingham Rd	1	1320.192	22	2	Paved	10	Crack Seal (Minor)	\$724
82.25	71	Nottingham Rd	2	1317.622	22	2	Paved	7	Milling / HMA (1.5")	\$31,320

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
82.25	71	Nottingham Rd	2	1317.622	22	2	Paved	8	Crack Seal (Minor)	\$678
82.25	71	Nottingham Rd	2	1317.622	22	2	Paved	10	Crack Seal (Minor)	\$722
82.25	71	Nottingham Rd	3	1319.43	22	2	Paved	7	Milling / HMA (1.5")	\$31,363
82.25	71	Nottingham Rd	3	1319.43	22	2	Paved	8	Crack Seal (Minor)	\$679
82.25	71	Nottingham Rd	3	1319.43	22	2	Paved	10	Crack Seal (Minor)	\$723
83	68	Nottingham Rd	4	1319.4	22	2	Paved	4	HMA Overlay (1.5")	\$21,218
83	68	Nottingham Rd	4	1319.4	22	2	Paved	5	Crack Seal (Minor)	\$618
83	68	Nottingham Rd	4	1319.4	22	2	Paved	7	Crack Seal (Minor)	\$658
83	68	Nottingham Rd	4	1319.4	22	2	Paved	9	Crack Seal (Minor)	\$701
82.25	71	Nottingham Rd	5	1319.141	22	2	Paved	7	Milling / HMA (1.5")	\$31,356
82.25	71	Nottingham Rd	5	1319.141	22	2	Paved	8	Crack Seal (Minor)	\$679
82.25	71	Nottingham Rd	5	1319.141	22	2	Paved	10	Crack Seal (Minor)	\$723
83.5	66	Nottingham Rd	6	1319.342	22	2	Paved	4	HMA Overlay (1.5")	\$21,217
83.5	66	Nottingham Rd	6	1319.342	22	2	Paved	5	Crack Seal (Minor)	\$618
83.5	66	Nottingham Rd	6	1319.342	22	2	Paved	7	Crack Seal (Minor)	\$658
83.5	66	Nottingham Rd	6	1319.342	22	2	Paved	9	Crack Seal (Minor)	\$701
83.5	66	Nottingham Rd	7	1319.747	22	2	Paved	4	HMA Overlay (1.5")	\$21,224
83.5	66	Nottingham Rd	7	1319.747	22	2	Paved	5	Crack Seal (Minor)	\$618
83.5	66	Nottingham Rd	7	1319.747	22	2	Paved	7	Crack Seal (Minor)	\$658
83.5	66	Nottingham Rd	7	1319.747	22	2	Paved	9	Crack Seal (Minor)	\$701
83.5	66	Nottingham Rd	8	1319.583	22	2	Paved	4	HMA Overlay (1.5")	\$21,221
83.5	66	Nottingham Rd	8	1319.583	22	2	Paved	5	Crack Seal (Minor)	\$618

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
83.5	66	Nottingham Rd	8	1319.583	22	2	Paved	7	Crack Seal (Minor)	\$658
83.5	66	Nottingham Rd	8	1319.583	22	2	Paved	9	Crack Seal (Minor)	\$701
79.75	81	Nottingham Rd	9	1319.491	22	2	Paved	8	Milling / HMA (1.5")	\$32,368
79.75	81	Nottingham Rd	9	1319.491	22	2	Paved	9	Crack Seal (Minor)	\$701
80.25	79	Nottingham Rd	10	1319.47	22	2	Paved	8	Milling / HMA (1.5")	\$32,368
80.25	79	Nottingham Rd	10	1319.47	22	2	Paved	9	Crack Seal (Minor)	\$701
80.25	79	Nottingham Rd	11	1319.488	22	2	Paved	8	Milling / HMA (1.5")	\$32,368
80.25	79	Nottingham Rd	11	1319.488	22	2	Paved	9	Crack Seal (Minor)	\$701
80.25	79	Nottingham Rd	12	897.3643	22	2	Paved	8	Milling / HMA (1.5")	\$22,013
80.25	79	Nottingham Rd	12	897.3643	22	2	Paved	9	Crack Seal (Minor)	\$477
82.25	71	Nottingham Rd Ext	1	67.13394	22	2	Paved	3	HMA Shim (1/2") & Chip Seal	\$777
82.25	71	Nottingham Rd Ext	1	67.13394	22	2	Paved	5	Crack Seal (Minor)	\$31
82.25	71	Nottingham Rd Ext	1	67.13394	22	2	Paved	7	Crack Seal (Minor)	\$33
82.25	71	Nottingham Rd Ext	1	67.13394	22	2	Paved	10	Crack Seal (Minor)	\$37
64.75	81	Old Centre Rd	8	1511.825	24	2	Paved	3	Crack Seal (Minor)	\$665
64.75	81	Old Centre Rd	8	1511.825	24	2	Paved	6	Crack Seal (Minor)	\$731
64.75	81	Old Centre Rd	8	1511.825	24	2	Paved	8	Crack Seal (Minor)	\$778
64.75	81	Old Centre Rd	8	1511.825	24	2	Paved	10	Crack Seal (Minor)	\$829
85.5	58	Parade Rd	1	1319.043	20	2	Paved	3	Milling / HMA (1.5")	\$25,129
85.5	58	Parade Rd	1	1319.043	20	2	Paved	4	Crack Seal (Minor)	\$598
85.5	58	Parade Rd	1	1319.043	20	2	Paved	6	Crack Seal (Minor)	\$637
85.5	58	Parade Rd	1	1319.043	20	2	Paved	8	Crack Seal (Minor)	\$679

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
85.5	58	Parade Rd	1	1319.043	20	2	Paved	10	Crack Seal (Minor)	\$723
85.5	58	Parade Rd	2	1319.306	20	2	Paved	3	Milling / HMA (1.5")	\$25,134
85.5	58	Parade Rd	2	1319.306	20	2	Paved	4	Crack Seal (Minor)	\$599
85.5	58	Parade Rd	2	1319.306	20	2	Paved	6	Crack Seal (Minor)	\$638
85.5	58	Parade Rd	2	1319.306	20	2	Paved	8	Crack Seal (Minor)	\$679
85.5	58	Parade Rd	2	1319.306	20	2	Paved	10	Crack Seal (Minor)	\$723
85.5	58	Parade Rd	3	1617.48	20	2	Paved	3	Milling / HMA (1.5")	\$30,815
85.5	58	Parade Rd	3	1617.48	20	2	Paved	4	Crack Seal (Minor)	\$734
85.5	58	Parade Rd	3	1617.48	20	2	Paved	6	Crack Seal (Minor)	\$782
85.5	58	Parade Rd	3	1617.48	20	2	Paved	8	Crack Seal (Minor)	\$832
85.5	58	Parade Rd	3	1617.48	20	2	Paved	10	Crack Seal (Minor)	\$887
85.5	58	Parade Rd	1	156.6207	20	2	Paved	3	Milling / HMA (1.5")	\$2,984
85.5	58	Parade Rd	1	156.6207	20	2	Paved	4	Crack Seal (Minor)	\$71
85.5	58	Parade Rd	1	156.6207	20	2	Paved	6	Crack Seal (Minor)	\$76
85.5	58	Parade Rd	1	156.6207	20	2	Paved	8	Crack Seal (Minor)	\$81
85.5	58	Parade Rd	1	156.6207	20	2	Paved	10	Crack Seal (Minor)	\$86
17.25	91	Pleasant Hill Rd	1	1319.6	24	2	Paved	3	Crack Seal (Minor)	\$580
17.25	91	Pleasant Hill Rd	1	1319.6	24	2	Paved	6	Crack Seal (Minor)	\$638
17.25	91	Pleasant Hill Rd	1	1319.6	24	2	Paved	9	Crack Seal (Minor)	\$701
17.25	91	Pleasant Hill Rd	2	1319.22	24	2	Paved	3	Crack Seal (Minor)	\$580
17.25	91	Pleasant Hill Rd	2	1319.22	24	2	Paved	6	Crack Seal (Minor)	\$637
17.25	91	Pleasant Hill Rd	2	1319.22	24	2	Paved	9	Crack Seal (Minor)	\$701

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
17.25	91	Pleasant Hill Rd	3	1319.324	24	2	Paved	3	Crack Seal (Minor)	\$580
17.25	91	Pleasant Hill Rd	3	1319.324	24	2	Paved	6	Crack Seal (Minor)	\$638
17.25	91	Pleasant Hill Rd	3	1319.324	24	2	Paved	9	Crack Seal (Minor)	\$701
17.75	89	Pleasant Hill Rd	4	1304.746	22	2	Paved	3	Crack Seal (Minor)	\$574
17.75	89	Pleasant Hill Rd	4	1304.746	22	2	Paved	6	Crack Seal (Minor)	\$630
17.75	89	Pleasant Hill Rd	4	1304.746	22	2	Paved	9	Crack Seal (Minor)	\$693
17.25	91	Pleasant Hill Rd	5	670.2686	24	2	Paved	3	Crack Seal (Minor)	\$295
17.25	91	Pleasant Hill Rd	5	670.2686	24	2	Paved	6	Crack Seal (Minor)	\$324
17.25	91	Pleasant Hill Rd	5	670.2686	24	2	Paved	9	Crack Seal (Minor)	\$356
17.25	91	Prospect Rd	1	1216.797	24	2	Paved	3	Crack Seal (Minor)	\$535
17.25	91	Prospect Rd	1	1216.797	24	2	Paved	6	Crack Seal (Minor)	\$588
17.25	91	Prospect Rd	1	1216.797	24	2	Paved	8	Crack Seal (Minor)	\$626
17.25	91	Prospect Rd	1	1216.797	24	2	Paved	10	Crack Seal (Minor)	\$667
61.75	93	Range Rd	1	1320.338	24	2	Paved	2	Crack Seal (Minor)	\$562
61.75	93	Range Rd	1	1320.338	24	2	Paved	4	Crack Seal (Minor)	\$599
61.75	93	Range Rd	1	1320.338	24	2	Paved	6	Crack Seal (Minor)	\$638
61.75	93	Range Rd	1	1320.338	24	2	Paved	8	Crack Seal (Minor)	\$679
61.75	93	Range Rd	1	1320.338	24	2	Paved	10	Crack Seal (Minor)	\$724
61	96	Range Rd	2	1320.528	24	2	Paved	2	Crack Seal (Minor)	\$563
61	96	Range Rd	2	1320.528	24	2	Paved	4	Crack Seal (Minor)	\$599
61	96	Range Rd	2	1320.528	24	2	Paved	6	Crack Seal (Minor)	\$638
61	96	Range Rd	2	1320.528	24	2	Paved	8	Crack Seal (Minor)	\$680

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
61	96	Range Rd	2	1320.528	24	2	Paved	10	Crack Seal (Minor)	\$724
61	96	Range Rd	3	1320.083	24	2	Paved	2	Crack Seal (Minor)	\$562
61	96	Range Rd	3	1320.083	24	2	Paved	4	Crack Seal (Minor)	\$599
61	96	Range Rd	3	1320.083	24	2	Paved	6	Crack Seal (Minor)	\$638
61	96	Range Rd	3	1320.083	24	2	Paved	8	Crack Seal (Minor)	\$679
61	96	Range Rd	3	1320.083	24	2	Paved	10	Crack Seal (Minor)	\$724
61	96	Range Rd	4	1320.458	24	2	Paved	2	Crack Seal (Minor)	\$563
61	96	Range Rd	4	1320.458	24	2	Paved	4	Crack Seal (Minor)	\$599
61	96	Range Rd	4	1320.458	24	2	Paved	6	Crack Seal (Minor)	\$638
61	96	Range Rd	4	1320.458	24	2	Paved	8	Crack Seal (Minor)	\$680
61	96	Range Rd	4	1320.458	24	2	Paved	10	Crack Seal (Minor)	\$724
61	96	Range Rd	5	1319.933	24	2	Paved	2	Crack Seal (Minor)	\$562
61	96	Range Rd	5	1319.933	24	2	Paved	4	Crack Seal (Minor)	\$599
61	96	Range Rd	5	1319.933	24	2	Paved	6	Crack Seal (Minor)	\$638
61	96	Range Rd	5	1319.933	24	2	Paved	8	Crack Seal (Minor)	\$679
61	96	Range Rd	5	1319.933	24	2	Paved	10	Crack Seal (Minor)	\$723
82.25	71	Reservation Rd	1	1322.31	20	2	Paved	1	HMA Shim (1/2") & Chip Seal	\$13,070
82.25	71	Reservation Rd	1	1322.31	20	2	Paved	2	Crack Seal (Minor)	\$563
82.25	71	Reservation Rd	1	1322.31	20	2	Paved	4	Crack Seal (Minor)	\$600
82.25	71	Reservation Rd	1	1322.31	20	2	Paved	6	Crack Seal (Minor)	\$639
82.25	71	Reservation Rd	1	1322.31	20	2	Paved	8	Crack Seal (Minor)	\$681
82.25	71	Reservation Rd	1	1322.31	20	2	Paved	10	Crack Seal (Minor)	\$725

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
82.25	71	Reservation Rd	2	1319.806	20	2	Paved	1	HMA Shim (1/2") & Chip Seal	\$13,045
82.25	71	Reservation Rd	2	1319.806	20	2	Paved	2	Crack Seal (Minor)	\$562
82.25	71	Reservation Rd	2	1319.806	20	2	Paved	4	Crack Seal (Minor)	\$599
82.25	71	Reservation Rd	2	1319.806	20	2	Paved	6	Crack Seal (Minor)	\$638
82.25	71	Reservation Rd	2	1319.806	20	2	Paved	8	Crack Seal (Minor)	\$679
82.25	71	Reservation Rd	2	1319.806	20	2	Paved	10	Crack Seal (Minor)	\$723
82.25	71	Reservation Rd	3	1319.798	20	2	Paved	1	HMA Shim (1/2") & Chip Seal	\$13,045
82.25	71	Reservation Rd	3	1319.798	20	2	Paved	2	Crack Seal (Minor)	\$562
82.25	71	Reservation Rd	3	1319.798	20	2	Paved	4	Crack Seal (Minor)	\$599
82.25	71	Reservation Rd	3	1319.798	20	2	Paved	6	Crack Seal (Minor)	\$638
82.25	71	Reservation Rd	3	1319.798	20	2	Paved	8	Crack Seal (Minor)	\$679
82.25	71	Reservation Rd	3	1319.798	20	2	Paved	10	Crack Seal (Minor)	\$723
82.25	71	Reservation Rd	4	1319.761	20	2	Paved	1	HMA Shim (1/2") & Chip Seal	\$13,045
82.25	71	Reservation Rd	4	1319.761	20	2	Paved	2	Crack Seal (Minor)	\$562
82.25	71	Reservation Rd	4	1319.761	20	2	Paved	4	Crack Seal (Minor)	\$599
82.25	71	Reservation Rd	4	1319.761	20	2	Paved	6	Crack Seal (Minor)	\$638
82.25	71	Reservation Rd	4	1319.761	20	2	Paved	8	Crack Seal (Minor)	\$679
82.25	71	Reservation Rd	4	1319.761	20	2	Paved	10	Crack Seal (Minor)	\$723
82.25	71	Reservation Rd	5	1319.893	20	2	Paved	1	HMA Shim (1/2") & Chip Seal	\$13,046
82.25	71	Reservation Rd	5	1319.893	20	2	Paved	2	Crack Seal (Minor)	\$562
82.25	71	Reservation Rd	5	1319.893	20	2	Paved	4	Crack Seal (Minor)	\$599
82.25	71	Reservation Rd	5	1319.893	20	2	Paved	6	Crack Seal (Minor)	\$638

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
82.25	71	Reservation Rd	5	1319.893	20	2	Paved	8	Crack Seal (Minor)	\$679
82.25	71	Reservation Rd	5	1319.893	20	2	Paved	10	Crack Seal (Minor)	\$723
82.25	71	Reservation Rd	1	80.82149	20	2	Paved	1	HMA Shim (1/2") & Chip Seal	\$799
82.25	71	Reservation Rd	1	80.82149	20	2	Paved	2	Crack Seal (Minor)	\$34
82.25	71	Reservation Rd	1	80.82149	20	2	Paved	4	Crack Seal (Minor)	\$37
82.25	71	Reservation Rd	1	80.82149	20	2	Paved	6	Crack Seal (Minor)	\$39
82.25	71	Reservation Rd	1	80.82149	20	2	Paved	8	Crack Seal (Minor)	\$42
82.25	71	Reservation Rd	1	80.82149	20	2	Paved	10	Crack Seal (Minor)	\$44
79.5	82	Ridge Rd	6	1319.98	20	2	Paved	3	HMA Overlay (1")	\$12,638
79.5	82	Ridge Rd	6	1319.98	20	2	Paved	4	Crack Seal (Minor)	\$599
79.5	82	Ridge Rd	6	1319.98	20	2	Paved	6	Crack Seal (Minor)	\$638
79.5	82	Ridge Rd	6	1319.98	20	2	Paved	8	Crack Seal (Minor)	\$679
79.5	82	Ridge Rd	6	1319.98	20	2	Paved	10	Crack Seal (Minor)	\$723
79.5	82	Ridge Rd	7	1319.39	20	2	Paved	3	HMA Overlay (1")	\$12,632
79.5	82	Ridge Rd	7	1319.39	20	2	Paved	4	Crack Seal (Minor)	\$599
79.5	82	Ridge Rd	7	1319.39	20	2	Paved	6	Crack Seal (Minor)	\$638
79.5	82	Ridge Rd	7	1319.39	20	2	Paved	8	Crack Seal (Minor)	\$679
79.5	82	Ridge Rd	7	1319.39	20	2	Paved	10	Crack Seal (Minor)	\$723
79.5	82	Ridge Rd	8	1319.405	20	2	Paved	3	HMA Overlay (1")	\$12,633
79.5	82	Ridge Rd	8	1319.405	20	2	Paved	4	Crack Seal (Minor)	\$599
79.5	82	Ridge Rd	8	1319.405	20	2	Paved	6	Crack Seal (Minor)	\$638
79.5	82	Ridge Rd	8	1319.405	20	2	Paved	8	Crack Seal (Minor)	\$679

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
79.5	82	Ridge Rd	8	1319.405	20	2	Paved	10	Crack Seal (Minor)	\$723
79.5	82	Ridge Rd	9	1320.203	20	2	Paved	3	HMA Overlay (1")	\$12,640
79.5	82	Ridge Rd	9	1320.203	20	2	Paved	4	Crack Seal (Minor)	\$599
79.5	82	Ridge Rd	9	1320.203	20	2	Paved	6	Crack Seal (Minor)	\$638
79.5	82	Ridge Rd	9	1320.203	20	2	Paved	8	Crack Seal (Minor)	\$679
79.5	82	Ridge Rd	9	1320.203	20	2	Paved	10	Crack Seal (Minor)	\$724
79.5	82	Ridge Rd	10	1320.097	20	2	Paved	3	HMA Overlay (1")	\$12,639
79.5	82	Ridge Rd	10	1320.097	20	2	Paved	4	Crack Seal (Minor)	\$599
79.5	82	Ridge Rd	10	1320.097	20	2	Paved	6	Crack Seal (Minor)	\$638
79.5	82	Ridge Rd	10	1320.097	20	2	Paved	8	Crack Seal (Minor)	\$679
79.5	82	Ridge Rd	10	1320.097	20	2	Paved	10	Crack Seal (Minor)	\$724
81.25	75	Ridge Rd	11	1866.57	20	2	Paved	3	HMA Overlay (1")	\$17,871
81.25	75	Ridge Rd	11	1866.57	20	2	Paved	4	Crack Seal (Minor)	\$847
81.25	75	Ridge Rd	11	1866.57	20	2	Paved	6	Crack Seal (Minor)	\$902
81.25	75	Ridge Rd	11	1866.57	20	2	Paved	8	Crack Seal (Minor)	\$961
81.25	75	Ridge Rd	11	1866.57	20	2	Paved	10	Crack Seal (Minor)	\$1,023
84.75	61	South Rd	3	1320.622	21	2	Paved	1	HMA Overlay (1.5")	\$18,444
84.75	61	South Rd	3	1320.622	21	2	Paved	2	Crack Seal (Minor)	\$563
84.75	61	South Rd	3	1320.622	21	2	Paved	4	Crack Seal (Minor)	\$599
84.75	61	South Rd	3	1320.622	21	2	Paved	6	Crack Seal (Minor)	\$638
84.75	61	South Rd	3	1320.622	21	2	Paved	8	Crack Seal (Minor)	\$680
84.75	61	South Rd	3	1320.622	21	2	Paved	10	Crack Seal (Minor)	\$724

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
84.25	63	South Rd	4	1320.846	21	2	Paved	1	HMA Overlay (1.5")	\$18,447
84.25	63	South Rd	4	1320.846	21	2	Paved	2	Crack Seal (Minor)	\$563
84.25	63	South Rd	4	1320.846	21	2	Paved	4	Crack Seal (Minor)	\$599
84.25	63	South Rd	4	1320.846	21	2	Paved	6	Crack Seal (Minor)	\$638
84.25	63	South Rd	4	1320.846	21	2	Paved	8	Crack Seal (Minor)	\$680
84.25	63	South Rd	4	1320.846	21	2	Paved	10	Crack Seal (Minor)	\$724
84.25	63	South Rd	5	1319.898	21	2	Paved	1	HMA Overlay (1.5")	\$18,434
84.25	63	South Rd	5	1319.898	21	2	Paved	2	Crack Seal (Minor)	\$562
84.25	63	South Rd	5	1319.898	21	2	Paved	4	Crack Seal (Minor)	\$599
84.25	63	South Rd	5	1319.898	21	2	Paved	6	Crack Seal (Minor)	\$638
84.25	63	South Rd	5	1319.898	21	2	Paved	8	Crack Seal (Minor)	\$679
84.25	63	South Rd	5	1319.898	21	2	Paved	10	Crack Seal (Minor)	\$723
84.25	63	South Rd	6	1320.453	21	2	Paved	1	HMA Overlay (1.5")	\$18,442
84.25	63	South Rd	6	1320.453	21	2	Paved	2	Crack Seal (Minor)	\$563
84.25	63	South Rd	6	1320.453	21	2	Paved	4	Crack Seal (Minor)	\$599
84.25	63	South Rd	6	1320.453	21	2	Paved	6	Crack Seal (Minor)	\$638
84.25	63	South Rd	6	1320.453	21	2	Paved	8	Crack Seal (Minor)	\$680
84.25	63	South Rd	6	1320.453	21	2	Paved	10	Crack Seal (Minor)	\$724
84.25	63	South Rd	7	1320.928	21	2	Paved	1	HMA Overlay (1.5")	\$18,449
84.25	63	South Rd	7	1320.928	21	2	Paved	2	Crack Seal (Minor)	\$563
84.25	63	South Rd	7	1320.928	21	2	Paved	4	Crack Seal (Minor)	\$599
84.25	63	South Rd	7	1320.928	21	2	Paved	6	Crack Seal (Minor)	\$638

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
84.25	63	South Rd	7	1320.928	21	2	Paved	8	Crack Seal (Minor)	\$680
84.25	63	South Rd	7	1320.928	21	2	Paved	10	Crack Seal (Minor)	\$724
84.25	63	South Rd	8	1322.072	21	2	Paved	1	HMA Overlay (1.5")	\$18,465
84.25	63	South Rd	8	1322.072	21	2	Paved	2	Crack Seal (Minor)	\$563
84.25	63	South Rd	8	1322.072	21	2	Paved	4	Crack Seal (Minor)	\$600
84.25	63	South Rd	8	1322.072	21	2	Paved	6	Crack Seal (Minor)	\$639
84.25	63	South Rd	8	1322.072	21	2	Paved	8	Crack Seal (Minor)	\$680
84.25	63	South Rd	8	1322.072	21	2	Paved	10	Crack Seal (Minor)	\$725
84.25	63	South Rd	9	1320.229	21	2	Paved	1	HMA Overlay (1.5")	\$18,439
84.25	63	South Rd	9	1320.229	21	2	Paved	2	Crack Seal (Minor)	\$562
84.25	63	South Rd	9	1320.229	21	2	Paved	4	Crack Seal (Minor)	\$599
84.25	63	South Rd	9	1320.229	21	2	Paved	6	Crack Seal (Minor)	\$638
84.25	63	South Rd	9	1320.229	21	2	Paved	8	Crack Seal (Minor)	\$679
84.25	63	South Rd	9	1320.229	21	2	Paved	10	Crack Seal (Minor)	\$724
84.25	63	South Rd	10	1319.995	21	2	Paved	1	HMA Overlay (1.5")	\$18,436
84.25	63	South Rd	10	1319.995	21	2	Paved	2	Crack Seal (Minor)	\$562
84.25	63	South Rd	10	1319.995	21	2	Paved	4	Crack Seal (Minor)	\$599
84.25	63	South Rd	10	1319.995	21	2	Paved	6	Crack Seal (Minor)	\$638
84.25	63	South Rd	10	1319.995	21	2	Paved	8	Crack Seal (Minor)	\$679
84.25	63	South Rd	10	1319.995	21	2	Paved	10	Crack Seal (Minor)	\$723
84.25	63	South Rd	11	1319.943	21	2	Paved	1	HMA Overlay (1.5")	\$18,435
84.25	63	South Rd	11	1319.943	21	2	Paved	2	Crack Seal (Minor)	\$562

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
84.25	63	South Rd	11	1319.943	21	2	Paved	4	Crack Seal (Minor)	\$599
84.25	63	South Rd	11	1319.943	21	2	Paved	6	Crack Seal (Minor)	\$638
84.25	63	South Rd	11	1319.943	21	2	Paved	8	Crack Seal (Minor)	\$679
84.25	63	South Rd	11	1319.943	21	2	Paved	10	Crack Seal (Minor)	\$723
82.5	70	South Rd	12	1319.966	21	2	Paved	1	HMA Overlay (1.5")	\$18,435
82.5	70	South Rd	12	1319.966	21	2	Paved	2	Crack Seal (Minor)	\$562
82.5	70	South Rd	12	1319.966	21	2	Paved	4	Crack Seal (Minor)	\$599
82.5	70	South Rd	12	1319.966	21	2	Paved	6	Crack Seal (Minor)	\$638
82.5	70	South Rd	12	1319.966	21	2	Paved	8	Crack Seal (Minor)	\$679
82.5	70	South Rd	12	1319.966	21	2	Paved	10	Crack Seal (Minor)	\$723
82	72	South Rd	13	1319.799	21	2	Paved	1	HMA Overlay (1.5")	\$18,433
82	72	South Rd	13	1319.799	21	2	Paved	2	Crack Seal (Minor)	\$562
82	72	South Rd	13	1319.799	21	2	Paved	4	Crack Seal (Minor)	\$599
82	72	South Rd	13	1319.799	21	2	Paved	6	Crack Seal (Minor)	\$638
82	72	South Rd	13	1319.799	21	2	Paved	8	Crack Seal (Minor)	\$679
82	72	South Rd	13	1319.799	21	2	Paved	10	Crack Seal (Minor)	\$723
82	72	South Rd	14	1318.337	21	2	Paved	1	HMA Overlay (1.5")	\$18,412
82	72	South Rd	14	1318.337	21	2	Paved	2	Crack Seal (Minor)	\$562
82	72	South Rd	14	1318.337	21	2	Paved	4	Crack Seal (Minor)	\$598
82	72	South Rd	14	1318.337	21	2	Paved	6	Crack Seal (Minor)	\$637
82	72	South Rd	14	1318.337	21	2	Paved	8	Crack Seal (Minor)	\$678
82	72	South Rd	14	1318.337	21	2	Paved	10	Crack Seal (Minor)	\$723

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
84	64	South Rd	15	1321.087	21	2	Paved	1	HMA Overlay (1.5")	\$18,451
84	64	South Rd	15	1321.087	21	2	Paved	2	Crack Seal (Minor)	\$563
84	64	South Rd	15	1321.087	21	2	Paved	4	Crack Seal (Minor)	\$599
84	64	South Rd	15	1321.087	21	2	Paved	6	Crack Seal (Minor)	\$638
84	64	South Rd	15	1321.087	21	2	Paved	8	Crack Seal (Minor)	\$680
84	64	South Rd	15	1321.087	21	2	Paved	10	Crack Seal (Minor)	\$724
83.5	66	South Rd	16	1321.215	21	2	Paved	1	HMA Overlay (1.5")	\$18,453
83.5	66	South Rd	16	1321.215	21	2	Paved	2	Crack Seal (Minor)	\$563
83.5	66	South Rd	16	1321.215	21	2	Paved	4	Crack Seal (Minor)	\$599
83.5	66	South Rd	16	1321.215	21	2	Paved	6	Crack Seal (Minor)	\$638
83.5	66	South Rd	16	1321.215	21	2	Paved	8	Crack Seal (Minor)	\$680
83.5	66	South Rd	16	1321.215	21	2	Paved	10	Crack Seal (Minor)	\$724
84.25	63	South Rd	17	1319.652	21	2	Paved	1	HMA Overlay (1.5")	\$18,431
84.25	63	South Rd	17	1319.652	21	2	Paved	2	Crack Seal (Minor)	\$562
84.25	63	South Rd	17	1319.652	21	2	Paved	4	Crack Seal (Minor)	\$599
84.25	63	South Rd	17	1319.652	21	2	Paved	6	Crack Seal (Minor)	\$638
84.25	63	South Rd	17	1319.652	21	2	Paved	8	Crack Seal (Minor)	\$679
84.25	63	South Rd	17	1319.652	21	2	Paved	10	Crack Seal (Minor)	\$723
83.5	66	South Rd	18	1319.534	21	2	Paved	1	HMA Overlay (1.5")	\$18,429
83.5	66	South Rd	18	1319.534	21	2	Paved	2	Crack Seal (Minor)	\$562
83.5	66	South Rd	18	1319.534	21	2	Paved	4	Crack Seal (Minor)	\$599
83.5	66	South Rd	18	1319.534	21	2	Paved	6	Crack Seal (Minor)	\$638

# Analysis Detail Report

## Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71

Priority	PCI	Street	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Year	Repair	Cost
83.5	66	South Rd	18	1319.534	21	2	Paved	8	Crack Seal (Minor)	\$679
83.5	66	South Rd	18	1319.534	21	2	Paved	10	Crack Seal (Minor)	\$723
84.75	61	South Rd	19	1634.286	21	2	Paved	1	HMA Overlay (1.5")	\$22,825
84.75	61	South Rd	19	1634.286	21	2	Paved	2	Crack Seal (Minor)	\$696
84.75	61	South Rd	19	1634.286	21	2	Paved	4	Crack Seal (Minor)	\$741
84.75	61	South Rd	19	1634.286	21	2	Paved	6	Crack Seal (Minor)	\$790
84.75	61	South Rd	19	1634.286	21	2	Paved	8	Crack Seal (Minor)	\$841
84.75	61	South Rd	19	1634.286	21	2	Paved	10	Crack Seal (Minor)	\$896

## Annual Repair Cost by Repair

<b>Deerfield 2019 - Scenario 1: Current Budget to Keep PCI at 71</b>									
<b>Repair</b>	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>				
Crack Seal (Major)	\$0	\$0	\$10,774	\$0	\$0				
Crack Seal (Minor)	\$6,451	\$21,239	\$26,196	\$29,433	\$18,643				
FDR & Cold Mix (4")	\$0	\$0	\$53,290	\$0	\$0				
HMA Overlay (1")	\$0	\$0	\$81,054	\$0	\$0				
HMA Overlay (1.5")	\$384,133	\$157,709	\$0	\$169,788	\$0				
HMA Shim (1/2") & Chip Seal	\$66,050	\$77,512	\$777	\$24,618	\$0				
Milling / HMA (1.5")	\$0	\$0	\$84,062	\$28,549	\$235,095				
<b>Total</b>	<b>\$456,634</b>	<b>\$256,460</b>	<b>\$256,154</b>	<b>\$252,388</b>	<b>\$253,738</b>				
<b>Repair</b>	<b>Year 6</b>	<b>Year 7</b>	<b>Year 8</b>	<b>Year 9</b>	<b>Year 10</b>				
Crack Seal (Major)	\$0	\$0	\$0	\$0	\$0				
Crack Seal (Minor)	\$48,161	\$26,187	\$42,676	\$44,661	\$41,595				
FDR & Cold Mix (4")	\$0	\$0	\$0	\$0	\$204,054				
HMA Overlay (1")	\$0	\$0	\$0	\$110,609	\$0				
HMA Overlay (1.5")	\$199,346	\$0	\$45,957	\$101,189	\$0				
HMA Shim (1/2") & Chip Seal	\$0	\$0	\$0	\$0	\$0				
Milling / HMA (1.5")	\$0	\$226,844	\$151,548	\$0	\$0				
<b>Total</b>	<b>\$247,507</b>	<b>\$253,031</b>	<b>\$240,181</b>	<b>\$256,459</b>	<b>\$245,650</b>				

Annual Repair Cost and PCI						
Deerfield 2019 - Scenario 2: Priority Roads 85						
	Year 1	Year 2	Year 3	Year 4	Year 5	
Average PCI After Repairs	82.04	80.24	78.54	76.76	75.18	
Average PCI Without Repairs	71.15	67.95	64.90	61.99	59.21	
Total Miles Treated	21.18	11.99	9.20	11.74	9.45	
Total Repair Cost	\$1,154,301	\$87,943	\$68,778	\$93,248	\$76,694	
	Year 6	Year 7	Year 8	Year 9	Year 10	
Average PCI After Repairs	73.43	71.92	68.99	67.82	67.42	
Average PCI Without Repairs	56.55	54.01	51.59	49.28	47.07	
Total Miles Treated	11.12	9.53	1.03	8.66	10.38	
Total Repair Cost	\$94,390	\$82,294	\$22,296	\$261,843	\$413,577	

# Annual Repair Cost by Repair

## Deerfield 2019 - Scenario 2: Priority Roads 85

Repair	Year 1	Year 2	Year 3	Year 4	Year 5
Asphalt Rubber SAM	\$336,735	\$0	\$0	\$0	\$0
Chip Seal	\$95,452	\$0	\$0	\$0	\$0
Crack Seal (Major)	\$0	\$87,254	\$68,198	\$93,248	\$76,694
Crack Seal (Minor)	\$0	\$689	\$581	\$0	\$0
FDR w/ CaCl2 and HMA (4")	\$60,897	\$0	\$0	\$0	\$0
HMA Overlay (1")	\$578,885	\$0	\$0	\$0	\$0
HMA Overlay (1.5")	\$58,732	\$0	\$0	\$0	\$0
Milling / HMA (1.5")	\$23,600	\$0	\$0	\$0	\$0
Sand Seal	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$1,154,301</b>	<b>\$87,943</b>	<b>\$68,778</b>	<b>\$93,248</b>	<b>\$76,694</b>
Repair	Year 6	Year 7	Year 8	Year 9	Year 10
Asphalt Rubber SAM	\$0	\$0	\$0	\$0	\$0
Chip Seal	\$0	\$0	\$0	\$57,684	\$369,131
Crack Seal (Major)	\$94,390	\$82,294	\$2,284	\$0	\$0
Crack Seal (Minor)	\$0	\$0	\$0	\$0	\$0
FDR w/ CaCl2 and HMA (4")	\$0	\$0	\$0	\$0	\$0
HMA Overlay (1")	\$0	\$0	\$0	\$0	\$0
HMA Overlay (1.5")	\$0	\$0	\$0	\$0	\$0
Milling / HMA (1.5")	\$0	\$0	\$0	\$0	\$0
Sand Seal	\$0	\$0	\$20,012	\$204,159	\$44,446
<b>Total</b>	<b>\$94,390</b>	<b>\$82,294</b>	<b>\$22,296</b>	<b>\$261,843</b>	<b>\$413,577</b>

# Annual Repair Cost and PCI

## Deerfield 2019 - Scenario 3c: ALL ROADS 85 + maintenance

	Year 1	Year 2	Year 3	Year 4	Year 5
Average PCI After Repairs	91.02	94.14	92.55	92.38	92.06
Average PCI Without Repairs	71.15	67.95	64.90	61.99	59.21
Total Miles Treated	48.19	45.65	19.23	26.73	22.29
Total Repair Cost	\$1,593,507	\$253,453	\$58,163	\$65,677	\$111,407
	Year 6	Year 7	Year 8	Year 9	Year 10
Average PCI After Repairs	92.12	91.80	92.37	91.48	92.16
Average PCI Without Repairs	56.55	54.01	51.59	49.28	47.07
Total Miles Treated	26.67	22.35	29.92	19.10	29.67
Total Repair Cost	\$172,709	\$127,531	\$93,769	\$87,374	\$87,472

# Annual Repair Cost by Repair Category

## Deerfield 2019 - Scenario 3c: ALL ROADS 85 + maintenance

Description	Year 1	Year 2	Year 3	Year 4	Year 5
Crack Sealing	\$20,711	\$151,831	\$43,716	\$65,677	\$61,930
Overlays	\$632,017	\$685	\$0	\$0	\$0
Patching	\$26,049	\$100,937	\$4,111	\$0	\$49,477
Pavement Preservation/Maintenance	\$791,942	\$0	\$10,336	\$0	\$0
Rehabilitate and Rebuild	\$122,788	\$0	\$0	\$0	\$0
Total	\$1,593,507	\$253,453	\$58,163	\$65,677	\$111,407
Description	Year 6	Year 7	Year 8	Year 9	Year 10
Crack Sealing	\$172,709	\$122,873	\$93,769	\$87,374	\$87,472
Overlays	\$0	\$0	\$0	\$0	\$0
Patching	\$0	\$4,659	\$0	\$0	\$0
Pavement Preservation/Maintenance	\$0	\$0	\$0	\$0	\$0
Rehabilitate and Rebuild	\$0	\$0	\$0	\$0	\$0
Total	\$172,709	\$127,531	\$93,769	\$87,374	\$87,472