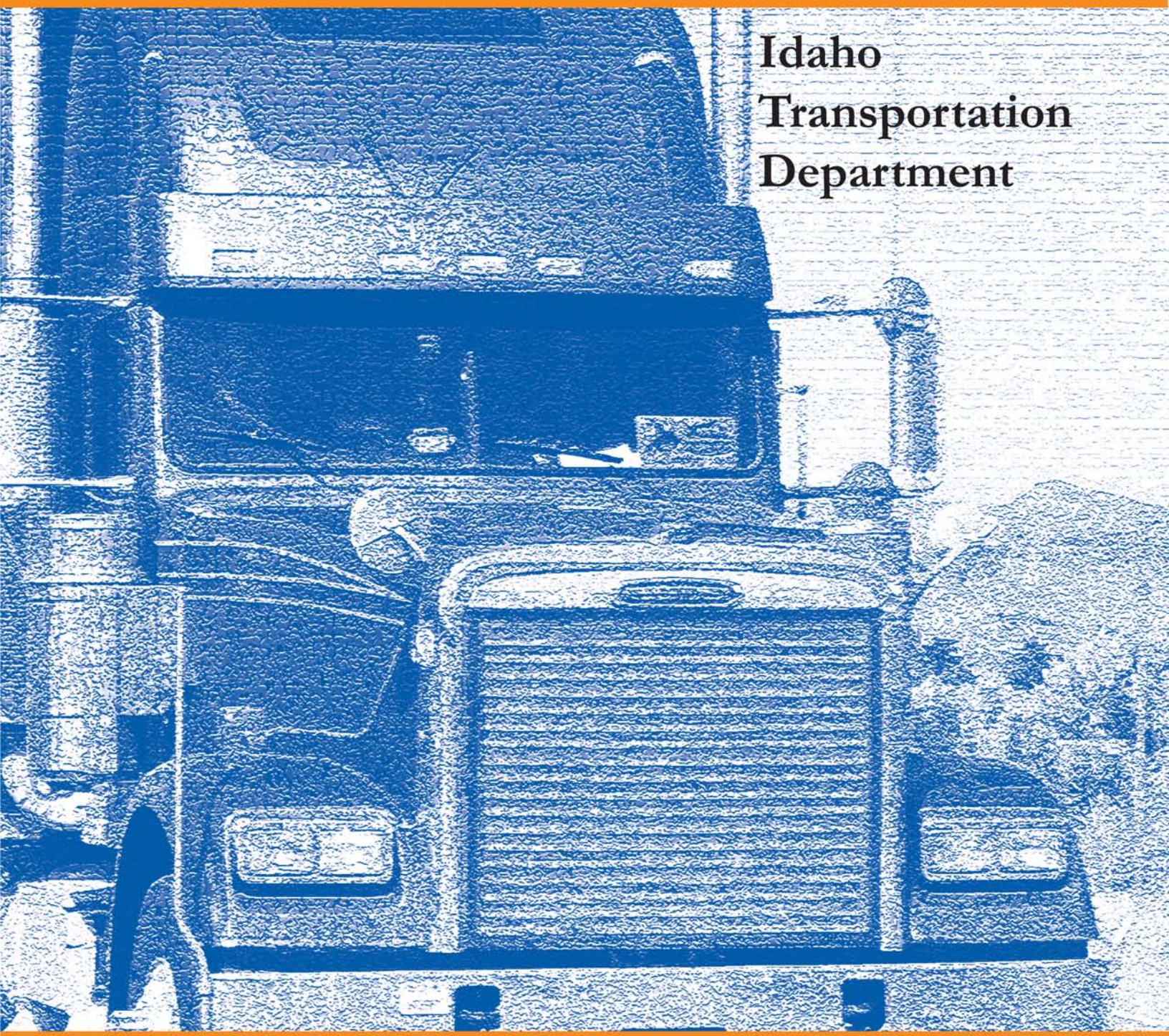
129,000 Pound Pilot Project



Idaho Transportation Department

Report to the 62nd Idaho Legislature 2013

129,000 POUND PILOT PROJECT

REPORT TO THE 62nd IDAHO STATE LEGISLATURE

JANUARY 2013

REPORT CONTENTS

EXECUTIVE SUMMARY

In 2003, the Idaho Legislature passed House Bill 395, which created a pilot project to test the effect of increasing the legal truck weights on State Highways. Trucks configured to increase gross vehicle weight (GVW) from 105,500 pounds to 129,000 pounds were permitted on 16 specified routes. In 2005 and 2007, an additional 19 routes were included for a total of 35 specified routes. At the time the Idaho pilot project began, four states that border Idaho (Montana, Utah, Nevada and Wyoming) already permitted trucks with gross vehicles weights greater than 105,500 pounds.

The Idaho Transportation Department (ITD) was tasked with studying the impacts of the pilot project on roadway safety, bridges, and pavement, and reporting to the Legislature every three years. Previous reports were submitted to the Legislature in 2007 and 2010. This is the final report of ITD's observations over the 10 years of the pilot project.

Between fiscal years 2004 and 2012, there were 264,169 pilot project trips made by 1,359 trucks from 127 different shipping companies. The main commodities hauled were sugar beets, hazardous waste, aggregates, agricultural feed, coal, and hay.

ITD did not observe any significant effect of the 129,000 pound pilot project trucks on pavements, bridges, or roadway safety. Project participants have reported economic benefits associated with this pilot project. Amalgamated Sugar Company estimated that they saved over $2.5 million during the pilot project. US Ecology, Inc. estimated that they had a 6% reduction in the number of trips per year amounting to an estimated total of 7,800 loads since 2004 using pilot project trucks. Their estimated savings from trip reductions has been $70,000-$180,000 per year.

129,000 POUND PILOT PROJECT

BACKGROUND

For years, the trucking industry has requested that the Legislature increase the maximum allowable gross vehicle weight on State routes. They asserted that this weight increase would reduce the number of trips, therefore reducing costs.

House Bill 623 established the first 129,000 pound pilot project in 1998, allowing 129,000 pound gross vehicle weight trucks on two State routes. It ran from 1998-2001, but because of very limited participation, the results of industry savings or effect on pavements, bridges, or safety were inconclusive. The trucking industry reported that because of the limited routes and short project time frame, it was not economically feasible to purchase specialized vehicles or convert any of their current fleet.

In 2003, the Idaho Legislature reestablished the 129,000 pound pilot project program with the passing of House Bill 395. The bill established a new 10-year study similar to the one implemented in 1998, providing haulers the option to transport heavier loads (up to a GVW of 129,000 pounds) if they purchased a special permit from ITD and used trucks specifically configured to carry the extra weight (see Figure 1 for typical truck configuration). The bill also granted local public highway agencies the authority to allow or disallow the pilot project vehicles on roads in their jurisdiction. Additional routes were added in 2005 (House Bill 146) and 2007 (Senate Bills 1138 and 1180), for a total of 35 designated routes. Senate Bill 1390 in 2008 revised the descriptions of some of the routes for clarification.

House Bill 395 directed the Idaho Transportation Department to "report to the Legislature on the effect of the pilot project program. The Department shall report on the results of its monitoring and evaluation of all important impacts, including impacts to safety, bridges, and pavement on all the State pilot project routes designated." As required, previous reports were submitted to the Legislature in 2007 and 2010. This report is the final report including all observations over the past 10 years.

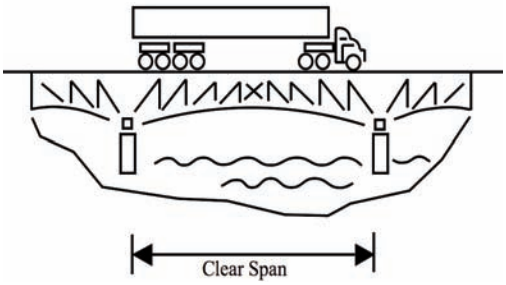
FIGURE 1

Typical truck configured for 105,500 pounds GVW. (8 axles)

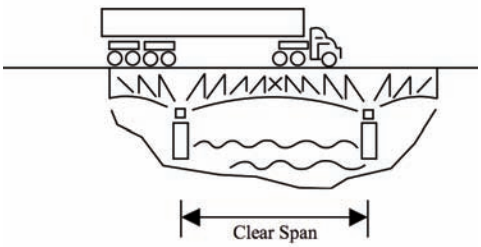
Pilot project truck configured for 105,500 to 129,000 pounds GVW. (10 axles)

NATIONAL RESEARCH

The National Cooperative Highway Research Program (NCHRP) developed a Directory of Significant Truck Size and Weight Research under NCHRP Project 20-07, Task 303 to provide a brief, well organized summary of significant research related to large truck size and weight for use by decision-makers. The Directory was published in October, 2011. This research generated some pertinent information on pavements, bridges, and safety summarized below.



For pavements, axle weight is a more significant determinant of pavement damage than gross vehicle weight. Truck weight limits that allow a higher GVW distributed over more axles do not necessarily lead to higher pavement costs and can even produce savings. Pavement damage typically varies by design/road classification; the same weight vehicle will do exponentially more damage to a rural road than an interstate highway.



For bridges, proposed increases to truck size and weight limits are consistently predicted to increase infrastructure costs. The number of axles on a truck has little impact on bridges; bridge stress is affected more by the total amount of load than by the number of axles. Bridge stress generally increases with axle group weight and, except on some continuous bridges with long spans, generally decreases with the separating distance.

Regarding safety, with some consistency, heavier trucks were associated with less crashes due to fewer trucks needed, but higher crash severity. Oversized, overweight trucks were observed to have slightly higher crash rates due to vehicle handling and stability characteristics. Overall, results relating to truck configuration are inconclusive.

At the time the Idaho pilot project began, four states that border Idaho already permitted trucks with gross vehicle weights greater than 105,500 pounds. Because none of these states have changed their weight policies in many years, it is an indication that they do not consider the heavier trucks to be detrimental. Montana, Utah and Nevada allow gross weights of 129,000 pounds or higher using Federal Bridge Formula B. Wyoming allows 117,000 pounds on Interstate highways and higher gross weights for non-interstate routes. Federal Bridge Formula B is used to determine maximum axle weights and groups of axle weights as well as gross weight. These weight calculations are determined by the number of axles and the axle spacing of the vehicle configuration.

ECONOMIC IMPACT

House Bill 395, which established the 129,000 pound pilot project in 2003 contained the following in its Statement of Purpose:

> "Idaho's sugar beet, potato, wheat and grain, milk and phosphate industries have identified a small number of state highways in southwest, south-central and southeastern Idaho that they would use if selected as test routes under the new pilot project that this bill creates. These industries calcu-

late that over the 10 year life of the new pilot project they will save millions of dollars in transportation costs because heavier trucks substantially reduce the total number of truck trips necessary to transport their commodities. Because the routes in the bill will be used by these industries, the data necessary to fully evaluate the use of 129,000 pound trucks can finally be obtained."

In order to determine how the pilot project has impacted industry, we looked at studies from other states and we received statements from the companies who have had the greatest participation in the pilot project.

According to the *Directory of Significant Truck Size and Weight Research*, increased truck size and weight limits consistently result in industry cost savings and the magnitude of industry cost savings varies by carrier type, the nature of transportation services offered, and typical commodities transported. Estimated industry cost savings — attributable to increased truck size and weight limits and subsequent use of alternative configurations — generally range from 1.4 to 11.4 percent of annual transport costs in the United States.

In a study titled *Infrastructure and Economic Impacts of Changes in Truck Weight Regulations in Montana* published by Montana State University in Transportation Research Record 1653, the authors note:

"The infrastructure costs … are but one way in which truck weight limits affect the state's economy. The other economic effect, usually not addressed in truck size and weight studies, is the effect on economic productivity and its consequences."

The Montana study also states "An increase in maximum GVW has a positive impact on the state's economy."

In Idaho, US Ecology, Incorporated (USEI) reported a 3% reduction in costs per year by reducing the number of trips and increasing the payload transported per load from 66,000 pounds to 78,000 pounds, while at the same time slightly reducing average axle weights. They estimate an approximate 6% reduction in the total number of trips per year amounting to an estimated total of 7,800 loads since 2004 using pilot project trucks. Their estimated savings from trip reductions has been $70,000-$180,000 per year. They also realized a large indirect benefit when the Mountain Home Highway District (MHHD) authorized pilot project trucks on roads under its jurisdiction in 2004. This provided an opportunity for USEI to partner with MHHD and the J.R. Simplot Company to pave Simco Road near their rail transfer facility in Elmore County. USEI was then able to bypass the city of Mountain Home and reduce truck-miles traveled, thereby reducing their costs. USEI has estimated their annual savings from paving Simco road to be $1M – $2.1M per year depending on their yearly volume.

The Amalgamated Sugar Company, LLC uses Transystems, Inc. to haul their sugar beets. They reported a total three-year savings of $289,573 for the first three years of the pilot project (2004-2006); a yearly savings between $250,000 and $350,000 for each year from 2007-2009; and a savings of over $450,000 for each year from 2010-2012. They reported that tonnage hauled on pilot project routes has increased from roughly three-quarters of a million tons each year to over 1.3 million tons over the course of the ten years. In the 2011-2012 crop year they reported an estimated 6,212 round trips reduced and an estimated 54,855 gallons of diesel fuel saved through use of pilot project trucks.

Burns Concrete 11-axle bulk cement powder transfer truck for pilot program routes.

Burns Concrete 10-axle aggregate transfer truck and trailer for pilot program routes.

Burns Concrete 5-axle truck and 5-axle pup for pilot program routes.

Several of the industries noted in the Statement of Purpose for House Bill 395 have not been able to participate in the pilot project because the inability to use Interstate Highway routes has limited connectivity to important destinations for these industries. Without the connectivity, they cannot achieve sufficient cost savings to justify the cost of acquiring new trucks or converting existing trucks to be able to haul the additional weight.

DATA COLLECTION

Trips

As a condition of their permit, trucking companies were required to enter into a database the commodity, trip date, origin, destination, and routes traveled for each pilot project load hauled. They entered the information via an online data collection form within 30 days of the trip. Descriptive statistics on this data is presented in Appendix B. During the first three years of the pilot project, trucking companies were sent questionnaires aimed at determining strengths and weaknesses of the program.

Safety

The Office of Highway Safety continuously compiles crash data in an effort to identify disproportionately dangerous road segments and to track improvements in safety. Crashes are separated into categories of

vehicle crashes and commercial vehicle crashes. Pilot program truck crashes were not able to be tracked separately from commercial vehicle crashes. Truck crash rates include all commercial motor vehicle crashes and not just those trucks over 105,500 pounds gross vehicle weight. Commercial motor vehicles are buses, truck tractors, tractor-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 8,000 pounds gross vehicle weight.

Crashes are tracked on each roadway segment and measured in total number of crashes and crash rate per hundred million vehicle miles traveled. Truck crash rates fluctuate more dramatically than vehicle crash rates because the numbers involved are much smaller, and a small change in the number of crashes can result in a large change in the crash rate.

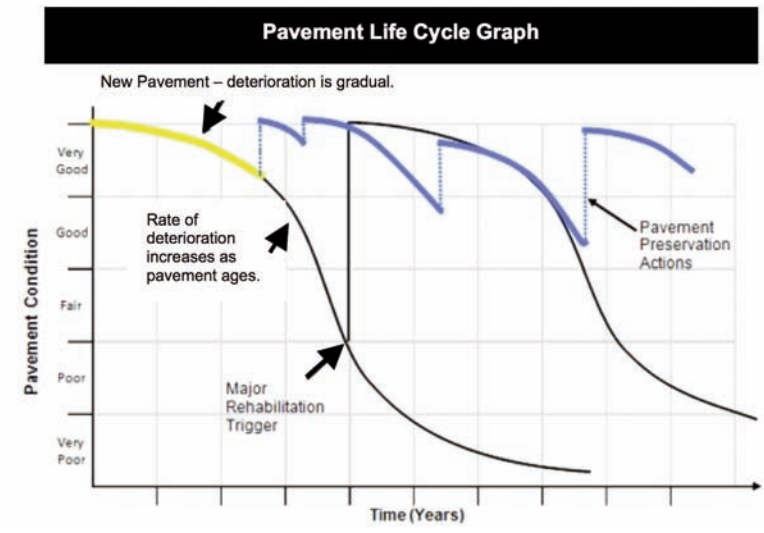
Pavement

Pavement deterioration, over time, is caused by a variety of factors including but not limited to traffic volume and loading; moisture; allowable speed limit; terrain type; solar radiation; and temperature changes. Pavement data is collected annually by both a Pathways Profiler van that measures International Roughness Index and rutting depth, and by visual windshield survey for cracking on all state highways. This data is averaged over road segments to measure a cracking index, roughness index, and rutting depth.

Cracking Index: Repeated cycles of axle loads can cause progressive cracking which results in pavement deterioration. This cracking is due to both the axle weight of each vehicle and the accumulation of the incremental damage that occurs after each axle load passes.

A condition index (Cracking Index) between 0.0 and 5.0 is given to the pavement, based on size and location of cracks, percentage of the roadway surveyed that shows distress, and type of road surface. A 5.0 rating is good pavement with no visible distress and 0.0 is maximum distress. Additionally, the roadways are rated for 6 different types of cracking, and each of those cracking types is assessed for severity and extent (low, medium, and high).

Roughness Index: ITD uses a worldwide standard for measuring pavement smoothness called the International Roughness Index, or IRI. IRI was developed by the World Bank in the 1980's and is used in all of the states, as well as several countries. IRI is used to define a characteristic of the longitudinal profile of a traveled wheel track and constitutes a standardized roughness measurement. The commonly recommended units are meters per kilometer (m/km) or millimeters per meter (mm/m). IRI is gathered by the Profiler van.



The index measures pavement roughness in terms of the number of inches per mile that a laser, mounted on the

Profiler van, jumps as the van is driven along the roadway. Typically, the lower the IRI number, the smoother the ride; **but IRI is not known as a direct measure of rider discomfort.**

Idaho takes the measured IRI values for pavement and compresses them onto a 0.0-5.0 scale, similar to the Cracking Index scale, where 0.0 is very rough and 5.0 is very smooth. ITD calls this the pavement Roughness Index, or "RI". These numbers are collected and reported annually.

Rutting: Like cracking, rutting is dependent upon both the axle load and the number of passes of the axle load. However, because the characteristic (stiffness) of an asphalt pavement that helps it resist rutting can actually make the pavement more prone to cracking, rutting is measured independently to assure the pavement is providing the optimal service. Rutting is the average (in inches) of the rutting that occurs in the left and right wheel paths. This data is collected by the Pathways Profiler Van.

From 1995 to 2008 ITD used Pathway® Profiler van technology and its predecessors to gather the majority of the pavement data. In 2008 ITD purchased a new road profiler van that greatly enhances the quality and quantity of data that can be obtained and processed. The profiler van drives every mile of the state highway system annually and records its progress on video images of both the front view out of the van and the pavement surface. With the new van, the images are of much higher resolution and the rutting detection lasers have been vastly improved. Previous versions used five laser points to collect rutting data; the new van employs 1,280 points.

Bridges

The Code of Federal Regulations requires every state transportation department to conduct bi-annual bridge inspections (pilot route bridges were inspected annually) of all bridges on State routes for the National Bridge Inventory (NBI). As part of the NBI inspection bridge inspectors assign a condition rating for the bridge deck, superstructure, and substructure.

Deck: The bridge deck is the element most susceptible to damage from heavy vehicles. It can exhibit all the same distresses of pavements including rutting, and cracking. The deck rating is on a scale of 0-9 where a 9 represents a new deck and 0 represents a bridge that is closed to service due to a poor deck condition.

Superstructure: The bridge superstructure includes all structural members of the bridge. The superstructure should be less susceptible to damage from heavy vehicles but the damage may be less apparent and more likely to cause a catastrophic failure. The superstructure rating is on a scale of 0-9 where a 9 represents a new superstructure and 0 represents a bridge that is closed to service due to a poor superstructure condition.

Substructure: The bridge substructure includes piers, abutments, piles, fenders, and footings. Deterioration of the substructure is typically due to environmental conditions such as water flow and channel migration rather than traffic. The substructure rating is on a scale of 0-9 where a 9 represents a new substructure and 0 represents a bridge that is closed to service due to a poor substructure condition.

DISCUSSION OF STUDY DATA

Trips

Reported data indicates 127 trucking companies with 1,359 trucks configured to haul a maximum of 129,000 pounds made 264,169 trips on the 35 specified pilot project routes. Of those trucking companies, 12 companies hauled 1 load, 43 companies hauled less than 10 loads, 79 companies hauled less than 100 loads, and 110 companies hauled less than 1,000 loads. Transystems, US Ecology, Inc. and Burns Concrete hauled more than 10,000 loads each, accounting for nearly 80% (180,991 loads) of the total loads. Transystems accounted for more than half of the total loads with 126,999 total loads. The most heavily utilized routes were SH-24, SH-25, and SH-78.

There was a 110% increase in participation in the pilot project between FY 2007 and FY 2008 due to the addition of 18 routes by the Legislature. There were 94,160 total trips made on these additional routes through FY 2012. It allowed additional shipping companies to participate in the pilot program and provided enhanced efficiency for those companies already participating.

Safety

For the purpose of analysis, a crash rate for all vehicles and trucks was calculated for individual pilot project routes, all project routes combined, the most utilized pilot project routes (SH-24, 25, 78) and all State Roads including the Interstate system. Crash rates were calculated for five time periods, one before the pilot project and four during the pilot project. For full results refer to Appendix C.

There was very little difference in the total vehicles crash rate between the pilot project routes, most utilized pilot project routes, and all routes. There was a slight increase (Table 1) in the crash rate for trucks on pilot routes compared to commercial crash rates on non-pilot routes. There was also an increase on the most utilized pilot project routes in comparison to the rest of the pilot routes and non-pilot routes.

None of the increases in crash rates observed are statistically significant. ITD was not able to track pilot project trucks separately from all trucks. ITD requested crash information from the two main haulers. US Ecology, Inc. reported that none of their pilot project trucks were involved in any crashes during the pilot project period. Transystems reported that pilot project trucks were involved in 17 total crashes during the pilot project of which one included an injury and one included a fatality.

Pavement

For the purpose of the analysis, all State Highways in Districts 3, 4, 5, and 6 were separated into two groups:

- Non-pilot project routes which are routes that were never part of the pilot project, and
- Pilot project routes which were at some point involved in the pilot project.

A subset of the most utilized pilot project routes (SH-24, 25, and 78) was also analyzed. A weighted average for the rutting depth, roughness index, and cracking index was calculated for each year. **All segments with incomplete data were removed from the analysis.**

The weighted average for rutting, cracking index, and roughness index for each year were plotted, the results are included in Appendix D. The difference between the weighted average in 2003 prior to the pilot project, and 2012, after the pilot project, are presented below in Table 2. This number represents the deterioration that occurred over that time span, a positive number indicates an improvement.

For **rutting depths**, the pilot routes improved slightly while the non-pilot and most heavily traveled pilot routes deteriorated slightly.

The **roughness index** improved for both the pilot and non-pilot routes but it deteriorated on the most utilized routes. None of these differences were statistically significant.

The **cracking index** improved for all groups, improving most for the pilot routes and least for the most utilized pilot routes.

The improvement of rutting depth, roughness index and cracking index can be attributed to the pavement projects that were performed on these routes as part of the maintenance that our Districts perform to keep pavement serviceable to the public.

Bridges

For the purpose of analysis, all bridges on State Highways were split into groups: Bridges on Pilot Project routes since 2003 (120 bridges), non-pilot project bridges since 2003 (1,180 bridges), and the most utilized pilot project routes SH-24, SH-25, and SH-78 (16 bridges). For the pilot project routes that were added to the study in 2008 (133 bridges,) the Inspector bridge ratings were compared before and after their inclusion in the project. Bridges that were built during this time period (2003-2011), and bridges that did not have ratings for the entire 10 year period were removed from the analysis.

Deck, superstructure, and substructure ratings for all three groups deteriorated, with the pilot routes deteriorating the most followed by the most utilized pilot routes, then the non-pilot routes. These results are interesting in that one would expect that if the pilot trucks were causing the observed increase in damage

between the pilot and non-pilot routes, you would see an increase in the deterioration on the most utilized routes over all the pilot routes, which was not the case.

No significant differences were observed in the rate of deterioration on deck, superstructure, and substructure inspector ratings for pilot project bridges, the heaviest used pilot project bridges, and non-pilot project bridges. No significant differences were observed in the rate of deterioration on deck, superstructure, and substructure inspector ratings for the added bridges before and after inclusion in the pilot project. Please refer to Appendix E for the full results.

ISSUES AFFECTING DATA ANALYSIS

There are several issues that have complicated the data analysis for the 129,000 pound pilot project:

- Small sample size
- Pilot project truck impacts vs. annual permit trucks and other truck impacts
- Pavement and bridge rehabilitation
- Route changes

Small sample size
The number of trips made by the project trucks represents a small portion of the total truck traffic on the study routes, and an even smaller portion of the total vehicle volume on most of the routes. Even for those highways most heavily used by study participants (i.e. portions of SH-24, SH-25 and SH-78), the pilot project trucks generally make up less than two percent of the total truck volume. For example, the highest volume of pilot project trips occurred on SH-24 where 97,969 trips were recorded during the past 10 years. By comparison, the ten-year total truck volume for this route was nearly 1.7 million trucks and the 10-year total traffic was 38.4 million vehicles.

Pilot project truck impacts vs. annual permit trucks and other truck impacts
Pavement deterioration over time is caused by a variety of factors, such as traffic volume and loading, moisture, terrain type, allowable speed limit, and temperature changes. Repeated cycles of axle loads can cause progressive cracking which results in pavement deterioration. This cracking is due to both the axle weight of each vehicle and the accumulation of the incremental damage that occurs after each axle load passes. It is not possible to determine what portion of pavement cracking is attributable to pilot project trucks, what portion is due to all other trucks, and what portion is due to moisture and temperature changes.

Annual overweight permits are issued to companies to allow them to haul non-reducible loads in excess of legal weights on designated routes that include all of the pilot project routes. Each permit is issued for a specific truck, but the number and location of the trips made by these trucks is unknown, as they are only required to report the mileage that they travel. Due to the overall weights and the individual axle weights of the trucks allowed by these annual permits, they can exceed those allowed for pilot project trucks, and their effect on pavements and bridges may be considerable. The ratio of annual overweight permits issued compared to pilot project truck permits has been about 20:1.

Also, although the number of non-permitted (illegal) overweight trucks is not known, their impact can be quite significant. The weight carried by these trucks is often concentrated on a limited number of axles within a short wheelbase. This type of configuration is the most damaging to both pavements and bridges, and can also be a safety concern because the truck carries more weight than it was designed to handle.

Pavement and bridge rehabilitation
Planned pavement preservation projects, such as seal coats and maintenance overlays, continue to occur on pilot project routes. Maintenance and preservation projects like sealcoats and thin overlays improve a crack indices by 0.3 points. Larger and deeper projects, such as mill and inlays, cold in place recycles, and partial depth reclamations return a pavement to its best condition at 5.0. It is not possible to establish if there is any long-term pavement deterioration caused by the pilot project in these areas.

Since 2003, bridge rehabilitation and replacement projects on the pilot project routes have continued as scheduled. Since bridge condition is positively influenced by this work, it poses a problem in evaluating the effect of the pilot project on bridges similar to that discussed for pavements.

Route changes
A total of 16 pilot project routes were originally designated in House Bill 395 in 2003. In 2005, the Idaho Legislature passed House Bill 146 which corrected a segment of an originally designated route and resulted in a total of 17 designated routes. In 2007, Senate Bill 1138 was passed which corrected the descriptions of three routes and added 17 new routes for a total of 34 designated routes. Later in the same session. Senate Bill 1180 was passed and added one more route for a total of 35 designated routes.

The goal of adding new highway segments to the study was to increase participation. However, even though the addition of routes has resulted in a proportionate increase in permits, it also means that only half of the routes will have been monitored for the entire duration of the study.

CONCLUSIONS

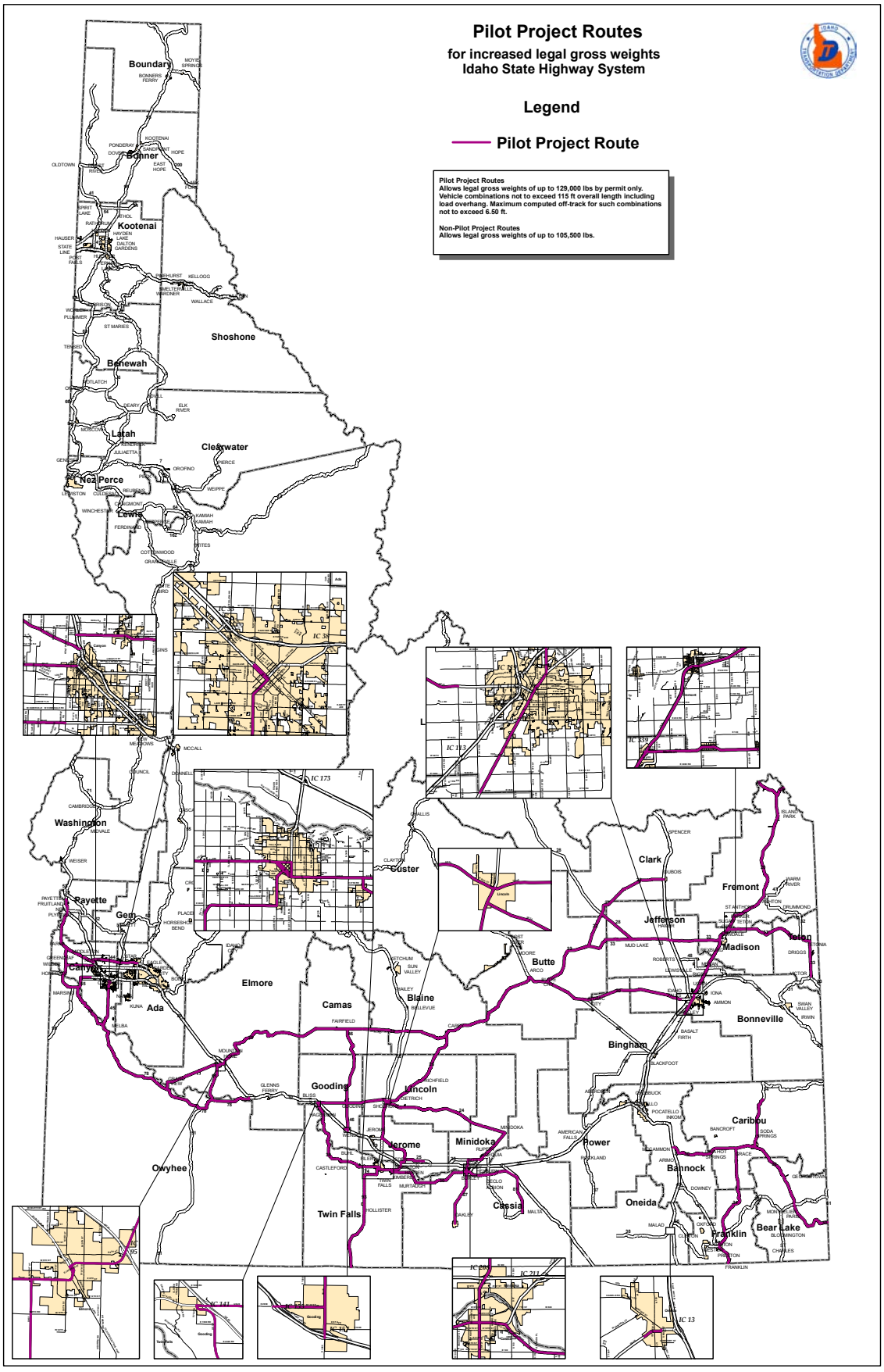
ITD did not observe any significant effect of the 129,000 pound pilot project trucks on pavements, bridges, or safety. The pilot project trucks comprise a small percentage of the overall truck traffic. The collected data has a high variability due to untracked annual permits, illegal loads, and continued pavement and bridge rehabilitation.

There is no basis in national research or current pavement stress models to expect that more weight spread over more axles would cause more damage to flexible asphalt pavements, and none was observed. National research has suggested that rigid concrete pavement may experience increased damage due to some axle combinations, but this relationship has had mixed results in research. This research did not include any pilot project routes on concrete pavement.

National research has suggested that bridges may be more susceptible to damage from vehicles with a higher gross vehicle weight regardless of the amount of axles but it was not observed in this study. A 129,000 pound load exceeds the inventory rating on many State bridges but not the operating rating. According to AASHTO Guidelines (The Manual for Bridge Evaluation) allowing unlimited numbers of vehicles to use the bridge at operating level may shorten the life of the bridge.

Project participants have reported economic benefits associated with this pilot project. Amalgamated Sugar Company estimated that they saved over $2.5 million during the pilot project. US Ecology, Inc. estimated that they had a 6% reduction in the number of trips per year amounting to an estimated total of 7,800 loads since 2004 using pilot project trucks. Their estimated savings from trip reductions has been $70,000-$180,000 per year.

APPENDIX A
Route Information


Pilot Project Routes
for increased legal gross weights
Idaho State Highway System
Legend
Pilot Project Route
Pilot Project Routes
Allows legal gross weights of up to 129,000 lbs by permit only.
Vehicle combinations not to exceed 115 ft overall length including load overhang. Maximum computed off-track for such combinations not to exceed 6.50 ft.
Non-Pilot Project Routes
Allows legal gross weights of up to 105,500 lbs.
Boundary
Bonner
Kootenai
Shoshone
Benewah
Latah
Clearwater
Nez Perce
Lewis
Washington
Payette
Gem
Canyon
Ada
Elmore
Camas
Blaine
Owyhee
Twin Falls
Gooding
Lincoln
Jerome
Minidoka
Cassia
Power
Oneida
Bannock
Caribou
Bear Lake
Franklin
Bonneville
Bingham
Jefferson
Madison
Fremont
Clark
Butte
Custer

Pilot Project Routes

ROUTE	HIGHWAY	ITD SEGMENT CODE	BEGIN MILEPOST	END MILEPOST	LENGTH	DESCRIPTION
a	US-93	002220	0.000	38.050	38.050	Nevada state line to junction with SH-74
	SH-74	016297	0.010	0.050	0.040	Junction US-93 to SH-74 connector
	SH-74	002210	0.000	7.835	7.835	Junction US-93 to intersection Shoshone Street with 2nd Avenue E and 2nd Avenue N
	SH-74 Conn	007630	0.000	0.129	0.129	SH-74 connector from Washington Street to 3600 N Road
	US-30	002040	217.915	223.505	5.590	2nd Avenue W and Shoshone Street to junction with SH-50
	US-30	002043	217.931	218.674	0.743	2nd Avenue N and Addison Avenue to 2nd Avenue E and Blue Lakes Boulevard
	SH-50	002260	0.000	8.092	8.092	Junction with US-30 to junction with SH-25
	SH-50 Conn	016035	0.000	0.140	0.140	Junction with SH-50 to junction with SH-25
	SH-25	002270	5.353	19.258	13.905	Junction with SH-50 to junction with US-93
	US-93	002220	58.731	73.659	14.928	Junction with SH-25 to junction with SH-75
	US-93	002240	165.950	199.270	33.320	Junction with SH-75 to junction with Old US-93
	US-93	007356	199.270	201.684	2.414	Junction with Old US-93 to milepost 201.684
	US-93	002240	201.850	226.286	24.436	Milepost 201.850 to milepost 226.286
	US-93	002240	226.327	248.555	22.228	Milepost 226.327 to intersection of Grand Avenue and Front Street in Arco
	US-20	002240	248.555	256.073	7.518	Intersection of Grand Avenue and Front Street in Arco to junction with SH-33
	SH-33	002460	0.000	78.236	78.236	Junction with US-20 to junction with US-20 EB off ramp IC #133
	US-20	002070	333.190	348.082	14.892	Junction with US-20 EB off ramp IC #133 to milepost 348.082
	US-20	002070	349.000	406.300	57.300	Milepost 349.000 to Montana state line
				Total Length =	**329.796**	**Miles**
b	US-91	002350	0.000	9.265	9.265	Utah state line to junction with SH-34
				Total Length =	**9.265**	**Miles**
c	I-15B	001340	3.610	4.338	0.728	Junction with I-15 SB On/Off ramps IC#47 to junction with US-30
	US-30	002040	359.493	362.903	3.410	Junction with I-15B to end 2009 realignment
	US-30	002040	362.937	387.020	24.083	Milepost 362.937 to milepost 387.020
	US-30	002040	399.026	455.481	56.455	Milepost 399.026 to Wyoming state line
				Total Length =	**84.676**	**Miles**
d	US-95	001540	26.266	28.941	2.675	Junction with SH-55 to milepost 28.940
	US-95	001540	29.000	33.345	4.345	Milepost 29.000 to milepost 33.345
	US-95	001541	33.345	34.253	0.908	Milepost 33.345 to milepost 34.230
	US-95	001540	34.642	45.440	10.798	Milepost 34.642 to milepost 45.440
	US-95 Conn	030838	45.440	45.509	0.069	Junction with US-95 to junction with US-20/26
	US-95	002070	9.492	9.647	0.155	Junction with US-95 connector to junction with US-20/26
	US-95	001540	45.640	48.630	2.990	Milepost 45.640 to milepost 48.630
	US-95	016040	48.630	49.120	0.490	Milepost 48.630 to milepost 49.120
	US-95	001540	49.120	63.800	14.680	Milepost 49.120 to milepost 63.800
	US-95	001540	64.000	66.000	2.000	Milepost 64.000 to milepost 66 (Fruitland)
				Total Length =	**39.110**	**Miles**

ROUTE	HIGHWAY	ITD SEGMENT CODE	BEGIN MILEPOST	END MILEPOST	LENGTH	DESCRIPTION
e	SH-19	002050	9.070	19.860	10.790	Junction with US-95 (Wilder) to junction with I-84B (Caldwell)
				Total Length =	**10.790**	**Miles**
f	SH-78	002190	0.000	76.004	76.004	Junction with SH-55 (Marsing) to junction with SH-51
	SH-51	002170	69.918	76.582	6.664	Junction with SH-78 to junction with SH-78
	SH-78	002190	82.680	98.640	15.960	Junction with SH-51 to junction with I-84B (Hammett)
				Total Length =	**98.628**	**Miles**
g	SH-67	005320	0.000	2.735	2.735	Junction with SH-78 (Grandview) to milepost 2.735
	SH-67	016410	2.735	3.123	0.388	Milepost 2.735 to milepost 3.123
	SH-67	005320	3.230	16.319	13.089	Milepost 3.230 to Grandview Road
	SH-67	002180	1.471	8.948	7.477	Grandview Road to junction with SH-51 (Mountain Home)
				Total Length =	**23.689**	**Miles**
h	SH-55	001990	0.000	10.614	10.614	Junction with US-95 to junction with Farmway Road
				Total Length =	**10.614**	**Miles**
i	SH-25	002270	46.025	50.830	4.805	Junction with SH-27 (Paul) to its junction with SH-24.
	SH-25	025310	50.830	50.978	0.148	
				Total Length =	**4.953**	**Miles**
j	SH-25	002270	5.353	27.000	21.647	Junction with US-93 to milepost 27 (Hazelton)
				Total Length =	**21.647**	**Miles**
k	SH-24	002280	3.549	3.735	0.186	Junction with SH-25 to junction with old SH-25
	SH-24	002270	51.068	52.455	1.387	Junction with SH-25 to junction with SH-25
	SH-24	002280	5.120	67.533	62.413	Junction with SH-25 to junction with US-93
				Total Length =	**63.986**	**Miles**
l	US-20	002240	256.073	272.000	15.927	Junction with SH-22/33 to junction with US-26
	US-20	002070	263.770	303.512	39.742	Junction with US-26 to Shelley New Sweden Road
				Total Length =	**55.669**	**Miles**
m	SH-34	002360	7.620	50.476	42.856	Junction with US-91 to junction with US-30
	US-30	002040	386.450	387.020	0.570	Junction with SH-34 to milepost 387.020
	US-30	002040	399.026	405.543	6.517	Milepost 399.026 to junction with SH-34
	SH-34	002360	57.757	78.000	20.243	Junction with US-30 to milepost 78
				Total Length =	**70.186**	**Miles**
n	I-15B	001380	4.526	5.250	0.724	Yellowstone Avenue from junction with US-91 to Gallatin Road
				Total Length =	**0.724**	**Miles**
o	US-91	002350	120.561	122.866	2.305	Junction with Canyon Road to junction with I-15B
	US-91	001380	2.323	4.526	2.203	Junction with I-15B to junction with US-26 (Sunnyside Road)
				Total Length =	**4.508**	**Miles**
p	SH-22	002470	24.670	68.606	43.936	Junction with SH-33 to junction with I-15 NB ramps (Dubois)
				Total Length =	**43.936**	**Miles**

ROUTE	HIGHWAY	ITD SEGMENT CODE	BEGIN MILEPOST	END MILEPOST	LENGTH	DESCRIPTION
q	SH-45	002160	9.740	27.725	17.985	Junction with SH-78 to intersection of 2nd Street South and 11th Avenue (Nampa)
	SH-45	002161	27.580	27.650	0.070	Intersection of 3rd Street S and 12th Avenue to intersection of 3rd Street S and 11th Ave.
	I-84B	002040	57.935	58.665	0.730	Junction with SH-55 to intersection of 11th Avenue S and 3rd Street S (eastbound)
	I-84B	002042	57.904	58.670	0.766	Junction with SH-55 to intersection of 11th Avenue S and 2nd Street S (westbound)
	SH-45 Conn	015992	0.000	0.250	0.250	Junction with SH-78 to junction with SH-45
				Total Length =	**19.801**	**Miles**
r	SH-87	002520	0.000	9.133	9.133	Montana border to junction with US-20
				Total Length =	**9.133**	**Miles**
s	SH-33 Spur	002460	99.335	100.000	0.665	Junction with US-20 to junction with SH-33
	SH-33	002460	100.000	135.830	35.830	Junction with SH-33 Spur to MP 135.83
	SH-33	002460	136.000	149.622	13.622	MP 136.00 to junction with SH-31 (Victor).
				Total Length =	**50.117**	**Miles**
t	SH-28	002500	15.150	30.610	15.460	Junction with SH-22 to junction with SH-33
				Total Length =	**15.460**	**Miles**
u	SH-38	002320	0.689	1.318	0.629	Milepost 0.689 to milepost 1.318 at Malad
				Total Length =	**0.629**	**Miles**
v	SH-27	002290	0.000	21.807	21.807	Milepost 0 (Oakley) to junction with I-84B
	I-84B	002290	21.807	24.106	2.299	Junction with I-84B to I-84 WB on-ramp IC#208
	SH-27	002290	24.106	26.561	2.455	I-84 WB on-ramp IC#208 to junction with SH-25 (Paul)
				Total Length =	**26.561**	**Miles**
w	SH-81	002310	0.000	33.978	33.978	Junction with SH-77 (Malta) to junction with US-30 (Burley)
				Total Length =	**33.978**	**Miles**
x	US-30	002040	223.505	257.481	33.976	Junction with SH-50 at Kimberly to junction with SH-27 at Burley
	I-84B	002040	257.481	258.723	1.242	Junction with SH-27 at Burley to junction with SH-81 at Burley
				Total Length =	**35.218**	**Miles**
y	US-93 Spur	002221	0.000	0.910	0.910	Junction with US-30 to junction with US-93 at Twin Falls
				Total Length =	**0.910**	**Miles**
z	US-93 B	002220	46.549	47.457	0.908	Junction with US-30 to junction with US-93 spur at Twin Falls
				Total Length =	**0.908**	**Miles**
aa	US-30	002040	172.595	212.078	39.483	Junction with I-84B at Bliss to junction with US-93 east of Filer
	US-93 B	002040	212.078	216.899	4.821	Junction with US-30 east of Filer to Washington Street at Twin Falls
	US-30	002040	216.899	216.925	0.026	Addison Avenue from Washington Street to MP 216.925
	US-30	002040	217.186	217.915	0.729	MP 217.186 to junction with SH-74 (Shoshone Street)
	US-93 B	002043	217.199	217.282	0.083	Addison Avenue from Washington Street to 2nd Avenue N
	US-30	002043	217.282	217.931	0.649	2nd Avenue N from US-93 (Addison Avenue) to SH-74 (Shoshone Street)
				Total Length =	**45.791**	**Miles**

ROUTE	HIGHWAY	ITD SEGMENT CODE	BEGIN MILEPOST	END MILEPOST	LENGTH	DESCRIPTION
bb	I-84B	002240	138.600	138.970	0.370	Junction with US-30 (Bliss) to junction with I-84 WB on/off ramps IC#141
	US-26	002240	138.970	165.928	26.958	Junction with I-84 WB on/off ramps IC#141 to junction with SH-75 (Shoshone)
				Total Length =	**27.328**	**Miles**
cc	SH-46 Spur	002201	0.000	1.187	1.187	Junction with I-84 EB on/off ramps IC#155 to junction with SH-46 (Wendell)
				Total Length =	**1.187**	**Miles**
dd	SH-46	002200	100.000	116.998	16.998	Junction with I-84 EB on/off ramps IC#157 (Wendell) to MP 116.998
	SH-46	002202	116.998	118.951	1.953	Milepost 116.998 to milepost 118.951
	SH-46	002200	118.951	142.470	23.519	MP 118.951 to junction with US-20
				Total Length =	**42.470**	**Miles**
ee	I-84B	002170	93.538	95.308	1.770	Junction with SH-51 to Milepost 95.308
	I-84B	002070	95.308	95.467	0.159	Milepost 95.308 to junction with US-20
	US-20	002070	95.467	105.940	10.473	Junction I-84B to Milepost 105.94
	US-20	002070	106.000	112.910	6.910	Milepost 106.000 to Milepost 112.910
	US-20	002070	112.980	195.483	82.503	Milepost 112.980 to Milepost 195.483
	US-20	002070	195.530	196.039	0.509	Milepost 195.530 to junction with US-93 at Carey
	SH-51	002170	90.785	92.240	1.455	Junction with SH-67 to Jackson Street in Mountain Home
	SH-51	001021	4.062	4.206	0.144	Junction with I-84B to Jackson Street
	SH-51	001020	4.116	4.309	0.193	Junction with I-84B to end divided SH-51
				Total Length =	**104.116**	**Miles**
ff	SH-51	002170	76.582	90.785	14.203	Junction with SH-78 to Junction with SH-67
				Total Length =	**14.203**	**Miles**
gg	SH-44	002130	0.000	16.180	16.180	Junction with I-84 EB on/off ramps IC#25 to begin Eagle Bypass (Eagle)
	SH-44	015914	16.180	17.640	1.460	Begin Eagle Bypass (Eagle) to Junction with SH-55 (Eagle)
				Total Length =	**17.640**	**Miles**
hh	US-20	002070	9.647	22.129	14.203	Junction with US-95 (Parma) to junction with I-84 WB on/off ramps IC#26
				Total Length =	**14.203**	**Miles**
ii	I-15B	001380	5.250	6.315	1.065	Yellowstone Avenue from Gallatin Road to junction with US-20B (Broadway)
	US-20B	002240	333.044	334.374	1.330	Yellowstone Avenue from Broadway Avenue to Holmes Avenue
	US-20B	002073	2.270	3.717	1.447	Holmes Avenue from Yellowstone Avenue to Junction with US-20
	US-20	002070	309.883	338.927	29.044	Junction with US-20B at Holmes Avenue in Idaho Falls to junction with SH-33at Sugar City
				Total Length =	**32.886**	**Miles**
					1329.498	**Total Pilot Project Miles**

PILOT PROJECT ROUTE DESCRIPTIONS

2003	House Bill 395:	Designated 16 pilot project routes.
2005	House Bill 146:	Changed description of route (n), added 1 route.
2007	Senate Bill 1138:	Changed description of routes (a), (n), and (q), added 17 routes.
2007	Senate Bill 1180:	Added 1 route.
2008	Senate Bill 1390:	Changed several route descriptions to clarify beginning and end.

2003 PILOT PROJECT ROUTES (HB 395)

(a) Ashton to Kimberly to Twin Falls to Nevada using US-20, US-30, SH-33, US-93, SH-25, SH-50 and SH-74.
(b) US-91 from its junction with SH-34 to the Utah border.
(c) US-30 from its junction with I-15 to the Wyoming border.
(d) US-95 south from Fruitland to junction with SH-55.
(e) SH-19 between Wilder and Caldwell.
(f) SH-78 between Marsing and Hammett.
(g) SH-67 from Mountain Home to junction with SH-78 at Grandview.
(h) SH-55 from intersection with Farmway Road to junction with US-95.
(i) SH-25 from the intersection of SH-24 to Paul.
(j) SH-25 from intersection with US-93 to Hazelton.
(k) SH-24 from intersection with US-93 to intersection with SH-25.
(l) US-20 from its intersection with New Sweden Road to its junction with SH-22/33.
(m) SH-34 from milepost 78 to the junction with US-91.
(n) US-26 from the intersection with 45th West to the junction with US-91; and US-91 from the intersection with Canyon Road to the junction with US-26.
(o) SH-22 from Dubois to the junction with SH-33.
(p) SH-45 from junction with SH-78 to intersection with I-84 business loop; I-84 business loop to intersection with SH-55; SH-55 to I-84 interchange no. 35.

2005 PILOT PROJECT ROUTES (HB 146)

(a) through (m) remained the same
(n) US-26 from the intersection with 45th West to the junction with US-91; and US-26 from its junction with US-91 north to its intersection with Gallatin/West 23rd Street.
(o) US-91 from the intersection with Canyon Road to the junction with US-26.
(p) SH-22 from Dubois to the junction with SH-33.
(q) SH-45 from junction with SH-78 to intersection with I-84 business loop; I-84 business loop to intersection with SH-55; SH-55 to I-84 interchange no. 35.

2007 PILOT PROJECT ROUTES (SB 1138)

(a) Montana border to Kimberly to Twin Falls to Nevada using US-20, US-30, SH-33, US-93, SH-25, SH-50 and SH-74.
(b) through (m) remained the same.

(n) US-26 from its junction with US-91 north to its intersection with Gallatin/West 23rd Street in Idaho Falls.
(o) and (p) remained the same.
(q) SH-45 from junction with SH-78 to intersection with I-84 business loop; I-84 business loop to intersection with Nampa Boulevard.
(r) SH-87 from Montana border to junction with US-20.
(s) SH-33 from Victor to junction with US-20.
(t) SH-28 from junction with SH-22 to junction with SH-33.
(u) SH-38 from milepost 0.689 to milepost 1.318 at Malad.
(v) SH-27 from junction with SH-25 at Paul to Oakley.
(w) SH-81 from Malta to junction with US-30 at Burley.
(x) US-30 from junction with SH-81 at Burley to junction with SH-50 at Kimberly.
(y) US-93 spur from junction with US-30 to junction with US-93 at Twin Falls.
(z) US-93 from junction with US-93 spur to junction with US-30 at Twin Falls.
(aa) US-30 from junction with SH-74 at Twin Falls to junction with I-84 business loop at Bliss.
(bb) US-26 from junction with SH-75 at Shoshone to eastbound exit of I-84 interchange no. 141 at Bliss; I-84 business loop from eastbound exit of I-84 to junction with US-30 at Bliss.
(cc) SH-46 spur from junction with SH-46 at Wendell to I-84 interchange no. 155.
(dd) SH-46 from junction with US-20 to I-84 interchange no. 157 at Wendell.
(ee) US-20 from junction with US-93 at Carey to junction with I-84 business loop at interchange 95; I-84 business loop from interchange 95 to junction with SH-51; SH-51 to junction with SH-67.
(ff) SH-51 from junction with SH-67 to junction with SH-78.
(gg) SH-44 from junction with SH-55 at Eagle to junction with I-84 interchange no. 25.
(hh) US-20/26 from junction with US-95 at Parma to junction with I-84 interchange no. 26.

2007 PILOT PROJECT ROUTES (SB 1180)

(a) through (hh) remained the same.
(ii) US-20 from junction with US-33 at Sugar City south to junction with US-20 business loop/Holmes Avenue; US-20 business loop/Holmes Avenue south to junction with US-26/Yellowstone; US-26 from intersection with US-20 business loop/Holmes Avenue south to Gallatin.

2008 PILOT PROJECT ROUTES (SB 1390)

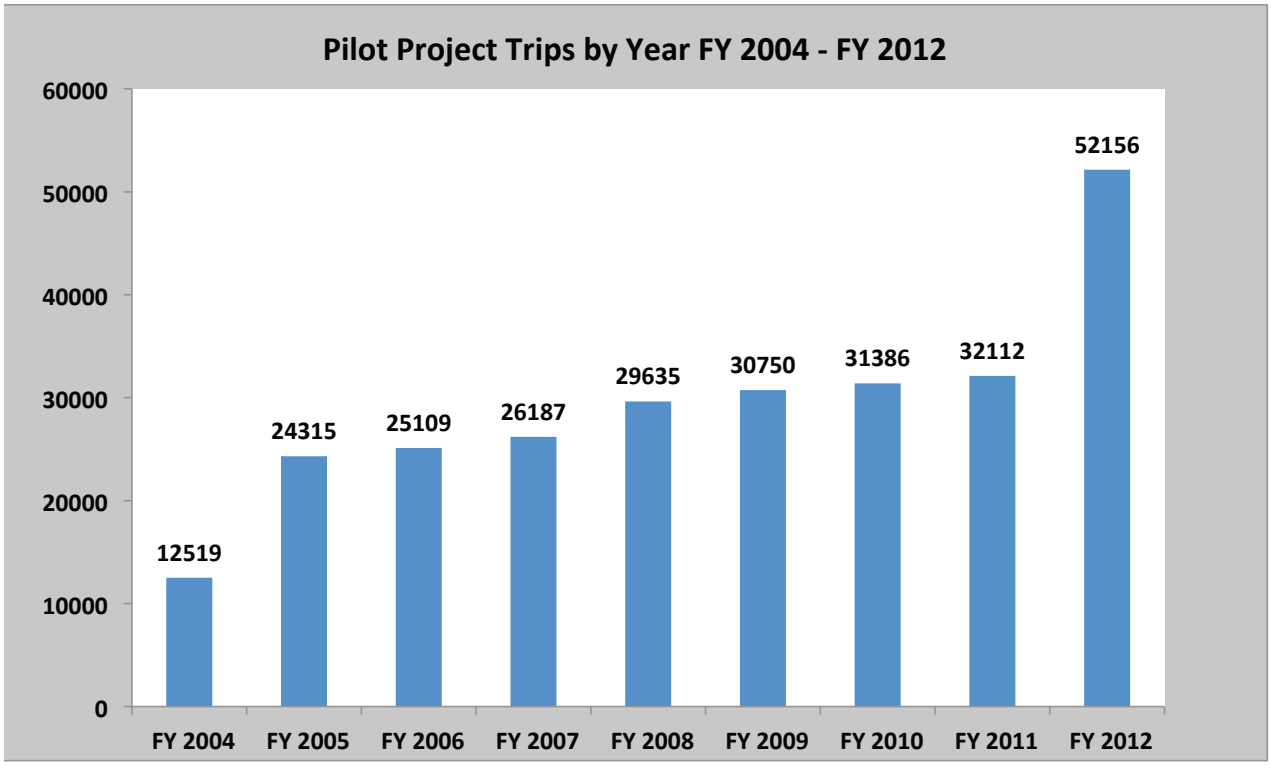
(a) US-20 Montana border to its junction with SH-33; SH-33 to its junction with US-20; US-20 to its junction with US-93; US-93 to its junction with SH-25; SH-25 to its junction with SH-50; SH-50 to its junction with US-30; US-30 to its junction with SH-74; SH-74 to its junction with US-93; US-93 to the Nevada border.
(b) and (c) remained the same.
(d) US-95 south from milepost 66 (Fruitland) to its junction with SH-55.
(e) SH-19 from its junction with US-95 (Wilder) to its junction with I-84B (Caldwell).
(f) SH-78 from its junction with SH-55 (Marsing) to its junction with SH-51; SH-51 to its junction with SH-78; SH-78 to its junction with I-84B (Hammett).
(g) SH-67 from its junction with SH-51 (Mountain Home) to its junction with SH-78 (Grandview).

(h) remained the same.
(i) SH-25 from its junction with SH-24 to its junction with SH-27 (Paul).
(j) SH-25 from its junction with US-93 to milepost 27 (Hazelton).
(k) SH-24 from intersection with US-93 to its intersection with SH-25.
(l) through (o) remained the same.
(p) SH-22 from its junction with I-15 northbound ramps (Dubois) to its junction with SH-33.
(q) SH-45 from its junction with SH-78 to its junction with I-84 business loop; I-84 business loop to its junction with exit 35 (Nampa Boulevard/Northside Boulevard).
(r) remained the same.
(s) SH-33 from its junction with SH-31 (Victor) to its junction with SH-33 spur; SH-33 spur to its junction with US-20.
(t) and (u) remained the same.
(v) SH-27 from its junction with SH-25 (Paul) to its junction with I-84B (Burley); I-84B to its junction with SH-27; SH-27 to milepost 0 (Oakley).
(w) SH-81 from its junction with SH-77 (Malta) to its junction with US-30 (Burley).
(x) through (aa) remained the same.
(bb) US-26 from its junction with SH-75 (Shoshone) to its junction with I-84 exit 141 westbound ramps (Bliss); I-84 business loop from its junction with I-84 exit 141 westbound ramps to its junction with US-30 (Bliss).
(cc) SH-46 spur from its junction with SH-46 (Wendell) to its junction with I-84 exit 155 eastbound ramps.
(dd) SH-46 from its junction with US-20 to its junction with I-84 exit 157 eastbound ramps (Wendell).
(ee) and (ff) remained the same
(gg) SH-44 from its junction with SH-55 (Eagle) to its junction with I-84 exit 25 eastbound ramps.
(hh) US-20/26 from its junction with US-95 (Parma) to its junction with I-84 exit 26 westbound ramps.
(ii) remained the same.

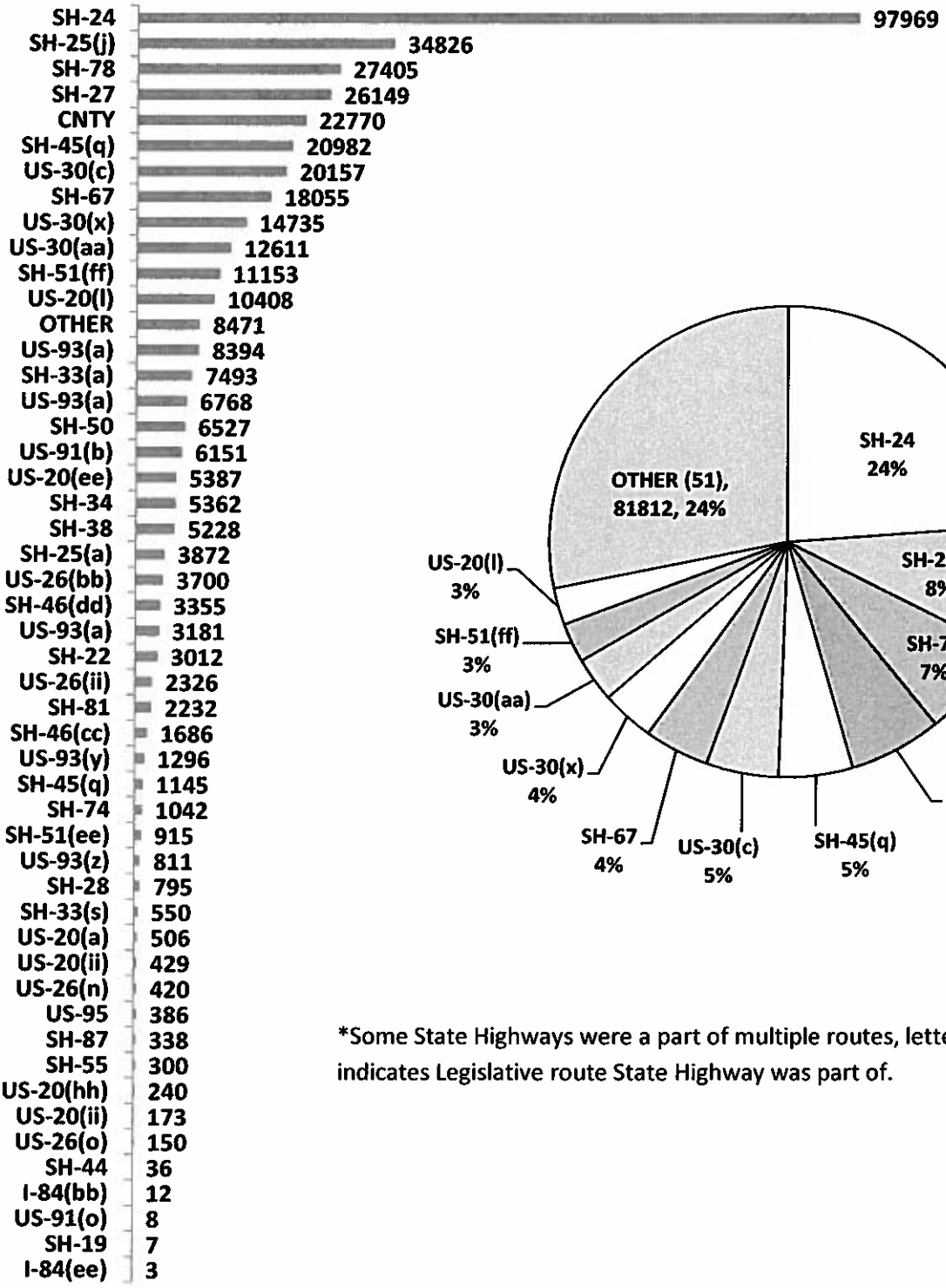
APPENDIX B
Trip Information

PILOT PROJECT TRIPS BY MONTH AND YEAR

Pilot Project Trips by Month FY 2004 - FY 2012										
Month	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	
July	44	81	974	3,016	1,235	978	1,003	2,114	1,359	10,804
August	199	25	856	971	1,299	792	1,038	2,218	1,427	8,825
September	244	1,188	1,013	1,178	2,532	1,873	2,777	2,556	2,978	16,339
October	269	2,837	5,982	2,956	1,579	5,323	5,740	2,177	5,399	32,262
November	2,043	5,103	5,960	3,099	2,080	6,314	6,269	1,203	7,760	39,831
December	1,868	5,200	3,478	2,748	945	3,880	7,317	967	8,587	34,990
January	4,340	3,956	2,321	4,412	6,278	5,915	735	6,495	7,811	42,263
February	3,031	2,344	2,621	3,369	5,670	2,013	840	5,233	7,395	32,516
March	293	945	595	1,520	4,407	995	923	5,336	4,912	19,926
April	104	580	404	998	1,277	1,037	1,155	1,169	1,836	8,560
May	43	875	457	905	1,249	761	1,513	1,380	1,419	8,602
June	41	1,181	448	1,015	1,084	869	2,076	1,264	1,273	9,251
	12,519	24,315	25,109	26,187	29,635	30,750	31,386	32,112	52,156	



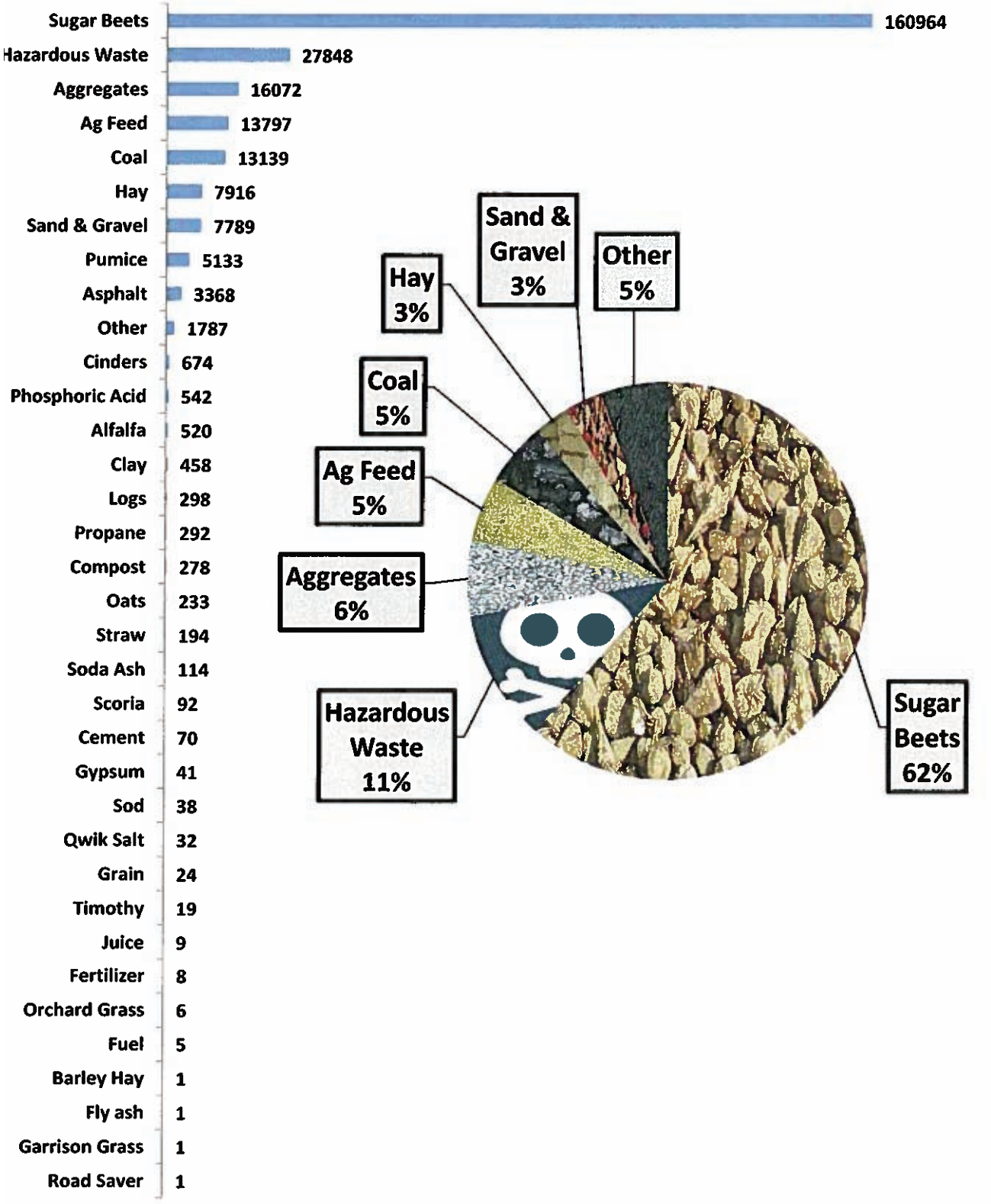
PILOT PROJECT TRIPS BY ROUTE FY 2004 - FY 2012



*Some State Highways were a part of multiple routes, letter indicates Legislative route State Highway was part of.

PILOT PROJECT TRIPS BY COMMODITY

FY 2004 - FY 2012



TRAFFIC VOLUMES PER HIGHWAY

Segment Information					All Vehicles				Trucks				Pilot Trucks				Totals	
Code	Route	Segment	SecBeg	SecEnd	FY 4'-6'	FY 7'-9'	FY 10'-12'	Total	FY 4'-6'	FY 7'-9'	FY 10'-12'	Total	FY 4'-6'	FY 7'-9'	FY 10'-12'	Total	% Truck	% Veh
a	US-93	002220	0.000	38.050	4,287,578	4,314,846	3,987,260	12,589,684	899,519	907,832	844,245	2,651,596	72	251	2,858	3,181	0.120%	0.025%
	SH-74	016297	0.010	0.050	1,899,800	1,059,400	912,500	3,871,700	230,160	164,400	164,250	558,810						
	SH-74	002210	0.000	7.835	9,665,846	10,745,582	5,292,500	25,703,928	437,688	455,936	359,160	1,252,784	92	207	743	1,042	0.186%	0.027%
	SH-74 Conn	007630	0.000	0.129	2,305,833	2,791,135	2,869,265	7,966,233	214,102	311,264	310,980	836,346						
	US-30***	002040	217.915	223.505	8,252,943	12,421,797	11,774,900	32,449,640	121,650	1,274,270	1,157,050	2,552,970	0	106	12,505	12,611	0.494%	0.039%
	US-30***	002043	217.931	218.674	7,207,890	8,260,552	7,885,460	23,353,902	149,029	199,472	195,275	543,776						
	SH-50	002260	0.000	8.092	3,959,183	4,122,270	4,244,585	12,326,038	877,884	782,206	812,490	2,472,580	47	1,739	4,741	6,527	0.264%	0.053%
	SH-50 Conn	016035	0.000	0.140		255,700		255,700		87,680		87,680						
	SH-25*	002270	5.353	19.258	658,417	724,485	862,130	2,245,032	71,588	218,104	237,615	527,307	268	845	2,759	3,872	0.734%	0.172%
	US-93	002220	58.731	73.659	5,536,631	5,717,528	5,706,410	16,960,569	784,000	858,140	825,995	2,468,135	530	2,339	3,899	6,768	0.274%	0.040%
	US-93	002240	165.950	199.270	1,337,899	1,274,666	1,467,665	4,080,230	230,042	279,506	293,460	803,008						
	US-93	007356	199.270	201.684	935,240	1,052,100	1,237,350	3,224,690	219,200	204,600	186,150	609,950	585	3,025	4,784	8,394	1.045%	0.206%
	US-93	002240	201.850	226.286	1,267,992	1,177,104	1,427,515	3,872,611	248,802	253,893	248,565	751,260						
	US-93	002240	226.327	248.555	1,267,992	1,638,208	1,344,295	4,250,495	248,802	260,831	249,295	758,928						
	US-20**	002240	248.555	256.073	2,349,228	2,148,433	2,337,460	6,835,121	353,645	339,750	335,070	1,028,465	34	7,136	3,238	3,238	0.315%	0.047%
	SH-33	002460	0.000	78.236	1,316,602	1,324,360	1,397,950	4,038,912	239,012	216,653	230,680	686,345	320	2,569	4,604	7,207	1.050%	0.178%
	US-20	002070	333.190	348.082	7,852,882	10,802,133	10,515,285	29,170,300	1,051,206	1,178,934	1,166,540	3,396,680	4	98	404	506	0.015%	0.002%
	US-20	002070	349.000	406.300	7,852,882	5,467,654	3,871,920	17,192,456	1,051,206	862,552	819,425	2,733,183						
b	US-91	002350	0.000	9.265	6,224,333	6,653,063	7,045,595	19,922,991	456,725	438,768	407,705	1,303,198	2,477	3,490	184	6,151	0.472%	0.031%
c	I-15B	001340	3.610	4.338	7,883,364	7,439,532	7,104,360	22,427,256	595,755	1,260,400	1,266,915	3,123,070						
	US-30	002040	359.493	362.903	4,889,375	4,711,326	5,448,355	15,049,056	1,435,159	1,276,408	1,132,230	3,843,797	1,062	6,373	12,722	20,157	0.524%	0.134%
	US-30	002040	362.937	387.020	5,496,642	4,711,326	4,760,330	14,968,298	1,202,447	1,276,408	1,093,540	3,572,395						
	US-30	002040	399.026	455.481	3,277,195	3,105,747	2,926,570	9,309,512	1,213,409	999,878	860,305	3,073,592						
d	US-95	001540	26.266	28.941	2,171,739	2,186,532	2,455,720	6,813,991	396,662	471,280	457,710	1,325,652						
	US-95	001540	29.000	33.345	2,171,739	2,633,768	2,604,275	7,409,782	396,662	487,720	473,040	1,357,422						
	US-95	001541	33.345	34.253	3,901,151	3,876,818	4,127,420	11,905,389	458,647	499,442	535,820	1,493,909						
	US-95	001540	34.642	45.440	4,340,319	4,458,254	4,390,220	13,188,793	448,736	655,420	660,285	1,764,441						
	US-95 Conn	030838	45.440	45.509	1,937,100	2,301,800	2,664,500	6,903,400	277,780	438,400	416,100	1,132,280						
	US-95	002070	9.492	9.647	3,762,000	6,320,400	6,241,500	16,323,900	218,880	767,200	744,600	1,730,680	57	127	202	386	0.029%	0.006%
	US-95	001540	45.640	48.630	6,213,976	6,348,528	6,605,040	19,167,544	582,886	890,756	970,170	2,443,812						
	US-95	016040	48.630	49.120	5,136,302	5,135,544	5,508,945	15,780,791	679,520	1,030,240	1,029,300	2,739,060						
	US-95	001540	49.120	63.800	5,334,396	5,691,472	5,824,305	16,850,173	587,353	630,552	625,975	1,843,880						
	US-95	001540	64.000	66.000		17,892,312	17,922,595	35,814,907		643,352	631,815	1,275,167						
e	SH-19	002050	9.070	19.860	6,099,884	8,012,517	7,542,360	21,654,761	604,986	850,777	648,970	2,104,733	0	2	5	7	0.000%	0.000%
f	SH-78	002190	0.000	76.004	815,061	862,943	953,380	2,631,384	152,566	180,111	195,640	528,317						
	SH-51	002170	69.918	76.582	1,195,927	1,152,575	1,204,500	3,553,002	111,846	98,660	120,450	330,956	11,515	13,719	2,171	27,405	5.187%	1.041%
	SH-78	002190	82.680	98.640	502,302	649,947	862,495	2,014,744	54,800	54,800	65,700	175,300						
g	SH-67	005320	0.000	2.735	1,734,044	1,726,304	1,525,335	4,985,683	99,760	140,288	140,160	380,208						
	SH-67	016410	2.735	3.123	1,680,600	1,534,400	1,314,000	4,529,000	76,720	131,520	131,400	339,640						
	SH-67	005320	3.230	16.319	1,401,523	1,482,888	1,311,810	4,196,221	140,603	143,576	143,445	427,624	7,331	9,952	772	18,055	4.749%	0.362%
	SH-67	002180	1.471	8.948	12,056,000	10,665,200	8,541,000	31,262,200	350,720	350,720	343,100	1,044,540						
h	SH-55	001990	0.000	10.614	5,532,801	6,204,547	6,081,265	17,818,613	405,917	543,616	665,760	1,615,293	61	31	208	300	0.019%	0.002%
i	SH-25	002270	46.025	50.830	5,650,318	5,297,838	5,187,015	16,135,171	265,433	299,650	383,250	948,333	17,483	13,620	3,723	34,826	3.672%	0.216%
	SH-25	025310	50.830	50.978	4,000,200	4,612,025	5,201,250	13,813,475	230,160	281,400	492,750	1,004,310						
j	SH-25*	002270	5.353	27.000	1,216,299	916,657	1,022,730	3,155,686	71,588	217,008	229,585	518,181	268	845	2,759	3,872	0.747%	0.123%
k	SH-24	002280	3.549	3.735		12,970,500	14,235,000	27,205,500		591,840	591,300	1,183,140						
	SH-24	002270	51.068	52.455	13,855,150	12,477,428	12,023,100	38,355,678	573,184	569,182	548,595	1,690,961	38,082	27,920	31,967	97,969	8.280%	0.360%
	SH-24	002280	5.120	67.533	820,103	741,570	727,445	2,289,118	97,827	117,272	128,845	343,944						

Segment Information					All Vehicles				Trucks				Pilot Trucks				Totals	
Code	Route	Segment	SecBeg	SecEnd	FY 4'-6'	FY 7'-9'	FY 10'-12'	Total	FY 4'-6'	FY 7'-9'	FY 10'-12'	Total	FY 4'-6'	FY 7'-9'	FY 10'-12'	Total	% Truck	% Veh
l	US-20**	002240	256.073	272.000	1,904,983	2,014,648	2,280,520	6,200,151	235,413	274,000	283,240	792,653	34	7,136	3,238	10,408	1.313%	0.168%
	US-20**	002070	263.770	303.512	2,102,031	2,194,528	2,411,555	6,708,114	254,187	272,534	272,655	799,376						
m	SH-34	002360	7.620	50.476	1,292,451	1,405,093	1,476,060	4,173,604	155,667	143,211	143,445	442,323	557	773	4,032	5,362	1.212%	0.128%
	SH-34	002360	57.757	78.000	1,371,418	1,378,038	1,206,690	3,956,146	163,004	191,800	187,975	542,779						
	US-30	002040	386.450	387.020	5,496,642	4,858,800	4,818,000	15,173,442	1,202,447	1,169,000	1,029,300	3,400,747						
	US-30	002040	399.026	405.543	5,496,642	6,081,521	5,877,595	17,455,758	1,202,447	1,220,830	1,029,300	3,452,577						
n	I-15B	001380	4.526	5.250	15,767,062	19,362,000	18,797,500	53,926,562	1,353,677	1,644,000	1,642,500	4,640,177	0	9	411	420	0.009%	0.001%
o	US-91	002350	120.561	122.866	7,793,859	8,443,950	8,040,950	24,278,759	325,541	372,640	383,250	1,081,431	0	4	4	8	0.001%	0.000%
	US-91	001380	2.323	4.526		9,676,898	13,816,710	23,493,608		752,199	1,126,755	1,878,954	14	111	25	25	0.001%	0.000%
p	SH-22	002470	24.670	68.606	284,514	334,660	329,960	949,134	66,159	82,934	62,780	211,873	253	1,141	1,618	3,012	1.422%	0.317%
q	SH-45	002160	9.740	27.725	6,575,299	8,175,149	8,099,350	22,849,798	186,109	230,158	229,950	646,217	9,964	5,763	5,255	20,982	3.247%	0.092%
	SH-45 Conn	015992	0.000	0.250		701,400		701,400		142,480		142,480						
	SH-45	002161	27.580	27.650	14,248,000	16,440,000	16,425,000	47,113,000	252,080	252,080	251,850	756,010						
	I-84B	002040	57.935	58.665	13,444,689	13,882,000	12,592,500	39,919,189	670,737	657,600	657,000	1,985,337	0	540	605	1,145	0.058%	0.003%
	I-84B	002042	57.904	58.670	13,827,343	13,882,000	13,140,000	40,849,343	829,641	829,672	828,915	2,488,228						
r	SH-87	002520	0.000	9.133		799,455	1,111,060	1,910,515		70,907	106,215	177,122		0	338	338	0.191%	0.018%
s	SH-33 Spur	002460	99.335	100.000		2,225,564	2,971,830	5,197,394		200,294	300,030	500,324		427	123	550	0.110%	0.011%
	SH-33	002460	100.000	135.830		1,957,204	2,691,510	4,648,714		217,446	230,315	447,761						
	SH-33	002460	136.000	149.622		4,228,835	6,352,095	10,580,930		132,311	219,730	352,041						
t	SH-28	002500	15.150	30.610		468,571	735,110	1,203,681		89,970	208,050	298,020		216	579	795	0.267%	0.066%
u	SH-38	002320	0.689	1.318		866,235	1,382,985	2,249,220		40,936	61,320	102,256		3,007	2,221	5,228	5.113%	0.232%
v	SH-27	002290	0.000	21.807		1,899,848	2,523,610	4,423,458		122,808	184,325	307,133		10,915	15,234	26,149	8.514%	0.591%
	I-84B	002290	21.807	24.106		13,174,082	20,878,365	34,052,447		1,231,735	1,964,430	3,196,165						
	SH-27	002290	24.106	26.561		4,309,245	8,193,885	12,503,130		163,013	244,185	407,198						
w	SH-81	002310	0.000	33.978		1,028,143	1,481,900	2,510,043		169,592	264,625	434,217		1,848	384	2,232	0.514%	0.089%
x	US-30	002040	223.505	257.481		1,733,863	2,584,930	4,318,793		309,575	435,445	745,020		145	14,590	14,735	1.978%	0.341%
	I-84B	002040	257.481	258.723		9,408,701	13,233,805	22,642,506		905,709	1,343,565	2,249,274						
y	US-93 Spur	002221	0.000	0.910		8,169,656	11,808,480	19,978,136		438,600	657,000	1,095,600		102	1,194	1,296	0.118%	0.006%
z	US-93 B	002220	46.549	47.457		12,229,630	19,414,350	31,643,980		530,706	773,070	1,303,776		138	673	811	0.062%	0.003%
aa	US-30***	002040	172.595	212.078		2,312,506	3,501,080	5,813,586		218,631	382,520	601,151		106	12,505	12,611	2.098%	0.217%
	US-93 B	002040	212.078	216.899		9,039,546	15,338,030	24,377,576		569,449	851,545	1,420,994						
	US-30***	002040	216.899	216.925		11,696,000	20,805,000	32,501,000		138,890	671,600	810,490						
	US-30***	002040	217.186	217.915		6,025,633	8,854,170	14,879,803		81,141	120,815	201,956						
	US-93 B	002043	217.199	217.282		16,813,000	26,280,000	43,093,000		599,420	897,900	1,497,320						
	US-30***	002043	217.282	217.931		5,207,644	7,503,670	12,711,314		73,100	105,850	178,950						
bb	I-84B	002240	138.600	138.970		2,057,791	2,964,895	5,022,686		87,720	131,400	219,120		0	12	12	0.005%	0.000%
	US-26	002240	138.970	165.928		1,245,238	2,006,770	3,252,008		237,577	363,540	601,117		0	3,700	3,700	0.616%	0.114%
cc	SH-46 Spur	002201	0.000	1.187		2,016,098	2,518,500	4,534,598		201,025	301,125	502,150		403	1,283	1,686	0.336%	0.037%
dd	SH-46	002200	0.000	16.998		3,377,951	5,529,020	8,906,971		439,331	642,035	1,081,366		401	2,954	3,355	0.310%	0.038%
	SH-46	002202	16.998	18.951		350,880	554,800	905,680		7,310	10,950	18,260						
	SH-46	002200	18.951	42.470		344,301	519,395	863,696		23,392	35,040	58,432						
ee	I-84B	002170	93.538	95.308		8,314,643	11,672,335	19,986,978		306,289	458,805	765,094		0	3	3	0.000%	0.000%
	I-84B	002070	95.308	95.467		7,310,000	7,920,500	15,230,500		950,300	1,423,500	2,373,800						
	US-20	002070	95.467	105.940		1,485,681	2,280,885	3,766,566		199,551	304,410	503,961		1,144	4,243	5,387	1.069%	0.143%
	US-20	002070	106.000	112.910		1,206,100	1,839,600	3,045,700		153,510	251,850	405,360						
	US-20	002070	112.980	195.483		1,044,936	1,629,725	2,674,661		144,008	213,525	357,533						
	US-20	002070	195.530	196.039		986,800	1,533,000	2,519,800		138,890	182,500	321,390						
	SH-51	002170	90.785	92.240		10,117,292	14,543,790	24,661,082		217,107	325,215	542,322		112	803	915	0.169%	0.004%
	SH-51	001021	4.062	4.206		6,432,600	9,271,000	15,703,600		131,580	197,100	328,680						
	SH-51	001020	4.116	4.309		7,675,000	10,374,760	18,049,760		226,610	339,450	566,060						

Segment Information					All Vehicles				Trucks				Pilot Trucks				Totals	
Code	Route	Segment	SecBeg	SecEnd	FY 4'-6'	FY 7'-9'	FY 10'-12'	Total	FY 4'-6'	FY 7'-9'	FY 10'-12'	Total	FY 4'-6'	FY 7'-9'	FY 10'-12'	Total	% Truck	% Veh
ff	SH-51	002170	76.582	90.785		986,226	1,491,755	2,477,981		76,032	122,640	198,672		2,468	8,685	11,153	5.614%	0.450%
gg	SH-44	002130	0.000	16.180		7,371,047	10,685,740	18,056,787		309,944	478,880	788,824		32	4	36	0.005%	0.000%
	SH-44	015914	16.180	17.640		13,889,000	23,646,160	37,535,160		409,360	613,200	1,022,560						
hh	US-20	002070	9.647	22.129		3,773,205	5,713,345	9,486,550		248,540	372,300	620,840		9	231	240	0.039%	0.003%
ii	I-15B	001380	5.250	6.315		12,385,416	16,699,480	29,084,896		1,327,496	1,704,915	3,032,411		985	1,341	2,326	0.077%	0.008%
	US-20B	002240	333.044	334.374		14,164,587	20,591,475	34,756,062		903,516	1,353,420	2,256,936		18	155	173	0.008%	0.000%
	US-20B	002073	2.270	3.717		9,361,917	12,849,460	22,211,377		603,075	903,375	1,506,450						
	US-20	002070	309.883	338.927		12,278,167	18,678,875	30,957,042		1,313,615	1,925,740	3,239,355		61	368	429	0.013%	0.001%

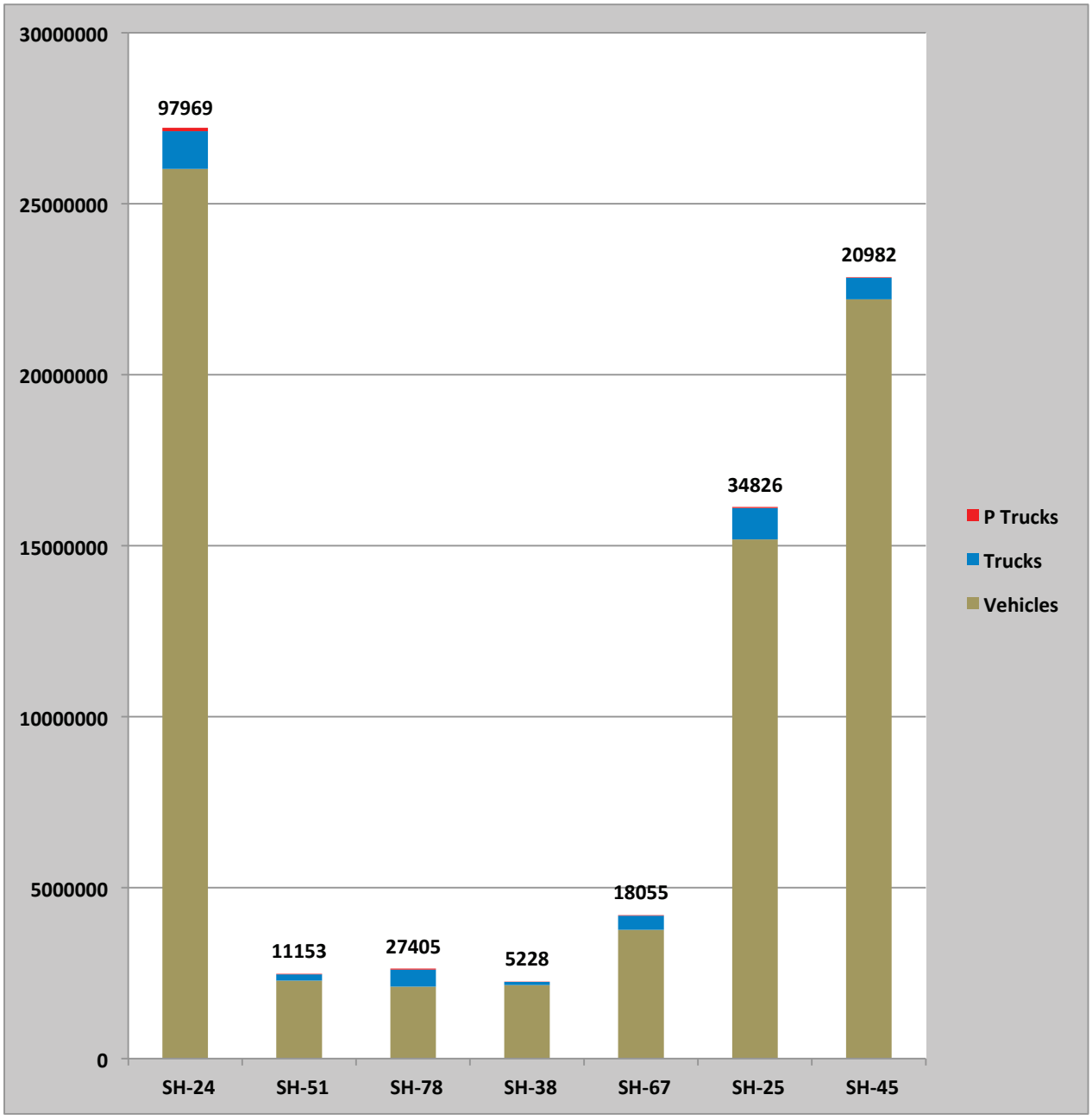
*SH-25b is in section a and j

**US-20a is in section a and l

***US-30c is in section a and aa

Pilot Trucks by Volume of Total Traffic and Truck Traffic

Route	Vehicles	Trucks	P Trucks	% Trucks	% Vehicles
SH-24	26,022,360	1,099,901	97,969	8.907%	0.376%
SH-51	2,279,309	187,519	11,153	5.948%	0.489%
SH-78	2,103,067	500,912	27,405	5.471%	1.303%
SH-38	2,146,964	97,028	5,228	5.388%	0.244%
SH-67	3,768,597	409,569	18,055	4.408%	0.479%
SH-25	15,186,838	913,510	34,826	3.812%	0.229%
SH-45	22,203,581	627,768	20,982	3.342%	0.094%



APPENDIX C

Safety

CRASHES AND CRASH RATES FOR ALL VEHICLES

	Total Crashes					Total Crash Rates					
	Before	After				Before	After				
	7/1/2000-6/30/2003	7/1/2003-6/30/2006	7/1/2006-6/30/2007	7/1/2007-6/30/2009	7/1/2009-6/30/2012	7/1/2000-6/30/2003	7/1/2003-6/30/2006	7/1/2006-6/30/2007	7/1/2007-6/30/2009	7/1/2009-6/30/2012	Ave Change in Rate
Route A	914	918	288	757	951	113.1	110.3	100.6	109.6	93.3	-4.3%
Route B	120	136	35	92	96	206.8	238.6	175.5	214.1	147.2	-5.1%
Route C	292	314	89	146	219	69.9	80.5	86.4	69.7	72.4	1.7%
Route D	199	187	81	135	157	124.8	113.5	117.0	95.3	73.4	-11.9%
Route E	46	47	32	58	74	75.7	74.9	111.4	99.8	91.8	7.3%
Route F	128	108	48	76	92	185.4	141.2	174.6	133.1	97.6	-12.7%
Route G	87	61	21	57	31	83.2	53.5	55.0	93.1	36.0	-6.2%
Route H	94	110	25	63	64	167.2	179.9	114.9	141.2	99.9	-8.7%
Route I	31	26	6	21	29	124.7	99.6	65.0	131.2	112.9	8.3%
Route J	32	25	9	14	19	186.4	141.7	139.2	103.4	84.3	-17.5%
Route K	114	98	40	49	66	162.8	143.2	176.8	115.4	102.1	-8.7%
Route L	105	84	33	68	84	95.0	72.6	83.9	84.3	63.3	-8.1%
Route M	232	176	63	111	170	119.3	94.2	144.7	127.3	132.4	6.1%
Route N	106	93	26	26	22	166.2	132.9	113.8	276.7	162.4	16.9%
Route O	16	29	6	64	64	94.2	156.4	90.4	190.7	131.6	25.9%
Route P	13	14	4	10	11	100.4	114.0	83.8	95.6	76.1	-4.8%
Route Q	753	902	233	329	419	461.9	510.1	339.8	304.2	250.1	-12.8%

These routes didn't take effect until 7/1/2007	Before	After		Before	After		
	7/1/2004-6/30/2007	7/1/2007-6/30/2009	7/1/2009-6/30/2012	7/1/2004-6/30/2007	7/1/2007-6/30/2009	7/1/2009-6/30/2012	Ave Change in Rate
Route R	9	7	28	96.2	91.3	270.5	95.6%
Route S	303	181	157	182.9	140.9	86.7	-30.7%
Route T	1	8	5	9.2	110.4	44.3	523.2%
Route U	4	2	4	480.3	367.1	451.0	-0.4%
Route V	278	215	262	236.9	261.8	213.1	-4.1%
Route W	75	57	71	159.9	163.7	139.5	-6.2%
Route X	181	165	186	160.6	236.1	177.6	11.1%
Route Y	23	26	36	205.2	349.7	341.2	34.0%
Route Z	54	23	20	350.1	207.1	113.5	-43.0%
Route AA	263	177	223	123.9	122.7	98.1	-10.5%
Route BB	38	32	45	73.6	93.8	80.4	6.5%
Route CC	8	2	5	218.5	83.6	167.3	19.2%
Route DD	122	73	65	122.1	110.1	61.3	-27.1%
Route EE	295	191	272	135.1	134.6	126.5	-3.2%
Route FF	48	20	22	261.5	137.4	107.0	-34.8%
Route GG	384	227	301	188.7	162.6	145.2	-12.3%
Route HH	79	44	55	120.6	92.1	67.8	-25.0%
Route II	512	356	406	87.4	88.7	67.3	-11.3%

	Total Crashes					Total Crash Rates					
	7/1/2000-6/30/2003	7/1/2003-6/30/2006	7/1/2006-6/30/2007	7/1/2007-6/30/2009	7/1/2009-6/30/2012	7/1/2000-6/30/2003	7/1/2003-6/30/2006	7/1/2006-6/30/2007	7/1/2007-6/30/2009	7/1/2009-6/30/2012	Ave Change in Rate
All Pilot Routes*	3,192	3,257	1,018	3,986	4,731	137.8	137.6	124.3	130.8	103.4	-7.9%
All State Routes	32,053	34,358	10,475	20,592	24,692	136.9	140.7	124.0	124.8	98.9	-10.0%

*All Pilot Routes only include Routes A through Q through the time period ending June 30, 2007. All Pilot Routes for time periods after July 1, 2007, include Route A through Route II.

The 2012 crash data and 2012 AVMT are preliminary and subject to change.

CRASHES AND CRASH RATES FOR TRUCKS

	Truck Crashes					Truck Crash Rates					
	Before	After				Before	After				
	7/1/2000-6/30/2003	7/1/2003-6/30/2006	7/1/2006-6/30/2007	7/1/2007-6/30/2009	7/1/2009-6/30/2012	7/1/2000-6/30/2003	7/1/2003-6/30/2006	7/1/2006-6/30/2007	7/1/2007-6/30/2009	7/1/2009-6/30/2012	Ave Change in Rate
Route A	110	123	49	136	98	88.6	93.0	108.5	115.9	57.5	-5.5%
Route B	6	9	5	11	5	144.0	217.1	370.6	404.3	132.8	15.8%
Route C	76	95	27	34	48	61.5	80.6	85.5	56.8	60.6	2.6%
Route D	44	32	16	20	9	247.0	161.8	195.5	121.0	36.0	-30.5%
Route E	7	11	5	10	5	117.8	173.0	155.1	174.6	71.1	-2.6%
Route F	19	22	5	13	18	145.5	154.6	99.2	125.7	107.5	-4.3%
Route G	9	8	2	3	3	197.6	165.2	121.8	91.2	61.8	-25.0%
Route H	11	14	5	4	5	260.5	296.9	260.2	103.9	70.8	-22.6%
Route I	4	5	1	2	5	325.0	409.6	236.4	172.2	261.2	2.1%
Route J	5	2	2	2	1	334.4	90.9	127.8	63.8	20.0	-37.7%
Route K	14	24	8	7	8	212.8	340.1	292.8	127.9	89.2	-10.2%
Route L	8	3	3	11	6	57.3	21.0	58.9	108.9	38.5	34.4%
Route M	28	14	5	16	9	78.9	42.1	78.7	132.1	52.5	12.0%
Route N	11	14	2	1	1	205.6	251.7	114.1	126.0	84.1	-13.8%
Route O	1	2	2	9	2	166.8	251.1	699.2	404.0	59.4	25.4%
Route P	1	4	3	1	5	35.1	129.0	252.9	39.4	176.2	156.5%
Route Q	34	59	17	20	11	558.8	894.9	714.3	578.3	206.2	-10.9%

These routes didn't take effect until 7/1/2007	Truck Crashes			Truck Crash Rates			
	Before	After		Before	After		
	7/1/2004-6/30/2007	7/1/2007-6/30/2009	7/1/2009-6/30/2012	7/1/2004-6/30/2007	7/1/2007-6/30/2009	7/1/2009-6/30/2012	Ave Change in Rate
Route R	2	3	7	200.7	462.6	721.6	93.2%
Route S	22	20	5	156.7	212.8	43.6	-21.9%
Route T	0	0	1	0.0	0.0	31.1	
Route U	0	0	0	0.0	0.0	0.0	0.0%
Route V	21	18	16	240.0	304.0	175.2	-7.9%
Route W	8	7	6	93.4	121.5	66.8	-7.4%
Route X	33	28	14	213.3	241.1	85.6	-25.7%
Route Y	0	1	2	0.0	250.5	334.5	66.8%
Route Z	6	0	3	827.4	0.0	427.4	
Route AA	23	12	12	163.6	96.6	62.5	-38.1%
Route BB	8	7	10	83.5	108.5	101.0	11.5%
Route CC	2	0	1	568.2	0.0	279.8	
Route DD	17	3	3	137.8	37.2	25.8	-51.9%
Route EE	35	16	18	144.0	99.0	75.5	-27.5%
Route FF	4	3	2	258.9	267.6	114.8	-26.9%
Route GG	33	21	9	387.5	374.4	103.2	-37.9%
Route HH	13	1	4	279.7	32.2	75.6	23.0%
Route II	44	24	12	70.8	57.5	19.6	-42.3%

	Truck Crashes					Truck Crash Rates					
	7/1/2000-6/30/2003	7/1/2003-6/30/2006	7/1/2006-6/30/2007	7/1/2007-6/30/2009	7/1/2009-6/30/2012	7/1/2000-6/30/2003	7/1/2003-6/30/2006	7/1/2006-6/30/2007	7/1/2007-6/30/2009	7/1/2009-6/30/2012	Ave Change in Rate
All Pilot Routes*	371	432	153	453	364	103.9	118.9	127.7	115.7	64.0	4.1%
All State Routes	3,102	3,366	1,147	2,153	1,340	86.7	90.3	88.0	85.6	36.3	-0.4%

*All Pilot Routes only include Routes A through Q through the time period ending June 30, 2007. All Pilot Routes for time periods after July 1, 2007, include Route A through Route II.

The 2012 crash data and 2012 AVMT are preliminary and subject to change.

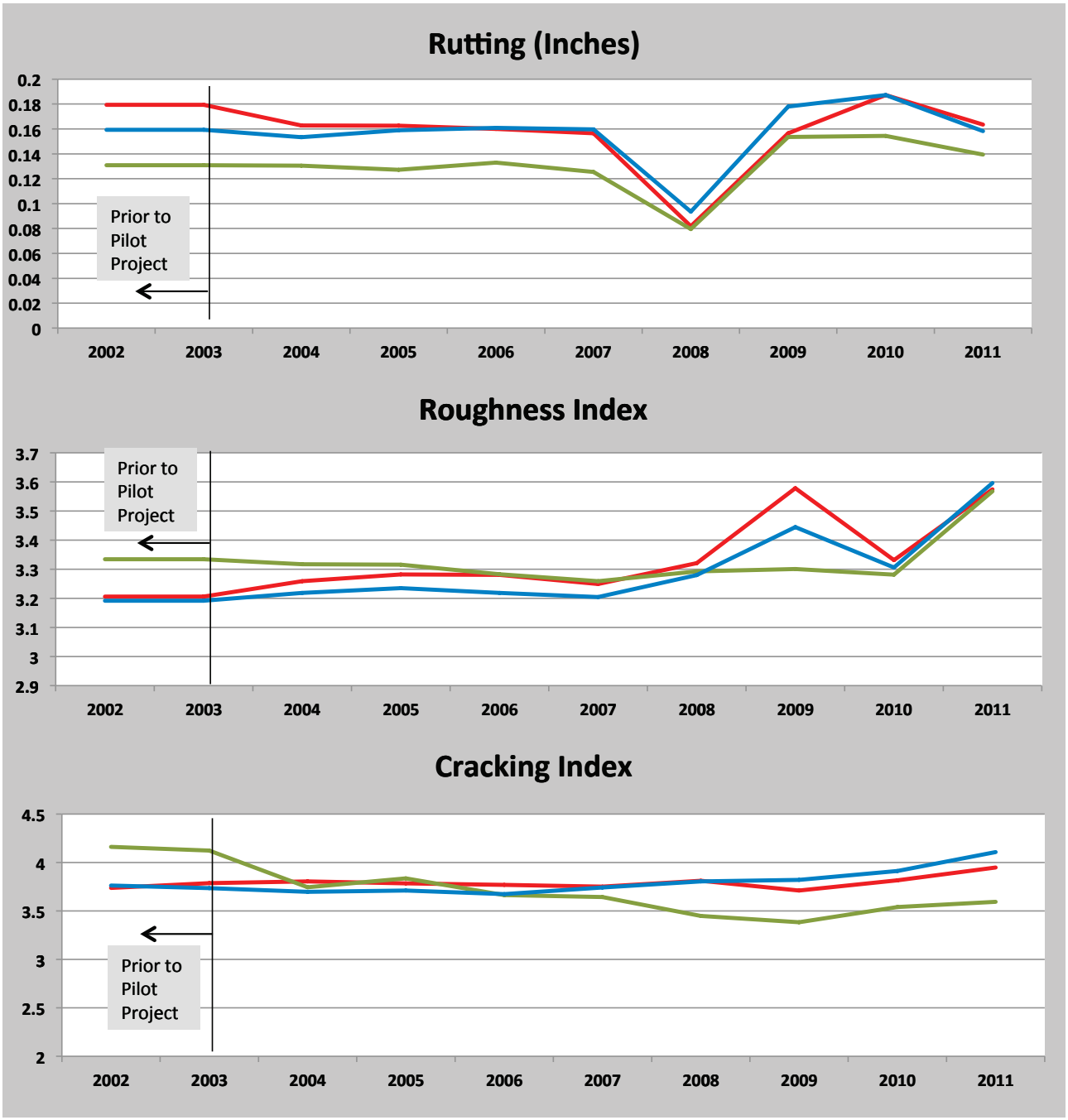
APPENDIX D

Pavements

PAVEMENT

Pavement Condition

Pilot	855 Segments	1288 Miles
Non-Pilot	1778 Segments	2865 Miles



Pilot Project Routes

Pilot Project Routes SH-24, 25, 78

Non Pilot Project Routes

APPENDIX E

Bridges

National Bridge Inventory Ratings by Fiscal Year on State Bridges

National Bridge Inventory Ratings by Fiscal Year on State Bridges

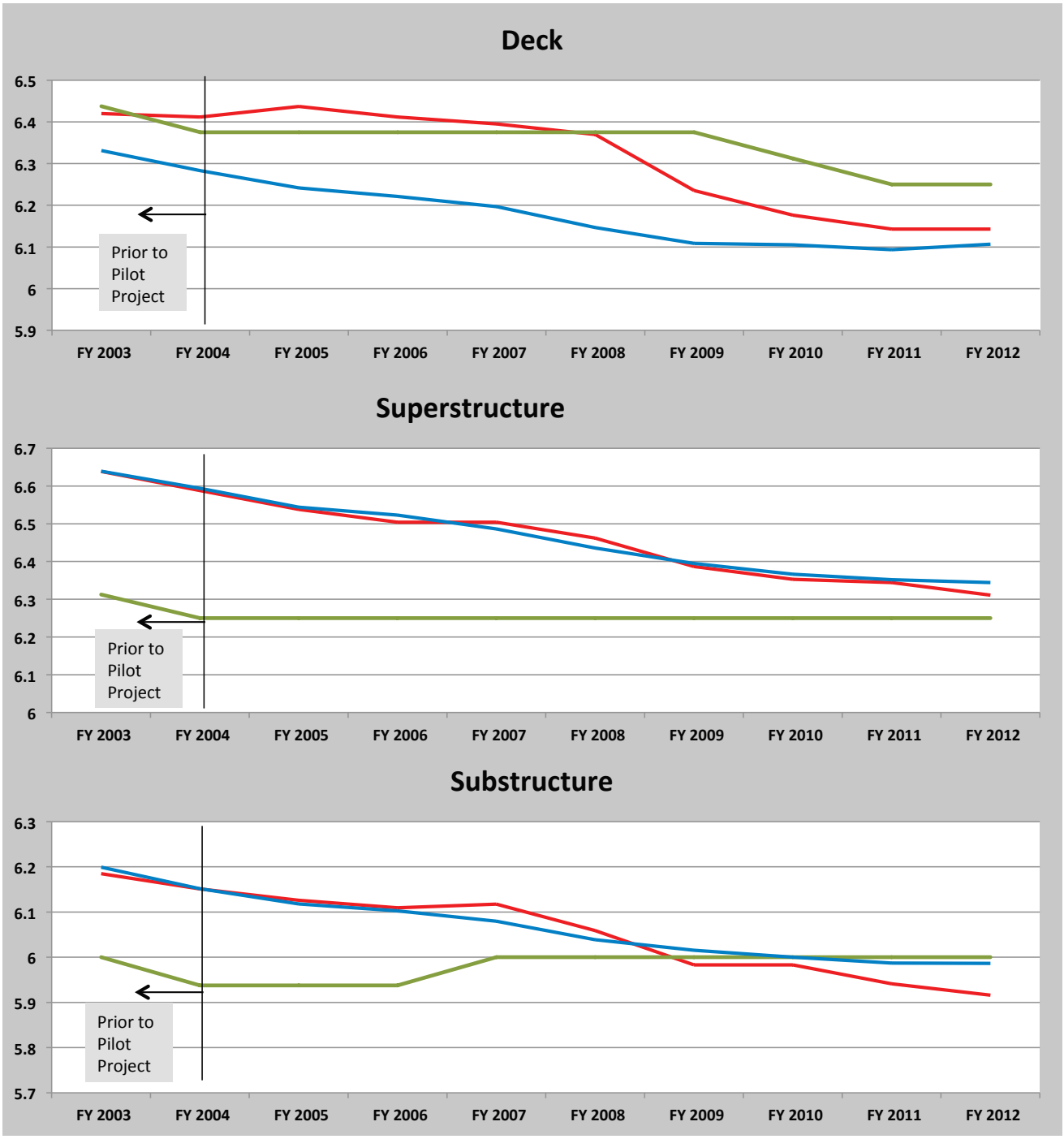
	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Deterioration
Pilot 2003-2012 (120)											
Deck	6.42	6.41	6.44	6.41	6.39	6.37	6.24	6.18	6.14	6.14	**-0.031**
Super	6.64	6.59	6.54	6.50	6.50	6.46	6.39	6.35	6.34	6.31	**-0.036**
Sub	6.18	6.15	6.13	6.11	6.12	6.06	5.98	5.98	5.94	5.92	**-0.030**
Non-Pilot 2003-2012 (1180)											
Deck	7.00	6.28	6.24	6.22	6.20	6.15	6.11	6.11	6.09	6.11	**-0.099**
Super	6.64	6.59	6.54	6.52	6.49	6.44	6.39	6.37	6.35	6.34	**-0.033**
Sub	6.20	6.15	6.12	6.10	6.08	6.04	6.02	6.00	5.99	5.99	**-0.024**
SH-24, 25, 78 (16)											
Deck	6.44	6.38	6.38	6.38	6.38	6.38	6.38	6.31	6.25	6.25	**-0.021**
Super	6.31	6.25	6.25	6.25	6.25	6.25	6.25	6.25	6.25	6.25	**-0.007**
Sub	6.00	5.94	5.94	5.94	6.00	6.00	6.00	6.00	6.00	6.00	**0.000**
	Year 1	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	
Pilot 2008-2012 (133)											
Deck	6.00	6.37	6.35	6.29	6.28						**0.070**
Super	6.55	6.49	6.49	6.47	6.44						**-0.028**
Sub	6.32	6.26	6.25	6.22	6.20						**-0.028**
Pilot 2008-2012 (133)											
Deck						6.19	6.17	6.12	6.13	6.12	**-0.017**
Super						6.38	6.36	6.32	6.26	6.25	**-0.032**
Sub						6.14	6.10	6.07	6.02	6.02	**-0.030**

Notes:

1. Data smoothed to account for inspections on some bridges not being completed each year. Ratings carried over from previous year if no inspection was completed.
2. Bridges with no inspections in FY 2002 or FY 2003 were removed from consideration.
3. Increases in ratings are largely due to improvements on bridges or a change of the bridge inspector.
4. Bridges were added in FY 2008. These bridges have been analyzed separately they are not included in Pilot 2003 - 2012 or Non-Pilot 2003 - 2012 numbers.
5. Rate of deterioration for Pilot and Non-Pilot 2003 - 2012 was calculated by taking FY 2012 # - FY 2003 #/ 9 years
6. Rate of deterioration for the Pilot 2008 - 2012 group calculated based on years available

BRIDGES

Charts comparing NBI Ratings on 120 Bridges participating in Pilot Project from FY 2003 - FY 2012 with 1180 bridges not part of Pilot Project from FY 2003 - FY 2012



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BrKey	Structure No.	Route	Milepost	Features	# Spans	Span Lgth	Sq.Ft.	Material Type	Structure Type
13920	03310A 101.56	SH 33	101.559	TETON RIVER OVERFLOW	1	51	2025	Concrete	Slab
12385	02020K 313.94	US 20 WBL	313.959	RIRIE OUTLET CHANNEL	1	58	2529	Concrete	Slab
16631	03310A 44.74	SH 33	044.736	OWSLEY CANAL	2	18	2013	Concrete	Slab
12390	02020K 313.95	US 20 EBL	313.960	RIRIE OUTLET CHANNEL	1	58	2573	Concrete	Slab
14345	04610A 111.84	SH 46	111.844	LITTLE WOOD RIVER	1	24	2340	Concrete	Slab
Count: 5									
13660	03020L 237.80	US 30	237.760	DRY CREEK	1	55	1798	Concrete	Arch-Deck
Count: 1									
12475	S02020K 324.08	US 20 EBL & WBL	324.078	WEST LA BELLE CANAL	1	20	3025	Concrete	Culvert
13125	S02620A 149.53	US 26	149.529	CANAL	1	15	563	Concrete	Culvert
14945	S08071B 94.86	I 84B	094.860	EAST SIDE CANAL	1	13	1359	Concrete	Culvert
12491	S02020K 325.62	US 20 EBL & WBL.	325.615	ISLAND CANAL	1	17	8840	Concrete	Culvert
13570	S03020K 183.36	US 30	183.353	BIG BEND DITCH	1	14	672	Concrete	Culvert
14535	S05110A 70.11	SH 51	070.114	SOUTH SIDE CANAL	1	12	483	Concrete	Culvert
17451	S09120A 1.68	US 91	001.670	CUB RIVER OVERFLOW	1	18	2236	Concrete	Culvert
12580	S02020K 338.32	US 20 WBL & EBL	338.318	SALEM CANAL	2	10	3541	Concrete	Culvert
13046	S02510A 18.34	SH 25	018.340	'C' CANAL	1	11	840	Concrete	Culvert
13575	S03020K 184.90	US 30	184.908	CANAL	1	15	731	Concrete	Culvert
13342	S02710A 20.43	SH 27	020.430	'G' CANAL	1	15	3401	Concrete	Culvert
12545	S02020K 333.31	US 20 & IC RAMPS	333.306	WESTFIELD CANAL	1	11	3645	Concrete	Culvert
13120	S02620A 148.68	US 26	148.679	CANAL	1	14	683	Concrete	Culvert
17461	S09120A 4.87	US 91	004.863	CUB CANAL	1	16	1998	Concrete	Culvert
13596	S03020K 196.11	US 30	196.107	TWIN FALLS LATERAL CANAL	1	17	1851	Concrete	Culvert
12505	S02020K 327.33	US 20 EBL & WBL	327.237	BANNOCK JIM SLOUGH	1	11	1649	Concrete	Culvert
13565	S03020K 179.66	US 30	179.653	BUCKEYE DITCH	1	17	716	Concrete	Culvert
12510	S02020K 327.75	US 20 EBL & WBL	327.746	LIBERTY PARK CANAL	1	18	3420	Concrete	Culvert
13590	S03020K 195.81	US 30	195.804	LATERAL CANAL	1	10	600	Concrete	Culvert
12210	S02020B 12.95	US 20	012.949	SAND HOLLOW CREEK	1	12	684	Concrete	Culvert
14515	S05010A 1.13	SH 50	001.127	LATERAL NO.22	1	20	883	Concrete	Culvert
13560	S03020K 179.55	US 30	179.555	BELL DITCH	1	12	588	Concrete	Culvert
Count: 22									
15295	07810B 93.02	SH 78	093.021	BROWN CREEK	2	30	1647	Concrete	Stringer/Girder
12215	02020B 21.95	US 20	021.954	FARMERS COOP CANAL	4	35	6049	Concrete	Stringer/Girder
15265	07810A 29.25	SH 78	029.252	RABBIT CREEK	3	39	3660	Concrete	Stringer/Girder
14000	03410B 28.97	SH 34	028.967	BEAR RIVER;CLEVELAND BR.	8	34	7987	Concrete	Stringer/Girder
14540	05110A 70.53	SH 51	070.536	BRUNEAU RIVER SLOUGH	1	34	1012	Concrete	Stringer/Girder
18070	09520A 45.05	US 95	045.052	SAND HOLLOW CREEK	3	34	3479	Concrete	Stringer/Girder
14550	05110A 70.97	SH 51	070.974	BRUNEAU RIVER SLOUGH	1	34	1012	Concrete	Stringer/Girder

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BrKey	Structure No.	Route	Milepost	Features	# Spans	Span Lgth	Sq.Ft.	Material Type	Structure Type
13580	03020K 185.27	US 30	185.282	SNAKE RIVER;GRIDLEY BR.	39	39	51182	Concrete	Stringer/Girder
14385	04610A 139.26	SH 46	139.264	SOLDIER CREEK	1	27	915	Concrete	Stringer/Girder
14370	04610A 138.66	SH 46	138.662	CAMAS CREEK	2	39	2443	Concrete	Stringer/Girder
14560	05110A 76.92	SH 51	076.919	SNAKE RIVER	19	35	20082	Concrete	Stringer/Girder
13665	03020L 238.23	US 30	238.184	MAIN CANAL	3	46	4618	Concrete	Stringer/Girder
13925	03310A 102.46	SH 33	102.457	S.FK.TETON RIVER	1	78	3178	Concrete	Stringer/Girder
13750	03020P 454.31	US 30	454.312	THOMAS FORK CREEK	2	28	2099	Concrete	Stringer/Girder
14325	04610A 101.40	SH 46	101.403	'W' CANAL	1	39	1442	Concrete	Stringer/Girder
14390	04610A 139.32	SH 46	139.322	SOLDIER CREEK	1	27	915	Concrete	Stringer/Girder
13585	03020K 190.62	US 30	190.632	SALMON FALLS CREEK	3	29	3303	Concrete	Stringer/Girder
16635	03310A 47.75	SH 33	047.745	OWSLEY CANAL;TERRETON BR	3	39	3940	Concrete	Stringer/Girder
15065	02010A 155.60	US 20	155.596	KNOWLTON CREEK	1	28	915	Concrete	Stringer/Girder
14400	04610A 140.84	SH 46	140.837	POWELL CREEK	1	27	915	Concrete	Stringer/Girder
14380	04610A 139.17	SH 46	139.173	FORK OF CAMAS CREEK	1	27	915	Concrete	Stringer/Girder
15280	07810A 48.19	SH 78	048.191	CASTLE CREEK	2	30	1647	Concrete	Stringer/Girder
18065	09520A 43.84	US 95	043.837	BOISE RIVER	10	42	13896	Concrete	Stringer/Girder
13985	03410B 12.98	SH 34	012.978	BEAR RIVER;RIVERDALE BR	6	35	7083	Concrete	Stringer/Girder
14375	04610A 138.93	SH 46	138.932	DRAIN DITCH	1	38	1216	Concrete	Stringer/Girder
14545	05110A 70.85	SH 51	070.845	BRUNEAU RIVER	3	34	3014	Concrete	Stringer/Girder
15055	02010A 153.29	US 20	153.285	E.FK.SOLDIER CREEK	1	22	732	Concrete	Stringer/Girder
12365	02020K 310.17	US 20 EBL & RAMP	310.172	IDAHO CANAL	1	81	4822	Concrete	Stringer/Girder
15060	02010A 154.06	US 20	154.056	JOHNSON CREEK	1	22	732	Concrete	Stringer/Girder
14395	04610A 139.74	SH 46	139.735	SOLDIER CREEK	1	27	915	Concrete	Stringer/Girder
15050	02010A 152.38	US 20	152.378	SOLDIER CREEK	1	22	732	Concrete	Stringer/Girder
15045	02010A 152.03	US 20	152.034	W.FK.SOLDIER CREEK	1	22	732	Concrete	Stringer/Girder
14340	04610A 110.44	SH 46	110.436	'X' CANAL	1	39	1442	Concrete	Stringer/Girder
14405	04610A 141.77	SH 46	141.770	KNOWLTON CREEK	1	37	1220	Concrete	Stringer/Girder
13555	03020K 179.51	US 30	179.518	BILLINGSLEY CREEK	3	28	3138	Concrete	Stringer/Girder
Count:	35								
13955	03310A 134.20	SH 33	134.200	SPRING CREEK	1	41	1624	Concrete	Channel Beam
Count:	1								
13130	02620A 149.96	US 26	149.956	'X' CANAL	1	40	2908	Concrete	Tee Beam
15090	02010B 183.95	US 20	183.947	GROVE CREEK	1	30	1056	Concrete	Tee Beam
13345	02710A 25.52	SH 27	025.518	B-4 CANAL	1	34	1516	Concrete	Tee Beam
14305	04510A 18.01	SH 45	018.011	MORA CANAL	1	48	1518	Concrete	Tee Beam
18060	09520A 42.73	US 95	042.715	RIVERSIDE CANAL	1	53	1991	Concrete	Tee Beam
13105	02620A 145.25	US 26	145.249	MALAD RIVER	3	39	3644	Concrete	Tee Beam
13135	02620A 151.54	US 26	151.538	S.GOODING MAIN CANAL	1	35	1360	Concrete	Tee Beam

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BrKey	Structure No.	Route	Milepost	Features	# Spans	Span Lgth	Sq.Ft.	Material Type	Structure Type
13040	02510A 8.51	SH 25	008.507	'L' CANAL	1	41	1281	Concrete	Tee Beam
14310	04510A 22.31	SH 45	022.306	NEW YORK CANAL	1	60	2271	Concrete	Tee Beam
13205	02620C 300.72	US 26	300.715	PEOPLES CANAL	1	38	1302	Concrete	Tee Beam
14995	02010A 143.77	US 20	143.768	CHIMNEY CR.;SHEEP CR.	1	25	1066	Concrete	Tee Beam
13195	09320D 246.88	US 93	246.879	BIG LOST RIVER	1	51	1938	Concrete	Tee Beam
13140	02620A 154.02	US 26	154.021	S.GOODING MAIN CANAL	1	46	1762	Concrete	Tee Beam
13215	02620C 303.38	US 26	303.384	DANSKIN CANAL	1	54	1894	Concrete	Tee Beam
13210	02620C 301.41	US 26	301.406	ABERDEEN CANAL	1	61	2056	Concrete	Tee Beam
Count: 15									
13965	03310A 142.32	SH 33	142.312	TETON CREEK	2	26	2164	Concrete	Multiple Box Beam
13960	03310A 135.73	SH 33	135.560	S.FK.LEIGH CREEK	1	33	1405	Concrete	Multiple Box Beam
13601	03020K 196.51	US 30	196.517	DEEP CREEK	1	57	2640	Concrete	Multiple Box Beam
Count: 3									
14275	04410A 5.74	SH 44	005.739	CANYON CREEK	1	25	1425	Concrete	Frame
15010	S02010A 146.31	US 20	146.310	E.BRANCH CORRAL CREEK	1	14	672	Concrete	Frame
14685	05510A 7.05	SH 55	007.054	HIGH LINE CANAL	1	34	1768	Concrete	Frame
19845	16710A 0.05	SH 167	000.045	GRANDVIEW IRRIG.DIST.CNL	1	25	1242	Concrete	Frame
12410	S02020K 315.62	US 20	315.620	S.BRANCH HARRISON CANAL	1	18	6561	Concrete	Frame
13990	03410B 14.84	SH 34	014.831	TWIN LAKES CANAL	1	28	2022	Concrete	Frame
18081	09520A 49.80	US 95	049.801	FARMERS COOP CANAL	1	21	2260	Concrete	Frame
13115	S02620A 148.10	US 26	148.102	CANAL	1	14	493	Concrete	Frame
15260	S07810A 1.62	SH 78	001.617	'A' LINE CANAL	1	18	640	Concrete	Frame
12635	S02020K 349.50	US 20 EBL & WBL	349.498	N.BR.FALL RIVER CANAL	1	18	1812	Concrete	Frame
12525	S02020K 329.11	US 20 EBL & WBL	329.109	REID CANAL	1	18	3720	Concrete	Frame
12445	S02020K 321.88	US 20 & US 20B	321.880	RIGBY CANAL	1	16	2930	Concrete	Frame
14965	S02010A 139.21	US 20	139.205	COW CREEK	1	18	689	Concrete	Frame
15075	S02010A 176.40	US 20	176.397	CRYSTAL CREEK	1	17	736	Concrete	Frame
12600	02020K 344.24	US 20 EBL & WBL	344.240	SALEM UNION CANAL	1	29	3414	Concrete	Frame
15040	S02010A 151.54	US 20	151.540	SOLDIER MTN.RUNOFF CHNL	1	16	756	Concrete	Frame
14975	02010A 141.10	US 20	141.100	NO NAME CREEK	1	22	837	Concrete	Frame
13015	S02410B 57.96	SH 24	057.956	'702' LATERAL CANAL	1	14	1184	Concrete	Frame
14980	S02010A 141.58	US 20	141.576	TEXAS CREEK	1	16	686	Concrete	Frame
14960	S02020E 97.78	US 20	097.778	RATTLE SNAKE CREEK	1	16	702	Concrete	Frame
12570	S02020K 334.97	US 20 EBL & WBL	334.960	TETON ISLAND CANAL	1	17	3534	Concrete	Frame
13010	02410B 54.40	SH 24	054.400	'702-A' CANAL	1	23	1518	Concrete	Frame
15030	S02010A 150.24	US 20	150.238	DRAIN	1	20	924	Concrete	Frame
15085	S02010A 177.57	US 20	177.570	M.FK.SPRING CREEK	1	12	520	Concrete	Frame
17560	S09320A 20.95	US 93	020.902	LATERAL CANAL	1	13	786	Concrete	Frame

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BrKey	Structure No.	Route	Milepost	Features	# Spans	Span Lgth	Sq.Ft.	Material Type	Structure Type
12420	02020K 320.06	US 20	320.060	GARFIELD UCON CANAL	1	21	3143	Concrete	Frame
15080	S02010A 177.19	US 20	177.192	SPRING CREEK	1	12	520	Concrete	Frame
12175	01910B 9.70	SH 19	009.700	GOLDEN GATE CANAL	1	30	3300	Concrete	Frame
14700	S05510A 10.14	SH 55	010.139	BURRIS LATERAL CANAL	1	12	728	Concrete	Frame
12595	S02020K 343.62	US 20	343.634	TWIN GROVES CANAL	1	15	2790	Concrete	Frame
12460	S02020K 322.93	US 20 EBL & WBL	322.930	NORTH RIGBY CANAL	1	13	1949	Concrete	Frame
14330	S04610A 107.47	SH 46	107.467	'X-4' CANAL	1	20	958	Concrete	Frame
13065	S02510B 48.80	SH 25	048.800	DRAIN DITCH	1	20	990	Concrete	Frame
18090	S09520A 60.57	US 95	060.573	FARMERS DITCH	1	13	1326	Concrete	Frame
12540	S02020K 332.94	US 20 EBL & WBL	332.940	REXBURG CANAL	1	14	2976	Concrete	Frame
19853	16710A 3.29	SH 167	003.290	MIDDLE LINE CANAL	1	25	1195	Concrete	Frame
13745	S03020P 423.12	US 30	423.128	GEORGETOWN CREEK	1	11	456	Concrete	Frame
14280	04410A 14.99	SH 44	014.987	MIDDLETON CANAL	1	38	2052	Concrete	Frame
12660	S02020K 353.69	US 20	353.691	CURR CANAL	1	15	765	Concrete	Frame
14010	03410B 33.66	SH 34	033.656	TROUT CREEK	1	25	1245	Concrete	Frame
13350	S02810A 30.45	SH 28	030.453	BIRCH CREEK;HYDRO PROJ	1	16	1010	Concrete	Frame
13915	S03310A 100.53	SH 33	100.501	TETON ISLAND CANAL	1	20	880	Concrete	Frame
14270	S04410A 4.15	SH 44	004.144	MILL CREEK	1	17	1195	Concrete	Frame
13605	S03020K 198.00	US 30	198.001	SEEPAGE DRAIN	1	18	698	Concrete	Frame
13935	S03310A 105.20	SH 33	105.199	EAST TETON CANAL	1	16	1008	Concrete	Frame
13805	08400B 57.68	I 84B	057.677	PHYLLIS CANAL	1	26	2423	Concrete	Frame
14265	04410A 3.50	SH 44	003.502	WILLOW CREEK	1	24	1200	Concrete	Frame
14005	S03410B 29.97	SH 34	029.968	WILLIAMS CREEK	1	20	764	Concrete	Frame
13020	S02410B 60.77	SH 24	060.770	'978' LATERAL CANAL	1	16	1183	Concrete	Frame
13930	03310A 103.73	SH 33	103.730	SIDDOWAY CANAL	1	21	1176	Concrete	Frame
12970	S03310A 16.14	SH 33	016.142	LITTLE LOST RIVER	1	10	409	Concrete	Frame
13640	S03020L 225.90	US 30	225.854	COULEE CANAL	1	12	409	Concrete	Frame
15035	S02010A 150.999	US 20	150.888	SOLDIER MTN.RUNOFF DRAIN	1	20	924	Concrete	Frame
13325	S02710A 15.82	SH 27	015.818	'G-20' CANAL	1	18	800	Concrete	Frame
15095	02010B 184.47	US 20	184.468	LOVING CREEK	1	24	1008	Concrete	Frame
15255	S07810A 1.13	SH 78	001.131	'B' LINE CANAL	1	18	640	Concrete	Frame
13146	02620A 154.39	US 26	154.383	S. GOODING MAIN CANAL	1	23	2106	Concrete	Frame
14015	S03410B 43.33	SH 34	043.325	BENCH CANAL	1	12	679	Concrete	Frame
14025	S03410B 46.73	SH 34	046.776	TANNER CANAL	1	11	971	Concrete	Frame
14263	S04410A 4.02	SH 44	004.023	CANYON CANAL	1	11	792	Concrete	Frame
12395	02020K 314.20	US 20	314.200	SAGE CANAL	1	21	2250	Concrete	Frame
15020	S02010A 149.60	US 20	149.600	DRAIN	1	18	836	Concrete	Frame
15306	07810B 96.32	SH 78	096.318	BENNETT CREEK	1	30	1496	Concrete	Frame
16615	S08110A 26.06	SH 81	026.059	MARSH CREEK	1	20	660	Concrete	Frame
13026	02410B 65.12	SH 24	065.120	MILNER GOODING CANAL	3	25	3192	Concrete	Frame

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13621	03020K 211.35	US 30	211.339	'S' COULEE CANAL	1	21	2896	Concrete	Frame
15298	S07810B 93.20	SH 78	093.200	IRRIGATION PIPES	1	16	512	Concrete	Frame
14681	05510A 6.11	SH 55	006.106	LOW LINE CANAL	1	25	3740	Concrete	Frame
13005	02410B 9.46	SH 24	009.455	'B-1' CANAL	1	21	667	Concrete	Frame
15275	S07810A 47.85	SH 78	047.848	CATHERINE CREEK	1	20	704	Concrete	Frame
15116	S02010B 195.87	US 20	195.873	WEST CANAL	1	16	1046	Concrete	Frame
12985	S02210A 61.69	SH 22	061.687	MEDICINE LODGE CREEK	1	17	861	Concrete	Frame
13910	S03310A 100.49	SH 33	100.456	SALEM CANAL	1	20	880	Concrete	Frame
15025	S02010A 150.05	US 20	150.050	SOLDIER MTN.FLOOD CH.	1	16	745	Concrete	Frame
18055	09520A 38.65	US 95	038.649	GOLDEN GATE CANAL	1	22	1755	Concrete	Frame
12630	02020K 347.84	US 20 WBL & EBL	347.838	N.BR.FALL RIVER CANAL	1	22	3541	Concrete	Frame
16620	08110A 26.28	SH 81	026.284	'G' CANAL	1	21	688	Concrete	Frame
12380	02020K 312.48	US 20	312.479	ANDERSON CANAL	1	25	2675	Concrete	Frame
14555	S05110A 71.91	SH 51	071.914	BUCKAROO DITCH	1	15	525	Concrete	Frame
14695	S05510A 9.55	SH 55	009.544	NORTH CANAL	1	17	988	Concrete	Frame
14990	02010A 142.11	US 20	142.110	ARNOLD CREEK	1	22	838	Concrete	Frame
13995	03410B 27.79	SH 34	027.635	COTTONWOOD CREEK	1	28	1418	Concrete	Frame
12605	02020K 344.51	US 20	344.503	SERVICE ROAD	1	25	2843	Concrete	Frame
12980	S02210A 39.26	SH 22	039.273	BIRCH CREEK;HYDRO PROJ	1	17	954	Concrete	Frame
13635	03020L 219.65	US 30	219.617	PERRINE COULEE CANAL	1	26	5737	Concrete	Frame
14985	02010A 141.84	US 20	141.840	HOT CREEK	1	22	838	Concrete	Frame
13100	S02620A 139.79	US 26	139.820	CANAL	1	14	768	Concrete	Frame
12375	02020K 311.75	US 20	311.750	WILLOW CREEK	1	22	4825	Concrete	Frame
12425	S02020K 320.34	US 20 EBL & WBL	320.344	ALLIANCE CANAL	1	15	3179	Concrete	Frame
13110	S02620A 146.43	US 26	146.430	S.GOODING MAIN CANAL	1	13	449	Concrete	Frame
12975	S03310A 16.32	SH 33	016.314	LITTLE LOST RIVER	1	18	614	Concrete	Frame
13610	S03020K 202.73	US 30	202.724	LATERAL	1	16	650	Concrete	Frame
15285	07810A 54.21	SH 78	054.220	BIRCH CREEK	1	26	829	Concrete	Frame
12455	02020K 322.84	US 20 EBL & WBL	322.837	PARKS LEWISVILLE CANAL	1	33	4937	Concrete	Frame
13940	03310A 106.75	SH 33	106.748	ENTERPRIZE CANAL	1	21	1176	Concrete	Frame
13202	02020F 270.84	US 20	270.840	INL CENTRAL CONNECTOR	1	29	1516	Concrete	Frame
14315	S04510A 25.46	SH 45	025.459	WILSON DRAIN	1	13	1214	Concrete	Frame
14045	03410C 76.81	SH 34	076.810	LITTLE BLACKFOOT RIVER	1	32	1310	Concrete	Frame
15000	S02010A 144.68	US 20	144.678	W.BRANCH CORRAL CREEK	1	20	840	Concrete	Frame
13615	S03020K 204.61	US 30	204.182	CANAL	1	16	650	Concrete	Frame
14970	S02010A 139.53	US 20	139.533	CHICKEN CREEK	1	16	686	Concrete	Frame
Count:	101								
15015	02010A 147.41	US 20	147.407	THREE MILE CREEK	2	16	1389	Concrete Continuous	Slab
15005	02010A 145.36	US 20	145.357	CORRAL CREEK	2	16	1389	Concrete Continuous	Slab

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13150	09320C 167.54	US 93	167.538	MILNER GOODING CANAL	2	37	3003	Concrete Continuous	Slab
Count: 3									
13160	09320C 182.82	US 93	182.820	JIMMY BYRNES SLOUGH	3	10	2077	Concrete Continuous	Culvert
Count: 1									
14350	04610A 112.89	SH 46	112.893	BIG WOOD RIVER	3	72	4155	Concrete Continuous	Tee Beam
13650	03020L 231.92	US 30	231.904	UPRR;BICKEL OVERPASS	3	58	4725	Concrete Continuous	Tee Beam
Count: 2									
14320	04610A 100.04	SH 46	100.038	I 84 EB-WB;S.WENDELL IC	2	111	19939	Concrete Continuous	Single/Spread Box
Count: 1									
12995	02410B 5.55	SH 24	005.545	'B' CANAL	3	34	5985	Concrete Continuous	Frame
Count: 1									
15069	S02010A 172.86	US 20	172.860	ROCK CREEK	1	11	1808	Steel	Culvert
12615	02020K 347.02	US 20 EBL & WBL	347.022	SALEM UNION CANAL	1	38	6707	Steel	Culvert
15263	S07810A 6.87	SH 78	006.820	SQUAW CREEK	1	13	598	Steel	Culvert
12295	02020J 302.76	US 20	302.758	OAKLAND WASTE DITCH	1	22	4553	Steel	Culvert
18040	09520A 26.79	US 95	026.787	'B' LINE CANAL	1	24	3960	Steel	Culvert
15264	07810A 16.41	SH 78	016.410	REYNOLDS CREEK	1	30	1378	Steel	Culvert
15109	02010B 195.11	US 20	195.106	DRY CREEK	2	24	9149	Steel	Culvert
15288	S07810A 60.83	SH 78	060.833	MUTUAL CANAL	1	16	1056	Steel	Culvert
13735	S03020P 404.35	US 30	404.514	SODA CREEK	2	6	1604	Steel	Culvert
34510	S03020N 365.19	US 30	365.186	PORTNEUF RIVER OVERFLOW	1	13	3172	Steel	Culvert
15291	S07810A 66.48	SH 78	066.480	BYBEE CANAL	1	13	1053	Steel	Culvert
34500	S03020N 365.17	US 30	365.171	PORTNEUF RIVER	1	13	3614	Steel	Culvert
15068	S02010A 168.05	US 20	168.050	CAMP CREEK	1	10	1440	Steel	Culvert
34505	S03020N 365.18	US 30	365.181	PORTNEUF RIVER OVERFLOW	1	13	3354	Steel	Culvert
15067	S02010A 164.55	US 20	164.550	WILLOW CREEK	1	14	2820	Steel	Culvert
15066	S02010A 160.00	US 20	160.000	ELK CREEK	1	12	1216	Steel	Culvert
Count: 16									
13550	03020K 177.44	US 30	177.471	MALAD R.;N.HAGERMAN BR.	3	114	12239	Steel	Stringer/Girder
13704	03020N 364.59	US 30	364.589	PORTNEUF RIVER	1	197	16154	Steel	Stringer/Girder
17570	09320A 37.57	US 93	037.495	HIGH LINE CANAL	1	75	2842	Steel	Stringer/Girder
15220	07410A 2.44	SH 74	002.439	LOW LINE CANAL	1	75	2863	Steel	Stringer/Girder
13500	08400B 59.17	I 84B	059.168	INDIAN CREEK	1	25	1970	Steel	Stringer/Girder
14260	04410A 0.04	SH 44	000.039	I 84 EB-WB;MIDDLETON IC	5	49	7610	Steel	Stringer/Girder

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12220	02020B 22.06	US 20	022.062	I 84 EB-WB;PARMA IC	4	64	6606	Steel	Stringer/Girder
Count: 7									
12565	02020K 334.45	US 20 EBL	334.350	S.FK.TETON RIVER	3	59	7868	Steel Continuous	Stringer/Girder
14670	05510A 2.61	SH 55	002.605	SNAKE RIVER(MARSING BR)	12	64	29407	Steel Continuous	Stringer/Girder
19391	09320B 45.66	US 93	045.658	ROCK CREEK	3	164	39143	Steel Continuous	Stringer/Girder
12671	02020L 363.37	US 20	363.370	HENRY'S FK. SNAKE RIVER	3	212	34810	Steel Continuous	Stringer/Girder
13706	03020N 365.25	US 30	365.246	UPRR & CANAL; TOPAZ OP	3	320	50266	Steel Continuous	Stringer/Girder
12560	02020K 334.44	US 20 WBL	334.349	S.FK.TETON RIVER	3	59	7868	Steel Continuous	Stringer/Girder
18050	09520A 34.71	US 95	034.710	SNAKE RIVER;HOMEDALE BR.	5	185	28395	Steel Continuous	Stringer/Girder
14410	04612A 0.41	SH 46 SPUR	000.041	I 84 EB-WB;W.WENDELL IC	2	150	13493	Steel Continuous	Stringer/Girder
13946	03310A 115.51	SH 33	115.508	CANYON CREEK	3	212	15960	Steel Continuous	Stringer/Girder
12676	02020L 379.15	US 20	379.144	HENRY'S FK. SNAKE RIVER	2	125	10538	Steel Continuous	Stringer/Girder
14520	05010A 3.88	SH 50	003.887	SNAKE RIVER;HANSEN BR.	4	258	26006	Steel Continuous	Stringer/Girder
12440	02020K 321.32	US 20 EB-WB	321.320	SH 48;RIGBY GS	3	105	13184	Steel Continuous	Stringer/Girder
16641	03310A 58.84	SH 33	058.838	I 15 NB-SB;SAGE JCT IC	4	93	15758	Steel Continuous	Stringer/Girder
Count: 13									
14360	S04610A 116.09	SH 46	116.092	N. GOODING LATERAL 1465	1	18	1227	Prestressed Concrete	Slab
Count: 1									
12690	02020L 398.76	US 20	398.756	HENRY'S LAKE OUTLET	1	57	2756	Prestressed Concrete	Stringer/Girder
12685	02020L 392.77	US 20	392.764	HENRY'S FK. SNAKE RIVER	3	59	10818	Prestressed Concrete	Stringer/Girder
14040	03410C 70.46	SH 34	070.458	BLACKFOOT RIVER	1	94	3821	Prestressed Concrete	Stringer/Girder
13702	03020N 364.20	US 30	364.200	PORTNEUF RIVER	3	123	28126	Prestressed Concrete	Stringer/Girder
13730	03020P 375.67	US 30	375.588	DEER CROSSING	1	75	4994	Prestressed Concrete	Stringer/Girder
12520	02020K 328.08	US 20 WBL	328.068	TEXAS SLOUGH	1	61	2796	Prestressed Concrete	Stringer/Girder
12370	02020K 310.18	US 20 WBL	310.173	IDAHO CANAL	1	80	3541	Prestressed Concrete	Stringer/Girder
12585	02020K 339.41	US 20 WBL	339.405	N.FK.TETON RIVER	1	99	4413	Prestressed Concrete	Stringer/Girder
14300	04510A 10.43	SH 45	010.428	SNAKE R.(WALTERS FERRY)	10	67	27190	Prestressed Concrete	Stringer/Girder
13950	03310A 128.51	SH 33	128.410	TETON RIVER	2	79	6394	Prestressed Concrete	Stringer/Girder
12465	02020K 323.59	US 20 EBL	323.565	SNAKE RIVER DRY BED CNL	1	71	3089	Prestressed Concrete	Stringer/Girder
13715	03020P 371.89	US 30	371.782	PORTNEUF RIVER	3	122	13638	Prestressed Concrete	Stringer/Girder
14724	05510A 16.47	SH 55	016.465	INDIAN CREEK	3	118	21749	Prestressed Concrete	Stringer/Girder
15226	07410A 7.23	SH 74	007.225	ROCK CREEK	4	105	33960	Prestressed Concrete	Stringer/Girder
13618	03020K 208.91	US 30	208.914	CEDAR CREEK DRAW	1	77	3360	Prestressed Concrete	Stringer/Girder
18075	09520A 45.21	US 95	045.205	US 20;UPRR;US 20-95 IC	6	69	10560	Prestressed Concrete	Stringer/Girder
16645	03310A 73.44	SH 33	073.436	HENRY'S FK.SNAKE RIVER	4	79	14768	Prestressed Concrete	Stringer/Girder
12654	02020K 352.07	US 20 EBL	352.067	FALL RIVER CANAL	1	31	1432	Prestressed Concrete	Stringer/Girder
12413	02020K 317.90	US 20 EBL	317.899	COUNTY LINE ROAD IC	1	122	5457	Prestressed Concrete	Stringer/Girder
13725	03020P 373.22	US 30	373.123	DEER CROSSING	1	75	4026	Prestressed Concrete	Stringer/Girder

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17600	09320B 61.70	US 93	061.714	'M' CANAL	1	46	1991	Prestressed Concrete	Stringer/Girder
13200	02020F 265.04	US 20	265.043	BIG LOST RIVER	1	58	2422	Prestressed Concrete	Stringer/Girder
12015	03020N 359.65	US 30	359.645	PORTNEUF RIVER;MCCAMMON	3	69	15726	Prestressed Concrete	Stringer/Girder
12485	02020K 325.04	US 20 WBL	325.020	MENAN CANAL	1	43	1916	Prestressed Concrete	Stringer/Girder
12680	02020L 387.03	US 20	387.030	BUFFALO RIVER;PONDS BR.	3	59	10818	Prestressed Concrete	Stringer/Girder
12500	02020K 326.23	US 20 WBL	326.201	SNAKE RIVER;LORENZO BR.	6	107	28654	Prestressed Concrete	Stringer/Girder
18095	09520A 60.82	US 95	060.815	I 84 EB-WB;US 95 IC	5	73	18557	Prestressed Concrete	Stringer/Girder
12470	02020K 323.60	US 20 WBL	323.575	SNAKE RIVER DRY BED CNL	1	71	3089	Prestressed Concrete	Stringer/Girder
14690	05510A 8.10	SH 55	008.098	LOW LINE CANAL	2	35	3892	Prestressed Concrete	Stringer/Girder
14035	03410C 57.91	SH 34	057.912	UPRR;SODA'S 3RD E.ST OP	1	77	6209	Prestressed Concrete	Stringer/Girder
13740	03020P 406.67	US 30	406.711	UPRR; SODA SPRINGS OP	1	111	5188	Prestressed Concrete	Stringer/Girder
12373	02020K 311.33	US 20 EBL	311.338	STC 6708; ST LEON RD	1	111	4806	Prestressed Concrete	Stringer/Girder
14525	05010A 4.68	SH 50	004.700	I 84 EB-WB;KIMBERLY IC	3	50	15500	Prestressed Concrete	Stringer/Girder
15105	02010B 191.36	US 20	191.356	SILVER CREEK	1	61	2497	Prestressed Concrete	Stringer/Girder
13720	03020P 372.52	US 30	372.434	DEER CROSSING	1	75	4026	Prestressed Concrete	Stringer/Girder
17610	09320B 62.66	US 93	062.682	'R' CANAL	1	54	2336	Prestressed Concrete	Stringer/Girder
12645	02020K 350.71	US 20 WBL & EBL	350.701	S.FK.FALL RIVER CANAL	2	37	8719	Prestressed Concrete	Stringer/Girder
12435	02020K 320.85	US 20	320.851	BURGESS CANAL	1	88	8224	Prestressed Concrete	Stringer/Girder
12384	02020K 313.45	US 20 WBL	313.448	STC 6706; HITT RD	1	116	5023	Prestressed Concrete	Stringer/Girder
12489	02020K 325.58	US 20	325.574	MENAN-LORENZO RD.	1	97	4488	Prestressed Concrete	Stringer/Girder
17456	09120A 1.86	US 91	001.846	CUB RIVER	1	72	5291	Prestressed Concrete	Stringer/Girder
15300	07810B 94.61	SH 78	094.608	SNAKE R.;INDIAN COVE BR.	8	68	17642	Prestressed Concrete	Stringer/Girder
16625	08112A 0.27	SH 81B SPUR	000.263	I 84;MALTA-YALE RD IC	3	49	7223	Prestressed Concrete	Stringer/Girder
12480	02020K 325.03	US 20 EBL	325.019	MENAN CANAL	1	43	1916	Prestressed Concrete	Stringer/Girder
12665	02020K 354.05	US 20	354.049	FALL RIVER	2	55	4779	Prestressed Concrete	Stringer/Girder
12650	02020K 352.06	US 20 WBL	352.066	FALL RIVER CANAL	1	31	1410	Prestressed Concrete	Stringer/Girder
13656	03020L 236.42	US 30	236.417	TWIN FALLS MAIN CANAL	2	74	5426	Prestressed Concrete	Stringer/Girder
13711	03020N 369.05	US 30	369.047	PORTNEUF RIVER	2	105	14842	Prestressed Concrete	Stringer/Girder
12590	02020K 339.42	US 20 EBL	339.406	N.FK.TETON RIVER	1	99	4413	Prestressed Concrete	Stringer/Girder
12515	02020K 328.06	US 20 EBL	328.067	TEXAS SLOUGH	1	61	2796	Prestressed Concrete	Stringer/Girder
12400	02020K 315.23	US 20 EBL	315.226	SH 43;WEST BELT BRIDGE	4	63	10223	Prestressed Concrete	Stringer/Girder
12020	03020N 359.60	US 30	359.597	UPRR;N.MCCAMMON OP	3	67	14133	Prestressed Concrete	Stringer/Girder
15070	02010A 176.04	US 20	176.038	BIG WOOD RIVER	3	76	7772	Prestressed Concrete	Stringer/Girder
14722	05510A 16.37	SH 55	016.369	UPRR	1	93	8630	Prestressed Concrete	Stringer/Girder
12487	02020K 325.57	US 20	325.572	MENAN-LORENZO RD.	1	97	4488	Prestressed Concrete	Stringer/Girder
12495	02020K 326.22	US 20 EBL	326.200	SNAKE RIVER;LORENZO BR.	6	107	28514	Prestressed Concrete	Stringer/Girder
12405	02020K 315.24	US 20 WBL	315.227	SH 43;WEST BELT BRIDGE	4	73	10289	Prestressed Concrete	Stringer/Girder
14729	05510A 16.59	SH 55	016.588	I 84;KARCHER IC	2	104	16382	Prestressed Concrete	Stringer/Girder
14020	03410B 46.08	SH 34	046.084	BEAR RIVER;GRACE BRIDGE	7	75	27868	Prestressed Concrete	Stringer/Girder
12383	02020K 313.44	US 20 EBL	313.447	STC 6706; HITT RD	1	116	5023	Prestressed Concrete	Stringer/Girder

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12414	02020K 317.89	US 20 WBL	317.893	COUNTY LINE ROAD IC	1	122	5457	Prestressed Concrete	Stringer/Girder
19850	16710A 0.80	SH 167	000.793	SNAKE RIVER;GRANDVIEW BR	6	102	23121	Prestressed Concrete	Stringer/Girder
13646	03020L 230.13	US 30	230.126	TWIN FALLS MAIN CANAL	3	48	4905	Prestressed Concrete	Stringer/Girder
12374	02020K 311.34	US 20 WBL	311.339	STC 6708; ST LEON RD	1	111	4806	Prestressed Concrete	Stringer/Girder
Count: 64									
13000	02410B 7.99	SH 24	007.994	'B-2' CANAL	1	30	1023	Prestressed Concrete	Tee Beam
17827	08710A 0.06	SH 87	000.060	HOWARD CREEK	1	38	1722	Prestressed Concrete	Tee Beam
17829	08710A 1.14	SH 87	001.140	TARGHEE CREEK	1	80	3486	Prestressed Concrete	Tee Beam
Count: 3									
16611	08110A 25.08	SH 81	025.076	'H' CANAL	1	48	2278	Prestressed Concrete	Multiple Box Beam
18045	09520A 30.37	US 95	030.370	JUMP CREEK	1	47	1902	Prestressed Concrete	Multiple Box Beam
15100	02010B 187.15	US 20	187.147	SILVER CREEK	3	35	4123	Prestressed Concrete	Multiple Box Beam
13175	09320C 200.06	US 93	200.060	LITTLE WOOD RIVER	1	62	2605	Prestressed Concrete	Multiple Box Beam
12620	02020K 347.04	US 20 EBL & WBL	347.038	TWIN GROVES CANAL	1	28	4413	Prestressed Concrete	Multiple Box Beam
14365	04610A 117.90	SH 46	117.903	NRTH GOODING MAIN CNL	1	24	936	Prestressed Concrete	Multiple Box Beam
12625	02020K 347.35	US 20 EBL & WBL	347.349	FARMERS FRIEND CANAL	1	33	5210	Prestressed Concrete	Multiple Box Beam
14030	03410B 47.26	SH 34	047.305	NORTH EXTENSION CANAL	1	34	2240	Prestressed Concrete	Multiple Box Beam
19393	09320B 48.66	US 93	048.659	PERRINE COULEE;BIKE PATH	1	36	5460	Prestressed Concrete	Multiple Box Beam
16606	08110A 23.61	SH 81	023.613	'J' CANAL	1	55	2540	Prestressed Concrete	Multiple Box Beam
17566	09320A 25.08	US 93	025.019	LATERAL NO. 1	1	62	4864	Prestressed Concrete	Multiple Box Beam
13190	09320C 204.55	US 93	204.553	LITTLE WOOD RIVER	1	49	2992	Prestressed Concrete	Multiple Box Beam
13185	09320C 204.38	US 93	204.382	LITTLE WOOD RIVER	1	39	2400	Prestressed Concrete	Multiple Box Beam
13180	09320C 200.90	US 93	200.900	LITTLE WOOD RIVER	1	38	1647	Prestressed Concrete	Multiple Box Beam
13165	09320C 198.27	US 93	198.266	SILVER CREEK	1	46	1873	Prestressed Concrete	Multiple Box Beam
13155	09320C 177.63	US 93	177.638	LITTLE WOOD RIVER	1	53	2164	Prestressed Concrete	Multiple Box Beam
13170	09320C 199.28	US 93	199.280	LITTLE WOOD RIVER	1	68	2842	Prestressed Concrete	Multiple Box Beam
Count: 17									
12535	02020K 331.93	US 20 WBL	331.924	STP 7726;S.REXBURG IC	3	98	6868	Prestressed Concrete	Single/Spread Box
12550	02020K 333.41	US 20 EBL	333.420	SH 33;REXBURG IC	3	98	6867	Prestressed Concrete	Single/Spread Box
12530	02020K 331.92	US 20 EBL	331.923	STP 7726;S.REXBURG IC	3	98	6868	Prestressed Concrete	Single/Spread Box
12555	02020K 333.42	US 20 WBL	333.421	SH 33;REXBURG IC	3	98	6867	Prestressed Concrete	Single/Spread Box
Count: 4									
14297	04410C 16.86	SH 44	016.864	DRY CREEK	3	30	6881	P/S Conc Continuous	Slab
Count: 1									
12583	03310A 99.42	SH 33 SPUR	099.400	US 20;SH 33 SPUR IC	2	118	13810	P/S Conc Continuous	Stringer/Girder

Idaho Transportation Department
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Pilot Project Structures

BrKey	Structure No.	Route	Milepost	Features	# Spans	Span Lgth	Sq.Ft.	Material Type	Structure Type
17605	09320B 61.94	US 93	061.952	'U' CANAL	3	52	6749	P/S Conc Continuous	Stringer/Girder
Count: 2									
13095	02620A 138.82	US 26	138.836	I 84 EB-WB;E.BLISS IC	2	179	23002	P/S Conc Continuous	Single/Spread Box
13608	03020K 212.06	US 30	212.057	US 30/US 93 INTERCHANGE	1	150	11259	P/S Conc Continuous	Single/Spread Box
Count: 2									

Count: 321