

Final Report ..... Phase II

# WESTERN TRANSPORTATION TRADE NETWORK - WTTN



1999



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# Appendix A

## WTTN HIGHWAY NETWORK MAPS (WITH SUPERSEGMENT NUMBERS)

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This appendix contains maps of each WTTN state, and selected urbanized area enlargements, that depict the WTTN Highway Network and associated *supersegment* numbers. The maps are grouped by state, listed alphabetically, followed by their enlargements.

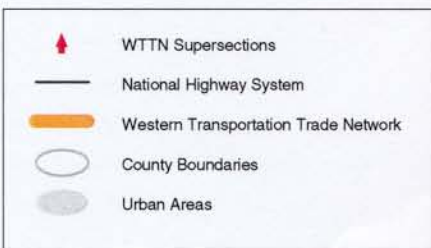
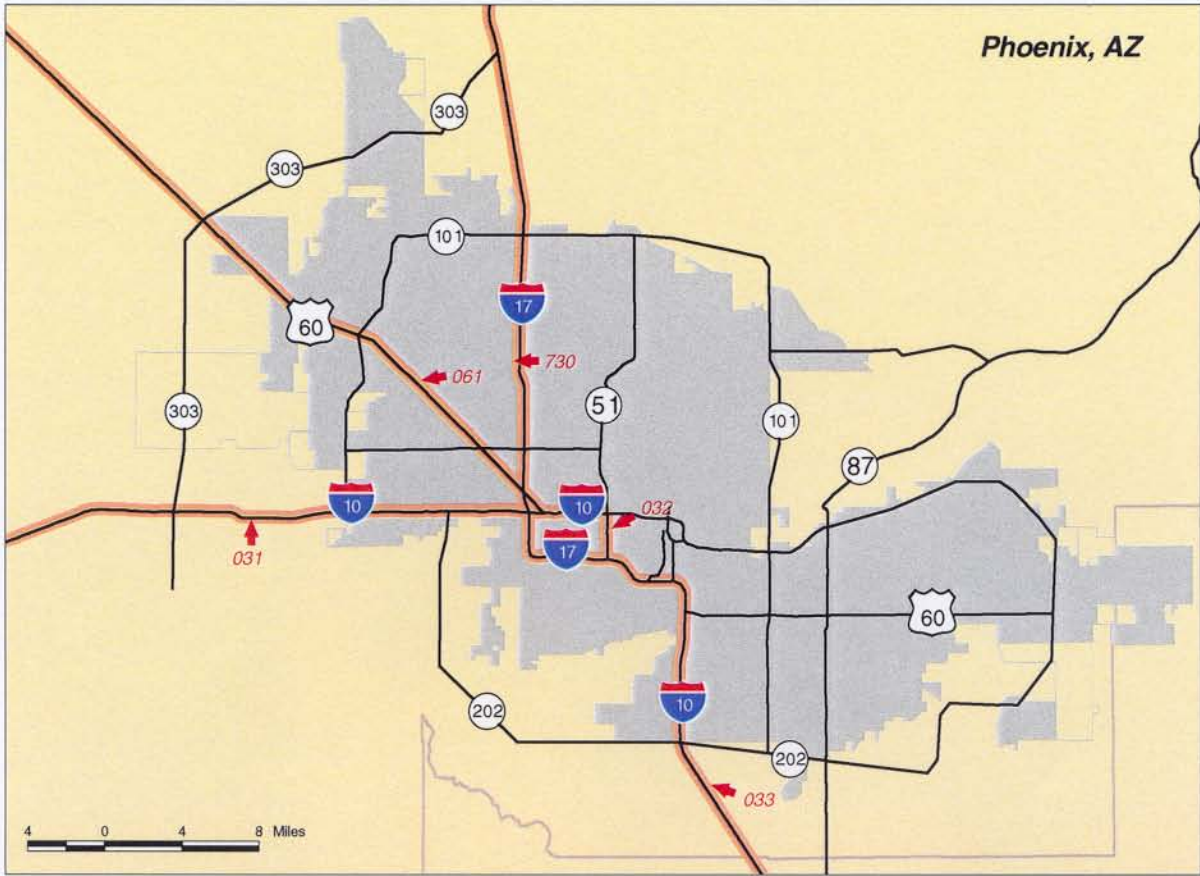
As explained in Chapter 2, analysis of the WTTN Highway Network is possible only if the highways are broken into smaller segments for evaluation of deficiencies and performance. The maps in this appendix show the entire National Highway System (NHS), which includes all Interstate highways. Those highways identified as part of the WTTN Highway Network are illustrated in orange, along with the corresponding supersegment number (red). The specific descriptions of the supersegments, including termini, are found in Appendix B.

Interstate highways are marked with their traditional blue-and-red shield (I), U.S. marked highways with a black-and-white shield (U.S.), and state marked highways have a round emblem (O).

# Arizona

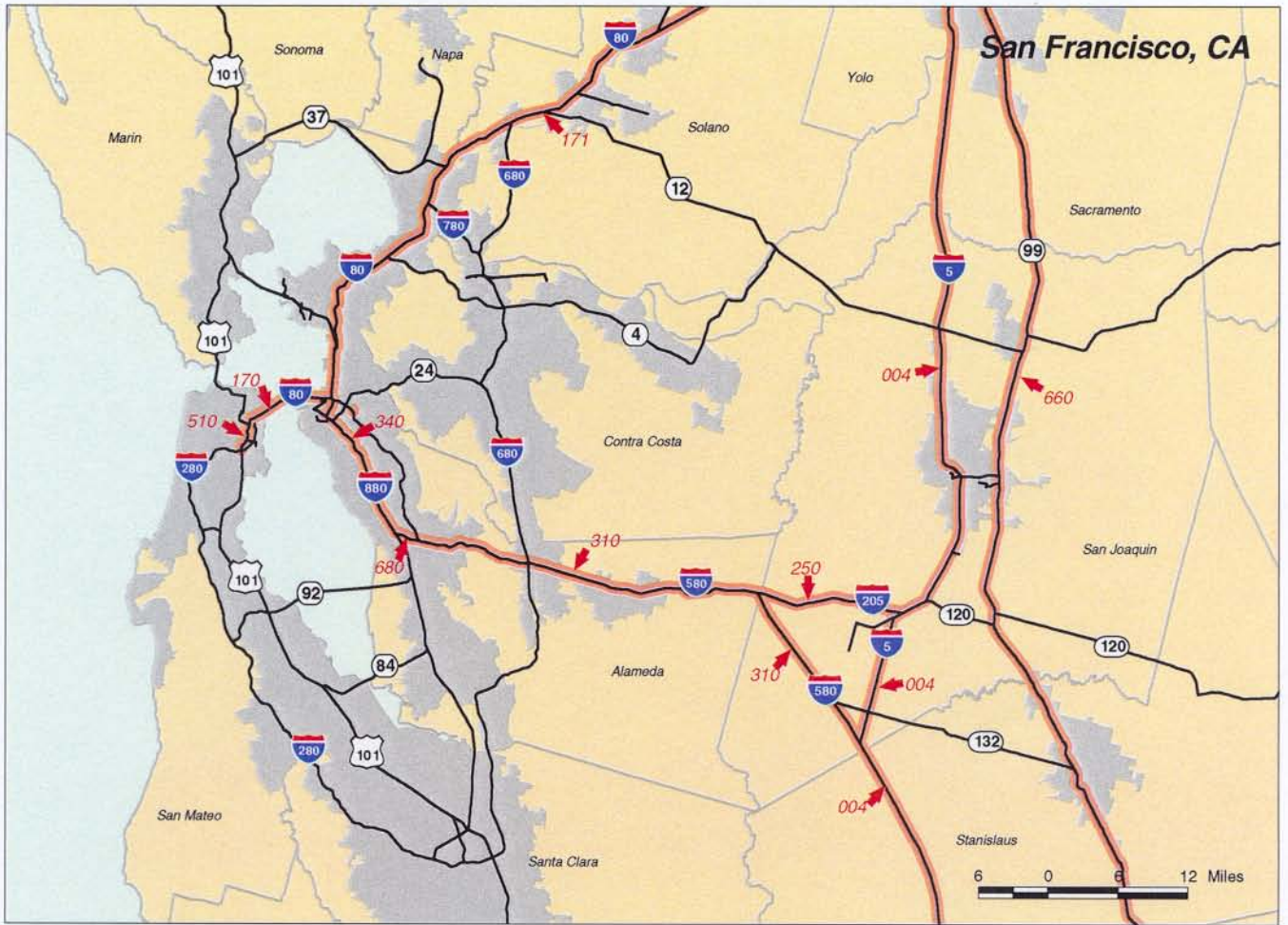







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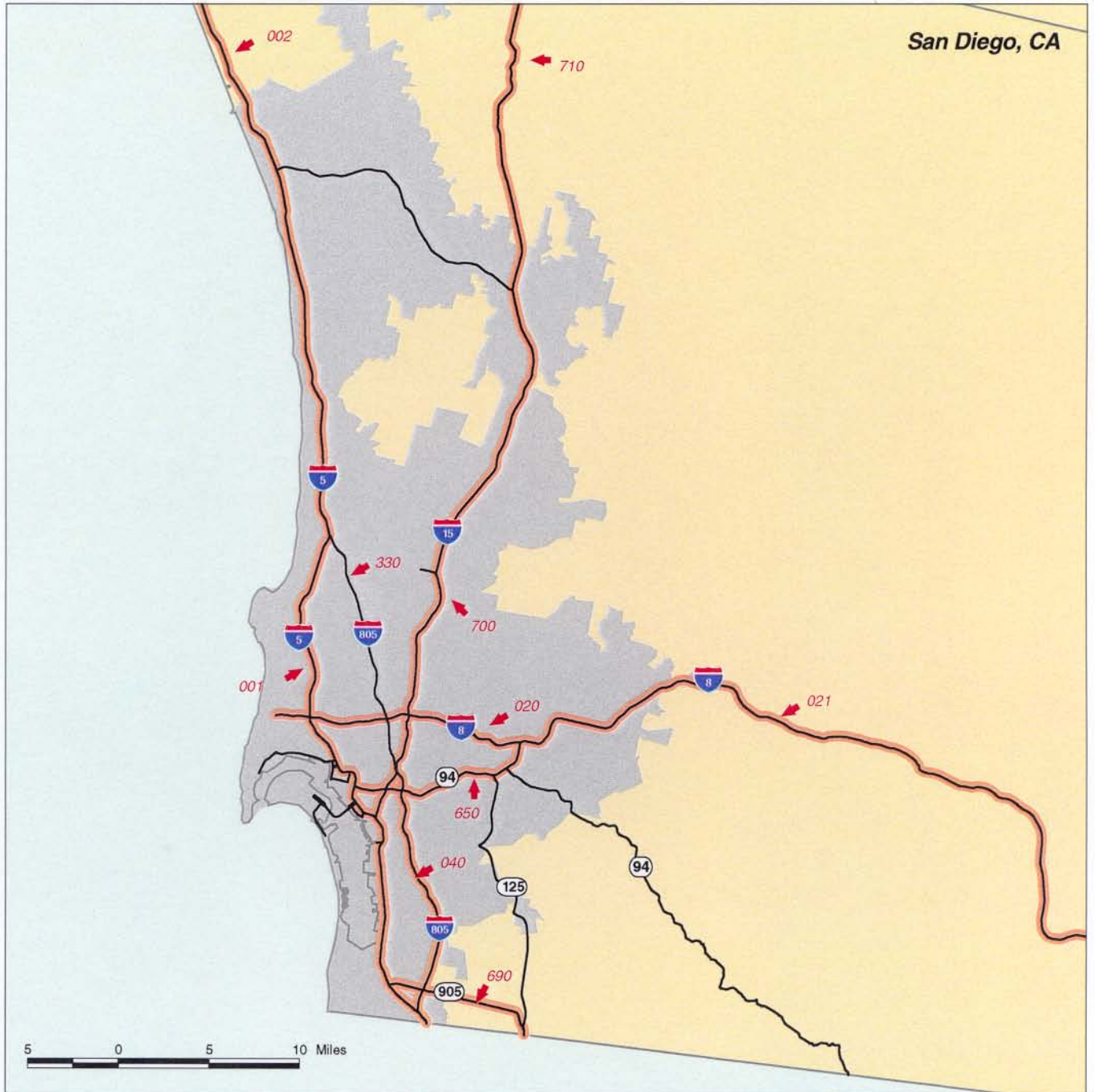


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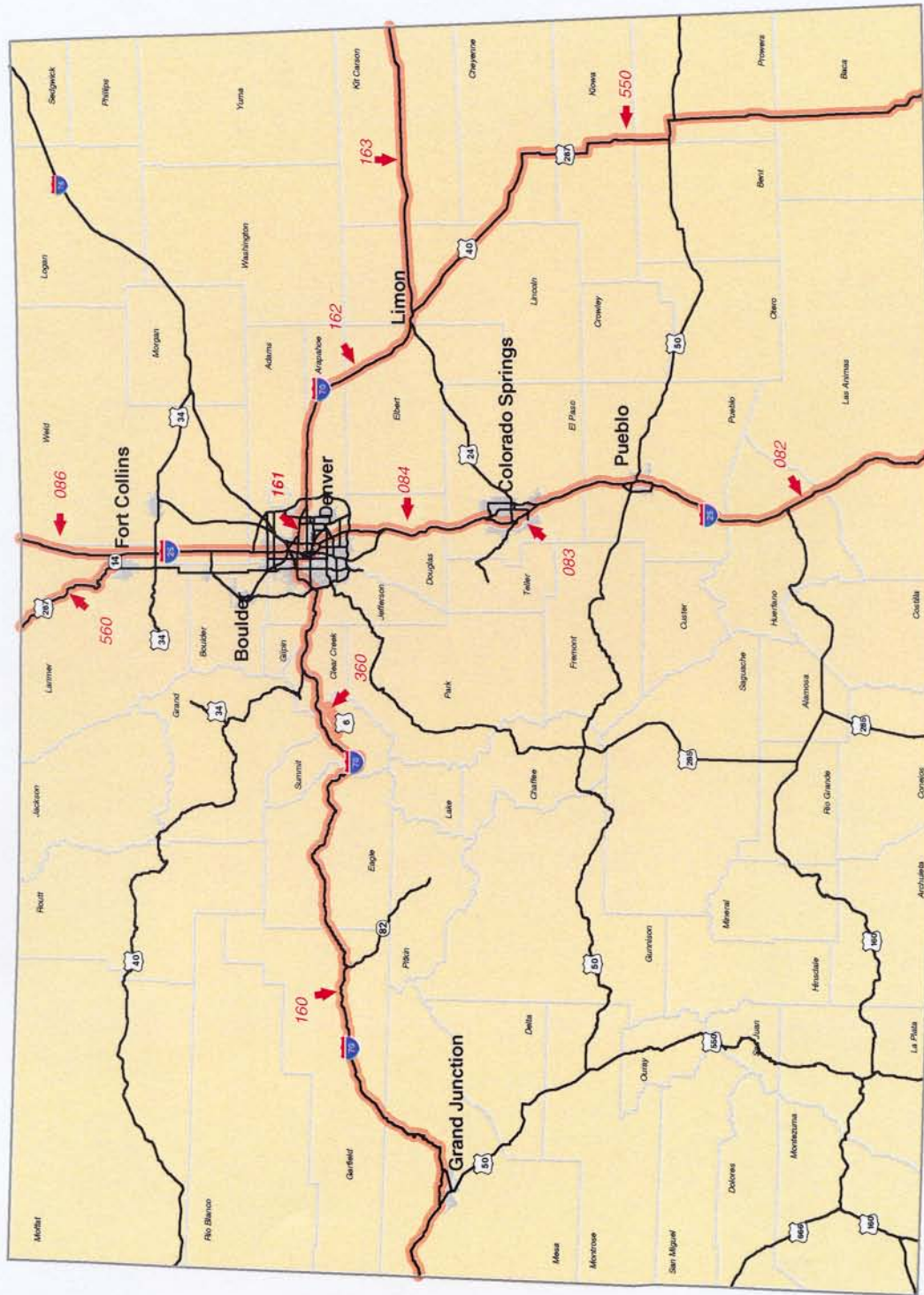
-  WTTN Supersections
-  National Highway System
-  Western Transportation Trade Network
-  County Boundaries
-  Urban Areas






# California: Urban Areas



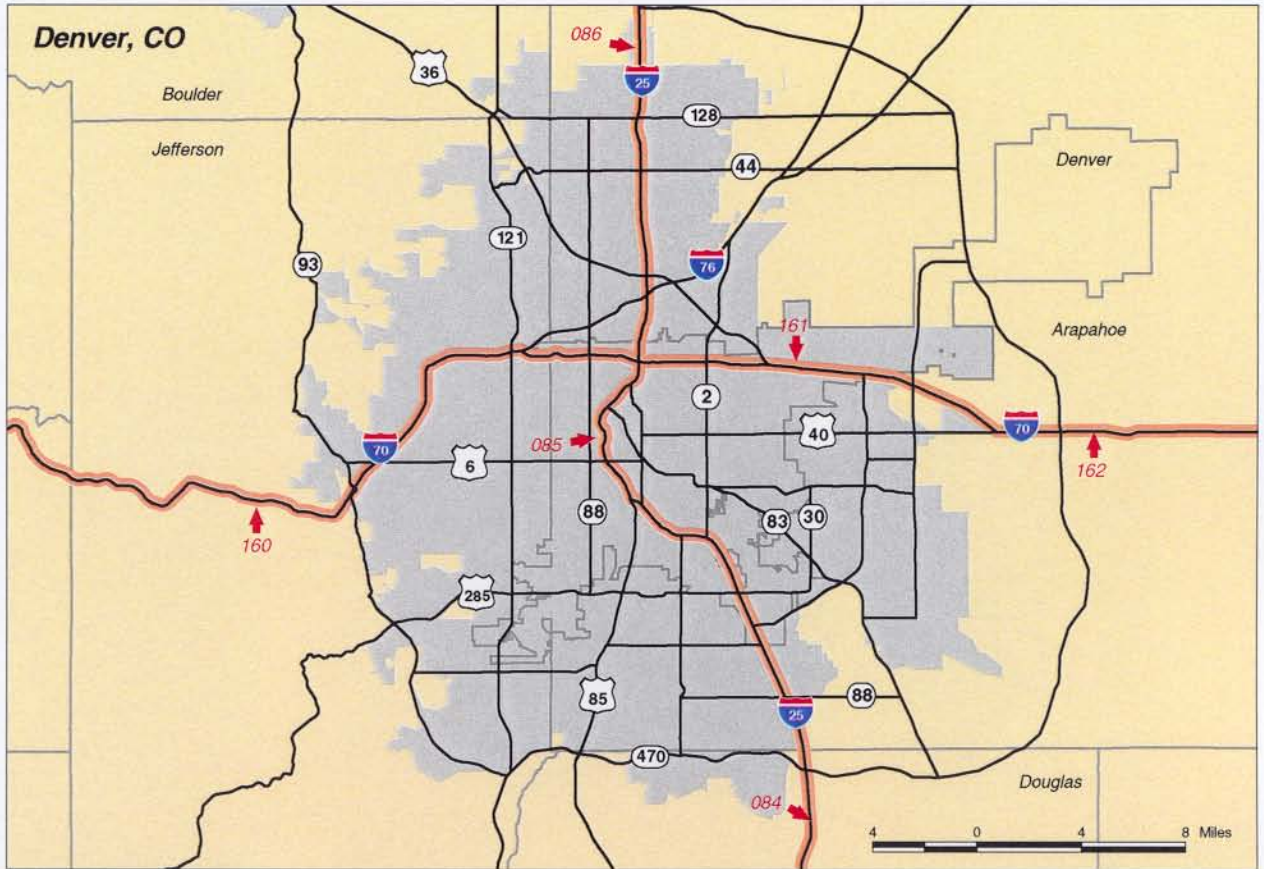
- WTTN Supersections
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-  WTTN Supersections
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-  County Boundaries
-  Urban Areas

# Colorado: Urban Areas



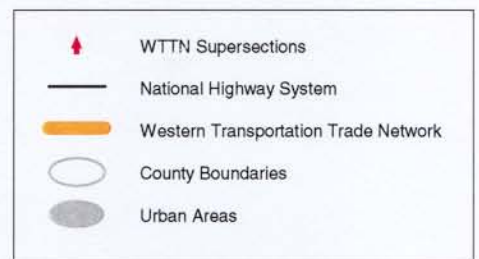
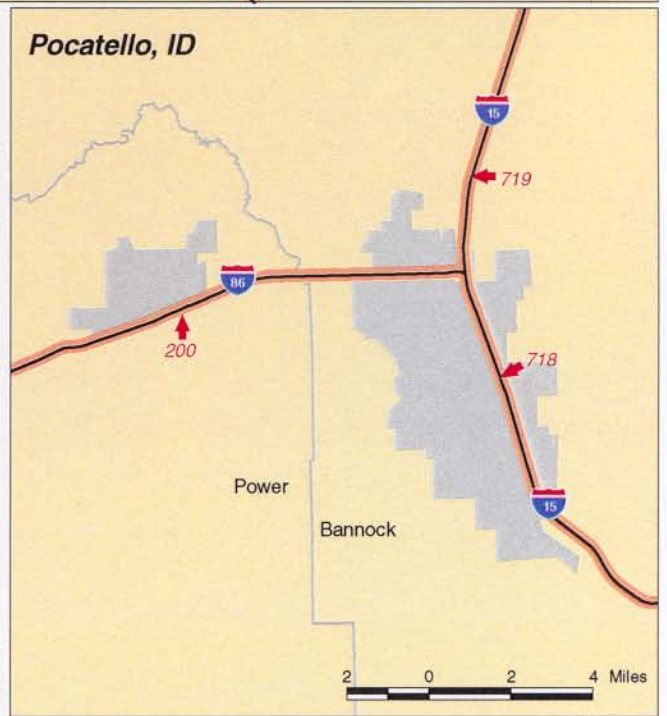
**LEGEND**

- Urban Areas
- National Highway System
- Western Transportation Trade Network
- County Boundaries

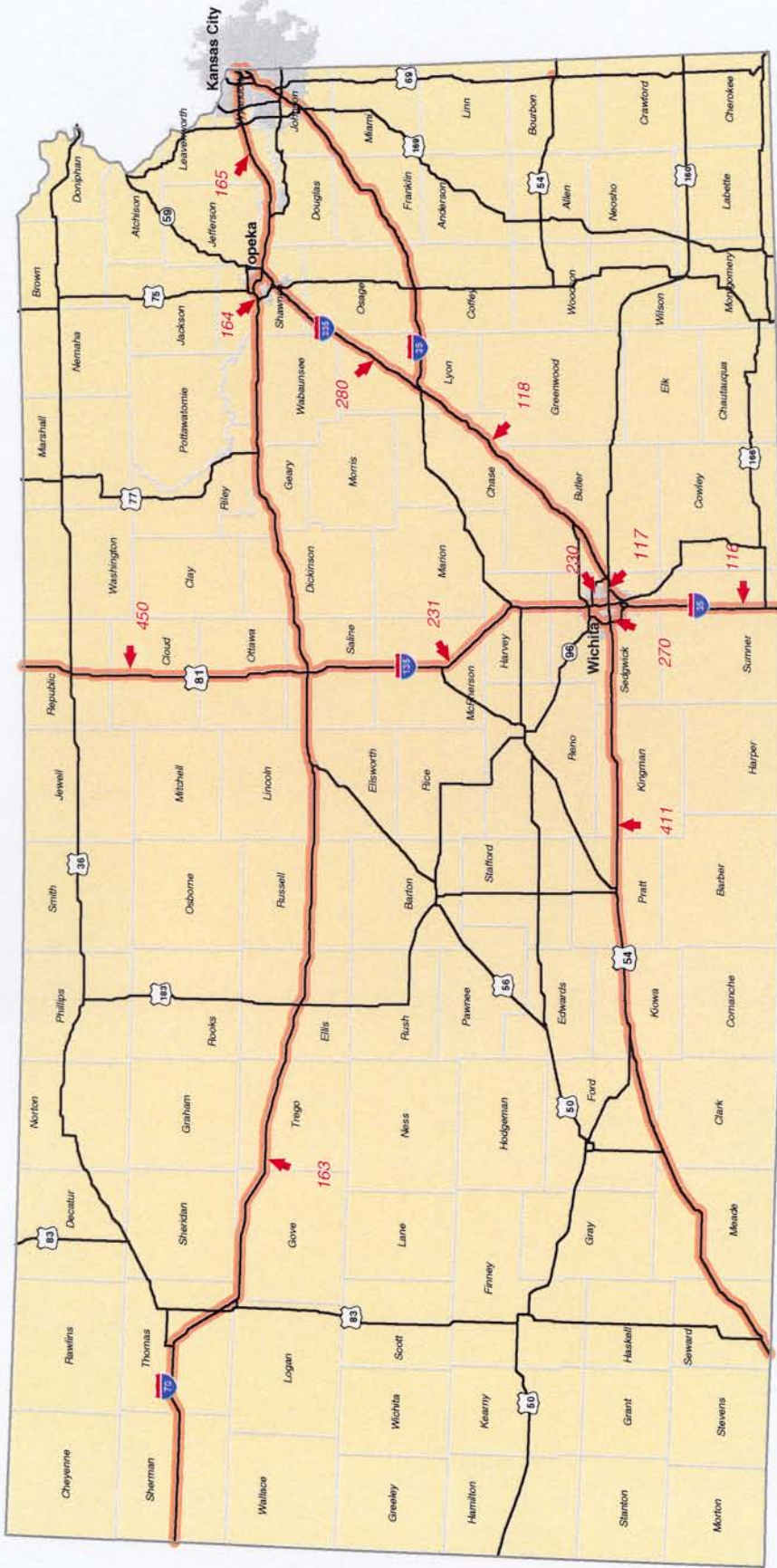
# Idaho








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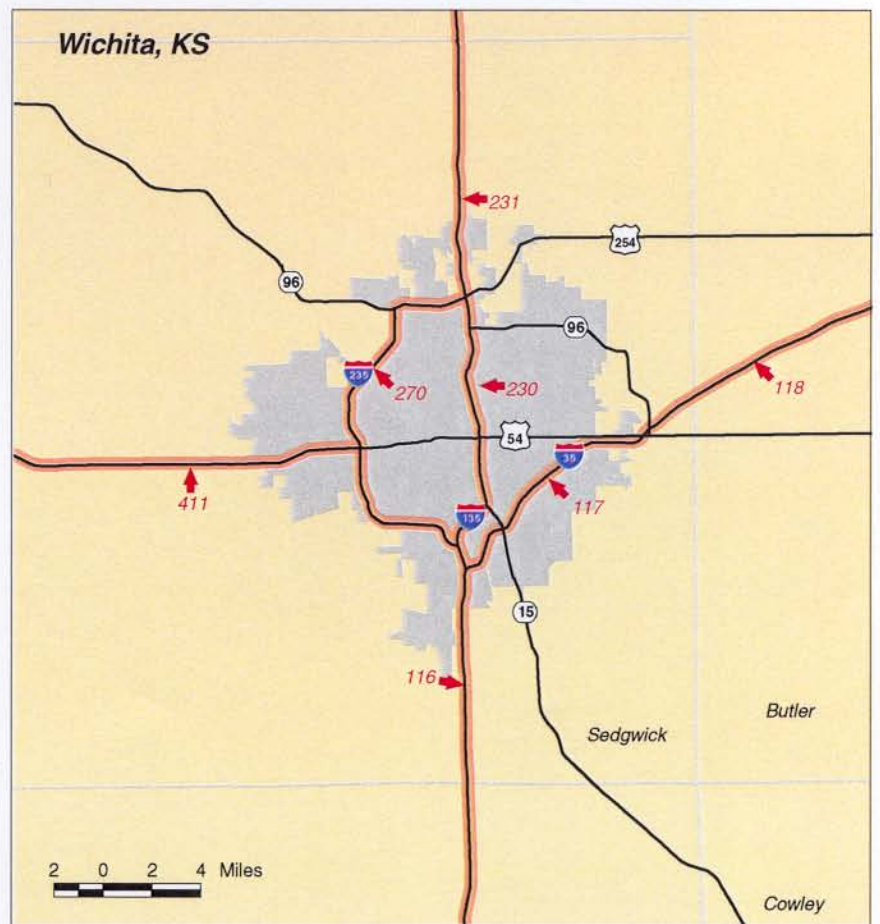
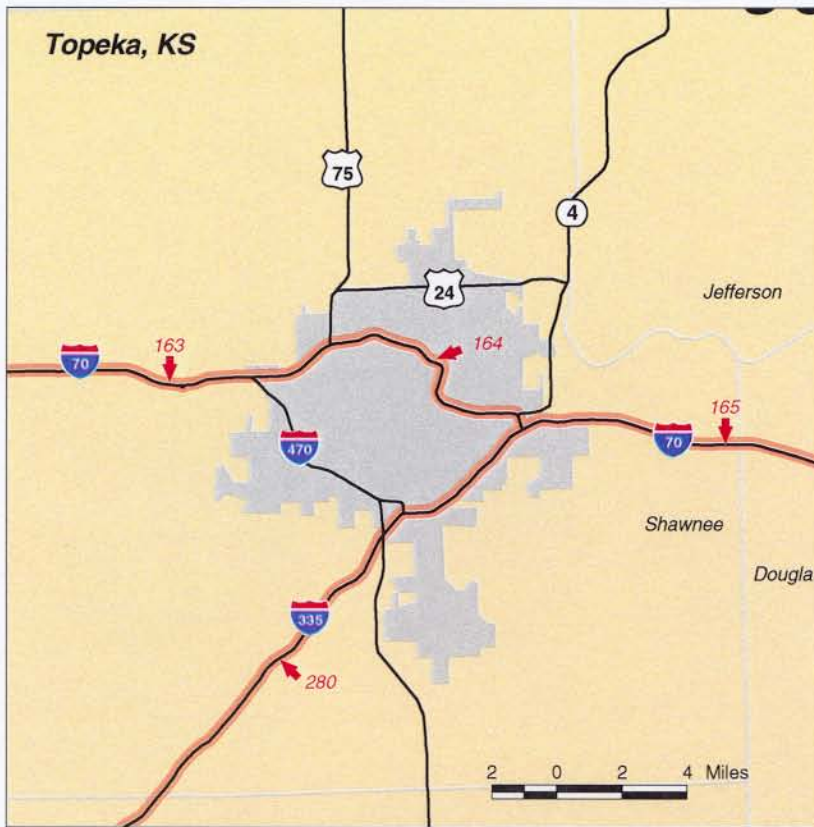
# Kansas








-  WTTN Supersections
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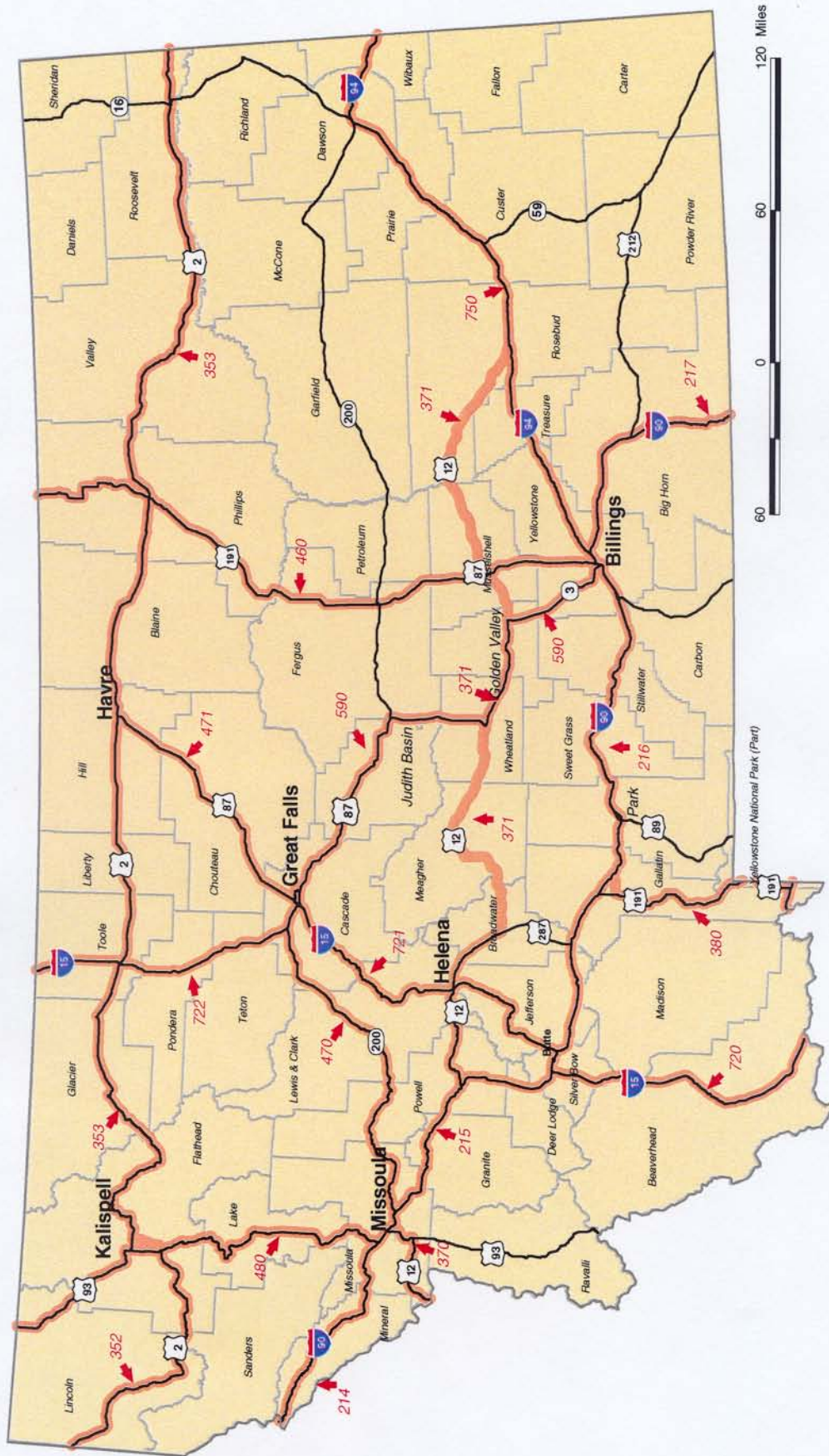


# Kansas: Urban Areas



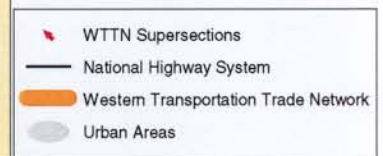
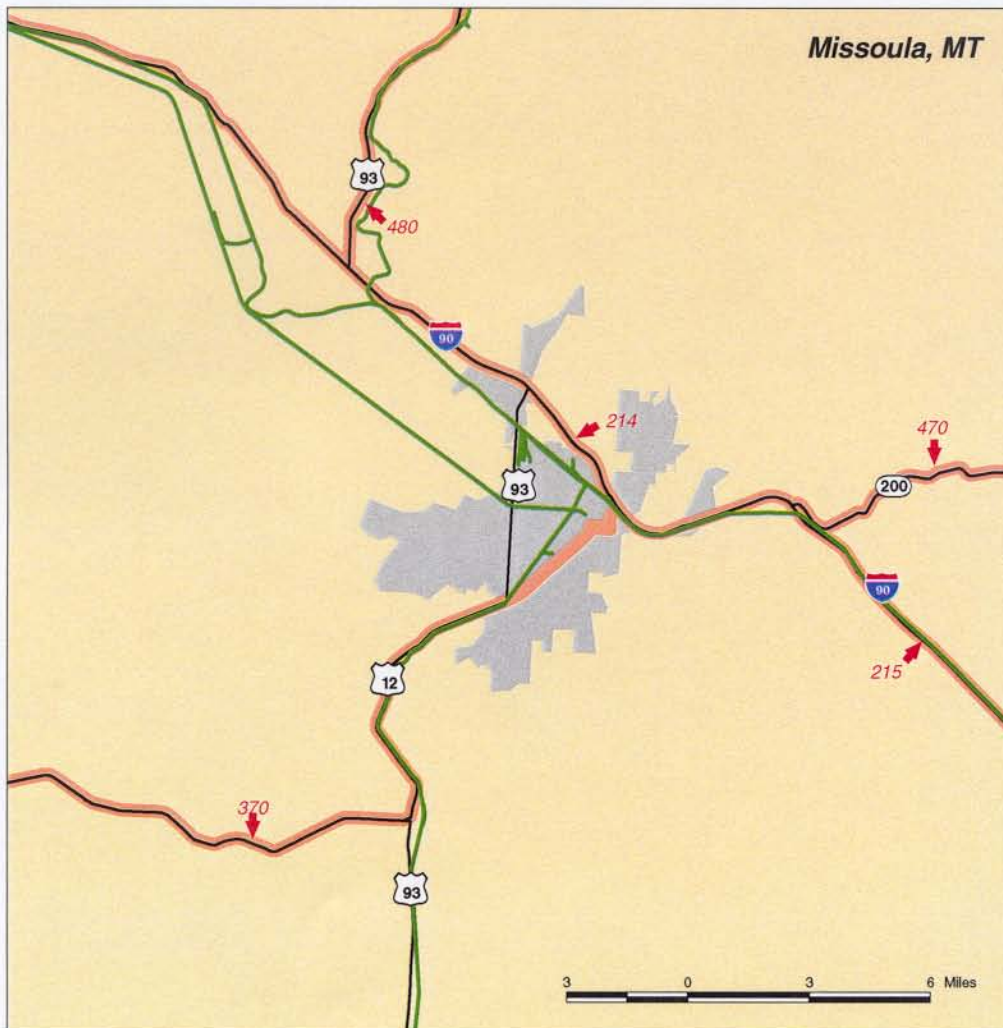
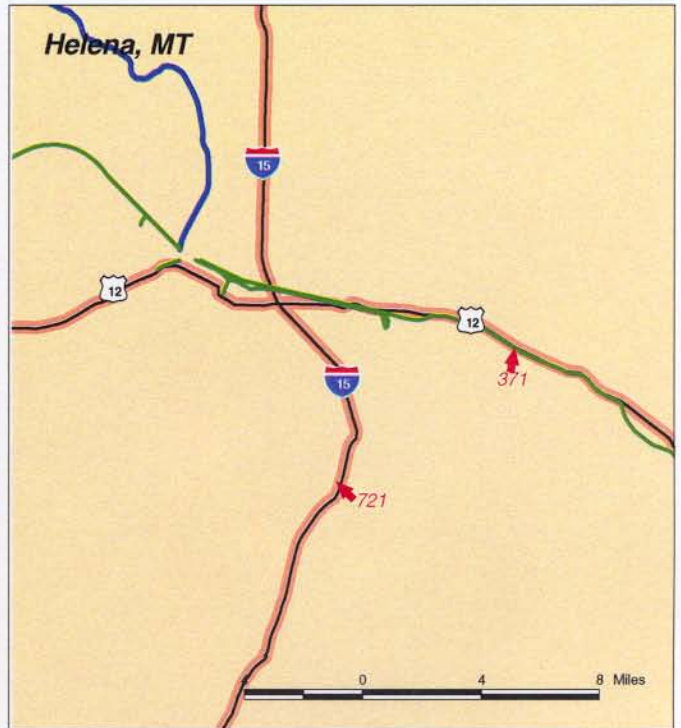
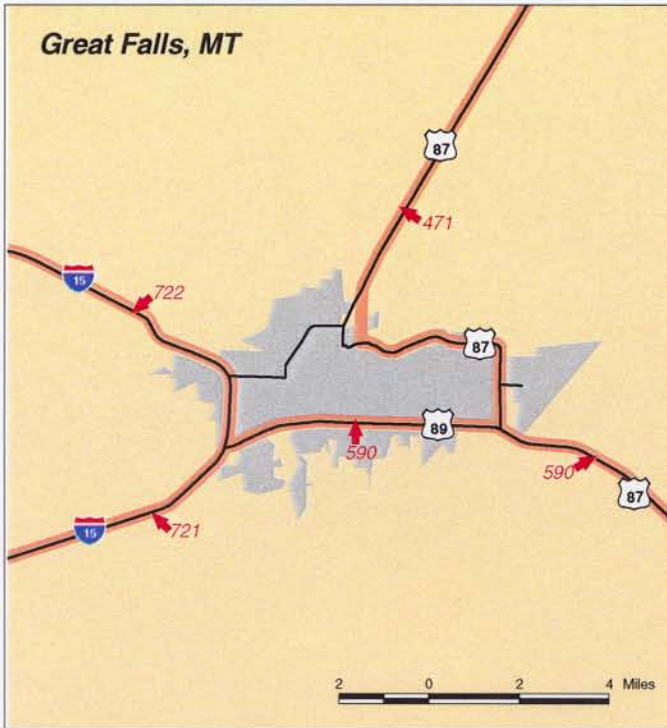
-  WTTN Supersections
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# Montana



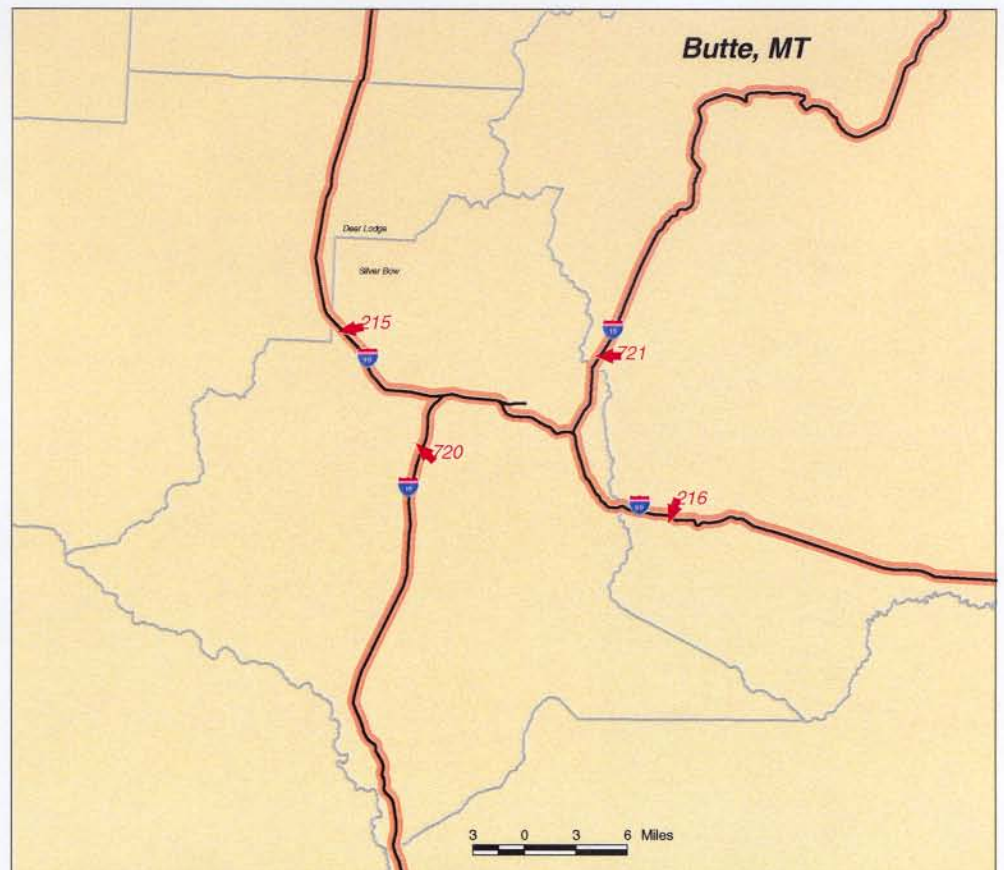
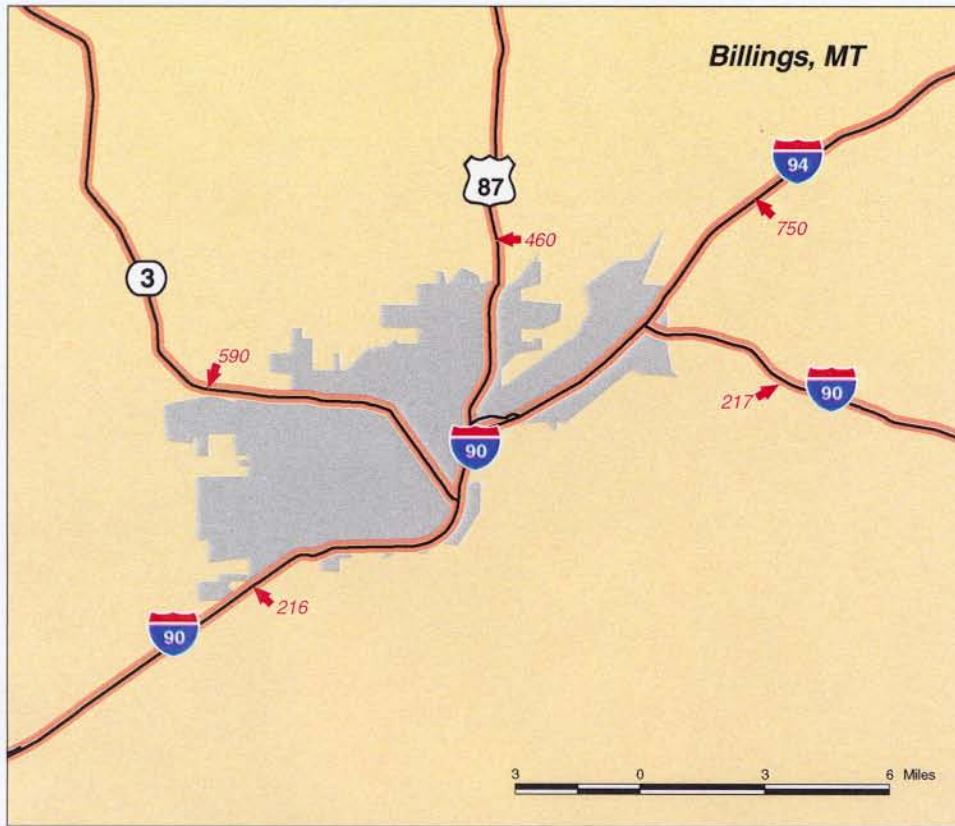
- WTTN Supersections
- National Highway System
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- Urban Areas

# Montana: Urban Areas

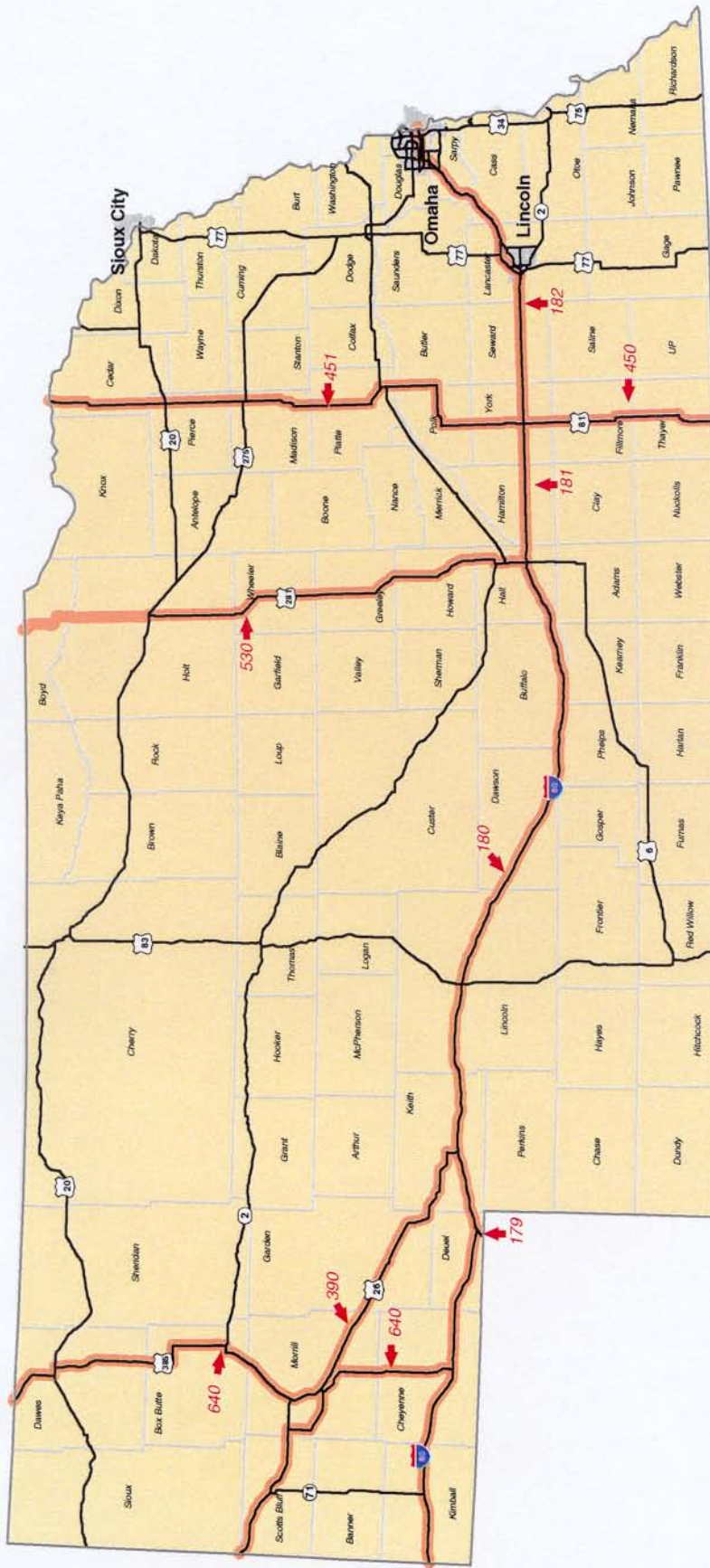









# Montana: Urban Areas



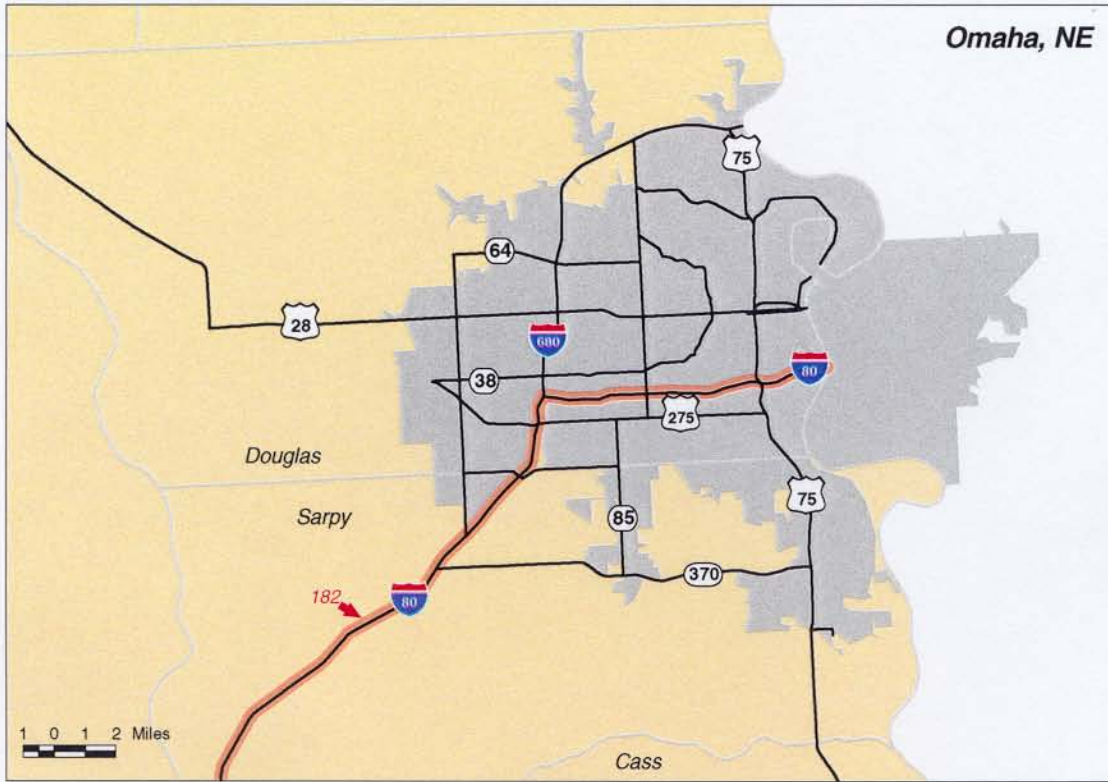
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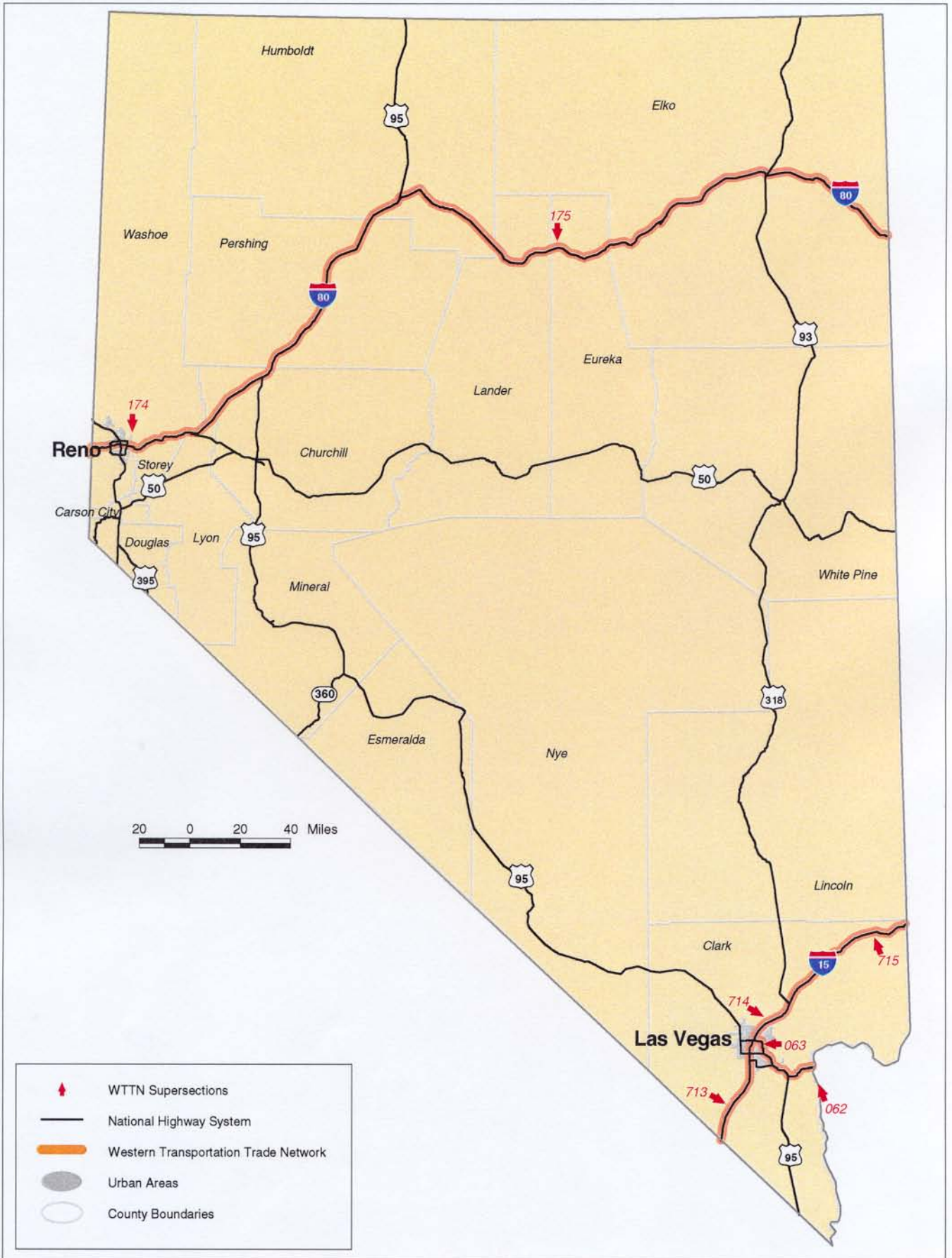
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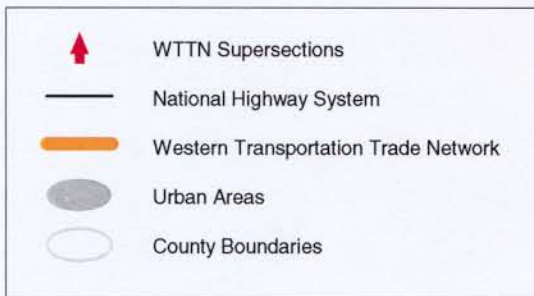
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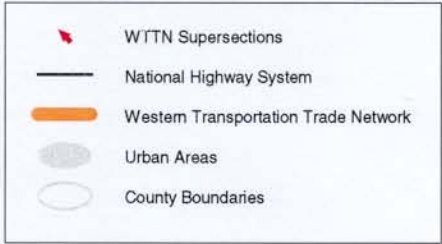
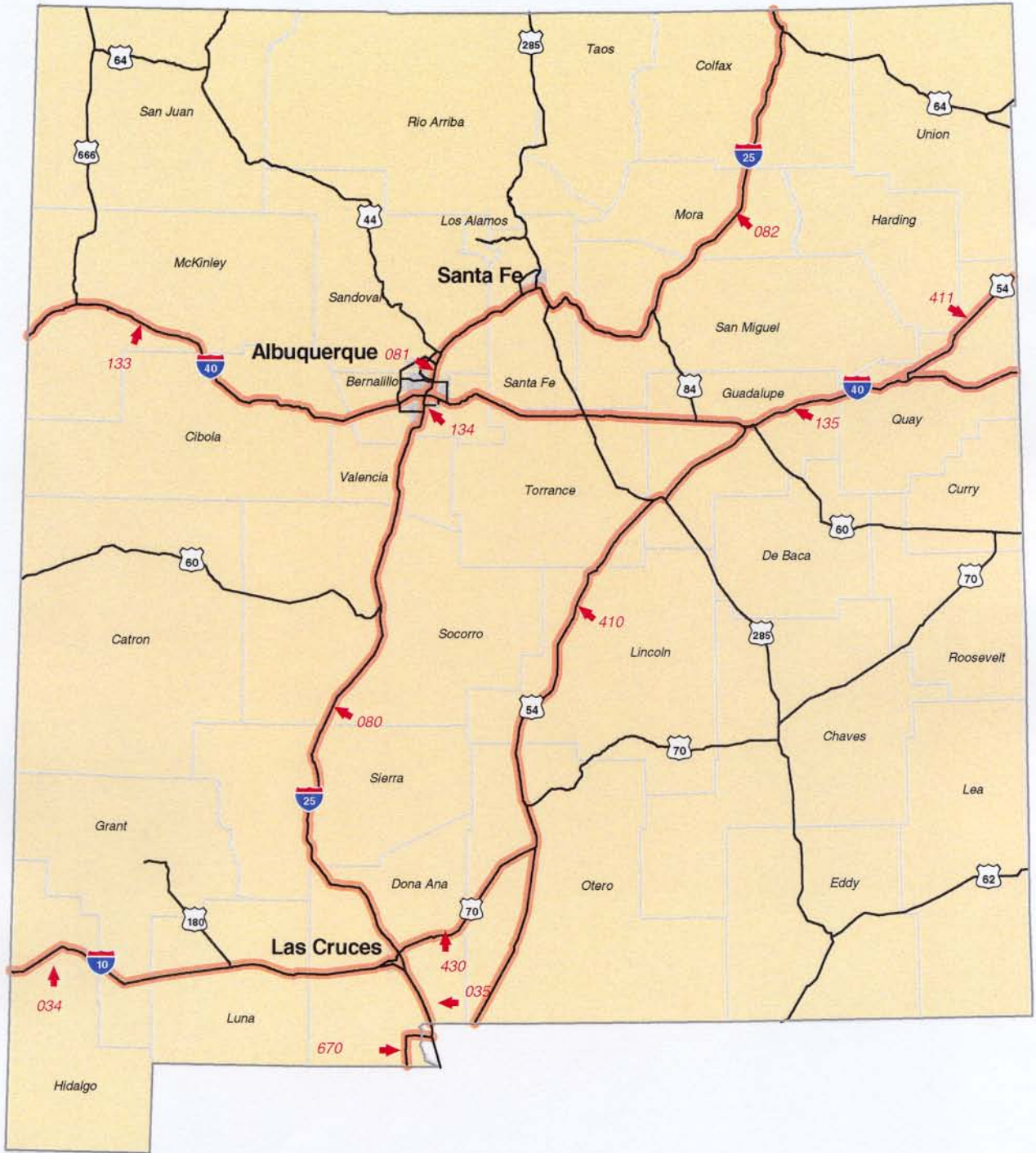
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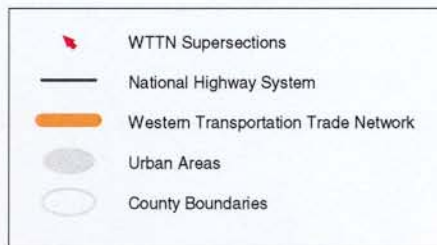
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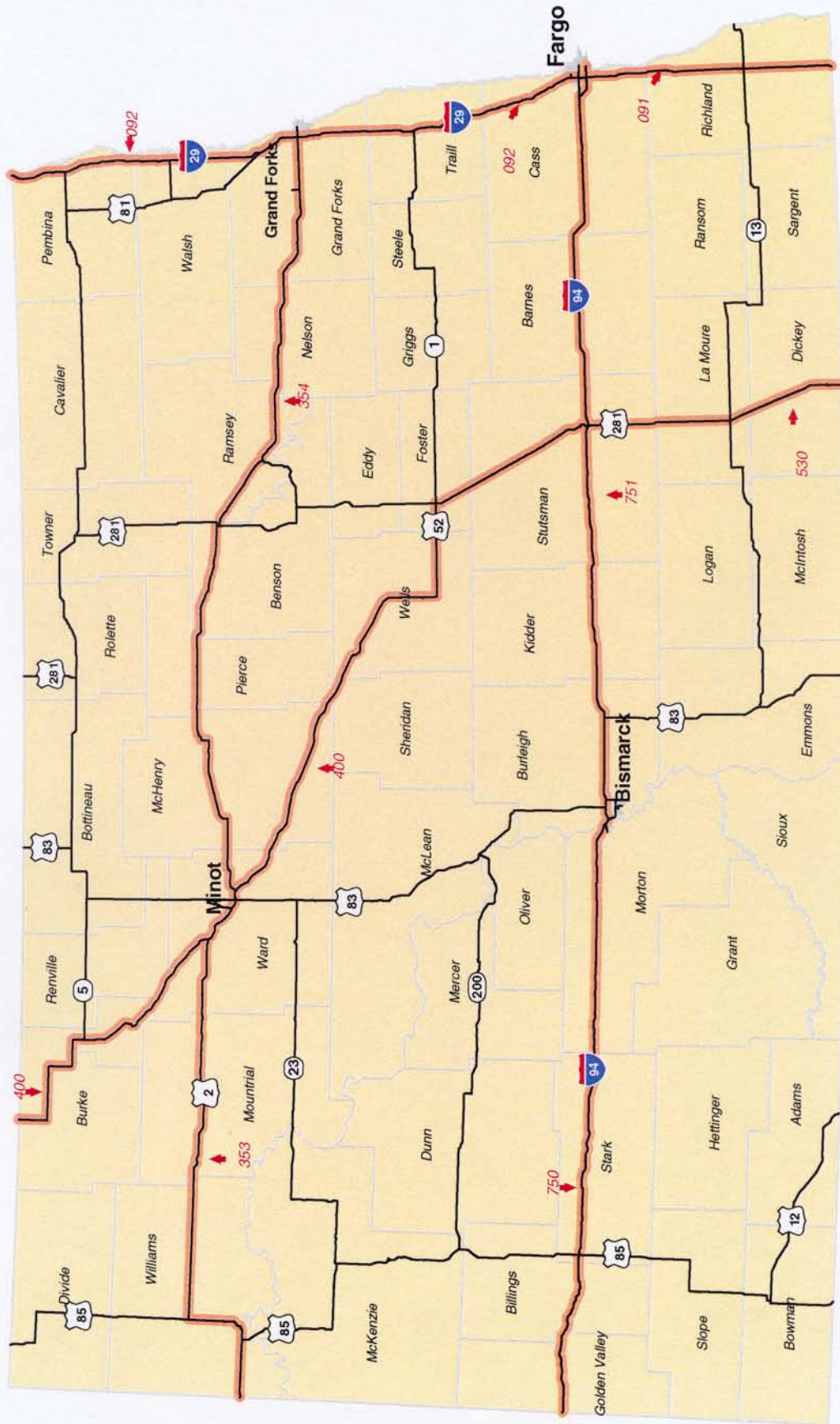
# New Mexico



# New Mexico: Urban Areas



# North Dakota

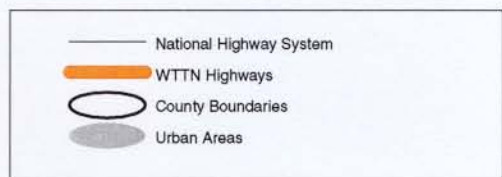
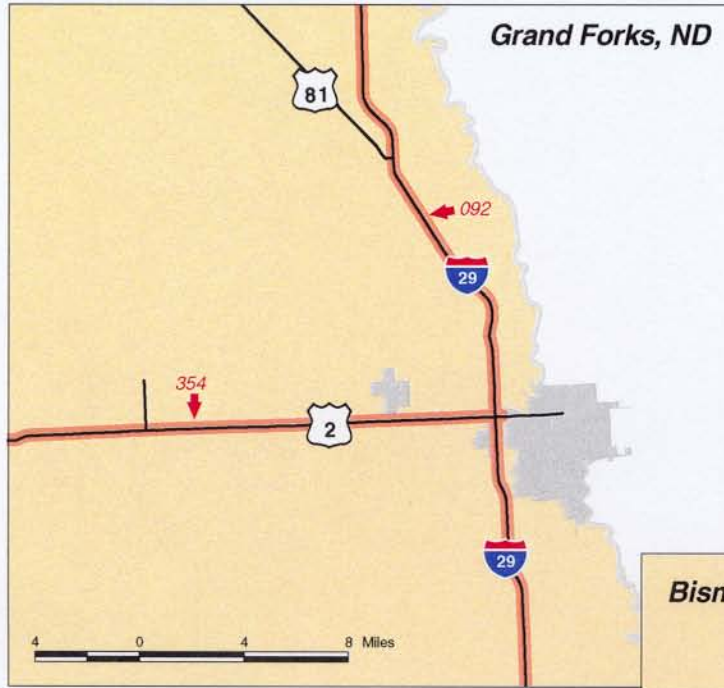


- WTTN Supersections
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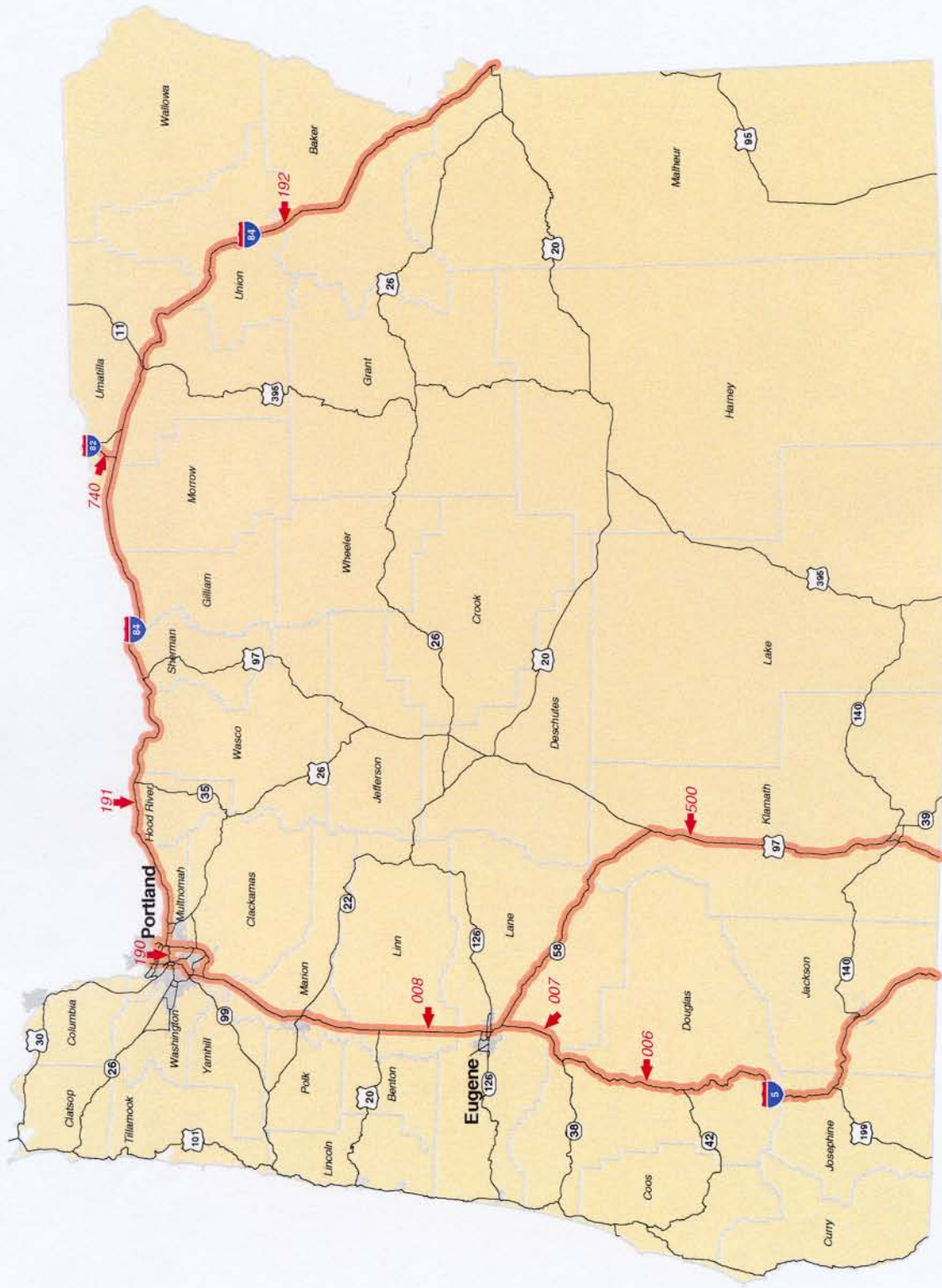




# North Dakota: Urban Areas



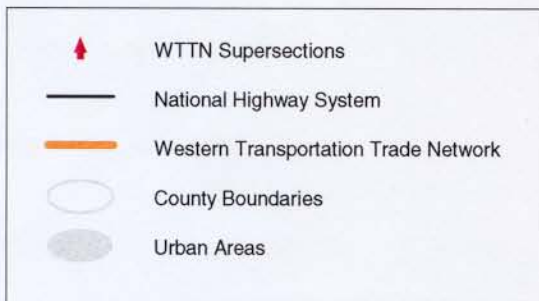
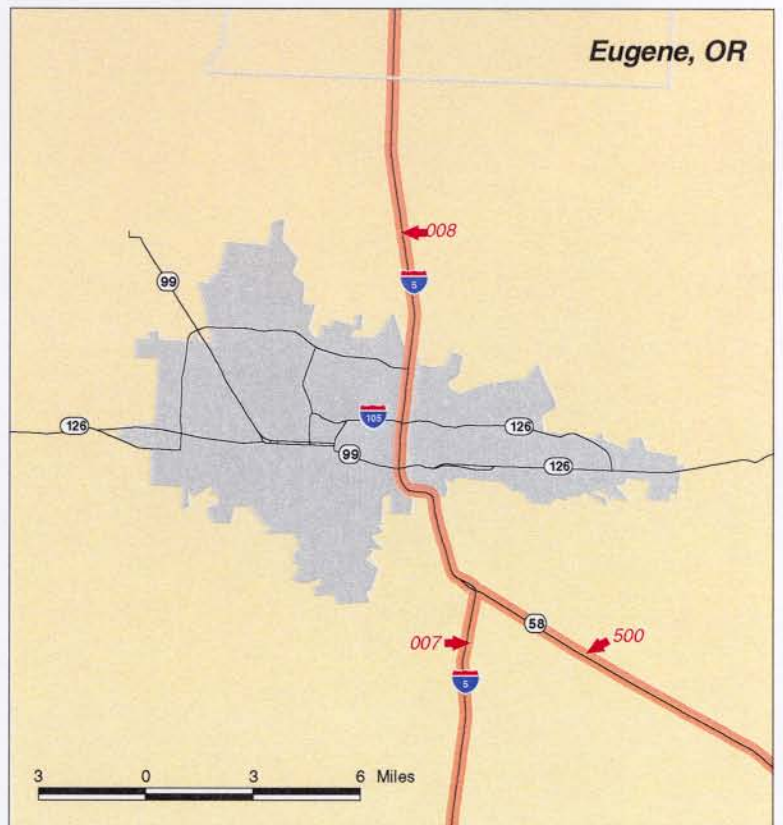
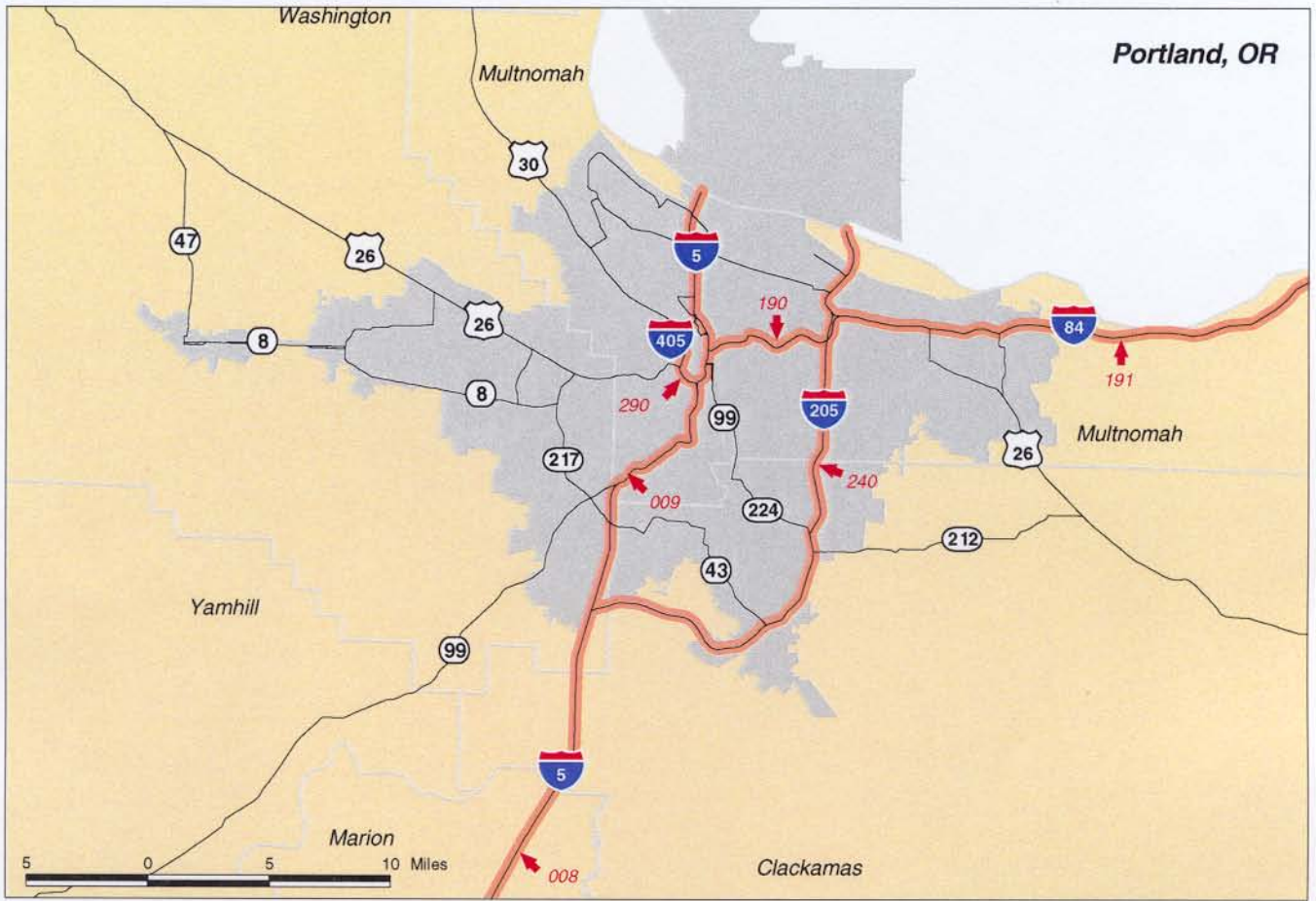
# Oregon



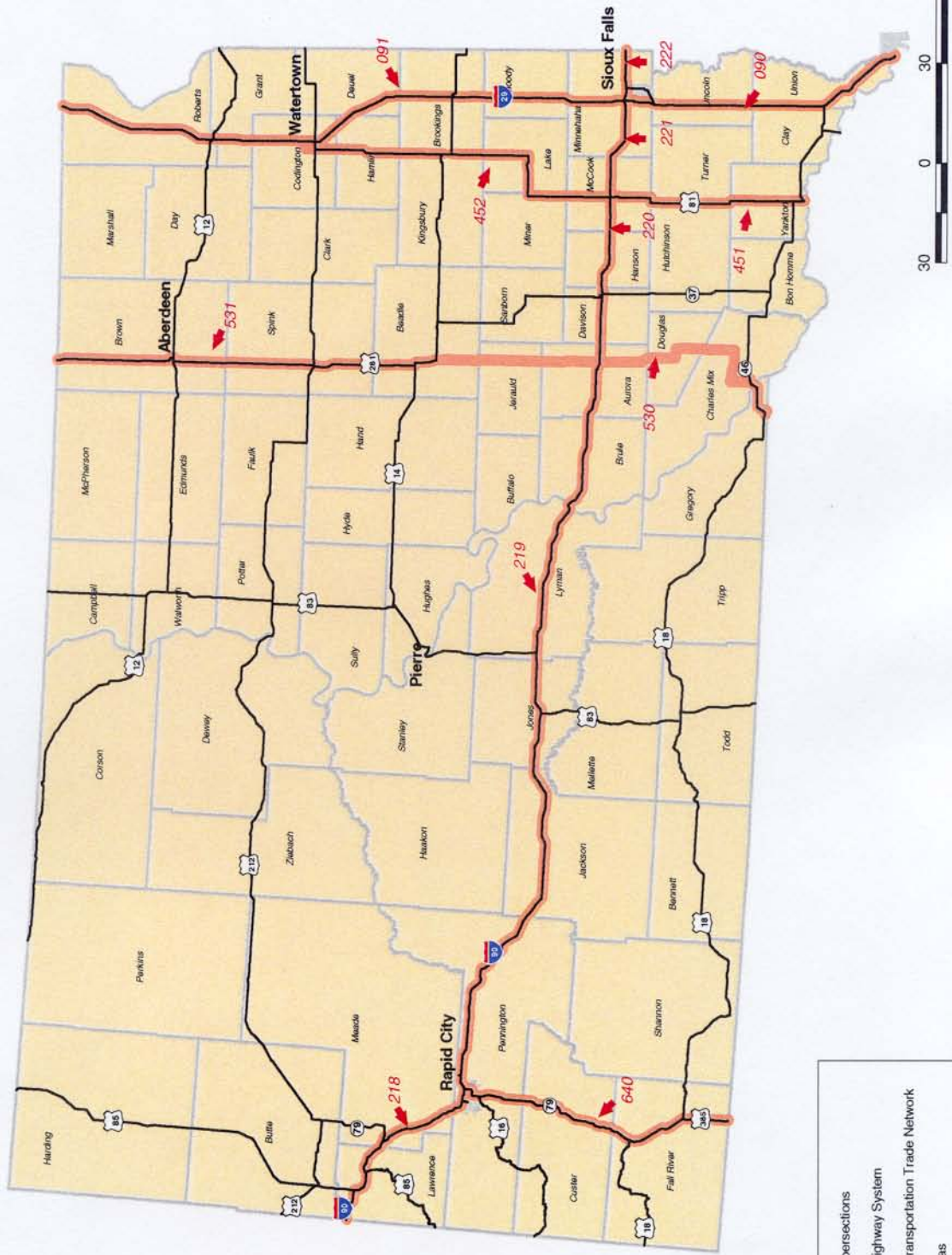
	WTTN Supersections		County Boundaries
	National Highway System		Urban Areas
	Western Transportation Trade Network		



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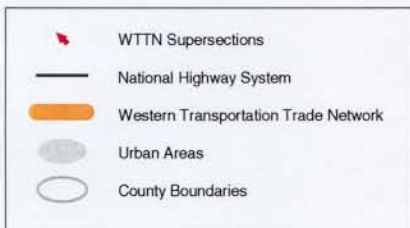
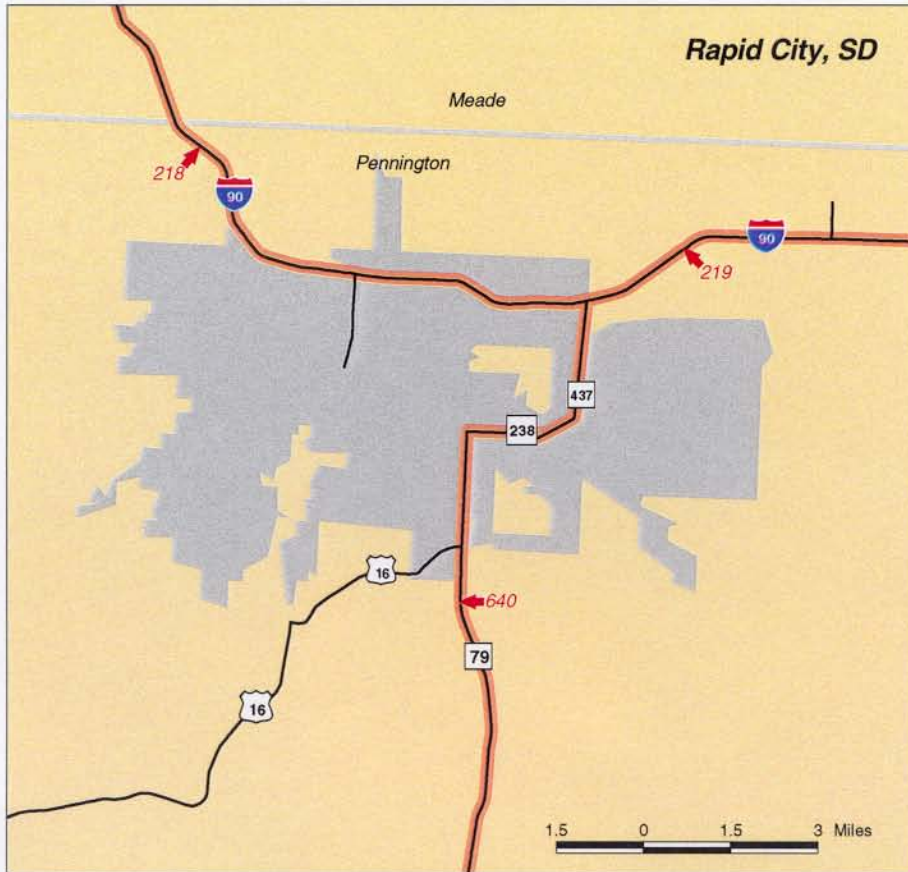


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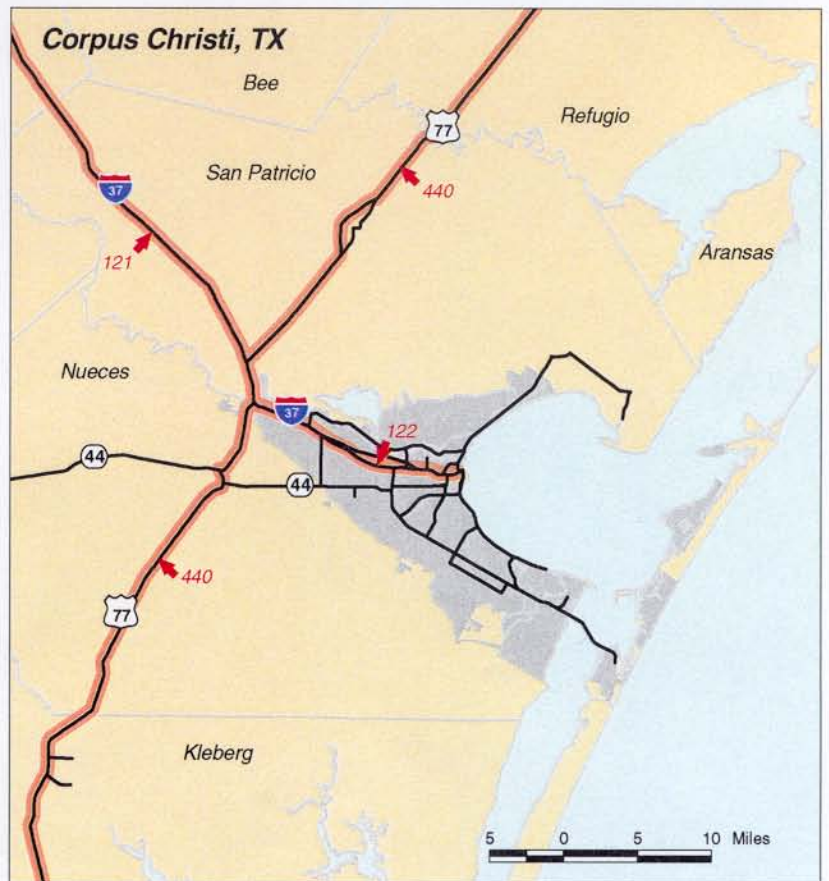
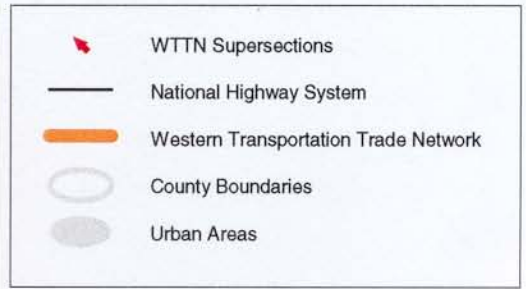


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# South Dakota: Urban Areas

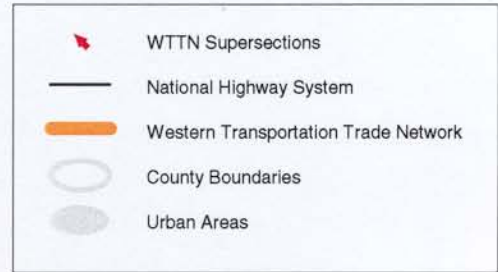
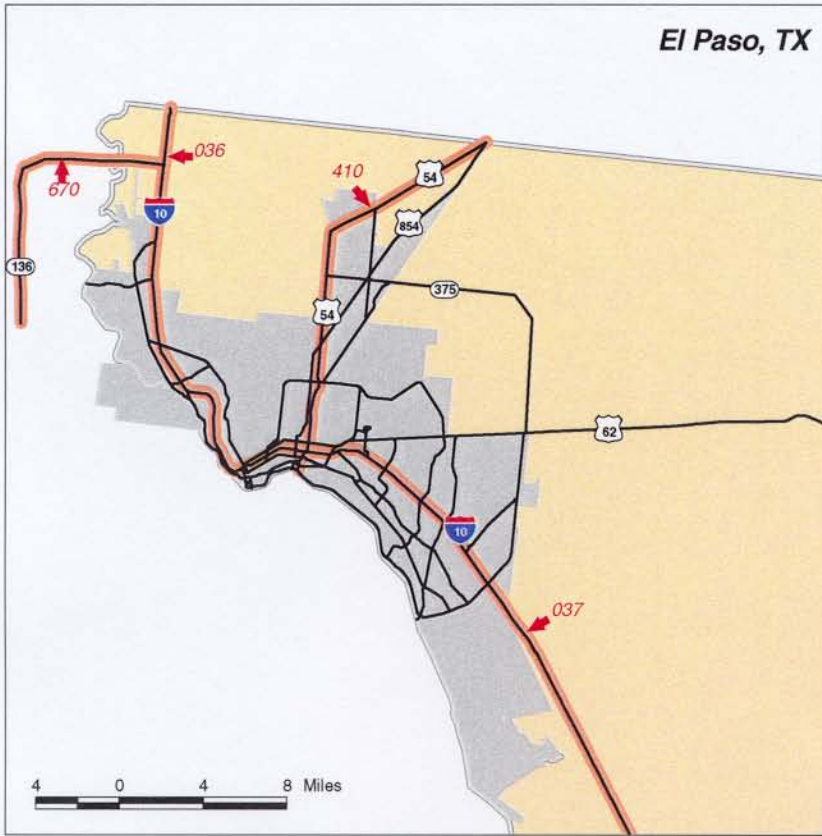


# Texas: Urban Areas

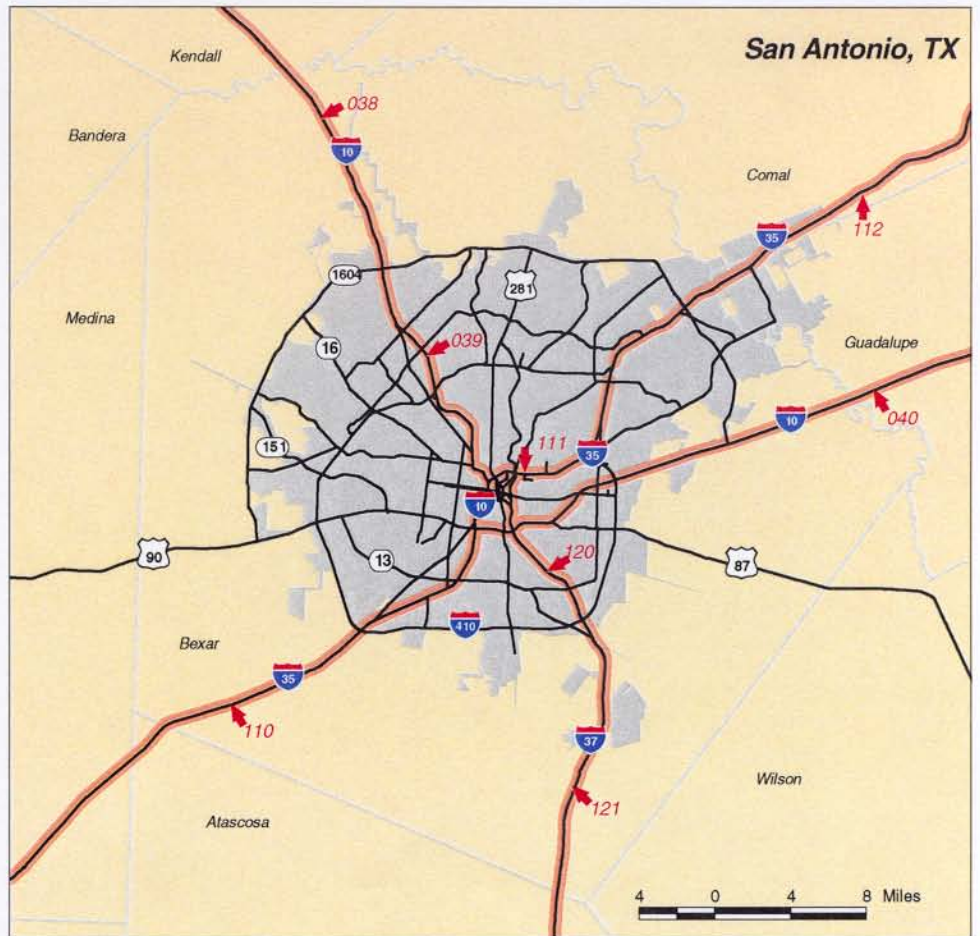


# Texas: Urban Areas

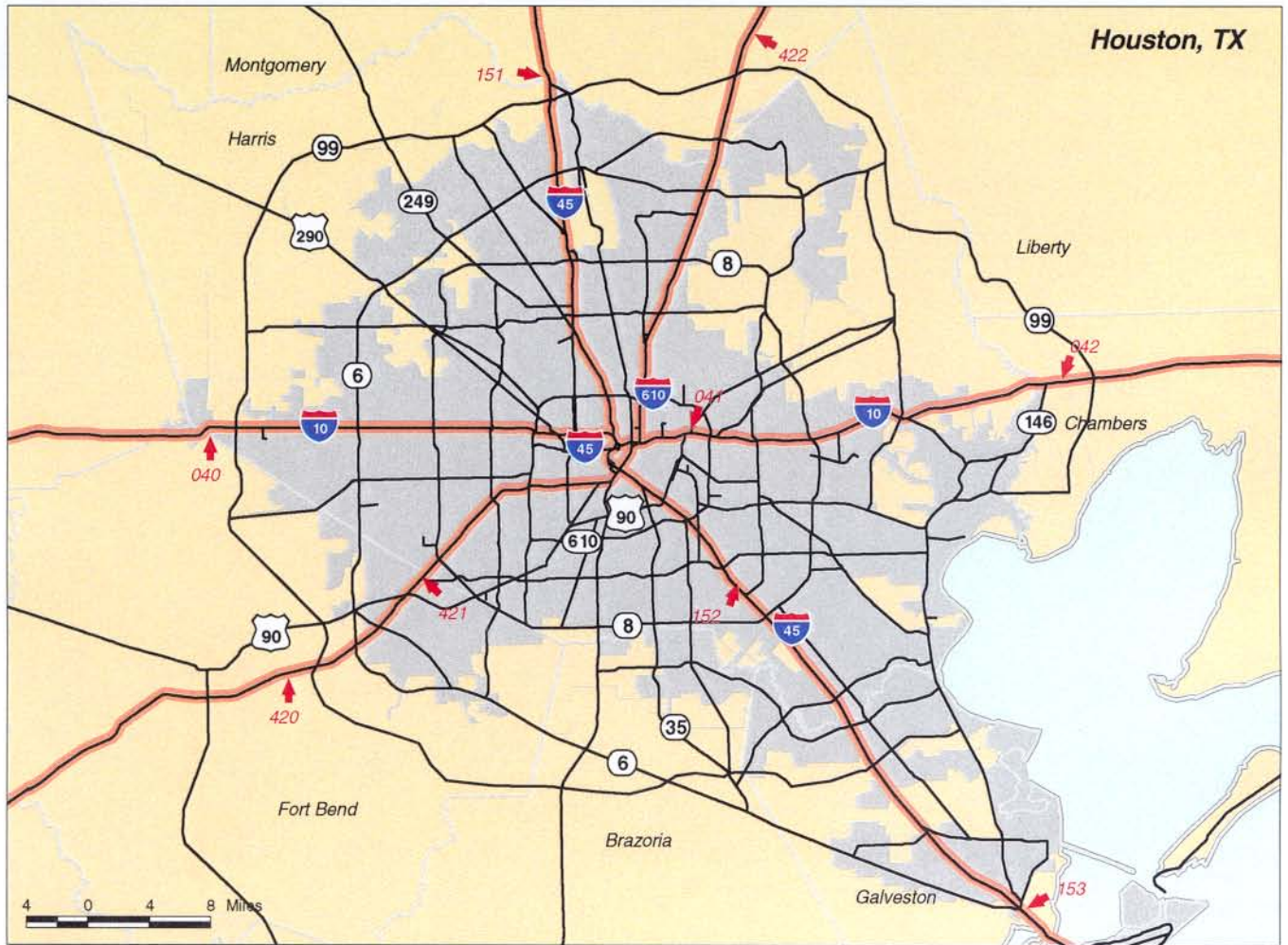
## El Paso, TX



## San Antonio, TX



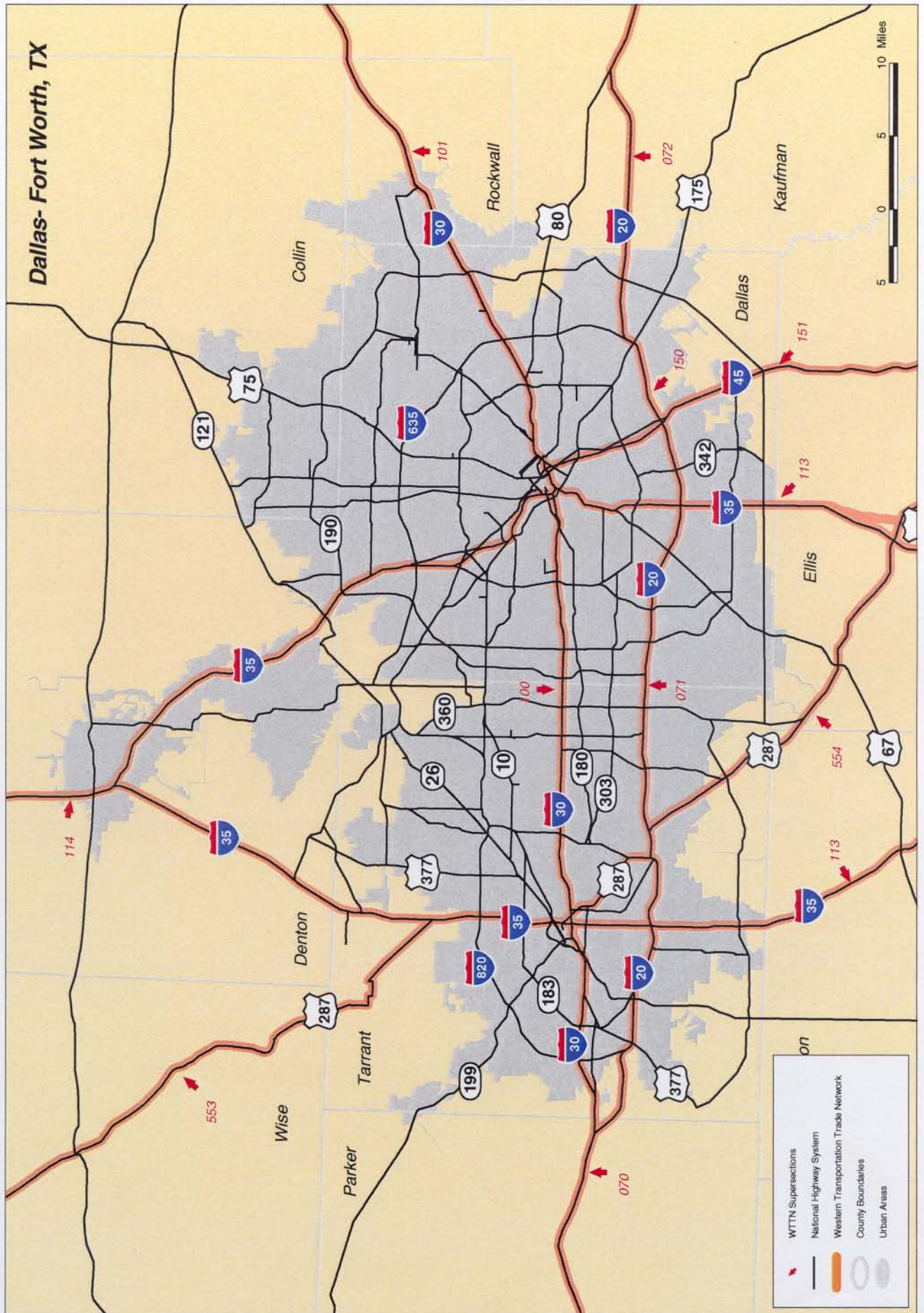
# Texas: Urban Areas



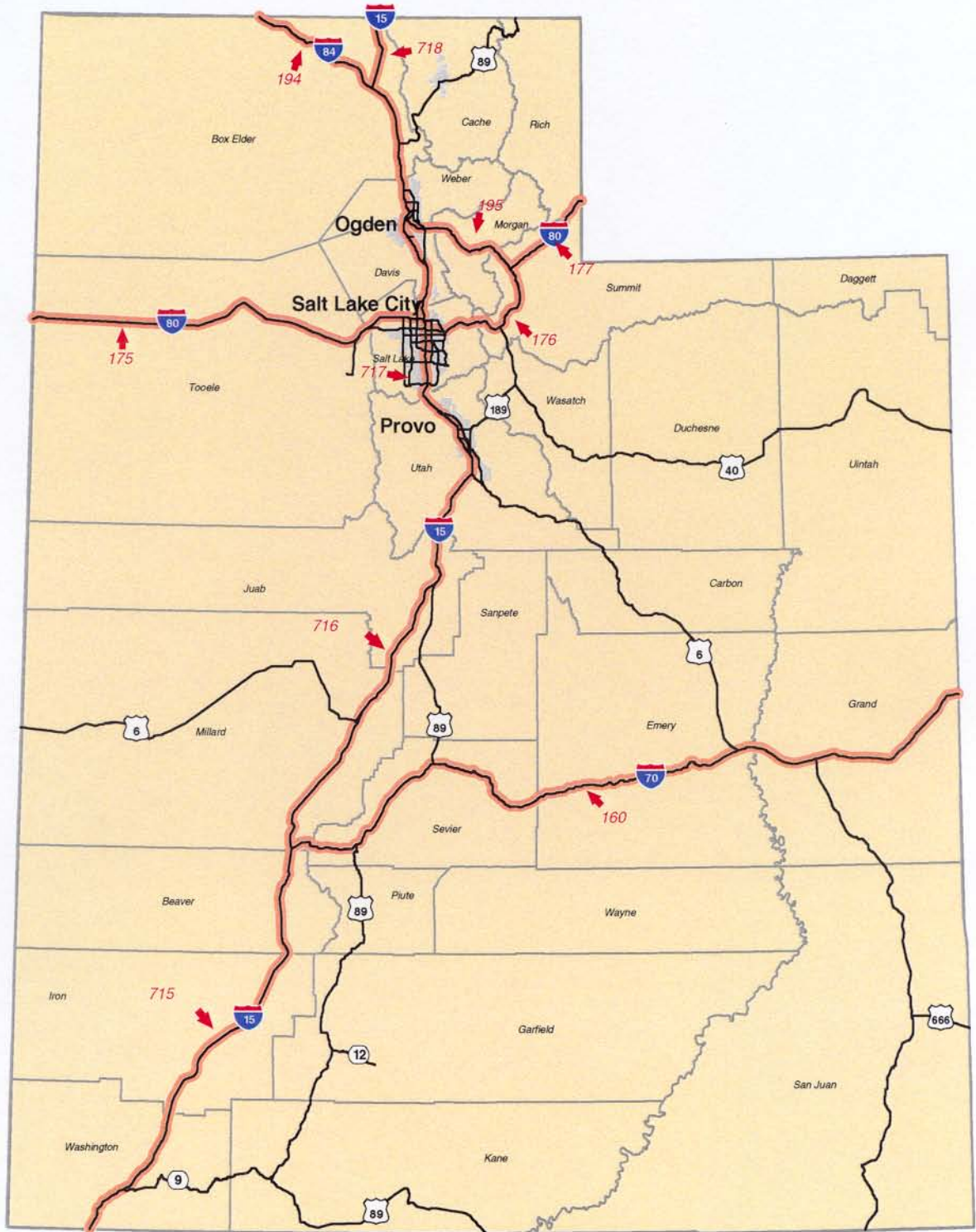


# Texas: Urban Areas

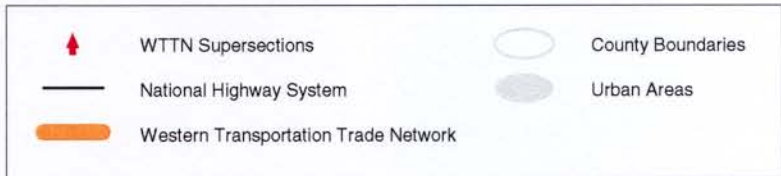
Dallas- Fort Worth, TX



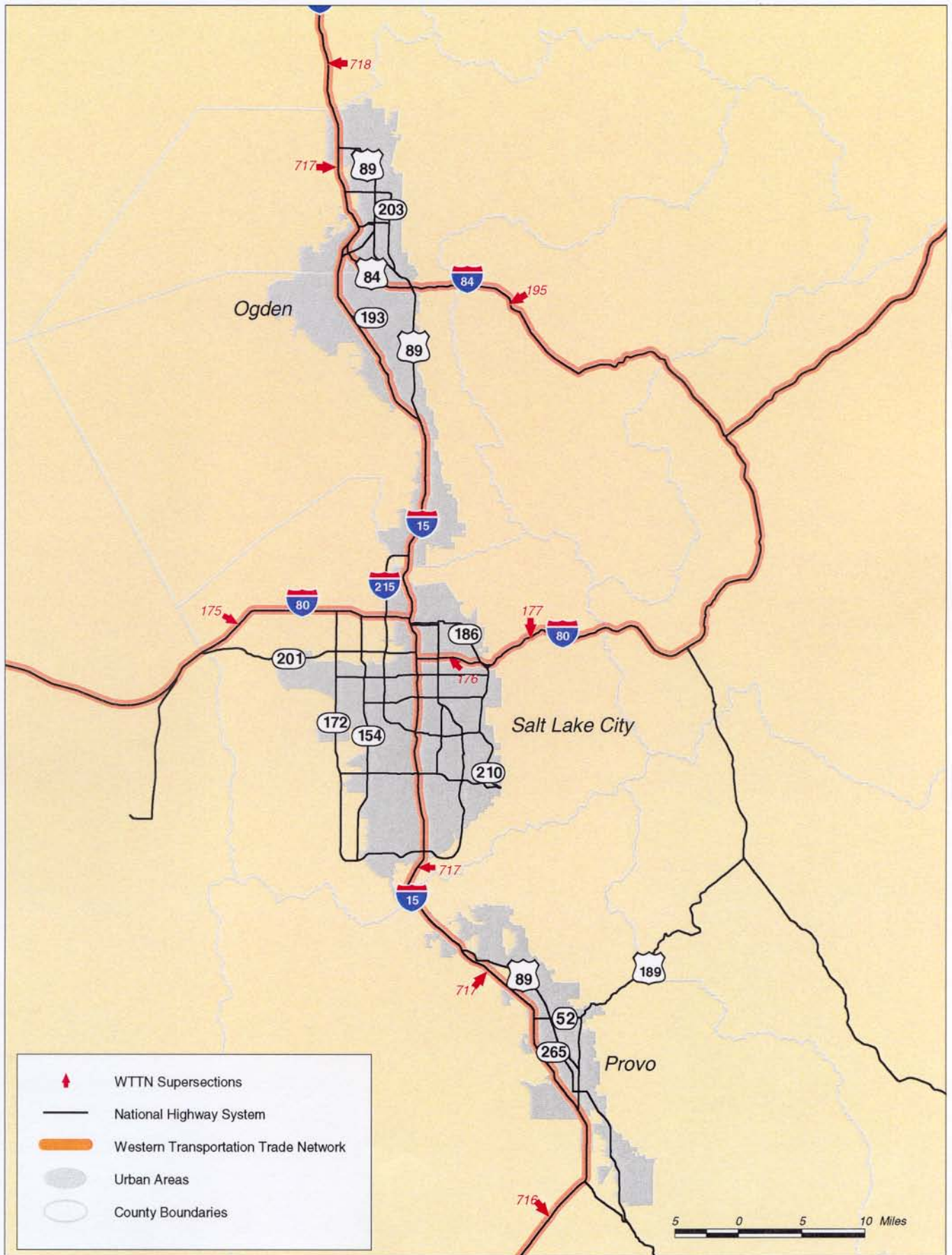
# Utah



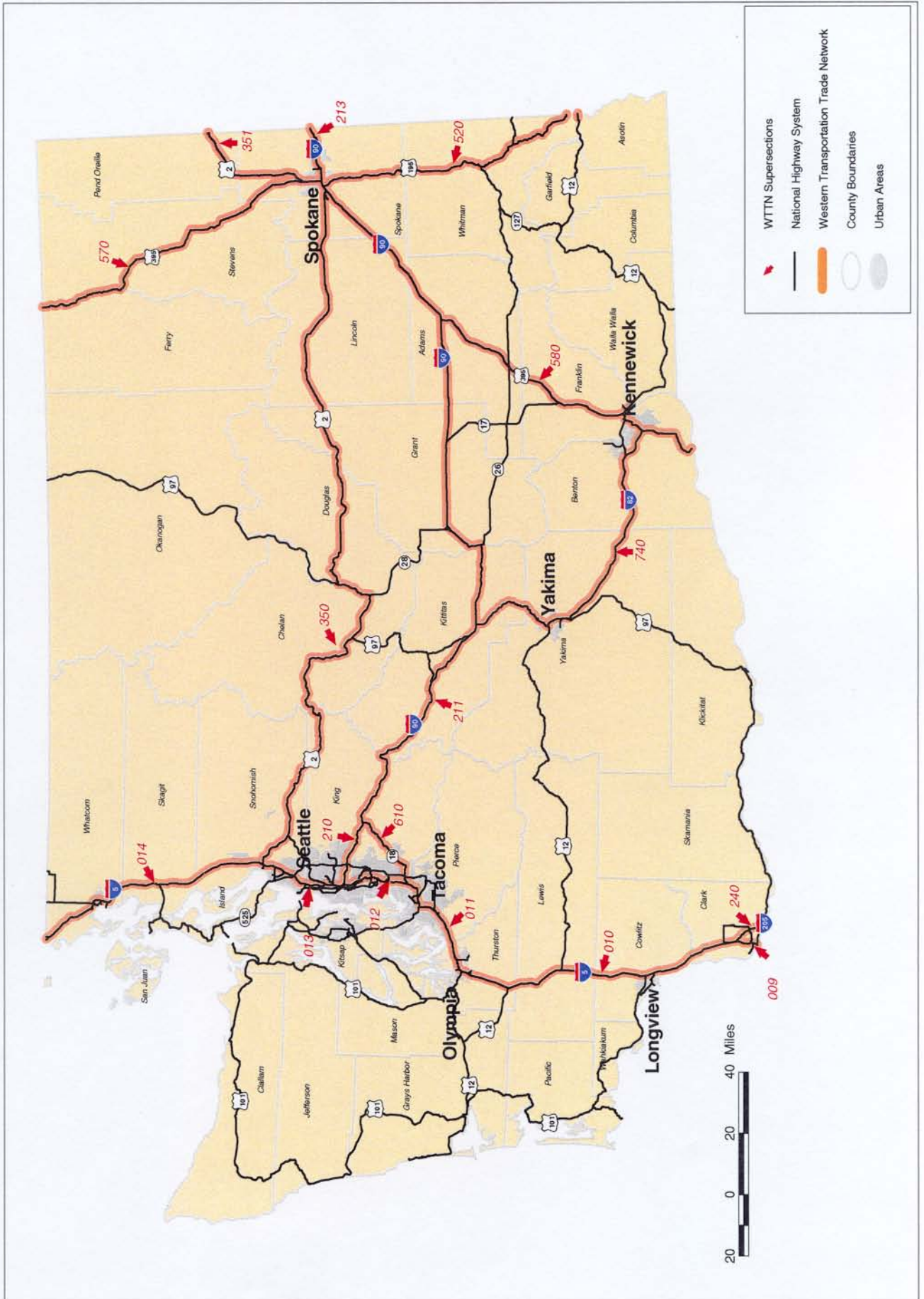
20 0 20 40 Miles



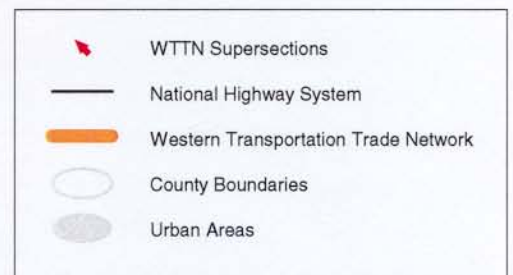
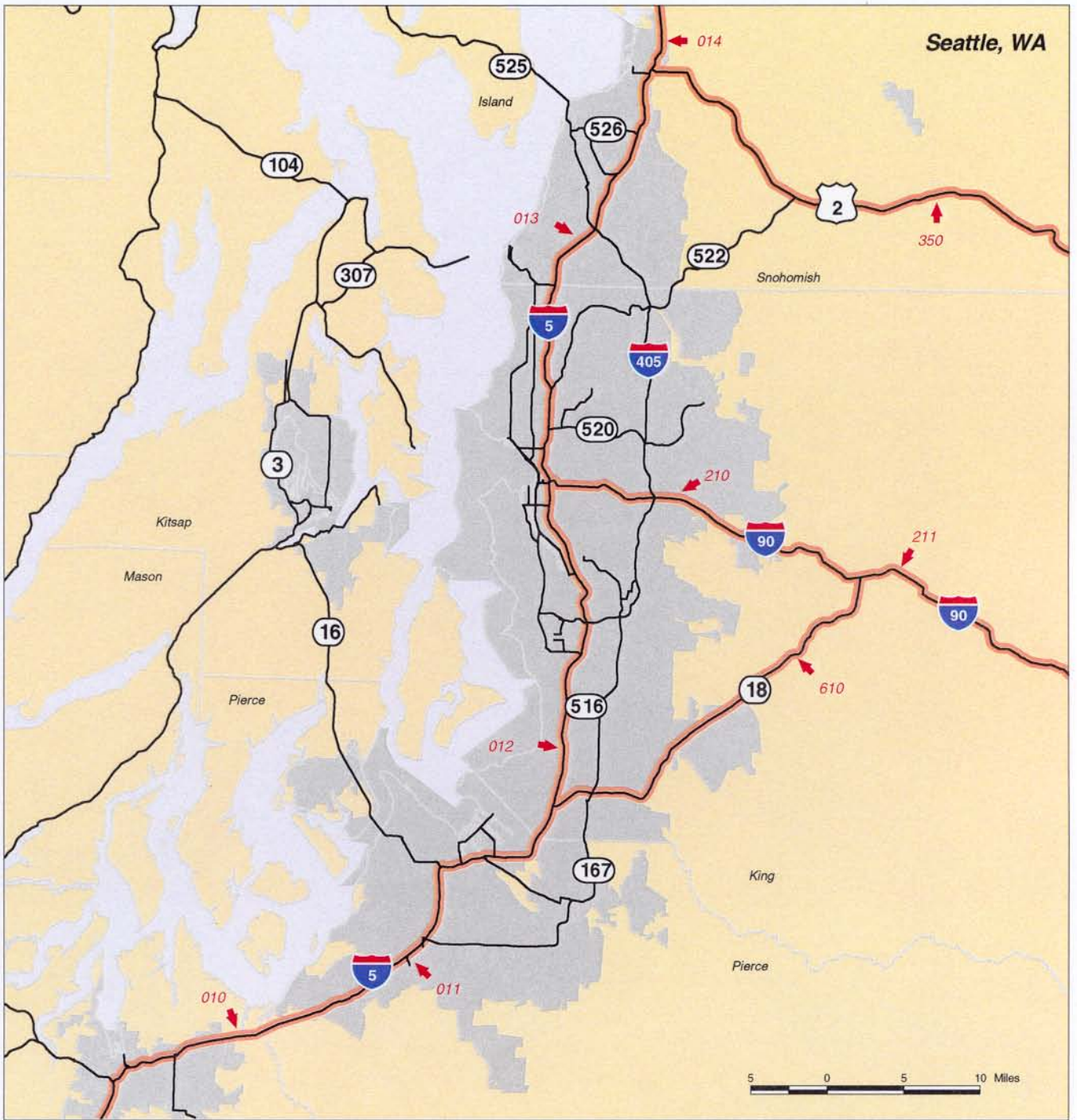
# Utah: Urban Areas



# Washington



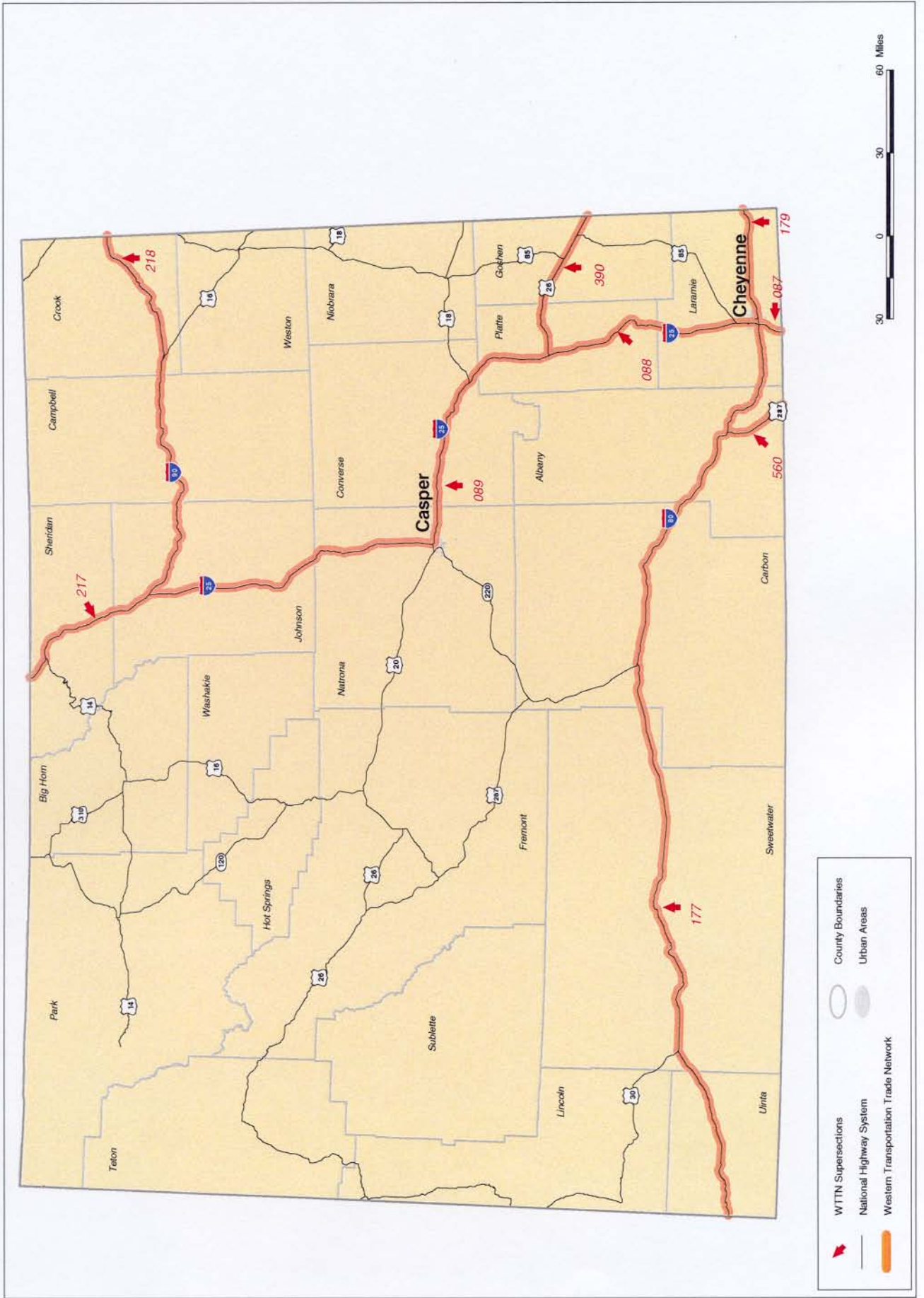
# Washington: Urban Areas



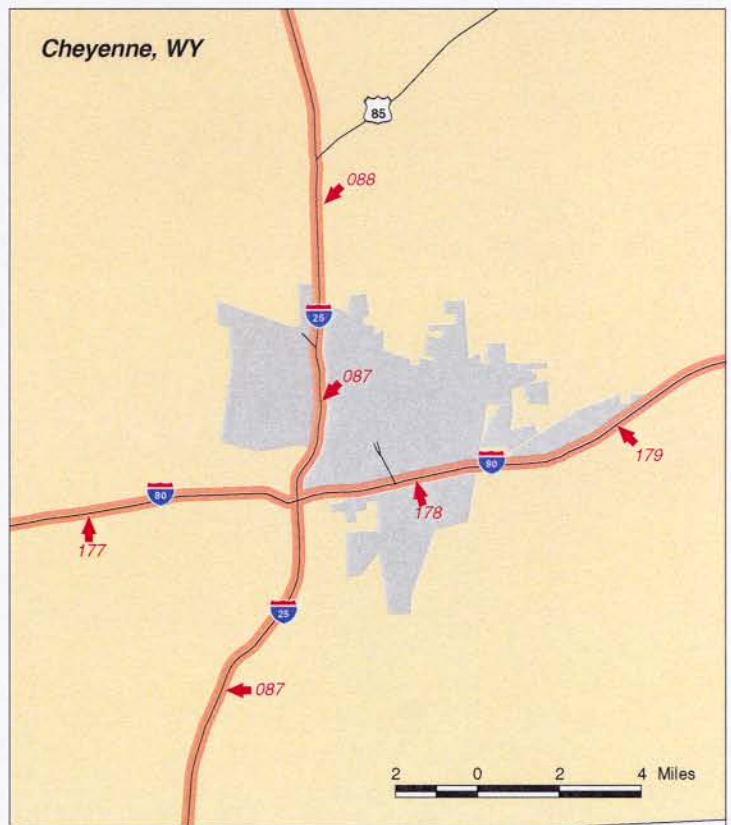
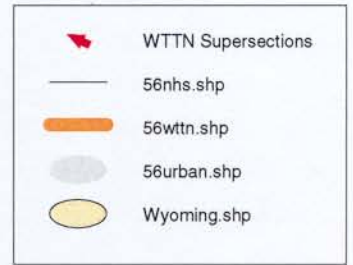
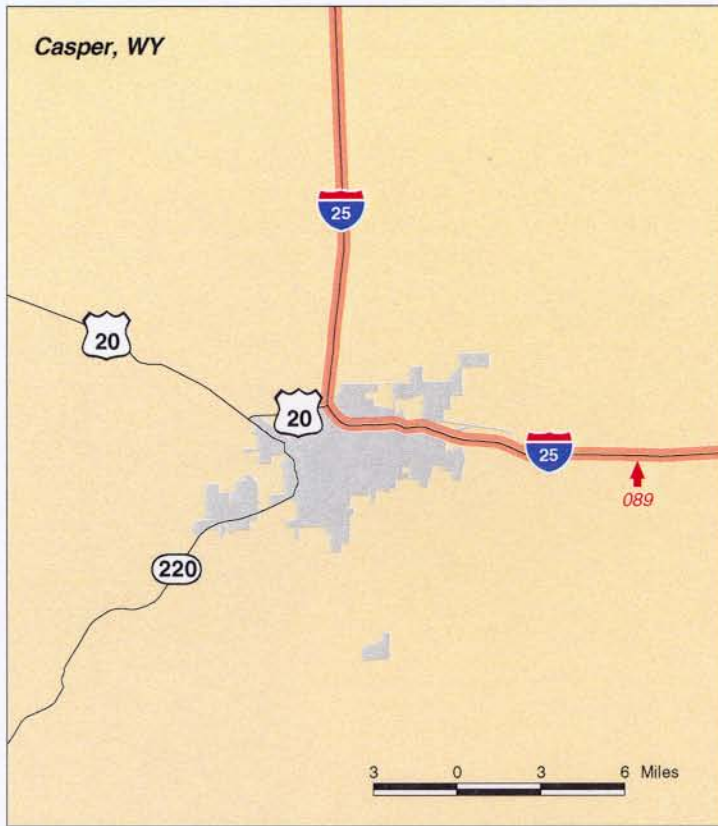
# Washington: Urban Areas



# Wyoming



# Wyoming: Urban Areas





# Appendix B

## WTTN HIGHWAY SUPERSEGMENT REPORTS: DATA & SAMPLE ADEQUACY

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Appendix B contains two separate listings of WTTN Highways by supersegment. Each WTTN Highway is subdivided into supersegments for analysis purposes.

The first report lists WTTN Highways in **bold**, in marked route order, with Interstate Highways first, followed by U.S. Highways, the State (S) Highways. The **bold** line identifies the entire highway, followed down the page by supersegments for that WTTN Highway. If a **bold** listing has no supersegments listed beneath, the entire highway is one supersegment, and is so-numbered.

- Under each highway, the termini of supersegments are listed (vertically) in the second column (“termini”).
- The third column identifies the supersegment number.
- In the fourth vertical column, the state is listed in which the supersegment is contained. For WTTN Highways (**bold**), all states with mileage of a particular WTTN Highway are listed.
- The fifth column (“GIS Length”) shows the length of each supersegment in miles from the consultant’s GIS database. Some GIS lengths were adjusted based upon comments from the states.
- Column 6 lists all WTTN Trade Corridors served by a WTTN Highway and individual supersegments. From the listing it can be seen that many highway segments are contained in more than one WTTN Trade Corridor.
- The final column lists the significant deficiencies identified from the deficiency analysis explained in Chapter 3. The list uses the following abbreviations:

P	=	pavement condition
SH	=	Shoulders
SL	=	speed limit
H	=	horizontal alignment
V	=	vertical alignment

C96	=	1996 capacity
C16	=	2016 capacity
LN	=	lane width

The second report lists WTTN Highways and associated supersegments for six “HPMS-only” States. As explained in Chapter 3, data is available only from the HPMS database for highways in these states, raising a question concerning the adequacy of the sample when expanded. The first six vertical columns in this report contain the same identifier information as in the first Appendix B report. The next four columns, however, show:

- The “sample length,” which is the mileage within a supersegment for which the consultant team has HPMS data.
- “Percent sampled” is the calculation of Sample Length / GIS Length, expressed as a percent.
- The “Number of HPMS Records” column represents the number of smaller, individual HPMS sample sections in a supersegment for which the consultant has HPMS data.
- The “Rating” in the final column refers to the consultant team’s assessment of the sample adequacy relative to its ability to represent the supersegment when expanded. An “A” rating means the sample is clearly adequate and representative of the supersegment, a “B” means the sample is of marginal size, while a “C” rating means the sample size for this supersegment is considered inadequate.

ROUTES IN WTTN CORRIDORS

hwycorridors.xls

05-19-99

Route	Termini	State	SS# Old	SS#	States	GIS Length (Mi)	Corridor No.	Significant Deficiencies
<b>I-5</b>	<b>S. San Diego to Canada</b>				<b>CA, OR, WA</b>	<b>1380</b>		
	In San Diego	06	001	001	CA	56	7	P, C16
	San Diego - Los Angeles	06	002	002	CA	16	7	P, C16
	Through Los Angeles (San Clemente - Santa Clarita)	06	003	003	CA	104	7	P, C16, C96
	Los Angeles - Sacramento	06	004	004	CA	334	7	P, C16
	Through Sacramento	06	005	005	CA	16	7	P, C16
	Sacramento - Oregon SL	06	006	006	CA	271	7	P, C16
	California SL - Douglas/Lane CL	41	006	006	OR	168	7	P, H
	Douglas/Lane CL - S 58 @ Eugene	41	006	007	OR	21	7	P
	S 58 @ Eugene - Portland	41	006	008	OR	98	7	C16
	Through Portland (OR)	41	007	009	OR	21	7	P, SL, C96, C16
	Through Portland (WA)	53	007	009	WA	14	7	C96, C16
	Portland - Seattle/Tacoma UL	53	008	010	WA	108	7	C16
	Tacoma UL - S18	53	009	011	WA	21	7	C16
	S18 - I-90	53	009	012	WA	22	7	P, C96, C16
	I-90 - Seattle UL	53	009	013	WA	33	7	C16
	Seattle UL - Canada	53	010	014	WA	77	7	C16
<b>I-8</b>	<b>I-5 to I-10 S. Phoenix</b>				<b>CA, AZ</b>	<b>349</b>		
	In San Diego	06	020	020	CA	27	5	P, C96, C16
	San Diego UL - Arizona SL	06	021	021	CA	144	5	P
	California SL - I-10 S. Phoenix	04	021	021	AZ	178	5	
<b>I-10</b>	<b>I-5 to E. Beaumont, TX</b>				<b>CA, AZ, NM, TX</b>	<b>1676</b>		
	Through Los Angeles (Santa Monica - Palm Springs)	06	030	030	CA	86	5	P, C96, C16
	Palm Springs - Arizona SL	06	031	031	CA	156	5	P, C16
	California SL - Phoenix	04	031	031	AZ	132	5	
	Through Phoenix	04	032	032	AZ	30	5, 10, 15	
	Phoenix UL - I-19 @ Tucson	04	033	033	AZ	98	5, 10, 15	
	I-19 @ Tucson - New Mexico SL	04	033	034	AZ	132	5	
	Arizona SL - I-25 @ Las Cruces	35	033	034	NM	145	5	
	I-25 @ Las Cruces - Texas SL (El Paso)	35	033	035	NM	20	5	
	Through El Paso (NM SL - El Paso UL)	48	034	036	TX	37	5	C96, C16
	El Paso UL - I-20	48	035	037	TX	149	5	
	I-20 - San Antonio UL	48	035	038	TX	364	5	
	Through San Antonio	48	036	039	TX	37	5	C16
	San Antonio UL - Houston UL	48	037	040	TX	164	5	C16
	Through Houston	48	038	041	TX	37	5	C16
	Houston UL - Louisiana SL	48	039	042	TX	89	5	C16
<b>I-15</b>	<b>I-5 @ San Diego to Canada</b>				<b>CA, NV, AZ, UT, ID, MT</b>	<b>1449</b>		
	In San Diego	06	040	700	CA	37	10	P, C96, C16
	San Diego UL - Los Angeles (Temecula)	06	041	710	CA	55	10	P, C16
	Through LA UZA (Temecula - San Bernadino)	06	042	711	CA	28	10	P, C16
	N. San Bernadino (Los Angeles UZA) - I-40	06	043	712	CA	63	10	P, C96, C16
	I-40 - Nevada SL	06	043	713	CA	110	10	C16
	California SL - Las Vegas UL	32	043	713	NV	27	10	C96, C16
	Through Las Vegas	32	044	714	NV	31	10	P, C96, C16
	Las Vegas UL - Arizona SL	32	045	715	NV	66	10	

ROUTES IN WTTN CORRIDORS

hwycorridors.xls

05-19-99

Route	Termini	State	SS# Old	SS#	States	GIS Length (Mi)	Corridor No.	Significant Deficiencies
	Nevada SL - Utah SL (through AZ)	04	045	715	AZ	29	10	SL
	Arizona SL - I-70	49	045	715	UT	132	10	SH, C16
	I-70 - Salt Lake City UL (Provo)	49	045	716	UT	122	10	SH
	Through Salt Lake City (Provo - N. Ogden)	49	046	717	UT	97	10	P, SH, C16
	Salt Lake City UL (N. Ogden) - Idaho SL	49	047	718	UT	49	10	SH
	Utah SL - I-86 @ Pocatello	16	047	718	ID	72	10	P
	I-86 - US 20 @ Idaho Falls	16	047	719	ID	47	10	ID
	US 20 @ Idaho Falls - Montana SL	16	047	720	ID	76	10	H
	Idaho SL - I-90 @ Butte	30	047	720	MT	138	10	
	Butte (I-90) - Great Falls (I-15B)	30	048	721	MT	151	10	P, H
	Great Falls - Canada	30	048	722	MT	119	10, 20	
<b>I-17</b>	<b>I-40 @ Flagstaff to I-10 @ Phoenix</b>	<b>04</b>	<b>050</b>	<b>730</b>	<b>AZ</b>	<b>146</b>	<b>15</b>	
<b>I-19/US 93/US 60</b>	<b>Mexico to I-15 @ Las Vegas</b>				<b>AZ, NV</b>	<b>325</b>		
I-19	Mexico - I-10 @ Tucson	04	060	060	AZ	63	10, 15	SL
US 60	I-17 @ Phoenix - US 93 @ Wickenburg, AZ	04	061	061	AZ	49	10	C96, C16
US 93	US 60 - I-40	04	061	061	AZ	112	10	SH, SL
US 93	I-40 - Nevada SL	04	061	062	AZ	70	10	C96, C16, SL
US 93	Arizona SL - Las Vegas UL	32	061	062	NV	12	10	SH, SL, C96, C16
US 93 (and I-515)	Las Vegas UL - I-15	32	062	063	NV	19	10	P, C96, C16
<b>I-20</b>	<b>I-10 to W. Shreveport, LA</b>				<b>TX</b>	<b>636</b>		
	I-10 - Dallas/Ft. Worth UL	48	070	070	TX	420	5, 6	
	Through Dallas/Ft. Worth	48	071	071	TX	79	5, 6	C16
	Dallas/Ft. Worth UL - Louisiana SL (Shreveport)	48	072	072	TX	137	5, 6	C16
<b>I-25</b>	<b>I-10 @ Las Cruces to I-90 N. Casper</b>				<b>NM, CO, WY</b>	<b>1063</b>		
	I-10 - Albuquerque UL	35	080	080	NM	215	16	P
	Through Albuquerque	35	081	081	NM	21	16	P, C16
	Albuquerque UL - Colorado SL	35	082	082	NM	227	16	P
	New Mexico SL - Colorado Springs UL	08	082	082	CO	132	16	P
	Through Colorado Springs	08	083	083	CO	19	16	P, C96, C16
	Colorado Springs UL - Denver UL	08	084	084	CO	44	16	P, H, C96, C16
	Through Denver	08	085	085	CO	31	16, 14	P, C96, C16
	Denver UL - Wyoming SL (Cheyenne)	08	086	086	CO	73	16, 14	P, H, C96, C16
	Through Cheyenne	56	087	087	WY	16	16, 11, 14	P, SL
	Cheyenne UL - US 26	56	088	088	WY	76	16, 11, 14	P
	US 26 - I-90	56	088	089	WY	209	16, 11, 14	
<b>I-29</b>	<b>Sioux City to Canada</b>				<b>SD, ND</b>	<b>469</b>		
	Iowa SL (Sioux City) - I-90 (Sioux Falls)	46	090	090	SD	84	17	P
	I-90 @ Sioux Falls - North Dakota SL	46	091	091	SD	168	17	P
	South Dakota SL - I-94 (Fargo)	38	091	091	ND	63	17	P
	Fargo (I-94) - Canada	38	092	092	ND	154	17	P
<b>I-30</b>	<b>Dallas (I-20) to Texarkana</b>				<b>TX</b>	<b>221</b>		
	In Dallas/Ft. Worth	48	100	100	TX	70	6	C16
	Dallas/Ft. Worth UL - Texarkana (Arkansas SL)	48	101	101	TX	151	6	

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<b>I-35</b>	<b>Laredo to Kansas City</b>				<b>TX, OK, KS</b>	<b>1068</b>		
	Laredo - San Antonio UL	48	110	110	TX	140	17	
	Through San Antonio	48	111	111	TX	35	17	C16
	San Antonio UL - Dallas/Ft. Worth UL	48	112	112	TX	253	17	C96, C16
I-35 E/W	Through Dallas/Ft. Worth	48	113	113	TX	130	17	C16
	Dallas/Ft. Worth UL - Oklahoma SL	48	114	114	TX	39	17	H, C16
	Texas SL - Oklahoma City UL	40	114	114	OK	109	17	C16
	Through Oklahoma City	40	115	115	OK	37	17, 19	C96, C16
	Oklahoma City UL - Kansas SL	40	116	116	OK	89	17, 19	
	Oklahoma SL - Wichita UL	20	116	116	KS	33	17, 19	
	Through Wichita	20	117	117	KS	24	17, 19	
	Wichita UL - Missouri SL (Kansas City)	20	118	118	KS	179	17, 19	
<b>I-37</b>	<b>I-35 @ San Antonio to Corpus Christi (US 181)</b>				<b>TX</b>	<b>142</b>		
	Through San Antonio (I-35 - UL)	48	120	120	TX	17	17	C16
	San Antonio UL - Corpus Christi UL	48	121	121	TX	119	17	
	Through Corpus Christi (UL - US 181)	48	122	122	TX	6	17	C96, C16
<b>I-40</b>	<b>I-15 to Ft. Smith, AR</b>				<b>CA, AZ, NM, TX, OK</b>	<b>1392</b>		
	I-15 - Arizona SL	06	130	130	CA	157	4	
	California SL - US 93 @ Kingman	04	130	130	AZ	48	4	
	US 93 @ Kingman - US 93	04	130	131	AZ	24	4	
	US 93 - I-17 @ Flagstaff	04	130	132	AZ	123	4	
	I-17 @ Flagstaff - New Mexico SL	04	131	133	AZ	164	4	
	Arizona SL - Albuquerque UL	35	131	133	NM	152	4	P
	Through Albuquerque	35	132	134	NM	23	4, 19	P, C96, C16
	Albuquerque UL - Texas SL	35	133	135	NM	193	4, 19	P
	New Mexico SL - Amarillo UL	48	133	135	TX	62	4, 19	
	Through Amarillo	48	134	136	TX	16	4, 19	
	Amarillo UL- Oklahoma SL	48	135	137	TX	99	4, 19	
	Texas SL - Oklahoma City UL	40	135	137	OK	136	4, 19	
	Through Oklahoma City	40	136	138	OK	30	4, 19	C96, C16
	Oklahoma City UL - Arkansas SL (Ft. Smith)	40	137	139	OK	165	4, 19	
<b>I-44</b>	<b>US 287 to Joplin</b>				<b>TX, OK</b>	<b>339</b>		
	US 287 - Oklahoma SL	48	140	140	TX	14	17	P
	Texas SL - Oklahoma City UL	40	140	140	OK	107	17	
	Through Oklahoma City	40	141	141	OK	23	17, 19	P, C96, C16
	Oklahoma City UL - Tulsa UL	40	142	142	OK	80	17, 19	
	Through Tulsa	40	143	143	OK	26	17, 19	C16
	Tulsa UL - Missouri SL (Joplin)	40	144	144	OK	89	17, 19	
<b>I-45</b>	<b>I-30 @ Dallas to Galveston</b>				<b>TX</b>	<b>284</b>		
	In Dallas/Ft. Worth	48	150	150	TX	18	14, 17	C16
	Dallas/Ft. Worth UL - Houston UL	48	151	151	TX	200	14, 17	H, C96, C16
	Through Houston	48	152	152	TX	34	14, 17	C96, C16
	Houston UL - Galveston	48	153	153	TX	32	14, 17	SL, C16

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<b>I-70</b>	<b>I-15 to Kansas City</b>				<b>UT, CO, KS</b>	<b>1105</b>		
	I-15 - Colorado SL	49	160	160	UT	232	3	SH
	Utah SL - Denver UL	08	160	160	CO	260	3	SL, C96, C16
	Through Denver	08	161	161	CO	30	3, 14	P, H, C16
	Denver UL - US 40/287 @ Limon	08	162	162	CO	69	3, 14	P, C16
	US 40/287 @ Limon - Kansas SL	08	162	163	CO	91	3	
	Colorado SL - Topeka UL	20	162	163	KS	353	3	
	Through Topeka	20	163	164	KS	12	3	C16
	Topeka UL - Kansas City (MO SL)	20	164	165	KS	58	3	
<b>I-80</b>	<b>US 101 @ San Francisco to Omaha</b>				<b>CA, NV, UT, WY, NE</b>	<b>1665</b>		
	In San Francisco	06	170	170	CA	32	2	P, LN, SH, C96, C16
	San Francisco UL - Sacramento UL	06	171	171	CA	37	2	P, C96, C16
	Through Sacramento	06	171	172	CA	37	2	P, C96, C16
	Sacramento UL - Nevada SL (Reno)	06	171	173	CA	94	2	SH, V, C96, C16
	Through Reno	32	172	174	NV	23	2	P, C96, C16
	Reno UL - Utah SL	32	173	175	NV	388	2	P
	Nevada SL - Salt Lake City UL	49	173	175	UT	117	2	SH
	Through Salt Lake City	49	174	176	UT	15	2	P, SH, C16
	Salt Lake City UL - Wyoming SL	49	175	177	UT	63	2	P, SH, C16
	Utah SL - Cheyenne UL	56	175	177	WY	357	2	
	Through Cheyenne	56	176	178	WY	14	11, 2	P
	Cheyenne UL - Nebraska SL	56	177	179	WY	32	11, 2	
	Wyoming SL - US 26	31	177	179	NE	126	11, 2	
	US 26 - US 281	31	177	180	NE	186	11, 2	
	US 281 - US 81	31	177	181	NE	41	11, 2	
	US 81 - Iowa SL	31	177	182	NE	103	11, 2	C16
<b>I-82</b>	<b>I-90 to I-84</b>				<b>WA, OR</b>	<b>144</b>		
	I-90 - Oregon SL	53	180	740	WA	133	1, 11	
	Washington SL - I-84	41	180	740	OR	11	1, 11	
<b>I-84</b>	<b>I-5 @ Portland to I-80 E. Salt Lake City</b>				<b>OR, ID, UT</b>	<b>734</b>		
	In Portland (I-5 - Portland UL)	41	190	190	OR	15	1, 8, 11	P, C96, C16
	Portland UL - I-82	41	191	191	OR	160	1, 8, 11	
	I-82 - Idaho SL	41	192	192	OR	200	8	H
	Oregon SL - Boise (I-184)	16	192	192	ID	49	8	
	Boise (I-184) - I-86	16	193	193	ID	173	8	
	I-86 - Utah SL	16	193	194	ID	54	8	P
	Idaho SL - N. Salt Lake City (I-15)	49	193	194	UT	43	8	SH
	I-15 - I-80	49	194	195	UT	40	8	SH
<b>I-86</b>	<b>I-84 to I-15 @ Pocatello</b>	<b>16</b>	<b>200</b>	<b>200</b>	<b>ID</b>	<b>63</b>	<b>11</b>	<b>P</b>
<b>I-90</b>	<b>I-5 @ Seattle to Sioux Falls</b>				<b>WA, ID, MT, WY, SD</b>	<b>1538</b>		
	In Seattle	53	210	210	WA	16	1, 11	C16
	Seattle UL - Spokane UL	53	211	211	WA	258	1, 11	C96
	Through Spokane	53	212	212	WA	18	1, 11	C16

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	Spokane UL - Idaho SL	53	213	213	WA	6	1, 11	C96, C16
	Washington SL - US 95 @ Coeur d'Alene	16	213	213	ID	14	1, 11	P, C16
	US 95 - Montana SL	16	213	214	ID	60	1, 11	H, SL
	Idaho SL - US 93 W. Missoula	30	213	214	MT	96	1, 11	P, SL
	US 93 W. Missoula - I-15 W. Butte	30	213	215	MT	123	1, 11, 20	P
	I-15 E. Butte - I-94 @ Billings	30	213	216	MT	232	1, 11, 20	P
	Billings (I-94) - Wyoming SL	30	214	217	MT	95	1, 11	P
	Montana SL - I-25	56	214	217	WY	59	1, 11	P
	I-25 - South Dakota SL	56	215	218	WY	149	1	
	Wyoming SL - Rapid City (S 473)	46	215	218	SD	62	1	
	Rapid City (S 473) - US 281	46	216	219	SD	249	1	P
	US 281 - US 81	46	216	220	SD	53	1	P
	US 81 - I-29 @ Sioux Falls	46	216	221	SD	32	1	P
	I-29 - Minnesota SL	46	216	222	SD	16	1	P
<b>I-94</b>	<b>I-90 @ Billings to Fargo</b>				<b>MT,ND</b>	<b>602</b>		
	I-90 @ Billings - North Dakota SL	30	220	750	MT	250	1	
	Montana SL - Bismarck (I-194)	38	220	750	ND	156	1	P
	Bismarck (I-194) - Minnesota SL (Fargo)	38	221	751	ND	196	1, 13	
<b>I-135</b>	<b>I-35 to I-70 @ Salina</b>				<b>KS</b>	<b>95</b>		
	Through Wichita (I-35 - Wichita UL)	20	230	230	KS	17	17	C16
	Wichita UL - I-70	20	231	231	KS	78	17	P
<b>I-205</b>	<b>around Portland</b>				<b>OR, WA</b>	<b>37</b>		
	I-5 N. Portland - Oregon SL	53	240	240	WA	11	7	C16
	Washington SL - I-5 S. Portland	41	240	240	OR	26	7	P, C96, C16
<b>I-205</b>	<b>I-5 to I-580 E. of San Francisco</b>	<b>06</b>	<b>250</b>	<b>250</b>	<b>CA</b>	<b>13</b>	<b>2</b>	<b>P, C96, C16</b>
<b>I-215</b>	<b>I-15 @ Temecula to I-15 N. San Bernadino</b>	<b>06</b>	<b>260</b>	<b>260</b>	<b>CA</b>	<b>49</b>	<b>10</b>	<b>C16</b>
<b>I-235</b>	<b>I-135 N. to I-135 S. of Wichita</b>	<b>20</b>	<b>270</b>	<b>270</b>	<b>KS</b>	<b>17</b>	<b>19</b>	<b>H</b>
<b>I-238</b>	<b>I-580 to I-880 in SF</b>	<b>06</b>	<b>680</b>	<b>680</b>	<b>CA</b>	<b>2</b>	<b>2</b>	<b>P, C16</b>
<b>I-335</b>	<b>I-35 to I-70 @ Topeka</b>	<b>20</b>	<b>280</b>	<b>280</b>	<b>KS</b>	<b>50</b>	<b>17</b>	<b>H</b>
<b>I-405</b>	<b>in Portland</b>	<b>41</b>	<b>290</b>	<b>290</b>	<b>OR</b>	<b>3</b>	<b>7</b>	<b>P, SL</b>
<b>I-405</b>	<b>I-5 in Los Angeles to I-5 @ Irvine</b>	<b>06</b>	<b>300</b>	<b>300</b>	<b>CA</b>	<b>72</b>	<b>7</b>	<b>P, C96, C16</b>
<b>I-580</b>	<b>I-5 to S 238 in San Francisco</b>	<b>06</b>	<b>310</b>	<b>310</b>	<b>CA</b>	<b>56</b>	<b>2</b>	<b>P, C96, C16</b>
<b>I-710</b>	<b>Long Beach to I-10</b>	<b>06</b>	<b>320</b>	<b>320</b>	<b>CA</b>	<b>20</b>	<b>7</b>	<b>P, C96, C16</b>
<b>I-805</b>	<b>I-5 to I-15 in San Diego</b>	<b>06</b>	<b>330</b>	<b>330</b>	<b>CA</b>	<b>14</b>	<b>7</b>	<b>P</b>
<b>I-880</b>	<b>I-80 to S 238 in San Francisco</b>	<b>06</b>	<b>340</b>	<b>340</b>	<b>CA</b>	<b>17</b>	<b>2</b>	<b>P, C96, C16</b>

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<b>US 2</b>	<b>I-5 N. Seattle to Grand Forks</b>				<b>WA, ID, MT, ND</b>	<b>1396</b>		
	I-5 - I-90 @ Spokane	53	350	350	WA	284	1	LN, SH, H, SL, C16
	I-90 @ Spokane - Idaho SL	53	351	351	WA	50	1	SL, C96, C16
	Washington SL - US 95 @ Sandpoint	16	351	351	ID	26	1	P, LN, SH, H, C96, C16
	US 95 @ Bonners Ferry - Montana SL	16	351	352	ID	16	1	SH, H
	Idaho SL - US 93 @ Kalispell	30	351	352	MT	120	1	P, LN, SH, H, V
	US 93 @ Kalispell - North Dakota SL	30	352	353	MT	546	1	SH,H
	Montana SL - US 83 @ Minot	38	352	353	ND	145	1	
	US 83 @ Minot - Minnesota SL (Grand Forks)	38	353	354	ND	209	1	
<b>US 6</b>	<b>Loveland Pass</b>	<b>08</b>	<b>360</b>	<b>360</b>	<b>CO</b>	<b>20</b>	<b>3</b>	<b>LN, SL, C96, C16</b>
<b>US 12</b>	<b>US 95 @ Lewiston to I-94 @ Forsyth</b>				<b>ID, MT</b>	<b>548</b>		
	US 95 - Montana SL	16	370	370	ID	169	1	SH, SL, C96, C16
	Idaho SL - I-90 @ Missoula	30	370	370	MT	45	1	SH, H, SL, C96, C16
	I-90 NW of Butte to I-94 @ Forsyth	30	371	371	MT	334	1	SH, SL
<b>US 20/191</b>	<b>I-15 @ Idaho Falls to I-90 W. Bozeman</b>				<b>ID, MT</b>	<b>199</b>		
US 20	I-15 @ Idaho Falls - Montana SL	16	380	380	ID	98	10	C96, C16
US 20	Idaho SL - US 191/287	30	380	380	MT	10	10	SH, H, V, C96, C16
US 191/287	US 20 - I-90	30	380	380	MT	91	10	
<b>US 26</b>	<b>I-25 to I-80</b>				<b>WY, NE</b>	<b>206</b>		
	I-25 - Nebraska SL	56	390	390	WY	56	11	SL
	Wyoming SL - I-80	31	390	390	NE	150	11	LN
<b>US 52</b>	<b>Canada to I-94 @ Jamestown, ND</b>	<b>38</b>	<b>400</b>	<b>400</b>	<b>ND</b>	<b>246</b>	<b>13</b>	
<b>US 54</b>	<b>El Paso to I-235 @ Wichita</b>				<b>TX, NM, OK, KS</b>	<b>685</b>		
	I-10 @ El Paso - New Mexico SL	48	410	410	TX	20	19	P, LN, SL
	Texas SL - I-40	35	410	410	NM	243	19	P, LN, SH
	I-40 - Texas SL	35	411	411	NM	53	19	
	New Mexico SL - Oklahoma SL (through Texas)	48	411	411	TX	92	19	
	Texas SL - Kansas SL (through Oklahoma)	40	411	411	OK	57	19	SL, C96, C16
	Oklahoma SL - I-235 @ Wichita	20	411	411	KS	220	19	SL
<b>US 59</b>	<b>Laredo to I-30 @ Texarkana</b>				<b>TX</b>	<b>608</b>	<b>18</b>	
	Laredo - Houston UL	48	420	420	TX	290	18	C96, C16
	Through Houston	48	421	421	TX	43	18	P, LN, C96, C16
	Houston UL - I-30	48	422	422	TX	275	18	LN, SL
<b>US 70</b>	<b>I-10 to US 54</b>	<b>35</b>	<b>430</b>	<b>430</b>	<b>NM</b>	<b>71</b>	<b>19</b>	<b>SL, C96</b>
<b>US 77</b>	<b>Brownsville to US 59</b>	<b>48</b>	<b>440</b>	<b>440</b>	<b>TX</b>	<b>234</b>	<b>18</b>	<b>SL</b>
<b>US 81</b>	<b>I-70 @ Salina to I-29 @ Watertown, SD</b>				<b>KS, NE, SD</b>	<b>453</b>		
	I-70 - Nebraska SL	20	450	450	KS	79	17	



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	Kansas SL - I-80	31	450	450	NE	60	17	P
	I-80 - South Dakota SL	31	450	451	NE	158	17	C16
	Nebraska SL - I-90	46	450	451	SD	58	17	H, C16
	I-90 - I-29 @ Watertown	46	450	452	SD	98	17	LN, H
<b>US 87/S 19/US 191</b>	<b>I-94 @ Billings to Canada</b>				<b>MT</b>	<b>260</b>		
US 87	I-94 - S 19	30	460	460	MT	93	12	
S 19	US 87 - US 191	30	460	460	MT	22	12	
US 191	S 19 - Canada	30	460	460	MT	145	12	SH, SL
<b>US 87/S 200</b>	<b>I-90 @ Missoula to US 2 @ Havre</b>				<b>MT</b>	<b>269</b>		
S 200/US 89	I-90 @ Missoula - I-15 @ Great Falls	30	470	470	MT	157	1	SH, V, H
US 87	I-15 @ Great Falls - US 2 @ Havre	30	471	471	MT	112	1	SH, H
<b>US 93</b>	<b>I-90 - Canada</b>	<b>30</b>	<b>480</b>	<b>480</b>	<b>MT</b>	<b>188</b>	<b>20</b>	<b>SH, SL, C96, C16</b>
<b>US 95</b>	<b>I-84 W. Boise to Canada</b>				<b>ID</b>	<b>469</b>		
	I-84 - Lewiston (US 12)	16	490	490	ID	244	9	LN, SH, H, C96, C16
	US 12 @ Lewiston - I-90 @ Coeur d'Alene	16	491	491	ID	116	9	SH, H, V, C96, C16
	I-90 @ Coeur d'Alene - Canada	16	491	492	ID	109	9	SH, V, H, SL, C96, C16
<b>US 97/S 58</b>	<b>I-5 @ Weed, CA to I-5 @ Eugene</b>				<b>CA, OR</b>	<b>237</b>		
US 97	I-5 - Oregon SL	06	500	500	CA	54	7	SL, C16
US 97	California SL to S 58	41	500	500	OR	97	7	P, SH, H, V, C96, C16
S 58	US 97 to I-5	41	500	500	OR	86	7	
<b>US 101</b>	<b>I-80 to I-280 in San Francisco</b>	<b>06</b>	<b>510</b>	<b>510</b>	<b>CA</b>	<b>2</b>	<b>2</b>	<b>P</b>
<b>US 195</b>	<b>US 95 (Idaho SL) to I-90 @ Spokane</b>	<b>53</b>	<b>520</b>	<b>520</b>	<b>WA</b>	<b>97</b>	<b>9</b>	<b>SH, C16</b>
<b>US 281</b>	<b>I-80 @ Grand Island to I-94 @ Jamestown, ND</b>				<b>NE, SD, ND</b>	<b>456</b>		
	I-80 - South Dakota SL	31	530	530	NE	161	17	
	Nebraska SL - I-90	46	530	530	SD	67	17	SH
	I-90 - North Dakota SL	46	530	531	SD	159	17	P, LN, SH, H, C16
	South Dakota SL - I-94	38	530	531	ND	69	17	SH
<b>US 281</b>	<b>Mexico to I-37</b>	<b>48</b>	<b>540</b>	<b>540</b>	<b>TX</b>	<b>171</b>	<b>18</b>	<b>H</b>
<b>US 287</b>	<b>I-70 @ Limon to Port Arthur</b>				<b>CO, OK, TX</b>	<b>950</b>		
US 287/40/50	I-70 @ Limon - Oklahoma SL	08	550	550	CO	194	14	P, SL
	Colorado SL - Texas SL	40	550	550	OK	41	14	SL
	Oklahoma SL - Amarillo UL	48	550	550	TX	90	14	
	Through Amarillo	48	551	551	TX	7	14	
	Amarillo UL - I-44 @ Wichita Falls	48	552	552	TX	198	14	LN
	I-44 @ Wichita Falls - Dallas/Ft. Worth UL	48	552	553	TX	105	14, 17	LN, SL
	Through Dallas/Ft. Worth (North UL - I-45 @ Ennis)	48	553	554	TX	61	14	SL, C96, C16
	I-45 @ Ennis - Port Arthur	48	554	555	TX	254	14	
<b>US 287/S 14</b>	<b>I-25 @ Ft. Collins to I-80 @ Laramie</b>				<b>CO, WY</b>	<b>68</b>		

ROUTES IN WTTN CORRIDORS

hwycorridors.xls

05-19-99

Route	Termini	State	SS# Old	SS#	States	GIS Length (Mi)	Corridor No.	Significant Deficiencies
S 14	I-25 - US 287	08	560	560	CO	4	16	SL
US 287	S 14 - Wyoming SL	08	560	560	CO	40	16	
US 287	Colorado SL - I-80	56	560	560	WY	24	16	C16
<b>US 395</b>	<b>Spokane to Canada</b>	<b>53</b>	<b>570</b>	<b>570</b>	<b>WA</b>	<b>106</b>	<b>9</b>	<b>LN, SH, V, H, C96, C16</b>
<b>US 395</b>	<b>I-82 to I-90</b>	<b>53</b>	<b>580</b>	<b>580</b>	<b>WA</b>	<b>81</b>	<b>1</b>	
<b>S 3</b>	<b>Billings to Great Falls</b>	<b>30</b>	<b>590</b>	<b>590</b>	<b>MT</b>	<b>192</b>	<b>20</b>	<b>LN, SH, H, SL</b>
<b>S 7/86/78</b>	<b>Mexico to I-10</b>	<b>06</b>	<b>600</b>	<b>600</b>	<b>CA</b>	<b>90</b>	<b>7</b>	<b>P, SL</b>
<b>S 18</b>	<b>I-5 to I-90 @ Seattle</b>	<b>53</b>	<b>610</b>	<b>610</b>	<b>WA</b>	<b>26</b>	<b>1</b>	<b>LN, C96, C16</b>
<b>S 58</b>	<b>S 99 to Barstow</b>	<b>06</b>	<b>620</b>	<b>620</b>	<b>CA</b>	<b>145</b>	<b>4</b>	<b>SL, C96, C16</b>
<b>S 60</b>	<b>I-10 in Los Angeles to I-10 near Beaumont, CA</b>	<b>06</b>	<b>630</b>	<b>630</b>	<b>CA</b>	<b>71</b>	<b>5</b>	<b>P, C96, C16</b>
<b>S 79/US 385</b>	<b>I-90 to I-80 @ Sidney</b>				<b>SD, NE</b>	<b>239</b>		
S79/U16B/S238/S437	I-90 @ Rapid City - US 385	46	640	640	SD	54	16	H, C96, C16
US 385	S 79 - Nebraska SL	46	640	640	SD	31	16	
US 385	South Dakota SL - I-80	31	640	640	NE	154	16	SH, H
<b>S 94/125</b>	<b>San Diego (I-5 to I-8)</b>	<b>06</b>	<b>650</b>	<b>650</b>	<b>CA</b>	<b>14</b>	<b>5</b>	<b>P, C16</b>
<b>S 99</b>	<b>I-5 S. Bakersfield to I-5 @ Sacramento</b>	<b>06</b>	<b>660</b>	<b>660</b>	<b>CA</b>	<b>298</b>	<b>7</b>	<b>P, C16</b>
<b>S 136</b>	<b>Santa Teresa Border to I-10</b>				<b>NM, TX</b>	<b>11</b>		
	Mexico - Texas SL	35	670	670	NM	9	16	
	New Mexico SL - I-10	48	670	670	TX	2	16	
<b>S 905</b>	<b>I-5 to Mexico</b>	<b>06</b>	<b>690</b>	<b>690</b>	<b>CA</b>	<b>5</b>	<b>7</b>	<b>P</b>

B-10

**Super Segment Sample Size and Rating for HPMS-only States (CA, NE, NM, NV, OK, TX)**

Route	Termini	SS# Old	SS#	States	Corridor #	GIS Length (Miles)	Sample Length (Miles)	Percent Sampled	Number of HPMS Records	Rating
<b>I-5</b>	<b>S. San Diego to Canada</b>									
	In San Diego	001	001	CA	7	56	16	29%	10	B
	San Diego - Los Angeles	002	002	CA	7	16	10	63%	2	A
	Through Los Angeles (San Clemente - Santa Clarita)	003	003	CA	7	104	44	42%	18	B
	Los Angeles - Sacramento	004	004	CA	7	334	199	60%	43	A
	Through Sacramento	005	005	CA	7	16	12	75%	6	A
	Sacramento - Oregon SL	006	006	CA	7	271	172	63%	46	A
	<b>Total in "HPMS only" states</b>			<b>CA</b>	<b>7</b>	<b>797</b>	<b>453</b>			
	<b>TOTAL (All States)</b>			<b>CA, OR,WA</b>	<b>7</b>	<b>1381</b>	<b>1037</b>	<b>75%</b>		<b>A</b>
<b>I-8</b>	<b>I-5 to I-10 S. Phoenix</b>									
	In San Diego	020	020	CA	5	27	17	63%	9	A
	San Diego UL - Arizona SL	021	021	CA	5	144	130	90%	23	A
	<b>Total in "HPMS only" states</b>			<b>CA</b>	<b>5</b>	<b>171</b>	<b>147</b>			
	<b>TOTAL (All States)</b>			<b>CA, AZ</b>	<b>5</b>	<b>349</b>	<b>325</b>	<b>93%</b>		<b>A</b>
<b>I-10</b>	<b>I-5 to E. Beaumont, TX</b>									
	Through Los Angeles (Santa Monica - Palm Springs)	030	030	CA	5	86	48	56%	15	A
	Palm Springs - Arizona SL	031	031	CA	5	156	133	85%	28	A
	Arizona SL - I-25 @ Las Cruces	033	034	NM	5	144	106	74%	98	A
	I-25 @ Las Cruces - Texas SL (El Paso)	033	035	NM	5	20	20	100%	8	A
	Through El Paso (NM SL - El Paso UL)	034	036	TX	5	37	26	70%	19	A
	El Paso UL - I-20	035	037	TX	5	149	109	73%	16	A
	I-20 - San Antonio UL	035	038	TX	5	364	206	57%	40	A
	Through San Antonio	036	039	TX	5	37	28	76%	10	A
	San Antonio UL - Houston UL	037	040	TX	5	164	79	48%	15	B
	Through Houston	038	041	TX	5	37	31	84%	13	A
	Houston UL - Louisiana SL	039	042	TX	5	89	80	90%	23	A
	<b>Total in "HPMS only" states</b>			<b>CA, NM, TX</b>	<b>5</b>	<b>1283</b>	<b>866</b>			
	<b>TOTAL (All States)</b>			<b>CA, AZ,NM,TX</b>	<b>5</b>	<b>1676</b>	<b>1259</b>	<b>75%</b>		<b>A</b>
<b>I-15</b>	<b>I-5 @ San Diego to Canada</b>									
	In San Diego	040	700	CA	10	37	21	57%	10	A
	San Diego UL - Los Angeles (Temecula)	041	710	CA	10	55	35	64%	8	A
	Through LA UZA (Temecula - San Bernadino)	042	711	CA	10	28	24	86%	11	A
	N. San Bernadino (Los Angeles UZA) - I-40	043	712	CA	10	63	56	89%	14	A
	I-40 - Nevada SL	043	713	CA	10	110	16	15%	2	C
	California SL - Las Vegas UL	043	713	NV	10	27	19	70%	9	A
	Through Las Vegas	044	714	NV	10	31	20	65%	40	A
	Las Vegas UL - Arizona SL	045	715	NV	10	66	29	44%	19	B
	<b>Total in "HPMS only" states</b>			<b>CA, NV</b>	<b>10</b>	<b>417</b>	<b>220</b>			
	<b>TOTAL (All States)</b>			<b>CA, NV, AZ, UT, ID, MT</b>	<b>10</b>	<b>1440</b>	<b>1243</b>	<b>86%</b>		<b>A</b>

Super Segment Sample Size and Rating for HPMS-only States (CA, NE, NM, NV, OK, TX)

Route	Termini	SS# Old	SS#	States	Corridor #	GIS Length (Miles)	Sample Length (Miles)	Percent Sampled	Number of HPMS Records	Rating
<b>I-19/US 93/US 60</b>	<b>Mexico to I-15 @ Las Vegas</b>									
US 93	Arizona SL - Las Vegas UL	061	062	NV	10	12	5	42%	10	B
US 93 (and I-515)	Las Vegas UL - I-15	062	063	NV	10	19	11	58%	8	A
	<b>Total in "HPMS only" states</b>			<b>NV</b>	<b>10</b>	<b>31</b>	<b>16</b>			
	<b>TOTAL (All States)</b>			<b>AZ, NV</b>	<b>10</b>	<b>320</b>	<b>305</b>	<b>95%</b>		<b>A</b>
<b>I-20</b>	<b>I-10 to W. Shreveport, LA</b>									
	I-10 - Dallas/Ft. Worth UL	070	070	TX	5, 6	420	233	55%	59	A
	Through Dallas/Ft. Worth	071	071	TX	5, 6	79	46	58%	16	A
	Dallas/Ft. Worth UL - Louisiana SL (Shreveport)	072	072	TX	5, 6	137	49	36%	13	B
	<b>Total in "HPMS only" states</b>			<b>TX</b>	<b>5, 6</b>	<b>636</b>	<b>328</b>			
	<b>TOTAL (All States)</b>			<b>TX</b>	<b>5, 6</b>	<b>636</b>	<b>328</b>	<b>52%</b>		<b>A</b>
<b>I-25</b>	<b>I-10 @ Las Cruces to I-90 N. Casper</b>									
	I-10 - Albuquerque UL	80	80	NM	16	213	160	75%	160	A
	Through Albuquerque	81	81	NM	16	29	20	69%	55	A
	Albuquerque UL - Colorado SL	82	82	NM	16	218	201	92%	204	A
	<b>Total in "HPMS only" states</b>			<b>NM</b>	<b>16</b>	<b>460</b>	<b>381</b>			
	<b>TOTAL (All States)</b>			<b>NM, CO, WY</b>	<b>16</b>	<b>1063</b>	<b>984</b>	<b>93%</b>		<b>A</b>
<b>I-30</b>	<b>Dallas (I-20) to Texarkana</b>									
	In Dallas/Ft. Worth	100	100	TX	6	70	54	77%	19	A
	Dallas/Ft. Worth UL - Texarkana (Arkansas SL)	101	101	TX	6	151	81	54%	19	A
	<b>Total in "HPMS only" states</b>			<b>TX</b>	<b>6</b>	<b>221</b>	<b>135</b>			
	<b>TOTAL (All States)</b>			<b>TX</b>	<b>6</b>	<b>221</b>	<b>135</b>	<b>61%</b>		<b>A</b>
<b>I-35</b>	<b>Laredo to Kansas City</b>					<b>1068</b>				
	Laredo - San Antonio UL	110	110	TX	17	140	103	74%	14	A
	Through San Antonio	111	111	TX	17	35	11	31%	6	B
	San Antonio UL - Dallas/Ft. Worth UL	112	112	TX	17	253	140	55%	64	A
I-35 E/W	Through Dallas/Ft. Worth	113	113	TX	17	130	110	85%	47	A
	Dallas/Ft. Worth UL - Oklahoma SL	114	114	TX	17	39	19	49%	5	B
	Texas SL - Oklahoma City UL	114	114	OK	17	109	107	98%	49	A
	Through Oklahoma City	115	115	OK	17, 19	37	26	70%	30	A
	Oklahoma City UL - Kansas SL	116	116	OK	17, 19	89	89	100%	31	A
	Oklahoma SL - Wichita UL	116	116	KS	17, 19	33	24	73%	3	A
	Through Wichita	117	117	KS	17, 19	24	8	33%	7	B
	Wichita UL - Missouri SL (Kansas City)	118	118	KS	17, 19	179	117	65%	52	A
	<b>Total in "HPMS only" states</b>			<b>TX, OK, KS</b>	<b>17, 19</b>	<b>1068</b>	<b>754</b>			
	<b>TOTAL (All States)</b>			<b>TX, OK, KS</b>	<b>17, 19</b>	<b>1068</b>	<b>754</b>	<b>71%</b>		<b>A</b>

**Super Segment Sample Size and Rating for HPMS-only States (CA, NE, NM, NV, OK, TX)**

Route	Termini	SS# Old	SS#	States	Corridor #	GIS Length (Miles)	Sample Length (Miles)	Percent Sampled	Number of HPMS Records	Rating
<b>I-37</b>	<b>I-35 @ San Antonio to Corpus Christi (US 181)</b>					<b>148</b>				
	Through San Antonio (I-35 - UL)	120	120	TX	17	17	11	65%	4	A
	San Antonio UL - Corpus Christi UL	121	121	TX	17	115	59	51%	12	A
	Through Corpus Christi (UL - US 181)	122	122	TX	17	16	16	100%	5	A
	<b>Total in "HPMS only" states</b>			<b>TX</b>	<b>17</b>	<b>148</b>	<b>86</b>			
	<b>TOTAL (All States)</b>			<b>TX</b>	<b>17</b>	<b>148</b>	<b>86</b>	<b>58%</b>		<b>A</b>
<b>I-40</b>	<b>I-15 to Ft. Smith, AR</b>					<b>1031</b>				
	I-15 - Arizona SL	130	130	CA	4	155	155	100%	20	A
	Arizona SL - Albuquerque UL	131	133	NM	4	152	119	78%	137	A
	Through Albuquerque	132	134	NM	4, 19	23	19	83%	83	A
	Albuquerque UL - Texas SL	133	135	NM	4, 19	193	145	75%	171	A
	New Mexico SL - Amarillo UL	133	135	TX	4, 19	62	35	56%	6	A
	Through Amarillo	134	136	TX	4, 19	16	16	100%	5	A
	Amarillo UL - Oklahoma SL	135	137	TX	4, 19	99	61	62%	13	A
	Texas SL - Oklahoma City UL	135	137	OK	4, 19	136	105	77%	45	A
	Through Oklahoma City	136	138	OK	4, 19	30	26	87%	23	A
	Oklahoma City UL - Arkansas SL (Ft. Smith)	137	139	OK	4, 19	165	149	90%	68	A
	<b>Total in "HPMS only" states</b>			<b>CA, NM, TX, OK</b>	<b>4, 19</b>	<b>1031</b>	<b>830</b>			
	<b>TOTAL (All States)</b>			<b>CA, AZ, NM, TX, OK</b>	<b>4, 19</b>	<b>1390</b>	<b>1189</b>	<b>86%</b>		<b>A</b>
<b>I-44</b>	<b>US 287 to Joplin</b>									
	US 287 - Oklahoma SL	140	140	TX	17	15	15	100%	6	A
	Texas SL - Oklahoma City UL	140	140	OK	17	107	75	70%	33	A
	Through Oklahoma City	141	141	OK	17, 19	23	9	39%	13	B
	Oklahoma City UL - Tulsa UL	142	142	OK	17, 19	80	70	88%	19	A
	Through Tulsa	143	143	OK	17, 19	26	18	69%	22	A
	Tulsa UL - Missouri SL (Joplin)	144	144	OK	17, 19	89	88	99%	29	A
	<b>Total in "HPMS only" states</b>			<b>TX, OK</b>	<b>17, 19</b>	<b>339</b>	<b>275</b>			
	<b>TOTAL (All States)</b>			<b>TX, OK</b>	<b>17, 19</b>	<b>339</b>	<b>275</b>	<b>81%</b>		<b>A</b>
<b>I-45</b>	<b>I-30 @ Dallas to Galveston</b>									
	In Dallas/Ft. Worth	150	150	TX	14, 17	18	12	67%	2	A
	Dallas/Ft. Worth UL - Houston UL	151	151	TX	14, 17	200	81	41%	24	B
	Through Houston	152	152	TX	14, 17	34	27	79%	13	A
	Houston UL - Galveston	153	153	TX	14, 17	32	25	78%	4	A
	<b>Total in "HPMS only" states</b>			<b>TX</b>	<b>14, 17</b>	<b>284</b>	<b>145</b>			
	<b>TOTAL (All States)</b>			<b>TX</b>	<b>14,17</b>	<b>284</b>	<b>145</b>	<b>51%</b>		<b>A</b>

**Super Segment Sample Size and Rating for HPMS-only States (CA, NE, NM, NV, OK, TX)**

Route	Termini	SS# Old	SS#	States	Corridor #	GIS Length (Miles)	Sample Length (Miles)	Percent Sampled	Number of HPMS Records	Rating
<b>I-70</b>	<b>I-15 to Kansas City</b>									
	Colorado SL - Topeka UL	162	163	KS	3	353	209	59%	61	A
	Through Topeka	163	164	KS	3	12	9	75%	14	A
	Topeka UL - Kansas City (MO SL)	164	165	KS	3	58	26	45%	25	B
	<b>Total in "HPMS only" states</b>			<b>KS</b>	<b>3</b>	<b>423</b>	<b>244</b>			
	<b>TOTAL (All States)</b>			<b>UT, CO, KS</b>	<b>3, 14</b>	<b>1105</b>	<b>926</b>	<b>84%</b>		<b>A</b>
<b>I-80</b>	<b>US 101 @ San Francisco to Omaha</b>									
	In San Francisco	170	170	CA	2	32	22	69%	13	A
	San Francisco UL - Sacramento UL	171	171	CA	2	37	35	95%	16	A
	Through Sacramento	171	172	CA	2	37	26	70%	18	A
	Sacramento UL - Nevada SL (Reno)	171	173	CA	2	94	60	64%	16	A
	Through Reno	172	174	NV	2	23	15	65%	22	A
	Reno UL - Utah SL	173	175	NV	2	388	128	33%	68	B
	Wyoming SL - US 26	177	179	NE	11, 2	126	95	75%	18	A
	US 26 - US 281	177	180	NE	11, 2	186	162	87%	33	A
	US 281 - US 81	177	181	NE	11, 2	41	21	51%	5	A
	US 81 - Iowa SL	177	182	NE	11, 2	103	64	62%	32	A
	<b>Total in "HPMS only" states</b>			<b>CA, NV, NE</b>	<b>11, 2</b>	<b>1067</b>	<b>628</b>			
	<b>TOTAL (All States)</b>			<b>CA, NV, UT, WY, NE</b>	<b>11, 2</b>	<b>1664</b>	<b>1225</b>	<b>74%</b>		<b>A</b>
<b>I-135</b>	<b>I-35 to I-70 @ Salina</b>									
	Through Wichita (I-35 - Wichita UL)	230	230	KS	17	17	13	76%	14	A
	Wichita UL - I-70	231	231	KS	17	78	18	23%	15	C
	<b>Total in "HPMS only" states</b>			<b>KS</b>	<b>17</b>	<b>95</b>	<b>31</b>			
	<b>TOTAL (All States)</b>			<b>KS</b>	<b>17</b>	<b>95</b>	<b>31</b>	<b>33%</b>		<b>B</b>
<b>I-205</b>	<b>I-5 to I-580 E. of San Francisco</b>	<b>250</b>	<b>250</b>	<b>CA</b>	<b>2</b>	<b>13</b>	<b>1</b>	<b>8%</b>	<b>2</b>	<b>C</b>
<b>I-215</b>	<b>I-15 @ Temecula to I-15 N. San Bernadino</b>	<b>260</b>	<b>260</b>	<b>CA</b>	<b>10</b>	<b>49</b>	<b>46</b>	<b>94%</b>	<b>17</b>	<b>A</b>
<b>I-235</b>	<b>I-135 N. to I-135 S. of Wichita</b>	<b>270</b>	<b>270</b>	<b>KS</b>	<b>19</b>	<b>17</b>	<b>10</b>	<b>59%</b>	<b>5</b>	<b>A</b>
<b>I-238</b>	<b>I-580 to I-880 in SF</b>	<b>680</b>	<b>680</b>	<b>CA</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>100%</b>	<b>1</b>	<b>A</b>
<b>I-335</b>	<b>I-35 to I-70 @ Topeka</b>	<b>280</b>	<b>280</b>	<b>KS</b>	<b>17</b>	<b>55</b>	<b>50</b>	<b>91%</b>	<b>15</b>	<b>A</b>
<b>I-405</b>	<b>I-5 in Los Angeles to I-5 @ Irvine</b>	<b>300</b>	<b>300</b>	<b>CA</b>	<b>7</b>	<b>72</b>	<b>72</b>	<b>100%</b>	<b>34</b>	<b>A</b>
<b>I-580</b>	<b>I-5 to S 238 in San Francisco</b>	<b>310</b>	<b>310</b>	<b>CA</b>	<b>2</b>	<b>56</b>	<b>25</b>	<b>45%</b>	<b>15</b>	<b>B</b>
<b>I-710</b>	<b>Long Beach to I-5</b>	<b>320</b>	<b>320</b>	<b>CA</b>	<b>7</b>	<b>26</b>	<b>21</b>	<b>81%</b>	<b>12</b>	<b>A</b>
<b>I-805</b>	<b>I-5 to I-15 in San Diego</b>	<b>330</b>	<b>330</b>	<b>CA</b>	<b>7</b>	<b>14</b>	<b>7</b>	<b>50%</b>	<b>6</b>	<b>A</b>

Super Segment Sample Size and Rating for HPMS-only States (CA, NE, NM, NV, OK, TX)

Route	Termini	SS# Old	SS#	States	Corridor #	GIS Length (Miles)	Sample Length (Miles)	Percent Sampled	Number of HPMS Records	Rating
<b>I-880</b>	<b>I-80 to S 238 in San Francisco</b>	<b>340</b>	<b>340</b>	<b>CA</b>	<b>2</b>	<b>17</b>	<b>17</b>	<b>100%</b>	<b>5</b>	<b>A</b>
<b>US 26</b>	<b>I-25 to I-80</b>									
	Wyoming SL - I-80	390	390	NE	11	150	84	56%	21	A
	<b>Total in "HPMS only" states</b>			<b>NE</b>	<b>11</b>	<b>150</b>	<b>84</b>			
	<b>TOTAL (All States)</b>			<b>WY, NE</b>	<b>11</b>	<b>206</b>	<b>140</b>	<b>68%</b>		<b>A</b>
<b>US 54</b>	<b>El Paso to I-235 @ Wichita</b>									
	I-10 @ El Paso - New Mexico SL	410	410	TX	19	20	13	65%	7	A
	Texas SL - I-40	410	410	NM	19	243	172	71%	145	A
	I-40 - Texas SL	411	411	NM	19	53	31	58%	27	A
	New Mexico SL - Oklahoma SL (through Texas)	411	411	TX	19	92	91	99%	9	A
	Texas SL - Kansas SL (through Oklahoma)	411	411	OK	19	57	10	18%	16	C
	Oklahoma SL - I-235 @ Wichita	411	411	KS	19	220	87	40%	49	B
	<b>Total in "HPMS only" states</b>			<b>TX, NM, OK, KS</b>	<b>19</b>	<b>685</b>	<b>404</b>			
	<b>TOTAL (All States)</b>			<b>TX, NM, OK, KS</b>	<b>19</b>	<b>685</b>	<b>404</b>	<b>59%</b>		<b>A</b>
<b>US 59</b>	<b>Laredo to I-30 @ Texarkana</b>									
	Laredo - Houston UL	420	420	TX	18	290	127	44%	34	B
	Through Houston	421	421	TX	18	43	32	74%	20	A
	Houston UL - I-30	422	422	TX	18	275	145	53%	66	A
	<b>Total in "HPMS only" states</b>			<b>TX</b>	<b>18</b>	<b>608</b>	<b>304</b>			
	<b>TOTAL (All States)</b>			<b>TX</b>	<b>18</b>	<b>608</b>	<b>304</b>	<b>50%</b>		<b>A</b>
<b>US 70</b>	<b>I-10 to US 54</b>	<b>430</b>	<b>430</b>	<b>NM</b>	<b>19</b>	<b>71</b>	<b>60</b>	<b>85%</b>	<b>94</b>	<b>A</b>
<b>US 77</b>	<b>Brownsville to US 59</b>	<b>440</b>	<b>440</b>	<b>TX</b>	<b>18</b>	<b>234</b>	<b>143</b>	<b>61%</b>	<b>59</b>	<b>A</b>
<b>US 81</b>	<b>I-70 @ Salina to I-29 @ Watertown, SD</b>									
	I-70 - Nebraska SL	450	450	KS	17	79	9	11%	2	C
	Kansas SL - I-80	450	450	NE	17	60	7	12%	6	C
	I-80 - South Dakota SL	450	451	NE	17	158	69	44%	18	B
	<b>Total in "HPMS only" states</b>			<b>KS, NE</b>	<b>17</b>	<b>297</b>	<b>85</b>			
	<b>TOTAL (All States)</b>			<b>KS, NE, SD</b>	<b>17</b>	<b>453</b>	<b>241</b>	<b>53%</b>		<b>A</b>
<b>US 97/S 58</b>	<b>I-5 @ Weed, CA to I-5 @ Eugene</b>									
US 97	I-5 - Oregon SL	500	500	CA	7	54	36	67%	11	A
	<b>Total in "HPMS only" states</b>			<b>CA</b>	<b>7</b>	<b>54</b>	<b>36</b>			
	<b>TOTAL (All States)</b>			<b>CA, OR</b>	<b>7</b>	<b>236</b>	<b>218</b>	<b>92%</b>		<b>A</b>
<b>US 101</b>	<b>I-80 to I-280 in San Francisco</b>	<b>510</b>	<b>510</b>	<b>CA</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>C</b>

**Super Segment Sample Size and Rating for HPMS-only States (CA, NE, NM, NV, OK, TX)**

Route	Termini	SS# Old	SS#	States	Corridor #	GIS Length (Miles)	Sample Length (Miles)	Percent Sampled	Number of HPMS Records	Rating
<b>US 281</b>	<b>I-80 @ Grand Island to I-94 @ Jamestown, ND</b>									
	I-80 - South Dakota SL	530	530	NE	17	161	49	30%	13	B
	<b>Total in "HPMS only" states</b>			<b>NE</b>	<b>17</b>	<b>161</b>	<b>49</b>			
	<b>TOTAL (All States)</b>			<b>NE, SD, ND</b>	<b>17</b>	<b>459</b>	<b>347</b>	<b>76%</b>		<b>A</b>
<b>US 281</b>	<b>Mexico to I-37</b>	<b>540</b>	<b>540</b>	<b>TX</b>	<b>18</b>	<b>171</b>	<b>108</b>	<b>63%</b>	<b>30</b>	<b>A</b>
<b>US 287</b>	<b>I-70 @ Limon to Port Arthur</b>									
	Colorado SL - Texas SL	550	550	OK	14	41	10	24%	3	C
	Oklahoma SL - Amarillo UL	550	550	TX	14	90	37	41%	6	B
	Through Amarillo	551	551	TX	14	7	7	100%	3	A
	Amarillo UL - I-44 @ Wichita Falls	552	552	TX	14	198	60	30%	25	B
	I-44 @ Wichita Falls - Dallas/Ft. Worth UL	552	553	TX	14, 17	105	12	11%	4	C
	Through Dallas/Ft. Worth (North UL - I-45 @ Ennis)	553	554	TX	14	61	45	74%	26	A
	I-45 @ Ennis - Port Arthur	554	555	TX	14	254	51	20%	12	C
	<b>Total in "HPMS only" states</b>			<b>OK, TX</b>	<b>14, 17</b>	<b>756</b>	<b>222</b>			
	<b>TOTAL (All States)</b>			<b>CO, OK, TX</b>	<b>14, 17</b>	<b>950</b>	<b>416</b>	<b>44%</b>		<b>B</b>
<b>S 7/86/78</b>	<b>Mexico to I-10</b>	<b>600</b>	<b>600</b>	<b>CA</b>	<b>7</b>	<b>90</b>	<b>43</b>	<b>48%</b>	<b>18</b>	<b>B</b>
<b>S 58</b>	<b>S 99 to Barstow</b>	<b>620</b>	<b>620</b>	<b>CA</b>	<b>4</b>	<b>145</b>	<b>36</b>	<b>25%</b>	<b>12</b>	<b>B</b>
<b>S 60</b>	<b>I-10 in Los Angeles to I-10 near Beaumont, CA</b>	<b>630</b>	<b>630</b>	<b>CA</b>	<b>5</b>	<b>71</b>	<b>45</b>	<b>63%</b>	<b>15</b>	<b>A</b>
<b>S 79/US 385</b>	<b>I-90 to I-80 @ Sidney</b>									
US 385	South Dakota SL - I-80	640	640	NE	16	158	61	39%	20	B
	<b>Total in "HPMS only" states</b>			<b>NE</b>	<b>16</b>	<b>158</b>	<b>61</b>			
	<b>TOTAL (All States)</b>			<b>SD, NE</b>	<b>16</b>	<b>242</b>	<b>145</b>	<b>60%</b>		<b>A</b>
<b>S 94/125</b>	<b>San Diego (I-5 to I-8)</b>	<b>650</b>	<b>650</b>	<b>CA</b>	<b>5</b>	<b>14</b>	<b>9</b>	<b>64%</b>	<b>3</b>	<b>A</b>
<b>S 99</b>	<b>I-5 S. Bakersfield to I-5 @ Sacramento</b>	<b>660</b>	<b>660</b>	<b>CA</b>	<b>7</b>	<b>298</b>	<b>188</b>	<b>63%</b>	<b>79</b>	<b>A</b>
<b>S 136</b>	<b>Santa Teresa Border to I-10</b>									
	Mexico - Texas SL	670	670	NM	16	9	0	0%	0	C
	New Mexico SL - I-10	670	670	TX	16	2	0	0%	0	C
	<b>Total in "HPMS only" states</b>			<b>NM, TX</b>	<b>16</b>	<b>11</b>				
	<b>TOTAL (All States)</b>			<b>NM, TX</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0%</b>		<b>C</b>
<b>S 905</b>	<b>I-5 to Mexico</b>	<b>690</b>	<b>690</b>	<b>CA</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>60%</b>	<b>2</b>	<b>A</b>

B-16

Ratings: A - Sample more than 50% of length - Adequate for super segment analysis, can be expanded.

B - Sample between 30 and 50 % - Border line, will be expanded but will need to review results at the super segment level.

C - Sample less than 30 % - Cannot rely on sample to give an adequate picture of super segment but sample (if any) will be used for route analysis.



# Appendix C

## WTTN HIGHWAY DEFICIENCY RESULTS

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Appendix C contains deficiency analysis results for individual supersegments. Each of the 206 supersegments is listed on a separate page. The lists are ordered alphabetically by state, then numerically within each state.

At the top of each page is identifier information, including supersegment number, location, termini, rural length, urban length, and number of sections (HPMS sample sections). Vertically, the page lists deficiency information for rural sections within the supersegment, followed by urban section data, and then all sections (total data) at the bottom.

For each grouping (**rural, urban, all**), data is presented for each of eight deficiency categories, as defined in Chapter 3:

- Pavement condition
- Lane width
- Shoulder width
- Vertical alignment
- Horizontal alignment
- Speed limit
- Current capacity (1996)
- Future capacity (2016)

Deficiency data is presented for the highway supersegment in terms of miles and percent of length, as measured against the Minimum Tolerable Conditions (Chapter 3).

The first set of four vertical columns following deficiency type show “adequate” and “deficient” mileage in **expanded** terms. Thus, if the highway data was less than complete and the sample is considered representative, the percent adequate/deficient is expanded to represent 100% of the supersegment’s length. The numbers in parenthesis under the **expanded length** columns are the number of HPMS sample sections in each category. The **sample length** column shows the length of sample mileage that could be evaluated for each deficiency. This number can change from one deficiency category to another, depending upon the completeness of data available for analysis. The next two columns (**% of expanded length**) show the adequate and deficient mileage as a percent of expanded sample length.

The final vertical column (**sample rate**) expresses the **sample length** mileage as a percentage.

**ARIZONA**

Super-Segment NO 21 in ARIZONA : I-8 Termini: California SL - I-10 S. Phoenix

RURAL LENGTH 164.359( 57 SECTIONS COVERING 164.359 MILES)  
 URBAN LENGTH 13.968( 7 SECTIONS COVERING 13.968 MILES)  
 TOTAL LENGTH 178.327( 64 SECTIONS COVERING 178.327 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	150.411( 55)	13.948( 2)	164.359	91.51	8.49	100.00
LANE WIDTH DEFICIENCY	164.359( 57)	.000( 0)	164.359	100.00	.00	100.00
SHOULDER W. DEFICIENCY	164.359( 57)	.000( 0)	164.359	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	164.359( 57)	.000( 0)	164.359	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	164.359( 57)	.000( 0)	164.359	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	164.359( 57)	.000( 0)	164.359	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	164.359( 57)	.000( 0)	164.359	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	164.359( 57)	.000( 0)	164.359	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	13.968( 7)	.000( 0)	13.968	100.00	.00	100.00
LANE WIDTH DEFICIENCY	13.968( 7)	.000( 0)	13.968	100.00	.00	100.00
SHOULDER W. DEFICIENCY	13.968( 7)	.000( 0)	13.968	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	00
SPEED LIMIT DEFICIENCY	13.968( 7)	.000( 0)	13.968	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	13.968( 7)	.000( 0)	13.968	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	13.968( 7)	.000( 0)	13.968	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	164.379( 62)	13.948( 2)	178.327	92.18	7.82	100.00
LANE WIDTH DEFICIENCY	178.327( 64)	.000( 0)	178.327	100.00	.00	100.00
SHOULDER W. DEFICIENCY	178.327( 64)	.000( 0)	178.327	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	164.359( 57)	.000( 0)	164.359	92.17	.00	92.17
HORIZ. ALIGN. DEFICIENCY	164.359( 57)	.000( 0)	164.359	92.17	.00	92.17
SPEED LIMIT DEFICIENCY	178.327( 64)	.000( 0)	178.327	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	178.327( 64)	.000( 0)	178.327	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	178.327( 64)	.000( 0)	178.327	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 31 in ARIZONA : I-10 Termini: California SL - Phoenix

RURAL LENGTH 105.459( 32 SECTIONS COVERING 105.459 MILES)  
 URBAN LENGTH 26.674( 15 SECTIONS COVERING 26.674 MILES)  
 TOTAL LENGTH 132.133( 47 SECTIONS COVERING 132.133 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	103.395( 31)	2.064( 1)	105.459	98.04	1.96	100.00
LANE WIDTH DEFICIENCY	105.459( 32)	.000( 0)	105.459	100.00	.00	100.00
SHOULDER W. DEFICIENCY	105.459( 32)	.000( 0)	105.459	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	105.459( 32)	.000( 0)	105.459	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	105.459( 32)	.000( 0)	105.459	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	99.367( 31)	6.092( 1)	105.459	94.22	5.78	100.00
CAPACITY DEFICIENCY 1996	105.459( 32)	.000( 0)	105.459	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	105.459( 32)	.000( 0)	105.459	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	26.177( 14)	.497( 1)	26.674	98.14	1.86	100.00
LANE WIDTH DEFICIENCY	26.674( 15)	.000( 0)	26.674	100.00	.00	100.00
SHOULDER W. DEFICIENCY	26.674( 15)	.000( 0)	26.674	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	26.674( 15)	.000( 0)	26.674	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	26.674( 15)	.000( 0)	26.674	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	26.674( 15)	.000( 0)	26.674	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	129.572( 45)	2.561( 2)	132.133	98.06	1.94	100.00
LANE WIDTH DEFICIENCY	132.133( 47)	.000( 0)	132.133	100.00	.00	100.00
SHOULDER W. DEFICIENCY	132.133( 47)	.000( 0)	132.133	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	105.459( 32)	.000( 0)	105.459	79.81	.00	79.81
HORIZ. ALIGN. DEFICIENCY	105.459( 32)	.000( 0)	105.459	79.81	.00	79.81
SPEED LIMIT DEFICIENCY	126.041( 46)	6.092( 1)	132.133	95.39	4.61	100.00
CAPACITY DEFICIENCY 1996	132.133( 47)	.000( 0)	132.133	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	132.133( 47)	.000( 0)	132.133	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 32 in ARIZONA : I-10 Termini: Through Phoenix

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 29.839( 53 SECTIONS COVERING 29.839 MILES)  
 TOTAL LENGTH 29.839( 53 SECTIONS COVERING 29.839 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	29.839( 53)	.000( 0)	29.839	100.00	.00	100.00
LANE WIDTH DEFICIENCY	29.839( 53)	.000( 0)	29.839	100.00	.00	100.00
SHOULDER W. DEFICIENCY	29.839( 53)	.000( 0)	29.839	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	29.839( 53)	.000( 0)	29.839	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	28.905( 51)	.934( 2)	29.839	96.87	3.13	100.00
CAPACITY DEFICIENCY 2016	26.983( 48)	2.856( 5)	29.839	90.43	9.57	100.00

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 33 in ARIZONA : I-10 Termini: Phoenix UL - I-19 @ Tucson

RURAL LENGTH 76.508( 41 SECTIONS COVERING 76.508 MILES)  
 URBAN LENGTH 21.958( 23 SECTIONS COVERING 21.958 MILES)  
 TOTAL LENGTH 98.466( 64 SECTIONS COVERING 98.466 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	76.508( 41)	.000( 0)	76.508	100.00	.00	100.00
LANE WIDTH DEFICIENCY	76.508( 41)	.000( 0)	76.508	100.00	.00	100.00
SHOULDER W. DEFICIENCY	76.508( 41)	.000( 0)	76.508	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	76.508( 41)	.000( 0)	76.508	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	76.508( 41)	.000( 0)	76.508	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	67.401( 32)	9.107( 9)	76.508	88.10	11.90	100.00
CAPACITY DEFICIENCY 1996	76.508( 41)	.000( 0)	76.508	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	67.641( 31)	8.867( 10)	76.508	88.41	11.59	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	21.958( 23)	.000( 0)	21.958	100.00	.00	100.00
LANE WIDTH DEFICIENCY	21.958( 23)	.000( 0)	21.958	100.00	.00	100.00
SHOULDER W. DEFICIENCY	21.958( 23)	.000( 0)	21.958	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	21.958( 23)	.000( 0)	21.958	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	21.958( 23)	.000( 0)	21.958	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	17.080( 14)	4.878( 9)	21.958	77.78	22.22	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	98.466( 64)	.000( 0)	98.466	100.00	.00	100.00
LANE WIDTH DEFICIENCY	98.466( 64)	.000( 0)	98.466	100.00	.00	100.00
SHOULDER W. DEFICIENCY	98.466( 64)	.000( 0)	98.466	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	76.508( 41)	.000( 0)	76.508	77.70	.00	77.70
HORIZ. ALIGN. DEFICIENCY	76.508( 41)	.000( 0)	76.508	77.70	.00	77.70
SPEED LIMIT DEFICIENCY	89.359( 55)	9.107( 9)	98.466	90.75	9.25	100.00
CAPACITY DEFICIENCY 1996	98.466( 64)	.000( 0)	98.466	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	84.721( 45)	13.745( 19)	98.466	86.04	13.96	100.00

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 34 in ARIZONA : I-10 Termini: I-19 @ Tucson - New Mexico SL

RURAL LENGTH 126.785( 68 SECTIONS COVERING 126.785 MILES)  
 URBAN LENGTH 5.102( 13 SECTIONS COVERING 5.102 MILES)  
 TOTAL LENGTH 131.887( 81 SECTIONS COVERING 131.887 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	123.501( 63)	3.284( 5)	126.785	97.41	2.59	100.00
LANE WIDTH DEFICIENCY	126.785( 68)	.000( 0)	126.785	100.00	.00	100.00
SHOULDER W. DEFICIENCY	126.785( 68)	.000( 0)	126.785	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	126.785( 68)	.000( 0)	126.785	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	126.785( 68)	.000( 0)	126.785	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	123.501( 63)	3.284( 5)	126.785	97.41	2.59	100.00
CAPACITY DEFICIENCY 1996	126.785( 68)	.000( 0)	126.785	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	122.265( 62)	4.520( 6)	126.785	96.43	3.57	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	4.829( 12)	.273( 1)	5.102	94.65	5.35	100.00
LANE WIDTH DEFICIENCY	5.102( 13)	.000( 0)	5.102	100.00	.00	100.00
SHOULDER W. DEFICIENCY	5.102( 13)	.000( 0)	5.102	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	5.102( 13)	.000( 0)	5.102	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	5.102( 13)	.000( 0)	5.102	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	5.102( 13)	.000( 0)	5.102	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	128.330( 75)	3.557( 6)	131.887	97.30	2.70	100.00
LANE WIDTH DEFICIENCY	131.887( 81)	.000( 0)	131.887	100.00	.00	100.00
SHOULDER W. DEFICIENCY	131.887( 81)	.000( 0)	131.887	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	126.785( 68)	.000( 0)	126.785	96.13	.00	96.13
HORIZ. ALIGN. DEFICIENCY	126.785( 68)	.000( 0)	126.785	96.13	.00	96.13
SPEED LIMIT DEFICIENCY	128.603( 76)	3.284( 5)	131.887	97.51	2.49	100.00
CAPACITY DEFICIENCY 1996	131.887( 81)	.000( 0)	131.887	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	127.367( 75)	4.520( 6)	131.887	96.57	3.43	100.00

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 60 in ARIZONA : I-19 Termini: Mexico - I-10 @ Tucson

RURAL LENGTH 46.026( 27 SECTIONS COVERING 46.026 MILES)  
 URBAN LENGTH 17.323( 17 SECTIONS COVERING 17.323 MILES)  
 TOTAL LENGTH 63.349( 44 SECTIONS COVERING 63.349 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	42.649( 25)	3.377( 2)	46.026	92.66	7.34	100.00
LANE WIDTH DEFICIENCY	46.026( 27)	.000( 0)	46.026	100.00	.00	100.00
SHOULDER W. DEFICIENCY	46.026( 27)	.000( 0)	46.026	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	46.026( 27)	.000( 0)	46.026	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	46.026( 27)	.000( 0)	46.026	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	38.284( 23)	7.742( 4)	46.026	83.18	16.82	100.00
CAPACITY DEFICIENCY 1996	46.026( 27)	.000( 0)	46.026	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	46.026( 27)	.000( 0)	46.026	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	17.323( 17)	.000( 0)	17.323	100.00	.00	100.00
LANE WIDTH DEFICIENCY	17.323( 17)	.000( 0)	17.323	100.00	.00	100.00
SHOULDER W. DEFICIENCY	17.323( 17)	.000( 0)	17.323	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	17.323( 2)	.000( 0)	2.915	100.00	.00	16.83
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	17.323( 17)	.000( 0)	17.323	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	17.323( 17)	.000( 0)	17.323	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	11.997( 10)	5.326( 7)	17.323	69.25	30.75	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	59.972( 42)	3.377( 2)	63.349	94.67	5.33	100.00
LANE WIDTH DEFICIENCY	63.349( 44)	.000( 0)	63.349	100.00	.00	100.00
SHOULDER W. DEFICIENCY	63.349( 44)	.000( 0)	63.349	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	63.349( 29)	.000( 0)	48.941	100.00	.00	77.26
HORIZ. ALIGN. DEFICIENCY	46.026( 27)	.000( 0)	46.026	72.65	.00	72.65
SPEED LIMIT DEFICIENCY	55.607( 40)	7.742( 4)	63.349	87.78	12.22	100.00
CAPACITY DEFICIENCY 1996	63.349( 44)	.000( 0)	63.349	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	58.023( 37)	5.326( 7)	63.349	91.59	8.41	100.00

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item



Super-Segment NO 61 in ARIZONA : US 60/US 93 Termini: I-17 @ Phoenix - I40

RURAL LENGTH 148.700( 59 SECTIONS COVERING 131.092 MILES)  
 URBAN LENGTH 12.301( 15 SECTIONS COVERING 10.844 MILES)  
 TOTAL LENGTH 161.000( 74 SECTIONS COVERING 141.936 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	147.471( 57)	1.228( 2)	131.092	99.17	.83	88.16
LANE WIDTH DEFICIENCY	148.700( 59)	.000( 0)	131.092	100.00	.00	88.16
SHOULDER W. DEFICIENCY	97.005( 46)	51.694( 13)	131.092	65.24	34.76	88.16
VERT. ALIGN. DEFICIENCY	148.700( 59)	.000( 0)	131.092	100.00	.00	88.16
HORIZ. ALIGN. DEFICIENCY	148.700( 59)	.000( 0)	131.092	100.00	.00	88.16
SPEED LIMIT DEFICIENCY	74.727( 24)	73.972( 35)	131.092	50.25	49.75	88.16
CAPACITY DEFICIENCY 1996	88.678( 40)	60.021( 19)	131.092	59.64	40.36	88.16
CAPACITY DEFICIENCY 2016	40.143( 18)	108.556( 41)	131.092	27.00	73.00	88.16

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	12.301( 15)	.000( 0)	10.844	100.00	.00	88.16
LANE WIDTH DEFICIENCY	12.301( 15)	.000( 0)	10.844	100.00	.00	88.16
SHOULDER W. DEFICIENCY	12.301( 15)	.000( 0)	10.844	100.00	.00	88.16
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	.973( 2)	11.327( 13)	10.844	7.91	92.09	88.16
CAPACITY DEFICIENCY 1996	11.367( 14)	.934( 1)	10.844	92.41	7.59	88.16
CAPACITY DEFICIENCY 2016	10.480( 11)	1.821( 4)	10.844	85.20	14.80	88.16

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	159.772( 72)	1.228( 2)	141.936	99.24	.76	88.16
LANE WIDTH DEFICIENCY	161.000( 74)	.000( 0)	141.936	100.00	.00	88.16
SHOULDER W. DEFICIENCY	109.306( 61)	51.694( 13)	141.936	67.89	32.11	88.16
VERT. ALIGN. DEFICIENCY	148.700( 59)	.000( 0)	131.092	92.36	.00	81.42
HORIZ. ALIGN. DEFICIENCY	148.700( 59)	.000( 0)	131.092	92.36	.00	81.42
SPEED LIMIT DEFICIENCY	75.701( 26)	85.299( 48)	141.936	47.02	52.98	88.16
CAPACITY DEFICIENCY 1996	100.045( 54)	60.955( 20)	141.936	62.14	37.86	88.16
CAPACITY DEFICIENCY 2016	50.623( 29)	110.377( 45)	141.936	31.44	68.56	88.16

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 62 in ARIZONA : US 93 Termini: I-40 - Nevada SL

RURAL LENGTH 68.514( 24 SECTIONS COVERING 68.514 MILES)  
 URBAN LENGTH 1.882( 4 SECTIONS COVERING 1.882 MILES)  
 TOTAL LENGTH 70.396( 28 SECTIONS COVERING 70.396 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	67.538( 23)	.976( 1)	68.514	98.58	1.42	100.00
LANE WIDTH DEFICIENCY	68.514( 24)	.000( 0)	68.514	100.00	.00	100.00
SHOULDER W. DEFICIENCY	65.530( 19)	2.984( 5)	68.514	95.64	4.36	100.00
VERT. ALIGN. DEFICIENCY	68.514( 24)	.000( 0)	68.514	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	68.514( 24)	.000( 0)	68.514	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	51.935( 18)	16.579( 6)	68.514	75.80	24.20	100.00
CAPACITY DEFICIENCY 1996	51.088( 17)	17.426( 7)	68.514	74.57	25.43	100.00
CAPACITY DEFICIENCY 2016	50.307( 15)	18.207( 9)	68.514	73.43	26.57	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.882( 4)	.000( 0)	1.882	100.00	.00	100.00
LANE WIDTH DEFICIENCY	1.882( 4)	.000( 0)	1.882	100.00	.00	100.00
SHOULDER W. DEFICIENCY	.723( 2)	1.159( 2)	1.882	38.42	61.58	100.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	1.159( 2)	.723( 2)	1.882	61.58	38.42	100.00
CAPACITY DEFICIENCY 1996	1.882( 4)	.000( 0)	1.882	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	1.882( 4)	.000( 0)	1.882	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	69.420( 27)	.976( 1)	70.396	98.61	1.39	100.00
LANE WIDTH DEFICIENCY	70.396( 28)	.000( 0)	70.396	100.00	.00	100.00
SHOULDER W. DEFICIENCY	66.253( 21)	4.143( 7)	70.396	94.11	5.89	100.00
VERT. ALIGN. DEFICIENCY	68.514( 24)	.000( 0)	68.514	97.33	.00	97.33
HORIZ. ALIGN. DEFICIENCY	68.514( 24)	.000( 0)	68.514	97.33	.00	97.33
SPEED LIMIT DEFICIENCY	53.094( 20)	17.302( 8)	70.396	75.42	24.58	100.00
CAPACITY DEFICIENCY 1996	52.970( 21)	17.426( 7)	70.396	75.25	24.75	100.00
CAPACITY DEFICIENCY 2016	52.189( 19)	18.207( 9)	70.396	74.14	25.86	100.00

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 130 in ARIZONA : I-40 Termini: California SL - US 93 @Kingman

RURAL LENGTH 47.889( 21 SECTIONS COVERING 47.889 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 47.889( 21 SECTIONS COVERING 47.889 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	47.889	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT			ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	45.549( 19)	2.340( 2)	47.889	95.11	4.89	100.00	
LANE WIDTH DEFICIENCY	47.889( 21)	.000( 0)	47.889	100.00	.00	100.00	
SHOULDER W. DEFICIENCY	47.889( 21)	.000( 0)	47.889	100.00	.00	100.00	
VERT. ALIGN. DEFICIENCY	47.889( 21)	.000( 0)	47.889	100.00	.00	100.00	
HORIZ. ALIGN. DEFICIENCY	47.889( 21)	.000( 0)	47.889	100.00	.00	100.00	
SPEED LIMIT DEFICIENCY	47.889( 21)	.000( 0)	47.889	100.00	.00	100.00	
CAPACITY DEFICIENCY 1996	47.889( 21)	.000( 0)	47.889	100.00	.00	100.00	
CAPACITY DEFICIENCY 2016	47.889( 21)	.000( 0)	47.889	100.00	.00	100.00	

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 131 in ARIZONA : I-40 Termini: US 93 @ Kingman - US 93

RURAL LENGTH 16.192( 4 SECTIONS COVERING 16.192 MILES)  
 URBAN LENGTH 7.433( 5 SECTIONS COVERING 7.433 MILES)  
 TOTAL LENGTH 23.625( 9 SECTIONS COVERING 23.625 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	16.192( 4)	.000( 0)	16.192	100.00	.00	100.00
LANE WIDTH DEFICIENCY	16.192( 4)	.000( 0)	16.192	100.00	.00	100.00
SHOULDER W. DEFICIENCY	16.192( 4)	.000( 0)	16.192	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	16.192( 4)	.000( 0)	16.192	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	16.192( 4)	.000( 0)	16.192	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	16.192( 4)	.000( 0)	16.192	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	16.192( 4)	.000( 0)	16.192	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	16.192( 4)	.000( 0)	16.192	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	7.433( 5)	.000( 0)	7.433	100.00	.00	100.00
LANE WIDTH DEFICIENCY	7.433( 5)	.000( 0)	7.433	100.00	.00	100.00
SHOULDER W. DEFICIENCY	7.433( 5)	.000( 0)	7.433	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	7.433( 5)	.000( 0)	7.433	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	7.433( 5)	.000( 0)	7.433	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	7.433( 5)	.000( 0)	7.433	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	23.625( 9)	.000( 0)	23.625	100.00	.00	100.00
LANE WIDTH DEFICIENCY	23.625( 9)	.000( 0)	23.625	100.00	.00	100.00
SHOULDER W. DEFICIENCY	23.625( 9)	.000( 0)	23.625	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	16.192( 4)	.000( 0)	16.192	68.54	.00	68.54
HORIZ. ALIGN. DEFICIENCY	16.192( 4)	.000( 0)	16.192	68.54	.00	68.54
SPEED LIMIT DEFICIENCY	23.625( 9)	.000( 0)	23.625	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	23.625( 9)	.000( 0)	23.625	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	23.625( 9)	.000( 0)	23.625	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 132 in ARIZONA : I-40 Termini: US 93 - I-17 @ Flagstaff

RURAL LENGTH 120.605( 42 SECTIONS COVERING 120.605 MILES)  
 URBAN LENGTH 2.874( 2 SECTIONS COVERING 2.874 MILES)  
 TOTAL LENGTH 123.479( 44 SECTIONS COVERING 123.479 MILES)

R U R A L S E C T I O N S

RATE	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	120.605( 42)	.000( 0)	120.605	100.00	.00	100.00
LANE WIDTH DEFICIENCY	120.605( 42)	.000( 0)	120.605	100.00	.00	100.00
SHOULDER W. DEFICIENCY	120.605( 42)	.000( 0)	120.605	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	120.605( 42)	.000( 0)	120.605	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	120.605( 42)	.000( 0)	120.605	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	120.605( 42)	.000( 0)	120.605	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	120.605( 42)	.000( 0)	120.605	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	120.605( 42)	.000( 0)	120.605	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	2.874( 2)	.000( 0)	2.874	100.00	.00	100.00
LANE WIDTH DEFICIENCY	2.874( 2)	.000( 0)	2.874	100.00	.00	100.00
SHOULDER W. DEFICIENCY	2.874( 2)	.000( 0)	2.874	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	2.874( 2)	.000( 0)	2.874	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	2.874( 2)	.000( 0)	2.874	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	2.874( 2)	.000( 0)	2.874	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	123.479( 44)	.000( 0)	123.479	100.00	.00	100.00
LANE WIDTH DEFICIENCY	123.479( 44)	.000( 0)	123.479	100.00	.00	100.00
SHOULDER W. DEFICIENCY	123.479( 44)	.000( 0)	123.479	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	120.605( 42)	.000( 0)	120.605	97.67	.00	97.67
HORIZ. ALIGN. DEFICIENCY	120.605( 42)	.000( 0)	120.605	97.67	.00	97.67
SPEED LIMIT DEFICIENCY	123.479( 44)	.000( 0)	123.479	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	123.479( 44)	.000( 0)	123.479	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	123.479( 44)	.000( 0)	123.479	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 133 in ARIZONA : I-40 Termini: I-17 @ Flagstaff - New Mexico  
SL

RURAL LENGTH 148.689( 58 SECTIONS COVERING 148.689 MILES)  
URBAN LENGTH 15.801( 13 SECTIONS COVERING 15.801 MILES)  
TOTAL LENGTH 164.490( 71 SECTIONS COVERING 164.490 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	142.069( 57)	6.620( 1)	148.689	95.55	4.45	100.00
LANE WIDTH DEFICIENCY	148.689( 58)	.000( 0)	148.689	100.00	.00	100.00
SHOULDER W. DEFICIENCY	148.689( 58)	.000( 0)	148.689	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	148.689( 58)	.000( 0)	148.689	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	148.689( 58)	.000( 0)	148.689	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	148.689( 58)	.000( 0)	148.689	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	148.689( 58)	.000( 0)	148.689	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	148.689( 58)	.000( 0)	148.689	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	15.801( 13)	.000( 0)	15.801	100.00	.00	100.00
LANE WIDTH DEFICIENCY	15.801( 13)	.000( 0)	15.801	100.00	.00	100.00
SHOULDER W. DEFICIENCY	15.801( 13)	.000( 0)	15.801	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	15.801( 13)	.000( 0)	15.801	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	15.801( 13)	.000( 0)	15.801	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	15.801( 13)	.000( 0)	15.801	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	157.870( 70)	6.620( 1)	164.490	95.98	4.02	100.00
LANE WIDTH DEFICIENCY	164.490( 71)	.000( 0)	164.490	100.00	.00	100.00
SHOULDER W. DEFICIENCY	164.490( 71)	.000( 0)	164.490	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	148.689( 58)	.000( 0)	148.689	90.39	.00	90.39
HORIZ. ALIGN. DEFICIENCY	148.689( 58)	.000( 0)	148.689	90.39	.00	90.39
SPEED LIMIT DEFICIENCY	164.490( 71)	.000( 0)	164.490	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	164.490( 71)	.000( 0)	164.490	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	164.490( 71)	.000( 0)	164.490	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections  
Some % of expanded length do not add to 100%  
because of complete lack of sample section with the data item

Super-Segment NO 715 in ARIZONA : I-15 Termini: Nevada SL - Utah SL (through AZ)

RURAL LENGTH 29.385( 8 SECTIONS COVERING 29.385 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 29.385( 8 SECTIONS COVERING 29.385 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	29.385( 8)	.000( 0)	29.385	100.00	.00	100.00
LANE WIDTH DEFICIENCY	29.385( 8)	.000( 0)	29.385	100.00	.00	100.00
SHOULDER W. DEFICIENCY	29.385( 8)	.000( 0)	29.385	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	29.385( 8)	.000( 0)	29.385	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	29.385( 8)	.000( 0)	29.385	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	14.418( 5)	14.967( 3)	29.385	49.07	50.93	100.00
CAPACITY DEFICIENCY 1996	29.385( 8)	.000( 0)	29.385	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	29.385( 8)	.000( 0)	29.385	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 730 in ARIZONA : I-17 Termini: I-40 @ Flagstaff to I-10 @ Phoenix

RURAL LENGTH 114.289( 42 SECTIONS COVERING 114.289 MILES)  
 URBAN LENGTH 31.470( 51 SECTIONS COVERING 31.470 MILES)  
 TOTAL LENGTH 145.759( 93 SECTIONS COVERING 145.759 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	114.289( 42)	.000( 0)	114.289	100.00	.00	100.00
LANE WIDTH DEFICIENCY	114.289( 42)	.000( 0)	114.289	100.00	.00	100.00
SHOULDER W. DEFICIENCY	114.289( 42)	.000( 0)	114.289	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	114.289( 42)	.000( 0)	114.289	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	114.289( 42)	.000( 0)	114.289	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	114.289( 42)	.000( 0)	114.289	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	114.289( 42)	.000( 0)	114.289	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	114.289( 42)	.000( 0)	114.289	100.00	.00	00.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	29.691( 47)	1.779( 4)	31.470	94.35	5.65	100.00
LANE WIDTH DEFICIENCY	30.347( 47)	1.123( 4)	31.470	96.43	3.57	100.00
SHOULDER W. DEFICIENCY	30.941( 50)	.529( 1)	31.470	98.32	1.68	100.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	31.470( 51)	.000( 0)	31.470	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	23.223( 40)	8.247( 11)	31.470	73.79	26.21	100.00
CAPACITY DEFICIENCY 2016	25.435( 43)	6.035( 8)	31.470	80.82	19.18	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	143.980( 89)	1.779( 4)	145.759	98.78	1.22	100.00
LANE WIDTH DEFICIENCY	144.636( 89)	1.123( 4)	145.759	99.23	.77	100.00
SHOULDER W. DEFICIENCY	145.230( 92)	.529( 1)	145.759	99.64	.36	100.00
VERT. ALIGN. DEFICIENCY	114.289( 42)	.000( 0)	114.289	78.41	.00	78.41
HORIZ. ALIGN. DEFICIENCY	114.289( 42)	.000( 0)	114.289	78.41	.00	78.41
SPEED LIMIT DEFICIENCY	145.759( 93)	.000( 0)	145.759	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	137.512( 82)	8.247( 11)	145.759	94.34	5.66	100.00
CAPACITY DEFICIENCY 2016	139.724( 85)	6.035( 8)	145.759	95.86	4.14	100.00

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item



**CALIFORNIA**

Super-Segment NO 1 in CALIFORNIA : I-5 Termini: In San Diego

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 56.317( 21 SECTIONS COVERING 56.317 MILES)  
 TOTAL LENGTH 56.317( 21 SECTIONS COVERING 56.317 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	12.241( 7)	44.076( 14)	56.317	21.74	78.26	100.00
LANE WIDTH DEFICIENCY	56.317( 10)	.000( 0)	16.266	100.00	.00	28.88
SHOULDER W. DEFICIENCY	56.317( 10)	.000( 0)	16.266	100.00	.00	28.88
VERT. ALIGN. DEFICIENCY	56.317( 10)	.000( 0)	16.266	100.00	.00	28.88
HORIZ. ALIGN. DEFICIENCY	56.317( 10)	.000( 0)	16.266	100.00	.00	28.88
SPEED LIMIT DEFICIENCY	56.317( 10)	.000( 0)	16.266	100.00	.00	28.88
CAPACITY DEFICIENCY 1996	52.543( 8)	3.774( 2)	16.266	93.30	6.70	28.88
CAPACITY DEFICIENCY 2016	22.584( 3)	33.733( 7)	16.266	40.10	59.90	28.88

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 2 in CALIFORNIA : I-5 Termini: San Diego - Los Angeles

RURAL LENGTH 15.941( 3 SECTIONS COVERING 15.941 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 15.941( 3 SECTIONS COVERING 15.941 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	9.299( 1)	6.642( 2)	15.941	58.33	41.67	100.00
LANE WIDTH DEFICIENCY	15.941( 2)	.000( 0)	10.289	100.00	.00	64.54
SHOULDER W. DEFICIENCY	15.941( 2)	.000( 0)	10.289	100.00	.00	64.54
VERT. ALIGN. DEFICIENCY	15.941( 2)	.000( 0)	10.289	100.00	.00	64.54
HORIZ. ALIGN. DEFICIENCY	15.941( 2)	.000( 0)	10.289	100.00	.00	64.54
SPEED LIMIT DEFICIENCY	15.941( 2)	.000( 0)	10.289	100.00	.00	64.54
CAPACITY DEFICIENCY 1996	15.941( 2)	.000( 0)	10.289	100.00	.00	64.54
CAPACITY DEFICIENCY 2016	1.534( 1)	14.407( 1)	10.289	9.62	90.38	64.54

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 3 in CALIFORNIA : I-5 Termini: Thru Los Angeles (San Clemente - Santa Clarita)

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 103.644( 40 SECTIONS COVERING 103.644 MILES)  
 TOTAL LENGTH 103.644( 40 SECTIONS COVERING 103.644 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	12.855( 5)	90.789( 35)	103.644	12.40	87.60	100.00
LANE WIDTH DEFICIENCY	103.644( 18)	.000( 0)	43.893	100.00	.00	42.35
SHOULDER W. DEFICIENCY	103.644( 18)	.000( 0)	43.893	100.00	.00	42.35
VERT. ALIGN. DEFICIENCY	103.644( 18)	.000( 0)	43.893	100.00	.00	42.35
HORIZ. ALIGN. DEFICIENCY	103.644( 18)	.000( 0)	43.893	100.00	.00	42.35
SPEED LIMIT DEFICIENCY	103.644( 18)	.000( 0)	43.893	100.00	.00	42.35
CAPACITY DEFICIENCY 1996	49.016( 8)	54.628( 10)	43.893	47.29	52.71	42.35
CAPACITY DEFICIENCY 2016	10.945( 2)	92.699( 16)	43.893	10.56	89.44	42.35

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 4 in CALIFORNIA : I-5 Termini: Los Angeles - Sacramento

RURAL LENGTH 311.292( 55 SECTIONS COVERING 311.292 MILES)  
 URBAN LENGTH 22.407( 11 SECTIONS COVERING 22.407 MILES)  
 TOTAL LENGTH 333.699( 66 SECTIONS COVERING 333.699 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	203.085( 34)	108.207( 21)	311.292	65.24	34.76	100.00
LANE WIDTH DEFICIENCY	311.292( 34)	.000( 0)	179.777	100.00	.00	57.75
SHOULDER W. DEFICIENCY	311.292( 34)	.000( 0)	179.777	100.00	.00	57.75
VERT. ALIGN. DEFICIENCY	311.292( 34)	.000( 0)	179.777	100.00	.00	57.75
HORIZ. ALIGN. DEFICIENCY	311.292( 34)	.000( 0)	179.777	100.00	.00	57.75
SPEED LIMIT DEFICIENCY	311.292( 34)	.000( 0)	179.777	100.00	.00	57.75
CAPACITY DEFICIENCY 1996	311.292( 34)	.000( 0)	179.777	100.00	.00	57.75
CAPACITY DEFICIENCY 2016	18.529( 2)	292.763( 32)	179.777	5.95	94.05	57.75

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	9.402( 3)	13.005( 8)	22.407	41.96	58.04	100.00
LANE WIDTH DEFICIENCY	22.407( 9)	.000( 0)	19.131	100.00	.00	85.38
SHOULDER W. DEFICIENCY	22.407( 9)	.000( 0)	19.131	100.00	.00	85.38
VERT. ALIGN. DEFICIENCY	22.407( 9)	.000( 0)	19.131	100.00	.00	85.38
HORIZ. ALIGN. DEFICIENCY	22.407( 9)	.000( 0)	19.131	100.00	.00	85.38
SPEED LIMIT DEFICIENCY	22.407( 9)	.000( 0)	19.131	100.00	.00	85.38
CAPACITY DEFICIENCY 1996	22.407( 9)	.000( 0)	19.131	100.00	.00	85.38
CAPACITY DEFICIENCY 2016	3.342( 2)	19.065( 7)	19.131	14.91	85.09	85.38

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	212.487( 37)	121.212( 29)	333.699	63.68	36.32	100.00
LANE WIDTH DEFICIENCY	333.699( 43)	.000( 0)	198.908	100.00	.00	59.61
SHOULDER W. DEFICIENCY	333.699( 43)	.000( 0)	198.908	100.00	.00	59.61
VERT. ALIGN. DEFICIENCY	333.699( 43)	.000( 0)	198.908	100.00	.00	59.61
HORIZ. ALIGN. DEFICIENCY	333.699( 43)	.000( 0)	198.908	100.00	.00	59.61
SPEED LIMIT DEFICIENCY	333.699( 43)	.000( 0)	198.908	100.00	.00	59.61
CAPACITY DEFICIENCY 1996	333.699( 43)	.000( 0)	198.908	100.00	.00	59.61
CAPACITY DEFICIENCY 2016	21.871( 4)	311.828( 39)	198.908	6.55	93.45	59.61

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 5 in CALIFORNIA : I-5 Termini: Through Sacramento

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 16.112( 7 SECTIONS COVERING 16.112 MILES)  
 TOTAL LENGTH 16.112( 7 SECTIONS COVERING 16.112 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.551( 2)	14.561( 5)	16.112	9.63	90.37	100.00
LANE WIDTH DEFICIENCY	16.112( 6)	.000( 0)	11.955	100.00	.00	74.20
SHOULDER W. DEFICIENCY	16.112( 6)	.000( 0)	11.955	100.00	.00	74.20
VERT. ALIGN. DEFICIENCY	16.112( 6)	.000( 0)	11.955	100.00	.00	74.20
HORIZ. ALIGN. DEFICIENCY	16.112( 6)	.000( 0)	11.955	100.00	.00	74.20
SPEED LIMIT DEFICIENCY	16.112( 6)	.000( 0)	11.955	100.00	.00	74.20
CAPACITY DEFICIENCY 1996	16.112( 6)	.000( 0)	11.955	100.00	.00	74.20
CAPACITY DEFICIENCY 2016	.000( 0)	16.112( 6)	11.955	.00	100.00	74.20

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 6 in CALIFORNIA : I-5 Termini: Sacramento - Oregon SL

RURAL LENGTH 232.420( 50 SECTIONS COVERING 232.420 MILES)  
 URBAN LENGTH 38.397( 15 SECTIONS COVERING 38.397 MILES)  
 TOTAL LENGTH 270.817( 65 SECTIONS COVERING 270.817 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	121.165( 30)	111.255( 20)	232.420	52.13	47.87	100.00
LANE WIDTH DEFICIENCY	232.420( 36)	.000( 0)	159.755	100.00	.00	68.74
SHOULDER W. DEFICIENCY	232.420( 36)	.000( 0)	159.755	100.00	.00	68.74
VERT. ALIGN. DEFICIENCY	232.420( 33)	.000( 0)	134.390	100.00	.00	57.82
HORIZ. ALIGN. DEFICIENCY	232.420( 33)	.000( 0)	134.390	100.00	.00	57.82
SPEED LIMIT DEFICIENCY	232.420( 33)	.000( 0)	134.390	100.00	.00	57.82
CAPACITY DEFICIENCY 1996	232.420( 33)	.000( 0)	134.390	100.00	.00	57.82
CAPACITY DEFICIENCY 2016	132.854( 18)	99.566( 15)	134.390	57.16	42.84	57.82

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	33.654( 11)	4.743( 4)	38.397	87.65	12.35	100.00
LANE WIDTH DEFICIENCY	38.397( 13)	.000( 0)	37.915	100.00	.00	98.74
SHOULDER W. DEFICIENCY	38.397( 13)	.000( 0)	37.915	100.00	.00	98.74
VERT. ALIGN. DEFICIENCY	38.397( 13)	.000( 0)	37.915	100.00	.00	98.74
HORIZ. ALIGN. DEFICIENCY	38.397( 13)	.000( 0)	37.915	100.00	.00	98.74
SPEED LIMIT DEFICIENCY	38.397( 13)	.000( 0)	37.915	100.00	.00	98.74
CAPACITY DEFICIENCY 1996	38.397( 13)	.000( 0)	37.915	100.00	.00	98.74
CAPACITY DEFICIENCY 2016	21.491( 9)	16.906( 4)	37.915	55.97	44.03	98.74

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	154.819( 41)	115.998( 24)	270.817	57.17	42.83	100.00
LANE WIDTH DEFICIENCY	270.817( 49)	.000( 0)	197.670	100.00	.00	72.99
SHOULDER W. DEFICIENCY	270.817( 49)	.000( 0)	197.670	100.00	.00	72.99
VERT. ALIGN. DEFICIENCY	270.817( 46)	.000( 0)	172.305	100.00	.00	63.62
HORIZ. ALIGN. DEFICIENCY	270.817( 46)	.000( 0)	172.305	100.00	.00	63.62
SPEED LIMIT DEFICIENCY	270.817( 46)	.000( 0)	172.305	100.00	.00	63.62
CAPACITY DEFICIENCY 1996	270.817( 46)	.000( 0)	172.305	100.00	.00	63.62
CAPACITY DEFICIENCY 2016	154.345( 27)	116.472( 19)	172.305	56.99	43.01	63.62

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 20 in CALIFORNIA : I-8 Termini: In San Diego

RURAL LENGTH 1.755( 1 SECTIONS COVERING 1.755 MILES)  
 URBAN LENGTH 25.657( 14 SECTIONS COVERING 25.657 MILES)  
 TOTAL LENGTH 27.412( 15 SECTIONS COVERING 27.412 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.755( 1)	.000( 0)	1.755	100.00	.00	100.00
LANE WIDTH DEFICIENCY	1.755( 1)	.000( 0)	1.755	100.00	.00	100.00
SHOULDER W. DEFICIENCY	1.755( 1)	.000( 0)	1.755	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	1.755( 1)	.000( 0)	1.755	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	1.755( 1)	.000( 0)	1.755	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	1.755( 1)	.000( 0)	1.755	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	1.755( 1)	.000( 0)	1.755	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	1.755( 1)	.000( 0)	1.755	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	8.734( 5)	16.923( 9)	25.657	34.04	65.96	100.00
LANE WIDTH DEFICIENCY	25.657( 8)	.000( 0)	15.688	100.00	.00	61.15
SHOULDER W. DEFICIENCY	25.657( 8)	.000( 0)	15.688	100.00	.00	61.15
VERT. ALIGN. DEFICIENCY	25.657( 8)	.000( 0)	15.688	100.00	.00	61.15
HORIZ. ALIGN. DEFICIENCY	25.657( 8)	.000( 0)	15.688	100.00	.00	61.15
SPEED LIMIT DEFICIENCY	25.657( 8)	.000( 0)	15.688	100.00	.00	61.15
CAPACITY DEFICIENCY 1996	16.541( 6)	9.116( 2)	15.688	64.47	35.53	61.15
CAPACITY DEFICIENCY 2016	16.541( 6)	9.116( 2)	15.688	64.47	35.53	61.15

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	10.489( 6)	16.923( 9)	27.412	38.26	61.74	100.00
LANE WIDTH DEFICIENCY	27.412( 9)	.000( 0)	17.443	100.00	.00	63.63
SHOULDER W. DEFICIENCY	27.412( 9)	.000( 0)	17.443	100.00	.00	63.63
VERT. ALIGN. DEFICIENCY	27.412( 9)	.000( 0)	17.443	100.00	.00	63.63
HORIZ. ALIGN. DEFICIENCY	27.412( 9)	.000( 0)	17.443	100.00	.00	63.63
SPEED LIMIT DEFICIENCY	27.412( 9)	.000( 0)	17.443	100.00	.00	63.63
CAPACITY DEFICIENCY 1996	18.296( 7)	9.116( 2)	17.443	66.74	33.26	63.63
CAPACITY DEFICIENCY 2016	18.296( 7)	9.116( 2)	17.443	66.74	33.26	63.63

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 21 in CALIFORNIA : I-8 Termini: San Diego UL - Arizona SL

RURAL LENGTH 133.282( 21 SECTIONS COVERING 133.282 MILES)  
 URBAN LENGTH 10.683( 6 SECTIONS COVERING 10.683 MILES)  
 TOTAL LENGTH 143.965( 27 SECTIONS COVERING 143.965 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	87.478( 14)	45.804( 7)	133.282	65.63	34.37	100.00
LANE WIDTH DEFICIENCY	133.282( 19)	.000( 0)	124.840	100.00	.00	93.67
SHOULDER W. DEFICIENCY	133.282( 19)	.000( 0)	124.840	100.00	.00	93.67
VERT. ALIGN. DEFICIENCY	133.282( 19)	.000( 0)	124.840	100.00	.00	93.67
HORIZ. ALIGN. DEFICIENCY	133.282( 19)	.000( 0)	124.840	100.00	.00	93.67
SPEED LIMIT DEFICIENCY	125.981( 18)	7.301( 1)	124.840	94.52	5.48	93.67
CAPACITY DEFICIENCY 1996	133.282( 19)	.000( 0)	124.840	100.00	.00	93.67
CAPACITY DEFICIENCY 2016	133.282( 19)	.000( 0)	124.840	100.00	.00	93.67

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	9.705( 4)	.978( 1)	10.276	90.84	9.16	96.19
LANE WIDTH DEFICIENCY	10.683( 4)	.000( 0)	4.886	100.00	.00	45.74
SHOULDER W. DEFICIENCY	10.683( 4)	.000( 0)	4.886	100.00	.00	45.74
VERT. ALIGN. DEFICIENCY	10.683( 4)	.000( 0)	4.886	100.00	.00	45.74
HORIZ. ALIGN. DEFICIENCY	10.683( 4)	.000( 0)	4.886	100.00	.00	45.74
SPEED LIMIT DEFICIENCY	10.683( 4)	.000( 0)	4.886	100.00	.00	45.74
CAPACITY DEFICIENCY 1996	10.683( 4)	.000( 0)	4.886	100.00	.00	45.74
CAPACITY DEFICIENCY 2016	10.683( 4)	.000( 0)	4.886	100.00	.00	45.74

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	97.183( 18)	46.782( 8)	143.558	67.50	32.50	99.72
LANE WIDTH DEFICIENCY	143.965( 23)	.000( 0)	129.726	100.00	.00	90.11
SHOULDER W. DEFICIENCY	143.965( 23)	.000( 0)	129.726	100.00	.00	90.11
VERT. ALIGN. DEFICIENCY	143.965( 23)	.000( 0)	129.726	100.00	.00	90.11
HORIZ. ALIGN. DEFICIENCY	143.965( 23)	.000( 0)	129.726	100.00	.00	90.11
SPEED LIMIT DEFICIENCY	136.664( 22)	7.301( 1)	129.726	94.93	5.07	90.11
CAPACITY DEFICIENCY 1996	143.965( 23)	.000( 0)	129.726	100.00	.00	90.11
CAPACITY DEFICIENCY 2016	143.965( 23)	.000( 0)	129.726	100.00	.00	90.11

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 30 in CALIFORNIA: I-10 Termini: Through Los Angeles (Santa Monica - Palm Springs)

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 85.921( 29 SECTIONS COVERING 85.921 MILES)  
 TOTAL LENGTH 85.921( 29 SECTIONS COVERING 85.921 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	10.696( 3)	75.225( 26)	85.921	12.45	87.55	100.00
LANE WIDTH DEFICIENCY	79.794( 14)	6.127( 1)	48.308	92.87	7.13	56.22
SHOULDER W. DEFICIENCY	85.921( 14)	.000( 0)	44.750	100.00	.00	52.08
VERT. ALIGN. DEFICIENCY	85.921( 15)	.000( 0)	48.308	100.00	.00	56.22
HORIZ. ALIGN. DEFICIENCY	85.921( 15)	.000( 0)	48.308	100.00	.00	56.22
SPEED LIMIT DEFICIENCY	85.921( 15)	.000( 0)	48.308	100.00	.00	56.22
CAPACITY DEFICIENCY 1996	44.108( 10)	41.813( 5)	48.308	51.34	48.66	56.22
CAPACITY DEFICIENCY 2016	.000( 0)	85.921( 15)	48.308	.00	100.00	56.22

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 31 in CALIFORNIA : I-10 Termini: Palm Springs - Arizona SL

RURAL LENGTH 133.738( 21 SECTIONS COVERING 133.738 MILES)  
 URBAN LENGTH 21.936( 10 SECTIONS COVERING 21.936 MILES)  
 TOTAL LENGTH 155.674( 31 SECTIONS COVERING 155.674 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	118.924( 20)	14.814( 1)	133.738	88.92	11.08	100.00
LANE WIDTH DEFICIENCY	133.738( 18)	.000( 0)	111.445	100.00	.00	83.33
SHOULDER W. DEFICIENCY	133.738( 18)	.000( 0)	111.445	100.00	.00	83.33
VERT. ALIGN. DEFICIENCY	133.738( 18)	.000( 0)	111.445	100.00	.00	83.33
HORIZ. ALIGN. DEFICIENCY	133.738( 18)	.000( 0)	111.445	100.00	.00	83.33
SPEED LIMIT DEFICIENCY	133.738( 18)	.000( 0)	111.445	100.00	.00	83.33
CAPACITY DEFICIENCY 1996	133.738( 18)	.000( 0)	111.445	100.00	.00	83.33
CAPACITY DEFICIENCY 2016	57.461( 9)	76.277( 9)	111.445	42.97	57.03	83.33

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	5.793( 4)	16.143( 6)	21.936	26.41	73.59	100.00
LANE WIDTH DEFICIENCY	21.936( 10)	.000( 0)	21.936	100.00	.00	100.00
SHOULDER W. DEFICIENCY	21.936( 10)	.000( 0)	21.936	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	21.936( 10)	.000( 0)	21.936	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	21.936( 10)	.000( 0)	21.936	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	21.936( 10)	.000( 0)	21.936	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	21.936( 10)	.000( 0)	21.936	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	10.453( 6)	11.483( 4)	21.936	47.65	52.35	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	124.717( 24)	30.957( 7)	155.674	80.11	19.89	100.00
LANE WIDTH DEFICIENCY	155.674( 28)	.000( 0)	133.381	100.00	.00	85.68
SHOULDER W. DEFICIENCY	155.674( 28)	.000( 0)	133.381	100.00	.00	85.68
VERT. ALIGN. DEFICIENCY	155.674( 28)	.000( 0)	133.381	100.00	.00	85.68
HORIZ. ALIGN. DEFICIENCY	155.674( 28)	.000( 0)	133.381	100.00	.00	85.68
SPEED LIMIT DEFICIENCY	155.674( 28)	.000( 0)	133.381	100.00	.00	85.68
CAPACITY DEFICIENCY 1996	155.674( 28)	.000( 0)	133.381	100.00	.00	85.68
CAPACITY DEFICIENCY 2016	67.914( 15)	87.760( 13)	133.381	43.63	56.37	85.68

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 130 in CALIFORNIA : I-40 Termini: I-15 - Arizona SL

RURAL LENGTH 144.192( 15 SECTIONS COVERING 141.996 MILES)  
 URBAN LENGTH 12.808( 5 SECTIONS COVERING 12.613 MILES)  
 TOTAL LENGTH 157.000( 20 SECTIONS COVERING 154.609 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	136.431( 14)	7.761( 1)	141.996	94.62	5.38	98.48
LANE WIDTH DEFICIENCY	144.192( 15)	.000( 0)	141.996	100.00	.00	98.48
SHOULDER W. DEFICIENCY	144.192( 15)	.000( 0)	141.996	100.00	.00	98.48
VERT. ALIGN. DEFICIENCY	144.192( 15)	.000( 0)	141.996	100.00	.00	98.48
HORIZ. ALIGN. DEFICIENCY	144.192( 15)	.000( 0)	141.996	100.00	.00	98.48
SPEED LIMIT DEFICIENCY	144.192( 15)	.000( 0)	141.996	100.00	.00	98.48
CAPACITY DEFICIENCY 1996	144.192( 15)	.000( 0)	141.996	100.00	.00	98.48
CAPACITY DEFICIENCY 2016	144.192( 15)	.000( 0)	141.996	100.00	.00	98.48

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.788( 2)	6.020( 3)	12.613	53.00	47.00	98.48
LANE WIDTH DEFICIENCY	12.808( 5)	.000( 0)	12.613	100.00	.00	98.48
SHOULDER W. DEFICIENCY	12.808( 5)	.000( 0)	12.613	100.00	.00	98.48
VERT. ALIGN. DEFICIENCY	12.808( 5)	.000( 0)	12.613	100.00	.00	98.48
HORIZ. ALIGN. DEFICIENCY	12.808( 5)	.000( 0)	12.613	100.00	.00	98.48
SPEED LIMIT DEFICIENCY	12.808( 5)	.000( 0)	12.613	100.00	.00	98.48
CAPACITY DEFICIENCY 1996	12.808( 5)	.000( 0)	12.613	100.00	.00	98.48
CAPACITY DEFICIENCY 2016	12.808( 5)	.000( 0)	12.613	100.00	.00	98.48

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	143.219( 16)	13.781( 4)	154.609	91.22	8.78	98.48
LANE WIDTH DEFICIENCY	157.000( 20)	.000( 0)	154.609	100.00	.00	98.48
SHOULDER W. DEFICIENCY	157.000( 20)	.000( 0)	154.609	100.00	.00	98.48
VERT. ALIGN. DEFICIENCY	157.000( 20)	.000( 0)	154.609	100.00	.00	98.48
HORIZ. ALIGN. DEFICIENCY	157.000( 20)	.000( 0)	154.609	100.00	.00	98.48
SPEED LIMIT DEFICIENCY	157.000( 20)	.000( 0)	154.609	100.00	.00	98.48
CAPACITY DEFICIENCY 1996	157.000( 20)	.000( 0)	154.609	100.00	.00	98.48
CAPACITY DEFICIENCY 2016	157.000( 20)	.000( 0)	154.609	100.00	.00	98.48

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 170 in CALIFORNIA : I-80 Termini: In San Francisco

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 32.385( 16 SECTIONS COVERING 32.385 MILES)  
 TOTAL LENGTH 32.385( 16 SECTIONS COVERING 32.385 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	20.838( 8)	11.547( 8)	32.385	64.34	35.66	100.00
LANE WIDTH DEFICIENCY	25.494( 11)	6.891( 2)	21.928	78.72	21.28	67.71
SHOULDER W. DEFICIENCY	25.494( 11)	6.891( 2)	21.928	78.72	21.28	67.71
VERT. ALIGN. DEFICIENCY	32.385( 13)	.000( 0)	21.928	100.00	.00	67.71
HORIZ. ALIGN. DEFICIENCY	32.385( 13)	.000( 0)	21.928	100.00	.00	67.71
SPEED LIMIT DEFICIENCY	32.385( 13)	.000( 0)	21.928	100.00	.00	67.71
CAPACITY DEFICIENCY 1996	21.164( 8)	11.221( 5)	21.928	65.35	34.65	67.71
CAPACITY DEFICIENCY 2016	.000( 0)	32.385( 13)	21.928	.00	100.00	67.71

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 171 in CALIFORNIA : I-80 Termini: San Francisco UL - Sacramento UL

RURAL LENGTH 15.554( 8 SECTIONS COVERING 15.554 MILES)  
 URBAN LENGTH 21.157( 9 SECTIONS COVERING 21.157 MILES)  
 TOTAL LENGTH 36.711( 17 SECTIONS COVERING 36.711 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	15.554( 8)	.000( 0)	15.554	100.00	.00	100.00
LANE WIDTH DEFICIENCY	15.554( 7)	.000( 0)	13.654	100.00	.00	87.78
SHOULDER W. DEFICIENCY	15.554( 7)	.000( 0)	13.654	100.00	.00	87.78
VERT. ALIGN. DEFICIENCY	15.554( 7)	.000( 0)	13.654	100.00	.00	87.78
HORIZ. ALIGN. DEFICIENCY	15.554( 7)	.000( 0)	13.654	100.00	.00	87.78
SPEED LIMIT DEFICIENCY	15.554( 7)	.000( 0)	13.654	100.00	.00	87.78
CAPACITY DEFICIENCY 1996	2.291( 1)	13.263( 6)	13.654	14.73	85.27	87.78
CAPACITY DEFICIENCY 2016	.000( 0)	15.554( 7)	13.654	.00	100.00	87.78

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	8.414( 3)	12.743( 6)	21.157	39.77	60.23	100.00
LANE WIDTH DEFICIENCY	21.157( 9)	.000( 0)	21.157	100.00	.00	100.00
SHOULDER W. DEFICIENCY	21.157( 9)	.000( 0)	21.157	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	21.157( 9)	.000( 0)	21.157	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	21.157( 9)	.000( 0)	21.157	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	21.157( 9)	.000( 0)	21.157	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	15.956( 6)	5.201( 3)	21.157	75.42	24.58	100.00
CAPACITY DEFICIENCY 2016	.000( 0)	21.157( 9)	21.157	.00	100.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	23.968( 11)	12.743( 6)	36.711	65.29	34.71	100.00
LANE WIDTH DEFICIENCY	36.711( 16)	.000( 0)	34.811	100.00	.00	94.82
SHOULDER W. DEFICIENCY	36.711( 16)	.000( 0)	34.811	100.00	.00	94.82
VERT. ALIGN. DEFICIENCY	36.711( 16)	.000( 0)	34.811	100.00	.00	94.82
HORIZ. ALIGN. DEFICIENCY	36.711( 16)	.000( 0)	34.811	100.00	.00	94.82
SPEED LIMIT DEFICIENCY	36.711( 16)	.000( 0)	34.811	100.00	.00	94.82
CAPACITY DEFICIENCY 1996	18.247( 7)	18.464( 9)	34.811	49.70	50.30	94.82
CAPACITY DEFICIENCY 2016	.000( 0)	36.711( 16)	34.811	.00	100.00	94.82

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 172 in CALIFORNIA : I-80 Termini: Through Sacramento

RURAL LENGTH 12.490( 5 SECTIONS COVERING 12.490 MILES)  
 URBAN LENGTH 24.125( 17 SECTIONS COVERING 24.125 MILES)  
 TOTAL LENGTH 36.615( 22 SECTIONS COVERING 36.615 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.067( 2)	6.423( 3)	12.490	48.57	51.43	100.00
LANE WIDTH DEFICIENCY	12.490( 5)	.000( 0)	12.490	100.00	.00	100.00
SHOULDER W. DEFICIENCY	10.897( 4)	1.593( 1)	12.490	87.25	12.75	100.00
VERT. ALIGN. DEFICIENCY	12.490( 5)	.000( 0)	12.490	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	12.490( 5)	.000( 0)	12.490	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	12.490( 5)	.000( 0)	12.490	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	6.423( 3)	6.067( 2)	12.490	51.43	48.57	100.00
CAPACITY DEFICIENCY 2016	1.001( 1)	11.489( 4)	12.490	8.01	91.99	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	15.316( 10)	8.809( 7)	24.125	63.49	36.51	100.00
LANE WIDTH DEFICIENCY	24.125( 13)	.000( 0)	13.706	100.00	.00	56.81
SHOULDER W. DEFICIENCY	24.125( 12)	.000( 0)	13.618	100.00	.00	56.45
VERT. ALIGN. DEFICIENCY	24.125( 13)	.000( 0)	13.706	100.00	.00	56.81
HORIZ. ALIGN. DEFICIENCY	24.125( 13)	.000( 0)	13.706	100.00	.00	56.81
SPEED LIMIT DEFICIENCY	24.125( 13)	.000( 0)	13.706	100.00	.00	56.81
CAPACITY DEFICIENCY 1996	18.485( 11)	5.640( 2)	13.706	76.62	23.38	56.81
CAPACITY DEFICIENCY 2016	1.429( 2)	22.696( 11)	13.706	5.92	94.08	56.81

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	21.383( 12)	15.232( 10)	36.615	58.40	41.60	100.00
LANE WIDTH DEFICIENCY	36.615( 18)	.000( 0)	26.196	100.00	.00	71.54
SHOULDER W. DEFICIENCY	35.022( 16)	1.593( 1)	26.108	95.65	4.35	71.30
VERT. ALIGN. DEFICIENCY	36.615( 18)	.000( 0)	26.196	100.00	.00	71.54
HORIZ. ALIGN. DEFICIENCY	36.615( 18)	.000( 0)	26.196	100.00	.00	71.54
SPEED LIMIT DEFICIENCY	36.615( 18)	.000( 0)	26.196	100.00	.00	71.54
CAPACITY DEFICIENCY 1996	24.908( 14)	11.707( 4)	26.196	68.03	31.97	71.54
CAPACITY DEFICIENCY 2016	2.430( 3)	34.185( 15)	26.196	6.64	93.36	71.54

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 173 in CALIFORNIA : I-80 Termini: Sacramento UL - Nevada SL (Reno)

RURAL LENGTH 85.112( 18 SECTIONS COVERING 85.112 MILES)  
 URBAN LENGTH 9.241( 5 SECTIONS COVERING 9.241 MILES)  
 TOTAL LENGTH 94.353( 23 SECTIONS COVERING 94.353 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	20.012( 5)	65.100( 13)	85.112	23.51	76.49	100.00
LANE WIDTH DEFICIENCY	85.112( 11)	.000( 0)	50.725	100.00	.00	59.60
SHOULDER W. DEFICIENCY	71.288( 9)	13.824( 2)	50.725	83.76	16.24	59.60
VERT. ALIGN. DEFICIENCY	39.731( 6)	45.381( 5)	50.725	46.68	53.32	59.60
HORIZ. ALIGN. DEFICIENCY	85.112( 11)	.000( 0)	50.725	100.00	.00	59.60
SPEED LIMIT DEFICIENCY	83.788( 10)	1.324( 1)	50.725	98.44	1.56	59.60
CAPACITY DEFICIENCY 1996	65.735( 9)	19.377( 2)	50.725	77.23	22.77	59.60
CAPACITY DEFICIENCY 2016	5.383( 1)	79.729( 10)	50.725	6.32	93.68	59.60

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	5.217( 3)	4.024( 2)	9.241	56.45	43.55	100.00
LANE WIDTH DEFICIENCY	9.241( 5)	.000( 0)	9.241	100.00	.00	100.00
SHOULDER W. DEFICIENCY	9.241( 5)	.000( 0)	9.241	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	9.241( 5)	.000( 0)	9.241	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	9.241( 5)	.000( 0)	9.241	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	9.241( 5)	.000( 0)	9.241	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	7.350( 4)	1.891( 1)	9.241	79.54	20.46	100.00
CAPACITY DEFICIENCY 2016	1.221( 1)	8.020( 4)	9.241	13.21	86.79	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	25.229( 8)	69.124( 15)	94.353	26.74	73.26	100.00
LANE WIDTH DEFICIENCY	94.353( 16)	.000( 0)	59.966	100.00	.00	63.55
SHOULDER W. DEFICIENCY	80.529( 14)	13.824( 2)	59.966	85.35	14.65	63.55
VERT. ALIGN. DEFICIENCY	48.972( 11)	45.381( 5)	59.966	51.90	48.10	63.55
HORIZ. ALIGN. DEFICIENCY	94.353( 16)	.000( 0)	59.966	100.00	.00	63.55
SPEED LIMIT DEFICIENCY	93.029( 15)	1.324( 1)	59.966	98.60	1.40	63.55
CAPACITY DEFICIENCY 1996	73.085( 13)	21.268( 3)	59.966	77.46	22.54	63.55
CAPACITY DEFICIENCY 2016	6.604( 2)	87.749( 14)	59.966	7.00	93.00	63.55

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 250 in CALIFORNIA : I-205 Termini: I-5 to I-580 E. of San Francisco

RURAL LENGTH 8.372( 3 SECTIONS COVERING 8.372 MILES)  
 URBAN LENGTH 4.601( 4 SECTIONS COVERING 4.601 MILES)  
 TOTAL LENGTH 12.973( 7 SECTIONS COVERING 12.973 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	.000( 0)	8.372( 3)	8.372	.00	100.00	100.00
LANE WIDTH DEFICIENCY	8.372( 1)	.000( 0)	.234	100.00	.00	2.80
SHOULDER W. DEFICIENCY	8.372( 1)	.000( 0)	.234	100.00	.00	2.80
VERT. ALIGN. DEFICIENCY	8.372( 1)	.000( 0)	.234	100.00	.00	2.80
HORIZ. ALIGN. DEFICIENCY	8.372( 1)	.000( 0)	.234	100.00	.00	2.80
SPEED LIMIT DEFICIENCY	8.372( 1)	.000( 0)	.234	100.00	.00	2.80
CAPACITY DEFICIENCY 1996	.000( 0)	8.372( 1)	.234	.00	100.00	2.80
CAPACITY DEFICIENCY 2016	.000( 0)	8.372( 1)	.234	.00	100.00	2.80

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.777( 1)	2.824( 3)	4.601	38.62	61.38	100.00
LANE WIDTH DEFICIENCY	4.601( 1)	.000( 0)	1.251	100.00	.00	27.19
SHOULDER W. DEFICIENCY	4.601( 1)	.000( 0)	1.251	100.00	.00	27.19
VERT. ALIGN. DEFICIENCY	4.601( 1)	.000( 0)	1.251	100.00	.00	27.19
HORIZ. ALIGN. DEFICIENCY	4.601( 1)	.000( 0)	1.251	100.00	.00	27.19
SPEED LIMIT DEFICIENCY	4.601( 1)	.000( 0)	1.251	100.00	.00	27.19
CAPACITY DEFICIENCY 1996	.000( 0)	4.601( 1)	1.251	.00	100.00	27.19
CAPACITY DEFICIENCY 2016	.000( 0)	4.601( 1)	1.251	.00	100.00	27.19

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.777( 1)	11.196( 6)	12.973	13.70	86.30	100.00
LANE WIDTH DEFICIENCY	12.973( 2)	.000( 0)	1.485	100.00	.00	11.45
SHOULDER W. DEFICIENCY	12.973( 2)	.000( 0)	1.485	100.00	.00	11.45
VERT. ALIGN. DEFICIENCY	12.973( 2)	.000( 0)	1.485	100.00	.00	11.45
HORIZ. ALIGN. DEFICIENCY	12.973( 2)	.000( 0)	1.485	100.00	.00	11.45
SPEED LIMIT DEFICIENCY	12.973( 2)	.000( 0)	1.485	100.00	.00	11.45
CAPACITY DEFICIENCY 1996	.000( 0)	12.973( 2)	1.485	.00	100.00	11.45
CAPACITY DEFICIENCY 2016	.000( 0)	12.973( 2)	1.485	.00	100.00	11.45

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 260 in CALIFORNIA: I-215 Termini: I-15 @ Temecula to I-15 N. San Bernadino

RURAL LENGTH .603( 1 SECTIONS COVERING .603 MILES)  
 URBAN LENGTH 48.864( 17 SECTIONS COVERING 48.864 MILES)  
 TOTAL LENGTH 49.467( 18 SECTIONS COVERING 49.467 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	.603( 1)	.000( 0)	.603	100.00	.00	100.00
LANE WIDTH DEFICIENCY	.603( 1)	.000( 0)	.603	100.00	.00	100.00
SHOULDER W. DEFICIENCY	.603( 1)	.000( 0)	.603	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	.603( 1)	.000( 0)	.603	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	.603( 1)	.000( 0)	.603	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	.603( 1)	.000( 0)	.603	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	.603( 1)	.000( 0)	.603	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	.000( 0)	.603( 1)	.603	.00	100.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	42.179( 15)	6.685( 2)	48.864	86.32	13.68	100.00
LANE WIDTH DEFICIENCY	48.864( 16)	.000( 0)	45.838	100.00	.00	93.81
SHOULDER W. DEFICIENCY	48.864( 16)	.000( 0)	45.838	100.00	.00	93.81
VERT. ALIGN. DEFICIENCY	48.864( 16)	.000( 0)	45.838	100.00	.00	93.81
HORIZ. ALIGN. DEFICIENCY	48.864( 16)	.000( 0)	45.838	100.00	.00	93.81
SPEED LIMIT DEFICIENCY	48.864( 16)	.000( 0)	45.838	100.00	.00	93.81
CAPACITY DEFICIENCY 1996	36.784( 13)	12.080( 3)	45.838	75.28	24.72	93.81
CAPACITY DEFICIENCY 2016	1.567( 1)	47.297( 15)	45.838	3.21	96.79	93.81

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	42.782( 16)	6.685( 2)	49.467	86.49	13.51	100.00
LANE WIDTH DEFICIENCY	49.467( 17)	.000( 0)	46.441	100.00	.00	93.88
SHOULDER W. DEFICIENCY	49.467( 17)	.000( 0)	46.441	100.00	.00	93.88
VERT. ALIGN. DEFICIENCY	49.467( 17)	.000( 0)	46.441	100.00	.00	93.88
HORIZ. ALIGN. DEFICIENCY	49.467( 17)	.000( 0)	46.441	100.00	.00	93.88
SPEED LIMIT DEFICIENCY	49.467( 17)	.000( 0)	46.441	100.00	.00	93.88
CAPACITY DEFICIENCY 1996	37.387( 14)	12.080( 3)	46.441	75.58	24.42	93.88
CAPACITY DEFICIENCY 2016	1.567( 1)	47.900( 16)	46.441	3.17	96.83	93.88

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 300 in CALIFORNIA : I-405 Termini: I-5 in Los Angeles to I-5 @ Irvine

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 72.149( 34 SECTIONS COVERING 72.149 MILES)  
 TOTAL LENGTH 72.149( 34 SECTIONS COVERING 72.149 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	42.177( 19)	29.972( 15)	72.149	58.46	41.54	100.00
LANE WIDTH DEFICIENCY	58.994( 30)	13.155( 4)	72.149	81.77	18.23	100.00
SHOULDER W. DEFICIENCY	72.149( 34)	.000( 0)	72.149	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	72.149( 34)	.000( 0)	72.149	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	72.149( 34)	.000( 0)	72.149	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	72.149( 34)	.000( 0)	72.149	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	38.114( 18)	34.035( 16)	72.149	52.83	47.17	100.00
CAPACITY DEFICIENCY 2016	10.248( 6)	61.901( 28)	72.149	14.20	85.80	100.00

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 310 in CALIFORNIA : I-580 Termini: I-5 to S 238 in San Francisco

RURAL LENGTH 11.790( 4 SECTIONS COVERING 11.790 MILES)  
 URBAN LENGTH 43.719( 24 SECTIONS COVERING 43.719 MILES)  
 TOTAL LENGTH 55.509( 28 SECTIONS COVERING 55.509 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	7.457( 1)	4.333( 3)	11.790	63.25	36.75	100.00
LANE WIDTH DEFICIENCY	11.790( 2)	.000( 0)	3.324	100.00	.00	28.19
SHOULDER W. DEFICIENCY	11.790( 2)	.000( 0)	3.324	100.00	.00	28.19
VERT. ALIGN. DEFICIENCY	11.790( 2)	.000( 0)	3.324	100.00	.00	28.19
HORIZ. ALIGN. DEFICIENCY	11.790( 2)	.000( 0)	3.324	100.00	.00	28.19
SPEED LIMIT DEFICIENCY	11.790( 2)	.000( 0)	3.324	100.00	.00	28.19
CAPACITY DEFICIENCY 1996	.000( 0)	11.790( 2)	3.324	.00	100.00	28.19
CAPACITY DEFICIENCY 2016	.000( 0)	11.790( 2)	3.324	.00	100.00	28.19

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	8.245( 5)	35.474( 19)	43.719	18.86	81.14	100.00
LANE WIDTH DEFICIENCY	43.719( 14)	.000( 0)	23.580	100.00	.00	53.94
SHOULDER W. DEFICIENCY	43.719( 13)	.000( 0)	21.953	100.00	.00	50.21
VERT. ALIGN. DEFICIENCY	43.719( 13)	.000( 0)	21.953	100.00	.00	50.21
HORIZ. ALIGN. DEFICIENCY	43.719( 13)	.000( 0)	21.953	100.00	.00	50.21
SPEED LIMIT DEFICIENCY	43.719( 13)	.000( 0)	21.953	100.00	.00	50.21
CAPACITY DEFICIENCY 1996	16.555( 5)	27.164( 8)	21.953	37.87	62.13	50.21
CAPACITY DEFICIENCY 2016	4.204( 1)	39.515( 12)	21.953	9.62	90.38	50.21

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	15.702( 6)	39.807( 22)	55.509	28.29	71.71	100.00
LANE WIDTH DEFICIENCY	55.509( 16)	.000( 0)	26.904	100.00	.00	48.47
SHOULDER W. DEFICIENCY	55.509( 15)	.000( 0)	25.277	100.00	.00	45.54
VERT. ALIGN. DEFICIENCY	55.509( 15)	.000( 0)	25.277	100.00	.00	45.54
HORIZ. ALIGN. DEFICIENCY	55.509( 15)	.000( 0)	25.277	100.00	.00	45.54
SPEED LIMIT DEFICIENCY	55.509( 15)	.000( 0)	25.277	100.00	.00	45.54
CAPACITY DEFICIENCY 1996	16.555( 5)	38.954( 10)	25.277	29.82	70.18	45.54
CAPACITY DEFICIENCY 2016	4.204( 1)	51.305( 14)	25.277	7.57	92.43	45.54

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 320 in CALIFORNIA : I-710 Termini: Long Beach to I-5

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 25.620( 16 SECTIONS COVERING 25.620 MILES)  
 TOTAL LENGTH 25.620( 16 SECTIONS COVERING 25.620 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	3.788( 3)	21.832( 9)	20.642	14.79	85.21	80.57
LANE WIDTH DEFICIENCY	25.620( 12)	.000( 0)	20.642	100.00	.00	80.57
SHOULDER W. DEFICIENCY	25.620( 12)	.000( 0)	20.642	100.00	.00	80.57
VERT. ALIGN. DEFICIENCY	25.620( 12)	.000( 0)	20.642	100.00	.00	80.57
HORIZ. ALIGN. DEFICIENCY	25.620( 12)	.000( 0)	20.642	100.00	.00	80.57
SPEED LIMIT DEFICIENCY	25.620( 12)	.000( 0)	20.642	100.00	.00	80.57
CAPACITY DEFICIENCY 1996	7.549( 5)	18.071( 7)	20.642	29.46	70.54	80.57
CAPACITY DEFICIENCY 2016	2.345( 2)	23.275( 10)	20.642	9.15	90.85	80.57

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 330 in CALIFORNIA : I-805 Termini: I-5 to I-15 in San Diego

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 14.287( 13 SECTIONS COVERING 14.287 MILES)  
 TOTAL LENGTH 14.287( 13 SECTIONS COVERING 14.287 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	.762( 1)	13.525( 12)	14.287	5.33	94.67	100.00
LANE WIDTH DEFICIENCY	14.287( 6)	.000( 0)	6.632	100.00	.00	46.42
SHOULDER W. DEFICIENCY	14.287( 6)	.000( 0)	6.632	100.00	.00	46.42
VERT. ALIGN. DEFICIENCY	14.287( 6)	.000( 0)	6.632	100.00	.00	46.42
HORIZ. ALIGN. DEFICIENCY	14.287( 6)	.000( 0)	6.632	100.00	.00	46.42
SPEED LIMIT DEFICIENCY	14.287( 6)	.000( 0)	6.632	100.00	.00	46.42
CAPACITY DEFICIENCY 1996	14.287( 6)	.000( 0)	6.632	100.00	.00	46.42
CAPACITY DEFICIENCY 2016	12.523( 5)	1.764( 1)	6.632	87.65	12.35	46.42

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 340 in CALIFORNIA : I-880 Termini: I-80 to S 238 in San Francisco

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 16.992( 5 SECTIONS COVERING 16.992 MILES)  
 TOTAL LENGTH 16.992( 5 SECTIONS COVERING 16.992 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	12.717( 4)	4.275( 1)	16.992	74.84	25.16	100.00
LANE WIDTH DEFICIENCY	16.992( 5)	.000( 0)	16.992	100.00	.00	100.00
SHOULDER W. DEFICIENCY	16.992( 5)	.000( 0)	16.992	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	16.992( 5)	.000( 0)	16.992	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	16.992( 5)	.000( 0)	16.992	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	16.992( 5)	.000( 0)	16.992	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	2.517( 1)	14.475( 4)	16.992	14.81	85.19	100.00
CAPACITY DEFICIENCY 2016	2.517( 1)	14.475( 4)	16.992	14.81	85.19	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 500 in CALIFORNIA : US 97 Termini: I-5 @ Weed, CA - Oregon SL

RURAL LENGTH 54.364( 16 SECTIONS COVERING 54.364 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 54.364( 16 SECTIONS COVERING 54.364 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	54.364( 16)	.000( 0)	54.364	100.00	.00	100.00
LANE WIDTH DEFICIENCY	54.364( 11)	.000( 0)	36.285	100.00	.00	66.74
SHOULDER W. DEFICIENCY	52.644( 10)	1.720( 1)	36.285	96.84	3.16	66.74
VERT. ALIGN. DEFICIENCY	54.364( 11)	.000( 0)	36.285	100.00	.00	66.74
HORIZ. ALIGN. DEFICIENCY	54.364( 11)	.000( 0)	36.285	100.00	.00	66.74
SPEED LIMIT DEFICIENCY	47.542( 10)	6.822( 1)	36.285	87.45	12.55	66.74
CAPACITY DEFICIENCY 1996	52.644( 10)	1.720( 1)	36.285	96.84	3.16	66.74
CAPACITY DEFICIENCY 2016	24.553( 4)	29.811( 7)	36.285	45.16	54.84	66.74

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 510 in CALIFORNIA : US 101 Termini: I-80 to I-280 in San Francisco

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 1.782( 1 SECTIONS COVERING 1.782 MILES)  
 TOTAL LENGTH 1.782( 1 SECTIONS COVERING 1.782 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	.000( 0)	1.782( 1)	1.782	.00	100.00	100.00
LANE WIDTH DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SHOULDER W. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
CAPACITY DEFICIENCY 1996	.000( 0)	.000( 0)	.000	.00	.00	.00
CAPACITY DEFICIENCY 2016	.000( 0)	.000( 0)	.000	.00	.00	.00

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 600 in CALIFORNIA : S 7/86/78 Termini: Mexico to I-10

RURAL LENGTH 82.057( 17 SECTIONS COVERING 82.057 MILES)  
 URBAN LENGTH 8.270( 11 SECTIONS COVERING 8.270 MILES)  
 TOTAL LENGTH 90.327( 28 SECTIONS COVERING 90.327 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	69.256( 14)	12.801( 2)	75.257	84.40	15.60	91.71
LANE WIDTH DEFICIENCY	82.057( 9)	.000( 0)	36.263	100.00	.00	44.19
SHOULDER W. DEFICIENCY	82.057( 9)	.000( 0)	36.263	100.00	.00	44.19
VERT. ALIGN. DEFICIENCY	82.057( 9)	.000( 0)	36.263	100.00	.00	44.19
HORIZ. ALIGN. DEFICIENCY	82.057( 9)	.000( 0)	36.263	100.00	.00	44.19
SPEED LIMIT DEFICIENCY	77.511( 8)	4.546( 1)	36.263	94.46	5.54	44.19
CAPACITY DEFICIENCY 1996	82.057( 9)	.000( 0)	36.263	100.00	.00	44.19
CAPACITY DEFICIENCY 2016	82.057( 9)	.000( 0)	36.263	100.00	.00	44.19

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	5.326( 7)	2.944( 4)	8.270	64.40	35.60	100.00
LANE WIDTH DEFICIENCY	8.270( 9)	.000( 0)	7.468	100.00	.00	90.30
SHOULDER W. DEFICIENCY	8.270( 8)	.000( 0)	6.874	100.00	.00	83.12
VERT. ALIGN. DEFICIENCY	8.270( 8)	.000( 0)	6.874	100.00	.00	83.12
HORIZ. ALIGN. DEFICIENCY	8.270( 8)	.000( 0)	6.874	100.00	.00	83.12
SPEED LIMIT DEFICIENCY	1.898( 2)	6.372( 7)	7.468	22.95	77.05	90.30
CAPACITY DEFICIENCY 1996	8.270( 9)	.000( 0)	7.468	100.00	.00	90.30
CAPACITY DEFICIENCY 2016	7.612( 8)	.658( 1)	7.468	92.05	7.95	90.30

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	74.582( 21)	15.745( 6)	83.527	82.57	17.43	92.47
LANE WIDTH DEFICIENCY	90.327( 18)	.000( 0)	43.731	100.00	.00	48.41
SHOULDER W. DEFICIENCY	90.327( 17)	.000( 0)	43.137	100.00	.00	47.76
VERT. ALIGN. DEFICIENCY	90.327( 17)	.000( 0)	43.137	100.00	.00	47.76
HORIZ. ALIGN. DEFICIENCY	90.327( 17)	.000( 0)	43.137	100.00	.00	47.76
SPEED LIMIT DEFICIENCY	79.409( 10)	10.918( 8)	43.731	87.91	12.09	48.41
CAPACITY DEFICIENCY 1996	90.327( 18)	.000( 0)	43.731	100.00	.00	48.41
CAPACITY DEFICIENCY 2016	89.669( 17)	.658( 1)	43.731	99.27	.73	48.41

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 620 in CALIFORNIA : S 58 Termini: S 99 to Barstow

RURAL LENGTH 119.610( 22 SECTIONS COVERING 119.610 MILES)  
 URBAN LENGTH 25.444( 11 SECTIONS COVERING 25.444 MILES)  
 TOTAL LENGTH 145.054( 33 SECTIONS COVERING 145.054 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	106.153( 19)	13.457( 2)	112.814	88.75	11.25	94.32
LANE WIDTH DEFICIENCY	119.610( 6)	.000( 0)	23.536	100.00	.00	19.68
SHOULDER W. DEFICIENCY	119.610( 6)	.000( 0)	23.536	100.00	.00	19.68
VERT. ALIGN. DEFICIENCY	119.610( 6)	.000( 0)	23.536	100.00	.00	19.68
HORIZ. ALIGN. DEFICIENCY	119.610( 6)	.000( 0)	23.536	100.00	.00	19.68
SPEED LIMIT DEFICIENCY	85.301( 4)	34.309( 2)	23.536	71.32	28.68	19.68
CAPACITY DEFICIENCY 1996	91.095( 5)	28.515( 1)	23.536	76.16	23.84	19.68
CAPACITY DEFICIENCY 2016	91.095( 5)	28.515( 1)	23.536	76.16	23.84	19.68

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	25.444( 10)	.000( 0)	24.254	100.00	.00	95.32
LANE WIDTH DEFICIENCY	25.444( 6)	.000( 0)	12.843	100.00	.00	50.48
SHOULDER W. DEFICIENCY	25.444( 5)	.000( 0)	10.233	100.00	.00	40.22
VERT. ALIGN. DEFICIENCY	25.444( 6)	.000( 0)	12.843	100.00	.00	50.48
HORIZ. ALIGN. DEFICIENCY	25.444( 6)	.000( 0)	12.843	100.00	.00	50.48
SPEED LIMIT DEFICIENCY	16.469( 4)	8.975( 2)	12.843	64.73	35.27	50.48
CAPACITY DEFICIENCY 1996	20.273( 5)	5.171( 1)	12.843	79.68	20.32	50.48
CAPACITY DEFICIENCY 2016	9.997( 2)	15.447( 4)	12.843	39.29	60.71	50.48

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	131.597( 29)	13.457( 2)	137.068	90.72	9.28	94.49
LANE WIDTH DEFICIENCY	145.054( 12)	.000( 0)	36.379	100.00	.00	25.08
SHOULDER W. DEFICIENCY	145.054( 11)	.000( 0)	33.769	100.00	.00	23.28
VERT. ALIGN. DEFICIENCY	145.054( 12)	.000( 0)	36.379	100.00	.00	25.08
HORIZ. ALIGN. DEFICIENCY	145.054( 12)	.000( 0)	36.379	100.00	.00	25.08
SPEED LIMIT DEFICIENCY	101.771( 8)	43.283( 4)	36.379	70.16	29.84	25.08
CAPACITY DEFICIENCY 1996	111.368( 10)	33.686( 2)	36.379	76.78	23.22	25.08
CAPACITY DEFICIENCY 2016	101.092( 7)	43.962( 5)	36.379	69.69	30.31	25.08

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 630 in CALIFORNIA: S 60 Termini: I-10 in Los Angeles to I-10 near Beaumont, CA

RURAL LENGTH 7.567( 2 SECTIONS COVERING 7.567 MILES)  
 URBAN LENGTH 63.035( 23 SECTIONS COVERING 63.035 MILES)  
 TOTAL LENGTH 70.602( 25 SECTIONS COVERING 70.602 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	7.567( 2)	.000( 0)	7.567	100.00	.00	100.00
LANE WIDTH DEFICIENCY	7.567( 2)	.000( 0)	7.567	100.00	.00	100.00
SHOULDER W. DEFICIENCY	7.567( 2)	.000( 0)	7.567	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	7.567( 2)	.000( 0)	7.567	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	7.567( 2)	.000( 0)	7.567	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	7.567( 2)	.000( 0)	7.567	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	7.567( 2)	.000( 0)	7.567	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	.000( 0)	7.567( 2)	7.567	.00	100.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	23.534( 7)	39.501( 16)	63.035	37.33	62.67	100.00
LANE WIDTH DEFICIENCY	63.035( 13)	.000( 0)	37.208	100.00	.00	59.03
SHOULDER W. DEFICIENCY	63.035( 13)	.000( 0)	37.208	100.00	.00	59.03
VERT. ALIGN. DEFICIENCY	63.035( 13)	.000( 0)	37.208	100.00	.00	59.03
HORIZ. ALIGN. DEFICIENCY	63.035( 13)	.000( 0)	37.208	100.00	.00	59.03
SPEED LIMIT DEFICIENCY	63.035( 13)	.000( 0)	37.208	100.00	.00	59.03
CAPACITY DEFICIENCY 1996	39.880( 9)	23.155( 4)	37.208	63.27	36.73	59.03
CAPACITY DEFICIENCY 2016	.000( 0)	63.035( 13)	37.208	.00	100.00	59.03

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	31.101( 9)	39.501( 16)	70.602	44.05	55.95	100.00
LANE WIDTH DEFICIENCY	70.602( 15)	.000( 0)	44.775	100.00	.00	63.42
SHOULDER W. DEFICIENCY	70.602( 15)	.000( 0)	44.775	100.00	.00	63.42
VERT. ALIGN. DEFICIENCY	70.602( 15)	.000( 0)	44.775	100.00	.00	63.42
HORIZ. ALIGN. DEFICIENCY	70.602( 15)	.000( 0)	44.775	100.00	.00	63.42
SPEED LIMIT DEFICIENCY	70.602( 15)	.000( 0)	44.775	100.00	.00	63.42
CAPACITY DEFICIENCY 1996	47.447( 11)	23.155( 4)	44.775	67.20	32.80	63.42
CAPACITY DEFICIENCY 2016	.000( 0)	70.602( 15)	44.775	.00	100.00	63.42

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 650 in CALIFORNIA : S 94/125 Termini: San Diego (I-5 to I-8)

RURAL LENGTH 4.529( 1 SECTIONS COVERING 4.529 MILES)  
 URBAN LENGTH 9.574( 4 SECTIONS COVERING 9.574 MILES)  
 TOTAL LENGTH 14.103( 5 SECTIONS COVERING 14.103 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	4.529( 1)	.000( 0)	4.529	100.00	.00	100.00
LANE WIDTH DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SHOULDER W. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
CAPACITY DEFICIENCY 1996	.000( 0)	.000( 0)	.000	.00	.00	.00
CAPACITY DEFICIENCY 2016	.000( 0)	.000( 0)	.000	.00	.00	.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.228( 1)	3.346( 3)	9.574	65.05	34.95	100.00
LANE WIDTH DEFICIENCY	9.574( 3)	.000( 0)	8.584	100.00	.00	89.66
SHOULDER W. DEFICIENCY	9.574( 3)	.000( 0)	8.584	100.00	.00	89.66
VERT. ALIGN. DEFICIENCY	9.574( 3)	.000( 0)	8.584	100.00	.00	89.66
HORIZ. ALIGN. DEFICIENCY	9.574( 3)	.000( 0)	8.584	100.00	.00	89.66
SPEED LIMIT DEFICIENCY	9.574( 3)	.000( 0)	8.584	100.00	.00	89.66
CAPACITY DEFICIENCY 1996	7.615( 2)	1.959( 1)	8.584	79.54	20.46	89.66
CAPACITY DEFICIENCY 2016	.000( 0)	9.574( 3)	8.584	.00	100.00	89.66

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	10.757( 2)	3.346( 3)	14.103	76.27	23.73	100.00
LANE WIDTH DEFICIENCY	9.574( 3)	.000( 0)	8.584	67.89	.00	60.87
SHOULDER W. DEFICIENCY	9.574( 3)	.000( 0)	8.584	67.89	.00	60.87
VERT. ALIGN. DEFICIENCY	9.574( 3)	.000( 0)	8.584	67.89	.00	60.87
HORIZ. ALIGN. DEFICIENCY	9.574( 3)	.000( 0)	8.584	67.89	.00	60.87
SPEED LIMIT DEFICIENCY	9.574( 3)	.000( 0)	8.584	67.89	.00	60.87
CAPACITY DEFICIENCY 1996	7.615( 2)	1.959( 1)	8.584	54.00	13.89	60.87
CAPACITY DEFICIENCY 2016	.000( 0)	9.574( 3)	8.584	.00	67.89	60.87

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 660 in CALIFORNIA : S 99  
 Sacramento

Termini: I-5 S. Bakersfield to I-5 @

RURAL LENGTH 156.786( 49 SECTIONS COVERING 156.786 MILES)  
 URBAN LENGTH 140.923( 75 SECTIONS COVERING 140.923 MILES)  
 TOTAL LENGTH 297.709(124 SECTIONS COVERING 297.709 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	98.417( 32)	58.369( 17)	156.786	62.77	37.23	100.00
LANE WIDTH DEFICIENCY	156.786( 28)	.000( 0)	86.860	100.00	.00	55.40
SHOULDER W. DEFICIENCY	156.786( 28)	.000( 0)	86.860	100.00	.00	55.40
VERT. ALIGN. DEFICIENCY	156.786( 28)	.000( 0)	86.860	100.00	.00	55.40
HORIZ. ALIGN. DEFICIENCY	156.786( 28)	.000( 0)	86.860	100.00	.00	55.40
SPEED LIMIT DEFICIENCY	156.786( 28)	.000( 0)	86.860	100.00	.00	55.40
CAPACITY DEFICIENCY 1996	151.405( 25)	5.381( 3)	86.860	96.57	3.43	55.40
CAPACITY DEFICIENCY 2016	19.993( 3)	136.793( 25)	86.860	12.75	87.25	55.40

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	79.391( 45)	61.532( 30)	140.923	56.34	43.66	100.00
LANE WIDTH DEFICIENCY	140.923( 51)	.000( 0)	101.454	100.00	.00	71.99
SHOULDER W. DEFICIENCY	135.204( 48)	5.719( 2)	101.035	95.94	4.06	71.70
VERT. ALIGN. DEFICIENCY	140.923( 51)	.000( 0)	101.454	100.00	.00	71.99
HORIZ. ALIGN. DEFICIENCY	140.923( 51)	.000( 0)	101.454	100.00	.00	71.99
SPEED LIMIT DEFICIENCY	140.923( 51)	.000( 0)	101.454	100.00	.00	71.99
CAPACITY DEFICIENCY 1996	119.533( 41)	21.390( 10)	101.454	84.82	15.18	71.99
CAPACITY DEFICIENCY 2016	29.629( 12)	111.294( 39)	101.454	21.03	78.97	71.99

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	177.808( 77)	119.901( 47)	297.709	59.73	40.27	100.00
LANE WIDTH DEFICIENCY	297.709( 79)	.000( 0)	188.314	100.00	.00	63.25
SHOULDER W. DEFICIENCY	291.990( 76)	5.719( 2)	187.895	98.08	1.92	63.11
VERT. ALIGN. DEFICIENCY	297.709( 79)	.000( 0)	188.314	100.00	.00	63.25
HORIZ. ALIGN. DEFICIENCY	297.709( 79)	.000( 0)	188.314	100.00	.00	63.25
SPEED LIMIT DEFICIENCY	297.709( 79)	.000( 0)	188.314	100.00	.00	63.25
CAPACITY DEFICIENCY 1996	270.938( 66)	26.771( 13)	188.314	91.01	8.99	63.25
CAPACITY DEFICIENCY 2016	49.622( 15)	248.087( 64)	188.314	16.67	83.33	63.25

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 680 in CALIFORNIA : I-238 Termini: I-580 to I-880 in SF

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 2.227( 1 SECTIONS COVERING 2.227 MILES)  
 TOTAL LENGTH 2.227( 1 SECTIONS COVERING 2.227 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	.000( 0)	2.227( 1)	2.227	.00	100.00	100.00
LANE WIDTH DEFICIENCY	2.227( 1)	.000( 0)	2.227	100.00	.00	100.00
SHOULDER W. DEFICIENCY	2.227( 1)	.000( 0)	2.227	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	2.227( 1)	.000( 0)	2.227	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	2.227( 1)	.000( 0)	2.227	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	2.227( 1)	.000( 0)	2.227	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	2.227( 1)	.000( 0)	2.227	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	.000( 0)	2.227( 1)	2.227	.00	100.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 690 in CALIFORNIA : S 905 Termini: I-5 to Mexico

RURAL LENGTH 1.471( 2 SECTIONS COVERING 1.471 MILES)  
 URBAN LENGTH 3.709( 3 SECTIONS COVERING 3.709 MILES)  
 TOTAL LENGTH 5.180( 5 SECTIONS COVERING 5.180 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.471( 2)	.000( 0)	1.471	100.00	.00	100.00
LANE WIDTH DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SHOULDER W. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
CAPACITY DEFICIENCY 1996	.000( 0)	.000( 0)	.000	.00	.00	.00
CAPACITY DEFICIENCY 2016	.000( 0)	.000( 0)	.000	.00	.00	.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	.341( 1)	3.368( 2)	3.709	9.19	90.81	100.00
LANE WIDTH DEFICIENCY	3.709( 2)	.000( 0)	3.368	100.00	.00	90.81
SHOULDER W. DEFICIENCY	3.709( 2)	.000( 0)	3.368	100.00	.00	90.81
VERT. ALIGN. DEFICIENCY	3.709( 2)	.000( 0)	3.368	100.00	.00	90.81
HORIZ. ALIGN. DEFICIENCY	3.709( 2)	.000( 0)	3.368	100.00	.00	90.81
SPEED LIMIT DEFICIENCY	3.709( 2)	.000( 0)	3.368	100.00	.00	90.81
CAPACITY DEFICIENCY 1996	3.709( 2)	.000( 0)	3.368	100.00	.00	90.81
CAPACITY DEFICIENCY 2016	2.275( 1)	1.434( 1)	3.368	61.34	38.66	90.81

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.812( 3)	3.368( 2)	5.180	34.98	65.02	100.00
LANE WIDTH DEFICIENCY	3.709( 2)	.000( 0)	3.368	71.60	.00	65.02
SHOULDER W. DEFICIENCY	3.709( 2)	.000( 0)	3.368	71.60	.00	65.02
VERT. ALIGN. DEFICIENCY	3.709( 2)	.000( 0)	3.368	71.60	.00	65.02
HORIZ. ALIGN. DEFICIENCY	3.709( 2)	.000( 0)	3.368	71.60	.00	65.02
SPEED LIMIT DEFICIENCY	3.709( 2)	.000( 0)	3.368	71.60	.00	65.02
CAPACITY DEFICIENCY 1996	3.709( 2)	.000( 0)	3.368	71.60	.00	65.02
CAPACITY DEFICIENCY 2016	2.275( 1)	1.434( 1)	3.368	43.92	27.68	65.02

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 700 in CALIFORNIA : I-15 Termini: In San Diego

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 36.760( 18 SECTIONS COVERING 36.760 MILES)  
 TOTAL LENGTH 36.760( 18 SECTIONS COVERING 36.760 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	13.902( 4)	22.858( 14)	36.760	37.82	62.18	100.00
LANE WIDTH DEFICIENCY	36.760( 10)	.000( 0)	20.969	100.00	.00	57.04
SHOULDER W. DEFICIENCY	36.760( 10)	.000( 0)	20.969	100.00	.00	57.04
VERT. ALIGN. DEFICIENCY	36.760( 10)	.000( 0)	20.969	100.00	.00	57.04
HORIZ. ALIGN. DEFICIENCY	36.760( 10)	.000( 0)	20.969	100.00	.00	57.04
SPEED LIMIT DEFICIENCY	35.042( 8)	1.718( 2)	20.969	95.33	4.67	57.04
CAPACITY DEFICIENCY 1996	21.286( 7)	15.474( 3)	20.969	57.90	42.10	57.04
CAPACITY DEFICIENCY 2016	8.974( 1)	27.786( 9)	20.969	24.41	75.59	57.04

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 710 in CALIFORNIA: I-15 Termini: San Diego UL - Los Angeles (Temecula)

RURAL LENGTH 31.999( 10 SECTIONS COVERING 31.999 MILES)  
 URBAN LENGTH 22.871( 3 SECTIONS COVERING 22.871 MILES)  
 TOTAL LENGTH 54.870( 13 SECTIONS COVERING 54.870 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	10.177( 3)	21.822( 7)	31.999	31.80	68.20	100.00
LANE WIDTH DEFICIENCY	31.999( 5)	.000( 0)	12.038	100.00	.00	37.62
SHOULDER W. DEFICIENCY	31.999( 5)	.000( 0)	12.038	100.00	.00	37.62
VERT. ALIGN. DEFICIENCY	31.999( 5)	.000( 0)	12.038	100.00	.00	37.62
HORIZ. ALIGN. DEFICIENCY	31.999( 5)	.000( 0)	12.038	100.00	.00	37.62
SPEED LIMIT DEFICIENCY	31.999( 5)	.000( 0)	12.038	100.00	.00	37.62
CAPACITY DEFICIENCY 1996	31.999( 5)	.000( 0)	12.038	100.00	.00	37.62
CAPACITY DEFICIENCY 2016	5.250( 1)	26.749( 4)	12.038	16.41	83.59	37.62

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	10.775( 1)	12.096( 2)	22.871	47.11	52.89	100.00
LANE WIDTH DEFICIENCY	22.871( 3)	.000( 0)	22.871	100.00	.00	100.00
SHOULDER W. DEFICIENCY	22.871( 3)	.000( 0)	22.871	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	22.871( 3)	.000( 0)	22.871	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	22.871( 3)	.000( 0)	22.871	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	22.871( 3)	.000( 0)	22.871	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	22.871( 3)	.000( 0)	22.871	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	.000( 0)	22.871( 3)	22.871	.00	100.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	20.952( 4)	33.918( 9)	54.870	38.18	61.82	100.00
LANE WIDTH DEFICIENCY	54.870( 8)	.000( 0)	34.909	100.00	.00	63.62
SHOULDER W. DEFICIENCY	54.870( 8)	.000( 0)	34.909	100.00	.00	63.62
VERT. ALIGN. DEFICIENCY	54.870( 8)	.000( 0)	34.909	100.00	.00	63.62
HORIZ. ALIGN. DEFICIENCY	54.870( 8)	.000( 0)	34.909	100.00	.00	63.62
SPEED LIMIT DEFICIENCY	54.870( 8)	.000( 0)	34.909	100.00	.00	63.62
CAPACITY DEFICIENCY 1996	54.870( 8)	.000( 0)	34.909	100.00	.00	63.62
CAPACITY DEFICIENCY 2016	5.250( 1)	49.620( 7)	34.909	9.57	90.43	63.62

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 711 in CALIFORNIA : I-15 Termini: Through LA UZA (Temecula - San Bernadino)

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 28.061( 13 SECTIONS COVERING 28.061 MILES)  
 TOTAL LENGTH 28.061( 13 SECTIONS COVERING 28.061 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	8.554( 5)	19.507( 8)	28.061	30.48	69.52	100.00
LANE WIDTH DEFICIENCY	28.061( 11)	.000( 0)	23.882	100.00	.00	85.11
SHOULDER W. DEFICIENCY	28.061( 11)	.000( 0)	23.882	100.00	.00	85.11
VERT. ALIGN. DEFICIENCY	28.061( 11)	.000( 0)	23.882	100.00	.00	85.11
HORIZ. ALIGN. DEFICIENCY	28.061( 11)	.000( 0)	23.882	100.00	.00	85.11
SPEED LIMIT DEFICIENCY	28.061( 11)	.000( 0)	23.882	100.00	.00	85.11
CAPACITY DEFICIENCY 1996	25.827( 10)	2.234( 1)	23.882	92.04	7.96	85.11
CAPACITY DEFICIENCY 2016	3.336( 1)	24.725( 10)	23.882	11.89	88.11	85.11

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 712 in CALIFORNIA : I-15 Termini: N. San Bernadino (Los Angeles UZA) - I-40

RURAL LENGTH 40.562( 8 SECTIONS COVERING 40.562 MILES)  
 URBAN LENGTH 22.784( 7 SECTIONS COVERING 22.784 MILES)  
 TOTAL LENGTH 63.346( 15 SECTIONS COVERING 63.346 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	20.039( 3)	20.523( 5)	40.562	49.40	50.60	100.00
LANE WIDTH DEFICIENCY	40.562( 7)	.000( 0)	33.291	100.00	.00	82.07
SHOULDER W. DEFICIENCY	40.562( 7)	.000( 0)	33.291	100.00	.00	82.07
VERT. ALIGN. DEFICIENCY	40.562( 7)	.000( 0)	33.291	100.00	.00	82.07
HORIZ. ALIGN. DEFICIENCY	40.562( 7)	.000( 0)	33.291	100.00	.00	82.07
SPEED LIMIT DEFICIENCY	40.562( 7)	.000( 0)	33.291	100.00	.00	82.07
CAPACITY DEFICIENCY 1996	11.847( 2)	28.715( 5)	33.291	29.21	70.79	82.07
CAPACITY DEFICIENCY 2016	.000( 0)	40.562( 7)	33.291	.00	100.00	82.07

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	21.564( 6)	1.220( 1)	22.784	94.65	5.35	100.00
LANE WIDTH DEFICIENCY	22.784( 7)	.000( 0)	22.784	100.00	.00	100.00
SHOULDER W. DEFICIENCY	22.784( 7)	.000( 0)	22.784	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	22.784( 7)	.000( 0)	22.784	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	22.784( 7)	.000( 0)	22.784	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	22.784( 7)	.000( 0)	22.784	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	22.784( 7)	.000( 0)	22.784	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	.000( 0)	22.784( 7)	22.784	.00	100.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	41.603( 9)	21.743( 6)	63.346	65.68	34.32	100.00
LANE WIDTH DEFICIENCY	63.346( 14)	.000( 0)	56.075	100.00	.00	88.52
SHOULDER W. DEFICIENCY	63.346( 14)	.000( 0)	56.075	100.00	.00	88.52
VERT. ALIGN. DEFICIENCY	63.346( 14)	.000( 0)	56.075	100.00	.00	88.52
HORIZ. ALIGN. DEFICIENCY	63.346( 14)	.000( 0)	56.075	100.00	.00	88.52
SPEED LIMIT DEFICIENCY	63.346( 14)	.000( 0)	56.075	100.00	.00	88.52
CAPACITY DEFICIENCY 1996	34.631( 9)	28.715( 5)	56.075	54.67	45.33	88.52
CAPACITY DEFICIENCY 2016	.000( 0)	63.346( 14)	56.075	.00	100.00	88.52

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 713 in CALIFORNIA : I-15 Termini: I-40 - Nevada SL

RURAL LENGTH 110.399( 15 SECTIONS COVERING 110.399 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 110.399( 15 SECTIONS COVERING 110.399 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	110.399( 15)	.000( 0)	110.399	100.00	.00	100.00
LANE WIDTH DEFICIENCY	110.399( 2)	.000( 0)	15.886	100.00	.00	14.39
SHOULDER W. DEFICIENCY	110.399( 2)	.000( 0)	15.886	100.00	.00	14.39
VERT. ALIGN. DEFICIENCY	110.399( 2)	.000( 0)	15.886	100.00	.00	14.39
HORIZ. ALIGN. DEFICIENCY	110.399( 2)	.000( 0)	15.886	100.00	.00	14.39
SPEED LIMIT DEFICIENCY	110.399( 2)	.000( 0)	15.886	100.00	.00	14.39
CAPACITY DEFICIENCY 1996	110.399( 2)	.000( 0)	15.886	100.00	.00	14.39
CAPACITY DEFICIENCY 2016	.000( 0)	110.399( 2)	15.886	.00	100.00	14.39

Note: The numbers in ( ) indicate the number of sample sections

**COLORADO**

Super-Segment NO 82 in COLORADO : I-25 Termini: New Mexico SL - Colorado Springs UL

RURAL LENGTH 113.455( 36 SECTIONS COVERING 113.455 MILES)  
 URBAN LENGTH 18.368( 29 SECTIONS COVERING 18.368 MILES)  
 TOTAL LENGTH 131.823( 65 SECTIONS COVERING 131.823 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	89.933( 32)	23.522( 4)	113.455	79.27	20.73	100.00
LANE WIDTH DEFICIENCY	113.455( 36)	.000( 0)	113.455	100.00	.00	100.00
SHOULDER W. DEFICIENCY	102.309( 26)	11.146( 1)	30.752	90.18	9.82	27.11
VERT. ALIGN. DEFICIENCY	113.455( 36)	.000( 0)	113.455	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	111.974( 34)	1.481( 1)	95.177	98.70	1.30	83.89
SPEED LIMIT DEFICIENCY	113.455( 36)	.000( 0)	113.455	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	113.455( 36)	.000( 0)	113.455	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	113.455( 27)	.000( 0)	30.752	100.00	.00	27.11

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	15.034( 22)	3.334( 7)	18.368	81.85	18.15	100.00
LANE WIDTH DEFICIENCY	18.368( 29)	.000( 0)	18.368	100.00	.00	100.00
SHOULDER W. DEFICIENCY	18.136( 25)	.232( 1)	16.704	98.74	1.26	90.94
VERT. ALIGN. DEFICIENCY	18.368( 29)	.000( 0)	18.368	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	18.368( 29)	.000( 0)	18.368	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	14.680( 20)	3.688( 9)	18.368	79.92	20.08	100.00
CAPACITY DEFICIENCY 1996	18.368( 29)	.000( 0)	18.368	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	16.493( 23)	1.875( 3)	16.704	89.79	10.21	90.94

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	104.967( 54)	26.856( 11)	131.823	79.63	20.37	100.00
LANE WIDTH DEFICIENCY	131.823( 65)	.000( 0)	131.823	100.00	.00	100.00
SHOULDER W. DEFICIENCY	120.445( 51)	11.378( 2)	47.456	91.37	8.63	36.00
VERT. ALIGN. DEFICIENCY	131.823( 65)	.000( 0)	131.823	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	130.342( 63)	1.481( 1)	113.545	98.88	1.12	86.13
SPEED LIMIT DEFICIENCY	128.135( 56)	3.688( 9)	131.823	97.20	2.80	100.00
CAPACITY DEFICIENCY 1996	131.823( 65)	.000( 0)	131.823	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	129.948( 50)	1.875( 3)	47.456	98.58	1.42	36.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 83 in COLORADO : I-25 Termini: Through Colorado Springs

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 18.780( 20 SECTIONS COVERING 18.780 MILES)  
 TOTAL LENGTH 18.780( 20 SECTIONS COVERING 18.780 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	10.343( 14)	8.437( 6)	18.780	55.07	44.93	100.00
LANE WIDTH DEFICIENCY	18.780( 20)	.000( 0)	18.780	100.00	.00	100.00
SHOULDER W. DEFICIENCY	18.780( 16)	.000( 0)	13.655	100.00	.00	72.71
VERT. ALIGN. DEFICIENCY	18.780( 20)	.000( 0)	18.780	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	17.806( 19)	.974( 1)	18.780	94.81	5.19	100.00
SPEED LIMIT DEFICIENCY	18.780( 20)	.000( 0)	18.780	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	9.170( 10)	9.610( 10)	18.780	48.83	51.17	100.00
CAPACITY DEFICIENCY 2016	5.223( 2)	13.557( 14)	13.655	27.81	72.19	72.71

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 84 in COLORADO : I-25 Termini: Colorado Springs UL - Denver UL

RURAL LENGTH 37.241( 17 SECTIONS COVERING 37.241 MILES)  
 URBAN LENGTH 7.204( 8 SECTIONS COVERING 7.204 MILES)  
 TOTAL LENGTH 44.445( 25 SECTIONS COVERING 44.445 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	32.059( 16)	5.182( 1)	37.241	86.09	13.91	100.00
LANE WIDTH DEFICIENCY	37.241( 17)	.000( 0)	37.241	100.00	.00	100.00
SHOULDER W. DEFICIENCY	37.241( 13)	.000( 0)	18.639	100.00	.00	50.05
VERT. ALIGN. DEFICIENCY	37.241( 17)	.000( 0)	37.241	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	28.959( 14)	8.282( 3)	37.241	77.76	22.24	100.00
SPEED LIMIT DEFICIENCY	35.584( 13)	1.657( 4)	37.241	95.55	4.45	100.00
CAPACITY DEFICIENCY 1996	16.634( 6)	20.607( 11)	37.241	44.67	55.33	100.00
CAPACITY DEFICIENCY 2016	.000( 0)	37.241( 13)	18.639	.00	100.00	50.05

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	2.920( 4)	4.284( 4)	7.204	40.53	59.47	100.00
LANE WIDTH DEFICIENCY	7.204( 8)	.000( 0)	7.204	100.00	.00	100.00
SHOULDER W. DEFICIENCY	7.204( 7)	.000( 0)	6.190	100.00	.00	85.92
VERT. ALIGN. DEFICIENCY	7.204( 8)	.000( 0)	7.204	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	5.781( 7)	1.423( 1)	7.204	80.25	19.75	100.00
SPEED LIMIT DEFICIENCY	7.204( 8)	.000( 0)	7.204	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	7.204( 8)	.000( 0)	7.204	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	2.109( 1)	5.095( 6)	6.190	29.27	70.73	85.92

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	34.979( 20)	9.466( 5)	44.445	78.70	21.30	100.00
LANE WIDTH DEFICIENCY	44.445( 25)	.000( 0)	44.445	100.00	.00	100.00
SHOULDER W. DEFICIENCY	44.445( 20)	.000( 0)	24.829	100.00	.00	55.86
VERT. ALIGN. DEFICIENCY	44.445( 25)	.000( 0)	44.445	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	34.740( 21)	9.705( 4)	44.445	78.16	21.84	100.00
SPEED LIMIT DEFICIENCY	42.788( 21)	1.657( 4)	44.445	96.27	3.73	100.00
CAPACITY DEFICIENCY 1996	23.838( 14)	20.607( 11)	44.445	53.63	46.37	100.00
CAPACITY DEFICIENCY 2016	2.109( 1)	42.336( 19)	24.829	4.74	95.26	55.86

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 85 in COLORADO : I-25 Termini: Through Denver

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 31.365( 41 SECTIONS COVERING 31.365 MILES)  
 TOTAL LENGTH 31.365( 41 SECTIONS COVERING 31.365 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	23.032( 31)	8.333( 10)	31.365	73.43	26.57	100.00
LANE WIDTH DEFICIENCY	31.365( 41)	.000( 0)	31.365	100.00	.00	100.00
SHOULDER W. DEFICIENCY	30.277( 26)	1.088( 2)	15.682	96.53	3.47	50.00
VERT. ALIGN. DEFICIENCY	31.365( 41)	.000( 0)	31.365	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	31.365( 40)	.000( 0)	31.235	100.00	.00	99.59
SPEED LIMIT DEFICIENCY	31.365( 41)	.000( 0)	31.365	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	4.083( 3)	27.282( 38)	31.365	13.02	86.98	100.00
CAPACITY DEFICIENCY 2016	6.054( 1)	25.311( 27)	15.682	19.30	80.70	50.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 86 in COLORADO : I-25 Termini: Denver UL - Wyoming SL (Cheyenne)

RURAL LENGTH 59.695( 27 SECTIONS COVERING 59.695 MILES)  
 URBAN LENGTH 12.925( 11 SECTIONS COVERING 12.925 MILES)  
 TOTAL LENGTH 72.620( 38 SECTIONS COVERING 72.620 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	42.471( 21)	17.224( 6)	59.695	71.15	28.85	100.00
LANE WIDTH DEFICIENCY	59.695( 27)	.000( 0)	59.695	100.00	.00	100.00
SHOULDER W. DEFICIENCY	59.695( 16)	.000( 0)	31.681	100.00	.00	53.07
VERT. ALIGN. DEFICIENCY	59.695( 27)	.000( 0)	59.695	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	56.688( 26)	3.007( 1)	59.695	94.96	5.04	100.00
SPEED LIMIT DEFICIENCY	59.695( 27)	.000( 0)	59.695	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	38.879( 18)	20.816( 9)	59.695	65.13	34.87	100.00
CAPACITY DEFICIENCY 2016	25.980( 6)	33.715( 10)	31.681	43.52	56.48	53.07

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	5.337( 2)	7.588( 9)	12.925	41.29	58.71	100.00
LANE WIDTH DEFICIENCY	12.925( 11)	.000( 0)	12.925	100.00	.00	100.00
SHOULDER W. DEFICIENCY	12.925( 10)	.000( 0)	10.231	100.00	.00	79.16
VERT. ALIGN. DEFICIENCY	12.925( 11)	.000( 0)	12.925	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	10.231( 10)	2.694( 1)	12.925	79.16	20.84	100.00
SPEED LIMIT DEFICIENCY	12.925( 11)	.000( 0)	12.925	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	12.925( 11)	.000( 0)	12.925	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	12.925( 10)	.000( 0)	10.231	100.00	.00	79.16

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	47.808( 23)	24.812( 15)	72.620	65.83	34.17	100.00
LANE WIDTH DEFICIENCY	72.620( 38)	.000( 0)	72.620	100.00	.00	100.00
SHOULDER W. DEFICIENCY	72.620( 26)	.000( 0)	41.912	100.00	.00	57.71
VERT. ALIGN. DEFICIENCY	72.620( 38)	.000( 0)	72.620	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	66.919( 36)	5.701( 2)	72.620	92.15	7.85	100.00
SPEED LIMIT DEFICIENCY	72.620( 38)	.000( 0)	72.620	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	51.804( 29)	20.816( 9)	72.620	71.34	28.66	100.00
CAPACITY DEFICIENCY 2016	38.905( 16)	33.715( 10)	41.912	53.57	46.43	57.71

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 160 in COLORADO : I-70 Termini: Utah SL - Denver UL

RURAL LENGTH 241.417(106 SECTIONS COVERING 241.417 MILES)  
 URBAN LENGTH 18.673( 12 SECTIONS COVERING 18.673 MILES)  
 TOTAL LENGTH 260.090(118 SECTIONS COVERING 260.090 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	227.104( 90)	14.313( 16)	241.417	94.07	5.93	100.00
LANE WIDTH DEFICIENCY	241.417(106)	.000( 0)	241.417	100.00	.00	100.00
SHOULDER W. DEFICIENCY	222.851( 62)	18.566( 4)	67.605	92.31	7.69	28.00
VERT. ALIGN. DEFICIENCY	241.417(106)	.000( 0)	241.417	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	236.989(103)	4.428( 3)	241.417	98.17	1.83	100.00
SPEED LIMIT DEFICIENCY	203.998( 87)	37.419( 19)	241.417	84.50	15.50	100.00
CAPACITY DEFICIENCY 1996	184.685( 68)	56.732( 38)	241.417	76.50	23.50	100.00
CAPACITY DEFICIENCY 2016	102.891( 17)	138.526( 49)	67.605	42.62	57.38	28.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	16.572( 10)	2.101( 2)	18.673	88.75	11.25	100.00
LANE WIDTH DEFICIENCY	18.673( 12)	.000( 0)	18.673	100.00	.00	100.00
SHOULDER W. DEFICIENCY	16.377( 9)	2.296( 3)	18.673	87.70	12.30	100.00
VERT. ALIGN. DEFICIENCY	18.673( 12)	.000( 0)	18.673	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	18.673( 12)	.000( 0)	18.673	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	13.026( 8)	5.647( 4)	18.673	69.76	30.24	100.00
CAPACITY DEFICIENCY 1996	18.673( 12)	.000( 0)	18.673	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	18.673( 12)	.000( 0)	18.673	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	243.676(100)	16.414( 18)	260.090	93.69	6.31	100.00
LANE WIDTH DEFICIENCY	260.090(118)	.000( 0)	260.090	100.00	.00	100.00
SHOULDER W. DEFICIENCY	239.228( 71)	20.862( 7)	86.278	91.98	8.02	33.17
VERT. ALIGN. DEFICIENCY	260.090(118)	.000( 0)	260.090	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	255.662(115)	4.428( 3)	260.090	98.30	1.70	100.00
SPEED LIMIT DEFICIENCY	217.024( 95)	43.066( 23)	260.090	83.44	16.56	100.00
CAPACITY DEFICIENCY 1996	203.358( 80)	56.732( 38)	260.090	78.19	21.81	100.00
CAPACITY DEFICIENCY 2016	121.564( 29)	138.526( 49)	86.278	46.74	53.26	33.17

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 161 in COLORADO : I-70 Termini: Through Denver

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 30.051( 34 SECTIONS COVERING 30.051 MILES)  
 TOTAL LENGTH 30.051( 34 SECTIONS COVERING 30.051 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	11.495( 10)	18.556( 24)	30.051	38.25	61.75	100.00
LANE WIDTH DEFICIENCY	30.051( 34)	.000( 0)	30.051	100.00	.00	100.00
SHOULDER W. DEFICIENCY	29.163( 23)	.888( 2)	14.931	97.05	2.95	49.69
VERT. ALIGN. DEFICIENCY	30.051( 34)	.000( 0)	30.051	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	26.851( 32)	3.200( 2)	30.051	89.35	10.65	100.00
SPEED LIMIT DEFICIENCY	30.051( 34)	.000( 0)	30.051	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	19.048( 21)	11.003( 13)	30.051	63.39	36.61	100.00
CAPACITY DEFICIENCY 2016	14.130( 10)	15.921( 16)	15.332	47.02	52.98	51.02

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 162 in COLORADO : I-70 Termini: Denver UL - US 40/287 @ Limon

RURAL LENGTH 69.264( 19 SECTIONS COVERING 69.264 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 69.264( 19 SECTIONS COVERING 69.264 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	34.443( 5)	34.821( 14)	69.264	49.73	50.27	100.00
LANE WIDTH DEFICIENCY	69.264( 19)	.000( 0)	69.264	100.00	.00	100.00
SHOULDER W. DEFICIENCY	69.264( 13)	.000( 0)	29.340	100.00	.00	42.36
VERT. ALIGN. DEFICIENCY	69.264( 19)	.000( 0)	69.264	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	69.264( 19)	.000( 0)	69.264	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	69.264( 19)	.000( 0)	69.264	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	69.264( 19)	.000( 0)	69.264	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	42.597( 10)	26.667( 3)	29.340	61.50	38.50	42.36

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 163 in COLORADO : I-70 Termini: US 40/287 @ Limon - Kansas SL

RURAL LENGTH 90.755( 7 SECTIONS COVERING 90.755 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 90.755( 7 SECTIONS COVERING 90.755 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	89.324( 6)	1.431( 1)	90.755	98.42	1.58	100.00
LANE WIDTH DEFICIENCY	90.755( 7)	.000( 0)	90.755	100.00	.00	100.00
SHOULDER W. DEFICIENCY	90.755( 3)	.000( 0)	12.960	100.00	.00	14.28
VERT. ALIGN. DEFICIENCY	90.755( 7)	.000( 0)	90.755	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	90.755( 7)	.000( 0)	90.755	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	90.755( 7)	.000( 0)	90.755	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	90.755( 7)	.000( 0)	90.755	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	90.755( 3)	.000( 0)	12.960	100.00	.00	14.28

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 360 in COLORADO : US 6 Termini: Loveland Pass

RURAL LENGTH 20.427( 11 SECTIONS COVERING 20.427 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 20.427( 11 SECTIONS COVERING 20.427 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	20.427( 11)	.000( 0)	20.427	100.00	.00	100.00
LANE WIDTH DEFICIENCY	8.223( 7)	12.204( 4)	20.427	40.26	59.74	100.00
SHOULDER W. DEFICIENCY	20.427( 3)	.000( 0)	4.458	100.00	.00	21.82
VERT. ALIGN. DEFICIENCY	20.427( 11)	.000( 0)	20.427	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	20.427( 11)	.000( 0)	20.427	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	2.899( 1)	17.528( 10)	20.427	14.19	85.81	100.00
CAPACITY DEFICIENCY 1996	3.459( 4)	16.968( 7)	20.427	16.93	83.07	100.00
CAPACITY DEFICIENCY 2016	2.404( 1)	18.023( 3)	4.749	11.77	88.23	23.25

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 550 in COLORADO : US 287/40/50 Termini: I-70 @ Limon - Oklahoma SL

RURAL LENGTH 190.434( 48 SECTIONS COVERING 190.434 MILES)  
 URBAN LENGTH 3.434( 9 SECTIONS COVERING 3.434 MILES)  
 TOTAL LENGTH 193.868( 57 SECTIONS COVERING 193.868 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	125.755( 33)	64.679( 15)	190.434	66.04	33.96	100.00
LANE WIDTH DEFICIENCY	190.434( 48)	.000( 0)	190.434	100.00	.00	100.00
SHOULDER W. DEFICIENCY	190.434( 19)	.000( 0)	28.952	100.00	.00	15.20
VERT. ALIGN. DEFICIENCY	190.434( 48)	.000( 0)	190.434	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	190.434( 48)	.000( 0)	190.434	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	147.161( 32)	43.273( 16)	190.434	77.28	22.72	100.00
CAPACITY DEFICIENCY 1996	190.434( 48)	.000( 0)	190.434	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	190.434( 19)	.000( 0)	28.952	100.00	.00	15.20

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.660( 4)	1.774( 5)	3.434	48.34	51.66	100.00
LANE WIDTH DEFICIENCY	3.434( 9)	.000( 0)	3.434	100.00	.00	100.00
SHOULDER W. DEFICIENCY	3.434( 4)	.000( 0)	1.101	100.00	.00	32.06
VERT. ALIGN. DEFICIENCY	3.434( 9)	.000( 0)	3.434	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	3.434( 9)	.000( 0)	3.434	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	.000( 0)	3.434( 9)	3.434	.00	100.00	100.00
CAPACITY DEFICIENCY 1996	3.434( 9)	.000( 0)	3.434	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	3.434( 6)	.000( 0)	1.699	100.00	.00	49.48

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	127.415( 37)	66.453( 20)	193.868	65.72	34.28	100.00
LANE WIDTH DEFICIENCY	193.868( 57)	.000( 0)	193.868	100.00	.00	100.00
SHOULDER W. DEFICIENCY	193.868( 23)	.000( 0)	30.053	100.00	.00	15.50
VERT. ALIGN. DEFICIENCY	193.868( 57)	.000( 0)	193.868	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	193.868( 57)	.000( 0)	193.868	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	147.161( 32)	46.707( 25)	193.868	75.91	24.09	100.00
CAPACITY DEFICIENCY 1996	193.868( 57)	.000( 0)	193.868	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	193.868( 25)	.000( 0)	30.651	100.00	.00	15.81

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 560 in COLORADO : S 14/US 287 Termini: I-25 @ Ft. Collins - Wyoming SL

RURAL LENGTH 34.613( 33 SECTIONS COVERING 34.613 MILES)  
 URBAN LENGTH 9.424( 10 SECTIONS COVERING 9.424 MILES)  
 TOTAL LENGTH 44.037( 43 SECTIONS COVERING 44.037 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	34.613( 33)	.000( 0)	34.613	100.00	.00	100.00
LANE WIDTH DEFICIENCY	34.613( 33)	.000( 0)	34.613	100.00	.00	100.00
SHOULDER W. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
VERT. ALIGN. DEFICIENCY	32.784( 29)	1.829( 4)	34.613	94.72	5.28	100.00
HORIZ. ALIGN. DEFICIENCY	34.613( 33)	.000( 0)	34.613	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	34.613( 33)	.000( 0)	34.613	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	34.613( 33)	.000( 0)	34.613	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	.000( 0)	.000( 0)	.000	.00	.00	.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	9.034( 5)	.390( 2)	8.355	95.86	4.14	88.66
LANE WIDTH DEFICIENCY	8.009( 5)	1.415( 5)	9.424	84.99	15.01	100.00
SHOULDER W. DEFICIENCY	9.424( 2)	.000( 0)	2.938	100.00	.00	31.18
VERT. ALIGN. DEFICIENCY	9.424( 10)	.000( 0)	9.424	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	9.083( 8)	.341( 1)	9.233	96.38	3.62	97.97
SPEED LIMIT DEFICIENCY	1.380( 1)	8.044( 9)	9.424	14.64	85.36	100.00
CAPACITY DEFICIENCY 1996	9.424( 10)	.000( 0)	9.424	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	9.424( 4)	.000( 0)	3.284	100.00	.00	34.85

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	43.647( 38)	.390( 2)	42.968	99.11	.89	97.57
LANE WIDTH DEFICIENCY	42.622( 38)	1.415( 5)	44.037	96.79	3.21	100.00
SHOULDER W. DEFICIENCY	9.424( 2)	.000( 0)	2.938	21.40	.00	6.67
VERT. ALIGN. DEFICIENCY	42.208( 39)	1.829( 4)	44.037	95.85	4.15	100.00
HORIZ. ALIGN. DEFICIENCY	43.696( 41)	.341( 1)	43.846	99.23	.77	99.57
SPEED LIMIT DEFICIENCY	35.993( 34)	8.044( 9)	44.037	81.73	18.27	100.00
CAPACITY DEFICIENCY 1996	44.037( 43)	.000( 0)	44.037	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	9.424( 4)	.000( 0)	3.284	21.40	.00	7.46

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

**IDAHO**



Super-Segment NO 192 in IDAHO : I-84 Termini: Oregon SL - Boise (I-184)

RURAL LENGTH 30.473( 9 SECTIONS COVERING 30.473 MILES)  
 URBAN LENGTH 18.878( 21 SECTIONS COVERING 18.878 MILES)  
 TOTAL LENGTH 49.351( 30 SECTIONS COVERING 49.351 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	17.863( 7)	12.610( 2)	30.473	58.62	41.38	100.00
LANE WIDTH DEFICIENCY	30.473( 9)	.000( 0)	30.473	100.00	.00	100.00
SHOULDER W. DEFICIENCY	30.473( 9)	.000( 0)	30.473	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	30.473( 9)	.000( 0)	30.473	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	30.473( 9)	.000( 0)	30.473	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	30.473( 9)	.000( 0)	30.473	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	25.991( 6)	4.482( 3)	30.473	85.29	14.71	100.00
CAPACITY DEFICIENCY 2016	25.991( 6)	4.482( 3)	30.473	85.29	14.71	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	18.878( 21)	.000( 0)	18.878	100.00	.00	100.00
LANE WIDTH DEFICIENCY	18.878( 21)	.000( 0)	18.878	100.00	.00	100.00
SHOULDER W. DEFICIENCY	18.878( 21)	.000( 0)	18.878	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	18.878( 21)	.000( 0)	18.878	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	18.878( 21)	.000( 0)	18.878	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	18.878( 21)	.000( 0)	18.878	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	18.878( 21)	.000( 0)	18.878	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	9.983( 14)	8.895( 7)	18.878	52.88	47.12	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	36.741( 28)	12.610( 2)	49.351	74.45	25.55	100.00
LANE WIDTH DEFICIENCY	49.351( 30)	.000( 0)	49.351	100.00	.00	100.00
SHOULDER W. DEFICIENCY	49.351( 30)	.000( 0)	49.351	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	49.351( 30)	.000( 0)	49.351	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	49.351( 30)	.000( 0)	49.351	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	49.351( 30)	.000( 0)	49.351	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	44.869( 27)	4.482( 3)	49.351	90.92	9.08	100.00
CAPACITY DEFICIENCY 2016	35.974( 20)	13.377( 10)	49.351	72.89	27.11	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 193 in IDAHO : I-84 Termini: Boise (I-184) - I-86

RURAL LENGTH 157.522( 36 SECTIONS COVERING 157.522 MILES)  
 URBAN LENGTH 15.057( 13 SECTIONS COVERING 15.057 MILES)  
 TOTAL LENGTH 172.579( 49 SECTIONS COVERING 172.579 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	140.989( 32)	16.533( 4)	157.522	89.50	10.50	100.00
LANE WIDTH DEFICIENCY	157.522( 36)	.000( 0)	157.522	100.00	.00	100.00
SHOULDER W. DEFICIENCY	157.522( 36)	.000( 0)	157.522	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	157.522( 36)	.000( 0)	157.522	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	157.522( 36)	.000( 0)	157.522	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	157.522( 36)	.000( 0)	157.522	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	157.522( 36)	.000( 0)	157.522	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	157.522( 36)	.000( 0)	157.522	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	15.057( 13)	.000( 0)	15.057	100.00	.00	100.00
LANE WIDTH DEFICIENCY	15.057( 13)	.000( 0)	15.057	100.00	.00	100.00
SHOULDER W. DEFICIENCY	15.057( 13)	.000( 0)	15.057	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	15.057( 13)	.000( 0)	15.057	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	15.057( 13)	.000( 0)	15.057	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	15.057( 13)	.000( 0)	15.057	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	13.548( 12)	1.509( 1)	15.057	89.98	10.02	100.00
CAPACITY DEFICIENCY 2016	11.592( 9)	3.465( 4)	15.057	76.99	23.01	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	156.046( 45)	16.533( 4)	172.579	90.42	9.58	100.00
LANE WIDTH DEFICIENCY	172.579( 49)	.000( 0)	172.579	100.00	.00	100.00
SHOULDER W. DEFICIENCY	172.579( 49)	.000( 0)	172.579	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	172.579( 49)	.000( 0)	172.579	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	172.579( 49)	.000( 0)	172.579	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	172.579( 49)	.000( 0)	172.579	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	171.070( 48)	1.509( 1)	172.579	99.13	.87	100.00
CAPACITY DEFICIENCY 2016	169.114( 45)	3.465( 4)	172.579	97.99	2.01	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 194 in IDAHO : I-84 Termini: I-86 - Utah SL

RURAL LENGTH 53.812( 10 SECTIONS COVERING 53.812 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 53.812( 10 SECTIONS COVERING 53.812 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	33.178( 7)	20.634( 3)	53.812	61.66	38.34	100.00
LANE WIDTH DEFICIENCY	53.812( 10)	.000( 0)	53.812	100.00	.00	100.00
SHOULDER W. DEFICIENCY	53.812( 10)	.000( 0)	53.812	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	53.812( 10)	.000( 0)	53.812	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	53.812( 10)	.000( 0)	53.812	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	53.812( 10)	.000( 0)	53.812	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	53.812( 10)	.000( 0)	53.812	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	53.812( 10)	.000( 0)	53.812	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 200 in IDAHO : I-86 Termini: I-84 to I-15 @ Pocatello

RURAL LENGTH 58.509( 16 SECTIONS COVERING 58.509 MILES)  
 URBAN LENGTH 4.341( 5 SECTIONS COVERING 4.341 MILES)  
 TOTAL LENGTH 62.850( 21 SECTIONS COVERING 62.850 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	43.691( 14)	14.818( 2)	58.509	74.67	25.33	100.00
LANE WIDTH DEFICIENCY	58.509( 16)	.000( 0)	58.509	100.00	.00	100.00
SHOULDER W. DEFICIENCY	58.509( 16)	.000( 0)	58.509	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	58.509( 16)	.000( 0)	58.509	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	58.509( 16)	.000( 0)	58.509	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	58.509( 16)	.000( 0)	58.509	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	58.509( 16)	.000( 0)	58.509	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	58.509( 16)	.000( 0)	58.509	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	.000( 0)	4.341( 5)	4.341	.00	100.00	100.00
LANE WIDTH DEFICIENCY	4.341( 5)	.000( 0)	4.341	100.00	.00	100.00
SHOULDER W. DEFICIENCY	4.341( 5)	.000( 0)	4.341	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	4.341( 5)	.000( 0)	4.341	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	4.341( 5)	.000( 0)	4.341	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	4.341( 5)	.000( 0)	4.341	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	4.341( 5)	.000( 0)	4.341	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	4.341( 5)	.000( 0)	4.341	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	43.691( 14)	19.159( 7)	62.850	69.52	30.48	100.00
LANE WIDTH DEFICIENCY	62.850( 21)	.000( 0)	62.850	100.00	.00	100.00
SHOULDER W. DEFICIENCY	62.850( 21)	.000( 0)	62.850	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	62.850( 21)	.000( 0)	62.850	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	62.850( 21)	.000( 0)	62.850	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	62.850( 21)	.000( 0)	62.850	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	62.850( 21)	.000( 0)	62.850	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	62.850( 21)	.000( 0)	62.850	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 213 in IDAHO : I-90 Termini: Washington SL - US 95 @ Coeur d'Alene

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 13.569( 13 SECTIONS COVERING 13.569 MILES)  
 TOTAL LENGTH 13.569( 13 SECTIONS COVERING 13.569 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	5.450( 5)	8.119( 8)	13.569	40.17	59.83	100.00
LANE WIDTH DEFICIENCY	13.569( 13)	.000( 0)	13.569	100.00	.00	100.00
SHOULDER W. DEFICIENCY	13.569( 13)	.000( 0)	13.569	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	13.569( 13)	.000( 0)	13.569	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	13.569( 13)	.000( 0)	13.569	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	13.569( 13)	.000( 0)	13.569	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	13.569( 13)	.000( 0)	13.569	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	.000( 0)	13.569( 13)	13.569	.00	100.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 214 in IDAHO : I-90 Termini: US 95 - Montana SL

RURAL LENGTH 56.965( 28 SECTIONS COVERING 56.965 MILES)  
 URBAN LENGTH 3.019( 3 SECTIONS COVERING 3.019 MILES)  
 TOTAL LENGTH 59.984( 31 SECTIONS COVERING 59.984 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	49.898( 24)	7.067( 4)	56.965	87.59	12.41	100.00
LANE WIDTH DEFICIENCY	56.965( 28)	.000( 0)	56.965	100.00	.00	100.00
SHOULDER W. DEFICIENCY	56.965( 28)	.000( 0)	56.965	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	56.965( 28)	.000( 0)	56.965	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	50.041( 24)	6.924( 4)	56.965	87.85	12.15	100.00
SPEED LIMIT DEFICIENCY	51.062( 25)	5.903( 3)	56.965	89.64	10.36	100.00
CAPACITY DEFICIENCY 1996	56.965( 28)	.000( 0)	56.965	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	43.642( 22)	13.323( 6)	56.965	76.61	23.39	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.807( 2)	1.212( 1)	3.019	59.85	40.15	100.00
LANE WIDTH DEFICIENCY	3.019( 3)	.000( 0)	3.019	100.00	.00	100.00
SHOULDER W. DEFICIENCY	3.019( 3)	.000( 0)	3.019	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	3.019( 3)	.000( 0)	3.019	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	3.019( 3)	.000( 0)	3.019	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	3.019( 3)	.000( 0)	3.019	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	3.019( 3)	.000( 0)	3.019	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	3.019( 3)	.000( 0)	3.019	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	51.705( 26)	8.279( 5)	59.984	86.20	13.80	100.00
LANE WIDTH DEFICIENCY	59.984( 31)	.000( 0)	59.984	100.00	.00	100.00
SHOULDER W. DEFICIENCY	59.984( 31)	.000( 0)	59.984	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	59.984( 31)	.000( 0)	59.984	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	53.060( 27)	6.924( 4)	59.984	88.46	11.54	100.00
SPEED LIMIT DEFICIENCY	54.081( 28)	5.903( 3)	59.984	90.16	9.84	100.00
CAPACITY DEFICIENCY 1996	59.984( 31)	.000( 0)	59.984	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	46.661( 25)	13.323( 6)	59.984	77.79	22.21	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 351 in IDAHO : US 2 Termini: Washington SL - US 95 @ Sandpoint

RURAL LENGTH 24.795( 12 SECTIONS COVERING 24.795 MILES)  
 URBAN LENGTH 1.440( 3 SECTIONS COVERING 1.440 MILES)  
 TOTAL LENGTH 26.235( 15 SECTIONS COVERING 26.235 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	17.110( 7)	7.685( 5)	24.795	69.01	30.99	100.00
LANE WIDTH DEFICIENCY	17.381( 8)	7.414( 4)	24.795	70.10	29.90	100.00
SHOULDER W. DEFICIENCY	16.620( 6)	8.175( 5)	23.309	67.03	32.97	94.01
VERT. ALIGN. DEFICIENCY	24.482( 11)	.313( 1)	24.795	98.74	1.26	100.00
HORIZ. ALIGN. DEFICIENCY	9.859( 7)	14.936( 5)	24.795	39.76	60.24	100.00
SPEED LIMIT DEFICIENCY	24.482( 11)	.313( 1)	24.795	98.74	1.26	100.00
CAPACITY DEFICIENCY 1996	6.845( 7)	17.950( 5)	24.795	27.61	72.39	100.00
CAPACITY DEFICIENCY 2016	1.000( 1)	23.795( 11)	24.795	4.03	95.97	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	.000( 0)	1.440( 3)	1.440	.00	100.00	100.00
LANE WIDTH DEFICIENCY	1.440( 3)	.000( 0)	1.440	100.00	.00	100.00
SHOULDER W. DEFICIENCY	.000( 0)	1.440( 3)	1.440	.00	100.00	100.00
VERT. ALIGN. DEFICIENCY	1.440( 3)	.000( 0)	1.440	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	1.440( 3)	.000( 0)	1.440	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	.000( 0)	1.440( 3)	1.440	.00	100.00	100.00
CAPACITY DEFICIENCY 1996	.859( 2)	.581( 1)	1.440	59.65	40.35	100.00
CAPACITY DEFICIENCY 2016	.859( 2)	.581( 1)	1.440	59.65	40.35	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	17.110( 7)	9.125( 8)	26.235	65.22	34.78	100.00
LANE WIDTH DEFICIENCY	18.821( 11)	7.414( 4)	26.235	71.74	28.26	100.00
SHOULDER W. DEFICIENCY	16.620( 6)	9.615( 8)	24.749	63.35	36.65	94.34
VERT. ALIGN. DEFICIENCY	25.922( 14)	.313( 1)	26.235	98.81	1.19	100.00
HORIZ. ALIGN. DEFICIENCY	11.299( 10)	14.936( 5)	26.235	43.07	56.93	100.00
SPEED LIMIT DEFICIENCY	24.482( 11)	1.753( 4)	26.235	93.32	6.68	100.00
CAPACITY DEFICIENCY 1996	7.704( 9)	18.531( 6)	26.235	29.37	70.63	100.00
CAPACITY DEFICIENCY 2016	1.859( 3)	24.376( 12)	26.235	7.09	92.91	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 352 in IDAHO : US 2 Termini: US 95 @ Bonners Ferry - Montana SL

RURAL LENGTH 15.834( 6 SECTIONS COVERING 15.834 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 15.834( 6 SECTIONS COVERING 15.834 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	15.834( 6)	.000( 0)	15.834	100.00	.00	100.00
LANE WIDTH DEFICIENCY	15.834( 6)	.000( 0)	15.834	100.00	.00	100.00
SHOULDER W. DEFICIENCY	6.901( 4)	8.933( 2)	15.834	43.58	56.42	100.00
VERT. ALIGN. DEFICIENCY	15.834( 6)	.000( 0)	15.834	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	12.300( 5)	3.534( 1)	15.834	77.68	22.32	100.00
SPEED LIMIT DEFICIENCY	15.834( 6)	.000( 0)	15.834	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	15.834( 6)	.000( 0)	15.834	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	15.834( 6)	.000( 0)	15.834	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 370 in IDAHO : US 12 Termini: US 95 - Montana SL

RURAL LENGTH 164.214( 44 SECTIONS COVERING 164.214 MILES)  
 URBAN LENGTH 4.488( 9 SECTIONS COVERING 4.488 MILES)  
 TOTAL LENGTH 168.702( 53 SECTIONS COVERING 168.702 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	164.214( 44)	.000( 0)	164.214	100.00	.00	100.00
LANE WIDTH DEFICIENCY	164.214( 44)	.000( 0)	164.214	100.00	.00	100.00
SHOULDER W. DEFICIENCY	10.963( 7)	153.251( 35)	161.444	6.68	93.32	98.31
VERT. ALIGN. DEFICIENCY	164.214( 44)	.000( 0)	164.214	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	164.214( 44)	.000( 0)	164.214	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	81.518( 26)	82.696( 18)	164.214	49.64	50.36	100.00
CAPACITY DEFICIENCY 1996	107.045( 24)	57.169( 20)	164.214	65.19	34.81	100.00
CAPACITY DEFICIENCY 2016	99.533( 20)	64.681( 24)	164.214	60.61	39.39	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	4.488( 9)	.000( 0)	4.488	100.00	.00	100.00
LANE WIDTH DEFICIENCY	4.488( 9)	.000( 0)	4.488	100.00	.00	100.00
SHOULDER W. DEFICIENCY	4.193( 4)	.295( 1)	2.962	93.42	6.58	66.00
VERT. ALIGN. DEFICIENCY	4.488( 9)	.000( 0)	4.488	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	4.488( 9)	.000( 0)	4.488	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	.000( 0)	4.488( 9)	4.488	.00	100.00	100.00
CAPACITY DEFICIENCY 1996	4.488( 9)	.000( 0)	4.488	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	4.293( 8)	.195( 1)	4.488	95.66	4.34	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	168.702( 53)	.000( 0)	168.702	100.00	.00	100.00
LANE WIDTH DEFICIENCY	168.702( 53)	.000( 0)	168.702	100.00	.00	100.00
SHOULDER W. DEFICIENCY	15.155( 11)	153.547( 36)	164.406	8.98	91.02	97.45
VERT. ALIGN. DEFICIENCY	168.702( 53)	.000( 0)	168.702	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	168.702( 53)	.000( 0)	168.702	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	81.518( 26)	87.184( 27)	168.702	48.32	51.68	100.00
CAPACITY DEFICIENCY 1996	111.533( 33)	57.169( 20)	168.702	66.11	33.89	100.00
CAPACITY DEFICIENCY 2016	103.826( 28)	64.876( 25)	168.702	61.54	38.46	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 380 in IDAHO : US 20 Termini: I-15 @ Idaho Falls - Montana SL

RURAL LENGTH 92.488( 45 SECTIONS COVERING 92.488 MILES)  
 URBAN LENGTH 5.444( 7 SECTIONS COVERING 5.444 MILES)  
 TOTAL LENGTH 97.932( 52 SECTIONS COVERING 97.932 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	92.488( 45)	.000( 0)	92.488	100.00	.00	100.00
LANE WIDTH DEFICIENCY	92.488( 45)	.000( 0)	92.488	100.00	.00	100.00
SHOULDER W. DEFICIENCY	92.488( 45)	.000( 0)	92.488	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	92.488( 45)	.000( 0)	92.488	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	92.488( 45)	.000( 0)	92.488	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	91.216( 42)	1.272( 3)	92.488	98.62	1.38	100.00
CAPACITY DEFICIENCY 1996	53.929( 29)	38.559( 16)	92.488	58.31	41.69	100.00
CAPACITY DEFICIENCY 2016	39.355( 22)	53.133( 23)	92.488	42.55	57.45	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	5.444( 7)	.000( 0)	5.444	100.00	.00	100.00
LANE WIDTH DEFICIENCY	5.444( 7)	.000( 0)	5.444	100.00	.00	100.00
SHOULDER W. DEFICIENCY	5.444( 6)	.000( 0)	5.199	100.00	.00	95.50
VERT. ALIGN. DEFICIENCY	5.444( 7)	.000( 0)	5.444	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	5.444( 7)	.000( 0)	5.444	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	4.452( 5)	.992( 2)	5.444	81.78	18.22	100.00
CAPACITY DEFICIENCY 1996	5.444( 7)	.000( 0)	5.444	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	3.436( 6)	2.008( 1)	5.444	63.12	36.88	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	97.932( 52)	.000( 0)	97.932	100.00	.00	100.00
LANE WIDTH DEFICIENCY	97.932( 52)	.000( 0)	97.932	100.00	.00	100.00
SHOULDER W. DEFICIENCY	97.932( 51)	.000( 0)	97.687	100.00	.00	99.75
VERT. ALIGN. DEFICIENCY	97.932( 52)	.000( 0)	97.932	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	97.932( 52)	.000( 0)	97.932	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	95.668( 47)	2.264( 5)	97.932	97.69	2.31	100.00
CAPACITY DEFICIENCY 1996	59.373( 36)	38.559( 16)	97.932	60.63	39.37	100.00
CAPACITY DEFICIENCY 2016	42.791( 28)	55.141( 24)	97.932	43.69	56.31	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 490 in IDAHO : US 95 Termini: I-84 - Lewiston (US 12)

RURAL LENGTH 237.991( 86 SECTIONS COVERING 227.823 MILES)  
 URBAN LENGTH 6.009( 10 SECTIONS COVERING 5.752 MILES)  
 TOTAL LENGTH 244.000( 96 SECTIONS COVERING 233.575 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )			SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT			ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	214.598( 73)	23.393( 13)		227.823	90.17	9.83	95.73
LANE WIDTH DEFICIENCY	222.711( 78)	15.280( 8)		227.823	93.58	6.42	95.73
SHOULDER W. DEFICIENCY	159.721( 51)	78.270( 28)		222.113	67.11	32.89	93.33
VERT. ALIGN. DEFICIENCY	234.251( 84)	3.740( 2)		227.823	98.43	1.57	95.73
HORIZ. ALIGN. DEFICIENCY	183.663( 69)	54.328( 17)		227.823	77.17	22.83	95.73
SPEED LIMIT DEFICIENCY	225.731( 67)	12.260( 19)		227.823	94.85	5.15	95.73
CAPACITY DEFICIENCY 1996	140.039( 51)	97.952( 35)		227.823	58.84	41.16	95.73
CAPACITY DEFICIENCY 2016	45.562( 23)	192.430( 63)		227.823	19.14	80.86	95.73

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )			SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT			ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.009( 10)	.000( 0)		5.752	100.00	.00	95.73
LANE WIDTH DEFICIENCY	6.009( 10)	.000( 0)		5.752	100.00	.00	95.73
SHOULDER W. DEFICIENCY	6.009( 8)	.000( 0)		5.371	100.00	.00	89.39
VERT. ALIGN. DEFICIENCY	6.009( 10)	.000( 0)		5.752	100.00	.00	95.73
HORIZ. ALIGN. DEFICIENCY	6.009( 10)	.000( 0)		5.752	100.00	.00	95.73
SPEED LIMIT DEFICIENCY	3.956( 5)	2.053( 5)		5.752	65.84	34.16	95.73
CAPACITY DEFICIENCY 1996	5.611( 8)	.398( 2)		5.752	93.38	6.62	95.73
CAPACITY DEFICIENCY 2016	2.736( 4)	3.273( 6)		5.752	45.53	54.47	95.73

A L L S E C T I O N S

	EXPANDED LENGTH (MI )			SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT			ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	220.607( 83)	23.393( 13)		233.575	90.41	9.59	95.73
LANE WIDTH DEFICIENCY	228.720( 88)	15.280( 8)		233.575	93.74	6.26	95.73
SHOULDER W. DEFICIENCY	165.730( 59)	78.270( 28)		227.484	67.92	32.08	93.23
VERT. ALIGN. DEFICIENCY	240.260( 94)	3.740( 2)		233.575	98.47	1.53	95.73
HORIZ. ALIGN. DEFICIENCY	189.672( 79)	54.328( 17)		233.575	77.73	22.27	95.73
SPEED LIMIT DEFICIENCY	229.687( 72)	14.313( 24)		233.575	94.13	5.87	95.73
CAPACITY DEFICIENCY 1996	145.650( 59)	98.350( 37)		233.575	59.69	40.31	95.73
CAPACITY DEFICIENCY 2016	48.298( 27)	195.702( 69)		233.575	19.79	80.21	95.73

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 491 in IDAHO : US 95 Termini: US 12 @ Lewiston - I-90 @ Coeur d'Alene

RURAL LENGTH 112.278( 41 SECTIONS COVERING 107.870 MILES)  
 URBAN LENGTH 3.722( 8 SECTIONS COVERING 3.576 MILES)  
 TOTAL LENGTH 116.000( 49 SECTIONS COVERING 111.446 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )			SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT			ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	98.945( 33)	13.332( 8)		107.870	88.13	11.87	96.07
LANE WIDTH DEFICIENCY	112.278( 41)	.000( 0)		107.870	100.00	.00	96.07
SHOULDER W. DEFICIENCY	38.076( 16)	74.202( 25)		107.870	33.91	66.09	96.07
VERT. ALIGN. DEFICIENCY	105.246( 39)	7.032( 2)		107.870	93.74	6.26	96.07
HORIZ. ALIGN. DEFICIENCY	82.243( 33)	30.035( 8)		107.870	73.25	26.75	96.07
SPEED LIMIT DEFICIENCY	109.648( 36)	2.630( 5)		107.870	97.66	2.34	96.07
CAPACITY DEFICIENCY 1996	49.339( 21)	62.939( 20)		107.870	43.94	56.06	96.07
CAPACITY DEFICIENCY 2016	38.990( 15)	73.288( 26)		107.870	34.73	65.27	96.07

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )			SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT			ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	3.091( 6)	.631( 2)		3.576	83.05	16.95	96.07
LANE WIDTH DEFICIENCY	3.722( 8)	.000( 0)		3.576	100.00	.00	96.07
SHOULDER W. DEFICIENCY	1.477( 2)	2.245( 3)		2.687	39.67	60.33	72.19
VERT. ALIGN. DEFICIENCY	3.722( 8)	.000( 0)		3.576	100.00	.00	96.07
HORIZ. ALIGN. DEFICIENCY	3.722( 8)	.000( 0)		3.576	100.00	.00	96.07
SPEED LIMIT DEFICIENCY	.681( 1)	3.041( 7)		3.576	18.29	81.71	96.07
CAPACITY DEFICIENCY 1996	3.286( 6)	.436( 2)		3.576	88.28	11.72	96.07
CAPACITY DEFICIENCY 2016	2.273( 4)	1.449( 4)		3.576	61.07	38.93	96.07

A L L S E C T I O N S

	EXPANDED LENGTH (MI )			SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT			ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	102.037( 39)	13.963( 10)		111.446	87.96	12.04	96.07
LANE WIDTH DEFICIENCY	116.000( 49)	.000( 0)		111.446	100.00	.00	96.07
SHOULDER W. DEFICIENCY	39.552( 18)	76.448( 28)		110.557	34.10	65.90	95.31
VERT. ALIGN. DEFICIENCY	108.968( 47)	7.032( 2)		111.446	93.94	6.06	96.07
HORIZ. ALIGN. DEFICIENCY	85.965( 41)	30.035( 8)		111.446	74.11	25.89	96.07
SPEED LIMIT DEFICIENCY	110.328( 37)	5.672( 12)		111.446	95.11	4.89	96.07
CAPACITY DEFICIENCY 1996	52.625( 27)	63.375( 22)		111.446	45.37	54.63	96.07
CAPACITY DEFICIENCY 2016	41.263( 19)	74.737( 30)		111.446	35.57	64.43	96.07

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 492 in IDAHO : US 95 Termini: I-90 @ Coeur d'Alene - Canada

RURAL LENGTH 100.387( 41 SECTIONS COVERING 97.715 MILES)  
 URBAN LENGTH 8.613( 14 SECTIONS COVERING 8.384 MILES)  
 TOTAL LENGTH 109.000( 55 SECTIONS COVERING 106.099 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	85.756( 35)	14.630( 6)	97.715	85.43	14.57	97.34
LANE WIDTH DEFICIENCY	100.387( 41)	.000( 0)	97.715	100.00	.00	97.34
SHOULDER W. DEFICIENCY	57.954( 26)	42.432( 13)	96.201	57.73	42.27	95.83
VERT. ALIGN. DEFICIENCY	90.054( 38)	10.333( 3)	97.715	89.71	10.29	97.34
HORIZ. ALIGN. DEFICIENCY	87.559( 37)	12.827( 4)	97.715	87.22	12.78	97.34
SPEED LIMIT DEFICIENCY	93.300( 31)	7.087( 10)	97.715	92.94	7.06	97.34
CAPACITY DEFICIENCY 1996	47.831( 16)	52.556( 25)	97.715	47.65	52.35	97.34
CAPACITY DEFICIENCY 2016	24.240( 10)	76.147( 31)	97.715	24.15	75.85	97.34

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	8.613( 14)	.000( 0)	8.384	100.00	.00	97.34
LANE WIDTH DEFICIENCY	8.613( 14)	.000( 0)	8.384	100.00	.00	97.34
SHOULDER W. DEFICIENCY	8.613( 11)	.000( 0)	7.385	100.00	.00	85.74
VERT. ALIGN. DEFICIENCY	8.613( 14)	.000( 0)	8.384	100.00	.00	97.34
HORIZ. ALIGN. DEFICIENCY	8.613( 14)	.000( 0)	8.384	100.00	.00	97.34
SPEED LIMIT DEFICIENCY	1.038( 2)	7.576( 12)	8.384	12.05	87.95	97.34
CAPACITY DEFICIENCY 1996	6.246( 7)	2.367( 7)	8.384	72.52	27.48	97.34
CAPACITY DEFICIENCY 2016	3.102( 4)	5.512( 10)	8.384	36.01	63.99	97.34

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	94.370( 49)	14.630( 6)	106.099	86.58	13.42	97.34
LANE WIDTH DEFICIENCY	109.000( 55)	.000( 0)	106.099	100.00	.00	97.34
SHOULDER W. DEFICIENCY	66.568( 37)	42.432( 13)	103.586	61.07	38.93	95.03
VERT. ALIGN. DEFICIENCY	98.667( 52)	10.333( 3)	106.099	90.52	9.48	97.34
HORIZ. ALIGN. DEFICIENCY	96.173( 51)	12.827( 4)	106.099	88.23	11.77	97.34
SPEED LIMIT DEFICIENCY	94.338( 33)	14.662( 22)	106.099	86.55	13.45	97.34
CAPACITY DEFICIENCY 1996	54.077( 23)	54.923( 32)	106.099	49.61	50.39	97.34
CAPACITY DEFICIENCY 2016	27.342( 14)	81.658( 41)	106.099	25.08	74.92	97.34

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 718 in IDAHO : I-15 Termini: Utah SL - I-86 @ Pocatello

RURAL LENGTH 64.247( 23 SECTIONS COVERING 64.247 MILES)  
 URBAN LENGTH 7.615( 7 SECTIONS COVERING 7.615 MILES)  
 TOTAL LENGTH 71.862( 30 SECTIONS COVERING 71.862 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	64.247( 23)	.000( 0)	64.247	100.00	.00	100.00
LANE WIDTH DEFICIENCY	64.247( 23)	.000( 0)	64.247	100.00	.00	100.00
SHOULDER W. DEFICIENCY	64.247( 23)	.000( 0)	64.247	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	64.247( 23)	.000( 0)	64.247	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	64.247( 23)	.000( 0)	64.247	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	64.247( 23)	.000( 0)	64.247	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	64.247( 23)	.000( 0)	64.247	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	64.247( 23)	.000( 0)	64.247	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	7.615( 7)	.000( 0)	7.615	100.00	.00	100.00
LANE WIDTH DEFICIENCY	7.615( 7)	.000( 0)	7.615	100.00	.00	100.00
SHOULDER W. DEFICIENCY	7.615( 7)	.000( 0)	7.615	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	7.615( 7)	.000( 0)	7.615	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	7.615( 7)	.000( 0)	7.615	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	7.615( 7)	.000( 0)	7.615	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	7.615( 7)	.000( 0)	7.615	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	7.615( 7)	.000( 0)	7.615	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	71.862( 30)	.000( 0)	71.862	100.00	.00	100.00
LANE WIDTH DEFICIENCY	71.862( 30)	.000( 0)	71.862	100.00	.00	100.00
SHOULDER W. DEFICIENCY	71.862( 30)	.000( 0)	71.862	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	71.862( 30)	.000( 0)	71.862	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	71.862( 30)	.000( 0)	71.862	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	71.862( 30)	.000( 0)	71.862	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	71.862( 30)	.000( 0)	71.862	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	71.862( 30)	.000( 0)	71.862	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 719 in IDAHO : I-15 Termini: I-86 - US 20 @ Idaho Falls

RURAL LENGTH 35.718( 9 SECTIONS COVERING 35.718 MILES)  
 URBAN LENGTH 11.518( 10 SECTIONS COVERING 11.518 MILES)  
 TOTAL LENGTH 47.236( 19 SECTIONS COVERING 47.236 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	29.985( 8)	5.733( 1)	35.718	83.95	16.05	100.00
LANE WIDTH DEFICIENCY	35.718( 9)	.000( 0)	35.718	100.00	.00	100.00
SHOULDER W. DEFICIENCY	35.718( 9)	.000( 0)	35.718	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	35.718( 9)	.000( 0)	35.718	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	35.718( 9)	.000( 0)	35.718	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	35.718( 9)	.000( 0)	35.718	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	35.718( 9)	.000( 0)	35.718	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	35.718( 9)	.000( 0)	35.718	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	11.518( 10)	.000( 0)	11.518	100.00	.00	100.00
LANE WIDTH DEFICIENCY	11.518( 10)	.000( 0)	11.518	100.00	.00	100.00
SHOULDER W. DEFICIENCY	11.518( 10)	.000( 0)	11.518	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	11.518( 10)	.000( 0)	11.518	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	11.518( 10)	.000( 0)	11.518	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	11.518( 10)	.000( 0)	11.518	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	11.518( 10)	.000( 0)	11.518	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	11.518( 10)	.000( 0)	11.518	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	41.503( 18)	5.733( 1)	47.236	87.86	12.14	100.00
LANE WIDTH DEFICIENCY	47.236( 19)	.000( 0)	47.236	100.00	.00	100.00
SHOULDER W. DEFICIENCY	47.236( 19)	.000( 0)	47.236	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	47.236( 19)	.000( 0)	47.236	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	47.236( 19)	.000( 0)	47.236	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	47.236( 19)	.000( 0)	47.236	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	47.236( 19)	.000( 0)	47.236	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	47.236( 19)	.000( 0)	47.236	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 720 in IDAHO : I-15 Termini: US 20 @ Idaho Falls - Montana SL

RURAL LENGTH 74.908( 24 SECTIONS COVERING 74.908 MILES)  
 URBAN LENGTH 1.994( 2 SECTIONS COVERING 1.994 MILES)  
 TOTAL LENGTH 76.902( 26 SECTIONS COVERING 76.902 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	68.022( 23)	6.886( 1)	74.908	90.81	9.19	100.00
LANE WIDTH DEFICIENCY	74.908( 24)	.000( 0)	74.908	100.00	.00	100.00
SHOULDER W. DEFICIENCY	74.908( 24)	.000( 0)	74.908	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	74.908( 24)	.000( 0)	74.908	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	52.292( 20)	22.616( 4)	74.908	69.81	30.19	100.00
SPEED LIMIT DEFICIENCY	74.908( 24)	.000( 0)	74.908	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	74.908( 24)	.000( 0)	74.908	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	74.908( 24)	.000( 0)	74.908	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.994( 2)	.000( 0)	1.994	100.00	.00	100.00
LANE WIDTH DEFICIENCY	1.994( 2)	.000( 0)	1.994	100.00	.00	100.00
SHOULDER W. DEFICIENCY	1.994( 2)	.000( 0)	1.994	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	1.994( 2)	.000( 0)	1.994	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	1.994( 2)	.000( 0)	1.994	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	1.994( 2)	.000( 0)	1.994	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	1.994( 2)	.000( 0)	1.994	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	1.994( 2)	.000( 0)	1.994	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI )		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	70.016( 25)	6.886( 1)	76.902	91.05	8.95	100.00
LANE WIDTH DEFICIENCY	76.902( 26)	.000( 0)	76.902	100.00	.00	100.00
SHOULDER W. DEFICIENCY	76.902( 26)	.000( 0)	76.902	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	76.902( 26)	.000( 0)	76.902	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	54.286( 22)	22.616( 4)	76.902	70.59	29.41	100.00
SPEED LIMIT DEFICIENCY	76.902( 26)	.000( 0)	76.902	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	76.902( 26)	.000( 0)	76.902	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	76.902( 26)	.000( 0)	76.902	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections



**MONTANA**

Super-Segment NO 214 in MONTANA : I-90 Termini: Idaho SL - US 93 W. Missoula

RURAL LENGTH 96.473( 27 SECTIONS COVERING 96.473 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 96.473( 27 SECTIONS COVERING 96.473 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	41.543( 16)	54.930( 11)	96.473	43.06	56.94	100.00
LANE WIDTH DEFICIENCY	96.473( 17)	.000( 0)	45.491	100.00	.00	47.15
SHOULDER W. DEFICIENCY	96.473( 27)	.000( 0)	96.473	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	96.473( 17)	.000( 0)	45.491	100.00	.00	47.15
HORIZ. ALIGN. DEFICIENCY	96.473( 17)	.000( 0)	45.491	100.00	.00	47.15
SPEED LIMIT DEFICIENCY	77.601( 21)	18.872( 6)	96.473	80.44	19.56	100.00
CAPACITY DEFICIENCY 1996	96.473( 17)	.000( 0)	45.491	100.00	.00	47.15
CAPACITY DEFICIENCY 2016	96.473( 17)	.000( 0)	45.491	100.00	.00	47.15

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 215 in MONTANA: I-90 Termini: US 93 W. Missoula - I-15 W. Butte

RURAL LENGTH 114.958( 30 SECTIONS COVERING 114.958 MILES)  
 URBAN LENGTH 8.039( 8 SECTIONS COVERING 8.039 MILES)  
 TOTAL LENGTH 122.997( 38 SECTIONS COVERING 122.997 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	90.199( 20)	24.759( 10)	114.958	78.46	21.54	100.00
LANE WIDTH DEFICIENCY	114.958( 19)	.000( 0)	70.404	100.00	.00	61.24
SHOULDER W. DEFICIENCY	114.958( 30)	.000( 0)	114.958	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	114.958( 19)	.000( 0)	70.404	100.00	.00	61.24
HORIZ. ALIGN. DEFICIENCY	114.958( 19)	.000( 0)	70.404	100.00	.00	61.24
SPEED LIMIT DEFICIENCY	114.958( 30)	.000( 0)	114.958	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	114.958( 19)	.000( 0)	70.404	100.00	.00	61.24
CAPACITY DEFICIENCY 2016	114.958( 19)	.000( 0)	70.404	100.00	.00	61.24

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	8.039( 8)	.000( 0)	8.039	100.00	.00	100.00
LANE WIDTH DEFICIENCY	8.039( 6)	.000( 0)	4.248	100.00	.00	52.84
SHOULDER W. DEFICIENCY	8.039( 8)	.000( 0)	8.039	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	8.039( 6)	.000( 0)	4.248	100.00	.00	52.84
HORIZ. ALIGN. DEFICIENCY	8.039( 6)	.000( 0)	4.248	100.00	.00	52.84
SPEED LIMIT DEFICIENCY	8.039( 8)	.000( 0)	8.039	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	8.039( 6)	.000( 0)	4.248	100.00	.00	52.84
CAPACITY DEFICIENCY 2016	8.039( 6)	.000( 0)	4.248	100.00	.00	52.84

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	98.238( 28)	24.759( 10)	122.997	79.87	20.13	100.00
LANE WIDTH DEFICIENCY	122.997( 25)	.000( 0)	74.652	100.00	.00	60.69
SHOULDER W. DEFICIENCY	122.997( 38)	.000( 0)	122.997	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	122.997( 25)	.000( 0)	74.652	100.00	.00	60.69
HORIZ. ALIGN. DEFICIENCY	122.997( 25)	.000( 0)	74.652	100.00	.00	60.69
SPEED LIMIT DEFICIENCY	122.997( 38)	.000( 0)	122.997	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	122.997( 25)	.000( 0)	74.652	100.00	.00	60.69
CAPACITY DEFICIENCY 2016	122.997( 25)	.000( 0)	74.652	100.00	.00	60.69

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 216 in MONTANA: I-90 Termini: I-15 W. Butte - I-94 @ Billings

RURAL LENGTH 205.406( 40 SECTIONS COVERING 205.406 MILES)  
 URBAN LENGTH 26.830( 30 SECTIONS COVERING 26.830 MILES)  
 TOTAL LENGTH 232.236( 70 SECTIONS COVERING 232.236 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	153.684( 34)	51.722( 6)	205.406	74.82	25.18	100.00
LANE WIDTH DEFICIENCY	205.406( 28)	.000( 0)	96.163	100.00	.00	46.82
SHOULDER W. DEFICIENCY	203.725( 38)	1.681( 2)	205.406	99.18	.82	100.00
VERT. ALIGN. DEFICIENCY	205.406( 28)	.000( 0)	96.163	100.00	.00	46.82
HORIZ. ALIGN. DEFICIENCY	203.131( 27)	2.275( 1)	96.163	98.89	1.11	46.82
SPEED LIMIT DEFICIENCY	205.406( 40)	.000( 0)	205.406	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	205.406( 28)	.000( 0)	96.163	100.00	.00	46.82
CAPACITY DEFICIENCY 2016	205.406( 28)	.000( 0)	96.163	100.00	.00	46.82

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	18.663( 24)	8.167( 6)	26.830	69.56	30.44	100.00
LANE WIDTH DEFICIENCY	26.830( 29)	.000( 0)	23.700	100.00	.00	88.33
SHOULDER W. DEFICIENCY	26.830( 30)	.000( 0)	26.830	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	26.830( 29)	.000( 0)	23.700	100.00	.00	88.33
HORIZ. ALIGN. DEFICIENCY	26.830( 29)	.000( 0)	23.700	100.00	.00	88.33
SPEED LIMIT DEFICIENCY	26.830( 30)	.000( 0)	26.830	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	26.830( 29)	.000( 0)	23.700	100.00	.00	88.33
CAPACITY DEFICIENCY 2016	26.830( 29)	.000( 0)	23.700	100.00	.00	88.33

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	172.347( 58)	59.889( 12)	232.236	74.21	25.79	100.00
LANE WIDTH DEFICIENCY	232.236( 57)	.000( 0)	119.863	100.00	.00	51.61
SHOULDER W. DEFICIENCY	230.555( 68)	1.681( 2)	232.236	99.28	.72	100.00
VERT. ALIGN. DEFICIENCY	232.236( 57)	.000( 0)	119.863	100.00	.00	51.61
HORIZ. ALIGN. DEFICIENCY	229.961( 56)	2.275( 1)	119.863	99.02	.98	51.61
SPEED LIMIT DEFICIENCY	232.236( 70)	.000( 0)	232.236	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	232.236( 57)	.000( 0)	119.863	100.00	.00	51.61
CAPACITY DEFICIENCY 2016	232.236( 57)	.000( 0)	119.863	100.00	.00	51.61

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 217 in MONTANA : I-90 Termini: Billings (I-94) - Wyoming SL

RURAL LENGTH 94.736( 8 SECTIONS COVERING 94.736 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 94.736( 8 SECTIONS COVERING 94.736 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	94.736	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT			ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	15.515( 5)	79.221( 3)	94.736		16.38	83.62	100.00
LANE WIDTH DEFICIENCY	94.736( 5)	.000( 0)	15.515		100.00	.00	16.38
SHOULDER W. DEFICIENCY	94.736( 8)	.000( 0)	94.736		100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	94.736( 5)	.000( 0)	15.515		100.00	.00	16.38
HORIZ. ALIGN. DEFICIENCY	94.736( 5)	.000( 0)	15.515		100.00	.00	16.38
SPEED LIMIT DEFICIENCY	94.736( 8)	.000( 0)	94.736		100.00	.00	100.00
CAPACITY DEFICIENCY 1996	94.736( 5)	.000( 0)	15.515		100.00	.00	16.38
CAPACITY DEFICIENCY 2016	94.736( 5)	.000( 0)	15.515		100.00	.00	16.38

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 352 in MONTANA : US 2 Termini: Idaho SL - US 93 @Kalispell

RURAL LENGTH 119.592( 44 SECTIONS COVERING 119.592 MILES)  
 URBAN LENGTH .449( 1 SECTIONS COVERING .449 MILES)  
 TOTAL LENGTH 120.041( 45 SECTIONS COVERING 120.041 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	100.118( 36)	19.474( 8)	119.592	83.72	16.28	100.00
LANE WIDTH DEFICIENCY	107.885( 23)	11.707( 3)	59.555	90.21	9.79	49.80
SHOULDER W. DEFICIENCY	47.604( 20)	71.988( 20)	112.944	39.81	60.19	94.44
VERT. ALIGN. DEFICIENCY	111.148( 24)	8.444( 2)	59.555	92.94	7.06	49.80
HORIZ. ALIGN. DEFICIENCY	96.545( 23)	23.047( 3)	59.555	80.73	19.27	49.80
SPEED LIMIT DEFICIENCY	112.690( 38)	6.902( 5)	119.252	94.23	5.77	99.72
CAPACITY DEFICIENCY 1996	118.737( 25)	.855( 1)	59.555	99.28	.72	49.80
CAPACITY DEFICIENCY 2016	102.650( 22)	16.942( 4)	59.555	85.83	14.17	49.80

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	.449( 1)	.000( 0)	.449	100.00	.00	100.00
LANE WIDTH DEFICIENCY	.449( 1)	.000( 0)	.449	100.00	.00	100.00
SHOULDER W. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
VERT. ALIGN. DEFICIENCY	.449( 1)	.000( 0)	.449	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	.449( 1)	.000( 0)	.449	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	.000( 0)	.449( 1)	.449	.00	100.00	100.00
CAPACITY DEFICIENCY 1996	.449( 1)	.000( 0)	.449	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	.449( 1)	.000( 0)	.449	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	100.567( 37)	19.474( 8)	120.041	83.78	16.22	100.00
LANE WIDTH DEFICIENCY	108.334( 24)	11.707( 3)	60.004	90.25	9.75	49.99
SHOULDER W. DEFICIENCY	47.604( 20)	71.988( 20)	112.944	39.66	59.97	94.09
VERT. ALIGN. DEFICIENCY	111.597( 25)	8.444( 2)	60.004	92.97	7.03	49.99
HORIZ. ALIGN. DEFICIENCY	96.994( 24)	23.047( 3)	60.004	80.80	19.20	49.99
SPEED LIMIT DEFICIENCY	112.690( 38)	7.351( 6)	119.701	93.88	6.12	99.72
CAPACITY DEFICIENCY 1996	119.186( 26)	.855( 1)	60.004	99.29	.71	49.99
CAPACITY DEFICIENCY 2016	103.099( 23)	16.942( 4)	60.004	85.89	14.11	49.99

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 353 in MONTANA : US 2 Termini: US 93 @ Kalispell - North Dakota  
SL

RURAL LENGTH 537.193(126 SECTIONS COVERING 537.193 MILES)  
URBAN LENGTH 9.706( 15 SECTIONS COVERING 9.706 MILES)  
TOTAL LENGTH 546.899(141 SECTIONS COVERING 546.899 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	497.270(115)	39.923( 10)	528.641	92.57	7.43	98.41
LANE WIDTH DEFICIENCY	537.193( 76)	.000( 0)	257.935	100.00	.00	48.02
SHOULDER W. DEFICIENCY	345.288( 82)	191.905( 40)	525.587	64.28	35.72	97.84
VERT. ALIGN. DEFICIENCY	529.418( 74)	7.775( 2)	257.935	98.55	1.45	48.02
HORIZ. ALIGN. DEFICIENCY	507.044( 72)	30.149( 4)	257.935	94.39	5.61	48.02
SPEED LIMIT DEFICIENCY	520.864(103)	16.329( 10)	481.701	96.96	3.04	89.67
CAPACITY DEFICIENCY 1996	535.598( 75)	1.595( 1)	257.935	99.70	.30	48.02
CAPACITY DEFICIENCY 2016	493.334( 67)	43.859( 9)	257.935	91.84	8.16	48.02

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.302( 12)	3.404( 3)	9.706	64.93	35.07	100.00
LANE WIDTH DEFICIENCY	9.706( 8)	.000( 0)	3.314	100.00	.00	34.14
SHOULDER W. DEFICIENCY	5.522( 4)	4.184( 4)	6.932	56.90	43.10	71.42
VERT. ALIGN. DEFICIENCY	9.706( 8)	.000( 0)	3.314	100.00	.00	34.14
HORIZ. ALIGN. DEFICIENCY	9.706( 8)	.000( 0)	3.314	100.00	.00	34.14
SPEED LIMIT DEFICIENCY	3.929( 2)	5.777( 7)	4.661	40.48	59.52	48.02
CAPACITY DEFICIENCY 1996	9.706( 8)	.000( 0)	3.314	100.00	.00	34.14
CAPACITY DEFICIENCY 2016	9.097( 7)	.609( 1)	3.314	93.72	6.28	34.14

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	503.572(127)	43.327( 13)	538.347	92.08	7.92	98.44
LANE WIDTH DEFICIENCY	546.899( 84)	.000( 0)	261.249	100.00	.00	47.77
SHOULDER W. DEFICIENCY	350.810( 86)	196.089( 44)	532.519	64.15	35.85	97.37
VERT. ALIGN. DEFICIENCY	539.124( 82)	7.775( 2)	261.249	98.58	1.42	47.77
HORIZ. ALIGN. DEFICIENCY	516.750( 80)	30.149( 4)	261.249	94.49	5.51	47.77
SPEED LIMIT DEFICIENCY	524.794(105)	22.105( 17)	486.362	95.96	4.04	88.93
CAPACITY DEFICIENCY 1996	545.304( 83)	1.595( 1)	261.249	99.71	.29	47.77
CAPACITY DEFICIENCY 2016	502.431( 74)	44.468( 10)	261.249	91.87	8.13	47.77

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 370 in MONTANA : US 12 Termini: Idaho SL - I-90 @ Missoula

RURAL LENGTH 39.281( 13 SECTIONS COVERING 39.281 MILES)  
 URBAN LENGTH 5.607( 11 SECTIONS COVERING 5.607 MILES)  
 TOTAL LENGTH 44.888( 24 SECTIONS COVERING 44.888 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	35.251( 11)	4.030( 2)	39.281	89.74	10.26	100.00
LANE WIDTH DEFICIENCY	39.281( 11)	.000( 0)	26.024	100.00	.00	66.25
SHOULDER W. DEFICIENCY	33.024( 12)	6.257( 1)	39.281	84.07	15.93	100.00
VERT. ALIGN. DEFICIENCY	39.281( 11)	.000( 0)	26.024	100.00	.00	66.25
HORIZ. ALIGN. DEFICIENCY	20.380( 9)	18.901( 2)	26.024	51.88	48.12	66.25
SPEED LIMIT DEFICIENCY	39.281( 13)	.000( 0)	39.281	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	25.726( 10)	13.555( 1)	26.024	65.49	34.51	66.25
CAPACITY DEFICIENCY 2016	14.946( 7)	24.335( 4)	26.024	38.05	61.95	66.25

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	4.537( 7)	1.070( 4)	5.607	80.92	19.08	100.00
LANE WIDTH DEFICIENCY	5.607( 6)	.000( 0)	1.608	100.00	.00	28.68
SHOULDER W. DEFICIENCY	5.607( 5)	.000( 0)	3.999	100.00	.00	71.32
VERT. ALIGN. DEFICIENCY	5.607( 6)	.000( 0)	1.608	100.00	.00	28.68
HORIZ. ALIGN. DEFICIENCY	5.607( 6)	.000( 0)	1.608	100.00	.00	28.68
SPEED LIMIT DEFICIENCY	.000( 0)	5.607( 6)	1.608	.00	100.00	28.68
CAPACITY DEFICIENCY 1996	4.254( 5)	1.353( 1)	1.608	75.87	24.13	28.68
CAPACITY DEFICIENCY 2016	3.159( 4)	2.448( 2)	1.608	56.34	43.66	28.68

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	39.788( 18)	5.100( 6)	44.888	88.64	11.36	100.00
LANE WIDTH DEFICIENCY	44.888( 17)	.000( 0)	27.632	100.00	.00	61.56
SHOULDER W. DEFICIENCY	38.631( 17)	6.257( 1)	43.280	86.06	13.94	96.42
VERT. ALIGN. DEFICIENCY	44.888( 17)	.000( 0)	27.632	100.00	.00	61.56
HORIZ. ALIGN. DEFICIENCY	25.987( 15)	18.901( 2)	27.632	57.89	42.11	61.56
SPEED LIMIT DEFICIENCY	39.281( 13)	5.607( 6)	40.889	87.51	12.49	91.09
CAPACITY DEFICIENCY 1996	29.981( 15)	14.907( 2)	27.632	66.79	33.21	61.56
CAPACITY DEFICIENCY 2016	18.105( 11)	26.783( 6)	27.632	40.33	59.67	61.56

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 371 in MONTANA : US 12 Termini: I-90 NW of Butte to I-94 @ Forsyth

RURAL LENGTH 326.307( 33 SECTIONS COVERING 326.307 MILES)  
 URBAN LENGTH 7.726( 15 SECTIONS COVERING 7.726 MILES)  
 TOTAL LENGTH 334.033( 48 SECTIONS COVERING 334.033 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	275.169( 32)	51.138( 1)	326.307	84.33	15.67	100.00
LANE WIDTH DEFICIENCY	326.307( 20)	.000( 0)	78.706	100.00	.00	24.12
SHOULDER W. DEFICIENCY	216.647( 20)	109.660( 6)	223.241	66.39	33.61	68.41
VERT. ALIGN. DEFICIENCY	326.307( 20)	.000( 0)	78.706	100.00	.00	24.12
HORIZ. ALIGN. DEFICIENCY	321.585( 19)	4.722( 1)	78.706	98.55	1.45	24.12
SPEED LIMIT DEFICIENCY	281.756( 26)	44.551( 4)	312.598	86.35	13.65	95.80
CAPACITY DEFICIENCY 1996	326.307( 20)	.000( 0)	78.706	100.00	.00	24.12
CAPACITY DEFICIENCY 2016	314.665( 18)	11.642( 2)	78.706	96.43	3.57	24.12

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	7.296( 14)	.430( 1)	7.726	94.43	5.57	100.00
LANE WIDTH DEFICIENCY	7.726( 12)	.000( 0)	5.604	100.00	.00	72.53
SHOULDER W. DEFICIENCY	7.726( 5)	.000( 0)	3.438	100.00	.00	44.50
VERT. ALIGN. DEFICIENCY	7.726( 12)	.000( 0)	5.604	100.00	.00	72.53
HORIZ. ALIGN. DEFICIENCY	7.726( 12)	.000( 0)	5.604	100.00	.00	72.53
SPEED LIMIT DEFICIENCY	1.991( 2)	5.735( 10)	5.604	25.77	74.23	72.53
CAPACITY DEFICIENCY 1996	7.726( 12)	.000( 0)	5.604	100.00	.00	72.53
CAPACITY DEFICIENCY 2016	7.038( 10)	.688( 2)	5.604	91.10	8.90	72.53

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	282.465( 46)	51.568( 2)	334.033	84.56	15.44	100.00
LANE WIDTH DEFICIENCY	334.033( 32)	.000( 0)	84.310	100.00	.00	25.24
SHOULDER W. DEFICIENCY	224.373( 25)	109.660( 6)	226.679	67.17	32.83	67.86
VERT. ALIGN. DEFICIENCY	334.033( 32)	.000( 0)	84.310	100.00	.00	25.24
HORIZ. ALIGN. DEFICIENCY	329.311( 31)	4.722( 1)	84.310	98.59	1.41	25.24
SPEED LIMIT DEFICIENCY	283.747( 28)	50.286( 14)	318.202	84.95	15.05	95.26
CAPACITY DEFICIENCY 1996	334.033( 32)	.000( 0)	84.310	100.00	.00	25.24
CAPACITY DEFICIENCY 2016	321.703( 28)	12.330( 4)	84.310	96.31	3.69	25.24

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 380 in MONTANA : US 20/191/28 Termini: Idaho SL - I-90

RURAL LENGTH 97.223( 18 SECTIONS COVERING 95.510 MILES)  
 URBAN LENGTH 3.777( 7 SECTIONS COVERING 3.710 MILES)  
 TOTAL LENGTH 101.000( 25 SECTIONS COVERING 99.220 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	93.789( 16)	3.435( 2)	95.510	96.47	3.53	98.24
LANE WIDTH DEFICIENCY	97.223( 11)	.000( 0)	39.927	100.00	.00	41.07
SHOULDER W. DEFICIENCY	59.775( 12)	37.448( 6)	95.510	61.48	38.52	98.24
VERT. ALIGN. DEFICIENCY	77.987( 9)	19.237( 2)	39.927	80.21	19.79	41.07
HORIZ. ALIGN. DEFICIENCY	77.987( 9)	19.237( 2)	39.927	80.21	19.79	41.07
SPEED LIMIT DEFICIENCY	97.223( 17)	.000( 0)	94.835	100.00	.00	97.54
CAPACITY DEFICIENCY 1996	42.871( 6)	54.352( 5)	39.927	44.10	55.90	41.07
CAPACITY DEFICIENCY 2016	13.283( 1)	83.940( 10)	39.927	13.66	86.34	41.07

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	2.500( 6)	1.276( 1)	3.710	66.20	33.80	98.24
LANE WIDTH DEFICIENCY	3.777( 4)	.000( 0)	1.018	100.00	.00	26.96
SHOULDER W. DEFICIENCY	3.777( 6)	.000( 0)	3.346	100.00	.00	88.60
VERT. ALIGN. DEFICIENCY	3.777( 4)	.000( 0)	1.018	100.00	.00	26.96
HORIZ. ALIGN. DEFICIENCY	3.777( 4)	.000( 0)	1.018	100.00	.00	26.96
SPEED LIMIT DEFICIENCY	1.762( 2)	2.014( 2)	1.018	46.66	53.34	26.96
CAPACITY DEFICIENCY 1996	3.777( 4)	.000( 0)	1.018	100.00	.00	26.96
CAPACITY DEFICIENCY 2016	3.777( 4)	.000( 0)	1.018	100.00	.00	26.96

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	96.289( 22)	4.711( 3)	99.220	95.34	4.66	98.24
LANE WIDTH DEFICIENCY	101.000( 15)	.000( 0)	40.945	100.00	.00	40.54
SHOULDER W. DEFICIENCY	63.552( 18)	37.448( 6)	98.856	62.92	37.08	97.88
VERT. ALIGN. DEFICIENCY	81.763( 13)	19.237( 2)	40.945	80.95	19.05	40.54
HORIZ. ALIGN. DEFICIENCY	81.763( 13)	19.237( 2)	40.945	80.95	19.05	40.54
SPEED LIMIT DEFICIENCY	98.986( 19)	2.014( 2)	95.853	98.01	1.99	94.90
CAPACITY DEFICIENCY 1996	46.648( 10)	54.352( 5)	40.945	46.19	53.81	40.54
CAPACITY DEFICIENCY 2016	17.060( 5)	83.940( 10)	40.945	16.89	83.11	40.54

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 460 in MONTANA : US87/191/S19 Termini: I-94 @ Billings to Canada

RURAL LENGTH 247.716( 29 SECTIONS COVERING 247.716 MILES)  
 URBAN LENGTH 11.854( 8 SECTIONS COVERING 11.854 MILES)  
 TOTAL LENGTH 259.570( 37 SECTIONS COVERING 259.570 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	238.058( 28)	9.658( 1)	247.716	96.10	3.90	100.00
LANE WIDTH DEFICIENCY	241.124( 14)	6.592( 1)	67.682	97.34	2.66	27.32
SHOULDER W. DEFICIENCY	48.679( 9)	199.037( 15)	214.988	19.65	80.35	86.79
VERT. ALIGN. DEFICIENCY	247.716( 15)	.000( 0)	67.682	100.00	.00	27.32
HORIZ. ALIGN. DEFICIENCY	247.716( 15)	.000( 0)	67.682	100.00	.00	27.32
SPEED LIMIT DEFICIENCY	223.981( 24)	23.735( 3)	240.455	90.42	9.58	97.07
CAPACITY DEFICIENCY 1996	247.716( 15)	.000( 0)	67.682	100.00	.00	27.32
CAPACITY DEFICIENCY 2016	247.716( 15)	.000( 0)	67.682	100.00	.00	27.32

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	11.854( 8)	.000( 0)	11.854	100.00	.00	100.00
LANE WIDTH DEFICIENCY	11.854( 6)	.000( 0)	2.378	100.00	.00	20.06
SHOULDER W. DEFICIENCY	11.854( 2)	.000( 0)	9.476	100.00	.00	79.94
VERT. ALIGN. DEFICIENCY	11.854( 6)	.000( 0)	2.378	100.00	.00	20.06
HORIZ. ALIGN. DEFICIENCY	11.854( 6)	.000( 0)	2.378	100.00	.00	20.06
SPEED LIMIT DEFICIENCY	.000( 0)	11.854( 6)	2.378	.00	100.00	20.06
CAPACITY DEFICIENCY 1996	10.418( 5)	1.436( 1)	2.378	87.89	12.11	20.06
CAPACITY DEFICIENCY 2016	5.424( 3)	6.430( 3)	2.378	45.75	54.25	20.06

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	249.912( 36)	9.658( 1)	259.570	96.28	3.72	100.00
LANE WIDTH DEFICIENCY	252.978( 20)	6.592( 1)	70.060	97.46	2.54	26.99
SHOULDER W. DEFICIENCY	60.533( 11)	199.037( 15)	224.464	23.32	76.68	86.48
VERT. ALIGN. DEFICIENCY	259.570( 21)	.000( 0)	70.060	100.00	.00	26.99
HORIZ. ALIGN. DEFICIENCY	259.570( 21)	.000( 0)	70.060	100.00	.00	26.99
SPEED LIMIT DEFICIENCY	223.981( 24)	35.589( 9)	242.833	86.29	13.71	93.55
CAPACITY DEFICIENCY 1996	258.134( 20)	1.436( 1)	70.060	99.45	.55	26.99
CAPACITY DEFICIENCY 2016	253.140( 18)	6.430( 3)	70.060	97.52	2.48	26.99

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 470 in MONTANA : S 200/US 89 Termini: I-90 @ Missoula - I-15 @ Great Falls

RURAL LENGTH 157.000( 25 SECTIONS COVERING 154.866 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 157.000( 25 SECTIONS COVERING 154.866 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	155.108( 24)	1.892( 1)	154.866	98.80	1.20	98.64
LANE WIDTH DEFICIENCY	157.000( 16)	.000( 0)	71.052	100.00	.00	45.26
SHOULDER W. DEFICIENCY	122.359( 21)	34.641( 3)	154.509	77.94	22.06	98.41
VERT. ALIGN. DEFICIENCY	142.615( 15)	14.385( 1)	71.052	90.84	9.16	45.26
HORIZ. ALIGN. DEFICIENCY	136.631( 15)	20.369( 1)	71.052	87.03	12.97	45.26
SPEED LIMIT DEFICIENCY	156.638( 24)	.362( 1)	154.866	99.77	.23	98.64
CAPACITY DEFICIENCY 1996	151.695( 14)	5.305( 2)	71.052	96.62	3.38	45.26
CAPACITY DEFICIENCY 2016	115.474( 11)	41.526( 5)	71.052	73.55	26.45	45.26

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 471 in MONTANA : US 87 Termini: I-15 @ Great Falls - US 2 @ Havre

RURAL LENGTH 108.627( 30 SECTIONS COVERING 108.627 MILES)  
 URBAN LENGTH 3.854( 8 SECTIONS COVERING 3.854 MILES)  
 TOTAL LENGTH 112.481( 38 SECTIONS COVERING 112.481 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	107.711( 29)	.916( 1)	108.627	99.16	.84	100.00
LANE WIDTH DEFICIENCY	102.234( 17)	6.393( 1)	60.528	94.12	5.88	55.72
SHOULDER W. DEFICIENCY	54.842( 18)	53.785( 12)	108.627	50.49	49.51	100.00
VERT. ALIGN. DEFICIENCY	108.627( 18)	.000( 0)	60.528	100.00	.00	55.72
HORIZ. ALIGN. DEFICIENCY	91.294( 17)	17.333( 1)	60.528	84.04	15.96	55.72
SPEED LIMIT DEFICIENCY	108.627( 29)	.000( 0)	107.711	100.00	.00	99.16
CAPACITY DEFICIENCY 1996	108.627( 18)	.000( 0)	60.528	100.00	.00	55.72
CAPACITY DEFICIENCY 2016	108.627( 18)	.000( 0)	60.528	100.00	.00	55.72

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.559( 7)	2.295( 1)	3.854	40.45	59.55	100.00
LANE WIDTH DEFICIENCY	3.854( 6)	.000( 0)	1.390	100.00	.00	36.07
SHOULDER W. DEFICIENCY	3.646( 4)	.208( 1)	3.129	94.60	5.40	81.19
VERT. ALIGN. DEFICIENCY	3.854( 6)	.000( 0)	1.390	100.00	.00	36.07
HORIZ. ALIGN. DEFICIENCY	3.854( 6)	.000( 0)	1.390	100.00	.00	36.07
SPEED LIMIT DEFICIENCY	.000( 0)	3.854( 6)	1.390	.00	100.00	36.07
CAPACITY DEFICIENCY 1996	3.854( 6)	.000( 0)	1.390	100.00	.00	36.07
CAPACITY DEFICIENCY 2016	3.854( 6)	.000( 0)	1.390	100.00	.00	36.07

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	109.270( 36)	3.211( 2)	112.481	97.15	2.85	100.00
LANE WIDTH DEFICIENCY	106.088( 23)	6.393( 1)	61.918	94.32	5.68	55.05
SHOULDER W. DEFICIENCY	58.488( 22)	53.993( 13)	111.756	52.00	48.00	99.36
VERT. ALIGN. DEFICIENCY	112.481( 24)	.000( 0)	61.918	100.00	.00	55.05
HORIZ. ALIGN. DEFICIENCY	95.148( 23)	17.333( 1)	61.918	84.59	15.41	55.05
SPEED LIMIT DEFICIENCY	108.627( 29)	3.854( 6)	109.101	96.57	3.43	97.00
CAPACITY DEFICIENCY 1996	112.481( 24)	.000( 0)	61.918	100.00	.00	55.05
CAPACITY DEFICIENCY 2016	112.481( 24)	.000( 0)	61.918	100.00	.00	55.05

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 480 in MONTANA : US 93 Termini: I-90 - Canada

RURAL LENGTH 182.325( 46 SECTIONS COVERING 182.325 MILES)  
 URBAN LENGTH 5.464( 4 SECTIONS COVERING 5.464 MILES)  
 TOTAL LENGTH 187.789( 50 SECTIONS COVERING 187.789 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	178.743( 44)	3.582( 2)	182.325	98.04	1.96	100.00
LANE WIDTH DEFICIENCY	179.152( 28)	3.173( 2)	70.275	98.26	1.74	38.54
SHOULDER W. DEFICIENCY	85.554( 26)	96.771( 15)	181.295	46.92	53.08	99.44
VERT. ALIGN. DEFICIENCY	174.884( 25)	7.441( 5)	70.275	95.92	4.08	38.54
HORIZ. ALIGN. DEFICIENCY	182.325( 30)	.000( 0)	70.275	100.00	.00	38.54
SPEED LIMIT DEFICIENCY	129.437( 32)	52.888( 10)	177.007	70.99	29.01	97.08
CAPACITY DEFICIENCY 1996	97.640( 13)	84.685( 17)	70.275	53.55	46.45	38.54
CAPACITY DEFICIENCY 2016	42.985( 4)	139.340( 26)	70.275	23.58	76.42	38.54

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	3.054( 2)	2.410( 2)	5.464	55.89	44.11	100.00
LANE WIDTH DEFICIENCY	5.464( 2)	.000( 0)	1.088	100.00	.00	19.91
SHOULDER W. DEFICIENCY	3.195( 2)	2.269( 1)	5.250	58.48	41.52	96.08
VERT. ALIGN. DEFICIENCY	5.464( 2)	.000( 0)	1.088	100.00	.00	19.91
HORIZ. ALIGN. DEFICIENCY	5.464( 2)	.000( 0)	1.088	100.00	.00	19.91
SPEED LIMIT DEFICIENCY	.000( 0)	5.464( 2)	1.088	.00	100.00	19.91
CAPACITY DEFICIENCY 1996	5.464( 2)	.000( 0)	1.088	100.00	.00	19.91
CAPACITY DEFICIENCY 2016	.000( 0)	5.464( 2)	1.088	.00	100.00	19.91

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	181.797( 46)	5.992( 4)	187.789	96.81	3.19	100.00
LANE WIDTH DEFICIENCY	184.616( 30)	3.173( 2)	71.363	98.31	1.69	38.00
SHOULDER W. DEFICIENCY	88.749( 28)	99.040( 16)	186.545	47.26	52.74	99.34
VERT. ALIGN. DEFICIENCY	180.348( 27)	7.441( 5)	71.363	96.04	3.96	38.00
HORIZ. ALIGN. DEFICIENCY	187.789( 32)	.000( 0)	71.363	100.00	.00	38.00
SPEED LIMIT DEFICIENCY	129.437( 32)	58.352( 12)	178.095	68.93	31.07	94.84
CAPACITY DEFICIENCY 1996	103.104( 15)	84.685( 17)	71.363	54.90	45.10	38.00
CAPACITY DEFICIENCY 2016	42.985( 4)	144.804( 28)	71.363	22.89	77.11	38.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 590 in MONTANA : S 3 Termini: Billings to Great Falls

RURAL LENGTH 179.489( 44 SECTIONS COVERING 179.489 MILES)  
 URBAN LENGTH 12.689( 19 SECTIONS COVERING 12.689 MILES)  
 TOTAL LENGTH 192.178( 63 SECTIONS COVERING 192.178 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	177.325( 43)	2.164( 1)	179.489	98.79	1.21	100.00
LANE WIDTH DEFICIENCY	163.499( 26)	15.990( 2)	90.158	91.09	8.91	50.23
SHOULDER W. DEFICIENCY	116.451( 26)	63.038( 16)	178.332	64.88	35.12	99.36
VERT. ALIGN. DEFICIENCY	179.037( 27)	.452( 1)	90.158	99.75	.25	50.23
HORIZ. ALIGN. DEFICIENCY	170.733( 27)	8.756( 1)	90.158	95.12	4.88	50.23
SPEED LIMIT DEFICIENCY	173.111( 39)	6.378( 4)	178.511	96.45	3.55	99.46
CAPACITY DEFICIENCY 1996	179.489( 28)	.000( 0)	90.158	100.00	.00	50.23
CAPACITY DEFICIENCY 2016	154.506( 23)	24.983( 5)	90.158	86.08	13.92	50.23

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	11.547( 15)	1.142( 4)	12.689	91.00	9.00	100.00
LANE WIDTH DEFICIENCY	12.689( 14)	.000( 0)	3.936	100.00	.00	31.02
SHOULDER W. DEFICIENCY	12.689( 8)	.000( 0)	9.353	100.00	.00	73.71
VERT. ALIGN. DEFICIENCY	12.689( 14)	.000( 0)	3.936	100.00	.00	31.02
HORIZ. ALIGN. DEFICIENCY	12.689( 14)	.000( 0)	3.936	100.00	.00	31.02
SPEED LIMIT DEFICIENCY	.000( 0)	12.689( 14)	3.936	.00	100.00	31.02
CAPACITY DEFICIENCY 1996	12.689( 14)	.000( 0)	3.936	100.00	.00	31.02
CAPACITY DEFICIENCY 2016	12.425( 13)	.264( 1)	3.936	97.92	2.08	31.02

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	188.872( 58)	3.306( 5)	192.178	98.28	1.72	100.00
LANE WIDTH DEFICIENCY	176.188( 40)	15.990( 2)	94.094	91.68	8.32	48.96
SHOULDER W. DEFICIENCY	129.140( 34)	63.038( 16)	187.685	67.20	32.80	97.66
VERT. ALIGN. DEFICIENCY	191.726( 41)	.452( 1)	94.094	99.76	.24	48.96
HORIZ. ALIGN. DEFICIENCY	183.422( 41)	8.756( 1)	94.094	95.44	4.56	48.96
SPEED LIMIT DEFICIENCY	173.111( 39)	19.067( 18)	182.447	90.08	9.92	94.94
CAPACITY DEFICIENCY 1996	192.178( 42)	.000( 0)	94.094	100.00	.00	48.96
CAPACITY DEFICIENCY 2016	166.931( 36)	25.247( 6)	94.094	86.86	13.14	48.96

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 720 in MONTANA : I-15 Termini: Idaho SL - I-90 @ Butte

RURAL LENGTH 134.859( 29 SECTIONS COVERING 134.859 MILES)  
 URBAN LENGTH 2.825( 7 SECTIONS COVERING 2.825 MILES)  
 TOTAL LENGTH 137.684( 36 SECTIONS COVERING 137.684 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	123.539( 24)	11.320( 5)	134.859	91.61	8.39	100.00
LANE WIDTH DEFICIENCY	134.859( 17)	.000( 0)	69.902	100.00	.00	51.83
SHOULDER W. DEFICIENCY	134.859( 29)	.000( 0)	134.859	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	134.859( 17)	.000( 0)	69.902	100.00	.00	51.83
HORIZ. ALIGN. DEFICIENCY	134.859( 17)	.000( 0)	69.902	100.00	.00	51.83
SPEED LIMIT DEFICIENCY	134.859( 29)	.000( 0)	134.859	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	134.859( 17)	.000( 0)	69.902	100.00	.00	51.83
CAPACITY DEFICIENCY 2016	134.859( 17)	.000( 0)	69.902	100.00	.00	51.83

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	2.626( 6)	.199( 1)	2.825	92.96	7.04	100.00
LANE WIDTH DEFICIENCY	2.825( 6)	.000( 0)	2.626	100.00	.00	92.96
SHOULDER W. DEFICIENCY	2.825( 7)	.000( 0)	2.825	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	2.825( 6)	.000( 0)	2.626	100.00	.00	92.96
HORIZ. ALIGN. DEFICIENCY	2.825( 6)	.000( 0)	2.626	100.00	.00	92.96
SPEED LIMIT DEFICIENCY	2.825( 7)	.000( 0)	2.825	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	2.825( 6)	.000( 0)	2.626	100.00	.00	92.96
CAPACITY DEFICIENCY 2016	2.825( 6)	.000( 0)	2.626	100.00	.00	92.96

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	126.165( 30)	11.519( 6)	137.684	91.63	8.37	100.00
LANE WIDTH DEFICIENCY	137.684( 23)	.000( 0)	72.528	100.00	.00	52.68
SHOULDER W. DEFICIENCY	137.684( 36)	.000( 0)	137.684	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	137.684( 23)	.000( 0)	72.528	100.00	.00	52.68
HORIZ. ALIGN. DEFICIENCY	137.684( 23)	.000( 0)	72.528	100.00	.00	52.68
SPEED LIMIT DEFICIENCY	137.684( 36)	.000( 0)	137.684	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	137.684( 23)	.000( 0)	72.528	100.00	.00	52.68
CAPACITY DEFICIENCY 2016	137.684( 23)	.000( 0)	72.528	100.00	.00	52.68

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 721 in MONTANA : I-15 Termini: Butte (I-90) - Great Falls (I-15B)

RURAL LENGTH 135.946( 50 SECTIONS COVERING 137.518 MILES)  
 URBAN LENGTH 15.054( 16 SECTIONS COVERING 15.228 MILES)  
 TOTAL LENGTH 151.000( 66 SECTIONS COVERING 152.746 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	106.622( 41)	29.324( 9)	137.518	78.43	21.57	101.16
LANE WIDTH DEFICIENCY	135.946( 32)	.000( 0)	86.296	100.00	.00	63.48
SHOULDER W. DEFICIENCY	130.172( 49)	5.774( 1)	137.518	95.75	4.25	101.16
VERT. ALIGN. DEFICIENCY	135.946( 32)	.000( 0)	86.296	100.00	.00	63.48
HORIZ. ALIGN. DEFICIENCY	106.432( 25)	29.514( 7)	86.296	78.29	21.71	63.48
SPEED LIMIT DEFICIENCY	135.946( 50)	.000( 0)	137.518	100.00	.00	101.16
CAPACITY DEFICIENCY 1996	135.946( 32)	.000( 0)	86.296	100.00	.00	63.48
CAPACITY DEFICIENCY 2016	135.946( 32)	.000( 0)	86.296	100.00	.00	63.48

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	7.740( 11)	7.314( 5)	15.228	51.41	48.59	101.16
LANE WIDTH DEFICIENCY	15.054( 15)	.000( 0)	11.711	100.00	.00	77.79
SHOULDER W. DEFICIENCY	15.054( 16)	.000( 0)	15.228	100.00	.00	101.16
VERT. ALIGN. DEFICIENCY	15.054( 15)	.000( 0)	11.711	100.00	.00	77.79
HORIZ. ALIGN. DEFICIENCY	15.054( 15)	.000( 0)	11.711	100.00	.00	77.79
SPEED LIMIT DEFICIENCY	15.054( 16)	.000( 0)	15.228	100.00	.00	101.16
CAPACITY DEFICIENCY 1996	15.054( 15)	.000( 0)	11.711	100.00	.00	77.79
CAPACITY DEFICIENCY 2016	15.054( 15)	.000( 0)	11.711	100.00	.00	77.79

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	114.362( 52)	36.638( 14)	152.746	75.74	24.26	101.16
LANE WIDTH DEFICIENCY	151.000( 47)	.000( 0)	98.007	100.00	.00	64.91
SHOULDER W. DEFICIENCY	145.226( 65)	5.774( 1)	152.746	96.18	3.82	101.16
VERT. ALIGN. DEFICIENCY	151.000( 47)	.000( 0)	98.007	100.00	.00	64.91
HORIZ. ALIGN. DEFICIENCY	121.486( 40)	29.514( 7)	98.007	80.45	19.55	64.91
SPEED LIMIT DEFICIENCY	151.000( 66)	.000( 0)	152.746	100.00	.00	101.16
CAPACITY DEFICIENCY 1996	151.000( 47)	.000( 0)	98.007	100.00	.00	64.91
CAPACITY DEFICIENCY 2016	151.000( 47)	.000( 0)	98.007	100.00	.00	64.91

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 722 in MONTANA : I-15 Termini: Great Falls - Canada

RURAL LENGTH 107.484( 26 SECTIONS COVERING 107.484 MILES)  
 URBAN LENGTH 11.092( 6 SECTIONS COVERING 11.092 MILES)  
 TOTAL LENGTH 118.576( 32 SECTIONS COVERING 118.576 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	103.149( 24)	4.335( 2)	107.484	95.97	4.03	100.00
LANE WIDTH DEFICIENCY	107.484( 15)	.000( 0)	45.969	100.00	.00	42.77
SHOULDER W. DEFICIENCY	107.484( 26)	.000( 0)	107.484	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	107.484( 15)	.000( 0)	45.969	100.00	.00	42.77
HORIZ. ALIGN. DEFICIENCY	107.484( 15)	.000( 0)	45.969	100.00	.00	42.77
SPEED LIMIT DEFICIENCY	107.484( 26)	.000( 0)	107.484	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	107.484( 15)	.000( 0)	45.969	100.00	.00	42.77
CAPACITY DEFICIENCY 2016	107.484( 15)	.000( 0)	45.969	100.00	.00	42.77

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	8.145( 2)	2.947( 4)	11.092	73.43	26.57	100.00
LANE WIDTH DEFICIENCY	11.092( 5)	.000( 0)	3.246	100.00	.00	29.26
SHOULDER W. DEFICIENCY	10.744( 5)	.348( 1)	11.092	96.86	3.14	100.00
VERT. ALIGN. DEFICIENCY	11.092( 5)	.000( 0)	3.246	100.00	.00	29.26
HORIZ. ALIGN. DEFICIENCY	11.092( 5)	.000( 0)	3.246	100.00	.00	29.26
SPEED LIMIT DEFICIENCY	11.092( 6)	.000( 0)	11.092	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	11.092( 5)	.000( 0)	3.246	100.00	.00	29.26
CAPACITY DEFICIENCY 2016	11.092( 5)	.000( 0)	3.246	100.00	.00	29.26

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	111.294( 26)	7.282( 6)	118.576	93.86	6.14	100.00
LANE WIDTH DEFICIENCY	118.576( 20)	.000( 0)	49.215	100.00	.00	41.51
SHOULDER W. DEFICIENCY	118.228( 31)	.348( 1)	118.576	99.71	.29	100.00
VERT. ALIGN. DEFICIENCY	118.576( 20)	.000( 0)	49.215	100.00	.00	41.51
HORIZ. ALIGN. DEFICIENCY	118.576( 20)	.000( 0)	49.215	100.00	.00	41.51
SPEED LIMIT DEFICIENCY	118.576( 32)	.000( 0)	118.576	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	118.576( 20)	.000( 0)	49.215	100.00	.00	41.51
CAPACITY DEFICIENCY 2016	118.576( 20)	.000( 0)	49.215	100.00	.00	41.51

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 750 in MONTANA : I-94 Termini: I-90 @ Billings - North Dakota  
SL

RURAL LENGTH 240.998( 61 SECTIONS COVERING 239.557 MILES)  
URBAN LENGTH 9.002( 6 SECTIONS COVERING 8.948 MILES)  
TOTAL LENGTH 250.000( 67 SECTIONS COVERING 248.505 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	230.448( 58)	10.550( 3)	239.557	95.62	4.38	99.40
LANE WIDTH DEFICIENCY	240.998( 44)	.000( 0)	141.713	100.00	.00	58.80
SHOULDER W. DEFICIENCY	240.998( 61)	.000( 0)	239.557	100.00	.00	99.40
VERT. ALIGN. DEFICIENCY	240.998( 44)	.000( 0)	141.713	100.00	.00	58.80
HORIZ. ALIGN. DEFICIENCY	240.998( 44)	.000( 0)	141.713	100.00	.00	58.80
SPEED LIMIT DEFICIENCY	240.998( 61)	.000( 0)	239.557	100.00	.00	99.40
CAPACITY DEFICIENCY 1996	240.998( 44)	.000( 0)	141.713	100.00	.00	58.80
CAPACITY DEFICIENCY 2016	240.998( 44)	.000( 0)	141.713	100.00	.00	58.80

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	9.002( 6)	.000( 0)	8.948	100.00	.00	99.40
LANE WIDTH DEFICIENCY	9.002( 4)	.000( 0)	1.919	100.00	.00	21.32
SHOULDER W. DEFICIENCY	9.002( 6)	.000( 0)	8.948	100.00	.00	99.40
VERT. ALIGN. DEFICIENCY	9.002( 4)	.000( 0)	1.919	100.00	.00	21.32
HORIZ. ALIGN. DEFICIENCY	9.002( 4)	.000( 0)	1.919	100.00	.00	21.32
SPEED LIMIT DEFICIENCY	9.002( 6)	.000( 0)	8.948	100.00	.00	99.40
CAPACITY DEFICIENCY 1996	9.002( 4)	.000( 0)	1.919	100.00	.00	21.32
CAPACITY DEFICIENCY 2016	9.002( 4)	.000( 0)	1.919	100.00	.00	21.32

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	239.450( 64)	10.550( 3)	248.505	95.78	4.22	99.40
LANE WIDTH DEFICIENCY	250.000( 48)	.000( 0)	143.632	100.00	.00	57.45
SHOULDER W. DEFICIENCY	250.000( 67)	.000( 0)	248.505	100.00	.00	99.40
VERT. ALIGN. DEFICIENCY	250.000( 48)	.000( 0)	143.632	100.00	.00	57.45
HORIZ. ALIGN. DEFICIENCY	250.000( 48)	.000( 0)	143.632	100.00	.00	57.45
SPEED LIMIT DEFICIENCY	250.000( 67)	.000( 0)	248.505	100.00	.00	99.40
CAPACITY DEFICIENCY 1996	250.000( 48)	.000( 0)	143.632	100.00	.00	57.45
CAPACITY DEFICIENCY 2016	250.000( 48)	.000( 0)	143.632	100.00	.00	57.45

Note: The numbers in ( ) indicate the number of sample sections

**NEW MEXICO**

Super-Segment NO 34 in NEW MEXICO : I-10 Termini: Arizona SL - I-25 @ Las Cruces

RURAL LENGTH 136.530( 78 SECTIONS COVERING 136.530 MILES)  
 URBAN LENGTH 8.122( 20 SECTIONS COVERING 8.122 MILES)  
 TOTAL LENGTH 144.652( 98 SECTIONS COVERING 144.652 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	110.850( 57)	25.680( 21)	136.530	81.19	18.81	100.00
LANE WIDTH DEFICIENCY	136.530( 78)	.000( 0)	136.530	100.00	.00	100.00
SHOULDER W. DEFICIENCY	136.530( 78)	.000( 0)	136.530	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	136.530( 55)	.000( 0)	100.561	100.00	.00	73.65
HORIZ. ALIGN. DEFICIENCY	136.530( 55)	.000( 0)	100.561	100.00	.00	73.65
SPEED LIMIT DEFICIENCY	136.530( 78)	.000( 0)	136.530	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	136.530( 78)	.000( 0)	136.530	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	116.830( 71)	19.700( 7)	136.530	85.57	14.43	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.745( 16)	1.377( 4)	8.122	83.05	16.95	100.00
LANE WIDTH DEFICIENCY	8.122( 20)	.000( 0)	8.122	100.00	.00	100.00
SHOULDER W. DEFICIENCY	8.122( 20)	.000( 0)	8.122	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	8.122( 20)	.000( 0)	8.122	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	8.122( 20)	.000( 0)	8.122	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	8.122( 20)	.000( 0)	8.122	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	8.122( 20)	.000( 0)	8.122	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	8.122( 20)	.000( 0)	8.122	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	117.595( 73)	27.057( 25)	144.652	81.30	18.70	100.00
LANE WIDTH DEFICIENCY	144.652( 98)	.000( 0)	144.652	100.00	.00	100.00
SHOULDER W. DEFICIENCY	144.652( 98)	.000( 0)	144.652	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	144.652( 75)	.000( 0)	108.683	100.00	.00	75.13
HORIZ. ALIGN. DEFICIENCY	144.652( 75)	.000( 0)	108.683	100.00	.00	75.13
SPEED LIMIT DEFICIENCY	144.652( 98)	.000( 0)	144.652	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	144.652( 98)	.000( 0)	144.652	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	124.952( 91)	19.700( 7)	144.652	86.38	13.62	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 35 in NEW MEXICO : I-10 Termini: I-25 @ Las Cruces - Texas SL (El Paso)

RURAL LENGTH 19.612( 8 SECTIONS COVERING 19.612 MILES)

URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)

TOTAL LENGTH 19.612( 8 SECTIONS COVERING 19.612 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	19.612( 8)	.000( 0)	19.612	100.00	.00	100.00
LANE WIDTH DEFICIENCY	19.612( 8)	.000( 0)	19.612	100.00	.00	100.00
SHOULDER W. DEFICIENCY	19.612( 8)	.000( 0)	19.612	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	19.612( 8)	.000( 0)	19.612	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	19.612( 8)	.000( 0)	19.612	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	19.612( 8)	.000( 0)	19.612	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	19.612( 8)	.000( 0)	19.612	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	15.748( 7)	3.864( 1)	19.612	80.30	19.70	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 80 in NEW MEXICO : I-25 Termini: I-10 @ Las Cruces - Albuquerque UL

RURAL LENGTH 197.100(132 SECTIONS COVERING 197.100 MILES)  
 URBAN LENGTH 17.431( 28 SECTIONS COVERING 17.431 MILES)  
 TOTAL LENGTH 214.531(160 SECTIONS COVERING 214.531 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	147.369(102)	49.731( 30)	197.100	74.77	25.23	100.00
LANE WIDTH DEFICIENCY	197.100(132)	.000( 0)	197.100	100.00	.00	100.00
SHOULDER W. DEFICIENCY	197.100(132)	.000( 0)	197.100	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	197.100( 88)	.000( 0)	143.168	100.00	.00	72.64
HORIZ. ALIGN. DEFICIENCY	197.100( 88)	.000( 0)	143.168	100.00	.00	72.64
SPEED LIMIT DEFICIENCY	197.100(132)	.000( 0)	197.100	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	197.100(132)	.000( 0)	197.100	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	197.100(132)	.000( 0)	197.100	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	12.286( 24)	5.145( 4)	17.431	70.48	29.52	100.00
LANE WIDTH DEFICIENCY	17.431( 28)	.000( 0)	17.431	100.00	.00	100.00
SHOULDER W. DEFICIENCY	17.431( 28)	.000( 0)	17.431	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	17.431( 24)	.000( 0)	17.225	100.00	.00	98.82
HORIZ. ALIGN. DEFICIENCY	17.431( 24)	.000( 0)	17.225	100.00	.00	98.82
SPEED LIMIT DEFICIENCY	17.431( 28)	.000( 0)	17.431	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	17.431( 28)	.000( 0)	17.431	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	17.431( 28)	.000( 0)	17.431	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	159.655(126)	54.876( 34)	214.531	74.42	25.58	100.00
LANE WIDTH DEFICIENCY	214.531(160)	.000( 0)	214.531	100.00	.00	100.00
SHOULDER W. DEFICIENCY	214.531(160)	.000( 0)	214.531	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	214.531(112)	.000( 0)	160.393	100.00	.00	74.76
HORIZ. ALIGN. DEFICIENCY	214.531(112)	.000( 0)	160.393	100.00	.00	74.76
SPEED LIMIT DEFICIENCY	214.531(160)	.000( 0)	214.531	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	214.531(160)	.000( 0)	214.531	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	214.531(160)	.000( 0)	214.531	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 81 in NEW MEXICO : I-25 Termini: Through Albuquerque

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 20.803( 55 SECTIONS COVERING 20.803 MILES)  
 TOTAL LENGTH 20.803( 55 SECTIONS COVERING 20.803 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	12.861( 33)	7.942( 22)	20.803	61.82	38.18	100.00
LANE WIDTH DEFICIENCY	20.803( 55)	.000( 0)	20.803	100.00	.00	100.00
SHOULDER W. DEFICIENCY	20.803( 55)	.000( 0)	20.803	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	20.803( 50)	.000( 0)	19.991	100.00	.00	96.10
HORIZ. ALIGN. DEFICIENCY	20.803( 50)	.000( 0)	19.991	100.00	.00	96.10
SPEED LIMIT DEFICIENCY	20.803( 55)	.000( 0)	20.803	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	18.662( 48)	2.141( 7)	20.803	89.71	10.29	100.00
CAPACITY DEFICIENCY 2016	10.234( 20)	10.569( 35)	20.803	49.19	50.81	100.00

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 82 in NEW MEXICO : I-25 Termini: Albuquerque UL - Colorado SL

RURAL LENGTH 207.653(163 SECTIONS COVERING 207.653 MILES)  
 URBAN LENGTH 19.137( 41 SECTIONS COVERING 19.137 MILES)  
 TOTAL LENGTH 226.790(204 SECTIONS COVERING 226.790 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	171.043(127)	36.610( 36)	207.653	82.37	17.63	100.00
LANE WIDTH DEFICIENCY	207.653(163)	.000( 0)	207.653	100.00	.00	100.00
SHOULDER W. DEFICIENCY	207.653(163)	.000( 0)	207.653	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	207.653(124)	.000( 0)	182.122	100.00	.00	87.70
HORIZ. ALIGN. DEFICIENCY	207.653(124)	.000( 0)	182.122	100.00	.00	87.70
SPEED LIMIT DEFICIENCY	207.653(163)	.000( 0)	207.653	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	207.653(163)	.000( 0)	207.653	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	196.747(156)	10.906( 7)	207.653	94.75	5.25	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	13.862( 25)	5.275( 16)	19.137	72.44	27.56	100.00
LANE WIDTH DEFICIENCY	19.137( 41)	.000( 0)	19.137	100.00	.00	100.00
SHOULDER W. DEFICIENCY	19.137( 41)	.000( 0)	19.137	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	19.137( 39)	.000( 0)	18.843	100.00	.00	98.46
HORIZ. ALIGN. DEFICIENCY	19.137( 39)	.000( 0)	18.843	100.00	.00	98.46
SPEED LIMIT DEFICIENCY	19.137( 41)	.000( 0)	19.137	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	19.137( 41)	.000( 0)	19.137	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	19.137( 41)	.000( 0)	19.137	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	184.905(152)	41.885( 52)	226.790	81.53	18.47	100.00
LANE WIDTH DEFICIENCY	226.790(204)	.000( 0)	226.790	100.00	.00	100.00
SHOULDER W. DEFICIENCY	226.790(204)	.000( 0)	226.790	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	226.790(163)	.000( 0)	200.965	100.00	.00	88.61
HORIZ. ALIGN. DEFICIENCY	226.790(163)	.000( 0)	200.965	100.00	.00	88.61
SPEED LIMIT DEFICIENCY	226.790(204)	.000( 0)	226.790	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	226.790(204)	.000( 0)	226.790	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	215.884(197)	10.906( 7)	226.790	95.19	4.81	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 133 in NEW MEXICO : I-40 Termini: Arizona SL - Albuquerque UL

RURAL LENGTH 134.151( 93 SECTIONS COVERING 131.076 MILES)  
 URBAN LENGTH 17.849( 25 SECTIONS COVERING 17.440 MILES)  
 TOTAL LENGTH 152.000(118 SECTIONS COVERING 148.516 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	111.490( 65)	22.660( 28)	131.076	83.11	16.89	97.71
LANE WIDTH DEFICIENCY	134.151( 93)	.000( 0)	131.076	100.00	.00	97.71
SHOULDER W. DEFICIENCY	134.151( 93)	.000( 0)	131.076	100.00	.00	97.71
VERT. ALIGN. DEFICIENCY	134.151( 82)	.000( 0)	105.756	100.00	.00	78.83
HORIZ. ALIGN. DEFICIENCY	134.151( 82)	.000( 0)	105.756	100.00	.00	78.83
SPEED LIMIT DEFICIENCY	134.151( 93)	.000( 0)	131.076	100.00	.00	97.71
CAPACITY DEFICIENCY 1996	134.151( 93)	.000( 0)	131.076	100.00	.00	97.71
CAPACITY DEFICIENCY 2016	130.629( 89)	3.522( 4)	131.076	97.37	2.63	97.71

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	8.724( 12)	9.125( 13)	17.440	48.88	51.12	97.71
LANE WIDTH DEFICIENCY	17.849( 25)	.000( 0)	17.440	100.00	.00	97.71
SHOULDER W. DEFICIENCY	17.849( 25)	.000( 0)	17.440	100.00	.00	97.71
VERT. ALIGN. DEFICIENCY	17.849( 22)	.000( 0)	13.447	100.00	.00	75.34
HORIZ. ALIGN. DEFICIENCY	17.849( 22)	.000( 0)	13.447	100.00	.00	75.34
SPEED LIMIT DEFICIENCY	17.849( 25)	.000( 0)	17.440	100.00	.00	97.71
CAPACITY DEFICIENCY 1996	17.849( 25)	.000( 0)	17.440	100.00	.00	97.71
CAPACITY DEFICIENCY 2016	17.849( 25)	.000( 0)	17.440	100.00	.00	97.71

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	120.214( 77)	31.786( 41)	148.516	79.09	20.91	97.71
LANE WIDTH DEFICIENCY	152.000(118)	.000( 0)	148.516	100.00	.00	97.71
SHOULDER W. DEFICIENCY	152.000(118)	.000( 0)	148.516	100.00	.00	97.71
VERT. ALIGN. DEFICIENCY	152.000(104)	.000( 0)	119.203	100.00	.00	78.42
HORIZ. ALIGN. DEFICIENCY	152.000(104)	.000( 0)	119.203	100.00	.00	78.42
SPEED LIMIT DEFICIENCY	152.000(118)	.000( 0)	148.516	100.00	.00	97.71
CAPACITY DEFICIENCY 1996	152.000(118)	.000( 0)	148.516	100.00	.00	97.71
CAPACITY DEFICIENCY 2016	148.478(114)	3.522( 4)	148.516	97.68	2.32	97.71

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 134 in NEW MEXICO : I-40 Termini: Through Albuquerque

RURAL LENGTH 6.350( 9 SECTIONS COVERING 6.350 MILES)  
 URBAN LENGTH 19.754( 74 SECTIONS COVERING 19.754 MILES)  
 TOTAL LENGTH 26.104( 83 SECTIONS COVERING 26.104 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	3.747( 3)	2.603( 6)	6.350	59.01	40.99	100.00
LANE WIDTH DEFICIENCY	6.350( 9)	.000( 0)	6.350	100.00	.00	100.00
SHOULDER W. DEFICIENCY	6.350( 9)	.000( 0)	6.350	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	6.350( 9)	.000( 0)	6.350	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	6.350( 9)	.000( 0)	6.350	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	6.350( 9)	.000( 0)	6.350	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	6.350( 9)	.000( 0)	6.350	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	3.223( 4)	3.127( 5)	6.350	50.76	49.24	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	11.410( 47)	8.344( 27)	19.754	57.76	42.24	100.00
LANE WIDTH DEFICIENCY	19.754( 74)	.000( 0)	19.754	100.00	.00	100.00
SHOULDER W. DEFICIENCY	19.754( 72)	.000( 0)	19.478	100.00	.00	98.60
VERT. ALIGN. DEFICIENCY	19.754( 63)	.000( 0)	18.869	100.00	.00	95.52
HORIZ. ALIGN. DEFICIENCY	19.754( 63)	.000( 0)	18.869	100.00	.00	95.52
SPEED LIMIT DEFICIENCY	19.754( 74)	.000( 0)	19.754	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	12.839( 52)	6.915( 22)	19.754	64.99	35.01	100.00
CAPACITY DEFICIENCY 2016	5.946( 26)	13.808( 48)	19.754	30.10	69.90	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	15.157( 50)	10.947( 33)	26.104	58.06	41.94	100.00
LANE WIDTH DEFICIENCY	26.104( 83)	.000( 0)	26.104	100.00	.00	100.00
SHOULDER W. DEFICIENCY	26.104( 81)	.000( 0)	25.828	100.00	.00	98.94
VERT. ALIGN. DEFICIENCY	26.104( 72)	.000( 0)	25.219	100.00	.00	96.61
HORIZ. ALIGN. DEFICIENCY	26.104( 72)	.000( 0)	25.219	100.00	.00	96.61
SPEED LIMIT DEFICIENCY	26.104( 83)	.000( 0)	26.104	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	19.189( 61)	6.915( 22)	26.104	73.51	26.49	100.00
CAPACITY DEFICIENCY 2016	9.169( 30)	16.935( 53)	26.104	35.12	64.88	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 135 in NEW MEXICO : I-40 Termini: Albuquerque UL - Texas SL

RURAL LENGTH 193.614(159 SECTIONS COVERING 193.614 MILES)  
 URBAN LENGTH 5.276( 12 SECTIONS COVERING 5.276 MILES)  
 TOTAL LENGTH 198.890(171 SECTIONS COVERING 198.890 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	155.561(125)	38.053( 34)	193.614	80.35	19.65	100.00
LANE WIDTH DEFICIENCY	193.614(159)	.000( 0)	193.614	100.00	.00	100.00
SHOULDER W. DEFICIENCY	193.614(159)	.000( 0)	193.614	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	193.614( 93)	.000( 0)	133.069	100.00	.00	68.73
HORIZ. ALIGN. DEFICIENCY	193.614( 93)	.000( 0)	133.069	100.00	.00	68.73
SPEED LIMIT DEFICIENCY	193.614(159)	.000( 0)	193.614	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	193.614(159)	.000( 0)	193.614	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	185.495(153)	8.119( 6)	193.614	95.81	4.19	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	4.543( 9)	.733( 3)	5.276	86.11	13.89	100.00
LANE WIDTH DEFICIENCY	5.276( 12)	.000( 0)	5.276	100.00	.00	100.00
SHOULDER W. DEFICIENCY	5.276( 12)	.000( 0)	5.276	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	5.276( 12)	.000( 0)	5.276	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	5.276( 12)	.000( 0)	5.276	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	5.276( 12)	.000( 0)	5.276	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	5.276( 12)	.000( 0)	5.276	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	5.276( 12)	.000( 0)	5.276	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	160.104(134)	38.786( 37)	198.890	80.50	19.50	100.00
LANE WIDTH DEFICIENCY	198.890(171)	.000( 0)	198.890	100.00	.00	100.00
SHOULDER W. DEFICIENCY	198.890(171)	.000( 0)	198.890	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	198.890(105)	.000( 0)	138.345	100.00	.00	69.56
HORIZ. ALIGN. DEFICIENCY	198.890(105)	.000( 0)	138.345	100.00	.00	69.56
SPEED LIMIT DEFICIENCY	198.890(171)	.000( 0)	198.890	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	198.890(171)	.000( 0)	198.890	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	190.771(165)	8.119( 6)	198.890	95.92	4.08	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 410 in NEW MEXICO : US 54 Termini: Texas SL - I-40

RURAL LENGTH 235.765(125 SECTIONS COVERING 235.765 MILES)  
 URBAN LENGTH 7.423( 20 SECTIONS COVERING 7.423 MILES)  
 TOTAL LENGTH 243.188(145 SECTIONS COVERING 243.188 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	178.447( 97)	57.318( 28)	235.765	75.69	24.31	100.00
LANE WIDTH DEFICIENCY	197.879(108)	37.886( 17)	235.765	83.93	16.07	100.00
SHOULDER W. DEFICIENCY	164.803( 86)	70.962( 27)	223.971	69.90	30.10	95.00
VERT. ALIGN. DEFICIENCY	235.765( 81)	.000( 0)	173.817	100.00	.00	73.72
HORIZ. ALIGN. DEFICIENCY	235.765( 81)	.000( 0)	173.817	100.00	.00	73.72
SPEED LIMIT DEFICIENCY	223.053(109)	12.712( 16)	235.765	94.61	5.39	100.00
CAPACITY DEFICIENCY 1996	224.141(114)	11.624( 11)	235.765	95.07	4.93	100.00
CAPACITY DEFICIENCY 2016	213.041(110)	22.724( 15)	235.765	90.36	9.64	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	5.417( 13)	2.006( 7)	7.423	72.98	27.02	100.00
LANE WIDTH DEFICIENCY	7.423( 20)	.000( 0)	7.423	100.00	.00	100.00
SHOULDER W. DEFICIENCY	7.423( 19)	.000( 0)	7.390	100.00	.00	99.56
VERT. ALIGN. DEFICIENCY	7.423( 17)	.000( 0)	7.258	100.00	.00	97.78
HORIZ. ALIGN. DEFICIENCY	7.423( 16)	.000( 0)	7.164	100.00	.00	96.51
SPEED LIMIT DEFICIENCY	2.213( 3)	5.210( 17)	7.423	29.81	70.19	100.00
CAPACITY DEFICIENCY 1996	7.423( 20)	.000( 0)	7.423	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	7.423( 20)	.000( 0)	7.423	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	183.864(110)	59.324( 35)	243.188	75.61	24.39	100.00
LANE WIDTH DEFICIENCY	205.302(128)	37.886( 17)	243.188	84.42	15.58	100.00
SHOULDER W. DEFICIENCY	172.226(105)	70.962( 27)	231.361	70.82	29.18	95.14
VERT. ALIGN. DEFICIENCY	243.188( 98)	.000( 0)	181.075	100.00	.00	74.46
HORIZ. ALIGN. DEFICIENCY	243.188( 97)	.000( 0)	180.981	100.00	.00	74.42
SPEED LIMIT DEFICIENCY	225.266(112)	17.922( 33)	243.188	92.63	7.37	100.00
CAPACITY DEFICIENCY 1996	231.564(134)	11.624( 11)	243.188	95.22	4.78	100.00
CAPACITY DEFICIENCY 2016	220.464(130)	22.724( 15)	243.188	90.66	9.34	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 411 in NEW MEXICO : US 54 Termini: I-40 - Texas SL

RURAL LENGTH 51.609( 41 SECTIONS COVERING 51.609 MILES)  
 URBAN LENGTH 1.468( 5 SECTIONS COVERING 1.468 MILES)  
 TOTAL LENGTH 53.077( 46 SECTIONS COVERING 53.077 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	51.609( 41)	.000( 0)	51.609	100.00	.00	100.00
LANE WIDTH DEFICIENCY	51.049( 40)	.560( 1)	51.609	98.91	1.09	100.00
SHOULDER W. DEFICIENCY	51.609( 39)	.000( 0)	51.092	100.00	.00	99.00
VERT. ALIGN. DEFICIENCY	51.609( 28)	.000( 0)	31.121	100.00	.00	60.30
HORIZ. ALIGN. DEFICIENCY	51.609( 28)	.000( 0)	31.121	100.00	.00	60.30
SPEED LIMIT DEFICIENCY	48.416( 27)	3.193( 13)	51.460	93.81	6.19	99.71
CAPACITY DEFICIENCY 1996	51.279( 39)	.330( 2)	51.609	99.36	.64	100.00
CAPACITY DEFICIENCY 2016	50.429( 34)	1.180( 7)	51.609	97.71	2.29	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.255( 3)	.213( 2)	1.468	85.49	14.51	100.00
LANE WIDTH DEFICIENCY	1.468( 5)	.000( 0)	1.468	100.00	.00	100.00
SHOULDER W. DEFICIENCY	1.388( 4)	.080( 1)	1.468	94.55	5.45	100.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	.000( 0)	1.468( 5)	1.468	.00	100.00	100.00
CAPACITY DEFICIENCY 1996	1.468( 5)	.000( 0)	1.468	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	1.468( 5)	.000( 0)	1.468	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	52.864( 44)	.213( 2)	53.077	99.60	.40	100.00
LANE WIDTH DEFICIENCY	52.517( 45)	.560( 1)	53.077	98.94	1.06	100.00
SHOULDER W. DEFICIENCY	52.997( 43)	.080( 1)	52.560	99.85	.15	99.03
VERT. ALIGN. DEFICIENCY	51.609( 28)	.000( 0)	31.121	97.23	.00	58.63
HORIZ. ALIGN. DEFICIENCY	51.609( 28)	.000( 0)	31.121	97.23	.00	58.63
SPEED LIMIT DEFICIENCY	48.416( 27)	4.661( 18)	52.928	91.22	8.78	99.72
CAPACITY DEFICIENCY 1996	52.747( 44)	.330( 2)	53.077	99.38	.62	100.00
CAPACITY DEFICIENCY 2016	51.897( 39)	1.180( 7)	53.077	97.78	2.22	100.00

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 430 in NEW MEXICO : US 70 Termini: I-10 to US 54

RURAL LENGTH 57.159( 39 SECTIONS COVERING 57.159 MILES)  
 URBAN LENGTH 14.301( 36 SECTIONS COVERING 14.301 MILES)  
 TOTAL LENGTH 71.460( 75 SECTIONS COVERING 71.460 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	56.283( 33)	.876( 6)	57.159	98.47	1.53	100.00
LANE WIDTH DEFICIENCY	57.159( 39)	.000( 0)	57.159	100.00	.00	100.00
SHOULDER W. DEFICIENCY	57.159( 39)	.000( 0)	57.159	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	57.159( 37)	.000( 0)	49.204	100.00	.00	86.08
HORIZ. ALIGN. DEFICIENCY	57.159( 37)	.000( 0)	49.204	100.00	.00	86.08
SPEED LIMIT DEFICIENCY	53.001( 33)	4.158( 6)	57.159	92.73	7.27	100.00
CAPACITY DEFICIENCY 1996	43.142( 35)	14.017( 4)	57.159	75.48	24.52	100.00
CAPACITY DEFICIENCY 2016	43.142( 35)	14.017( 4)	57.159	75.48	24.52	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	11.308( 25)	2.993( 11)	14.301	79.07	20.93	100.00
LANE WIDTH DEFICIENCY	14.301( 36)	.000( 0)	14.301	100.00	.00	100.00
SHOULDER W. DEFICIENCY	14.301( 25)	.000( 0)	10.580	100.00	.00	73.98
VERT. ALIGN. DEFICIENCY	14.301( 23)	.000( 0)	10.419	100.00	.00	72.86
HORIZ. ALIGN. DEFICIENCY	14.301( 23)	.000( 0)	10.419	100.00	.00	72.86
SPEED LIMIT DEFICIENCY	3.349( 8)	10.952( 28)	14.301	23.42	76.58	100.00
CAPACITY DEFICIENCY 1996	14.301( 36)	.000( 0)	14.301	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	14.301( 36)	.000( 0)	14.301	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	67.591( 58)	3.869( 17)	71.460	94.59	5.41	100.00
LANE WIDTH DEFICIENCY	71.460( 75)	.000( 0)	71.460	100.00	.00	100.00
SHOULDER W. DEFICIENCY	71.460( 64)	.000( 0)	67.739	100.00	.00	94.79
VERT. ALIGN. DEFICIENCY	71.460( 60)	.000( 0)	59.623	100.00	.00	83.44
HORIZ. ALIGN. DEFICIENCY	71.460( 60)	.000( 0)	59.623	100.00	.00	83.44
SPEED LIMIT DEFICIENCY	56.350( 41)	15.110( 34)	71.460	78.86	21.14	100.00
CAPACITY DEFICIENCY 1996	57.443( 71)	14.017( 4)	71.460	80.38	19.62	100.00
CAPACITY DEFICIENCY 2016	57.443( 71)	14.017( 4)	71.460	80.38	19.62	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 670 in NEW MEXICO : S 136 Termini: Mexico - Texas SL

RURAL LENGTH 8.800( 2 SECTIONS COVERING 8.800 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 8.800( 2 SECTIONS COVERING 8.800 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	8.800( 2)	.000( 0)	8.800	100.00	.00	100.00
LANE WIDTH DEFICIENCY	8.800( 2)	.000( 0)	8.800	100.00	.00	100.00
SHOULDER W. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
VERT. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
HORIZ. ALIGN. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
SPEED LIMIT DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
CAPACITY DEFICIENCY 1996	8.800( 2)	.000( 0)	8.800	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	8.800( 2)	.000( 0)	8.800	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item



**NORTH DAKOTA**

Super-Segment NO 91 in NORTH DAKOTA: I-29 Termini: South Dakota SL - I-94 (Fargo)

RURAL LENGTH 61.131( 15 SECTIONS COVERING 51.252 MILES)  
 URBAN LENGTH 1.869( 2 SECTIONS COVERING 1.567 MILES)  
 TOTAL LENGTH 63.000( 17 SECTIONS COVERING 52.819 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	40.661( 10)	20.470( 5)	51.252	66.51	33.49	83.84
LANE WIDTH DEFICIENCY	61.131( 15)	.000( 0)	51.252	100.00	.00	83.84
SHOULDER W. DEFICIENCY	61.131( 15)	.000( 0)	51.252	100.00	.00	83.84
VERT. ALIGN. DEFICIENCY	61.131( 15)	.000( 0)	51.252	100.00	.00	83.84
HORIZ. ALIGN. DEFICIENCY	61.131( 15)	.000( 0)	51.252	100.00	.00	83.84
SPEED LIMIT DEFICIENCY	61.131( 15)	.000( 0)	51.252	100.00	.00	83.84
CAPACITY DEFICIENCY 1996	61.131( 15)	.000( 0)	51.252	100.00	.00	83.84
CAPACITY DEFICIENCY 2016	61.131( 15)	.000( 0)	51.252	100.00	.00	83.84

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.869( 2)	.000( 0)	1.567	100.00	.00	83.84
LANE WIDTH DEFICIENCY	1.869( 2)	.000( 0)	1.567	100.00	.00	83.84
SHOULDER W. DEFICIENCY	1.869( 2)	.000( 0)	1.567	100.00	.00	83.84
VERT. ALIGN. DEFICIENCY	1.869( 2)	.000( 0)	1.567	100.00	.00	83.84
HORIZ. ALIGN. DEFICIENCY	1.869( 2)	.000( 0)	1.567	100.00	.00	83.84
SPEED LIMIT DEFICIENCY	1.869( 2)	.000( 0)	1.567	100.00	.00	83.84
CAPACITY DEFICIENCY 1996	1.869( 2)	.000( 0)	1.567	100.00	.00	83.84
CAPACITY DEFICIENCY 2016	1.869( 2)	.000( 0)	1.567	100.00	.00	83.84

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	42.530( 12)	20.470( 5)	52.819	67.51	32.49	83.84
LANE WIDTH DEFICIENCY	63.000( 17)	.000( 0)	52.819	100.00	.00	83.84
SHOULDER W. DEFICIENCY	63.000( 17)	.000( 0)	52.819	100.00	.00	83.84
VERT. ALIGN. DEFICIENCY	63.000( 17)	.000( 0)	52.819	100.00	.00	83.84
HORIZ. ALIGN. DEFICIENCY	63.000( 17)	.000( 0)	52.819	100.00	.00	83.84
SPEED LIMIT DEFICIENCY	63.000( 17)	.000( 0)	52.819	100.00	.00	83.84
CAPACITY DEFICIENCY 1996	63.000( 17)	.000( 0)	52.819	100.00	.00	83.84
CAPACITY DEFICIENCY 2016	63.000( 17)	.000( 0)	52.819	100.00	.00	83.84

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 92 in NORTH DAKOTA: I-29 Termini: Fargo (I-94) - Canada

RURAL LENGTH 142.889( 26 SECTIONS COVERING 90.356 MILES)  
 URBAN LENGTH 11.111( 7 SECTIONS COVERING 7.026 MILES)  
 TOTAL LENGTH 154.000( 33 SECTIONS COVERING 97.382 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	94.924( 20)	47.965( 6)	90.356	66.43	33.57	63.24
LANE WIDTH DEFICIENCY	142.889( 26)	.000( 0)	90.356	100.00	.00	63.24
SHOULDER W. DEFICIENCY	142.889( 26)	.000( 0)	90.356	100.00	.00	63.24
VERT. ALIGN. DEFICIENCY	142.889( 26)	.000( 0)	90.356	100.00	.00	63.24
HORIZ. ALIGN. DEFICIENCY	142.889( 26)	.000( 0)	90.356	100.00	.00	63.24
SPEED LIMIT DEFICIENCY	142.889( 26)	.000( 0)	90.356	100.00	.00	63.24
CAPACITY DEFICIENCY 1996	142.889( 26)	.000( 0)	90.356	100.00	.00	63.24
CAPACITY DEFICIENCY 2016	142.889( 26)	.000( 0)	90.356	100.00	.00	63.24

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	9.553( 6)	1.558( 1)	7.026	85.98	14.02	63.24
LANE WIDTH DEFICIENCY	11.111( 7)	.000( 0)	7.026	100.00	.00	63.24
SHOULDER W. DEFICIENCY	11.111( 7)	.000( 0)	7.026	100.00	.00	63.24
VERT. ALIGN. DEFICIENCY	11.111( 7)	.000( 0)	7.026	100.00	.00	63.24
HORIZ. ALIGN. DEFICIENCY	11.111( 7)	.000( 0)	7.026	100.00	.00	63.24
SPEED LIMIT DEFICIENCY	11.111( 7)	.000( 0)	7.026	100.00	.00	63.24
CAPACITY DEFICIENCY 1996	11.111( 7)	.000( 0)	7.026	100.00	.00	63.24
CAPACITY DEFICIENCY 2016	11.111( 7)	.000( 0)	7.026	100.00	.00	63.24

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	104.477( 26)	49.523( 7)	97.382	67.84	32.16	63.24
LANE WIDTH DEFICIENCY	154.000( 33)	.000( 0)	97.382	100.00	.00	63.24
SHOULDER W. DEFICIENCY	154.000( 33)	.000( 0)	97.382	100.00	.00	63.24
VERT. ALIGN. DEFICIENCY	154.000( 33)	.000( 0)	97.382	100.00	.00	63.24
HORIZ. ALIGN. DEFICIENCY	154.000( 33)	.000( 0)	97.382	100.00	.00	63.24
SPEED LIMIT DEFICIENCY	154.000( 33)	.000( 0)	97.382	100.00	.00	63.24
CAPACITY DEFICIENCY 1996	154.000( 33)	.000( 0)	97.382	100.00	.00	63.24
CAPACITY DEFICIENCY 2016	154.000( 33)	.000( 0)	97.382	100.00	.00	63.24

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 353 in NORTH DAKOTA: US 2 Termini: Montana SL - US 83 @ Minot

RURAL LENGTH 138.913( 23 SECTIONS COVERING 90.996 MILES)  
 URBAN LENGTH 6.087( 4 SECTIONS COVERING 3.987 MILES)  
 TOTAL LENGTH 145.000( 27 SECTIONS COVERING 94.983 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	138.913( 23)	.000( 0)	90.996	100.00	.00	65.51
LANE WIDTH DEFICIENCY	138.913( 23)	.000( 0)	90.996	100.00	.00	65.51
SHOULDER W. DEFICIENCY	138.913( 23)	.000( 0)	90.996	100.00	.00	65.51
VERT. ALIGN. DEFICIENCY	138.913( 23)	.000( 0)	90.996	100.00	.00	65.51
HORIZ. ALIGN. DEFICIENCY	138.913( 23)	.000( 0)	90.996	100.00	.00	65.51
SPEED LIMIT DEFICIENCY	138.913( 23)	.000( 0)	90.996	100.00	.00	65.51
CAPACITY DEFICIENCY 1996	138.913( 23)	.000( 0)	90.996	100.00	.00	65.51
CAPACITY DEFICIENCY 2016	138.913( 23)	.000( 0)	90.996	100.00	.00	65.51

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.087( 4)	.000( 0)	3.987	100.00	.00	65.51
LANE WIDTH DEFICIENCY	6.087( 4)	.000( 0)	3.987	100.00	.00	65.51
SHOULDER W. DEFICIENCY	6.087( 4)	.000( 0)	3.987	100.00	.00	65.51
VERT. ALIGN. DEFICIENCY	6.087( 4)	.000( 0)	3.987	100.00	.00	65.51
HORIZ. ALIGN. DEFICIENCY	6.087( 4)	.000( 0)	3.987	100.00	.00	65.51
SPEED LIMIT DEFICIENCY	.000( 0)	6.087( 4)	3.987	.00	100.00	65.51
CAPACITY DEFICIENCY 1996	6.087( 4)	.000( 0)	3.987	100.00	.00	65.51
CAPACITY DEFICIENCY 2016	5.320( 3)	.766( 1)	3.987	87.41	12.59	65.51

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	145.000( 27)	.000( 0)	94.983	100.00	.00	65.51
LANE WIDTH DEFICIENCY	145.000( 27)	.000( 0)	94.983	100.00	.00	65.51
SHOULDER W. DEFICIENCY	145.000( 27)	.000( 0)	94.983	100.00	.00	65.51
VERT. ALIGN. DEFICIENCY	145.000( 27)	.000( 0)	94.983	100.00	.00	65.51
HORIZ. ALIGN. DEFICIENCY	145.000( 27)	.000( 0)	94.983	100.00	.00	65.51
SPEED LIMIT DEFICIENCY	138.913( 23)	6.087( 4)	94.983	95.80	4.20	65.51
CAPACITY DEFICIENCY 1996	145.000( 27)	.000( 0)	94.983	100.00	.00	65.51
CAPACITY DEFICIENCY 2016	144.234( 26)	.766( 1)	94.983	99.47	.53	65.51

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 354 in NORTH DAKOTA: US 2 Termini: US 83 @ Minot - Minnesota SL (Grand Forks)

RURAL LENGTH 201.756( 22 SECTIONS COVERING 113.020 MILES)  
 URBAN LENGTH 7.244( 9 SECTIONS COVERING 4.058 MILES)  
 TOTAL LENGTH 209.000( 31 SECTIONS COVERING 117.078 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	201.756( 22)	.000( 0)	113.020	100.00	.00	56.02
LANE WIDTH DEFICIENCY	201.756( 22)	.000( 0)	113.020	100.00	.00	56.02
SHOULDER W. DEFICIENCY	201.756( 22)	.000( 0)	113.020	100.00	.00	56.02
VERT. ALIGN. DEFICIENCY	201.756( 22)	.000( 0)	113.020	100.00	.00	56.02
HORIZ. ALIGN. DEFICIENCY	201.756( 22)	.000( 0)	113.020	100.00	.00	56.02
SPEED LIMIT DEFICIENCY	201.756( 22)	.000( 0)	113.020	100.00	.00	56.02
CAPACITY DEFICIENCY 1996	201.756( 22)	.000( 0)	113.020	100.00	.00	56.02
CAPACITY DEFICIENCY 2016	201.756( 22)	.000( 0)	113.020	100.00	.00	56.02

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.102( 6)	1.142( 3)	4.058	84.23	15.77	56.02
LANE WIDTH DEFICIENCY	7.244( 9)	.000( 0)	4.058	100.00	.00	56.02
SHOULDER W. DEFICIENCY	7.244( 4)	.000( 0)	2.268	100.00	.00	31.31
VERT. ALIGN. DEFICIENCY	7.244( 9)	.000( 0)	4.058	100.00	.00	56.02
HORIZ. ALIGN. DEFICIENCY	7.244( 9)	.000( 0)	4.058	100.00	.00	56.02
SPEED LIMIT DEFICIENCY	2.669( 2)	4.575( 7)	4.058	36.84	63.16	56.02
CAPACITY DEFICIENCY 1996	7.066( 8)	.179( 1)	4.058	97.54	2.46	56.02
CAPACITY DEFICIENCY 2016	4.941( 5)	2.303( 4)	4.058	68.21	31.79	56.02

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	207.858( 28)	1.142( 3)	117.078	99.45	.55	56.02
LANE WIDTH DEFICIENCY	209.000( 31)	.000( 0)	117.078	100.00	.00	56.02
SHOULDER W. DEFICIENCY	209.000( 26)	.000( 0)	115.288	100.00	.00	55.16
VERT. ALIGN. DEFICIENCY	209.000( 31)	.000( 0)	117.078	100.00	.00	56.02
HORIZ. ALIGN. DEFICIENCY	209.000( 31)	.000( 0)	117.078	100.00	.00	56.02
SPEED LIMIT DEFICIENCY	204.425( 24)	4.575( 7)	117.078	97.81	2.19	56.02
CAPACITY DEFICIENCY 1996	208.821( 30)	.179( 1)	117.078	99.91	.09	56.02
CAPACITY DEFICIENCY 2016	206.697( 27)	2.303( 4)	117.078	98.90	1.10	56.02

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 400 in NORTH DAKOTA: US 52 Termini: Canada to I-94 @ Jamestown, ND

RURAL LENGTH 239.398( 22 SECTIONS COVERING 119.516 MILES)  
 URBAN LENGTH 6.602( 9 SECTIONS COVERING 3.296 MILES)  
 TOTAL LENGTH 246.000( 31 SECTIONS COVERING 122.812 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	239.398( 22)	.000( 0)	119.516	100.00	.00	49.92
LANE WIDTH DEFICIENCY	239.398( 22)	.000( 0)	119.516	100.00	.00	49.92
SHOULDER W. DEFICIENCY	239.398( 22)	.000( 0)	119.516	100.00	.00	49.92
VERT. ALIGN. DEFICIENCY	239.398( 22)	.000( 0)	119.516	100.00	.00	49.92
HORIZ. ALIGN. DEFICIENCY	239.398( 22)	.000( 0)	119.516	100.00	.00	49.92
SPEED LIMIT DEFICIENCY	239.398( 22)	.000( 0)	119.516	100.00	.00	49.92
CAPACITY DEFICIENCY 1996	239.398( 22)	.000( 0)	119.516	100.00	.00	49.92
CAPACITY DEFICIENCY 2016	239.398( 22)	.000( 0)	119.516	100.00	.00	49.92

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.602( 9)	.000( 0)	3.296	100.00	.00	49.92
LANE WIDTH DEFICIENCY	6.602( 9)	.000( 0)	3.296	100.00	.00	49.92
SHOULDER W. DEFICIENCY	6.602( 1)	.000( 0)	1.209	100.00	.00	18.31
VERT. ALIGN. DEFICIENCY	6.602( 9)	.000( 0)	3.296	100.00	.00	49.92
HORIZ. ALIGN. DEFICIENCY	6.602( 9)	.000( 0)	3.296	100.00	.00	49.92
SPEED LIMIT DEFICIENCY	.000( 0)	6.602( 9)	3.296	.00	100.00	49.92
CAPACITY DEFICIENCY 1996	6.602( 9)	.000( 0)	3.296	100.00	.00	49.92
CAPACITY DEFICIENCY 2016	6.602( 9)	.000( 0)	3.296	100.00	.00	49.92

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	246.000( 31)	.000( 0)	122.812	100.00	.00	49.92
LANE WIDTH DEFICIENCY	246.000( 31)	.000( 0)	122.812	100.00	.00	49.92
SHOULDER W. DEFICIENCY	246.000( 23)	.000( 0)	120.725	100.00	.00	49.08
VERT. ALIGN. DEFICIENCY	246.000( 31)	.000( 0)	122.812	100.00	.00	49.92
HORIZ. ALIGN. DEFICIENCY	246.000( 31)	.000( 0)	122.812	100.00	.00	49.92
SPEED LIMIT DEFICIENCY	239.398( 22)	6.602( 9)	122.812	97.32	2.68	49.92
CAPACITY DEFICIENCY 1996	246.000( 31)	.000( 0)	122.812	100.00	.00	49.92
CAPACITY DEFICIENCY 2016	246.000( 31)	.000( 0)	122.812	100.00	.00	49.92

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 531 in NORTH DAKOTA: US 281 Termini: South Dakota SL - I-94

RURAL LENGTH 67.022( 7 SECTIONS COVERING 44.397 MILES)  
 URBAN LENGTH 1.978( 3 SECTIONS COVERING 1.310 MILES)  
 TOTAL LENGTH 69.000( 10 SECTIONS COVERING 45.707 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	67.022( 7)	.000( 0)	44.397	100.00	.00	66.24
LANE WIDTH DEFICIENCY	67.022( 7)	.000( 0)	44.397	100.00	.00	66.24
SHOULDER W. DEFICIENCY	39.815( 4)	27.208( 3)	44.397	59.40	40.60	66.24
VERT. ALIGN. DEFICIENCY	67.022( 7)	.000( 0)	44.397	100.00	.00	66.24
HORIZ. ALIGN. DEFICIENCY	67.022( 7)	.000( 0)	44.397	100.00	.00	66.24
SPEED LIMIT DEFICIENCY	67.022( 7)	.000( 0)	44.397	100.00	.00	66.24
CAPACITY DEFICIENCY 1996	67.022( 7)	.000( 0)	44.397	100.00	.00	66.24
CAPACITY DEFICIENCY 2016	67.022( 7)	.000( 0)	44.397	100.00	.00	66.24

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.978( 3)	.000( 0)	1.310	100.00	.00	66.24
LANE WIDTH DEFICIENCY	1.978( 3)	.000( 0)	1.310	100.00	.00	66.24
SHOULDER W. DEFICIENCY	1.978( 3)	.000( 0)	1.310	100.00	.00	66.24
VERT. ALIGN. DEFICIENCY	1.978( 3)	.000( 0)	1.310	100.00	.00	66.24
HORIZ. ALIGN. DEFICIENCY	1.978( 3)	.000( 0)	1.310	100.00	.00	66.24
SPEED LIMIT DEFICIENCY	.000( 0)	1.978( 3)	1.310	.00	100.00	66.24
CAPACITY DEFICIENCY 1996	1.978( 3)	.000( 0)	1.310	100.00	.00	66.24
CAPACITY DEFICIENCY 2016	1.313( 2)	.664( 1)	1.310	66.41	33.59	66.24

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	69.000( 10)	.000( 0)	45.707	100.00	.00	66.24
LANE WIDTH DEFICIENCY	69.000( 10)	.000( 0)	45.707	100.00	.00	66.24
SHOULDER W. DEFICIENCY	41.792( 7)	27.208( 3)	45.707	60.57	39.43	66.24
VERT. ALIGN. DEFICIENCY	69.000( 10)	.000( 0)	45.707	100.00	.00	66.24
HORIZ. ALIGN. DEFICIENCY	69.000( 10)	.000( 0)	45.707	100.00	.00	66.24
SPEED LIMIT DEFICIENCY	67.022( 7)	1.978( 3)	45.707	97.13	2.87	66.24
CAPACITY DEFICIENCY 1996	69.000( 10)	.000( 0)	45.707	100.00	.00	66.24
CAPACITY DEFICIENCY 2016	68.336( 9)	.664( 1)	45.707	99.04	.96	66.24

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 750 in NORTH DAKOTA: I-94 Termini: Montana SL - Bismarck (I-194)

RURAL LENGTH 143.937( 25 SECTIONS COVERING 97.974 MILES)  
 URBAN LENGTH 12.063( 8 SECTIONS COVERING 8.211 MILES)  
 TOTAL LENGTH 156.000( 33 SECTIONS COVERING 106.185 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	104.023( 18)	39.913( 7)	97.974	72.27	27.73	68.07
LANE WIDTH DEFICIENCY	143.937( 25)	.000( 0)	97.974	100.00	.00	68.07
SHOULDER W. DEFICIENCY	143.937( 25)	.000( 0)	97.974	100.00	.00	68.07
VERT. ALIGN. DEFICIENCY	143.937( 25)	.000( 0)	97.974	100.00	.00	68.07
HORIZ. ALIGN. DEFICIENCY	143.937( 25)	.000( 0)	97.974	100.00	.00	68.07
SPEED LIMIT DEFICIENCY	143.937( 25)	.000( 0)	97.974	100.00	.00	68.07
CAPACITY DEFICIENCY 1996	143.937( 25)	.000( 0)	97.974	100.00	.00	68.07
CAPACITY DEFICIENCY 2016	143.937( 25)	.000( 0)	97.974	100.00	.00	68.07

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	10.531( 7)	1.532( 1)	8.211	87.30	12.70	68.07
LANE WIDTH DEFICIENCY	12.063( 8)	.000( 0)	8.211	100.00	.00	68.07
SHOULDER W. DEFICIENCY	12.063( 8)	.000( 0)	8.211	100.00	.00	68.07
VERT. ALIGN. DEFICIENCY	12.063( 8)	.000( 0)	8.211	100.00	.00	68.07
HORIZ. ALIGN. DEFICIENCY	12.063( 8)	.000( 0)	8.211	100.00	.00	68.07
SPEED LIMIT DEFICIENCY	12.063( 8)	.000( 0)	8.211	100.00	.00	68.07
CAPACITY DEFICIENCY 1996	12.063( 8)	.000( 0)	8.211	100.00	.00	68.07
CAPACITY DEFICIENCY 2016	12.063( 8)	.000( 0)	8.211	100.00	.00	68.07

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	114.554( 25)	41.446( 8)	106.185	73.43	26.57	68.07
LANE WIDTH DEFICIENCY	156.000( 33)	.000( 0)	106.185	100.00	.00	68.07
SHOULDER W. DEFICIENCY	156.000( 33)	.000( 0)	106.185	100.00	.00	68.07
VERT. ALIGN. DEFICIENCY	156.000( 33)	.000( 0)	106.185	100.00	.00	68.07
HORIZ. ALIGN. DEFICIENCY	156.000( 33)	.000( 0)	106.185	100.00	.00	68.07
SPEED LIMIT DEFICIENCY	156.000( 33)	.000( 0)	106.185	100.00	.00	68.07
CAPACITY DEFICIENCY 1996	156.000( 33)	.000( 0)	106.185	100.00	.00	68.07
CAPACITY DEFICIENCY 2016	156.000( 33)	.000( 0)	106.185	100.00	.00	68.07

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 751 in NORTH DAKOTA: I-94 Termini: Bismarck (I-194) - Minnesota SL (Fargo)

RURAL LENGTH 171.600( 26 SECTIONS COVERING 115.459 MILES)  
 URBAN LENGTH 24.400( 14 SECTIONS COVERING 16.417 MILES)  
 TOTAL LENGTH 196.000( 40 SECTIONS COVERING 131.876 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	158.399( 22)	13.201( 4)	115.459	92.31	7.69	67.28
LANE WIDTH DEFICIENCY	171.600( 26)	.000( 0)	115.459	100.00	.00	67.28
SHOULDER W. DEFICIENCY	171.600( 26)	.000( 0)	115.459	100.00	.00	67.28
VERT. ALIGN. DEFICIENCY	171.600( 26)	.000( 0)	115.459	100.00	.00	67.28
HORIZ. ALIGN. DEFICIENCY	171.600( 26)	.000( 0)	115.459	100.00	.00	67.28
SPEED LIMIT DEFICIENCY	171.600( 26)	.000( 0)	115.459	100.00	.00	67.28
CAPACITY DEFICIENCY 1996	171.600( 26)	.000( 0)	115.459	100.00	.00	67.28
CAPACITY DEFICIENCY 2016	171.600( 26)	.000( 0)	115.459	100.00	.00	67.28

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	15.534( 8)	8.865( 6)	16.417	63.67	36.33	67.28
LANE WIDTH DEFICIENCY	24.400( 14)	.000( 0)	16.417	100.00	.00	67.28
SHOULDER W. DEFICIENCY	24.400( 14)	.000( 0)	16.417	100.00	.00	67.28
VERT. ALIGN. DEFICIENCY	24.400( 14)	.000( 0)	16.417	100.00	.00	67.28
HORIZ. ALIGN. DEFICIENCY	24.400( 14)	.000( 0)	16.417	100.00	.00	67.28
SPEED LIMIT DEFICIENCY	24.400( 14)	.000( 0)	16.417	100.00	.00	67.28
CAPACITY DEFICIENCY 1996	24.400( 14)	.000( 0)	16.417	100.00	.00	67.28
CAPACITY DEFICIENCY 2016	24.400( 14)	.000( 0)	16.417	100.00	.00	67.28

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	173.934( 30)	22.066( 10)	131.876	88.74	11.26	67.28
LANE WIDTH DEFICIENCY	196.000( 40)	.000( 0)	131.876	100.00	.00	67.28
SHOULDER W. DEFICIENCY	196.000( 40)	.000( 0)	131.876	100.00	.00	67.28
VERT. ALIGN. DEFICIENCY	196.000( 40)	.000( 0)	131.876	100.00	.00	67.28
HORIZ. ALIGN. DEFICIENCY	196.000( 40)	.000( 0)	131.876	100.00	.00	67.28
SPEED LIMIT DEFICIENCY	196.000( 40)	.000( 0)	131.876	100.00	.00	67.28
CAPACITY DEFICIENCY 1996	196.000( 40)	.000( 0)	131.876	100.00	.00	67.28
CAPACITY DEFICIENCY 2016	196.000( 40)	.000( 0)	131.876	100.00	.00	67.28

Note: The numbers in ( ) indicate the number of sample sections

**OREGON**

Super-Segment NO 6 in OREGON : I-5 Termini: California SL - Douglas/Lane CL

RURAL LENGTH 143.620( 88 SECTIONS COVERING 143.620 MILES)  
 URBAN LENGTH 24.380( 31 SECTIONS COVERING 24.380 MILES)  
 TOTAL LENGTH 168.000(119 SECTIONS COVERING 168.000 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	116.040( 64)	27.580( 24)	143.620	80.80	19.20	100.00
LANE WIDTH DEFICIENCY	143.620( 88)	.000( 0)	143.620	100.00	.00	100.00
SHOULDER W. DEFICIENCY	143.320( 87)	.300( 1)	143.620	99.79	.21	100.00
VERT. ALIGN. DEFICIENCY	143.620( 88)	.000( 0)	143.620	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	106.190( 72)	37.430( 16)	143.620	73.94	26.06	100.00
SPEED LIMIT DEFICIENCY	131.740( 83)	11.880( 5)	143.620	91.73	8.27	100.00
CAPACITY DEFICIENCY 1996	143.620( 88)	.000( 0)	143.620	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	119.330( 70)	24.290( 18)	143.620	83.09	16.91	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	17.660( 24)	6.720( 7)	24.380	72.44	27.56	100.00
LANE WIDTH DEFICIENCY	24.380( 31)	.000( 0)	24.380	100.00	.00	100.00
SHOULDER W. DEFICIENCY	23.770( 30)	.610( 1)	24.380	97.50	2.50	100.00
VERT. ALIGN. DEFICIENCY	24.380( 31)	.000( 0)	24.380	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	23.270( 30)	1.110( 1)	24.380	95.45	4.55	100.00
SPEED LIMIT DEFICIENCY	24.380( 31)	.000( 0)	24.380	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	24.380( 31)	.000( 0)	24.380	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	21.610( 25)	2.770( 6)	24.380	88.64	11.36	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	133.700( 88)	34.300( 31)	168.000	79.58	20.42	100.00
LANE WIDTH DEFICIENCY	168.000(119)	.000( 0)	168.000	100.00	.00	100.00
SHOULDER W. DEFICIENCY	167.090(117)	.910( 2)	168.000	99.46	.54	100.00
VERT. ALIGN. DEFICIENCY	168.000(119)	.000( 0)	168.000	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	129.460(102)	38.540( 17)	168.000	77.06	22.94	100.00
SPEED LIMIT DEFICIENCY	156.120(114)	11.880( 5)	168.000	92.93	7.07	100.00
CAPACITY DEFICIENCY 1996	168.000(119)	.000( 0)	168.000	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	140.940( 95)	27.060( 24)	168.000	83.89	16.11	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 7 in OREGON : I-5 Termini: Douglas/Lane CL - S 58 @ Eugene

RURAL LENGTH 18.000( 9 SECTIONS COVERING 18.000 MILES)  
 URBAN LENGTH 2.690( 2 SECTIONS COVERING 2.690 MILES)  
 TOTAL LENGTH 20.690( 11 SECTIONS COVERING 20.690 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	11.930( 8)	6.070( 1)	18.000	66.28	33.72	100.00
LANE WIDTH DEFICIENCY	18.000( 9)	.000( 0)	18.000	100.00	.00	100.00
SHOULDER W. DEFICIENCY	18.000( 9)	.000( 0)	18.000	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	18.000( 9)	.000( 0)	18.000	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	18.000( 9)	.000( 0)	18.000	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	18.000( 9)	.000( 0)	18.000	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	18.000( 9)	.000( 0)	18.000	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	12.130( 5)	5.870( 4)	18.000	67.39	32.61	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	2.690( 2)	.000( 0)	2.690	100.00	.00	100.00
LANE WIDTH DEFICIENCY	2.690( 2)	.000( 0)	2.690	100.00	.00	100.00
SHOULDER W. DEFICIENCY	2.690( 2)	.000( 0)	2.690	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	2.690( 2)	.000( 0)	2.690	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	2.690( 2)	.000( 0)	2.690	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	2.690( 2)	.000( 0)	2.690	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	2.690( 2)	.000( 0)	2.690	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	2.690( 2)	.000( 0)	2.690	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	14.620( 10)	6.070( 1)	20.690	70.66	29.34	100.00
LANE WIDTH DEFICIENCY	20.690( 11)	.000( 0)	20.690	100.00	.00	100.00
SHOULDER W. DEFICIENCY	20.690( 11)	.000( 0)	20.690	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	20.690( 11)	.000( 0)	20.690	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	20.690( 11)	.000( 0)	20.690	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	20.690( 11)	.000( 0)	20.690	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	20.690( 11)	.000( 0)	20.690	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	14.820( 7)	5.870( 4)	20.690	71.63	28.37	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 8 in OREGON : I-5 Termini: S 58 @ Eugene - Portland

RURAL LENGTH 70.800( 36 SECTIONS COVERING 70.800 MILES)  
 URBAN LENGTH 27.661( 29 SECTIONS COVERING 27.661 MILES)  
 TOTAL LENGTH 98.461( 65 SECTIONS COVERING 98.461 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	69.670( 33)	1.130( 3)	70.800	98.40	1.60	100.00
LANE WIDTH DEFICIENCY	70.800( 36)	.000( 0)	70.800	100.00	.00	100.00
SHOULDER W. DEFICIENCY	70.800( 36)	.000( 0)	70.800	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	70.800( 36)	.000( 0)	70.800	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	70.800( 36)	.000( 0)	70.800	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	70.800( 36)	.000( 0)	70.800	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	55.410( 19)	15.390( 17)	70.800	78.26	21.74	100.00
CAPACITY DEFICIENCY 2016	.000( 0)	70.800( 36)	70.800	.00	100.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	18.831( 21)	8.830( 8)	27.661	68.08	31.92	100.00
LANE WIDTH DEFICIENCY	27.661( 29)	.000( 0)	27.661	100.00	.00	100.00
SHOULDER W. DEFICIENCY	27.321( 28)	.340( 1)	27.661	98.77	1.23	100.00
VERT. ALIGN. DEFICIENCY	27.661( 29)	.000( 0)	27.661	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	27.661( 29)	.000( 0)	27.661	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	27.661( 29)	.000( 0)	27.661	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	25.111( 27)	2.550( 2)	27.661	90.78	9.22	100.00
CAPACITY DEFICIENCY 2016	8.750( 8)	18.911( 21)	27.661	31.63	68.37	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	88.501( 54)	9.960( 11)	98.461	89.88	10.12	100.00
LANE WIDTH DEFICIENCY	98.461( 65)	.000( 0)	98.461	100.00	.00	100.00
SHOULDER W. DEFICIENCY	98.121( 64)	.340( 1)	98.461	99.65	.35	100.00
VERT. ALIGN. DEFICIENCY	98.461( 65)	.000( 0)	98.461	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	98.461( 65)	.000( 0)	98.461	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	98.461( 65)	.000( 0)	98.461	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	80.521( 46)	17.940( 19)	98.461	81.78	18.22	100.00
CAPACITY DEFICIENCY 2016	8.750( 8)	89.711( 57)	98.461	8.89	91.11	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 9 in OREGON : I-5 Termini: Through Portland (OR)

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 20.960( 43 SECTIONS COVERING 20.960 MILES)  
 TOTAL LENGTH 20.960( 43 SECTIONS COVERING 20.960 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	9.640( 22)	11.320( 21)	20.960	45.99	54.01	100.00
LANE WIDTH DEFICIENCY	20.960( 43)	.000( 0)	20.960	100.00	.00	100.00
SHOULDER W. DEFICIENCY	20.240( 42)	.720( 1)	20.960	96.56	3.44	100.00
VERT. ALIGN. DEFICIENCY	20.960( 43)	.000( 0)	20.960	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	20.960( 43)	.000( 0)	20.960	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	15.710( 28)	5.250( 15)	20.960	74.95	25.05	100.00
CAPACITY DEFICIENCY 1996	6.870( 21)	14.090( 22)	20.960	32.78	67.22	100.00
CAPACITY DEFICIENCY 2016	2.510( 7)	18.450( 36)	20.960	11.98	88.02	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 190 in OREGON : I-84 Termini: In Portland (I-5 - Portland UL)

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 15.174( 28 SECTIONS COVERING 15.174 MILES)  
 TOTAL LENGTH 15.174( 28 SECTIONS COVERING 15.174 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	10.105( 17)	5.069( 11)	15.174	66.59	33.41	100.00
LANE WIDTH DEFICIENCY	15.174( 28)	.000( 0)	15.174	100.00	.00	100.00
SHOULDER W. DEFICIENCY	15.174( 20)	.000( 0)	10.604	100.00	.00	69.88
VERT. ALIGN. DEFICIENCY	15.174( 28)	.000( 0)	15.174	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	15.174( 28)	.000( 0)	15.174	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	15.174( 28)	.000( 0)	15.174	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	4.210( 10)	10.964( 18)	15.174	27.74	72.26	100.00
CAPACITY DEFICIENCY 2016	2.770( 7)	12.404( 21)	15.174	18.25	81.75	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 191 in OREGON : I-84 Termini: Portland UL - I-82

RURAL LENGTH 152.435( 74 SECTIONS COVERING 152.435 MILES)  
 URBAN LENGTH 7.760( 8 SECTIONS COVERING 7.760 MILES)  
 TOTAL LENGTH 160.195( 82 SECTIONS COVERING 160.195 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	138.388( 65)	14.047( 9)	152.435	90.78	9.22	100.00
LANE WIDTH DEFICIENCY	152.435( 74)	.000( 0)	152.435	100.00	.00	100.00
SHOULDER W. DEFICIENCY	152.435( 74)	.000( 0)	152.435	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	152.435( 74)	.000( 0)	152.435	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	152.435( 74)	.000( 0)	152.435	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	152.435( 74)	.000( 0)	152.435	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	152.435( 74)	.000( 0)	152.435	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	140.535( 65)	11.900( 9)	152.435	92.19	7.81	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	4.900( 5)	2.860( 3)	7.760	63.14	36.86	100.00
LANE WIDTH DEFICIENCY	7.760( 8)	.000( 0)	7.760	100.00	.00	100.00
SHOULDER W. DEFICIENCY	7.760( 8)	.000( 0)	7.760	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	7.760( 8)	.000( 0)	7.760	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	7.760( 8)	.000( 0)	7.760	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	7.760( 8)	.000( 0)	7.760	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	7.760( 8)	.000( 0)	7.760	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	7.760( 8)	.000( 0)	7.760	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	143.288( 70)	16.907( 12)	160.195	89.45	10.55	100.00
LANE WIDTH DEFICIENCY	160.195( 82)	.000( 0)	160.195	100.00	.00	100.00
SHOULDER W. DEFICIENCY	160.195( 82)	.000( 0)	160.195	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	160.195( 82)	.000( 0)	160.195	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	160.195( 82)	.000( 0)	160.195	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	160.195( 82)	.000( 0)	160.195	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	160.195( 82)	.000( 0)	160.195	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	148.295( 73)	11.900( 9)	160.195	92.57	7.43	100.00

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 192 in OREGON : I-84 Termini: I-82 - Idaho SL

RURAL LENGTH 185.403( 81 SECTIONS COVERING 185.403 MILES)  
 URBAN LENGTH 14.300( 12 SECTIONS COVERING 14.300 MILES)  
 TOTAL LENGTH 199.703( 93 SECTIONS COVERING 199.703 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	175.572( 71)	9.831( 10)	185.403	94.70	5.30	100.00
LANE WIDTH DEFICIENCY	185.403( 81)	.000( 0)	185.403	100.00	.00	100.00
SHOULDER W. DEFICIENCY	185.313( 80)	.090( 1)	185.403	99.95	.05	100.00
VERT. ALIGN. DEFICIENCY	185.403( 81)	.000( 0)	185.403	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	158.472( 71)	26.931( 10)	185.403	85.47	14.53	100.00
SPEED LIMIT DEFICIENCY	185.403( 81)	.000( 0)	185.403	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	185.403( 81)	.000( 0)	185.403	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	185.403( 81)	.000( 0)	185.403	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	14.300( 12)	.000( 0)	14.300	100.00	.00	100.00
LANE WIDTH DEFICIENCY	14.300( 12)	.000( 0)	14.300	100.00	.00	100.00
SHOULDER W. DEFICIENCY	14.300( 12)	.000( 0)	14.300	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	14.300( 12)	.000( 0)	14.300	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	14.300( 12)	.000( 0)	14.300	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	14.300( 12)	.000( 0)	14.300	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	14.300( 12)	.000( 0)	14.300	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	14.300( 12)	.000( 0)	14.300	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	189.872( 83)	9.831( 10)	199.703	95.08	4.92	100.00
LANE WIDTH DEFICIENCY	199.703( 93)	.000( 0)	199.703	100.00	.00	100.00
SHOULDER W. DEFICIENCY	199.613( 92)	.090( 1)	199.703	99.95	.05	100.00
VERT. ALIGN. DEFICIENCY	199.703( 93)	.000( 0)	199.703	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	172.772( 83)	26.931( 10)	199.703	86.51	13.49	100.00
SPEED LIMIT DEFICIENCY	199.703( 93)	.000( 0)	199.703	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	199.703( 93)	.000( 0)	199.703	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	199.703( 93)	.000( 0)	199.703	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 240 in OREGON : I-205 Termini: Washington SL - I-5 S. Portland

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 26.070( 26 SECTIONS COVERING 26.070 MILES)  
 TOTAL LENGTH 26.070( 26 SECTIONS COVERING 26.070 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	13.080( 9)	12.990( 17)	26.070	50.17	49.83	100.00
LANE WIDTH DEFICIENCY	26.070( 26)	.000( 0)	26.070	100.00	.00	100.00
SHOULDER W. DEFICIENCY	25.525( 23)	.545( 1)	24.380	97.91	2.09	93.52
VERT. ALIGN. DEFICIENCY	26.070( 26)	.000( 0)	26.070	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	26.070( 26)	.000( 0)	26.070	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	26.070( 26)	.000( 0)	26.070	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	13.030( 14)	13.040( 12)	26.070	49.98	50.02	100.00
CAPACITY DEFICIENCY 2016	2.330( 3)	23.740( 23)	26.070	8.94	91.06	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 290 in OREGON : I-405 Termini: in Portland

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 3.532( 10 SECTIONS COVERING 3.532 MILES)  
 TOTAL LENGTH 3.532( 10 SECTIONS COVERING 3.532 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.716( 4)	1.816( 6)	3.532	48.58	51.42	100.00
LANE WIDTH DEFICIENCY	3.532( 10)	.000( 0)	3.532	100.00	.00	100.00
SHOULDER W. DEFICIENCY	3.532( 9)	.000( 0)	3.132	100.00	.00	88.67
VERT. ALIGN. DEFICIENCY	3.532( 10)	.000( 0)	3.532	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	3.532( 10)	.000( 0)	3.532	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	.000( 0)	3.532( 10)	3.532	.00	100.00	100.00
CAPACITY DEFICIENCY 1996	3.532( 10)	.000( 0)	3.532	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	3.532( 10)	.000( 0)	3.532	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 500 in OREGON : US 97/S 58 Termini: California SL to I-5 @ Eugene

RURAL LENGTH 175.660(228 SECTIONS COVERING 175.660 MILES)  
 URBAN LENGTH 6.940( 37 SECTIONS COVERING 6.940 MILES)  
 TOTAL LENGTH 182.600(265 SECTIONS COVERING 182.600 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	122.990(134)	52.670( 94)	175.660	70.02	29.98	100.00
LANE WIDTH DEFICIENCY	175.660(228)	.000( 0)	175.660	100.00	.00	100.00
SHOULDER W. DEFICIENCY	148.163(172)	27.497( 54)	175.660	84.35	15.65	99.83
VERT. ALIGN. DEFICIENCY	149.570(207)	26.090( 21)	175.660	85.15	14.85	100.00
HORIZ. ALIGN. DEFICIENCY	157.010(220)	18.650( 8)	175.660	89.38	10.62	100.00
SPEED LIMIT DEFICIENCY	170.540(190)	5.120( 38)	175.660	97.09	2.91	100.00
CAPACITY DEFICIENCY 1996	94.910(104)	80.750(124)	175.660	54.03	45.97	100.00
CAPACITY DEFICIENCY 2016	80.320( 85)	95.340(143)	175.660	45.72	54.28	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	2.630( 18)	4.310( 19)	6.940	37.90	62.10	100.00
LANE WIDTH DEFICIENCY	6.940( 37)	.000( 0)	6.940	100.00	.00	100.00
SHOULDER W. DEFICIENCY	6.940( 37)	.000( 0)	6.940	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	6.940( 37)	.000( 0)	6.940	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	6.940( 37)	.000( 0)	6.940	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	6.940( 37)	.000( 0)	6.940	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	6.940( 37)	.000( 0)	6.940	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	6.940( 37)	.000( 0)	6.940	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	125.620(152)	56.980(113)	182.600	68.80	31.20	100.00
LANE WIDTH DEFICIENCY	182.600(265)	.000( 0)	182.600	100.00	.00	100.00
SHOULDER W. DEFICIENCY	155.103(209)	27.497( 54)	182.600	84.94	15.06	99.84
VERT. ALIGN. DEFICIENCY	156.510(244)	26.090( 21)	182.600	85.71	14.29	100.00
HORIZ. ALIGN. DEFICIENCY	163.950(257)	18.650( 8)	182.600	89.79	10.21	100.00
SPEED LIMIT DEFICIENCY	177.480(227)	5.120( 38)	182.600	97.20	2.80	100.00
CAPACITY DEFICIENCY 1996	101.850(141)	80.750(124)	182.600	55.78	44.22	100.00
CAPACITY DEFICIENCY 2016	87.260(122)	95.340(143)	182.600	47.79	52.21	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 740 in OREGON : I-82 Termini: Washington SL - I-84

RURAL LENGTH 11.007( 10 SECTIONS COVERING 11.007 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 11.007( 10 SECTIONS COVERING 11.007 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	9.807( 6)	1.200( 4)	11.007	89.10	10.90	100.00
LANE WIDTH DEFICIENCY	11.007( 10)	.000( 0)	11.007	100.00	.00	100.00
SHOULDER W. DEFICIENCY	11.007( 10)	.000( 0)	11.007	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	11.007( 10)	.000( 0)	11.007	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	9.780( 9)	1.227( 1)	11.007	88.85	11.15	100.00
SPEED LIMIT DEFICIENCY	11.007( 10)	.000( 0)	11.007	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	11.007( 10)	.000( 0)	11.007	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	11.007( 10)	.000( 0)	11.007	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

**SOUTH DAKOTA**

Super-Segment NO 90 in SOUTH DAKOTA: I-29 Termini: Iowa SL (Sioux City) - I-90 (Sioux Falls)

RURAL LENGTH 71.734( 20 SECTIONS COVERING 71.734 MILES)  
 URBAN LENGTH 12.490( 12 SECTIONS COVERING 12.490 MILES)  
 TOTAL LENGTH 84.224( 32 SECTIONS COVERING 84.224 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	66.591( 16)	5.143( 4)	71.734	92.83	7.17	100.00
LANE WIDTH DEFICIENCY	71.734( 20)	.000( 0)	71.734	100.00	.00	100.00
SHOULDER W. DEFICIENCY	71.734( 20)	.000( 0)	71.734	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	71.734( 20)	.000( 0)	71.734	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	71.734( 20)	.000( 0)	71.734	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	71.734( 20)	.000( 0)	71.734	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	71.734( 20)	.000( 0)	71.734	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	71.734( 20)	.000( 0)	71.734	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	5.894( 3)	6.596( 9)	12.490	47.19	52.81	100.00
LANE WIDTH DEFICIENCY	12.490( 12)	.000( 0)	12.490	100.00	.00	100.00
SHOULDER W. DEFICIENCY	12.490( 12)	.000( 0)	12.490	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	12.490( 12)	.000( 0)	12.490	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	12.490( 12)	.000( 0)	12.490	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	12.490( 12)	.000( 0)	12.490	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	12.490( 12)	.000( 0)	12.490	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	12.490( 12)	.000( 0)	12.490	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	72.485( 19)	11.739( 13)	84.224	86.06	13.94	100.00
LANE WIDTH DEFICIENCY	84.224( 32)	.000( 0)	84.224	100.00	.00	100.00
SHOULDER W. DEFICIENCY	84.224( 32)	.000( 0)	84.224	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	84.224( 32)	.000( 0)	84.224	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	84.224( 32)	.000( 0)	84.224	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	84.224( 32)	.000( 0)	84.224	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	84.224( 32)	.000( 0)	84.224	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	84.224( 32)	.000( 0)	84.224	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 91 in SOUTH DAKOTA: I-29 Termini: I-90 @ Sioux Falls - North Dakota SL

RURAL LENGTH 166.184( 31 SECTIONS COVERING 166.184 MILES)  
 URBAN LENGTH 2.090( 4 SECTIONS COVERING 2.090 MILES)  
 TOTAL LENGTH 168.274( 35 SECTIONS COVERING 168.274 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	133.878( 24)	32.306( 7)	166.184	80.56	19.44	100.00
LANE WIDTH DEFICIENCY	166.184( 31)	.000( 0)	166.184	100.00	.00	100.00
SHOULDER W. DEFICIENCY	166.184( 31)	.000( 0)	166.184	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	166.184( 31)	.000( 0)	166.184	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	166.184( 31)	.000( 0)	166.184	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	166.184( 31)	.000( 0)	166.184	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	166.184( 31)	.000( 0)	166.184	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	166.184( 31)	.000( 0)	166.184	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	2.090( 4)	.000( 0)	2.090	100.00	.00	100.00
LANE WIDTH DEFICIENCY	2.090( 4)	.000( 0)	2.090	100.00	.00	100.00
SHOULDER W. DEFICIENCY	2.090( 4)	.000( 0)	2.090	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	2.090( 4)	.000( 0)	2.090	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	2.090( 4)	.000( 0)	2.090	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	2.090( 4)	.000( 0)	2.090	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	2.090( 4)	.000( 0)	2.090	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	2.090( 4)	.000( 0)	2.090	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	135.968( 28)	32.306( 7)	168.274	80.80	19.20	100.00
LANE WIDTH DEFICIENCY	168.274( 35)	.000( 0)	168.274	100.00	.00	100.00
SHOULDER W. DEFICIENCY	168.274( 35)	.000( 0)	168.274	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	168.274( 35)	.000( 0)	168.274	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	168.274( 35)	.000( 0)	168.274	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	168.274( 35)	.000( 0)	168.274	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	168.274( 35)	.000( 0)	168.274	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	168.274( 35)	.000( 0)	168.274	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 218 in SOUTH DAKOTA: I-90 Termini: Wyoming SL - Rapid City (S 473)

RURAL LENGTH 50.255( 19 SECTIONS COVERING 50.255 MILES)  
 URBAN LENGTH 11.678( 11 SECTIONS COVERING 11.678 MILES)  
 TOTAL LENGTH 61.933( 30 SECTIONS COVERING 61.933 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	48.449( 18)	1.806( 1)	50.255	96.41	3.59	100.00
LANE WIDTH DEFICIENCY	50.255( 19)	.000( 0)	50.255	100.00	.00	100.00
SHOULDER W. DEFICIENCY	50.255( 19)	.000( 0)	50.255	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	50.255( 19)	.000( 0)	50.255	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	47.360( 18)	2.895( 1)	50.255	94.24	5.76	100.00
SPEED LIMIT DEFICIENCY	50.255( 19)	.000( 0)	50.255	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	50.255( 19)	.000( 0)	50.255	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	50.255( 19)	.000( 0)	50.255	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	11.678( 11)	.000( 0)	11.678	100.00	.00	100.00
LANE WIDTH DEFICIENCY	11.678( 11)	.000( 0)	11.678	100.00	.00	100.00
SHOULDER W. DEFICIENCY	11.678( 11)	.000( 0)	11.678	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	11.678( 11)	.000( 0)	11.678	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	11.678( 11)	.000( 0)	11.678	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	11.678( 11)	.000( 0)	11.678	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	11.678( 11)	.000( 0)	11.678	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	11.678( 11)	.000( 0)	11.678	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	60.127( 29)	1.806( 1)	61.933	97.08	2.92	100.00
LANE WIDTH DEFICIENCY	61.933( 30)	.000( 0)	61.933	100.00	.00	100.00
SHOULDER W. DEFICIENCY	61.933( 30)	.000( 0)	61.933	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	61.933( 30)	.000( 0)	61.933	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	59.038( 29)	2.895( 1)	61.933	95.33	4.67	100.00
SPEED LIMIT DEFICIENCY	61.933( 30)	.000( 0)	61.933	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	61.933( 30)	.000( 0)	61.933	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	61.933( 30)	.000( 0)	61.933	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 219 in SOUTH DAKOTA: I-90 Termini: Rapid City (S 473) - US 281

RURAL LENGTH 248.882( 56 SECTIONS COVERING 248.882 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 248.882( 56 SECTIONS COVERING 248.882 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	207.264( 45)	41.618( 11)	248.882	83.28	16.72	100.00
LANE WIDTH DEFICIENCY	248.882( 56)	.000( 0)	248.882	100.00	.00	100.00
SHOULDER W. DEFICIENCY	248.882( 56)	.000( 0)	248.882	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	248.882( 56)	.000( 0)	248.882	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	248.882( 56)	.000( 0)	248.882	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	248.882( 56)	.000( 0)	248.882	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	248.882( 56)	.000( 0)	248.882	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	248.882( 56)	.000( 0)	248.882	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 220 in SOUTH DAKOTA: I-90 Termini: US 281 - US 81

RURAL LENGTH 50.420( 12 SECTIONS COVERING 50.420 MILES)  
 URBAN LENGTH 3.043( 3 SECTIONS COVERING 3.043 MILES)  
 TOTAL LENGTH 53.463( 15 SECTIONS COVERING 53.463 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	39.491( 9)	10.929( 3)	50.420	78.32	21.68	100.00
LANE WIDTH DEFICIENCY	50.420( 12)	.000( 0)	50.420	100.00	.00	100.00
SHOULDER W. DEFICIENCY	50.420( 12)	.000( 0)	50.420	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	50.420( 12)	.000( 0)	50.420	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	50.420( 12)	.000( 0)	50.420	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	50.420( 12)	.000( 0)	50.420	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	50.420( 12)	.000( 0)	50.420	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	50.420( 12)	.000( 0)	50.420	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	3.043( 3)	.000( 0)	3.043	100.00	.00	100.00
LANE WIDTH DEFICIENCY	3.043( 3)	.000( 0)	3.043	100.00	.00	100.00
SHOULDER W. DEFICIENCY	3.043( 3)	.000( 0)	3.043	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	3.043( 3)	.000( 0)	3.043	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	3.043( 3)	.000( 0)	3.043	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	3.043( 3)	.000( 0)	3.043	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	3.043( 3)	.000( 0)	3.043	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	3.043( 3)	.000( 0)	3.043	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	42.534( 12)	10.929( 3)	53.463	79.56	20.44	100.00
LANE WIDTH DEFICIENCY	53.463( 15)	.000( 0)	53.463	100.00	.00	100.00
SHOULDER W. DEFICIENCY	53.463( 15)	.000( 0)	53.463	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	53.463( 15)	.000( 0)	53.463	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	53.463( 15)	.000( 0)	53.463	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	53.463( 15)	.000( 0)	53.463	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	53.463( 15)	.000( 0)	53.463	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	53.463( 15)	.000( 0)	53.463	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 221 in SOUTH DAKOTA: I-90 Termini: US 81 - I-29 @ Sioux Falls

RURAL LENGTH 31.443( 7 SECTIONS COVERING 31.443 MILES)  
 URBAN LENGTH 1.037( 1 SECTIONS COVERING 1.037 MILES)  
 TOTAL LENGTH 32.480( 8 SECTIONS COVERING 32.480 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	18.246( 4)	13.197( 3)	31.443	58.03	41.97	100.00
LANE WIDTH DEFICIENCY	31.443( 7)	.000( 0)	31.443	100.00	.00	100.00
SHOULDER W. DEFICIENCY	31.443( 7)	.000( 0)	31.443	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	31.443( 7)	.000( 0)	31.443	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	31.443( 7)	.000( 0)	31.443	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	31.443( 7)	.000( 0)	31.443	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	31.443( 7)	.000( 0)	31.443	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	31.443( 7)	.000( 0)	31.443	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.037( 1)	.000( 0)	1.037	100.00	.00	100.00
LANE WIDTH DEFICIENCY	1.037( 1)	.000( 0)	1.037	100.00	.00	100.00
SHOULDER W. DEFICIENCY	1.037( 1)	.000( 0)	1.037	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	1.037( 1)	.000( 0)	1.037	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	1.037( 1)	.000( 0)	1.037	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	1.037( 1)	.000( 0)	1.037	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	1.037( 1)	.000( 0)	1.037	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	1.037( 1)	.000( 0)	1.037	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	19.283( 5)	13.197( 3)	32.480	59.37	40.63	100.00
LANE WIDTH DEFICIENCY	32.480( 8)	.000( 0)	32.480	100.00	.00	100.00
SHOULDER W. DEFICIENCY	32.480( 8)	.000( 0)	32.480	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	32.480( 8)	.000( 0)	32.480	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	32.480( 8)	.000( 0)	32.480	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	32.480( 8)	.000( 0)	32.480	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	32.480( 8)	.000( 0)	32.480	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	32.480( 8)	.000( 0)	32.480	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 222 in SOUTH DAKOTA: I-90 Termini: I-29 - Minnesota SL

RURAL LENGTH 10.007( 3 SECTIONS COVERING 10.007 MILES)  
 URBAN LENGTH 5.991( 3 SECTIONS COVERING 5.991 MILES)  
 TOTAL LENGTH 15.998( 6 SECTIONS COVERING 15.998 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	.000( 0)	10.007( 3)	10.007	.00	100.00	100.00
LANE WIDTH DEFICIENCY	10.007( 3)	.000( 0)	10.007	100.00	.00	100.00
SHOULDER W. DEFICIENCY	10.007( 3)	.000( 0)	10.007	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	10.007( 3)	.000( 0)	10.007	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	10.007( 3)	.000( 0)	10.007	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	10.007( 3)	.000( 0)	10.007	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	10.007( 3)	.000( 0)	10.007	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	10.007( 3)	.000( 0)	10.007	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	3.017( 1)	2.974( 2)	5.991	50.36	49.64	100.00
LANE WIDTH DEFICIENCY	5.991( 3)	.000( 0)	5.991	100.00	.00	100.00
SHOULDER W. DEFICIENCY	5.991( 3)	.000( 0)	5.991	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	5.991( 3)	.000( 0)	5.991	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	5.991( 3)	.000( 0)	5.991	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	5.991( 3)	.000( 0)	5.991	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	5.991( 3)	.000( 0)	5.991	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	5.991( 3)	.000( 0)	5.991	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	3.017( 1)	12.981( 5)	15.998	18.86	81.14	100.00
LANE WIDTH DEFICIENCY	15.998( 6)	.000( 0)	15.998	100.00	.00	100.00
SHOULDER W. DEFICIENCY	15.998( 6)	.000( 0)	15.998	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	15.998( 6)	.000( 0)	15.998	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	15.998( 6)	.000( 0)	15.998	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	15.998( 6)	.000( 0)	15.998	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	15.998( 6)	.000( 0)	15.998	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	15.998( 6)	.000( 0)	15.998	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 451 in SOUTH DAKOTA: US 81 Termini: Nebraska SL - I-90

RURAL LENGTH 54.607( 13 SECTIONS COVERING 54.607 MILES)  
 URBAN LENGTH 3.109( 6 SECTIONS COVERING 3.109 MILES)  
 TOTAL LENGTH 57.716( 19 SECTIONS COVERING 57.716 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	49.244( 10)	5.363( 3)	54.607	90.18	9.82	100.00
LANE WIDTH DEFICIENCY	54.607( 13)	.000( 0)	54.607	100.00	.00	100.00
SHOULDER W. DEFICIENCY	54.607( 12)	.000( 0)	53.910	100.00	.00	98.72
VERT. ALIGN. DEFICIENCY	54.607( 13)	.000( 0)	54.607	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	47.443( 11)	7.164( 2)	54.607	86.88	13.12	100.00
SPEED LIMIT DEFICIENCY	54.456( 12)	.151( 1)	54.607	99.72	.28	100.00
CAPACITY DEFICIENCY 1996	54.456( 12)	.151( 1)	54.607	99.72	.28	100.00
CAPACITY DEFICIENCY 2016	21.645( 6)	32.962( 7)	54.607	39.64	60.36	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	2.420( 3)	.689( 3)	3.109	77.84	22.16	100.00
LANE WIDTH DEFICIENCY	3.109( 6)	.000( 0)	3.109	100.00	.00	100.00
SHOULDER W. DEFICIENCY	3.109( 4)	.000( 0)	2.064	100.00	.00	66.39
VERT. ALIGN. DEFICIENCY	3.109( 6)	.000( 0)	3.109	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	3.109( 6)	.000( 0)	3.109	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	.700( 1)	2.409( 5)	3.109	22.52	77.48	100.00
CAPACITY DEFICIENCY 1996	2.946( 5)	.163( 1)	3.109	94.76	5.24	100.00
CAPACITY DEFICIENCY 2016	2.783( 4)	.326( 2)	3.109	89.51	10.49	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	51.664( 13)	6.052( 6)	57.716	89.51	10.49	100.00
LANE WIDTH DEFICIENCY	57.716( 19)	.000( 0)	57.716	100.00	.00	100.00
SHOULDER W. DEFICIENCY	57.716( 16)	.000( 0)	55.974	100.00	.00	96.98
VERT. ALIGN. DEFICIENCY	57.716( 19)	.000( 0)	57.716	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	50.552( 17)	7.164( 2)	57.716	87.59	12.41	100.00
SPEED LIMIT DEFICIENCY	55.156( 13)	2.560( 6)	57.716	95.56	4.44	100.00
CAPACITY DEFICIENCY 1996	57.402( 17)	.314( 2)	57.716	99.46	.54	100.00
CAPACITY DEFICIENCY 2016	24.428( 10)	33.288( 9)	57.716	42.32	57.68	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 452 in SOUTH DAKOTA: US 81 Termini: I-90 - I-29 @ Watertown

RURAL LENGTH 94.200( 21 SECTIONS COVERING 94.200 MILES)  
 URBAN LENGTH 4.179( 9 SECTIONS COVERING 4.179 MILES)  
 TOTAL LENGTH 98.379( 30 SECTIONS COVERING 98.379 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	83.487( 19)	10.713( 2)	94.200	88.63	11.37	100.00
LANE WIDTH DEFICIENCY	83.438( 19)	10.762( 2)	94.200	88.58	11.42	100.00
SHOULDER W. DEFICIENCY	94.200( 20)	.000( 0)	84.351	100.00	.00	89.54
VERT. ALIGN. DEFICIENCY	94.200( 21)	.000( 0)	94.200	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	69.407( 17)	24.793( 4)	94.200	73.68	26.32	100.00
SPEED LIMIT DEFICIENCY	89.566( 18)	4.634( 3)	94.200	95.08	4.92	100.00
CAPACITY DEFICIENCY 1996	94.200( 21)	.000( 0)	94.200	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	75.352( 14)	18.848( 7)	94.200	79.99	20.01	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	3.238( 8)	.941( 1)	4.179	77.48	22.52	100.00
LANE WIDTH DEFICIENCY	4.179( 9)	.000( 0)	4.179	100.00	.00	100.00
SHOULDER W. DEFICIENCY	4.179( 6)	.000( 0)	2.975	100.00	.00	71.19
VERT. ALIGN. DEFICIENCY	4.179( 9)	.000( 0)	4.179	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	3.606( 8)	.573( 1)	4.179	86.29	13.71	100.00
SPEED LIMIT DEFICIENCY	1.566( 3)	2.613( 6)	4.179	37.47	62.53	100.00
CAPACITY DEFICIENCY 1996	4.179( 9)	.000( 0)	4.179	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	4.179( 9)	.000( 0)	4.179	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	86.725( 27)	11.654( 3)	98.379	88.15	11.85	100.00
LANE WIDTH DEFICIENCY	87.617( 28)	10.762( 2)	98.379	89.06	10.94	100.00
SHOULDER W. DEFICIENCY	98.379( 26)	.000( 0)	87.326	100.00	.00	88.76
VERT. ALIGN. DEFICIENCY	98.379( 30)	.000( 0)	98.379	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	73.013( 25)	25.366( 5)	98.379	74.22	25.78	100.00
SPEED LIMIT DEFICIENCY	91.132( 21)	7.247( 9)	98.379	92.63	7.37	100.00
CAPACITY DEFICIENCY 1996	98.379( 30)	.000( 0)	98.379	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	79.531( 23)	18.848( 7)	98.379	80.84	19.16	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 530 in SOUTH DAKOTA: US 281 Termini: Nebraska SL - I-90

RURAL LENGTH 67.121( 14 SECTIONS COVERING 67.121 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 67.121( 14 SECTIONS COVERING 67.121 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	67.121( 14)	.000( 0)	67.121	100.00	.00	100.00
LANE WIDTH DEFICIENCY	67.121( 14)	.000( 0)	67.121	100.00	.00	100.00
SHOULDER W. DEFICIENCY	50.959( 9)	16.162( 3)	48.931	75.92	24.08	72.90
VERT. ALIGN. DEFICIENCY	67.121( 14)	.000( 0)	67.121	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	64.656( 11)	2.465( 3)	67.121	96.33	3.67	100.00
SPEED LIMIT DEFICIENCY	66.297( 13)	.824( 1)	67.121	98.77	1.23	100.00
CAPACITY DEFICIENCY 1996	67.121( 14)	.000( 0)	67.121	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	60.010( 12)	7.111( 2)	67.121	89.41	10.59	100.00

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 531 in SOUTH DAKOTA: US 281 Termini: I-90 - North Dakota SL

RURAL LENGTH 156.085( 33 SECTIONS COVERING 150.850 MILES)  
 URBAN LENGTH 2.915( 7 SECTIONS COVERING 2.817 MILES)  
 TOTAL LENGTH 159.000( 40 SECTIONS COVERING 153.667 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	123.113( 25)	32.972( 8)	150.850	78.88	21.12	96.65
LANE WIDTH DEFICIENCY	143.716( 31)	12.369( 2)	150.850	92.08	7.92	96.65
SHOULDER W. DEFICIENCY	149.402( 25)	6.683( 2)	131.812	95.72	4.28	84.45
VERT. ALIGN. DEFICIENCY	156.085( 33)	.000( 0)	150.850	100.00	.00	96.65
HORIZ. ALIGN. DEFICIENCY	133.727( 29)	22.358( 4)	150.850	85.68	14.32	96.65
SPEED LIMIT DEFICIENCY	154.995( 31)	1.091( 2)	150.850	99.30	.70	96.65
CAPACITY DEFICIENCY 1996	156.085( 33)	.000( 0)	150.850	100.00	.00	96.65
CAPACITY DEFICIENCY 2016	85.127( 22)	70.958( 11)	150.850	54.54	45.46	96.65

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	2.484( 5)	.430( 2)	2.817	85.23	14.77	96.65
LANE WIDTH DEFICIENCY	2.915( 7)	.000( 0)	2.817	100.00	.00	96.65
SHOULDER W. DEFICIENCY	2.915( 7)	.000( 0)	2.817	100.00	.00	96.65
VERT. ALIGN. DEFICIENCY	2.915( 7)	.000( 0)	2.817	100.00	.00	96.65
HORIZ. ALIGN. DEFICIENCY	2.915( 7)	.000( 0)	2.817	100.00	.00	96.65
SPEED LIMIT DEFICIENCY	.584( 3)	2.331( 4)	2.817	20.02	79.98	96.65
CAPACITY DEFICIENCY 1996	2.915( 7)	.000( 0)	2.817	100.00	.00	96.65
CAPACITY DEFICIENCY 2016	2.915( 7)	.000( 0)	2.817	100.00	.00	96.65

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	125.598( 30)	33.402( 10)	153.667	78.99	21.01	96.65
LANE WIDTH DEFICIENCY	146.631( 38)	12.369( 2)	153.667	92.22	7.78	96.65
SHOULDER W. DEFICIENCY	152.317( 32)	6.683( 2)	134.629	95.80	4.20	84.67
VERT. ALIGN. DEFICIENCY	159.000( 40)	.000( 0)	153.667	100.00	.00	96.65
HORIZ. ALIGN. DEFICIENCY	136.642( 36)	22.358( 4)	153.667	85.94	14.06	96.65
SPEED LIMIT DEFICIENCY	155.578( 34)	3.422( 6)	153.667	97.85	2.15	96.65
CAPACITY DEFICIENCY 1996	159.000( 40)	.000( 0)	153.667	100.00	.00	96.65
CAPACITY DEFICIENCY 2016	88.042( 29)	70.958( 11)	153.667	55.37	44.63	96.65

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 640 in SOUTH DAKOTA: S 79/US 385 Termini: I-90 @ Rapid City - Nebraska SL  
(U16B,S238,S437)

RURAL LENGTH 78.409( 17 SECTIONS COVERING 78.409 MILES)  
 URBAN LENGTH 6.114( 8 SECTIONS COVERING 6.114 MILES)  
 TOTAL LENGTH 84.523( 25 SECTIONS COVERING 84.523 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	78.409( 17)	.000( 0)	78.409	100.00	.00	100.00
LANE WIDTH DEFICIENCY	78.409( 17)	.000( 0)	78.409	100.00	.00	100.00
SHOULDER W. DEFICIENCY	78.409( 17)	.000( 0)	78.409	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	78.409( 17)	.000( 0)	78.409	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	69.405( 16)	9.004( 1)	78.409	88.52	11.48	100.00
SPEED LIMIT DEFICIENCY	78.409( 17)	.000( 0)	78.409	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	34.479( 11)	43.930( 6)	78.409	43.97	56.03	100.00
CAPACITY DEFICIENCY 2016	56.520( 12)	21.889( 5)	78.409	72.08	27.92	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	5.360( 6)	.754( 2)	6.114	87.67	12.33	100.00
LANE WIDTH DEFICIENCY	6.114( 8)	.000( 0)	6.114	100.00	.00	100.00
SHOULDER W. DEFICIENCY	6.114( 5)	.000( 0)	3.744	100.00	.00	61.24
VERT. ALIGN. DEFICIENCY	6.114( 8)	.000( 0)	6.114	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	6.114( 8)	.000( 0)	6.114	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	.839( 1)	5.275( 7)	6.114	13.72	86.28	100.00
CAPACITY DEFICIENCY 1996	4.572( 7)	1.542( 1)	6.114	74.78	25.22	100.00
CAPACITY DEFICIENCY 2016	3.405( 5)	2.709( 3)	6.114	55.69	44.31	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	83.769( 23)	.754( 2)	84.523	99.11	.89	100.00
LANE WIDTH DEFICIENCY	84.523( 25)	.000( 0)	84.523	100.00	.00	100.00
SHOULDER W. DEFICIENCY	84.523( 22)	.000( 0)	82.153	100.00	.00	97.20
VERT. ALIGN. DEFICIENCY	84.523( 25)	.000( 0)	84.523	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	75.519( 24)	9.004( 1)	84.523	89.35	10.65	100.00
SPEED LIMIT DEFICIENCY	79.248( 18)	5.275( 7)	84.523	93.76	6.24	100.00
CAPACITY DEFICIENCY 1996	39.051( 18)	45.472( 7)	84.523	46.20	53.80	100.00
CAPACITY DEFICIENCY 2016	59.925( 17)	24.598( 8)	84.523	70.90	29.10	100.00

Note: The numbers in ( ) indicate the number of sample sections

**TEXAS**

Super-Segment NO 36 in TEXAS : I-10 Termini: Through El Paso (NM SL - El Paso UL)

RURAL LENGTH 6.925( 3 SECTIONS COVERING 5.233 MILES)  
 URBAN LENGTH 30.075( 16 SECTIONS COVERING 22.725 MILES)  
 TOTAL LENGTH 37.000( 19 SECTIONS COVERING 27.958 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.925( 3)	.000( 0)	5.233	100.00	.00	75.56
LANE WIDTH DEFICIENCY	6.925( 3)	.000( 0)	5.233	100.00	.00	75.56
SHOULDER W. DEFICIENCY	6.925( 3)	.000( 0)	5.233	100.00	.00	75.56
VERT. ALIGN. DEFICIENCY	6.925( 3)	.000( 0)	5.233	100.00	.00	75.56
HORIZ. ALIGN. DEFICIENCY	6.925( 3)	.000( 0)	5.233	100.00	.00	75.56
SPEED LIMIT DEFICIENCY	6.925( 3)	.000( 0)	5.233	100.00	.00	75.56
CAPACITY DEFICIENCY 1996	6.925( 3)	.000( 0)	5.233	100.00	.00	75.56
CAPACITY DEFICIENCY 2016	6.925( 3)	.000( 0)	5.233	100.00	.00	75.56

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	27.830( 14)	2.245( 2)	22.725	92.54	7.46	75.56
LANE WIDTH DEFICIENCY	30.075( 16)	.000( 0)	22.725	100.00	.00	75.56
SHOULDER W. DEFICIENCY	30.075( 16)	.000( 0)	22.725	100.00	.00	75.56
VERT. ALIGN. DEFICIENCY	30.075( 16)	.000( 0)	22.725	100.00	.00	75.56
HORIZ. ALIGN. DEFICIENCY	30.075( 16)	.000( 0)	22.725	100.00	.00	75.56
SPEED LIMIT DEFICIENCY	30.075( 16)	.000( 0)	22.725	100.00	.00	75.56
CAPACITY DEFICIENCY 1996	23.438( 11)	6.637( 5)	22.725	77.93	22.07	75.56
CAPACITY DEFICIENCY 2016	10.053( 5)	20.022( 11)	22.725	33.43	66.57	75.56

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	34.755( 17)	2.245( 2)	27.958	93.93	6.07	75.56
LANE WIDTH DEFICIENCY	37.000( 19)	.000( 0)	27.958	100.00	.00	75.56
SHOULDER W. DEFICIENCY	37.000( 19)	.000( 0)	27.958	100.00	.00	75.56
VERT. ALIGN. DEFICIENCY	37.000( 19)	.000( 0)	27.958	100.00	.00	75.56
HORIZ. ALIGN. DEFICIENCY	37.000( 19)	.000( 0)	27.958	100.00	.00	75.56
SPEED LIMIT DEFICIENCY	37.000( 19)	.000( 0)	27.958	100.00	.00	75.56
CAPACITY DEFICIENCY 1996	30.363( 14)	6.637( 5)	27.958	82.06	17.94	75.56
CAPACITY DEFICIENCY 2016	16.978( 8)	20.022( 11)	27.958	45.89	54.11	75.56

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 37 in TEXAS : I-10 Termini: El Paso UL - I-20

RURAL LENGTH 149.000( 16 SECTIONS COVERING 109.226 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 149.000( 16 SECTIONS COVERING 109.226 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	149.000( 16)	.000( 0)	109.226	100.00	.00	73.31
LANE WIDTH DEFICIENCY	149.000( 16)	.000( 0)	109.226	100.00	.00	73.31
SHOULDER W. DEFICIENCY	149.000( 16)	.000( 0)	109.226	100.00	.00	73.31
VERT. ALIGN. DEFICIENCY	149.000( 16)	.000( 0)	109.226	100.00	.00	73.31
HORIZ. ALIGN. DEFICIENCY	149.000( 16)	.000( 0)	109.226	100.00	.00	73.31
SPEED LIMIT DEFICIENCY	149.000( 16)	.000( 0)	109.226	100.00	.00	73.31
CAPACITY DEFICIENCY 1996	149.000( 16)	.000( 0)	109.226	100.00	.00	73.31
CAPACITY DEFICIENCY 2016	149.000( 16)	.000( 0)	109.226	100.00	.00	73.31

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 38 in TEXAS : I-10 Termini: I-20 - San Antonio UL

RURAL LENGTH 358.555( 37 SECTIONS COVERING 203.282 MILES)  
 URBAN LENGTH 5.445( 3 SECTIONS COVERING 3.087 MILES)  
 TOTAL LENGTH 364.000( 40 SECTIONS COVERING 206.369 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	358.555( 37)	.000( 0)	203.282	100.00	.00	56.69
LANE WIDTH DEFICIENCY	358.555( 37)	.000( 0)	203.282	100.00	.00	56.69
SHOULDER W. DEFICIENCY	358.555( 37)	.000( 0)	203.282	100.00	.00	56.69
VERT. ALIGN. DEFICIENCY	358.555( 37)	.000( 0)	203.282	100.00	.00	56.69
HORIZ. ALIGN. DEFICIENCY	358.555( 37)	.000( 0)	203.282	100.00	.00	56.69
SPEED LIMIT DEFICIENCY	358.555( 37)	.000( 0)	203.282	100.00	.00	56.69
CAPACITY DEFICIENCY 1996	358.555( 37)	.000( 0)	203.282	100.00	.00	56.69
CAPACITY DEFICIENCY 2016	344.638( 35)	13.917( 2)	203.282	96.12	3.88	56.69

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	5.445( 3)	.000( 0)	3.087	100.00	.00	56.69
LANE WIDTH DEFICIENCY	5.445( 3)	.000( 0)	3.087	100.00	.00	56.69
SHOULDER W. DEFICIENCY	5.445( 3)	.000( 0)	3.087	100.00	.00	56.69
VERT. ALIGN. DEFICIENCY	5.445( 3)	.000( 0)	3.087	100.00	.00	56.69
HORIZ. ALIGN. DEFICIENCY	5.445( 3)	.000( 0)	3.087	100.00	.00	56.69
SPEED LIMIT DEFICIENCY	5.445( 3)	.000( 0)	3.087	100.00	.00	56.69
CAPACITY DEFICIENCY 1996	5.445( 3)	.000( 0)	3.087	100.00	.00	56.69
CAPACITY DEFICIENCY 2016	5.445( 3)	.000( 0)	3.087	100.00	.00	56.69

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	364.000( 40)	.000( 0)	206.369	100.00	.00	56.69
LANE WIDTH DEFICIENCY	364.000( 40)	.000( 0)	206.369	100.00	.00	56.69
SHOULDER W. DEFICIENCY	364.000( 40)	.000( 0)	206.369	100.00	.00	56.69
VERT. ALIGN. DEFICIENCY	364.000( 40)	.000( 0)	206.369	100.00	.00	56.69
HORIZ. ALIGN. DEFICIENCY	364.000( 40)	.000( 0)	206.369	100.00	.00	56.69
SPEED LIMIT DEFICIENCY	364.000( 40)	.000( 0)	206.369	100.00	.00	56.69
CAPACITY DEFICIENCY 1996	364.000( 40)	.000( 0)	206.369	100.00	.00	56.69
CAPACITY DEFICIENCY 2016	350.083( 38)	13.917( 2)	206.369	96.18	3.82	56.69

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 39 in TEXAS : I-10 Termini: Through San Antonio

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 37.000( 10 SECTIONS COVERING 28.157 MILES)  
 TOTAL LENGTH 37.000( 10 SECTIONS COVERING 28.157 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	37.000( 10)	.000( 0)	28.157	100.00	.00	76.10
LANE WIDTH DEFICIENCY	37.000( 10)	.000( 0)	28.157	100.00	.00	76.10
SHOULDER W. DEFICIENCY	37.000( 10)	.000( 0)	28.157	100.00	.00	76.10
VERT. ALIGN. DEFICIENCY	37.000( 10)	.000( 0)	28.157	100.00	.00	76.10
HORIZ. ALIGN. DEFICIENCY	37.000( 10)	.000( 0)	28.157	100.00	.00	76.10
SPEED LIMIT DEFICIENCY	37.000( 10)	.000( 0)	28.157	100.00	.00	76.10
CAPACITY DEFICIENCY 1996	36.121( 9)	.879( 1)	28.157	97.62	2.38	76.10
CAPACITY DEFICIENCY 2016	11.225( 3)	25.775( 7)	28.157	30.34	69.66	76.10

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 40 in TEXAS : I-10 Termini: San Antonio UL - Houston UL

RURAL LENGTH 157.421( 14 SECTIONS COVERING 75.856 MILES)  
 URBAN LENGTH 6.579( 1 SECTIONS COVERING 3.170 MILES)  
 TOTAL LENGTH 164.000( 15 SECTIONS COVERING 79.026 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	157.421( 14)	.000( 0)	75.856	100.00	.00	48.19
LANE WIDTH DEFICIENCY	157.421( 14)	.000( 0)	75.856	100.00	.00	48.19
SHOULDER W. DEFICIENCY	157.421( 14)	.000( 0)	75.856	100.00	.00	48.19
VERT. ALIGN. DEFICIENCY	157.421( 14)	.000( 0)	75.856	100.00	.00	48.19
HORIZ. ALIGN. DEFICIENCY	157.421( 14)	.000( 0)	75.856	100.00	.00	48.19
SPEED LIMIT DEFICIENCY	157.421( 14)	.000( 0)	75.856	100.00	.00	48.19
CAPACITY DEFICIENCY 1996	152.111( 13)	5.311( 1)	75.856	96.63	3.37	48.19
CAPACITY DEFICIENCY 2016	16.083( 1)	141.338( 13)	75.856	10.22	89.78	48.19

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.579( 1)	.000( 0)	3.170	100.00	.00	48.19
LANE WIDTH DEFICIENCY	6.579( 1)	.000( 0)	3.170	100.00	.00	48.19
SHOULDER W. DEFICIENCY	6.579( 1)	.000( 0)	3.170	100.00	.00	48.19
VERT. ALIGN. DEFICIENCY	6.579( 1)	.000( 0)	3.170	100.00	.00	48.19
HORIZ. ALIGN. DEFICIENCY	6.579( 1)	.000( 0)	3.170	100.00	.00	48.19
SPEED LIMIT DEFICIENCY	6.579( 1)	.000( 0)	3.170	100.00	.00	48.19
CAPACITY DEFICIENCY 1996	6.579( 1)	.000( 0)	3.170	100.00	.00	48.19
CAPACITY DEFICIENCY 2016	.000( 0)	6.579( 1)	3.170	.00	100.00	48.19

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	164.000( 15)	.000( 0)	79.026	100.00	.00	48.19
LANE WIDTH DEFICIENCY	164.000( 15)	.000( 0)	79.026	100.00	.00	48.19
SHOULDER W. DEFICIENCY	164.000( 15)	.000( 0)	79.026	100.00	.00	48.19
VERT. ALIGN. DEFICIENCY	164.000( 15)	.000( 0)	79.026	100.00	.00	48.19
HORIZ. ALIGN. DEFICIENCY	164.000( 15)	.000( 0)	79.026	100.00	.00	48.19
SPEED LIMIT DEFICIENCY	164.000( 15)	.000( 0)	79.026	100.00	.00	48.19
CAPACITY DEFICIENCY 1996	158.689( 14)	5.311( 1)	79.026	96.76	3.24	48.19
CAPACITY DEFICIENCY 2016	16.083( 1)	147.917( 14)	79.026	9.81	90.19	48.19

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 41 in TEXAS : I-10 Termini: Through Houston

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 37.000( 13 SECTIONS COVERING 31.268 MILES)  
 TOTAL LENGTH 37.000( 13 SECTIONS COVERING 31.268 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	37.000( 13)	.000( 0)	31.268	100.00	.00	84.51
LANE WIDTH DEFICIENCY	37.000( 13)	.000( 0)	31.268	100.00	.00	84.51
SHOULDER W. DEFICIENCY	37.000( 13)	.000( 0)	31.268	100.00	.00	84.51
VERT. ALIGN. DEFICIENCY	37.000( 13)	.000( 0)	31.268	100.00	.00	84.51
HORIZ. ALIGN. DEFICIENCY	37.000( 13)	.000( 0)	31.268	100.00	.00	84.51
SPEED LIMIT DEFICIENCY	37.000( 13)	.000( 0)	31.268	100.00	.00	84.51
CAPACITY DEFICIENCY 1996	33.758( 12)	3.242( 1)	31.268	91.24	8.76	84.51
CAPACITY DEFICIENCY 2016	4.925( 2)	32.075( 11)	31.268	13.31	86.69	84.51

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 42 in TEXAS : I-10 Termini: Houston UL - Louisiana SL

RURAL LENGTH 68.638( 12 SECTIONS COVERING 61.901 MILES)  
 URBAN LENGTH 20.362( 11 SECTIONS COVERING 18.363 MILES)  
 TOTAL LENGTH 89.000( 23 SECTIONS COVERING 80.264 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	68.638( 12)	.000( 0)	61.901	100.00	.00	90.18
LANE WIDTH DEFICIENCY	68.638( 12)	.000( 0)	61.901	100.00	.00	90.18
SHOULDER W. DEFICIENCY	68.638( 12)	.000( 0)	61.901	100.00	.00	90.18
VERT. ALIGN. DEFICIENCY	68.638( 12)	.000( 0)	61.901	100.00	.00	90.18
HORIZ. ALIGN. DEFICIENCY	68.638( 12)	.000( 0)	61.901	100.00	.00	90.18
SPEED LIMIT DEFICIENCY	68.638( 12)	.000( 0)	61.901	100.00	.00	90.18
CAPACITY DEFICIENCY 1996	64.297( 11)	4.341( 1)	61.901	93.68	6.32	90.18
CAPACITY DEFICIENCY 2016	43.378( 6)	25.260( 6)	61.901	63.20	36.80	90.18

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	18.642( 10)	1.720( 1)	18.363	91.55	8.45	90.18
LANE WIDTH DEFICIENCY	20.362( 11)	.000( 0)	18.363	100.00	.00	90.18
SHOULDER W. DEFICIENCY	20.362( 11)	.000( 0)	18.363	100.00	.00	90.18
VERT. ALIGN. DEFICIENCY	20.362( 11)	.000( 0)	18.363	100.00	.00	90.18
HORIZ. ALIGN. DEFICIENCY	20.362( 11)	.000( 0)	18.363	100.00	.00	90.18
SPEED LIMIT DEFICIENCY	20.362( 11)	.000( 0)	18.363	100.00	.00	90.18
CAPACITY DEFICIENCY 1996	20.362( 11)	.000( 0)	18.363	100.00	.00	90.18
CAPACITY DEFICIENCY 2016	14.616( 6)	5.746( 5)	18.363	71.78	28.22	90.18

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	87.280( 22)	1.720( 1)	80.264	98.07	1.93	90.18
LANE WIDTH DEFICIENCY	89.000( 23)	.000( 0)	80.264	100.00	.00	90.18
SHOULDER W. DEFICIENCY	89.000( 23)	.000( 0)	80.264	100.00	.00	90.18
VERT. ALIGN. DEFICIENCY	89.000( 23)	.000( 0)	80.264	100.00	.00	90.18
HORIZ. ALIGN. DEFICIENCY	89.000( 23)	.000( 0)	80.264	100.00	.00	90.18
SPEED LIMIT DEFICIENCY	89.000( 23)	.000( 0)	80.264	100.00	.00	90.18
CAPACITY DEFICIENCY 1996	84.659( 22)	4.341( 1)	80.264	95.12	4.88	90.18
CAPACITY DEFICIENCY 2016	57.993( 12)	31.007( 11)	80.264	65.16	34.84	90.18

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 100 in TEXAS : I-30 Termini: In Dallas/Ft. Worth

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 70.000( 19 SECTIONS COVERING 54.213 MILES)  
 TOTAL LENGTH 70.000( 19 SECTIONS COVERING 54.213 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	65.330( 16)	4.670( 3)	54.213	93.33	6.67	77.45
LANE WIDTH DEFICIENCY	70.000( 19)	.000( 0)	54.213	100.00	.00	77.45
SHOULDER W. DEFICIENCY	70.000( 18)	.000( 0)	53.648	100.00	.00	76.64
VERT. ALIGN. DEFICIENCY	70.000( 19)	.000( 0)	54.213	100.00	.00	77.45
HORIZ. ALIGN. DEFICIENCY	70.000( 19)	.000( 0)	54.213	100.00	.00	77.45
SPEED LIMIT DEFICIENCY	68.465( 18)	1.535( 1)	54.213	97.81	2.19	77.45
CAPACITY DEFICIENCY 1996	61.642( 16)	8.358( 3)	54.213	88.06	11.94	77.45
CAPACITY DEFICIENCY 2016	8.411( 3)	61.589( 16)	54.213	12.02	87.98	77.45

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 101 in TEXAS : I-30 Termini: Dallas/Ft. Worth UL -Texarkana (Arkansas SL)

RURAL LENGTH 98.694( 10 SECTIONS COVERING 56.379 MILES)  
 URBAN LENGTH 52.306( 9 SECTIONS COVERING 29.880 MILES)  
 TOTAL LENGTH 151.000( 19 SECTIONS COVERING 86.259 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	98.694( 10)	.000( 0)	56.379	100.00	.00	57.13
LANE WIDTH DEFICIENCY	98.694( 10)	.000( 0)	56.379	100.00	.00	57.13
SHOULDER W. DEFICIENCY	98.694( 10)	.000( 0)	56.379	100.00	.00	57.13
VERT. ALIGN. DEFICIENCY	98.694( 10)	.000( 0)	56.379	100.00	.00	57.13
HORIZ. ALIGN. DEFICIENCY	98.694( 10)	.000( 0)	56.379	100.00	.00	57.13
SPEED LIMIT DEFICIENCY	98.694( 10)	.000( 0)	56.379	100.00	.00	57.13
CAPACITY DEFICIENCY 1996	98.694( 10)	.000( 0)	56.379	100.00	.00	57.13
CAPACITY DEFICIENCY 2016	88.651( 8)	10.043( 2)	56.379	89.82	10.18	57.13

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	52.306( 9)	.000( 0)	29.880	100.00	.00	57.13
LANE WIDTH DEFICIENCY	52.306( 9)	.000( 0)	29.880	100.00	.00	57.13
SHOULDER W. DEFICIENCY	52.306( 9)	.000( 0)	29.880	100.00	.00	57.13
VERT. ALIGN. DEFICIENCY	52.306( 9)	.000( 0)	29.880	100.00	.00	57.13
HORIZ. ALIGN. DEFICIENCY	52.306( 9)	.000( 0)	29.880	100.00	.00	57.13
SPEED LIMIT DEFICIENCY	52.306( 9)	.000( 0)	29.880	100.00	.00	57.13
CAPACITY DEFICIENCY 1996	52.306( 9)	.000( 0)	29.880	100.00	.00	57.13
CAPACITY DEFICIENCY 2016	47.860( 8)	4.446( 1)	29.880	91.50	8.50	57.13

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	151.000( 19)	.000( 0)	86.259	100.00	.00	57.13
LANE WIDTH DEFICIENCY	151.000( 19)	.000( 0)	86.259	100.00	.00	57.13
SHOULDER W. DEFICIENCY	151.000( 19)	.000( 0)	86.259	100.00	.00	57.13
VERT. ALIGN. DEFICIENCY	151.000( 19)	.000( 0)	86.259	100.00	.00	57.13
HORIZ. ALIGN. DEFICIENCY	151.000( 19)	.000( 0)	86.259	100.00	.00	57.13
SPEED LIMIT DEFICIENCY	151.000( 19)	.000( 0)	86.259	100.00	.00	57.13
CAPACITY DEFICIENCY 1996	151.000( 19)	.000( 0)	86.259	100.00	.00	57.13
CAPACITY DEFICIENCY 2016	136.511( 16)	14.489( 3)	86.259	90.40	9.60	57.13

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 110 in TEXAS : I-35 Termini: Laredo - San Antonio UL

RURAL LENGTH 125.122( 12 SECTIONS COVERING 92.439 MILES)  
 URBAN LENGTH 14.878( 2 SECTIONS COVERING 10.992 MILES)  
 TOTAL LENGTH 140.000( 14 SECTIONS COVERING 103.431 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	112.398( 11)	12.723( 1)	92.439	89.83	10.17	73.88
LANE WIDTH DEFICIENCY	125.122( 12)	.000( 0)	92.439	100.00	.00	73.88
SHOULDER W. DEFICIENCY	125.122( 12)	.000( 0)	92.439	100.00	.00	73.88
VERT. ALIGN. DEFICIENCY	125.122( 12)	.000( 0)	92.439	100.00	.00	73.88
HORIZ. ALIGN. DEFICIENCY	125.122( 12)	.000( 0)	92.439	100.00	.00	73.88
SPEED LIMIT DEFICIENCY	125.122( 12)	.000( 0)	92.439	100.00	.00	73.88
CAPACITY DEFICIENCY 1996	125.122( 12)	.000( 0)	92.439	100.00	.00	73.88
CAPACITY DEFICIENCY 2016	125.122( 12)	.000( 0)	92.439	100.00	.00	73.88

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	14.878( 2)	.000( 0)	10.992	100.00	.00	73.88
LANE WIDTH DEFICIENCY	14.878( 2)	.000( 0)	10.992	100.00	.00	73.88
SHOULDER W. DEFICIENCY	14.878( 2)	.000( 0)	10.992	100.00	.00	73.88
VERT. ALIGN. DEFICIENCY	14.878( 2)	.000( 0)	10.992	100.00	.00	73.88
HORIZ. ALIGN. DEFICIENCY	14.878( 2)	.000( 0)	10.992	100.00	.00	73.88
SPEED LIMIT DEFICIENCY	14.878( 2)	.000( 0)	10.992	100.00	.00	73.88
CAPACITY DEFICIENCY 1996	14.878( 2)	.000( 0)	10.992	100.00	.00	73.88
CAPACITY DEFICIENCY 2016	8.415( 1)	6.463( 1)	10.992	56.56	43.44	73.88

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	127.277( 13)	12.723( 1)	103.431	90.91	9.09	73.88
LANE WIDTH DEFICIENCY	140.000( 14)	.000( 0)	103.431	100.00	.00	73.88
SHOULDER W. DEFICIENCY	140.000( 14)	.000( 0)	103.431	100.00	.00	73.88
VERT. ALIGN. DEFICIENCY	140.000( 14)	.000( 0)	103.431	100.00	.00	73.88
HORIZ. ALIGN. DEFICIENCY	140.000( 14)	.000( 0)	103.431	100.00	.00	73.88
SPEED LIMIT DEFICIENCY	140.000( 14)	.000( 0)	103.431	100.00	.00	73.88
CAPACITY DEFICIENCY 1996	140.000( 14)	.000( 0)	103.431	100.00	.00	73.88
CAPACITY DEFICIENCY 2016	133.537( 13)	6.463( 1)	103.431	95.38	4.62	73.88

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 111 in TEXAS : I-35 Termini: Through San Antonio

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 35.000( 6 SECTIONS COVERING 11.170 MILES)  
 TOTAL LENGTH 35.000( 6 SECTIONS COVERING 11.170 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	35.000( 6)	.000( 0)	11.170	100.00	.00	31.91
LANE WIDTH DEFICIENCY	35.000( 6)	.000( 0)	11.170	100.00	.00	31.91
SHOULDER W. DEFICIENCY	35.000( 6)	.000( 0)	11.170	100.00	.00	31.91
VERT. ALIGN. DEFICIENCY	35.000( 6)	.000( 0)	11.170	100.00	.00	31.91
HORIZ. ALIGN. DEFICIENCY	35.000( 6)	.000( 0)	11.170	100.00	.00	31.91
SPEED LIMIT DEFICIENCY	35.000( 6)	.000( 0)	11.170	100.00	.00	31.91
CAPACITY DEFICIENCY 1996	31.719( 4)	3.281( 2)	11.170	90.63	9.37	31.91
CAPACITY DEFICIENCY 2016	10.469( 2)	24.531( 4)	11.170	29.91	70.09	31.91

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 112 in TEXAS : I-35 Termini: San Antonio UL - Dallas/Ft. Worth UL

RURAL LENGTH 102.235( 17 SECTIONS COVERING 56.389 MILES)  
 URBAN LENGTH 150.765( 47 SECTIONS COVERING 83.156 MILES)  
 TOTAL LENGTH 253.000( 64 SECTIONS COVERING 139.545 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	102.235( 17)	.000( 0)	56.389	100.00	.00	55.16
LANE WIDTH DEFICIENCY	102.235( 17)	.000( 0)	56.389	100.00	.00	55.16
SHOULDER W. DEFICIENCY	100.167( 16)	2.069( 1)	56.389	97.98	2.02	55.16
VERT. ALIGN. DEFICIENCY	102.235( 17)	.000( 0)	56.389	100.00	.00	55.16
HORIZ. ALIGN. DEFICIENCY	102.235( 17)	.000( 0)	56.389	100.00	.00	55.16
SPEED LIMIT DEFICIENCY	102.235( 17)	.000( 0)	56.389	100.00	.00	55.16
CAPACITY DEFICIENCY 1996	52.864( 10)	49.371( 7)	56.389	51.71	48.29	55.16
CAPACITY DEFICIENCY 2016	5.651( 2)	96.584( 15)	56.389	5.53	94.47	55.16

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	150.765( 47)	.000( 0)	83.156	100.00	.00	55.16
LANE WIDTH DEFICIENCY	150.765( 47)	.000( 0)	83.156	100.00	.00	55.16
SHOULDER W. DEFICIENCY	150.765( 46)	.000( 0)	80.180	100.00	.00	53.18
VERT. ALIGN. DEFICIENCY	150.765( 47)	.000( 0)	83.156	100.00	.00	55.16
HORIZ. ALIGN. DEFICIENCY	150.765( 47)	.000( 0)	83.156	100.00	.00	55.16
SPEED LIMIT DEFICIENCY	150.765( 47)	.000( 0)	83.156	100.00	.00	55.16
CAPACITY DEFICIENCY 1996	124.688( 43)	26.077( 4)	83.156	82.70	17.30	55.16
CAPACITY DEFICIENCY 2016	25.609( 8)	125.156( 39)	83.156	16.99	83.01	55.16

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	253.000( 64)	.000( 0)	139.545	100.00	.00	55.16
LANE WIDTH DEFICIENCY	253.000( 64)	.000( 0)	139.545	100.00	.00	55.16
SHOULDER W. DEFICIENCY	250.931( 62)	2.069( 1)	136.569	99.18	.82	53.98
VERT. ALIGN. DEFICIENCY	253.000( 64)	.000( 0)	139.545	100.00	.00	55.16
HORIZ. ALIGN. DEFICIENCY	253.000( 64)	.000( 0)	139.545	100.00	.00	55.16
SPEED LIMIT DEFICIENCY	253.000( 64)	.000( 0)	139.545	100.00	.00	55.16
CAPACITY DEFICIENCY 1996	177.552( 53)	75.448( 11)	139.545	70.18	29.82	55.16
CAPACITY DEFICIENCY 2016	31.260( 10)	221.740( 54)	139.545	12.36	87.64	55.16

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 113 in TEXAS : I-35 E/W Termini: Through Dallas/Ft. Worth

RURAL LENGTH 48.094( 13 SECTIONS COVERING 40.781 MILES)  
 URBAN LENGTH 81.906( 34 SECTIONS COVERING 69.452 MILES)  
 TOTAL LENGTH 130.000( 47 SECTIONS COVERING 110.233 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	48.094( 13)	.000( 0)	40.781	100.00	.00	84.79
LANE WIDTH DEFICIENCY	48.094( 13)	.000( 0)	40.781	100.00	.00	84.79
SHOULDER W. DEFICIENCY	48.094( 13)	.000( 0)	40.781	100.00	.00	84.79
VERT. ALIGN. DEFICIENCY	48.094( 13)	.000( 0)	40.781	100.00	.00	84.79
HORIZ. ALIGN. DEFICIENCY	48.094( 13)	.000( 0)	40.781	100.00	.00	84.79
SPEED LIMIT DEFICIENCY	48.094( 13)	.000( 0)	40.781	100.00	.00	84.79
CAPACITY DEFICIENCY 1996	46.971( 12)	1.123( 1)	40.781	97.67	2.33	84.79
CAPACITY DEFICIENCY 2016	44.299( 10)	3.795( 3)	40.781	92.11	7.89	84.79

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	77.082( 33)	4.825( 1)	69.452	94.11	5.89	84.79
LANE WIDTH DEFICIENCY	81.906( 34)	.000( 0)	69.452	100.00	.00	84.79
SHOULDER W. DEFICIENCY	81.906( 34)	.000( 0)	69.452	100.00	.00	84.79
VERT. ALIGN. DEFICIENCY	81.906( 34)	.000( 0)	69.452	100.00	.00	84.79
HORIZ. ALIGN. DEFICIENCY	79.579( 32)	2.327( 2)	69.452	97.16	2.84	84.79
SPEED LIMIT DEFICIENCY	81.906( 34)	.000( 0)	69.452	100.00	.00	84.79
CAPACITY DEFICIENCY 1996	69.329( 27)	12.577( 7)	69.452	84.64	15.36	84.79
CAPACITY DEFICIENCY 2016	21.523( 8)	60.384( 26)	69.452	26.28	73.72	84.79

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	125.175( 46)	4.825( 1)	110.233	96.29	3.71	84.79
LANE WIDTH DEFICIENCY	130.000( 47)	.000( 0)	110.233	100.00	.00	84.79
SHOULDER W. DEFICIENCY	130.000( 47)	.000( 0)	110.233	100.00	.00	84.79
VERT. ALIGN. DEFICIENCY	130.000( 47)	.000( 0)	110.233	100.00	.00	84.79
HORIZ. ALIGN. DEFICIENCY	127.673( 45)	2.327( 2)	110.233	98.21	1.79	84.79
SPEED LIMIT DEFICIENCY	130.000( 47)	.000( 0)	110.233	100.00	.00	84.79
CAPACITY DEFICIENCY 1996	116.300( 39)	13.700( 8)	110.233	89.46	10.54	84.79
CAPACITY DEFICIENCY 2016	65.821( 18)	64.179( 29)	110.233	50.63	49.37	84.79

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 114 in TEXAS : I-35 Termini: Dallas/Ft. Worth UL - Oklahoma SL

RURAL LENGTH 32.148( 3 SECTIONS COVERING 15.581 MILES)  
 URBAN LENGTH 6.852( 2 SECTIONS COVERING 3.321 MILES)  
 TOTAL LENGTH 39.000( 5 SECTIONS COVERING 18.902 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	32.148( 3)	.000( 0)	15.581	100.00	.00	48.47
LANE WIDTH DEFICIENCY	32.148( 3)	.000( 0)	15.581	100.00	.00	48.47
SHOULDER W. DEFICIENCY	32.148( 3)	.000( 0)	15.581	100.00	.00	48.47
VERT. ALIGN. DEFICIENCY	32.148( 3)	.000( 0)	15.581	100.00	.00	48.47
HORIZ. ALIGN. DEFICIENCY	25.362( 2)	6.786( 1)	15.581	78.89	21.11	48.47
SPEED LIMIT DEFICIENCY	32.148( 3)	.000( 0)	15.581	100.00	.00	48.47
CAPACITY DEFICIENCY 1996	32.148( 3)	.000( 0)	15.581	100.00	.00	48.47
CAPACITY DEFICIENCY 2016	21.008( 2)	11.140( 1)	15.581	65.35	34.65	48.47

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.852( 2)	.000( 0)	3.321	100.00	.00	48.47
LANE WIDTH DEFICIENCY	6.852( 2)	.000( 0)	3.321	100.00	.00	48.47
SHOULDER W. DEFICIENCY	6.852( 2)	.000( 0)	3.321	100.00	.00	48.47
VERT. ALIGN. DEFICIENCY	6.852( 2)	.000( 0)	3.321	100.00	.00	48.47
HORIZ. ALIGN. DEFICIENCY	6.852( 2)	.000( 0)	3.321	100.00	.00	48.47
SPEED LIMIT DEFICIENCY	6.852( 2)	.000( 0)	3.321	100.00	.00	48.47
CAPACITY DEFICIENCY 1996	6.852( 2)	.000( 0)	3.321	100.00	.00	48.47
CAPACITY DEFICIENCY 2016	6.852( 2)	.000( 0)	3.321	100.00	.00	48.47

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	39.000( 5)	.000( 0)	18.902	100.00	.00	48.47
LANE WIDTH DEFICIENCY	39.000( 5)	.000( 0)	18.902	100.00	.00	48.47
SHOULDER W. DEFICIENCY	39.000( 5)	.000( 0)	18.902	100.00	.00	48.47
VERT. ALIGN. DEFICIENCY	39.000( 5)	.000( 0)	18.902	100.00	.00	48.47
HORIZ. ALIGN. DEFICIENCY	32.214( 4)	6.786( 1)	18.902	82.60	17.40	48.47
SPEED LIMIT DEFICIENCY	39.000( 5)	.000( 0)	18.902	100.00	.00	48.47
CAPACITY DEFICIENCY 1996	39.000( 5)	.000( 0)	18.902	100.00	.00	48.47
CAPACITY DEFICIENCY 2016	27.860( 4)	11.140( 1)	18.902	71.44	28.56	48.47

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 120 in TEXAS : I-37 Termini: Through San Antonio (I-35 - UL)

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 17.000( 4 SECTIONS COVERING 10.940 MILES)  
 TOTAL LENGTH 17.000( 4 SECTIONS COVERING 10.940 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	17.000( 4)	.000( 0)	10.940	100.00	.00	64.35
LANE WIDTH DEFICIENCY	17.000( 4)	.000( 0)	10.940	100.00	.00	64.35
SHOULDER W. DEFICIENCY	17.000( 4)	.000( 0)	10.940	100.00	.00	64.35
VERT. ALIGN. DEFICIENCY	17.000( 4)	.000( 0)	10.940	100.00	.00	64.35
HORIZ. ALIGN. DEFICIENCY	17.000( 4)	.000( 0)	10.940	100.00	.00	64.35
SPEED LIMIT DEFICIENCY	17.000( 4)	.000( 0)	10.940	100.00	.00	64.35
CAPACITY DEFICIENCY 1996	17.000( 4)	.000( 0)	10.940	100.00	.00	64.35
CAPACITY DEFICIENCY 2016	4.862( 1)	12.138( 3)	10.940	28.60	71.40	64.35

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 121 in TEXAS : I-37 Termini: San Antonio UL - Corpus Christi UL

RURAL LENGTH 119.000( 12 SECTIONS COVERING 58.520 MILES)

URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)

TOTAL LENGTH 119.000( 12 SECTIONS COVERING 58.520 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	119.000( 12)	.000( 0)	58.520	100.00	.00	49.18
LANE WIDTH DEFICIENCY	119.000( 12)	.000( 0)	58.520	100.00	.00	49.18
SHOULDER W. DEFICIENCY	119.000( 12)	.000( 0)	58.520	100.00	.00	49.18
VERT. ALIGN. DEFICIENCY	119.000( 12)	.000( 0)	58.520	100.00	.00	49.18
HORIZ. ALIGN. DEFICIENCY	119.000( 12)	.000( 0)	58.520	100.00	.00	49.18
SPEED LIMIT DEFICIENCY	119.000( 12)	.000( 0)	58.520	100.00	.00	49.18
CAPACITY DEFICIENCY 1996	119.000( 12)	.000( 0)	58.520	100.00	.00	49.18
CAPACITY DEFICIENCY 2016	113.774( 11)	5.226( 1)	58.520	95.61	4.39	49.18

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 122 in TEXAS : I-37 Termini: Through Corpus Christi (UL - US 181)

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 15.820( 5 SECTIONS COVERING 15.820 MILES)  
 TOTAL LENGTH 15.820( 5 SECTIONS COVERING 15.820 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	15.820( 5)	.000( 0)	15.820	100.00	.00	100.00
LANE WIDTH DEFICIENCY	15.820( 5)	.000( 0)	15.820	100.00	.00	100.00
SHOULDER W. DEFICIENCY	15.820( 5)	.000( 0)	15.820	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	15.820( 5)	.000( 0)	15.820	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	15.820( 5)	.000( 0)	15.820	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	15.820( 5)	.000( 0)	15.820	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	12.025( 4)	3.795( 1)	15.820	76.01	23.99	100.00
CAPACITY DEFICIENCY 2016	2.474( 3)	13.346( 2)	15.820	15.64	84.36	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 135 in TEXAS : I-40 Termini: New Mexico SL - Amarillo UL

RURAL LENGTH 62.000( 6 SECTIONS COVERING 34.680 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 62.000( 6 SECTIONS COVERING 34.680 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	62.000( 6)	.000( 0)	34.680	100.00	.00	55.94
LANE WIDTH DEFICIENCY	62.000( 6)	.000( 0)	34.680	100.00	.00	55.94
SHOULDER W. DEFICIENCY	62.000( 6)	.000( 0)	34.680	100.00	.00	55.94
VERT. ALIGN. DEFICIENCY	62.000( 6)	.000( 0)	34.680	100.00	.00	55.94
HORIZ. ALIGN. DEFICIENCY	62.000( 6)	.000( 0)	34.680	100.00	.00	55.94
SPEED LIMIT DEFICIENCY	62.000( 6)	.000( 0)	34.680	100.00	.00	55.94
CAPACITY DEFICIENCY 1996	62.000( 6)	.000( 0)	34.680	100.00	.00	55.94
CAPACITY DEFICIENCY 2016	62.000( 6)	.000( 0)	34.680	100.00	.00	55.94

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 136 in TEXAS : I-40 Termini: Through Amarillo

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 15.692( 5 SECTIONS COVERING 15.692 MILES)  
 TOTAL LENGTH 15.692( 5 SECTIONS COVERING 15.692 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	15.692( 5)	.000( 0)	15.692	100.00	.00	100.00
LANE WIDTH DEFICIENCY	15.692( 5)	.000( 0)	15.692	100.00	.00	100.00
SHOULDER W. DEFICIENCY	15.692( 5)	.000( 0)	15.692	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	15.692( 5)	.000( 0)	15.692	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	15.692( 5)	.000( 0)	15.692	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	15.692( 5)	.000( 0)	15.692	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	15.692( 5)	.000( 0)	15.692	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	14.687( 4)	1.005( 1)	15.692	93.60	6.40	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 137 in TEXAS : I-40 Termini: Amarillo UL- Oklahoma SL

RURAL LENGTH 99.000( 13 SECTIONS COVERING 60.669 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 99.000( 13 SECTIONS COVERING 60.669 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	99.000( 13)	.000( 0)	60.669	100.00	.00	61.28
LANE WIDTH DEFICIENCY	99.000( 13)	.000( 0)	60.669	100.00	.00	61.28
SHOULDER W. DEFICIENCY	99.000( 13)	.000( 0)	60.669	100.00	.00	61.28
VERT. ALIGN. DEFICIENCY	99.000( 13)	.000( 0)	60.669	100.00	.00	61.28
HORIZ. ALIGN. DEFICIENCY	99.000( 13)	.000( 0)	60.669	100.00	.00	61.28
SPEED LIMIT DEFICIENCY	99.000( 13)	.000( 0)	60.669	100.00	.00	61.28
CAPACITY DEFICIENCY 1996	99.000( 13)	.000( 0)	60.669	100.00	.00	61.28
CAPACITY DEFICIENCY 2016	99.000( 13)	.000( 0)	60.669	100.00	.00	61.28

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 140 in TEXAS : I-44 Termini: US 287 - Oklahoma SL

RURAL LENGTH 2.567( 1 SECTIONS COVERING 2.567 MILES)  
 URBAN LENGTH 11.997( 5 SECTIONS COVERING 11.997 MILES)  
 TOTAL LENGTH 14.564( 6 SECTIONS COVERING 14.564 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	2.567( 1)	.000( 0)	2.567	100.00	.00	100.00
LANE WIDTH DEFICIENCY	2.567( 1)	.000( 0)	2.567	100.00	.00	100.00
SHOULDER W. DEFICIENCY	2.567( 1)	.000( 0)	2.567	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	2.567( 1)	.000( 0)	2.567	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	2.567( 1)	.000( 0)	2.567	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	2.567( 1)	.000( 0)	2.567	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	2.567( 1)	.000( 0)	2.567	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	2.567( 1)	.000( 0)	2.567	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	9.364( 4)	2.633( 1)	11.997	78.05	21.95	100.00
LANE WIDTH DEFICIENCY	11.997( 5)	.000( 0)	11.997	100.00	.00	100.00
SHOULDER W. DEFICIENCY	11.997( 5)	.000( 0)	11.997	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	11.997( 5)	.000( 0)	11.997	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	11.997( 5)	.000( 0)	11.997	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	11.997( 5)	.000( 0)	11.997	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	11.997( 5)	.000( 0)	11.997	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	11.997( 5)	.000( 0)	11.997	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	11.931( 5)	2.633( 1)	14.564	81.92	18.08	100.00
LANE WIDTH DEFICIENCY	14.564( 6)	.000( 0)	14.564	100.00	.00	100.00
SHOULDER W. DEFICIENCY	14.564( 6)	.000( 0)	14.564	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	14.564( 6)	.000( 0)	14.564	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	14.564( 6)	.000( 0)	14.564	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	14.564( 6)	.000( 0)	14.564	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	14.564( 6)	.000( 0)	14.564	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	14.564( 6)	.000( 0)	14.564	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 150 in TEXAS : I-45 Termini: In Dallas/Ft. Worth

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 18.000( 2 SECTIONS COVERING 12.278 MILES)  
 TOTAL LENGTH 18.000( 2 SECTIONS COVERING 12.278 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	18.000( 2)	.000( 0)	12.278	100.00	.00	68.21
LANE WIDTH DEFICIENCY	18.000( 2)	.000( 0)	12.278	100.00	.00	68.21
SHOULDER W. DEFICIENCY	18.000( 2)	.000( 0)	12.278	100.00	.00	68.21
VERT. ALIGN. DEFICIENCY	18.000( 2)	.000( 0)	12.278	100.00	.00	68.21
HORIZ. ALIGN. DEFICIENCY	18.000( 2)	.000( 0)	12.278	100.00	.00	68.21
SPEED LIMIT DEFICIENCY	18.000( 2)	.000( 0)	12.278	100.00	.00	68.21
CAPACITY DEFICIENCY 1996	18.000( 2)	.000( 0)	12.278	100.00	.00	68.21
CAPACITY DEFICIENCY 2016	.000( 0)	18.000( 2)	12.278	.00	100.00	68.21

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 151 in TEXAS : I-45 Termini: Dallas/Ft. Worth UL - Houston UL

RURAL LENGTH 151.503( 14 SECTIONS COVERING 61.474 MILES)  
 URBAN LENGTH 48.497( 10 SECTIONS COVERING 19.678 MILES)  
 TOTAL LENGTH 200.000( 24 SECTIONS COVERING 81.152 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	151.503( 14)	.000( 0)	61.474	100.00	.00	40.58
LANE WIDTH DEFICIENCY	151.503( 14)	.000( 0)	61.474	100.00	.00	40.58
SHOULDER W. DEFICIENCY	151.503( 14)	.000( 0)	61.474	100.00	.00	40.58
VERT. ALIGN. DEFICIENCY	151.503( 14)	.000( 0)	61.474	100.00	.00	40.58
HORIZ. ALIGN. DEFICIENCY	135.260( 13)	16.244( 1)	61.474	89.28	10.72	40.58
SPEED LIMIT DEFICIENCY	151.503( 14)	.000( 0)	61.474	100.00	.00	40.58
CAPACITY DEFICIENCY 1996	125.877( 10)	25.626( 4)	61.474	83.09	16.91	40.58
CAPACITY DEFICIENCY 2016	72.094( 5)	79.409( 9)	61.474	47.59	52.41	40.58

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	48.497( 10)	.000( 0)	19.678	100.00	.00	40.58
LANE WIDTH DEFICIENCY	48.497( 10)	.000( 0)	19.678	100.00	.00	40.58
SHOULDER W. DEFICIENCY	48.497( 10)	.000( 0)	19.678	100.00	.00	40.58
VERT. ALIGN. DEFICIENCY	48.497( 10)	.000( 0)	19.678	100.00	.00	40.58
HORIZ. ALIGN. DEFICIENCY	48.497( 10)	.000( 0)	19.678	100.00	.00	40.58
SPEED LIMIT DEFICIENCY	48.497( 10)	.000( 0)	19.678	100.00	.00	40.58
CAPACITY DEFICIENCY 1996	36.623( 8)	11.874( 2)	19.678	75.52	24.48	40.58
CAPACITY DEFICIENCY 2016	23.129( 6)	25.367( 4)	19.678	47.69	52.31	40.58

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	200.000( 24)	.000( 0)	81.152	100.00	.00	40.58
LANE WIDTH DEFICIENCY	200.000( 24)	.000( 0)	81.152	100.00	.00	40.58
SHOULDER W. DEFICIENCY	200.000( 24)	.000( 0)	81.152	100.00	.00	40.58
VERT. ALIGN. DEFICIENCY	200.000( 24)	.000( 0)	81.152	100.00	.00	40.58
HORIZ. ALIGN. DEFICIENCY	183.756( 23)	16.244( 1)	81.152	91.88	8.12	40.58
SPEED LIMIT DEFICIENCY	200.000( 24)	.000( 0)	81.152	100.00	.00	40.58
CAPACITY DEFICIENCY 1996	162.500( 18)	37.500( 6)	81.152	81.25	18.75	40.58
CAPACITY DEFICIENCY 2016	95.224( 11)	104.776( 13)	81.152	47.61	52.39	40.58

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 152 in TEXAS : I-45 Termini: Through Houston

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 34.000( 13 SECTIONS COVERING 26.834 MILES)  
 TOTAL LENGTH 34.000( 13 SECTIONS COVERING 26.834 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	32.245( 12)	1.755( 1)	26.834	94.84	5.16	78.92
LANE WIDTH DEFICIENCY	34.000( 13)	.000( 0)	26.834	100.00	.00	78.92
SHOULDER W. DEFICIENCY	34.000( 13)	.000( 0)	26.834	100.00	.00	78.92
VERT. ALIGN. DEFICIENCY	34.000( 13)	.000( 0)	26.834	100.00	.00	78.92
HORIZ. ALIGN. DEFICIENCY	34.000( 13)	.000( 0)	26.834	100.00	.00	78.92
SPEED LIMIT DEFICIENCY	34.000( 13)	.000( 0)	26.834	100.00	.00	78.92
CAPACITY DEFICIENCY 1996	17.443( 7)	16.557( 6)	26.834	51.30	48.70	78.92
CAPACITY DEFICIENCY 2016	2.292( 2)	31.708( 11)	26.834	6.74	93.26	78.92

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 153 in TEXAS : I-45 Termini: Houston UL - Galveston

RURAL LENGTH 6.121( 2 SECTIONS COVERING 4.802 MILES)  
 URBAN LENGTH 25.879( 2 SECTIONS COVERING 20.303 MILES)  
 TOTAL LENGTH 32.000( 4 SECTIONS COVERING 25.105 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.121( 2)	.000( 0)	4.802	100.00	.00	78.45
LANE WIDTH DEFICIENCY	6.121( 2)	.000( 0)	4.802	100.00	.00	78.45
SHOULDER W. DEFICIENCY	6.121( 2)	.000( 0)	4.802	100.00	.00	78.45
VERT. ALIGN. DEFICIENCY	6.121( 2)	.000( 0)	4.802	100.00	.00	78.45
HORIZ. ALIGN. DEFICIENCY	6.121( 2)	.000( 0)	4.802	100.00	.00	78.45
SPEED LIMIT DEFICIENCY	3.150( 1)	2.971( 1)	4.802	51.46	48.54	78.45
CAPACITY DEFICIENCY 1996	2.971( 1)	3.150( 1)	4.802	48.54	51.46	78.45
CAPACITY DEFICIENCY 2016	.000( 0)	6.121( 2)	4.802	.00	100.00	78.45

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	25.879( 2)	.000( 0)	20.303	100.00	.00	78.45
LANE WIDTH DEFICIENCY	25.879( 2)	.000( 0)	20.303	100.00	.00	78.45
SHOULDER W. DEFICIENCY	25.879( 2)	.000( 0)	20.303	100.00	.00	78.45
VERT. ALIGN. DEFICIENCY	25.879( 2)	.000( 0)	20.303	100.00	.00	78.45
HORIZ. ALIGN. DEFICIENCY	25.879( 2)	.000( 0)	20.303	100.00	.00	78.45
SPEED LIMIT DEFICIENCY	25.879( 2)	.000( 0)	20.303	100.00	.00	78.45
CAPACITY DEFICIENCY 1996	25.879( 2)	.000( 0)	20.303	100.00	.00	78.45
CAPACITY DEFICIENCY 2016	4.349( 1)	21.530( 1)	20.303	16.81	83.19	78.45

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	32.000( 4)	.000( 0)	25.105	100.00	.00	78.45
LANE WIDTH DEFICIENCY	32.000( 4)	.000( 0)	25.105	100.00	.00	78.45
SHOULDER W. DEFICIENCY	32.000( 4)	.000( 0)	25.105	100.00	.00	78.45
VERT. ALIGN. DEFICIENCY	32.000( 4)	.000( 0)	25.105	100.00	.00	78.45
HORIZ. ALIGN. DEFICIENCY	32.000( 4)	.000( 0)	25.105	100.00	.00	78.45
SPEED LIMIT DEFICIENCY	29.029( 3)	2.971( 1)	25.105	90.71	9.29	78.45
CAPACITY DEFICIENCY 1996	28.850( 3)	3.150( 1)	25.105	90.16	9.84	78.45
CAPACITY DEFICIENCY 2016	4.349( 1)	27.651( 3)	25.105	13.59	86.41	78.45

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 410 in TEXAS : US 54 Termini: I-10 @ El Paso - New Mexico SL

RURAL LENGTH 1.676( 1 SECTIONS COVERING 1.101 MILES)  
 URBAN LENGTH 18.324( 6 SECTIONS COVERING 12.036 MILES)  
 TOTAL LENGTH 20.000( 7 SECTIONS COVERING 13.137 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	1.676( 1)	.000( 0)	1.101	100.00	.00	65.68
LANE WIDTH DEFICIENCY	1.676( 1)	.000( 0)	1.101	100.00	.00	65.68
SHOULDER W. DEFICIENCY	1.676( 1)	.000( 0)	1.101	100.00	.00	65.68
VERT. ALIGN. DEFICIENCY	1.676( 1)	.000( 0)	1.101	100.00	.00	65.68
HORIZ. ALIGN. DEFICIENCY	1.676( 1)	.000( 0)	1.101	100.00	.00	65.68
SPEED LIMIT DEFICIENCY	1.676( 1)	.000( 0)	1.101	100.00	.00	65.68
CAPACITY DEFICIENCY 1996	1.676( 1)	.000( 0)	1.101	100.00	.00	65.68
CAPACITY DEFICIENCY 2016	1.676( 1)	.000( 0)	1.101	100.00	.00	65.68

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	13.228( 5)	5.096( 1)	12.036	72.19	27.81	65.69
LANE WIDTH DEFICIENCY	13.757( 5)	4.567( 1)	12.036	75.07	24.93	65.69
SHOULDER W. DEFICIENCY	18.324( 6)	.000( 0)	12.036	100.00	.00	65.69
VERT. ALIGN. DEFICIENCY	18.324( 6)	.000( 0)	12.036	100.00	.00	65.69
HORIZ. ALIGN. DEFICIENCY	18.324( 6)	.000( 0)	12.036	100.00	.00	65.69
SPEED LIMIT DEFICIENCY	13.757( 5)	4.567( 1)	12.036	75.07	24.93	65.69
CAPACITY DEFICIENCY 1996	18.324( 6)	.000( 0)	12.036	100.00	.00	65.69
CAPACITY DEFICIENCY 2016	17.407( 5)	.916( 1)	12.036	95.00	5.00	65.69

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	14.904( 6)	5.096( 1)	13.137	74.52	25.48	65.68
LANE WIDTH DEFICIENCY	15.433( 6)	4.567( 1)	13.137	77.16	22.84	65.68
SHOULDER W. DEFICIENCY	20.000( 7)	.000( 0)	13.137	100.00	.00	65.68
VERT. ALIGN. DEFICIENCY	20.000( 7)	.000( 0)	13.137	100.00	.00	65.68
HORIZ. ALIGN. DEFICIENCY	20.000( 7)	.000( 0)	13.137	100.00	.00	65.68
SPEED LIMIT DEFICIENCY	15.433( 6)	4.567( 1)	13.137	77.16	22.84	65.68
CAPACITY DEFICIENCY 1996	20.000( 7)	.000( 0)	13.137	100.00	.00	65.68
CAPACITY DEFICIENCY 2016	19.084( 6)	.916( 1)	13.137	95.42	4.58	65.68

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 411 in TEXAS : US 54 Termini: New Mexico SL - Oklahoma SL (through Texas)

RURAL LENGTH 90.715( 8 SECTIONS COVERING 89.312 MILES)  
 URBAN LENGTH 1.285( 1 SECTIONS COVERING 1.265 MILES)  
 TOTAL LENGTH 92.000( 9 SECTIONS COVERING 90.577 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	90.715( 8)	.000( 0)	89.312	100.00	.00	98.45
LANE WIDTH DEFICIENCY	90.715( 8)	.000( 0)	89.312	100.00	.00	98.45
SHOULDER W. DEFICIENCY	90.715( 8)	.000( 0)	89.312	100.00	.00	98.45
VERT. ALIGN. DEFICIENCY	90.715( 8)	.000( 0)	89.312	100.00	.00	98.45
HORIZ. ALIGN. DEFICIENCY	90.715( 8)	.000( 0)	89.312	100.00	.00	98.45
SPEED LIMIT DEFICIENCY	89.175( 7)	1.540( 1)	89.312	98.30	1.70	98.45
CAPACITY DEFICIENCY 1996	90.715( 8)	.000( 0)	89.312	100.00	.00	98.45
CAPACITY DEFICIENCY 2016	90.715( 8)	.000( 0)	89.312	100.00	.00	98.45

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	.000( 0)	1.285( 1)	1.265	.00	100.00	98.45
LANE WIDTH DEFICIENCY	1.285( 1)	.000( 0)	1.265	100.00	.00	98.45
SHOULDER W. DEFICIENCY	1.285( 1)	.000( 0)	1.265	100.00	.00	98.45
VERT. ALIGN. DEFICIENCY	1.285( 1)	.000( 0)	1.265	100.00	.00	98.45
HORIZ. ALIGN. DEFICIENCY	1.285( 1)	.000( 0)	1.265	100.00	.00	98.45
SPEED LIMIT DEFICIENCY	.000( 0)	1.285( 1)	1.265	.00	100.00	98.45
CAPACITY DEFICIENCY 1996	1.285( 1)	.000( 0)	1.265	100.00	.00	98.45
CAPACITY DEFICIENCY 2016	1.285( 1)	.000( 0)	1.265	100.00	.00	98.45

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	90.715( 8)	1.285( 1)	90.577	98.60	1.40	98.45
LANE WIDTH DEFICIENCY	92.000( 9)	.000( 0)	90.577	100.00	.00	98.45
SHOULDER W. DEFICIENCY	92.000( 9)	.000( 0)	90.577	100.00	.00	98.45
VERT. ALIGN. DEFICIENCY	92.000( 9)	.000( 0)	90.577	100.00	.00	98.45
HORIZ. ALIGN. DEFICIENCY	92.000( 9)	.000( 0)	90.577	100.00	.00	98.45
SPEED LIMIT DEFICIENCY	89.175( 7)	2.825( 2)	90.577	96.93	3.07	98.45
CAPACITY DEFICIENCY 1996	92.000( 9)	.000( 0)	90.577	100.00	.00	98.45
CAPACITY DEFICIENCY 2016	92.000( 9)	.000( 0)	90.577	100.00	.00	98.45

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 420 in TEXAS : US 59 Termini: Laredo - Houston UL

RURAL LENGTH 248.704( 25 SECTIONS COVERING 108.929 MILES)  
 URBAN LENGTH 41.296( 9 SECTIONS COVERING 18.087 MILES)  
 TOTAL LENGTH 290.000( 34 SECTIONS COVERING 127.016 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	248.704( 25)	.000( 0)	108.929	100.00	.00	43.80
LANE WIDTH DEFICIENCY	246.880( 24)	1.824( 1)	108.929	99.27	.73	43.80
SHOULDER W. DEFICIENCY	248.704( 25)	.000( 0)	108.929	100.00	.00	43.80
VERT. ALIGN. DEFICIENCY	248.704( 25)	.000( 0)	108.929	100.00	.00	43.80
HORIZ. ALIGN. DEFICIENCY	248.704( 25)	.000( 0)	108.929	100.00	.00	43.80
SPEED LIMIT DEFICIENCY	244.094( 23)	4.610( 2)	108.929	98.15	1.85	43.80
CAPACITY DEFICIENCY 1996	163.708( 21)	84.996( 4)	108.929	65.82	34.18	43.80
CAPACITY DEFICIENCY 2016	138.235( 19)	110.469( 6)	108.929	55.58	44.42	43.80

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	41.296( 9)	.000( 0)	18.087	100.00	.00	43.80
LANE WIDTH DEFICIENCY	38.823( 8)	2.473( 1)	18.087	94.01	5.99	43.80
SHOULDER W. DEFICIENCY	41.296( 9)	.000( 0)	18.087	100.00	.00	43.80
VERT. ALIGN. DEFICIENCY	41.296( 9)	.000( 0)	18.087	100.00	.00	43.80
HORIZ. ALIGN. DEFICIENCY	41.296( 9)	.000( 0)	18.087	100.00	.00	43.80
SPEED LIMIT DEFICIENCY	29.880( 5)	11.416( 4)	18.087	72.36	27.64	43.80
CAPACITY DEFICIENCY 1996	35.741( 8)	5.555( 1)	18.087	86.55	13.45	43.80
CAPACITY DEFICIENCY 2016	29.677( 6)	11.619( 3)	18.087	71.86	28.14	43.80

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	290.000( 34)	.000( 0)	127.016	100.00	.00	43.80
LANE WIDTH DEFICIENCY	285.703( 32)	4.297( 2)	127.016	98.52	1.48	43.80
SHOULDER W. DEFICIENCY	290.000( 34)	.000( 0)	127.016	100.00	.00	43.80
VERT. ALIGN. DEFICIENCY	290.000( 34)	.000( 0)	127.016	100.00	.00	43.80
HORIZ. ALIGN. DEFICIENCY	290.000( 34)	.000( 0)	127.016	100.00	.00	43.80
SPEED LIMIT DEFICIENCY	273.974( 28)	16.026( 6)	127.016	94.47	5.53	43.80
CAPACITY DEFICIENCY 1996	199.449( 29)	90.551( 5)	127.016	68.78	31.22	43.80
CAPACITY DEFICIENCY 2016	167.912( 25)	122.088( 9)	127.016	57.90	42.10	43.80

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 421 in TEXAS : US 59 Termini: Through Houston

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 43.000( 20 SECTIONS COVERING 31.620 MILES)  
 TOTAL LENGTH 43.000( 20 SECTIONS COVERING 31.620 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	31.828( 14)	11.172( 6)	31.620	74.02	25.98	73.53
LANE WIDTH DEFICIENCY	28.230( 16)	14.770( 4)	31.620	65.65	34.35	73.53
SHOULDER W. DEFICIENCY	42.913( 18)	.087( 1)	30.794	99.80	.20	71.61
VERT. ALIGN. DEFICIENCY	43.000( 20)	.000( 0)	31.620	100.00	.00	73.53
HORIZ. ALIGN. DEFICIENCY	43.000( 20)	.000( 0)	31.620	100.00	.00	73.53
SPEED LIMIT DEFICIENCY	43.000( 20)	.000( 0)	31.620	100.00	.00	73.53
CAPACITY DEFICIENCY 1996	19.494( 10)	23.506( 10)	31.620	45.34	54.66	73.53
CAPACITY DEFICIENCY 2016	.000( 0)	43.000( 20)	31.620	.00	100.00	73.53

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 422 in TEXAS : US 59 Termini: Houston UL - I-30

RURAL LENGTH 192.223( 38 SECTIONS COVERING 101.186 MILES)  
 URBAN LENGTH 82.777( 28 SECTIONS COVERING 43.574 MILES)  
 TOTAL LENGTH 275.000( 66 SECTIONS COVERING 144.760 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	182.775( 36)	9.447( 2)	101.186	95.09	4.91	52.64
LANE WIDTH DEFICIENCY	169.483( 34)	22.739( 4)	101.186	88.17	11.83	52.64
SHOULDER W. DEFICIENCY	192.223( 35)	.000( 0)	84.388	100.00	.00	43.90
VERT. ALIGN. DEFICIENCY	183.727( 37)	8.495( 1)	101.186	95.58	4.42	52.64
HORIZ. ALIGN. DEFICIENCY	188.007( 37)	4.215( 1)	101.186	97.81	2.19	52.64
SPEED LIMIT DEFICIENCY	163.687( 27)	28.535( 11)	101.186	85.16	14.84	52.64
CAPACITY DEFICIENCY 1996	181.056( 36)	11.166( 2)	101.186	94.19	5.81	52.64
CAPACITY DEFICIENCY 2016	143.448( 33)	48.775( 5)	101.186	74.63	25.37	52.64

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	78.809( 26)	3.968( 2)	43.574	95.21	4.79	52.64
LANE WIDTH DEFICIENCY	80.085( 27)	2.692( 1)	43.574	96.75	3.25	52.64
SHOULDER W. DEFICIENCY	82.777( 27)	.000( 0)	43.235	100.00	.00	52.23
VERT. ALIGN. DEFICIENCY	82.777( 28)	.000( 0)	43.574	100.00	.00	52.64
HORIZ. ALIGN. DEFICIENCY	82.777( 28)	.000( 0)	43.574	100.00	.00	52.64
SPEED LIMIT DEFICIENCY	63.423( 15)	19.354( 13)	43.574	76.62	23.38	52.64
CAPACITY DEFICIENCY 1996	78.809( 26)	3.968( 2)	43.574	95.21	4.79	52.64
CAPACITY DEFICIENCY 2016	72.682( 22)	10.095( 6)	43.574	87.80	12.20	52.64

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	261.584( 62)	13.416( 4)	144.760	95.12	4.88	52.64
LANE WIDTH DEFICIENCY	249.569( 61)	25.431( 5)	144.760	90.75	9.25	52.64
SHOULDER W. DEFICIENCY	275.000( 62)	.000( 0)	127.623	100.00	.00	46.41
VERT. ALIGN. DEFICIENCY	266.505( 65)	8.495( 1)	144.760	96.91	3.09	52.64
HORIZ. ALIGN. DEFICIENCY	270.785( 65)	4.215( 1)	144.760	98.47	1.53	52.64
SPEED LIMIT DEFICIENCY	227.111( 42)	47.889( 24)	144.760	82.59	17.41	52.64
CAPACITY DEFICIENCY 1996	259.865( 62)	15.135( 4)	144.760	94.50	5.50	52.64
CAPACITY DEFICIENCY 2016	216.130( 55)	58.870( 11)	144.760	78.59	21.41	52.64

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 440 in TEXAS : US 77 Termini: Brownsville to US 59

RURAL LENGTH 150.731( 22 SECTIONS COVERING 92.216 MILES)  
 URBAN LENGTH 83.269( 37 SECTIONS COVERING 50.943 MILES)  
 TOTAL LENGTH 234.000( 59 SECTIONS COVERING 143.159 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	150.731( 22)	.000( 0)	92.216	100.00	.00	61.18
LANE WIDTH DEFICIENCY	150.731( 22)	.000( 0)	92.216	100.00	.00	61.18
SHOULDER W. DEFICIENCY	150.731( 21)	.000( 0)	91.307	100.00	.00	60.58
VERT. ALIGN. DEFICIENCY	150.731( 22)	.000( 0)	92.216	100.00	.00	61.18
HORIZ. ALIGN. DEFICIENCY	150.731( 22)	.000( 0)	92.216	100.00	.00	61.18
SPEED LIMIT DEFICIENCY	145.455( 19)	5.276( 3)	92.216	96.50	3.50	61.18
CAPACITY DEFICIENCY 1996	131.947( 19)	18.784( 3)	92.216	87.54	12.46	61.18
CAPACITY DEFICIENCY 2016	124.889( 16)	25.842( 6)	92.216	82.86	17.14	61.18

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	79.411( 34)	3.858( 3)	50.943	95.37	4.63	61.18
LANE WIDTH DEFICIENCY	79.952( 34)	3.316( 3)	50.943	96.02	3.98	61.18
SHOULDER W. DEFICIENCY	83.269( 36)	.000( 0)	50.419	100.00	.00	60.55
VERT. ALIGN. DEFICIENCY	83.269( 37)	.000( 0)	50.943	100.00	.00	61.18
HORIZ. ALIGN. DEFICIENCY	83.269( 37)	.000( 0)	50.943	100.00	.00	61.18
SPEED LIMIT DEFICIENCY	47.853( 15)	35.416( 22)	50.943	57.47	42.53	61.18
CAPACITY DEFICIENCY 1996	83.269( 37)	.000( 0)	50.943	100.00	.00	61.18
CAPACITY DEFICIENCY 2016	51.748( 26)	31.521( 11)	50.943	62.15	37.85	61.18

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	230.142( 56)	3.858( 3)	143.159	98.35	1.65	61.18
LANE WIDTH DEFICIENCY	230.684( 56)	3.316( 3)	143.159	98.58	1.42	61.18
SHOULDER W. DEFICIENCY	234.000( 57)	.000( 0)	141.726	100.00	.00	60.57
VERT. ALIGN. DEFICIENCY	234.000( 59)	.000( 0)	143.159	100.00	.00	61.18
HORIZ. ALIGN. DEFICIENCY	234.000( 59)	.000( 0)	143.159	100.00	.00	61.18
SPEED LIMIT DEFICIENCY	193.308( 34)	40.692( 25)	143.159	82.61	17.39	61.18
CAPACITY DEFICIENCY 1996	215.216( 56)	18.784( 3)	143.159	91.97	8.03	61.18
CAPACITY DEFICIENCY 2016	176.637( 42)	57.363( 17)	143.159	75.49	24.51	61.18

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 540 in TEXAS : US 281 Termini: Mexico to I-37

RURAL LENGTH 141.270( 20 SECTIONS COVERING 88.992 MILES)  
 URBAN LENGTH 29.730( 11 SECTIONS COVERING 18.728 MILES)  
 TOTAL LENGTH 171.000( 31 SECTIONS COVERING 107.720 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	140.099( 19)	1.172( 1)	88.992	99.17	.83	62.99
LANE WIDTH DEFICIENCY	141.270( 20)	.000( 0)	88.992	100.00	.00	62.99
SHOULDER W. DEFICIENCY	141.270( 19)	.000( 0)	87.765	100.00	.00	62.13
VERT. ALIGN. DEFICIENCY	141.270( 20)	.000( 0)	88.992	100.00	.00	62.99
HORIZ. ALIGN. DEFICIENCY	109.466( 16)	31.805( 4)	88.992	77.49	22.51	62.99
SPEED LIMIT DEFICIENCY	138.559( 17)	2.711( 3)	88.992	98.08	1.92	62.99
CAPACITY DEFICIENCY 1996	140.356( 19)	.914( 1)	88.992	99.35	.65	62.99
CAPACITY DEFICIENCY 2016	139.184( 18)	2.086( 2)	88.992	98.52	1.48	62.99

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	29.730( 11)	.000( 0)	18.728	100.00	.00	62.99
LANE WIDTH DEFICIENCY	29.730( 11)	.000( 0)	18.728	100.00	.00	62.99
SHOULDER W. DEFICIENCY	29.730( 11)	.000( 0)	18.728	100.00	.00	62.99
VERT. ALIGN. DEFICIENCY	29.730( 11)	.000( 0)	18.728	100.00	.00	62.99
HORIZ. ALIGN. DEFICIENCY	29.730( 11)	.000( 0)	18.728	100.00	.00	62.99
SPEED LIMIT DEFICIENCY	20.170( 6)	9.560( 5)	18.728	67.84	32.16	62.99
CAPACITY DEFICIENCY 1996	29.730( 11)	.000( 0)	18.728	100.00	.00	62.99
CAPACITY DEFICIENCY 2016	16.225( 5)	13.504( 6)	18.728	54.58	45.42	62.99

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	169.828( 30)	1.172( 1)	107.720	99.31	.69	62.99
LANE WIDTH DEFICIENCY	171.000( 31)	.000( 0)	107.720	100.00	.00	62.99
SHOULDER W. DEFICIENCY	171.000( 30)	.000( 0)	106.493	100.00	.00	62.28
VERT. ALIGN. DEFICIENCY	171.000( 31)	.000( 0)	107.720	100.00	.00	62.99
HORIZ. ALIGN. DEFICIENCY	139.195( 27)	31.805( 4)	107.720	81.40	18.60	62.99
SPEED LIMIT DEFICIENCY	158.729( 23)	12.271( 8)	107.720	92.82	7.18	62.99
CAPACITY DEFICIENCY 1996	170.086( 30)	.914( 1)	107.720	99.47	.53	62.99
CAPACITY DEFICIENCY 2016	155.410( 23)	15.590( 8)	107.720	90.88	9.12	62.99

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 550 in TEXAS : US 287 Termini: Oklahoma SL - Amarillo UL

RURAL LENGTH 87.534( 5 SECTIONS COVERING 35.747 MILES)  
 URBAN LENGTH 2.466( 1 SECTIONS COVERING 1.007 MILES)  
 TOTAL LENGTH 90.000( 6 SECTIONS COVERING 36.754 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	87.534( 5)	.000( 0)	35.747	100.00	.00	40.84
LANE WIDTH DEFICIENCY	87.534( 5)	.000( 0)	35.747	100.00	.00	40.84
SHOULDER W. DEFICIENCY	87.534( 5)	.000( 0)	35.747	100.00	.00	40.84
VERT. ALIGN. DEFICIENCY	87.534( 5)	.000( 0)	35.747	100.00	.00	40.84
HORIZ. ALIGN. DEFICIENCY	87.534( 5)	.000( 0)	35.747	100.00	.00	40.84
SPEED LIMIT DEFICIENCY	87.534( 5)	.000( 0)	35.747	100.00	.00	40.84
CAPACITY DEFICIENCY 1996	87.534( 5)	.000( 0)	35.747	100.00	.00	40.84
CAPACITY DEFICIENCY 2016	87.534( 5)	.000( 0)	35.747	100.00	.00	40.84

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	2.466( 1)	.000( 0)	1.007	100.00	.00	40.84
LANE WIDTH DEFICIENCY	2.466( 1)	.000( 0)	1.007	100.00	.00	40.84
SHOULDER W. DEFICIENCY	2.466( 1)	.000( 0)	1.007	100.00	.00	40.84
VERT. ALIGN. DEFICIENCY	2.466( 1)	.000( 0)	1.007	100.00	.00	40.84
HORIZ. ALIGN. DEFICIENCY	2.466( 1)	.000( 0)	1.007	100.00	.00	40.84
SPEED LIMIT DEFICIENCY	.000( 0)	2.466( 1)	1.007	.00	100.00	40.84
CAPACITY DEFICIENCY 1996	2.466( 1)	.000( 0)	1.007	100.00	.00	40.84
CAPACITY DEFICIENCY 2016	2.466( 1)	.000( 0)	1.007	100.00	.00	40.84

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	90.000( 6)	.000( 0)	36.754	100.00	.00	40.84
LANE WIDTH DEFICIENCY	90.000( 6)	.000( 0)	36.754	100.00	.00	40.84
SHOULDER W. DEFICIENCY	90.000( 6)	.000( 0)	36.754	100.00	.00	40.84
VERT. ALIGN. DEFICIENCY	90.000( 6)	.000( 0)	36.754	100.00	.00	40.84
HORIZ. ALIGN. DEFICIENCY	90.000( 6)	.000( 0)	36.754	100.00	.00	40.84
SPEED LIMIT DEFICIENCY	87.534( 5)	2.466( 1)	36.754	97.26	2.74	40.84
CAPACITY DEFICIENCY 1996	90.000( 6)	.000( 0)	36.754	100.00	.00	40.84
CAPACITY DEFICIENCY 2016	90.000( 6)	.000( 0)	36.754	100.00	.00	40.84

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 551 in TEXAS : US 287 Termini: Through Amarillo

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 6.841( 3 SECTIONS COVERING 6.841 MILES)  
 TOTAL LENGTH 6.841( 3 SECTIONS COVERING 6.841 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.841( 3)	.000( 0)	6.841	100.00	.00	100.00
LANE WIDTH DEFICIENCY	6.841( 3)	.000( 0)	6.841	100.00	.00	100.00
SHOULDER W. DEFICIENCY	6.841( 3)	.000( 0)	6.841	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	6.841( 3)	.000( 0)	6.841	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	6.841( 3)	.000( 0)	6.841	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	6.841( 3)	.000( 0)	6.841	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	6.841( 3)	.000( 0)	6.841	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	6.841( 3)	.000( 0)	6.841	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 552 in TEXAS : US 287 Termini: Amarillo UL - I-44 @ Wichita Falls

RURAL LENGTH 162.113( 17 SECTIONS COVERING 48.968 MILES)  
 URBAN LENGTH 35.887( 8 SECTIONS COVERING 10.840 MILES)  
 TOTAL LENGTH 198.000( 25 SECTIONS COVERING 59.808 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	159.594( 16)	2.519( 1)	48.968	98.45	1.55	30.21
LANE WIDTH DEFICIENCY	147.391( 15)	14.722( 2)	48.968	90.92	9.08	30.21
SHOULDER W. DEFICIENCY	162.113( 17)	.000( 0)	48.968	100.00	.00	30.21
VERT. ALIGN. DEFICIENCY	162.113( 17)	.000( 0)	48.968	100.00	.00	30.21
HORIZ. ALIGN. DEFICIENCY	162.113( 17)	.000( 0)	48.968	100.00	.00	30.21
SPEED LIMIT DEFICIENCY	152.903( 14)	9.210( 3)	48.968	94.32	5.68	30.21
CAPACITY DEFICIENCY 1996	162.113( 17)	.000( 0)	48.968	100.00	.00	30.21
CAPACITY DEFICIENCY 2016	162.113( 17)	.000( 0)	48.968	100.00	.00	30.21

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	31.401( 6)	4.486( 2)	10.840	87.50	12.50	30.21
LANE WIDTH DEFICIENCY	23.906( 6)	11.981( 2)	10.840	66.61	33.39	30.21
SHOULDER W. DEFICIENCY	35.887( 8)	.000( 0)	10.840	100.00	.00	30.21
VERT. ALIGN. DEFICIENCY	35.887( 8)	.000( 0)	10.840	100.00	.00	30.21
HORIZ. ALIGN. DEFICIENCY	35.887( 8)	.000( 0)	10.840	100.00	.00	30.21
SPEED LIMIT DEFICIENCY	26.491( 4)	9.395( 4)	10.840	73.82	26.18	30.21
CAPACITY DEFICIENCY 1996	35.887( 8)	.000( 0)	10.840	100.00	.00	30.21
CAPACITY DEFICIENCY 2016	35.887( 8)	.000( 0)	10.840	100.00	.00	30.21

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	190.995( 22)	7.005( 3)	59.808	96.46	3.54	30.21
LANE WIDTH DEFICIENCY	171.297( 21)	26.703( 4)	59.808	86.51	13.49	30.21
SHOULDER W. DEFICIENCY	198.000( 25)	.000( 0)	59.808	100.00	.00	30.21
VERT. ALIGN. DEFICIENCY	198.000( 25)	.000( 0)	59.808	100.00	.00	30.21
HORIZ. ALIGN. DEFICIENCY	198.000( 25)	.000( 0)	59.808	100.00	.00	30.21
SPEED LIMIT DEFICIENCY	179.394( 18)	18.606( 7)	59.808	90.60	9.40	30.21
CAPACITY DEFICIENCY 1996	198.000( 25)	.000( 0)	59.808	100.00	.00	30.21
CAPACITY DEFICIENCY 2016	198.000( 25)	.000( 0)	59.808	100.00	.00	30.21

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 553 in TEXAS : US 287 Termini: I-44 @ Wichita Falls - Dallas/Ft. Worth UL

RURAL LENGTH 78.671( 2 SECTIONS COVERING 10.237 MILES)  
 URBAN LENGTH 26.329( 2 SECTIONS COVERING 3.426 MILES)  
 TOTAL LENGTH 105.000( 4 SECTIONS COVERING 13.663 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	78.671( 2)	.000( 0)	10.237	100.00	.00	13.01
LANE WIDTH DEFICIENCY	78.671( 2)	.000( 0)	10.237	100.00	.00	13.01
SHOULDER W. DEFICIENCY	78.671( 2)	.000( 0)	10.237	100.00	.00	13.01
VERT. ALIGN. DEFICIENCY	78.671( 2)	.000( 0)	10.237	100.00	.00	13.01
HORIZ. ALIGN. DEFICIENCY	78.671( 2)	.000( 0)	10.237	100.00	.00	13.01
SPEED LIMIT DEFICIENCY	78.671( 2)	.000( 0)	10.237	100.00	.00	13.01
CAPACITY DEFICIENCY 1996	78.671( 2)	.000( 0)	10.237	100.00	.00	13.01
CAPACITY DEFICIENCY 2016	78.671( 2)	.000( 0)	10.237	100.00	.00	13.01

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	14.794( 1)	11.535( 1)	3.426	56.19	43.81	13.01
LANE WIDTH DEFICIENCY	14.794( 1)	11.535( 1)	3.426	56.19	43.81	13.01
SHOULDER W. DEFICIENCY	26.329( 2)	.000( 0)	3.426	100.00	.00	13.01
VERT. ALIGN. DEFICIENCY	26.329( 2)	.000( 0)	3.426	100.00	.00	13.01
HORIZ. ALIGN. DEFICIENCY	26.329( 2)	.000( 0)	3.426	100.00	.00	13.01
SPEED LIMIT DEFICIENCY	.000( 0)	26.329( 2)	3.426	.00	100.00	13.01
CAPACITY DEFICIENCY 1996	26.329( 2)	.000( 0)	3.426	100.00	.00	13.01
CAPACITY DEFICIENCY 2016	26.329( 2)	.000( 0)	3.426	100.00	.00	13.01

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	93.465( 3)	11.535( 1)	13.663	89.01	10.99	13.01
LANE WIDTH DEFICIENCY	93.465( 3)	11.535( 1)	13.663	89.01	10.99	13.01
SHOULDER W. DEFICIENCY	105.000( 4)	.000( 0)	13.663	100.00	.00	13.01
VERT. ALIGN. DEFICIENCY	105.000( 4)	.000( 0)	13.663	100.00	.00	13.01
HORIZ. ALIGN. DEFICIENCY	105.000( 4)	.000( 0)	13.663	100.00	.00	13.01
SPEED LIMIT DEFICIENCY	78.671( 2)	26.329( 2)	13.663	74.92	25.08	13.01
CAPACITY DEFICIENCY 1996	105.000( 4)	.000( 0)	13.663	100.00	.00	13.01
CAPACITY DEFICIENCY 2016	105.000( 4)	.000( 0)	13.663	100.00	.00	13.01

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 554 in TEXAS : US 287 Termini: through Dallas/Ft. Worth (North UL - I-45 @nnis)

RURAL LENGTH 17.413( 5 SECTIONS COVERING 12.978 MILES)  
 URBAN LENGTH 43.587( 21 SECTIONS COVERING 32.485 MILES)  
 TOTAL LENGTH 61.000( 26 SECTIONS COVERING 45.463 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	17.413( 5)	.000( 0)	12.978	100.00	.00	74.53
LANE WIDTH DEFICIENCY	17.413( 5)	.000( 0)	12.978	100.00	.00	74.53
SHOULDER W. DEFICIENCY	17.413( 5)	.000( 0)	12.978	100.00	.00	74.53
VERT. ALIGN. DEFICIENCY	17.413( 5)	.000( 0)	12.978	100.00	.00	74.53
HORIZ. ALIGN. DEFICIENCY	17.413( 5)	.000( 0)	12.978	100.00	.00	74.53
SPEED LIMIT DEFICIENCY	17.413( 5)	.000( 0)	12.978	100.00	.00	74.53
CAPACITY DEFICIENCY 1996	5.413( 2)	12.001( 3)	12.978	31.08	68.92	74.53
CAPACITY DEFICIENCY 2016	5.413( 2)	12.001( 3)	12.978	31.08	68.92	74.53

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	43.131( 20)	.456( 1)	32.485	98.95	1.05	74.53
LANE WIDTH DEFICIENCY	43.587( 21)	.000( 0)	32.485	100.00	.00	74.53
SHOULDER W. DEFICIENCY	43.587( 21)	.000( 0)	32.485	100.00	.00	74.53
VERT. ALIGN. DEFICIENCY	43.587( 21)	.000( 0)	32.485	100.00	.00	74.53
HORIZ. ALIGN. DEFICIENCY	43.587( 21)	.000( 0)	32.485	100.00	.00	74.53
SPEED LIMIT DEFICIENCY	22.768( 10)	20.819( 11)	32.485	52.24	47.76	74.53
CAPACITY DEFICIENCY 1996	43.587( 21)	.000( 0)	32.485	100.00	.00	74.53
CAPACITY DEFICIENCY 2016	34.550( 20)	9.037( 1)	32.485	79.27	20.73	74.53

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	60.544( 25)	.456( 1)	45.463	99.25	.75	74.53
LANE WIDTH DEFICIENCY	61.000( 26)	.000( 0)	45.463	100.00	.00	74.53
SHOULDER W. DEFICIENCY	61.000( 26)	.000( 0)	45.463	100.00	.00	74.53
VERT. ALIGN. DEFICIENCY	61.000( 26)	.000( 0)	45.463	100.00	.00	74.53
HORIZ. ALIGN. DEFICIENCY	61.000( 26)	.000( 0)	45.463	100.00	.00	74.53
SPEED LIMIT DEFICIENCY	40.181( 15)	20.819( 11)	45.463	65.87	34.13	74.53
CAPACITY DEFICIENCY 1996	48.999( 23)	12.001( 3)	45.463	80.33	19.67	74.53
CAPACITY DEFICIENCY 2016	39.963( 22)	21.037( 4)	45.463	65.51	34.49	74.53

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 555 in TEXAS : US 287 Termini: I-45 @Ennis - Port Arthur

RURAL LENGTH 225.302( 6 SECTIONS COVERING 45.504 MILES)  
 URBAN LENGTH 28.698( 6 SECTIONS COVERING 5.796 MILES)  
 TOTAL LENGTH 254.000( 12 SECTIONS COVERING 51.300 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	225.302( 6)	.000( 0)	45.504	100.00	.00	20.20
LANE WIDTH DEFICIENCY	225.302( 6)	.000( 0)	45.504	100.00	.00	20.20
SHOULDER W. DEFICIENCY	225.302( 5)	.000( 0)	36.295	100.00	.00	16.11
VERT. ALIGN. DEFICIENCY	225.302( 6)	.000( 0)	45.504	100.00	.00	20.20
HORIZ. ALIGN. DEFICIENCY	225.302( 6)	.000( 0)	45.504	100.00	.00	20.20
SPEED LIMIT DEFICIENCY	225.302( 6)	.000( 0)	45.504	100.00	.00	20.20
CAPACITY DEFICIENCY 1996	225.302( 6)	.000( 0)	45.504	100.00	.00	20.20
CAPACITY DEFICIENCY 2016	225.302( 6)	.000( 0)	45.504	100.00	.00	20.20

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	28.698( 6)	.000( 0)	5.796	100.00	.00	20.20
LANE WIDTH DEFICIENCY	28.698( 6)	.000( 0)	5.796	100.00	.00	20.20
SHOULDER W. DEFICIENCY	28.698( 6)	.000( 0)	5.796	100.00	.00	20.20
VERT. ALIGN. DEFICIENCY	28.698( 6)	.000( 0)	5.796	100.00	.00	20.20
HORIZ. ALIGN. DEFICIENCY	28.698( 6)	.000( 0)	5.796	100.00	.00	20.20
SPEED LIMIT DEFICIENCY	11.447( 2)	17.250( 4)	5.796	39.89	60.11	20.20
CAPACITY DEFICIENCY 1996	28.698( 6)	.000( 0)	5.796	100.00	.00	20.20
CAPACITY DEFICIENCY 2016	28.698( 6)	.000( 0)	5.796	100.00	.00	20.20

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	254.000( 12)	.000( 0)	51.300	100.00	.00	20.20
LANE WIDTH DEFICIENCY	254.000( 12)	.000( 0)	51.300	100.00	.00	20.20
SHOULDER W. DEFICIENCY	254.000( 11)	.000( 0)	42.091	100.00	.00	16.57
VERT. ALIGN. DEFICIENCY	254.000( 12)	.000( 0)	51.300	100.00	.00	20.20
HORIZ. ALIGN. DEFICIENCY	254.000( 12)	.000( 0)	51.300	100.00	.00	20.20
SPEED LIMIT DEFICIENCY	236.750( 8)	17.250( 4)	51.300	93.21	6.79	20.20
CAPACITY DEFICIENCY 1996	254.000( 12)	.000( 0)	51.300	100.00	.00	20.20
CAPACITY DEFICIENCY 2016	254.000( 12)	.000( 0)	51.300	100.00	.00	20.20

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 70 in TEXAS : I-20 Termini: I-10 - Dallas/Ft. Worth UL

RURAL LENGTH 325.418( 37 SECTIONS COVERING 180.563 MILES)  
 URBAN LENGTH 94.582( 22 SECTIONS COVERING 52.480 MILES)  
 TOTAL LENGTH 420.000( 59 SECTIONS COVERING 233.043 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	321.697( 35)	3.722( 2)	180.563	98.86	1.14	55.49
LANE WIDTH DEFICIENCY	325.418( 37)	.000( 0)	180.563	100.00	.00	55.49
SHOULDER W. DEFICIENCY	321.614( 36)	3.805( 1)	180.563	98.83	1.17	55.49
VERT. ALIGN. DEFICIENCY	325.418( 37)	.000( 0)	180.563	100.00	.00	55.49
HORIZ. ALIGN. DEFICIENCY	306.196( 35)	19.223( 2)	180.563	94.09	5.91	55.49
SPEED LIMIT DEFICIENCY	325.418( 37)	.000( 0)	180.563	100.00	.00	55.49
CAPACITY DEFICIENCY 1996	325.418( 37)	.000( 0)	180.563	100.00	.00	55.49
CAPACITY DEFICIENCY 2016	312.995( 34)	12.423( 3)	180.563	96.18	3.82	55.49

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	94.582( 22)	.000( 0)	52.480	100.00	.00	55.49
LANE WIDTH DEFICIENCY	94.582( 22)	.000( 0)	52.480	100.00	.00	55.49
SHOULDER W. DEFICIENCY	94.582( 22)	.000( 0)	52.480	100.00	.00	55.49
VERT. ALIGN. DEFICIENCY	94.582( 22)	.000( 0)	52.480	100.00	.00	55.49
HORIZ. ALIGN. DEFICIENCY	94.582( 22)	.000( 0)	52.480	100.00	.00	55.49
SPEED LIMIT DEFICIENCY	94.582( 22)	.000( 0)	52.480	100.00	.00	55.49
CAPACITY DEFICIENCY 1996	94.582( 22)	.000( 0)	52.480	100.00	.00	55.49
CAPACITY DEFICIENCY 2016	94.582( 22)	.000( 0)	52.480	100.00	.00	55.49

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	416.278( 57)	3.722( 2)	233.043	99.11	.89	55.49
LANE WIDTH DEFICIENCY	420.000( 59)	.000( 0)	233.043	100.00	.00	55.49
SHOULDER W. DEFICIENCY	416.196( 58)	3.805( 1)	233.043	99.09	.91	55.49
VERT. ALIGN. DEFICIENCY	420.000( 59)	.000( 0)	233.043	100.00	.00	55.49
HORIZ. ALIGN. DEFICIENCY	400.777( 57)	19.223( 2)	233.043	95.42	4.58	55.49
SPEED LIMIT DEFICIENCY	420.000( 59)	.000( 0)	233.043	100.00	.00	55.49
CAPACITY DEFICIENCY 1996	420.000( 59)	.000( 0)	233.043	100.00	.00	55.49
CAPACITY DEFICIENCY 2016	407.577( 56)	12.423( 3)	233.043	97.04	2.96	55.49

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 71 in TEXAS : I-20 Termini: Through Dallas/Ft. Worth

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 79.000( 16 SECTIONS COVERING 46.040 MILES)  
 TOTAL LENGTH 79.000( 16 SECTIONS COVERING 46.040 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	68.684( 14)	10.316( 2)	46.040	86.94	13.06	58.28
LANE WIDTH DEFICIENCY	79.000( 16)	.000( 0)	46.040	100.00	.00	58.28
SHOULDER W. DEFICIENCY	79.000( 16)	.000( 0)	46.040	100.00	.00	58.28
VERT. ALIGN. DEFICIENCY	79.000( 16)	.000( 0)	46.040	100.00	.00	58.28
HORIZ. ALIGN. DEFICIENCY	79.000( 16)	.000( 0)	46.040	100.00	.00	58.28
SPEED LIMIT DEFICIENCY	79.000( 16)	.000( 0)	46.040	100.00	.00	58.28
CAPACITY DEFICIENCY 1996	77.264( 15)	1.736( 1)	46.040	97.80	2.20	58.28
CAPACITY DEFICIENCY 2016	21.269( 5)	57.731( 11)	46.040	26.92	73.08	58.28

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 72 in TEXAS : I-20 Termini: Dallas/Ft. Worth UL - Louisiana SL (Shreveport)

RURAL LENGTH 128.626( 11 SECTIONS COVERING 48.643 MILES)  
 URBAN LENGTH 8.374( 2 SECTIONS COVERING 3.167 MILES)  
 TOTAL LENGTH 137.000( 13 SECTIONS COVERING 51.810 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	128.626( 11)	.000( 0)	48.643	100.00	.00	37.82
LANE WIDTH DEFICIENCY	128.626( 11)	.000( 0)	48.643	100.00	.00	37.82
SHOULDER W. DEFICIENCY	128.626( 11)	.000( 0)	48.643	100.00	.00	37.82
VERT. ALIGN. DEFICIENCY	128.626( 11)	.000( 0)	48.643	100.00	.00	37.82
HORIZ. ALIGN. DEFICIENCY	128.626( 11)	.000( 0)	48.643	100.00	.00	37.82
SPEED LIMIT DEFICIENCY	128.626( 11)	.000( 0)	48.643	100.00	.00	37.82
CAPACITY DEFICIENCY 1996	128.626( 11)	.000( 0)	48.643	100.00	.00	37.82
CAPACITY DEFICIENCY 2016	76.311( 6)	52.314( 5)	48.643	59.33	40.67	37.82

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	8.374( 2)	.000( 0)	3.167	100.00	.00	37.82
LANE WIDTH DEFICIENCY	8.374( 2)	.000( 0)	3.167	100.00	.00	37.82
SHOULDER W. DEFICIENCY	8.374( 2)	.000( 0)	3.167	100.00	.00	37.82
VERT. ALIGN. DEFICIENCY	8.374( 2)	.000( 0)	3.167	100.00	.00	37.82
HORIZ. ALIGN. DEFICIENCY	8.374( 2)	.000( 0)	3.167	100.00	.00	37.82
SPEED LIMIT DEFICIENCY	8.374( 2)	.000( 0)	3.167	100.00	.00	37.82
CAPACITY DEFICIENCY 1996	8.374( 2)	.000( 0)	3.167	100.00	.00	37.82
CAPACITY DEFICIENCY 2016	8.374( 2)	.000( 0)	3.167	100.00	.00	37.82

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	137.000( 13)	.000( 0)	51.810	100.00	.00	37.82
LANE WIDTH DEFICIENCY	137.000( 13)	.000( 0)	51.810	100.00	.00	37.82
SHOULDER W. DEFICIENCY	137.000( 13)	.000( 0)	51.810	100.00	.00	37.82
VERT. ALIGN. DEFICIENCY	137.000( 13)	.000( 0)	51.810	100.00	.00	37.82
HORIZ. ALIGN. DEFICIENCY	137.000( 13)	.000( 0)	51.810	100.00	.00	37.82
SPEED LIMIT DEFICIENCY	137.000( 13)	.000( 0)	51.810	100.00	.00	37.82
CAPACITY DEFICIENCY 1996	137.000( 13)	.000( 0)	51.810	100.00	.00	37.82
CAPACITY DEFICIENCY 2016	84.686( 8)	52.314( 5)	51.810	61.81	38.19	37.82

Note: The numbers in ( ) indicate the number of sample sections

UTAH

Super-Segment NO 160 in UTAH : I-70 Termini: I-15 - Colorado SL

RURAL LENGTH 227.110(115 SECTIONS COVERING 227.110 MILES)  
 URBAN LENGTH 5.040( 4 SECTIONS COVERING 5.040 MILES)  
 TOTAL LENGTH 232.150(119 SECTIONS COVERING 232.150 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	210.700(111)	16.410( 4)	227.110	92.77	7.23	100.00
LANE WIDTH DEFICIENCY	227.110(115)	.000( 0)	227.110	100.00	.00	100.00
SHOULDER W. DEFICIENCY	91.590( 59)	135.520( 56)	227.110	40.33	59.67	100.00
VERT. ALIGN. DEFICIENCY	227.110(111)	.000( 0)	207.060	100.00	.00	91.17
HORIZ. ALIGN. DEFICIENCY	220.496(107)	6.614( 4)	207.060	97.09	2.91	91.17
SPEED LIMIT DEFICIENCY	227.110(115)	.000( 0)	227.110	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	227.110(115)	.000( 0)	227.110	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	227.110(115)	.000( 0)	227.110	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	5.040( 4)	.000( 0)	5.040	100.00	.00	100.00
LANE WIDTH DEFICIENCY	5.040( 4)	.000( 0)	5.040	100.00	.00	100.00
SHOULDER W. DEFICIENCY	4.390( 3)	.650( 1)	5.040	87.10	12.90	100.00
VERT. ALIGN. DEFICIENCY	5.040( 3)	.000( 0)	4.390	100.00	.00	87.10
HORIZ. ALIGN. DEFICIENCY	5.040( 3)	.000( 0)	4.390	100.00	.00	87.10
SPEED LIMIT DEFICIENCY	5.040( 4)	.000( 0)	5.040	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	5.040( 4)	.000( 0)	5.040	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	5.040( 4)	.000( 0)	5.040	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	215.740(115)	16.410( 4)	232.150	92.93	7.07	100.00
LANE WIDTH DEFICIENCY	232.150(119)	.000( 0)	232.150	100.00	.00	100.00
SHOULDER W. DEFICIENCY	95.980( 62)	136.170( 57)	232.150	41.34	58.66	100.00
VERT. ALIGN. DEFICIENCY	232.150(114)	.000( 0)	211.450	100.00	.00	91.08
HORIZ. ALIGN. DEFICIENCY	225.536(110)	6.614( 4)	211.450	97.15	2.85	91.08
SPEED LIMIT DEFICIENCY	232.150(119)	.000( 0)	232.150	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	232.150(119)	.000( 0)	232.150	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	232.150(119)	.000( 0)	232.150	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 175 in UTAH : I-80 Termini: Nevada SL - Salt Lake City UL

RURAL LENGTH 117.070( 60 SECTIONS COVERING 117.070 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 117.070( 60 SECTIONS COVERING 117.070 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	117.020( 59)	.050( 1)	117.070	99.96	.04	100.00
LANE WIDTH DEFICIENCY	117.070( 60)	.000( 0)	117.070	100.00	.00	100.00
SHOULDER W. DEFICIENCY	78.110( 40)	38.960( 20)	117.070	66.72	33.28	100.00
VERT. ALIGN. DEFICIENCY	117.070( 53)	.000( 0)	105.470	100.00	.00	90.09
HORIZ. ALIGN. DEFICIENCY	117.070( 53)	.000( 0)	105.470	100.00	.00	90.09
SPEED LIMIT DEFICIENCY	117.070( 60)	.000( 0)	117.070	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	117.070( 60)	.000( 0)	117.070	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	113.410( 56)	3.660( 4)	117.070	96.87	3.13	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 176 in UTAH : I-80 Termini: Through Salt Lake City

RURAL LENGTH 2.000( 3 SECTIONS COVERING 2.000 MILES)  
 URBAN LENGTH 12.520( 33 SECTIONS COVERING 12.520 MILES)  
 TOTAL LENGTH 14.520( 36 SECTIONS COVERING 14.520 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	2.000( 3)	.000( 0)	2.000	100.00	.00	100.00
LANE WIDTH DEFICIENCY	2.000( 3)	.000( 0)	2.000	100.00	.00	100.00
SHOULDER W. DEFICIENCY	2.000( 3)	.000( 0)	2.000	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	2.000( 3)	.000( 0)	2.000	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	2.000( 3)	.000( 0)	2.000	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	2.000( 3)	.000( 0)	2.000	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	2.000( 3)	.000( 0)	2.000	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	.000( 0)	2.000( 3)	2.000	.00	100.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	5.590( 12)	6.930( 21)	12.520	44.65	55.35	100.00
LANE WIDTH DEFICIENCY	12.520( 33)	.000( 0)	12.520	100.00	.00	100.00
SHOULDER W. DEFICIENCY	4.150( 15)	8.370( 18)	12.520	33.15	66.85	100.00
VERT. ALIGN. DEFICIENCY	12.520( 16)	.000( 0)	6.250	100.00	.00	49.92
HORIZ. ALIGN. DEFICIENCY	12.520( 16)	.000( 0)	6.250	100.00	.00	49.92
SPEED LIMIT DEFICIENCY	12.520( 33)	.000( 0)	12.520	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	11.450( 31)	1.070( 2)	12.520	91.45	8.55	100.00
CAPACITY DEFICIENCY 2016	2.400( 8)	10.120( 25)	12.520	19.17	80.83	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	7.590( 15)	6.930( 21)	14.520	52.27	47.73	100.00
LANE WIDTH DEFICIENCY	14.520( 36)	.000( 0)	14.520	100.00	.00	100.00
SHOULDER W. DEFICIENCY	6.150( 18)	8.370( 18)	14.520	42.36	57.64	100.00
VERT. ALIGN. DEFICIENCY	14.520( 19)	.000( 0)	8.250	100.00	.00	56.82
HORIZ. ALIGN. DEFICIENCY	14.520( 19)	.000( 0)	8.250	100.00	.00	56.82
SPEED LIMIT DEFICIENCY	14.520( 36)	.000( 0)	14.520	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	13.450( 34)	1.070( 2)	14.520	92.63	7.37	100.00
CAPACITY DEFICIENCY 2016	2.400( 8)	12.120( 28)	14.520	16.53	83.47	100.00

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 177 in UTAH : I-80 Termini: Salt Lake City UL - Wyoming SL

RURAL LENGTH 63.400( 37 SECTIONS COVERING 63.400 MILES)

URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)

TOTAL LENGTH 63.400( 37 SECTIONS COVERING 63.400 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	45.320( 28)	18.080( 9)	63.400	71.48	28.52	100.00
LANE WIDTH DEFICIENCY	63.400( 37)	.000( 0)	63.400	100.00	.00	100.00
SHOULDER W. DEFICIENCY	29.330( 20)	34.070( 17)	63.400	46.26	53.74	100.00
VERT. ALIGN. DEFICIENCY	63.400( 37)	.000( 0)	63.400	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	63.400( 37)	.000( 0)	63.400	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	63.400( 37)	.000( 0)	63.400	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	63.400( 37)	.000( 0)	63.400	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	40.070( 23)	23.330( 14)	63.400	63.20	36.80	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 194 in UTAH : I-84 Termini: Idaho SL - N. Salt Lake City (I-15)

RURAL LENGTH 43.200( 21 SECTIONS COVERING 43.200 MILES)

URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)

TOTAL LENGTH 43.200( 21 SECTIONS COVERING 43.200 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	37.610( 19)	5.590( 2)	43.200	87.06	12.94	100.00
LANE WIDTH DEFICIENCY	43.200( 21)	.000( 0)	43.200	100.00	.00	100.00
SHOULDER W. DEFICIENCY	18.140( 11)	25.060( 10)	43.200	41.99	58.01	100.00
VERT. ALIGN. DEFICIENCY	43.200( 19)	.000( 0)	37.650	100.00	.00	87.15
HORIZ. ALIGN. DEFICIENCY	43.200( 19)	.000( 0)	37.650	100.00	.00	87.15
SPEED LIMIT DEFICIENCY	43.200( 21)	.000( 0)	43.200	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	43.200( 21)	.000( 0)	43.200	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	43.200( 21)	.000( 0)	43.200	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 195 in UTAH : I-84 Termini: I-15 - I-80

RURAL LENGTH 31.630( 19 SECTIONS COVERING 31.630 MILES)  
 URBAN LENGTH 7.900( 10 SECTIONS COVERING 7.900 MILES)  
 TOTAL LENGTH 39.530( 29 SECTIONS COVERING 39.530 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	31.630( 19)	.000( 0)	31.630	100.00	.00	100.00
LANE WIDTH DEFICIENCY	31.630( 19)	.000( 0)	31.630	100.00	.00	100.00
SHOULDER W. DEFICIENCY	12.120( 9)	19.510( 10)	31.630	38.32	61.68	100.00
VERT. ALIGN. DEFICIENCY	31.630( 19)	.000( 0)	31.630	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	31.630( 19)	.000( 0)	31.630	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	31.630( 19)	.000( 0)	31.630	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	31.630( 19)	.000( 0)	31.630	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	31.630( 19)	.000( 0)	31.630	100.00	.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	3.530( 7)	4.370( 3)	7.900	44.68	55.32	100.00
LANE WIDTH DEFICIENCY	7.900( 10)	.000( 0)	7.900	100.00	.00	100.00
SHOULDER W. DEFICIENCY	1.880( 4)	6.020( 6)	7.900	23.80	76.20	100.00
VERT. ALIGN. DEFICIENCY	7.900( 7)	.000( 0)	3.530	100.00	.00	44.68
HORIZ. ALIGN. DEFICIENCY	7.900( 7)	.000( 0)	3.530	100.00	.00	44.68
SPEED LIMIT DEFICIENCY	7.900( 10)	.000( 0)	7.900	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	7.900( 10)	.000( 0)	7.900	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	7.900( 10)	.000( 0)	7.900	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	35.160( 26)	4.370( 3)	39.530	88.95	11.05	100.00
LANE WIDTH DEFICIENCY	39.530( 29)	.000( 0)	39.530	100.00	.00	100.00
SHOULDER W. DEFICIENCY	14.000( 13)	25.530( 16)	39.530	35.42	64.58	100.00
VERT. ALIGN. DEFICIENCY	39.530( 26)	.000( 0)	35.160	100.00	.00	88.95
HORIZ. ALIGN. DEFICIENCY	39.530( 26)	.000( 0)	35.160	100.00	.00	88.95
SPEED LIMIT DEFICIENCY	39.530( 29)	.000( 0)	39.530	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	39.530( 29)	.000( 0)	39.530	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	39.530( 29)	.000( 0)	39.530	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 715 in UTAH : I-15 Termini: Arizona SL - I-70

RURAL LENGTH 115.100( 83 SECTIONS COVERING 115.100 MILES)  
 URBAN LENGTH 17.220( 30 SECTIONS COVERING 17.220 MILES)  
 TOTAL LENGTH 132.320(113 SECTIONS COVERING 132.320 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	105.610( 80)	9.490( 3)	115.100	91.75	8.25	100.00
LANE WIDTH DEFICIENCY	115.100( 83)	.000( 0)	115.100	100.00	.00	100.00
SHOULDER W. DEFICIENCY	54.240( 51)	60.860( 32)	115.100	47.12	52.88	100.00
VERT. ALIGN. DEFICIENCY	115.100( 83)	.000( 0)	115.100	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	114.110( 82)	.990( 1)	115.100	99.14	.86	100.00
SPEED LIMIT DEFICIENCY	115.100( 83)	.000( 0)	115.100	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	115.100( 83)	.000( 0)	115.100	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	30.080( 25)	85.020( 58)	115.100	26.13	73.87	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	17.220( 30)	.000( 0)	17.220	100.00	.00	100.00
LANE WIDTH DEFICIENCY	17.220( 30)	.000( 0)	17.220	100.00	.00	100.00
SHOULDER W. DEFICIENCY	8.470( 25)	8.750( 5)	17.220	49.19	50.81	100.00
VERT. ALIGN. DEFICIENCY	17.220( 28)	.000( 0)	11.990	100.00	.00	69.63
HORIZ. ALIGN. DEFICIENCY	17.220( 28)	.000( 0)	11.990	100.00	.00	69.63
SPEED LIMIT DEFICIENCY	17.220( 30)	.000( 0)	17.220	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	17.220( 30)	.000( 0)	17.220	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	6.480( 13)	10.740( 17)	17.220	37.63	62.37	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	122.830(110)	9.490( 3)	132.320	92.83	7.17	100.00
LANE WIDTH DEFICIENCY	132.320(113)	.000( 0)	132.320	100.00	.00	100.00
SHOULDER W. DEFICIENCY	62.710( 76)	69.610( 37)	132.320	47.39	52.61	100.00
VERT. ALIGN. DEFICIENCY	132.320(111)	.000( 0)	127.090	100.00	.00	96.05
HORIZ. ALIGN. DEFICIENCY	131.330(110)	.990( 1)	127.090	99.25	.75	96.05
SPEED LIMIT DEFICIENCY	132.320(113)	.000( 0)	132.320	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	132.320(113)	.000( 0)	132.320	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	36.560( 38)	95.760( 75)	132.320	27.63	72.37	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 716 in UTAH : I-15 Termini: I-70 - Salt Lake City UL (Provo)

RURAL LENGTH 116.920( 56 SECTIONS COVERING 116.920 MILES)  
 URBAN LENGTH 5.110( 8 SECTIONS COVERING 5.110 MILES)  
 TOTAL LENGTH 122.030( 64 SECTIONS COVERING 122.030 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	95.460( 50)	21.460( 6)	116.920	81.65	18.35	100.00
LANE WIDTH DEFICIENCY	116.920( 56)	.000( 0)	116.920	100.00	.00	100.00
SHOULDER W. DEFICIENCY	42.910( 22)	74.010( 34)	116.920	36.70	63.30	100.00
VERT. ALIGN. DEFICIENCY	116.920( 54)	.000( 0)	115.500	100.00	.00	98.79
HORIZ. ALIGN. DEFICIENCY	116.920( 54)	.000( 0)	115.500	100.00	.00	98.79
SPEED LIMIT DEFICIENCY	116.920( 56)	.000( 0)	116.920	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	116.920( 56)	.000( 0)	116.920	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	112.600( 51)	4.320( 5)	116.920	96.31	3.69	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	5.110( 8)	.000( 0)	5.110	100.00	.00	100.00
LANE WIDTH DEFICIENCY	5.110( 8)	.000( 0)	5.110	100.00	.00	100.00
SHOULDER W. DEFICIENCY	4.760( 7)	.350( 1)	5.110	93.15	6.85	100.00
VERT. ALIGN. DEFICIENCY	5.110( 7)	.000( 0)	4.760	100.00	.00	93.15
HORIZ. ALIGN. DEFICIENCY	5.110( 7)	.000( 0)	4.760	100.00	.00	93.15
SPEED LIMIT DEFICIENCY	5.110( 8)	.000( 0)	5.110	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	5.110( 8)	.000( 0)	5.110	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	3.510( 6)	1.600( 2)	5.110	68.69	31.31	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	100.570( 58)	21.460( 6)	122.030	82.41	17.59	100.00
LANE WIDTH DEFICIENCY	122.030( 64)	.000( 0)	122.030	100.00	.00	100.00
SHOULDER W. DEFICIENCY	47.670( 29)	74.360( 35)	122.030	39.06	60.94	100.00
VERT. ALIGN. DEFICIENCY	122.030( 61)	.000( 0)	120.260	100.00	.00	98.55
HORIZ. ALIGN. DEFICIENCY	122.030( 61)	.000( 0)	120.260	100.00	.00	98.55
SPEED LIMIT DEFICIENCY	122.030( 64)	.000( 0)	122.030	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	122.030( 64)	.000( 0)	122.030	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	116.110( 57)	5.920( 7)	122.030	95.15	4.85	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 717 in UTAH : I-15 Termini: Through Salt Lake City (Provo - N. Ogden)

RURAL LENGTH 2.400( 5 SECTIONS COVERING 2.400 MILES)  
 URBAN LENGTH 95.000(146 SECTIONS COVERING 95.000 MILES)  
 TOTAL LENGTH 97.400(151 SECTIONS COVERING 97.400 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	2.300( 4)	.100( 1)	2.400	95.83	4.17	100.00
LANE WIDTH DEFICIENCY	2.400( 5)	.000( 0)	2.400	100.00	.00	100.00
SHOULDER W. DEFICIENCY	2.300( 4)	.100( 1)	2.400	95.83	4.17	100.00
VERT. ALIGN. DEFICIENCY	2.400( 4)	.000( 0)	2.300	100.00	.00	95.83
HORIZ. ALIGN. DEFICIENCY	2.400( 4)	.000( 0)	2.300	100.00	.00	95.83
SPEED LIMIT DEFICIENCY	2.400( 5)	.000( 0)	2.400	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	1.440( 4)	.960( 1)	2.400	60.00	40.00	100.00
CAPACITY DEFICIENCY 2016	.000( 0)	2.400( 5)	2.400	.00	100.00	100.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	72.020(112)	22.980( 34)	95.000	75.81	24.19	100.00
LANE WIDTH DEFICIENCY	95.000(146)	.000( 0)	95.000	100.00	.00	100.00
SHOULDER W. DEFICIENCY	39.650( 82)	55.350( 64)	95.000	41.74	58.26	100.00
VERT. ALIGN. DEFICIENCY	95.000( 87)	.000( 0)	43.770	100.00	.00	46.07
HORIZ. ALIGN. DEFICIENCY	95.000( 88)	.000( 0)	44.050	100.00	.00	46.37
SPEED LIMIT DEFICIENCY	95.000(146)	.000( 0)	95.000	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	83.120(129)	11.880( 17)	95.000	87.49	12.51	100.00
CAPACITY DEFICIENCY 2016	.000( 0)	95.000(146)	95.000	.00	100.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	74.320(116)	23.080( 35)	97.400	76.30	23.70	100.00
LANE WIDTH DEFICIENCY	97.400(151)	.000( 0)	97.400	100.00	.00	100.00
SHOULDER W. DEFICIENCY	41.950( 86)	55.450( 65)	97.400	43.07	56.93	100.00
VERT. ALIGN. DEFICIENCY	97.400( 91)	.000( 0)	46.070	100.00	.00	47.30
HORIZ. ALIGN. DEFICIENCY	97.400( 92)	.000( 0)	46.350	100.00	.00	47.59
SPEED LIMIT DEFICIENCY	97.400(151)	.000( 0)	97.400	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	84.560(133)	12.840( 18)	97.400	86.82	13.18	100.00
CAPACITY DEFICIENCY 2016	.000( 0)	97.400(151)	97.400	.00	100.00	100.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 718 in UTAH : I-15 Termini: Salt Lake City UL (N. Ogden) - Idaho SL

RURAL LENGTH 49.320( 31 SECTIONS COVERING 49.320 MILES)

URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)

TOTAL LENGTH 49.320( 31 SECTIONS COVERING 49.320 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	45.240( 27)	4.080( 4)	49.320	91.73	8.27	100.00
LANE WIDTH DEFICIENCY	49.320( 31)	.000( 0)	49.320	100.00	.00	100.00
SHOULDER W. DEFICIENCY	18.710( 11)	30.610( 20)	49.320	37.94	62.06	100.00
VERT. ALIGN. DEFICIENCY	49.320( 25)	.000( 0)	44.790	100.00	.00	90.82
HORIZ. ALIGN. DEFICIENCY	49.320( 25)	.000( 0)	44.790	100.00	.00	90.82
SPEED LIMIT DEFICIENCY	49.320( 31)	.000( 0)	49.320	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	49.320( 31)	.000( 0)	49.320	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	38.680( 23)	10.640( 8)	49.320	78.43	21.57	100.00

Note: The numbers in ( ) indicate the number of sample sections

**WASHINGTON**



Super-Segment NO 9 in WASHINGTON : I-5 Termini: Through Portland (WA)

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 14.000( 6 SECTIONS COVERING 6.930 MILES)  
 TOTAL LENGTH 14.000( 6 SECTIONS COVERING 6.930 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	14.000( 6)	.000( 0)	6.930	100.00	.00	49.50
LANE WIDTH DEFICIENCY	14.000( 6)	.000( 0)	6.930	100.00	.00	49.50
SHOULDER W. DEFICIENCY	14.000( 6)	.000( 0)	6.930	100.00	.00	49.50
VERT. ALIGN. DEFICIENCY	14.000( 6)	.000( 0)	6.930	100.00	.00	49.50
HORIZ. ALIGN. DEFICIENCY	14.000( 6)	.000( 0)	6.930	100.00	.00	49.50
SPEED LIMIT DEFICIENCY	14.000( 6)	.000( 0)	6.930	100.00	.00	49.50
CAPACITY DEFICIENCY 1996	11.818( 4)	2.182( 2)	6.930	84.42	15.58	49.50
CAPACITY DEFICIENCY 2016	2.586( 1)	11.414( 5)	6.930	18.47	81.53	49.50

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 10 in WASHINGTON : I-5 Termini: Portland - Seattle/Tacoma UL

RURAL LENGTH 51.618( 10 SECTIONS COVERING 22.860 MILES)  
 URBAN LENGTH 56.382( 16 SECTIONS COVERING 24.970 MILES)  
 TOTAL LENGTH 108.000( 26 SECTIONS COVERING 47.830 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	51.618( 10)	.000( 0)	22.860	100.00	.00	44.29
LANE WIDTH DEFICIENCY	51.618( 10)	.000( 0)	22.860	100.00	.00	44.29
SHOULDER W. DEFICIENCY	51.618( 10)	.000( 0)	22.860	100.00	.00	44.29
VERT. ALIGN. DEFICIENCY	51.618( 10)	.000( 0)	22.860	100.00	.00	44.29
HORIZ. ALIGN. DEFICIENCY	51.618( 10)	.000( 0)	22.860	100.00	.00	44.29
SPEED LIMIT DEFICIENCY	40.125( 5)	11.493( 5)	22.860	77.73	22.27	44.29
CAPACITY DEFICIENCY 1996	42.405( 5)	9.213( 5)	22.860	82.15	17.85	44.29
CAPACITY DEFICIENCY 2016	24.364( 3)	27.254( 7)	22.860	47.20	52.80	44.29

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	56.382( 16)	.000( 0)	24.970	100.00	.00	44.29
LANE WIDTH DEFICIENCY	56.382( 16)	.000( 0)	24.970	100.00	.00	44.29
SHOULDER W. DEFICIENCY	56.382( 16)	.000( 0)	24.970	100.00	.00	44.29
VERT. ALIGN. DEFICIENCY	56.382( 16)	.000( 0)	24.970	100.00	.00	44.29
HORIZ. ALIGN. DEFICIENCY	56.382( 16)	.000( 0)	24.970	100.00	.00	44.29
SPEED LIMIT DEFICIENCY	56.382( 16)	.000( 0)	24.970	100.00	.00	44.29
CAPACITY DEFICIENCY 1996	52.815( 15)	3.568( 1)	24.970	93.67	6.33	44.29
CAPACITY DEFICIENCY 2016	9.167( 5)	47.215( 11)	24.970	16.26	83.74	44.29

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	108.000( 26)	.000( 0)	47.830	100.00	.00	44.29
LANE WIDTH DEFICIENCY	108.000( 26)	.000( 0)	47.830	100.00	.00	44.29
SHOULDER W. DEFICIENCY	108.000( 26)	.000( 0)	47.830	100.00	.00	44.29
VERT. ALIGN. DEFICIENCY	108.000( 26)	.000( 0)	47.830	100.00	.00	44.29
HORIZ. ALIGN. DEFICIENCY	108.000( 26)	.000( 0)	47.830	100.00	.00	44.29
SPEED LIMIT DEFICIENCY	96.507( 21)	11.493( 5)	47.830	89.36	10.64	44.29
CAPACITY DEFICIENCY 1996	95.220( 20)	12.780( 6)	47.830	88.17	11.83	44.29
CAPACITY DEFICIENCY 2016	33.531( 8)	74.469( 18)	47.830	31.05	68.95	44.29

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 11 in WASHINGTON : I-5 Termini: Tacoma UL - S18

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 21.000( 9 SECTIONS COVERING 10.870 MILES)  
 TOTAL LENGTH 21.000( 9 SECTIONS COVERING 10.870 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	17.542( 8)	3.458( 1)	10.870	83.53	16.47	51.76
LANE WIDTH DEFICIENCY	21.000( 9)	.000( 0)	10.870	100.00	.00	51.76
SHOULDER W. DEFICIENCY	21.000( 9)	.000( 0)	10.870	100.00	.00	51.76
VERT. ALIGN. DEFICIENCY	21.000( 9)	.000( 0)	10.870	100.00	.00	51.76
HORIZ. ALIGN. DEFICIENCY	21.000( 9)	.000( 0)	10.870	100.00	.00	51.76
SPEED LIMIT DEFICIENCY	21.000( 9)	.000( 0)	10.870	100.00	.00	51.76
CAPACITY DEFICIENCY 1996	18.740( 8)	2.260( 1)	10.870	89.24	10.76	51.76
CAPACITY DEFICIENCY 2016	.000( 0)	21.000( 9)	10.870	.00	100.00	51.76

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 12 in WASHINGTON : I-5 Termini: S18 - I-90

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 22.000( 7 SECTIONS COVERING 11.540 MILES)  
 TOTAL LENGTH 22.000( 7 SECTIONS COVERING 11.540 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	11.724( 5)	10.276( 2)	11.540	53.29	46.71	52.45
LANE WIDTH DEFICIENCY	20.570( 6)	1.430( 1)	11.540	93.50	6.50	52.45
SHOULDER W. DEFICIENCY	22.000( 5)	.000( 0)	10.630	100.00	.00	48.32
VERT. ALIGN. DEFICIENCY	22.000( 7)	.000( 0)	11.540	100.00	.00	52.45
HORIZ. ALIGN. DEFICIENCY	22.000( 7)	.000( 0)	11.540	100.00	.00	52.45
SPEED LIMIT DEFICIENCY	22.000( 7)	.000( 0)	11.540	100.00	.00	52.45
CAPACITY DEFICIENCY 1996	15.347( 5)	6.653( 2)	11.540	69.76	30.24	52.45
CAPACITY DEFICIENCY 2016	1.735( 2)	20.265( 5)	11.540	7.89	92.11	52.45

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 13 in WASHINGTON : I-5 Termini: I-90 - Seattle UL

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 33.000( 9 SECTIONS COVERING 12.100 MILES)  
 TOTAL LENGTH 33.000( 9 SECTIONS COVERING 12.100 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	33.000( 9)	.000( 0)	12.100	100.00	.00	36.67
LANE WIDTH DEFICIENCY	33.000( 9)	.000( 0)	12.100	100.00	.00	36.67
SHOULDER W. DEFICIENCY	31.773( 8)	1.227( 1)	12.100	96.28	3.72	36.67
VERT. ALIGN. DEFICIENCY	33.000( 9)	.000( 0)	12.100	100.00	.00	36.67
HORIZ. ALIGN. DEFICIENCY	33.000( 9)	.000( 0)	12.100	100.00	.00	36.67
SPEED LIMIT DEFICIENCY	33.000( 9)	.000( 0)	12.100	100.00	.00	36.67
CAPACITY DEFICIENCY 1996	30.055( 8)	2.945( 1)	12.100	91.07	8.93	36.67
CAPACITY DEFICIENCY 2016	15.709( 5)	17.291( 4)	12.100	47.60	52.40	36.67

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 14 in WASHINGTON : I-5 Termini: Seattle UL - Canada

RURAL LENGTH 46.088( 10 SECTIONS COVERING 18.980 MILES)  
 URBAN LENGTH 30.912( 11 SECTIONS COVERING 12.730 MILES)  
 TOTAL LENGTH 77.000( 21 SECTIONS COVERING 31.710 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	44.267( 9)	1.821( 1)	18.980	96.05	3.95	41.18
LANE WIDTH DEFICIENCY	46.088( 10)	.000( 0)	18.980	100.00	.00	41.18
SHOULDER W. DEFICIENCY	46.088( 10)	.000( 0)	18.980	100.00	.00	41.18
VERT. ALIGN. DEFICIENCY	46.088( 10)	.000( 0)	18.980	100.00	.00	41.18
HORIZ. ALIGN. DEFICIENCY	46.088( 10)	.000( 0)	18.980	100.00	.00	41.18
SPEED LIMIT DEFICIENCY	45.287( 9)	.801( 1)	18.980	98.26	1.74	41.18
CAPACITY DEFICIENCY 1996	46.088( 10)	.000( 0)	18.980	100.00	.00	41.18
CAPACITY DEFICIENCY 2016	26.419( 6)	19.669( 4)	18.980	57.32	42.68	41.18

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	23.190( 8)	7.722( 3)	12.730	75.02	24.98	41.18
LANE WIDTH DEFICIENCY	30.912( 11)	.000( 0)	12.730	100.00	.00	41.18
SHOULDER W. DEFICIENCY	30.912( 11)	.000( 0)	12.730	100.00	.00	41.18
VERT. ALIGN. DEFICIENCY	30.912( 11)	.000( 0)	12.730	100.00	.00	41.18
HORIZ. ALIGN. DEFICIENCY	30.912( 11)	.000( 0)	12.730	100.00	.00	41.18
SPEED LIMIT DEFICIENCY	30.912( 11)	.000( 0)	12.730	100.00	.00	41.18
CAPACITY DEFICIENCY 1996	30.912( 11)	.000( 0)	12.730	100.00	.00	41.18
CAPACITY DEFICIENCY 2016	17.872( 6)	13.040( 5)	12.730	57.82	42.18	41.18

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	67.457( 17)	9.543( 4)	31.710	87.61	12.39	41.18
LANE WIDTH DEFICIENCY	77.000( 21)	.000( 0)	31.710	100.00	.00	41.18
SHOULDER W. DEFICIENCY	77.000( 21)	.000( 0)	31.710	100.00	.00	41.18
VERT. ALIGN. DEFICIENCY	77.000( 21)	.000( 0)	31.710	100.00	.00	41.18
HORIZ. ALIGN. DEFICIENCY	77.000( 21)	.000( 0)	31.710	100.00	.00	41.18
SPEED LIMIT DEFICIENCY	76.199( 20)	.801( 1)	31.710	98.96	1.04	41.18
CAPACITY DEFICIENCY 1996	77.000( 21)	.000( 0)	31.710	100.00	.00	41.18
CAPACITY DEFICIENCY 2016	44.291( 12)	32.709( 9)	31.710	57.52	42.48	41.18

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 210 in WASHINGTON : I-90 Termini: In Seattle

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 16.000( 4 SECTIONS COVERING 5.290 MILES)  
 TOTAL LENGTH 16.000( 4 SECTIONS COVERING 5.290 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	16.000( 4)	.000( 0)	5.290	100.00	.00	33.06
LANE WIDTH DEFICIENCY	16.000( 4)	.000( 0)	5.290	100.00	.00	33.06
SHOULDER W. DEFICIENCY	16.000( 4)	.000( 0)	5.290	100.00	.00	33.06
VERT. ALIGN. DEFICIENCY	16.000( 4)	.000( 0)	5.290	100.00	.00	33.06
HORIZ. ALIGN. DEFICIENCY	16.000( 4)	.000( 0)	5.290	100.00	.00	33.06
SPEED LIMIT DEFICIENCY	16.000( 4)	.000( 0)	5.290	100.00	.00	33.06
CAPACITY DEFICIENCY 1996	16.000( 4)	.000( 0)	5.290	100.00	.00	33.06
CAPACITY DEFICIENCY 2016	9.346( 3)	6.654( 1)	5.290	58.41	41.59	33.06

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 211 in WASHINGTON : I-90 Termini: Seattle UL - Spokane UL

RURAL LENGTH 243.484( 45 SECTIONS COVERING 180.980 MILES)  
 URBAN LENGTH 14.516( 7 SECTIONS COVERING 10.790 MILES)  
 TOTAL LENGTH 258.000( 52 SECTIONS COVERING 191.770 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	243.484( 45)	.000( 0)	180.980	100.00	.00	74.33
LANE WIDTH DEFICIENCY	243.484( 45)	.000( 0)	180.980	100.00	.00	74.33
SHOULDER W. DEFICIENCY	243.484( 45)	.000( 0)	180.980	100.00	.00	74.33
VERT. ALIGN. DEFICIENCY	243.484( 45)	.000( 0)	180.980	100.00	.00	74.33
HORIZ. ALIGN. DEFICIENCY	243.484( 45)	.000( 0)	180.980	100.00	.00	74.33
SPEED LIMIT DEFICIENCY	243.484( 45)	.000( 0)	180.980	100.00	.00	74.33
CAPACITY DEFICIENCY 1996	185.081( 34)	58.402( 11)	180.980	76.01	23.99	74.33
CAPACITY DEFICIENCY 2016	166.435( 28)	77.049( 17)	180.980	68.36	31.64	74.33

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	14.516( 7)	.000( 0)	10.790	100.00	.00	74.33
LANE WIDTH DEFICIENCY	14.516( 7)	.000( 0)	10.790	100.00	.00	74.33
SHOULDER W. DEFICIENCY	14.516( 7)	.000( 0)	10.790	100.00	.00	74.33
VERT. ALIGN. DEFICIENCY	14.516( 7)	.000( 0)	10.790	100.00	.00	74.33
HORIZ. ALIGN. DEFICIENCY	14.516( 7)	.000( 0)	10.790	100.00	.00	74.33
SPEED LIMIT DEFICIENCY	14.516( 7)	.000( 0)	10.790	100.00	.00	74.33
CAPACITY DEFICIENCY 1996	14.516( 7)	.000( 0)	10.790	100.00	.00	74.33
CAPACITY DEFICIENCY 2016	13.763( 6)	.753( 1)	10.790	94.81	5.19	74.33

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	258.000( 52)	.000( 0)	191.770	100.00	.00	74.33
LANE WIDTH DEFICIENCY	258.000( 52)	.000( 0)	191.770	100.00	.00	74.33
SHOULDER W. DEFICIENCY	258.000( 52)	.000( 0)	191.770	100.00	.00	74.33
VERT. ALIGN. DEFICIENCY	258.000( 52)	.000( 0)	191.770	100.00	.00	74.33
HORIZ. ALIGN. DEFICIENCY	258.000( 52)	.000( 0)	191.770	100.00	.00	74.33
SPEED LIMIT DEFICIENCY	258.000( 52)	.000( 0)	191.770	100.00	.00	74.33
CAPACITY DEFICIENCY 1996	199.598( 41)	58.402( 11)	191.770	77.36	22.64	74.33
CAPACITY DEFICIENCY 2016	180.198( 34)	77.802( 18)	191.770	69.84	30.16	74.33

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 212 in WASHINGTON : I-90 Termini: Through Spokane

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 18.000( 7 SECTIONS COVERING 8.030 MILES)  
 TOTAL LENGTH 18.000( 7 SECTIONS COVERING 8.030 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	18.000( 7)	.000( 0)	8.030	100.00	.00	44.61
LANE WIDTH DEFICIENCY	18.000( 7)	.000( 0)	8.030	100.00	.00	44.61
SHOULDER W. DEFICIENCY	16.610( 6)	1.390( 1)	8.030	92.28	7.72	44.61
VERT. ALIGN. DEFICIENCY	18.000( 7)	.000( 0)	8.030	100.00	.00	44.61
HORIZ. ALIGN. DEFICIENCY	18.000( 7)	.000( 0)	8.030	100.00	.00	44.61
SPEED LIMIT DEFICIENCY	18.000( 7)	.000( 0)	8.030	100.00	.00	44.61
CAPACITY DEFICIENCY 1996	16.610( 6)	1.390( 1)	8.030	92.28	7.72	44.61
CAPACITY DEFICIENCY 2016	4.057( 1)	13.943( 6)	8.030	22.54	77.46	44.61

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 213 in WASHINGTON : I-90 Termini: Spokane UL - Idaho SL

RURAL LENGTH 6.000( 1 SECTIONS COVERING 1.260 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 6.000( 1 SECTIONS COVERING 1.260 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.000( 1)	.000( 0)	1.260	100.00	.00	21.00
LANE WIDTH DEFICIENCY	6.000( 1)	.000( 0)	1.260	100.00	.00	21.00
SHOULDER W. DEFICIENCY	6.000( 1)	.000( 0)	1.260	100.00	.00	21.00
VERT. ALIGN. DEFICIENCY	6.000( 1)	.000( 0)	1.260	100.00	.00	21.00
HORIZ. ALIGN. DEFICIENCY	6.000( 1)	.000( 0)	1.260	100.00	.00	21.00
SPEED LIMIT DEFICIENCY	6.000( 1)	.000( 0)	1.260	100.00	.00	21.00
CAPACITY DEFICIENCY 1996	.000( 0)	6.000( 1)	1.260	.00	100.00	21.00
CAPACITY DEFICIENCY 2016	.000( 0)	6.000( 1)	1.260	.00	100.00	21.00

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 240 in WASHINGTON : I-205 Termini: I-5 N. Portland - Oregon SL

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 11.000( 4 SECTIONS COVERING 8.830 MILES)  
 TOTAL LENGTH 11.000( 4 SECTIONS COVERING 8.830 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	11.000( 4)	.000( 0)	8.830	100.00	.00	80.27
LANE WIDTH DEFICIENCY	11.000( 4)	.000( 0)	8.830	100.00	.00	80.27
SHOULDER W. DEFICIENCY	11.000( 4)	.000( 0)	8.830	100.00	.00	80.27
VERT. ALIGN. DEFICIENCY	11.000( 4)	.000( 0)	8.830	100.00	.00	80.27
HORIZ. ALIGN. DEFICIENCY	11.000( 4)	.000( 0)	8.830	100.00	.00	80.27
SPEED LIMIT DEFICIENCY	11.000( 4)	.000( 0)	8.830	100.00	.00	80.27
CAPACITY DEFICIENCY 1996	11.000( 4)	.000( 0)	8.830	100.00	.00	80.27
CAPACITY DEFICIENCY 2016	5.120( 2)	5.880( 2)	8.830	46.55	53.45	80.27

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 350 in WASHINGTON : US 2 Termini: I-5 - I-90 @ Spokane

RURAL LENGTH 266.455( 58 SECTIONS COVERING 155.970 MILES)  
 URBAN LENGTH 17.545( 13 SECTIONS COVERING 10.270 MILES)  
 TOTAL LENGTH 284.000( 71 SECTIONS COVERING 166.240 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	266.455( 58)	.000( 0)	155.970	100.00	.00	58.54
LANE WIDTH DEFICIENCY	176.031( 43)	90.424( 15)	155.970	66.06	33.94	58.54
SHOULDER W. DEFICIENCY	232.999( 46)	33.456( 9)	153.870	87.44	12.56	57.75
VERT. ALIGN. DEFICIENCY	259.365( 57)	7.090( 1)	155.970	97.34	2.66	58.54
HORIZ. ALIGN. DEFICIENCY	250.653( 56)	15.802( 2)	155.970	94.07	5.93	58.54
SPEED LIMIT DEFICIENCY	242.247( 50)	24.208( 8)	155.970	90.91	9.09	58.54
CAPACITY DEFICIENCY 1996	224.139( 46)	42.316( 12)	155.970	84.12	15.88	58.54
CAPACITY DEFICIENCY 2016	156.179( 28)	110.275( 30)	155.970	58.61	41.39	58.54

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	17.306( 12)	.239( 1)	10.270	98.64	1.36	58.54
LANE WIDTH DEFICIENCY	17.545( 13)	.000( 0)	10.270	100.00	.00	58.54
SHOULDER W. DEFICIENCY	17.239( 10)	.306( 1)	8.600	98.26	1.74	49.02
VERT. ALIGN. DEFICIENCY	17.545( 13)	.000( 0)	10.270	100.00	.00	58.54
HORIZ. ALIGN. DEFICIENCY	17.545( 13)	.000( 0)	10.270	100.00	.00	58.54
SPEED LIMIT DEFICIENCY	15.307( 9)	2.238( 4)	10.270	87.24	12.76	58.54
CAPACITY DEFICIENCY 1996	17.545( 13)	.000( 0)	10.270	100.00	.00	58.54
CAPACITY DEFICIENCY 2016	14.931( 12)	2.614( 1)	10.270	85.10	14.90	58.54

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	283.761( 70)	.239( 1)	166.240	99.92	.08	58.54
LANE WIDTH DEFICIENCY	193.576( 56)	90.424( 15)	166.240	68.16	31.84	58.54
SHOULDER W. DEFICIENCY	250.238( 56)	33.762( 10)	162.470	88.11	11.89	57.21
VERT. ALIGN. DEFICIENCY	276.910( 70)	7.090( 1)	166.240	97.50	2.50	58.54
HORIZ. ALIGN. DEFICIENCY	268.198( 69)	15.802( 2)	166.240	94.44	5.56	58.54
SPEED LIMIT DEFICIENCY	257.554( 59)	26.446( 12)	166.240	90.69	9.31	58.54
CAPACITY DEFICIENCY 1996	241.684( 59)	42.316( 12)	166.240	85.10	14.90	58.54
CAPACITY DEFICIENCY 2016	171.111( 40)	112.889( 31)	166.240	60.25	39.75	58.54

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 351 in WASHINGTON : US 2 Termini: I-90 @ Spokane - Idaho SL

RURAL LENGTH 42.232( 8 SECTIONS COVERING 18.810 MILES)  
 URBAN LENGTH 7.768( 7 SECTIONS COVERING 3.460 MILES)  
 TOTAL LENGTH 50.000( 15 SECTIONS COVERING 22.270 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	42.232( 8)	.000( 0)	18.810	100.00	.00	44.54
LANE WIDTH DEFICIENCY	42.232( 8)	.000( 0)	18.810	100.00	.00	44.54
SHOULDER W. DEFICIENCY	38.146( 6)	4.085( 1)	18.400	90.33	9.67	43.57
VERT. ALIGN. DEFICIENCY	42.232( 8)	.000( 0)	18.810	100.00	.00	44.54
HORIZ. ALIGN. DEFICIENCY	42.232( 8)	.000( 0)	18.810	100.00	.00	44.54
SPEED LIMIT DEFICIENCY	41.311( 7)	.921( 1)	18.810	97.82	2.18	44.54
CAPACITY DEFICIENCY 1996	32.937( 6)	9.295( 2)	18.810	77.99	22.01	44.54
CAPACITY DEFICIENCY 2016	26.650( 4)	15.581( 4)	18.810	63.10	36.90	44.54

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	4.737( 6)	3.031( 1)	3.460	60.98	39.02	44.54
LANE WIDTH DEFICIENCY	7.768( 7)	.000( 0)	3.460	100.00	.00	44.54
SHOULDER W. DEFICIENCY	.000( 0)	.000( 0)	.000	.00	.00	.00
VERT. ALIGN. DEFICIENCY	7.768( 7)	.000( 0)	3.460	100.00	.00	44.54
HORIZ. ALIGN. DEFICIENCY	7.768( 7)	.000( 0)	3.460	100.00	.00	44.54
SPEED LIMIT DEFICIENCY	.000( 0)	7.768( 7)	3.460	.00	100.00	44.54
CAPACITY DEFICIENCY 1996	7.768( 7)	.000( 0)	3.460	100.00	.00	44.54
CAPACITY DEFICIENCY 2016	4.962( 5)	2.806( 2)	3.460	63.87	36.13	44.54

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	46.969( 14)	3.031( 1)	22.270	93.94	6.06	44.54
LANE WIDTH DEFICIENCY	50.000( 15)	.000( 0)	22.270	100.00	.00	44.54
SHOULDER W. DEFICIENCY	38.146( 6)	4.085( 1)	18.400	76.29	8.17	36.80
VERT. ALIGN. DEFICIENCY	50.000( 15)	.000( 0)	22.270	100.00	.00	44.54
HORIZ. ALIGN. DEFICIENCY	50.000( 15)	.000( 0)	22.270	100.00	.00	44.54
SPEED LIMIT DEFICIENCY	41.311( 7)	8.689( 8)	22.270	82.62	17.38	44.54
CAPACITY DEFICIENCY 1996	40.705( 13)	9.295( 2)	22.270	81.41	18.59	44.54
CAPACITY DEFICIENCY 2016	31.612( 9)	18.388( 6)	22.270	63.22	36.78	44.54

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 520 in WASHINGTON : US 195 Termini: US 95 (Idaho SL) to I-90 @ Spokane

RURAL LENGTH 88.464( 11 SECTIONS COVERING 42.490 MILES)  
 URBAN LENGTH 8.536( 4 SECTIONS COVERING 4.100 MILES)  
 TOTAL LENGTH 97.000( 15 SECTIONS COVERING 46.590 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	88.464( 11)	.000( 0)	42.490	100.00	.00	48.03
LANE WIDTH DEFICIENCY	84.487( 9)	3.977( 2)	42.490	95.50	4.50	48.03
SHOULDER W. DEFICIENCY	88.464( 11)	.000( 0)	42.490	100.00	.00	48.03
VERT. ALIGN. DEFICIENCY	88.464( 11)	.000( 0)	42.490	100.00	.00	48.03
HORIZ. ALIGN. DEFICIENCY	88.464( 11)	.000( 0)	42.490	100.00	.00	48.03
SPEED LIMIT DEFICIENCY	87.464( 10)	.999( 1)	42.490	98.87	1.13	48.03
CAPACITY DEFICIENCY 1996	86.507( 10)	1.957( 1)	42.490	97.79	2.21	48.03
CAPACITY DEFICIENCY 2016	56.776( 6)	31.688( 5)	42.490	64.18	35.82	48.03

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	8.536( 4)	.000( 0)	4.100	100.00	.00	48.03
LANE WIDTH DEFICIENCY	8.536( 4)	.000( 0)	4.100	100.00	.00	48.03
SHOULDER W. DEFICIENCY	8.536( 4)	.000( 0)	4.100	100.00	.00	48.03
VERT. ALIGN. DEFICIENCY	8.536( 4)	.000( 0)	4.100	100.00	.00	48.03
HORIZ. ALIGN. DEFICIENCY	8.536( 4)	.000( 0)	4.100	100.00	.00	48.03
SPEED LIMIT DEFICIENCY	8.536( 4)	.000( 0)	4.100	100.00	.00	48.03
CAPACITY DEFICIENCY 1996	8.536( 4)	.000( 0)	4.100	100.00	.00	48.03
CAPACITY DEFICIENCY 2016	8.536( 4)	.000( 0)	4.100	100.00	.00	48.03

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	97.000( 15)	.000( 0)	46.590	100.00	.00	48.03
LANE WIDTH DEFICIENCY	93.023( 13)	3.977( 2)	46.590	95.90	4.10	48.03
SHOULDER W. DEFICIENCY	97.000( 15)	.000( 0)	46.590	100.00	.00	48.03
VERT. ALIGN. DEFICIENCY	97.000( 15)	.000( 0)	46.590	100.00	.00	48.03
HORIZ. ALIGN. DEFICIENCY	97.000( 15)	.000( 0)	46.590	100.00	.00	48.03
SPEED LIMIT DEFICIENCY	96.001( 14)	.999( 1)	46.590	98.97	1.03	48.03
CAPACITY DEFICIENCY 1996	95.043( 14)	1.957( 1)	46.590	97.98	2.02	48.03
CAPACITY DEFICIENCY 2016	65.312( 10)	31.688( 5)	46.590	67.33	32.67	48.03

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 570 in WASHINGTON : US 395 Termini: Spokane to Canada

RURAL LENGTH 106.000( 12 SECTIONS COVERING 47.540 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 106.000( 12 SECTIONS COVERING 47.540 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	106.000( 12)	.000( 0)	47.540	100.00	.00	44.85
LANE WIDTH DEFICIENCY	50.882( 7)	55.118( 5)	47.540	48.00	52.00	44.85
SHOULDER W. DEFICIENCY	75.520( 10)	30.480( 2)	47.540	71.25	28.75	44.85
VERT. ALIGN. DEFICIENCY	90.637( 11)	15.363( 1)	47.540	85.51	14.49	44.85
HORIZ. ALIGN. DEFICIENCY	81.696( 10)	24.304( 2)	47.540	77.07	22.93	44.85
SPEED LIMIT DEFICIENCY	102.232( 10)	3.768( 2)	47.540	96.45	3.55	44.85
CAPACITY DEFICIENCY 1996	54.316( 5)	51.684( 7)	47.540	51.24	48.76	44.85
CAPACITY DEFICIENCY 2016	48.184( 3)	57.816( 9)	47.540	45.46	54.54	44.85

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 580 in WASHINGTON : US 395 Termini: I-82 to I-90

RURAL LENGTH 69.197( 5 SECTIONS COVERING 42.680 MILES)  
 URBAN LENGTH 11.803( 13 SECTIONS COVERING 7.280 MILES)  
 TOTAL LENGTH 81.000( 18 SECTIONS COVERING 49.960 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	69.197( 5)	.000( 0)	42.680	100.00	.00	61.68
LANE WIDTH DEFICIENCY	69.197( 5)	.000( 0)	42.680	100.00	.00	61.68
SHOULDER W. DEFICIENCY	69.197( 5)	.000( 0)	42.680	100.00	.00	61.68
VERT. ALIGN. DEFICIENCY	69.197( 5)	.000( 0)	42.680	100.00	.00	61.68
HORIZ. ALIGN. DEFICIENCY	69.197( 5)	.000( 0)	42.680	100.00	.00	61.68
SPEED LIMIT DEFICIENCY	69.197( 5)	.000( 0)	42.680	100.00	.00	61.68
CAPACITY DEFICIENCY 1996	69.197( 5)	.000( 0)	42.680	100.00	.00	61.68
CAPACITY DEFICIENCY 2016	69.197( 5)	.000( 0)	42.680	100.00	.00	61.68

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	10.052( 11)	1.751( 2)	7.280	85.16	14.84	61.68
LANE WIDTH DEFICIENCY	11.803( 13)	.000( 0)	7.280	100.00	.00	61.68
SHOULDER W. DEFICIENCY	11.803( 11)	.000( 0)	5.850	100.00	.00	49.56
VERT. ALIGN. DEFICIENCY	11.803( 13)	.000( 0)	7.280	100.00	.00	61.68
HORIZ. ALIGN. DEFICIENCY	11.803( 13)	.000( 0)	7.280	100.00	.00	61.68
SPEED LIMIT DEFICIENCY	6.161( 7)	5.642( 6)	7.280	52.20	47.80	61.68
CAPACITY DEFICIENCY 1996	11.414( 12)	.389( 1)	7.280	96.70	3.30	61.68
CAPACITY DEFICIENCY 2016	11.414( 12)	.389( 1)	7.280	96.70	3.30	61.68

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	79.249( 16)	1.751( 2)	49.960	97.84	2.16	61.68
LANE WIDTH DEFICIENCY	81.000( 18)	.000( 0)	49.960	100.00	.00	61.68
SHOULDER W. DEFICIENCY	81.000( 16)	.000( 0)	48.530	100.00	.00	59.91
VERT. ALIGN. DEFICIENCY	81.000( 18)	.000( 0)	49.960	100.00	.00	61.68
HORIZ. ALIGN. DEFICIENCY	81.000( 18)	.000( 0)	49.960	100.00	.00	61.68
SPEED LIMIT DEFICIENCY	75.358( 12)	5.642( 6)	49.960	93.03	6.97	61.68
CAPACITY DEFICIENCY 1996	80.611( 17)	.389( 1)	49.960	99.52	.48	61.68
CAPACITY DEFICIENCY 2016	80.611( 17)	.389( 1)	49.960	99.52	.48	61.68

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 610 in WASHINGTON : S 18 Termini: I-5 to I-90 @ Seattle

RURAL LENGTH 10.276( 2 SECTIONS COVERING 4.300 MILES)  
 URBAN LENGTH 15.724( 6 SECTIONS COVERING 6.580 MILES)  
 TOTAL LENGTH 26.000( 8 SECTIONS COVERING 10.880 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	10.276( 2)	.000( 0)	4.300	100.00	.00	41.85
LANE WIDTH DEFICIENCY	10.276( 2)	.000( 0)	4.300	100.00	.00	41.85
SHOULDER W. DEFICIENCY	10.276( 2)	.000( 0)	4.300	100.00	.00	41.85
VERT. ALIGN. DEFICIENCY	10.276( 2)	.000( 0)	4.300	100.00	.00	41.85
HORIZ. ALIGN. DEFICIENCY	10.276( 2)	.000( 0)	4.300	100.00	.00	41.85
SPEED LIMIT DEFICIENCY	10.276( 2)	.000( 0)	4.300	100.00	.00	41.85
CAPACITY DEFICIENCY 1996	.000( 0)	10.276( 2)	4.300	.00	100.00	41.85
CAPACITY DEFICIENCY 2016	.000( 0)	10.276( 2)	4.300	.00	100.00	41.85

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	15.724( 6)	.000( 0)	6.580	100.00	.00	41.85
LANE WIDTH DEFICIENCY	10.849( 5)	4.875( 1)	6.580	69.00	31.00	41.85
SHOULDER W. DEFICIENCY	14.338( 5)	1.386( 1)	6.580	91.19	8.81	41.85
VERT. ALIGN. DEFICIENCY	15.724( 6)	.000( 0)	6.580	100.00	.00	41.85
HORIZ. ALIGN. DEFICIENCY	15.724( 6)	.000( 0)	6.580	100.00	.00	41.85
SPEED LIMIT DEFICIENCY	15.724( 6)	.000( 0)	6.580	100.00	.00	41.85
CAPACITY DEFICIENCY 1996	11.375( 5)	4.349( 1)	6.580	72.34	27.66	41.85
CAPACITY DEFICIENCY 2016	8.173( 3)	7.551( 3)	6.580	51.98	48.02	41.85

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	26.000( 8)	.000( 0)	10.880	100.00	.00	41.85
LANE WIDTH DEFICIENCY	21.125( 7)	4.875( 1)	10.880	81.25	18.75	41.85
SHOULDER W. DEFICIENCY	24.614( 7)	1.386( 1)	10.880	94.67	5.33	41.85
VERT. ALIGN. DEFICIENCY	26.000( 8)	.000( 0)	10.880	100.00	.00	41.85
HORIZ. ALIGN. DEFICIENCY	26.000( 8)	.000( 0)	10.880	100.00	.00	41.85
SPEED LIMIT DEFICIENCY	26.000( 8)	.000( 0)	10.880	100.00	.00	41.85
CAPACITY DEFICIENCY 1996	11.375( 5)	14.625( 3)	10.880	43.75	56.25	41.85
CAPACITY DEFICIENCY 2016	8.173( 3)	17.827( 5)	10.880	31.43	68.57	41.85

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 740 in WASHINGTON : I-82 Termini: I-90 - Oregon SL

RURAL LENGTH 114.157( 11 SECTIONS COVERING 45.680 MILES)  
 URBAN LENGTH 18.843( 5 SECTIONS COVERING 7.540 MILES)  
 TOTAL LENGTH 133.000( 16 SECTIONS COVERING 53.220 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	114.157( 11)	.000( 0)	45.680	100.00	.00	40.02
LANE WIDTH DEFICIENCY	114.157( 11)	.000( 0)	45.680	100.00	.00	40.02
SHOULDER W. DEFICIENCY	114.157( 11)	.000( 0)	45.680	100.00	.00	40.02
VERT. ALIGN. DEFICIENCY	114.157( 11)	.000( 0)	45.680	100.00	.00	40.02
HORIZ. ALIGN. DEFICIENCY	114.157( 11)	.000( 0)	45.680	100.00	.00	40.02
SPEED LIMIT DEFICIENCY	114.157( 11)	.000( 0)	45.680	100.00	.00	40.02
CAPACITY DEFICIENCY 1996	114.157( 11)	.000( 0)	45.680	100.00	.00	40.02
CAPACITY DEFICIENCY 2016	114.157( 11)	.000( 0)	45.680	100.00	.00	40.02

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	18.843( 5)	.000( 0)	7.540	100.00	.00	40.02
LANE WIDTH DEFICIENCY	18.843( 5)	.000( 0)	7.540	100.00	.00	40.02
SHOULDER W. DEFICIENCY	17.518( 4)	1.325( 1)	7.540	92.97	7.03	40.02
VERT. ALIGN. DEFICIENCY	18.843( 5)	.000( 0)	7.540	100.00	.00	40.02
HORIZ. ALIGN. DEFICIENCY	18.843( 5)	.000( 0)	7.540	100.00	.00	40.02
SPEED LIMIT DEFICIENCY	18.843( 5)	.000( 0)	7.540	100.00	.00	40.02
CAPACITY DEFICIENCY 1996	18.843( 5)	.000( 0)	7.540	100.00	.00	40.02
CAPACITY DEFICIENCY 2016	18.843( 5)	.000( 0)	7.540	100.00	.00	40.02

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	133.000( 16)	.000( 0)	53.220	100.00	.00	40.02
LANE WIDTH DEFICIENCY	133.000( 16)	.000( 0)	53.220	100.00	.00	40.02
SHOULDER W. DEFICIENCY	131.675( 15)	1.325( 1)	53.220	99.00	1.00	40.02
VERT. ALIGN. DEFICIENCY	133.000( 16)	.000( 0)	53.220	100.00	.00	40.02
HORIZ. ALIGN. DEFICIENCY	133.000( 16)	.000( 0)	53.220	100.00	.00	40.02
SPEED LIMIT DEFICIENCY	133.000( 16)	.000( 0)	53.220	100.00	.00	40.02
CAPACITY DEFICIENCY 1996	133.000( 16)	.000( 0)	53.220	100.00	.00	40.02
CAPACITY DEFICIENCY 2016	133.000( 16)	.000( 0)	53.220	100.00	.00	40.02

Note: The numbers in ( ) indicate the number of sample sections

**WYOMING**

Super-Segment NO 87 in WYOMING : I-25 Termini: Through Cheyenne

RURAL LENGTH 7.030( 1 SECTIONS COVERING 7.030 MILES)  
 URBAN LENGTH 9.200( 8 SECTIONS COVERING 9.200 MILES)  
 TOTAL LENGTH 16.230( 9 SECTIONS COVERING 16.230 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	7.030( 1)	.000( 0)	7.030	100.00	.00	100.00
LANE WIDTH DEFICIENCY	7.030( 1)	.000( 0)	7.030	100.00	.00	100.00
SHOULDER W. DEFICIENCY	7.030( 1)	.000( 0)	7.030	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	7.030( 1)	.000( 0)	7.030	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	7.030( 1)	.000( 0)	7.030	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	.000( 0)	7.030( 1)	7.030	.00	100.00	100.00
CAPACITY DEFICIENCY 1996	.000( 0)	.000( 0)	.000	.00	.00	.00
CAPACITY DEFICIENCY 2016	.000( 0)	.000( 0)	.000	.00	.00	.00

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	6.145( 6)	3.055( 2)	9.200	66.79	33.21	100.00
LANE WIDTH DEFICIENCY	9.200( 8)	.000( 0)	9.200	100.00	.00	100.00
SHOULDER W. DEFICIENCY	9.200( 8)	.000( 0)	9.200	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	9.200( 8)	.000( 0)	9.200	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	9.200( 8)	.000( 0)	9.200	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	9.200( 8)	.000( 0)	9.200	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	9.200( 8)	.000( 0)	9.200	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	9.200( 8)	.000( 0)	9.200	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	13.175( 7)	3.055( 2)	16.230	81.18	18.82	100.00
LANE WIDTH DEFICIENCY	16.230( 9)	.000( 0)	16.230	100.00	.00	100.00
SHOULDER W. DEFICIENCY	16.230( 9)	.000( 0)	16.230	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	16.230( 9)	.000( 0)	16.230	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	16.230( 9)	.000( 0)	16.230	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	9.200( 8)	7.030( 1)	16.230	56.69	43.31	100.00
CAPACITY DEFICIENCY 1996	9.200( 8)	.000( 0)	9.200	56.69	.00	56.69
CAPACITY DEFICIENCY 2016	9.200( 8)	.000( 0)	9.200	56.69	.00	56.69

Note: The numbers in ( ) indicate the number of sample sections  
 Some % of expanded length do not add to 100%  
 because of complete lack of sample section with the data item

Super-Segment NO 88 in WYOMING : I-25 Termini: Cheyenne UL - US 26

RURAL LENGTH 76.066( 30 SECTIONS COVERING 76.066 MILES)

URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)

TOTAL LENGTH 76.066( 30 SECTIONS COVERING 76.066 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	53.094( 25)	22.972( 5)	76.066	69.80	30.20	100.00
LANE WIDTH DEFICIENCY	76.066( 30)	.000( 0)	76.066	100.00	.00	100.00
SHOULDER W. DEFICIENCY	76.066( 30)	.000( 0)	76.066	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	76.066( 30)	.000( 0)	76.066	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	76.066( 30)	.000( 0)	76.066	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	76.066( 30)	.000( 0)	76.066	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	76.066( 18)	.000( 0)	36.748	100.00	.00	48.31
CAPACITY DEFICIENCY 2016	76.066( 18)	.000( 0)	36.748	100.00	.00	48.31

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 89 in WYOMING : I-25 Termini: US 26 - I-90 N. Casper

RURAL LENGTH 191.695( 48 SECTIONS COVERING 191.695 MILES)  
 URBAN LENGTH 16.961( 15 SECTIONS COVERING 16.961 MILES)  
 TOTAL LENGTH 208.656( 63 SECTIONS COVERING 208.656 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	189.160( 46)	2.535( 2)	191.695	98.68	1.32	100.00
LANE WIDTH DEFICIENCY	191.695( 48)	.000( 0)	191.695	100.00	.00	100.00
SHOULDER W. DEFICIENCY	191.695( 48)	.000( 0)	191.695	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	191.695( 48)	.000( 0)	191.695	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	191.695( 48)	.000( 0)	191.695	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	189.636( 47)	2.059( 1)	191.695	98.93	1.07	100.00
CAPACITY DEFICIENCY 1996	191.695( 26)	.000( 0)	75.004	100.00	.00	39.13
CAPACITY DEFICIENCY 2016	191.695( 26)	.000( 0)	75.004	100.00	.00	39.13

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	15.604( 11)	1.357( 4)	16.961	92.00	8.00	100.00
LANE WIDTH DEFICIENCY	16.961( 15)	.000( 0)	16.961	100.00	.00	100.00
SHOULDER W. DEFICIENCY	16.961( 15)	.000( 0)	16.961	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	16.961( 15)	.000( 0)	16.961	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	16.961( 15)	.000( 0)	16.961	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	16.961( 15)	.000( 0)	16.961	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	16.961( 15)	.000( 0)	16.961	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	16.961( 15)	.000( 0)	16.961	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	204.764( 57)	3.892( 6)	208.656	98.13	1.87	100.00
LANE WIDTH DEFICIENCY	208.656( 63)	.000( 0)	208.656	100.00	.00	100.00
SHOULDER W. DEFICIENCY	208.656( 63)	.000( 0)	208.656	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	208.656( 63)	.000( 0)	208.656	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	208.656( 63)	.000( 0)	208.656	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	206.597( 62)	2.059( 1)	208.656	99.01	.99	100.00
CAPACITY DEFICIENCY 1996	208.656( 41)	.000( 0)	91.965	100.00	.00	44.07
CAPACITY DEFICIENCY 2016	208.656( 41)	.000( 0)	91.965	100.00	.00	44.07

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 177 in WYOMING : I-80 Termini: Utah SL - Cheyenne UL

RURAL LENGTH 328.830( 85 SECTIONS COVERING 328.830 MILES)  
 URBAN LENGTH 27.832( 26 SECTIONS COVERING 27.832 MILES)  
 TOTAL LENGTH 356.662(111 SECTIONS COVERING 356.662 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	312.531( 79)	16.299( 5)	328.592	95.04	4.96	99.93
LANE WIDTH DEFICIENCY	328.830( 81)	.000( 0)	309.734	100.00	.00	94.19
SHOULDER W. DEFICIENCY	328.830( 84)	.000( 0)	323.830	100.00	.00	98.48
VERT. ALIGN. DEFICIENCY	328.830( 85)	.000( 0)	328.830	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	328.830( 85)	.000( 0)	328.830	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	328.830( 85)	.000( 0)	328.830	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	328.830( 44)	.000( 0)	136.724	100.00	.00	41.58
CAPACITY DEFICIENCY 2016	328.830( 44)	.000( 0)	136.724	100.00	.00	41.58

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	11.476( 12)	16.356( 14)	27.832	41.23	58.77	100.00
LANE WIDTH DEFICIENCY	27.832( 26)	.000( 0)	27.832	100.00	.00	100.00
SHOULDER W. DEFICIENCY	27.832( 26)	.000( 0)	27.832	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	27.832( 26)	.000( 0)	27.832	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	27.832( 26)	.000( 0)	27.832	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	27.832( 26)	.000( 0)	27.832	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	27.832( 26)	.000( 0)	27.832	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	27.832( 26)	.000( 0)	27.832	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	324.007( 91)	32.655( 19)	356.424	90.84	9.16	99.93
LANE WIDTH DEFICIENCY	356.662(107)	.000( 0)	337.566	100.00	.00	94.65
SHOULDER W. DEFICIENCY	356.662(110)	.000( 0)	351.662	100.00	.00	98.60
VERT. ALIGN. DEFICIENCY	356.662(111)	.000( 0)	356.662	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	356.662(111)	.000( 0)	356.662	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	356.662(111)	.000( 0)	356.662	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	356.662( 70)	.000( 0)	164.556	100.00	.00	46.14
CAPACITY DEFICIENCY 2016	356.662( 70)	.000( 0)	164.556	100.00	.00	46.14

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 178 in WYOMING : I-80 Termini: Through Cheyenne

RURAL LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 URBAN LENGTH 13.707( 12 SECTIONS COVERING 13.707 MILES)  
 TOTAL LENGTH 13.707( 12 SECTIONS COVERING 13.707 MILES)

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	10.242( 8)	3.465( 4)	13.707	74.72	25.28	100.00
LANE WIDTH DEFICIENCY	13.707( 12)	.000( 0)	13.707	100.00	.00	100.00
SHOULDER W. DEFICIENCY	13.707( 12)	.000( 0)	13.707	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	13.707( 12)	.000( 0)	13.707	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	13.707( 12)	.000( 0)	13.707	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	13.707( 12)	.000( 0)	13.707	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	13.707( 12)	.000( 0)	13.707	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	13.707( 12)	.000( 0)	13.707	100.00	.00	100.00

Note: The numbers in ( ) indicate the number of sample sections



Super-Segment NO 179 in WYOMING : I-80 Termini: Cheyenne UL - Nebraska SL

RURAL LENGTH 32.385( 11 SECTIONS COVERING 32.385 MILES)  
 URBAN LENGTH .000( 0 SECTIONS COVERING .000 MILES)  
 TOTAL LENGTH 32.385( 11 SECTIONS COVERING 32.385 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	28.006( 10)	4.379( 1)	32.385	86.48	13.52	100.00
LANE WIDTH DEFICIENCY	32.385( 11)	.000( 0)	32.385	100.00	.00	100.00
SHOULDER W. DEFICIENCY	32.385( 11)	.000( 0)	32.385	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	32.385( 11)	.000( 0)	32.385	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	32.385( 11)	.000( 0)	32.385	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	32.385( 11)	.000( 0)	32.385	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	32.385( 5)	.000( 0)	17.100	100.00	.00	52.80
CAPACITY DEFICIENCY 2016	32.385( 5)	.000( 0)	17.100	100.00	.00	52.80

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 217 in WYOMING : I-90 Termini: Montana SL - I-25

RURAL LENGTH 49.176( 13 SECTIONS COVERING 49.176 MILES)  
 URBAN LENGTH 10.300( 4 SECTIONS COVERING 10.300 MILES)  
 TOTAL LENGTH 59.476( 17 SECTIONS COVERING 59.476 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	24.983( 7)	24.193( 6)	49.176	50.80	49.20	100.00
LANE WIDTH DEFICIENCY	49.176( 13)	.000( 0)	49.176	100.00	.00	100.00
SHOULDER W. DEFICIENCY	49.176( 13)	.000( 0)	49.176	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	49.176( 13)	.000( 0)	49.176	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	49.176( 13)	.000( 0)	49.176	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	49.176( 13)	.000( 0)	49.176	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	49.176( 5)	.000( 0)	14.510	100.00	.00	29.51
CAPACITY DEFICIENCY 2016	49.176( 5)	.000( 0)	14.510	100.00	.00	29.51

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	10.300( 4)	.000( 0)	10.300	100.00	.00	100.00
LANE WIDTH DEFICIENCY	10.300( 4)	.000( 0)	10.300	100.00	.00	100.00
SHOULDER W. DEFICIENCY	10.300( 4)	.000( 0)	10.300	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	10.300( 4)	.000( 0)	10.300	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	10.300( 4)	.000( 0)	10.300	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	10.300( 4)	.000( 0)	10.300	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	10.300( 4)	.000( 0)	10.300	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	10.300( 4)	.000( 0)	10.300	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	35.283( 11)	24.193( 6)	59.476	59.32	40.68	100.00
LANE WIDTH DEFICIENCY	59.476( 17)	.000( 0)	59.476	100.00	.00	100.00
SHOULDER W. DEFICIENCY	59.476( 17)	.000( 0)	59.476	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	59.476( 17)	.000( 0)	59.476	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	59.476( 17)	.000( 0)	59.476	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	59.476( 17)	.000( 0)	59.476	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	59.476( 9)	.000( 0)	24.810	100.00	.00	41.71
CAPACITY DEFICIENCY 2016	59.476( 9)	.000( 0)	24.810	100.00	.00	41.71

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 218 in WYOMING : I-90 Termini: I-25 - South Dakota SL

RURAL LENGTH 140.492( 36 SECTIONS COVERING 140.492 MILES)  
 URBAN LENGTH 8.080( 7 SECTIONS COVERING 8.080 MILES)  
 TOTAL LENGTH 148.572( 43 SECTIONS COVERING 148.572 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	135.621( 32)	4.871( 4)	140.492	96.53	3.47	100.00
LANE WIDTH DEFICIENCY	140.492( 36)	.000( 0)	140.492	100.00	.00	100.00
SHOULDER W. DEFICIENCY	140.492( 36)	.000( 0)	140.492	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	140.492( 36)	.000( 0)	140.492	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	140.492( 36)	.000( 0)	140.492	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	140.492( 36)	.000( 0)	140.492	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	140.492( 15)	.000( 0)	55.278	100.00	.00	39.35
CAPACITY DEFICIENCY 2016	140.492( 15)	.000( 0)	55.278	100.00	.00	39.35

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	4.478( 4)	3.602( 3)	8.080	55.42	44.58	100.00
LANE WIDTH DEFICIENCY	8.080( 7)	.000( 0)	8.080	100.00	.00	100.00
SHOULDER W. DEFICIENCY	8.080( 7)	.000( 0)	8.080	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	8.080( 7)	.000( 0)	8.080	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	8.080( 7)	.000( 0)	8.080	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	8.080( 7)	.000( 0)	8.080	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	8.080( 7)	.000( 0)	8.080	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	8.080( 7)	.000( 0)	8.080	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	140.099( 36)	8.473( 7)	148.572	94.30	5.70	100.00
LANE WIDTH DEFICIENCY	148.572( 43)	.000( 0)	148.572	100.00	.00	100.00
SHOULDER W. DEFICIENCY	148.572( 43)	.000( 0)	148.572	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	148.572( 43)	.000( 0)	148.572	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	148.572( 43)	.000( 0)	148.572	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	148.572( 43)	.000( 0)	148.572	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	148.572( 22)	.000( 0)	63.358	100.00	.00	42.64
CAPACITY DEFICIENCY 2016	148.572( 22)	.000( 0)	63.358	100.00	.00	42.64

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 390 in WYOMING : US 26 Termini: I-25 - Nebraska SL

RURAL LENGTH 51.649( 23 SECTIONS COVERING 51.649 MILES)  
 URBAN LENGTH 4.541( 11 SECTIONS COVERING 4.541 MILES)  
 TOTAL LENGTH 56.190( 34 SECTIONS COVERING 56.190 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	51.649( 23)	.000( 0)	51.649	100.00	.00	100.00
LANE WIDTH DEFICIENCY	51.649( 23)	.000( 0)	51.649	100.00	.00	100.00
SHOULDER W. DEFICIENCY	51.649( 11)	.000( 0)	37.518	100.00	.00	72.64
VERT. ALIGN. DEFICIENCY	51.649( 23)	.000( 0)	51.649	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	47.649( 22)	4.000( 1)	51.649	92.26	7.74	100.00
SPEED LIMIT DEFICIENCY	38.670( 17)	12.979( 6)	51.649	74.87	25.13	100.00
CAPACITY DEFICIENCY 1996	49.079( 21)	2.570( 1)	51.463	95.02	4.98	99.64
CAPACITY DEFICIENCY 2016	45.064( 20)	6.585( 2)	51.463	87.25	12.75	99.64

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	4.541( 11)	.000( 0)	4.541	100.00	.00	100.00
LANE WIDTH DEFICIENCY	4.541( 11)	.000( 0)	4.541	100.00	.00	100.00
SHOULDER W. DEFICIENCY	4.541( 5)	.000( 0)	2.165	100.00	.00	47.68
VERT. ALIGN. DEFICIENCY	4.541( 11)	.000( 0)	4.541	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	4.541( 11)	.000( 0)	4.541	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	3.459( 6)	1.082( 5)	4.541	76.17	23.83	100.00
CAPACITY DEFICIENCY 1996	4.223( 10)	.318( 1)	4.541	93.00	7.00	100.00
CAPACITY DEFICIENCY 2016	4.541( 11)	.000( 0)	4.541	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	56.190( 34)	.000( 0)	56.190	100.00	.00	100.00
LANE WIDTH DEFICIENCY	56.190( 34)	.000( 0)	56.190	100.00	.00	100.00
SHOULDER W. DEFICIENCY	56.190( 16)	.000( 0)	39.683	100.00	.00	70.62
VERT. ALIGN. DEFICIENCY	56.190( 34)	.000( 0)	56.190	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	52.190( 33)	4.000( 1)	56.190	92.88	7.12	100.00
SPEED LIMIT DEFICIENCY	42.129( 23)	14.061( 11)	56.190	74.98	25.02	100.00
CAPACITY DEFICIENCY 1996	53.302( 31)	2.888( 2)	56.004	94.86	5.14	99.67
CAPACITY DEFICIENCY 2016	49.605( 31)	6.585( 2)	56.004	88.28	11.72	99.67

Note: The numbers in ( ) indicate the number of sample sections

Super-Segment NO 560 in WYOMING : US 287 Termini: Colorado SL - I-80

RURAL LENGTH 20.986( 11 SECTIONS COVERING 20.986 MILES)  
 URBAN LENGTH 3.472( 3 SECTIONS COVERING 3.472 MILES)  
 TOTAL LENGTH 24.458( 14 SECTIONS COVERING 24.458 MILES)

R U R A L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	20.986( 11)	.000( 0)	20.986	100.00	.00	100.00
LANE WIDTH DEFICIENCY	20.986( 11)	.000( 0)	20.986	100.00	.00	100.00
SHOULDER W. DEFICIENCY	20.986( 9)	.000( 0)	20.936	100.00	.00	99.76
VERT. ALIGN. DEFICIENCY	20.986( 11)	.000( 0)	20.986	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	20.986( 11)	.000( 0)	20.986	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	20.986( 11)	.000( 0)	20.986	100.00	.00	100.00
CAPACITY DEFICIENCY 1996	20.986( 8)	.000( 0)	19.336	100.00	.00	92.14
CAPACITY DEFICIENCY 2016	12.872( 4)	8.114( 4)	19.336	61.34	38.66	92.14

U R B A N S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	3.472( 3)	.000( 0)	3.472	100.00	.00	100.00
LANE WIDTH DEFICIENCY	3.472( 3)	.000( 0)	3.472	100.00	.00	100.00
SHOULDER W. DEFICIENCY	3.472( 3)	.000( 0)	3.472	100.00	.00	100.00
VERT. ALIGN. DEFICIENCY	3.472( 3)	.000( 0)	3.472	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	3.472( 3)	.000( 0)	3.472	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	2.877( 2)	.595( 1)	3.472	82.86	17.14	100.00
CAPACITY DEFICIENCY 1996	3.472( 3)	.000( 0)	3.472	100.00	.00	100.00
CAPACITY DEFICIENCY 2016	3.472( 3)	.000( 0)	3.472	100.00	.00	100.00

A L L S E C T I O N S

	EXPANDED LENGTH (MI)		SAMPLE LENGTH	% OF EXPANDED LENGTH		SAMPLE RATE
	ADEQUATE	DEFICIENT		ADEQUATE	DEFICIENT	
PAVEMENT DEFICIENCY	24.458( 14)	.000( 0)	24.458	100.00	.00	100.00
LANE WIDTH DEFICIENCY	24.458( 14)	.000( 0)	24.458	100.00	.00	100.00
SHOULDER W. DEFICIENCY	24.458( 12)	.000( 0)	24.408	100.00	.00	99.80
VERT. ALIGN. DEFICIENCY	24.458( 14)	.000( 0)	24.458	100.00	.00	100.00
HORIZ. ALIGN. DEFICIENCY	24.458( 14)	.000( 0)	24.458	100.00	.00	100.00
SPEED LIMIT DEFICIENCY	23.863( 13)	.595( 1)	24.458	97.57	2.43	100.00
CAPACITY DEFICIENCY 1996	24.458( 11)	.000( 0)	22.808	100.00	.00	93.25
CAPACITY DEFICIENCY 2016	16.344( 7)	8.114( 4)	22.808	66.82	33.18	93.25

Note: The numbers in ( ) indicate the number of sample sections

# Appendix D

## PERFORMANCE RESULTS

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Two listings are included in Appendix D, both of which depict performance results as explained in Chapter 3. The first report is WTTN Operating Speed under three different scenarios: **Existing Conditions**, **Performance Enhanced Average Daily**, and **Performance Enhanced Peak Hour**. Each is alphabetized by state and listed in supersegment order number by state, showing performance data by supersegment.

Within each supersegment, performance results are shown by functional classification as represented within the supersegment, using the following abbreviations:

R. Int	Rural Interstate
R. OPA	Rural Other Principal Arterial
R. MiA	Rural Minor Arterial
U Int	Urban Interstate
U OFE	Urban Other Freeway and Expressway
U. OPA	Urban Other Principal Arterial
U. MiA	Urban Minor Arterial
S. Truck	Single Truck
C. Truck	Combination Truck

Each supersegment's data is listed for the mileage sampled (**Total Sample**), the expanded total (**Total**), and travel time (**Time (HR)**).

Columns across the page list other supersegment attributes, some duplicated from other reports (**GIS Length (MI)** and **Sample Length (MI)**). Other column data includes:

- **Average No. Lane** is the weighted average number of lanes for all mileage in the supersegment.
- **Target Speed** is the weighted average Minimum Tolerable Speed for the supersegment, using the MTC truck speed from Exhibit 3-2.

- **Speed Limit** is the weighted average speed limit of the highway supersegment mileage, as contained in the HPMS data and/or data provided by the states.
- **Design Speed** is the average Weighted Design Speed, as contained in the HPMS data and/or data provided by the states.
- **Average AADT** is the weighted average 1996 average annual daily traffic as reported in the HPMS data base and/or data provided by the states.
- **Average Daily Speed** is expressed for both **S.Truck** (single unit trucks) and **C.Truck** (combination trucks), using the process explained in Chapter 3. This speed is the average of both peak and off-peak operating speeds on the supersegment over a 24-hour period.
- **Peak Hour Speed** of both types of vehicles is expressed for peak hour, as defined by the K-factor reported in the HPMS data base. This makes no attempt to define *when* the peak hour occurs, as this varies greatly by location. It is an expression of operating speed whenever the peak hour occurs on the section.

The **Performance Enhancement** listing is actually two reports showing potential improvements in operating speed under **average daily** and **peak hour** conditions. It lists information in the same order as the first report (alphabetically by state, then numerically by supersegment number within each state). This report details information described in Chapter 3 relative to enhanced operating speed and the impact on truck operating speed if improvements are made to pavement condition, alignment, congestion, and speed limit, *in that order*. Please see the explanation of this process beginning on page 3-41 of the report.

For each of the four deficiency categories mentioned above, revised truck operating speeds are reported for both single and combination trucks. The methodology shows the **cumulative** impact on operating speed of addressing these deficiencies. Thus, the column listing improved operating speed under **Curves and Grades** includes the benefit from improved **Pavement Condition**. Likewise, operating speeds listed under **Congestion** includes benefits from pavement and alignment improvements. The final set of columns (**Speed Limit**) includes benefits from each of the other three improvement categories.

The second report summarizes the exact same data by WTTN Trade Corridor.

**WTTN-Operating Speeds  
Arizona Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>21</b>	<b>I-8</b>	<b>California SL - I-10 S. Phoenix</b>									
R.Int		164.4	4.0	65.0	69.8	70.0	7,125	65.2	65.2	65.2	65.2
U.Int		14.0	4.0	40.0	56.8	70.0	13,945	59.1	59.1	59.1	59.1
Total Sample		178.3									
<b>TOTAL Time (HR)</b>	<b>178.3</b>		<b>4.0</b>	<b>62.0</b>	<b>68.6</b>	<b>70.0</b>	<b>7,659</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>
								<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>
<b>31</b>	<b>I-10</b>	<b>California SL - Phoenix</b>									
R.Int		105.5	4.0	65.0	68.1	70.0	15,719	64.9	64.9	64.9	64.9
U.Int		26.7	4.1	40.0	69.3	70.0	25,325	64.4	64.4	63.7	63.7
Total Sample		132.1									
<b>TOTAL Time (HR)</b>	<b>132.1</b>		<b>4.0</b>	<b>57.7</b>	<b>68.4</b>	<b>70.0</b>	<b>17,658</b>	<b>64.8</b>	<b>64.8</b>	<b>64.6</b>	<b>64.6</b>
								<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>
<b>32</b>	<b>I-10</b>	<b>Through Phoenix</b>									
U.Int		29.8	8.3	40.0	55.1	70.0	148,487	51.8	51.8	21.5	21.5
Total Sample		29.8									
<b>TOTAL Time (HR)</b>	<b>29.8</b>		<b>8.3</b>	<b>40.0</b>	<b>55.1</b>	<b>70.0</b>	<b>148,487</b>	<b>51.8</b>	<b>51.8</b>	<b>21.5</b>	<b>21.5</b>
								<b>0.6</b>	<b>0.6</b>	<b>1.4</b>	<b>1.4</b>
<b>33</b>	<b>I-10</b>	<b>Phoenix UL - I-19 @ Tucson</b>									
R.Int		76.5	4.1	65.0	67.4	70.0	35,038	64.7	64.7	62.9	62.9
U.Int		22.0	4.8	40.0	63.2	70.0	55,593	61.5	61.5	35.6	35.6
Total Sample		98.5									
<b>TOTAL Time (HR)</b>	<b>98.5</b>		<b>4.2</b>	<b>57.0</b>	<b>66.4</b>	<b>70.0</b>	<b>39,622</b>	<b>64.0</b>	<b>64.0</b>	<b>53.8</b>	<b>53.8</b>
								<b>1.5</b>	<b>1.5</b>	<b>1.8</b>	<b>1.8</b>
<b>34</b>	<b>I-10</b>	<b>I-19 @ Tucson - New Mexico SL</b>									
R.Int		126.8	4.0	65.0	67.3	70.0	16,382	65.5	65.5	65.4	65.4
U.Int		5.1	5.2	40.0	55.0	70.0	53,518	57.4	57.4	35.7	35.6
Total Sample		131.9									
<b>TOTAL Time (HR)</b>	<b>131.9</b>		<b>4.0</b>	<b>63.5</b>	<b>66.7</b>	<b>70.0</b>	<b>17,818</b>	<b>65.1</b>	<b>65.1</b>	<b>63.3</b>	<b>63.3</b>
								<b>2.0</b>	<b>2.0</b>	<b>2.1</b>	<b>2.1</b>

D-3



## WTTN-Operating Speeds Arizona Results - Existing Conditions

D-4

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>60</b>	<b>I-19</b>		<b>Mexico - I-10 @ Tucson</b>								
R.Int		46.0	4.0	65.0	61.5	70.0	17,242	62.1	62.1	62.1	62.1
U.Int		17.3	4.0	40.0	60.4	70.0	23,583	61.0	61.0	61.0	61.0
Total Sample		63.3									
<b>TOTAL</b>	<b>63.3</b>		<b>4.0</b>	<b>55.5</b>	<b>61.2</b>	<b>70.0</b>	<b>18,976</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>
<b>Time (HR)</b>								<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>61</b>	<b>US 60/US 93</b>		<b>I-17 @ Phoenix - I40</b>								
R.OPA		131.1	2.2	53.1	51.0	70.0	6,956	47.8	47.8	42.4	42.3
U.OPA		10.8	4.0	35.0	45.7	70.0	18,987	30.2	30.2	27.8	27.8
Total Sample		141.9									
<b>TOTAL</b>	<b>161.0</b>		<b>2.3</b>	<b>51.1</b>	<b>50.5</b>	<b>70.0</b>	<b>7,875</b>	<b>45.8</b>	<b>45.7</b>	<b>40.7</b>	<b>40.7</b>
<b>Time (HR)</b>								<b>3.5</b>	<b>3.5</b>	<b>4.0</b>	<b>4.0</b>
<b>62</b>	<b>US 93</b>		<b>I-40 - Nevada SL</b>								
R.OPA		52.7	3.9	54.6	54.6	70.0	9,043	53.8	53.8	53.2	53.1
U.OPA		1.9	3.4	35.0	45.1	70.0	21,129	25.3	25.3	25.0	25.0
Total Sample		70.4									
<b>TOTAL</b>	<b>70.4</b>		<b>3.9</b>	<b>53.8</b>	<b>54.3</b>	<b>70.0</b>	<b>9,366</b>	<b>52.2</b>	<b>52.2</b>	<b>51.6</b>	<b>51.6</b>
<b>Time (HR)</b>								<b>1.3</b>	<b>1.3</b>	<b>1.4</b>	<b>1.4</b>
<b>130</b>	<b>I-40</b>		<b>California SL - US 93 @ Kingman</b>								
R.Int		47.9	4.0	65.0	65.0	70.0	11,597	65.4	65.4	65.4	65.4
Total Sample		47.9									
<b>TOTAL</b>	<b>47.9</b>		<b>4.0</b>	<b>65.0</b>	<b>65.0</b>	<b>70.0</b>	<b>11,597</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>
<b>Time (HR)</b>								<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>
<b>131</b>	<b>I-40</b>		<b>US 93 @ Kingman - US 93</b>								
R.Int		16.2	4.0	65.0	65.0	70.0	21,452	65.7	65.7	64.3	64.3
U.Int		7.4	4.0	40.0	65.0	70.0	20,674	64.9	64.9	64.9	64.9
Total Sample		23.6									
<b>TOTAL</b>	<b>23.6</b>		<b>4.0</b>	<b>54.3</b>	<b>65.0</b>	<b>70.0</b>	<b>21,207</b>	<b>65.5</b>	<b>65.5</b>	<b>64.5</b>	<b>64.5</b>
<b>Time (HR)</b>								<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>

## WTTN-Operating Speeds Arizona Results - Existing Conditions

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>132</b>	<b>I-40</b>		<b>US 93 - I-17 @ Flagstaff</b>								
R.Int		120.6	4.0	64.0	65.0	70.0	12,730	65.5	65.5	65.5	65.5
U.Int		2.9	4.0	40.0	65.0	70.0	14,407	64.9	64.9	64.9	64.9
Total Sample		123.5									
<b>TOTAL</b>	<b>123.5</b>		<b>4.0</b>	<b>63.2</b>	<b>65.0</b>	<b>70.0</b>	<b>12,769</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>
<b>Time (HR)</b>								<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>
<b>133</b>	<b>I-40</b>		<b>I-17 @ Flagstaff - New Mexico SL</b>								
R.Int		148.7	4.0	65.0	65.0	70.0	16,892	64.9	64.9	64.9	64.9
U.Int		15.8	4.0	40.0	65.0	70.0	16,026	64.3	64.3	64.3	64.3
Total Sample		164.5									
<b>TOTAL</b>	<b>164.5</b>		<b>4.0</b>	<b>61.3</b>	<b>65.0</b>	<b>70.0</b>	<b>16,809</b>	<b>64.9</b>	<b>64.9</b>	<b>64.9</b>	<b>64.9</b>
<b>Time (HR)</b>								<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>
<b>715</b>	<b>I-15</b>		<b>Nevada SL - Utah SL (through AZ)</b>								
R.Int		29.4	4.0	58.4	59.5	70.0	14,553	62.2	62.2	62.1	62.1
Total Sample		29.4									
<b>TOTAL</b>	<b>29.4</b>		<b>4.0</b>	<b>58.4</b>	<b>59.5</b>	<b>70.0</b>	<b>14,553</b>	<b>62.2</b>	<b>62.2</b>	<b>62.1</b>	<b>62.1</b>
<b>Time (HR)</b>								<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>
<b>730</b>	<b>I-17</b>		<b>I-40 @ Flagstaff to I-10 @ Phoenix</b>								
R.Int		114.3	4.0	57.7	65.5	70.0	22,424	65.2	65.2	64.5	64.5
U.Int		31.5	5.5	40.0	57.4	70.0	106,696	45.4	45.4	22.0	22.0
Total Sample		145.8									
<b>TOTAL</b>	<b>145.8</b>		<b>4.3</b>	<b>52.7</b>	<b>63.6</b>	<b>70.0</b>	<b>40,618</b>	<b>59.6</b>	<b>59.6</b>	<b>45.5</b>	<b>45.5</b>
<b>Time (HR)</b>								<b>2.4</b>	<b>2.4</b>	<b>3.2</b>	<b>3.2</b>

D-5

## Arizona Results - Performance Enhancement Average Daily Speed

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements								
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>21</b>	<b>I-8</b>		<b>California SL - I-10 S. Phoenix</b>													
R.Int		164.4	4.0	65.0	7,125	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2
U.Int		14.0	4.0	40.0	13,945	59.1	59.1	59.1	59.1	59.1	59.1	59.1	59.1	59.1	59.1	59.1
Total Sample		178.3														
<b>TOTAL</b>	<b>178.3</b>		<b>4.0</b>	<b>62.0</b>	<b>7,659</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>
<b>Time (HR)</b>						<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>
<b>31</b>	<b>I-10</b>		<b>California SL - Phoenix</b>													
R.Int		105.5	4.0	65.0	15,719	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	65.7	65.7
U.Int		26.7	4.1	40.0	25,325	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4
Total Sample		132.1														
<b>TOTAL</b>	<b>132.1</b>		<b>4.0</b>	<b>57.7</b>	<b>17,658</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>65.4</b>	<b>65.4</b>
<b>Time (HR)</b>						<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>
<b>32</b>	<b>I-10</b>		<b>Through Phoenix</b>													
U.Int		29.8	8.3	40.0	148,487	51.8	51.8	51.8	51.8	51.8	51.8	51.8	57.1	57.1	57.1	57.1
Total Sample		29.8														
<b>TOTAL</b>	<b>29.8</b>		<b>8.3</b>	<b>40.0</b>	<b>148,487</b>	<b>51.8</b>	<b>51.8</b>	<b>51.8</b>	<b>51.8</b>	<b>51.8</b>	<b>51.8</b>	<b>51.8</b>	<b>57.1</b>	<b>57.1</b>	<b>57.1</b>	<b>57.1</b>
<b>Time (HR)</b>						<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>
<b>33</b>	<b>I-10</b>		<b>Phoenix UL - I-19 @ Tucson</b>													
R.Int		76.5	4.1	65.0	35,038	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	65.5	65.5
U.Int		22.0	4.8	40.0	55,593	61.5	61.5	61.5	61.5	61.5	61.5	61.5	62.2	62.2	62.2	62.2
Total Sample		98.5														
<b>TOTAL</b>	<b>98.5</b>		<b>4.2</b>	<b>57.0</b>	<b>39,622</b>	<b>64.0</b>	<b>64.0</b>	<b>64.0</b>	<b>64.0</b>	<b>64.0</b>	<b>64.0</b>	<b>64.0</b>	<b>64.2</b>	<b>64.2</b>	<b>64.7</b>	<b>64.7</b>
<b>Time (HR)</b>						<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>
<b>34</b>	<b>I-10</b>		<b>I-19 @ Tucson - New Mexico SL</b>													
R.Int		126.8	4.0	65.0	16,382	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.7	65.7
U.Int		5.1	5.2	40.0	53,518	57.4	57.4	57.5	57.5	57.5	57.5	57.5	57.6	57.6	57.6	57.6
Total Sample		131.9														
<b>TOTAL</b>	<b>131.9</b>		<b>4.0</b>	<b>63.5</b>	<b>17,818</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.2</b>	<b>65.2</b>	<b>65.3</b>	<b>65.3</b>
<b>Time (HR)</b>						<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>

## Arizona Results - Performance Enhancement Average Daily Speed

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements								
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>60</b>	<b>I-19</b>		<b>Mexico - I-10 @ Tucson</b>													
R.Int		46.0	4.0	65.0	17,242	62.1	62.1	62.2	62.2	62.2	62.2	62.2	62.2	62.2	65.4	65.4
U.Int		17.3	4.0	40.0	23,583	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0
Total Sample		63.3														
<b>TOTAL</b>	<b>63.3</b>		<b>4.0</b>	<b>55.5</b>	<b>18,976</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>64.2</b>	<b>64.2</b>
<b>Time (HR)</b>						<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>61</b>	<b>US 60/US 93</b>		<b>I-17 @ Phoenix - I40</b>													
R.OPA		131.1	2.2	53.1	6,956	47.8	47.8	47.9	47.8	47.9	47.8	48.1	48.0	49.3	49.2	
U.OPA		10.8	4.0	35.0	18,987	30.2	30.2	30.2	30.2	30.2	30.2	30.2	30.2	30.2	30.2	
Total Sample		141.9														
<b>TOTAL</b>	<b>161.0</b>		<b>2.3</b>	<b>51.1</b>	<b>7,875</b>	<b>45.8</b>	<b>45.7</b>	<b>45.8</b>	<b>45.8</b>	<b>45.8</b>	<b>45.8</b>	<b>46.0</b>	<b>46.0</b>	<b>47.0</b>	<b>47.0</b>	
<b>Time (HR)</b>						<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.4</b>	<b>3.4</b>	
<b>62</b>	<b>US 93</b>		<b>I-40 - Nevada SL</b>													
R.OPA		52.7	3.9	54.6	9,043	53.8	53.8	53.8	53.8	53.8	53.8	53.9	53.9	54.2	54.1	
U.OPA		1.9	3.4	35.0	21,129	25.3	25.3	25.3	25.3	25.3	25.3	25.3	25.3	27.8	27.8	
Total Sample		70.4														
<b>TOTAL</b>	<b>70.4</b>		<b>3.9</b>			<b>52.2</b>	<b>52.2</b>	<b>52.2</b>	<b>52.2</b>	<b>52.2</b>	<b>52.2</b>	<b>52.4</b>	<b>52.3</b>	<b>52.8</b>	<b>52.8</b>	
<b>Time (HR)</b>						<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	
<b>130</b>	<b>I-40</b>		<b>California SL - US 93 @ Kingman</b>													
R.Int		47.9	4.0	65.0	11,597	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	
Total Sample		47.9														
<b>TOTAL</b>	<b>47.9</b>		<b>4.0</b>			<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	
<b>Time (HR)</b>						<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	
<b>131</b>	<b>I-40</b>		<b>US 93 @ Kingman - US 93</b>													
R.Int		16.2	4.0	65.0	21,452	65.7	65.7	65.7	65.7	65.7	65.7	65.7	65.7	65.7	65.7	
U.Int		7.4	4.0	40.0	20,674	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	
Total Sample		23.6														
<b>TOTAL</b>	<b>23.6</b>		<b>4.0</b>	<b>54.3</b>	<b>21,207</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	
<b>Time (HR)</b>						<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	

## Arizona Results - Performance Enhancement Average Daily Speed

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements								
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>132</b>	<b>I-40</b>		<b>US 93 - I-17 @ Flagstaff</b>													
R.Int		120.6	4.0	64.0	12,730	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5
U.Int		2.9	4.0	40.0	14,407	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9
Total Sample		123.5														
<b>TOTAL</b>	<b>123.5</b>		<b>4.0</b>	<b>63.2</b>	<b>12,769</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>
<b>Time (HR)</b>						<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>
<b>133</b>	<b>I-40</b>		<b>I-17 @ Flagstaff - New Mexico SL</b>													
R.Int		148.7	4.0	65.0	16,892	64.9	64.9	65.1	65.1	65.1	65.1	65.1	65.1	65.1	65.1	65.1
U.Int		15.8	4.0	40.0	16,026	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3
Total Sample		164.5														
<b>TOTAL</b>	<b>164.5</b>		<b>4.0</b>	<b>61.3</b>	<b>16,809</b>	<b>64.9</b>	<b>64.9</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>
<b>Time (HR)</b>						<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>
<b>715</b>	<b>I-15</b>		<b>Nevada SL - Utah SL (through AZ)</b>													
R.Int		29.4	4.0	58.4	14,553	62.2	62.2	62.2	62.2	62.2	62.2	62.2	62.2	62.2	65.5	65.5
Total Sample		29.4														
<b>TOTAL</b>	<b>29.4</b>		<b>4.0</b>	<b>58.4</b>	<b>14,553</b>	<b>62.2</b>	<b>62.2</b>	<b>62.2</b>	<b>62.2</b>	<b>62.2</b>	<b>62.2</b>	<b>62.2</b>	<b>62.2</b>	<b>62.2</b>	<b>65.5</b>	<b>65.5</b>
<b>Time (HR)</b>						<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.4</b>
<b>730</b>	<b>I-17</b>		<b>I-40 @ Flagstaff to I-10 @ Phoenix</b>													
R.Int		114.3	4.0	57.7	22,424	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2
U.Int		31.5	5.5	40.0	106,696	45.4	45.4	45.4	45.4	45.4	45.4	45.4	58.7	58.7	58.7	58.7
Total Sample		145.8														
<b>TOTAL</b>	<b>145.8</b>		<b>4.3</b>	<b>52.7</b>	<b>40,618</b>	<b>59.6</b>	<b>59.6</b>	<b>59.6</b>	<b>59.6</b>	<b>59.6</b>	<b>59.6</b>	<b>59.6</b>	<b>63.7</b>	<b>63.7</b>	<b>63.7</b>	<b>63.7</b>
<b>Time (HR)</b>						<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>

8-D

- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
Arizona Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements								
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>21</b>	<b>I-8</b>															
			<b>California SL - I-10 S. Phoenix</b>													
R.Int		164.4	4.0	65.0	7,125	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2
U.Int		14.0	4.0	40.0	13,945	59.1	59.1	59.1	59.1	59.1	59.1	59.1	59.1	59.1	59.1	59.1
Total Sample		178.3														
<b>TOTAL</b>	<b>178.3</b>		<b>4.0</b>	<b>62.0</b>	<b>7,659</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>
<b>Time (HR)</b>						<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>
<b>31</b>	<b>I-10</b>															
			<b>California SL - Phoenix</b>													
R.Int		105.5	4.0	65.0	15,719	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	65.7	65.7
U.Int		26.7	4.1	40.0	25,325	63.7	63.7	63.7	63.7	63.7	63.7	63.7	63.7	63.7	63.7	63.7
Total Sample		132.1														
<b>TOTAL</b>	<b>132.1</b>		<b>4.0</b>	<b>57.7</b>	<b>17,658</b>	<b>64.6</b>	<b>64.6</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>65.3</b>	<b>65.3</b>
<b>Time (HR)</b>						<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>
<b>32</b>	<b>I-10</b>															
			<b>Through Phoenix</b>													
U.Int		29.8	8.3	40.0	148,487	21.5	21.5	21.5	21.5	21.5	21.5	21.5	55.8	55.8	55.8	55.8
Total Sample		29.8														
<b>TOTAL</b>	<b>29.8</b>		<b>8.3</b>	<b>40.0</b>	<b>148,487</b>	<b>21.5</b>	<b>21.5</b>	<b>21.5</b>	<b>21.5</b>	<b>21.5</b>	<b>21.5</b>	<b>21.5</b>	<b>55.8</b>	<b>55.8</b>	<b>55.8</b>	<b>55.8</b>
<b>Time (HR)</b>						<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>
<b>33</b>	<b>I-10</b>															
			<b>Phoenix UL - I-19 @ Tucson</b>													
R.Int		76.5	4.1	65.0	35,038	62.9	62.9	62.9	62.9	62.9	62.9	62.9	63.6	63.6	64.0	64.0
U.Int		22.0	4.8	40.0	55,593	35.6	35.6	35.6	35.6	35.6	35.6	35.6	61.4	61.4	61.4	61.4
Total Sample		98.5														
<b>TOTAL</b>	<b>98.5</b>		<b>4.2</b>	<b>57.0</b>	<b>39,622</b>	<b>53.8</b>	<b>53.8</b>	<b>53.8</b>	<b>53.8</b>	<b>53.8</b>	<b>53.8</b>	<b>53.8</b>	<b>63.1</b>	<b>63.1</b>	<b>63.4</b>	<b>63.4</b>
<b>Time (HR)</b>						<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>
<b>34</b>	<b>I-10</b>															
			<b>I-19 @ Tucson - New Mexico SL</b>													
R.Int		126.8	4.0	65.0	16,382	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.6	65.6
U.Int		5.1	5.2	40.0	53,518	35.7	35.6	35.7	35.6	35.7	35.6	35.7	35.6	56.8	56.8	56.8
Total Sample		131.9														
<b>TOTAL</b>	<b>131.9</b>		<b>4.0</b>	<b>63.5</b>	<b>17,818</b>	<b>63.3</b>	<b>63.3</b>	<b>63.4</b>	<b>63.4</b>	<b>63.4</b>	<b>63.4</b>	<b>63.4</b>	<b>65.1</b>	<b>65.1</b>	<b>65.2</b>	<b>65.2</b>
<b>Time (HR)</b>						<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>
<b>60</b>	<b>I-19</b>															
			<b>Mexico - I-10 @ Tucson</b>													
R.Int		46.0	4.0	65.0	17,242	62.1	62.1	62.2	62.2	62.2	62.2	62.2	62.2	62.2	65.4	65.4
U.Int		17.3	4.0	40.0	23,583	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0
Total Sample		63.3														
<b>TOTAL</b>	<b>63.3</b>		<b>4.0</b>	<b>55.5</b>	<b>18,976</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>61.8</b>	<b>64.2</b>	<b>64.2</b>
<b>Time (HR)</b>						<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>

**WTTN-Operating Speeds  
Arizona Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements									
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>61</b>	<b>US 60/US 93</b>																
		131.1	2.2	53.1	6,956	42.4	42.3	42.4	42.4	42.4	42.4	46.7	46.7	47.6	47.6		
		10.8	4.0	35.0	18,987	27.8	27.8	27.8	27.8	27.8	27.8	29.7	29.7	29.7	29.7		
		141.9															
	<b>161.0</b>		<b>2.3</b>	<b>51.1</b>	<b>7,875</b>	<b>40.7</b>	<b>40.7</b>	<b>40.8</b>	<b>40.7</b>	<b>40.8</b>	<b>40.7</b>	<b>44.8</b>	<b>44.7</b>	<b>45.5</b>	<b>45.5</b>		
						<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>3.6</b>	<b>3.6</b>	<b>3.5</b>	<b>3.5</b>		
<b>62</b>	<b>US 93</b>																
		52.7	3.9	54.6	9,043	53.2	53.1	53.2	53.1	53.2	53.1	53.7	53.6	53.9	53.8		
		1.9	3.4	35.0	21,129	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	27.4	27.4		
		70.4															
	<b>70.4</b>		<b>3.9</b>	<b>53.8</b>	<b>9,366</b>	<b>51.6</b>	<b>51.6</b>	<b>51.6</b>	<b>51.6</b>	<b>51.6</b>	<b>51.6</b>	<b>52.1</b>	<b>52.0</b>	<b>52.5</b>	<b>52.5</b>		
						<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.3</b>	<b>1.3</b>		
<b>130</b>	<b>I-40</b>																
		47.9	4.0	65.0	11,597	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4		
		47.9															
	<b>47.9</b>		<b>4.0</b>	<b>65.0</b>	<b>11,597</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>	<b>65.4</b>		
						<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>		
<b>131</b>	<b>I-40</b>																
		16.2	4.0	65.0	21,452	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3		
		7.4	4.0	40.0	20,674	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9		
		23.6															
	<b>23.6</b>		<b>4.0</b>	<b>54.3</b>	<b>21,207</b>	<b>64.5</b>	<b>64.5</b>	<b>64.5</b>	<b>64.5</b>	<b>64.5</b>	<b>64.5</b>	<b>64.5</b>	<b>64.5</b>	<b>64.5</b>	<b>64.5</b>		
						<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>		
<b>132</b>	<b>I-40</b>																
		120.6	4.0	64.0	12,730	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5		
		2.9	4.0	40.0	14,407	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9		
		123.5															
	<b>123.5</b>		<b>4.0</b>	<b>63.2</b>	<b>12,769</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>		
						<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>		
<b>133</b>	<b>I-40</b>																
		148.7	4.0	65.0	16,892	64.9	64.9	65.1	65.1	65.1	65.1	65.1	65.1	65.1	65.1		
		15.8	4.0	40.0	16,026	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3		
		164.5															
	<b>164.5</b>		<b>4.0</b>	<b>61.3</b>	<b>16,809</b>	<b>64.9</b>	<b>64.9</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>		
						<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>		

D-10

**WTTN-Operating Speeds  
Arizona Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements									
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>715</b>	<b>I-15</b>		<b>Nevada SL - Utah SL (through AZ)</b>														
R.Int		29.4	4.0	58.4	14,553	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	62.1	65.4	65.4
Total Sample		29.4															
<b>TOTAL</b>			<b>4.0</b>	<b>58.4</b>	<b>14,553</b>	<b>62.1</b>	<b>62.1</b>	<b>62.1</b>	<b>62.1</b>	<b>62.1</b>	<b>62.1</b>	<b>62.1</b>	<b>62.1</b>	<b>62.1</b>	<b>62.1</b>	<b>65.4</b>	<b>65.4</b>
<b>Time (HR)</b>						<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.4</b>
<b>730</b>	<b>I-17</b>		<b>I-40 @ Flagstaff to I-10 @ Phoenix</b>														
R.Int		114.3	4.0	57.7	22,424	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.5	64.5
U.Int		31.5	5.5	40.0	106,696	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	58.0	58.0	58.0	58.0
Total Sample		145.8															
<b>TOTAL</b>			<b>4.3</b>	<b>52.7</b>	<b>40,618</b>	<b>45.5</b>	<b>45.5</b>	<b>45.5</b>	<b>45.5</b>	<b>45.5</b>	<b>45.5</b>	<b>45.5</b>	<b>45.5</b>	<b>63.0</b>	<b>63.0</b>	<b>63.0</b>	<b>63.0</b>
<b>Time (HR)</b>						<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>

- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.



**WTTN-Operating Speeds  
California Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>1</b>	<b>I-5</b>		<b>In San Diego</b>								
U.Int		16.3	8.7	40.0	65.0	69.6	145,815	53.2	49.8	21.6	21.3
Total Sample		56.3									
<b>TOTAL</b>	<b>56.3</b>		<b>8.7</b>	<b>40.0</b>	<b>65.0</b>	<b>69.6</b>	<b>145,815</b>	<b>53.2</b>	<b>49.8</b>	<b>21.6</b>	<b>21.3</b>
<b>Time (HR)</b>								<b>1.1</b>	<b>1.1</b>	<b>2.6</b>	<b>2.6</b>
<b>2</b>	<b>I-5</b>		<b>San Diego - Los Angeles</b>								
R.Int		10.3	8.0	65.0	65.0	70.0	114,096	56.5	53.1	52.7	49.6
Total Sample		15.9									
<b>TOTAL</b>	<b>15.9</b>		<b>8.0</b>	<b>65.0</b>	<b>65.0</b>	<b>70.0</b>	<b>114,096</b>	<b>56.5</b>	<b>53.1</b>	<b>52.7</b>	<b>49.6</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>3</b>	<b>I-5</b>		<b>Thru Los Angeles (San Clemente - Santa Clarita)</b>								
U.Int		43.9	8.1	40.0	64.7	70.0	170,405	41.1	39.4	16.3	16.3
Total Sample		103.6									
<b>TOTAL</b>	<b>103.6</b>		<b>8.1</b>	<b>40.0</b>	<b>64.7</b>	<b>70.0</b>	<b>170,405</b>	<b>41.1</b>	<b>39.4</b>	<b>16.3</b>	<b>16.3</b>
<b>Time (HR)</b>								<b>2.5</b>	<b>2.6</b>	<b>6.3</b>	<b>6.4</b>
<b>4</b>	<b>I-5</b>		<b>Los Angeles - Sacramento</b>								
R.Int		179.8	4.9	64.4	69.0	70.0	27,311	57.6	54.4	57.3	54.2
U.Int		19.1	6.2	40.0	67.2	70.0	75,599	57.4	56.0	38.3	37.5
Total Sample		333.7									
<b>TOTAL</b>	<b>333.7</b>		<b>5.0</b>	<b>61.9</b>	<b>68.9</b>	<b>70.0</b>	<b>30,554</b>	<b>57.6</b>	<b>54.5</b>	<b>55.5</b>	<b>52.6</b>
<b>Time (HR)</b>								<b>5.8</b>	<b>6.1</b>	<b>6.0</b>	<b>6.3</b>
<b>5</b>	<b>I-5</b>		<b>Through Sacramento</b>								
U.Int		12.0	6.8	40.0	65.0	70.0	91,292	56.4	54.2	43.4	41.7
Total Sample		16.1									
<b>TOTAL</b>	<b>16.1</b>		<b>6.8</b>	<b>40.0</b>	<b>65.0</b>	<b>70.0</b>	<b>91,292</b>	<b>56.4</b>	<b>54.2</b>	<b>43.4</b>	<b>41.7</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.3</b>	<b>0.4</b>	<b>0.4</b>
<b>6</b>	<b>I-5</b>		<b>Sacramento - Oregon SL</b>								
R.Int		134.4	4.0	64.0	67.3	70.0	18,781	57.5	53.7	57.3	53.5
U.Int		37.9	4.2	40.0	65.9	70.0	30,305	59.0	56.6	58.6	56.2
Total Sample		270.8									
<b>TOTAL</b>	<b>270.8</b>		<b>4.0</b>	<b>59.0</b>	<b>67.1</b>	<b>70.0</b>	<b>20,415</b>	<b>57.8</b>	<b>54.1</b>	<b>57.5</b>	<b>53.8</b>
<b>Time (HR)</b>								<b>4.7</b>	<b>5.0</b>	<b>4.7</b>	<b>5.0</b>
<b>20</b>	<b>I-8</b>		<b>In San Diego</b>								
R.Int		1.8	4.0	50.0	65.0	70.0	5,400	50.2	38.4	50.2	38.4
U.Int		14.5	8.1	40.0	65.0	70.0	156,388	46.5	42.7	19.6	19.2
U.OFE		1.2	8.0	40.0	65.0	70.0	122,908	58.5	57.4	43.2	41.4
Total Sample		27.4									
<b>TOTAL</b>	<b>27.4</b>		<b>7.8</b>	<b>40.5</b>	<b>65.0</b>	<b>70.0</b>	<b>144,311</b>	<b>47.4</b>	<b>43.2</b>	<b>21.3</b>	<b>20.6</b>
<b>Time (HR)</b>								<b>0.6</b>	<b>0.6</b>	<b>1.3</b>	<b>1.3</b>

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**WTTN-Operating Speeds  
California Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>21</b>	<b>I-8</b>		<b>San Diego UL - Arizona SL</b>								
R.Int		124.8	4.0	63.9	69.0	70.0	10,228	56.9	52.8	56.9	52.8
U.Int		4.9	4.0	40.0	66.5	70.0	19,423	58.8	56.3	58.8	56.3
Total Sample		143.6									
<b>TOTAL Time (HR)</b>	<b>144</b>		<b>4.0</b>	<b>61.3</b>	<b>68.8</b>	<b>70.0</b>	<b>10,886</b>	<b>57.1</b>	<b>53.0</b>	<b>57.0</b>	<b>53.0</b>
								<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.7</b>
<b>30</b>	<b>I-10</b>		<b>Through Los Angeles (Santa Monica - Palm Springs)</b>								
U.Int		48.3	8.2	40.0	65.0	69.2	184,788	38.6	37.7	15.9	15.8
Total Sample		85.3									
<b>TOTAL Time (HR)</b>	<b>85.9</b>		<b>8.2</b>	<b>40.0</b>	<b>65.0</b>	<b>69.2</b>	<b>184,788</b>	<b>38.6</b>	<b>37.7</b>	<b>15.9</b>	<b>15.8</b>
								<b>2.2</b>	<b>2.3</b>	<b>5.4</b>	<b>5.4</b>
<b>31</b>	<b>I-10</b>		<b>Palm Springs - Arizona SL</b>								
R.Int		111.4	4.7	65.0	70.0	70.0	23,817	59.4	55.8	58.9	55.3
U.Int		21.9	6.4	40.0	69.1	70.0	48,797	55.9	53.3	53.0	50.5
Total Sample		155.7									
<b>TOTAL Time (HR)</b>	<b>155.7</b>		<b>4.9</b>	<b>59.7</b>	<b>69.9</b>	<b>70.0</b>	<b>27,337</b>	<b>58.9</b>	<b>55.4</b>	<b>58.0</b>	<b>54.6</b>
								<b>2.6</b>	<b>2.8</b>	<b>2.7</b>	<b>2.9</b>
<b>130</b>	<b>I-40</b>		<b>I-15 - Arizona SL</b>								
R.Int		142.0	4.0	65.0	70.0	70.0	10,888	59.3	55.3	59.3	55.3
U.Int		12.6	4.0	40.0	70.0	70.0	12,854	62.4	62.4	62.4	62.4
Total Sample		154.6									
<b>TOTAL Time (HR)</b>	<b>157</b>		<b>4.0</b>	<b>61.8</b>	<b>70.0</b>	<b>70.0</b>	<b>11,049</b>	<b>59.6</b>	<b>55.8</b>	<b>59.6</b>	<b>55.8</b>
								<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>
<b>170</b>	<b>I-80</b>		<b>In San Francisco</b>								
U.Int		21.9	8.3	40.0	61.1	69.8	155,027	45.6	42.1	17.4	17.1
Total Sample		32.4									
<b>TOTAL Time (HR)</b>	<b>32.4</b>		<b>8.3</b>	<b>40.0</b>	<b>61.1</b>	<b>69.8</b>	<b>155,027</b>	<b>45.6</b>	<b>42.1</b>	<b>17.4</b>	<b>17.1</b>
								<b>0.7</b>	<b>0.8</b>	<b>1.9</b>	<b>1.9</b>
<b>171</b>	<b>I-80</b>		<b>San Francisco UL - Sacramento UL</b>								
R.Int		13.7	6.9	65.0	65.0	70.0	99,819	61.1	59.3	49.4	48.2
U.Int		21.2	8.0	40.0	65.0	70.0	122,998	55.8	52.8	21.5	21.2
Total Sample		36.7									
<b>TOTAL Time (HR)</b>	<b>36.7</b>		<b>7.5</b>	<b>47.8</b>	<b>65.0</b>	<b>70.0</b>	<b>113,177</b>	<b>57.9</b>	<b>55.4</b>	<b>28.3</b>	<b>27.8</b>
								<b>0.6</b>	<b>0.7</b>	<b>1.3</b>	<b>1.3</b>

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**WTTN-Operating Speeds  
California Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>172</b>	<b>I-80</b>		<b>Through Sacramento</b>								
R.Int		11.5	5.0	64.7	65.0	70.0	68,823	56.6	54.6	34.8	34.0
U.Int		13.6	7.2	40.0	65.0	70.0	115,447	58.5	57.3	18.9	18.8
Total Sample		36.6									
<b>TOTAL</b>	<b>36.6</b>		<b>6.5</b>	<b>46.0</b>	<b>65.0</b>	<b>70.0</b>	<b>99,543</b>	<b>57.8</b>	<b>56.3</b>	<b>22.4</b>	<b>22.2</b>
<b>Time (HR)</b>								<b>0.6</b>	<b>0.7</b>	<b>1.6</b>	<b>1.7</b>
<b>173</b>	<b>I-80</b>		<b>Sacramento UL - Nevada SL (Reno)</b>								
R.Int		50.7	4.6	54.3	64.8	69.9	30,660	53.1	47.5	52.1	46.7
U.Int		9.2	6.6	40.0	65.0	70.0	81,789	55.8	52.9	32.7	31.7
Total Sample		94.4									
<b>TOTAL</b>	<b>94.4</b>		<b>4.8</b>	<b>52.4</b>	<b>64.8</b>	<b>69.9</b>	<b>35,668</b>	<b>53.4</b>	<b>48.0</b>	<b>49.2</b>	<b>44.6</b>
<b>Time (HR)</b>								<b>1.8</b>	<b>2.0</b>	<b>1.9</b>	<b>2.1</b>
<b>250</b>	<b>I-205</b>		<b>I-5 to I-580 E. of San Francisco</b>								
R.Int		0.2	4.0	65.0	65.0	70.0	78,000	53.5	51.7	25.9	25.9
U.Int		1.3	4.0	40.0	65.0	70.0	67,750	53.6	50.5	15.1	15.1
Total Sample		13.0									
<b>TOTAL</b>	<b>13</b>		<b>4.0</b>	<b>53.2</b>	<b>65.0</b>	<b>70.0</b>	<b>74,365</b>	<b>53.5</b>	<b>51.3</b>	<b>20.7</b>	<b>20.7</b>
<b>Time (HR)</b>								<b>0.2</b>	<b>0.3</b>	<b>0.6</b>	<b>0.6</b>
<b>260</b>	<b>I-215</b>		<b>I-15 @ Temecula to I-15 N. San Bernadino</b>								
R.Int		0.6	4.0	65.0	70.0	70.0	31,531	51.9	49.6	50.6	48.4
U.Int		24.5	5.3	40.0	65.2	70.0	108,741	46.0	43.2	20.7	20.2
U.OFE		21.4	5.1	40.0	67.7	70.0	49,461	60.6	58.8	43.0	42.1
Total Sample		49.5									
<b>TOTAL</b>	<b>49.5</b>		<b>5.2</b>	<b>40.2</b>	<b>66.4</b>	<b>70.0</b>	<b>78,544</b>	<b>52.3</b>	<b>49.8</b>	<b>28.1</b>	<b>27.5</b>
<b>Time (HR)</b>								<b>0.9</b>	<b>1.0</b>	<b>1.8</b>	<b>1.8</b>
<b>300</b>	<b>I-405</b>		<b>I-5 in Los Angeles to I-5 @ Irvine</b>								
U.Int		72.1	9.6	40.0	65.0	70.0	245,455	37.3	36.3	15.3	15.3
Total Sample		72.1									
<b>TOTAL</b>	<b>72.1</b>		<b>9.6</b>	<b>40.0</b>	<b>65.0</b>	<b>70.0</b>	<b>245,455</b>	<b>37.3</b>	<b>36.3</b>	<b>15.3</b>	<b>15.3</b>
<b>Time (HR)</b>								<b>1.9</b>	<b>2.0</b>	<b>4.7</b>	<b>4.7</b>
<b>310</b>	<b>I-580</b>		<b>I-5 to S 238 in San Francisco</b>								
R.Int		3.3	8.4	65.0	65.0	70.0	177,000	46.0	40.9	25.6	24.9
U.Int		22.0	7.9	40.0	64.0	70.0	144,765	49.8	47.6	18.1	18.0
Total Sample		55.5									
<b>TOTAL</b>	<b>55.5</b>		<b>8.0</b>	<b>43.6</b>	<b>64.2</b>	<b>70.0</b>	<b>151,612</b>	<b>49.0</b>	<b>46.0</b>	<b>19.3</b>	<b>19.1</b>
<b>Time (HR)</b>								<b>1.1</b>	<b>1.2</b>	<b>2.9</b>	<b>2.9</b>

D-14

**WTTN-Operating Speeds  
California Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>320</b>	<b>I-710</b>		<b>Long Beach to I-5</b>								
U.Int		19.7	7.8	40.0	65.0	70.0	184,871	41.3	40.4	14.9	14.9
U.OFE		1.0	6.0	40.0	55.0	70.0	42,025	46.7	42.8	45.8	41.7
Total Sample		25.6									
<b>TOTAL</b>	<b>25.6</b>		<b>7.4</b>	<b>40.0</b>	<b>62.4</b>	<b>70.0</b>	<b>151,663</b>	<b>42.5</b>	<b>40.9</b>	<b>17.7</b>	<b>17.5</b>
<b>Time (HR)</b>								<b>0.6</b>	<b>0.6</b>	<b>1.5</b>	<b>1.5</b>
<b>330</b>	<b>I-805</b>		<b>I-5 to I-15 in San Diego</b>								
U.Int		6.6	8.3	40.0	65.0	70.0	122,093	51.6	47.5	21.7	21.4
Total Sample		14.3									
<b>TOTAL</b>	<b>14.3</b>		<b>8.3</b>	<b>40.0</b>	<b>65.0</b>	<b>70.0</b>	<b>122,093</b>	<b>51.6</b>	<b>47.5</b>	<b>21.7</b>	<b>21.4</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.3</b>	<b>0.7</b>	<b>0.7</b>
<b>340</b>	<b>I-880</b>		<b>I-80 to S 238 in San Francisco</b>								
U.Int		17.0	6.6	40.0	65.0	70.0	156,084	43.7	42.9	15.5	15.4
Total Sample		17.0									
<b>TOTAL</b>	<b>17</b>		<b>6.6</b>	<b>40.0</b>	<b>65.0</b>	<b>70.0</b>	<b>156,084</b>	<b>43.7</b>	<b>42.9</b>	<b>15.5</b>	<b>15.4</b>
<b>Time (HR)</b>								<b>0.4</b>	<b>0.4</b>	<b>1.1</b>	<b>1.1</b>
<b>500</b>	<b>US 97</b>		<b>I-5 @ Weed, CA - Oregon SL</b>								
R.OPA		36.3	2.1	54.6	51.3	69.9	3,272	45.2	41.0	42.2	38.4
Total Sample		54.4									
<b>TOTAL</b>	<b>54.4</b>		<b>2.1</b>	<b>54.6</b>	<b>51.3</b>	<b>69.9</b>	<b>3,272</b>	<b>45.2</b>	<b>41.0</b>	<b>42.2</b>	<b>38.4</b>
<b>Time (HR)</b>								<b>1.2</b>	<b>1.3</b>	<b>1.3</b>	<b>1.4</b>
<b>600</b>	<b>S 7/86/78</b>		<b>Mexico to I-10</b>								
R.OPA		27.7	3.6	55.0	61.2	70.0	7,471	54.5	52.8	53.5	51.9
R.MiA		8.6	4.0	55.0	60.7	68.8	13,713	60.7	60.7	60.7	60.7
U.OFE		1.1	4.0	40.0	55.0	70.0	12,759	57.8	57.8	57.8	57.8
U.OPA		5.8	4.0	35.0	41.1	61.6	17,976	29.5	29.4	29.5	29.4
U.Col		0.6	2.0	35.0	55.0	60.0	16,035	24.9	24.9	21.7	21.7
Total Sample		85.0									
<b>TOTAL</b>	<b>90.3</b>		<b>3.7</b>	<b>52.2</b>	<b>58.8</b>	<b>69.1</b>	<b>9,115</b>	<b>51.4</b>	<b>50.1</b>	<b>50.6</b>	<b>49.4</b>
<b>Time (HR)</b>								<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>
<b>620</b>	<b>S 58</b>		<b>S 99 to Barstow</b>								
R.OPA		23.5	3.5	50.6	58.9	68.3	15,821	49.2	43.7	47.5	42.6
U.OFE		8.3	5.0	40.0	65.0	68.6	45,726	58.5	55.3	53.9	50.9
U.OPA		4.5	2.8	35.0	40.0	60.0	18,403	24.9	24.8	23.2	23.2
Total Sample		145.1									
<b>TOTAL</b>	<b>145.1</b>		<b>3.7</b>	<b>47.9</b>	<b>57.9</b>	<b>67.7</b>	<b>19,442</b>	<b>47.3</b>	<b>42.8</b>	<b>45.3</b>	<b>41.4</b>
<b>Time (HR)</b>								<b>3.1</b>	<b>3.4</b>	<b>3.2</b>	<b>3.5</b>

D-15

**WTTN-Operating Speeds  
California Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>630</b>	<b>S 60</b>		<b>I-10 in Los Angeles to I-10 near Beaumont, CA</b>								
R.OPA		7.6	4.0	55.0	65.0	70.0	31,114	64.4	64.4	63.1	63.1
U.OFE		37.2	5.4	40.0	65.0	70.0	107,735	45.6	44.3	19.7	19.6
Total Sample		70.6									
<b>TOTAL Time (HR)</b>	<b>70.6</b>		<b>5.2</b>	<b>41.2</b>	<b>65.0</b>	<b>70.0</b>	<b>99,523</b>	<b>47.1</b>	<b>45.8</b>	<b>21.2</b>	<b>21.1</b>
								<b>1.5</b>	<b>1.5</b>	<b>3.3</b>	<b>3.3</b>
<b>650</b>	<b>S 94/125</b>		<b>San Diego (I-5 to I-8)</b>								
U.OFE		8.6	8.0	40.0	65.0	70.0	127,413	54.7	51.2	18.9	18.9
Total Sample		9.6									
<b>TOTAL Time (HR)</b>	<b>14.1</b>		<b>8.0</b>	<b>40.0</b>	<b>65.0</b>	<b>70.0</b>	<b>127,413</b>	<b>54.7</b>	<b>51.2</b>	<b>18.9</b>	<b>18.9</b>
								<b>0.3</b>	<b>0.3</b>	<b>0.7</b>	<b>0.7</b>
<b>660</b>	<b>S 99</b>		<b>I-5 S. Bakersfield to I-5 @ Sacramento</b>								
R.OPA		86.9	4.8	55.0	67.7	70.0	40,484	62.0	61.7	57.6	57.3
U.OFE		97.2	5.1	40.0	65.5	70.0	64,456	58.3	56.8	36.7	35.9
Total Sample		297.7									
<b>TOTAL Time (HR)</b>	<b>297.7</b>		<b>4.9</b>	<b>46.7</b>	<b>66.6</b>	<b>70.0</b>	<b>51,831</b>	<b>60.2</b>	<b>59.3</b>	<b>45.3</b>	<b>44.7</b>
								<b>4.9</b>	<b>5.0</b>	<b>6.6</b>	<b>6.7</b>
<b>680</b>	<b>I-238</b>		<b>I-580 to I-880 in SF</b>								
U.Int		2.2	4.0	40.0	65.0	70.0	93,040	40.4	38.0	14.6	14.6
Total Sample		2.2									
<b>TOTAL Time (HR)</b>	<b>2.2</b>		<b>4.0</b>	<b>40.0</b>	<b>65.0</b>	<b>70.0</b>	<b>93,040</b>	<b>40.4</b>	<b>38.0</b>	<b>14.6</b>	<b>14.6</b>
								<b>0.1</b>	<b>0.1</b>	<b>0.2</b>	<b>0.2</b>
<b>690</b>	<b>S 905</b>		<b>I-5 to Mexico</b>								
U.OFE		3.4	4.0	40.0	60.7	70.0	31,153	47.7	41.5	47.7	41.5
Total Sample		3.4									
<b>TOTAL Time (HR)</b>	<b>5.2</b>		<b>4.0</b>	<b>40.0</b>	<b>60.7</b>	<b>70.0</b>	<b>31,153</b>	<b>47.7</b>	<b>41.5</b>	<b>47.7</b>	<b>41.5</b>
								<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>
<b>700</b>	<b>I-15</b>		<b>In San Diego</b>								
U.Int		18.0	9.3	40.0	65.0	70.0	155,096	42.6	41.2	19.6	19.5
U.OFE		2.0	6.0	40.0	65.0	70.0	46,499	49.2	45.9	46.2	43.0
U.OPA		1.0	4.0	35.0	35.0	52.2	39,090	20.7	20.7	11.1	11.1
Total Sample		36.8									
<b>TOTAL Time (HR)</b>	<b>36.8</b>		<b>8.7</b>	<b>39.8</b>	<b>63.5</b>	<b>69.4</b>	<b>136,642</b>	<b>42.3</b>	<b>40.7</b>	<b>20.9</b>	<b>20.7</b>
								<b>0.9</b>	<b>0.9</b>	<b>1.8</b>	<b>1.8</b>

D-16

**WTTN-Operating Speeds  
California Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>710</b>	<b>I-15</b>		<b>San Diego UL - Los Angeles (Temecula)</b>								
R.Int		12.0	6.5	65.0	70.0	70.0	72,131	61.2	60.7	50.6	50.3
U.Int		22.9	6.9	40.0	67.6	70.0	73,886	58.3	56.1	47.4	45.7
Total Sample		54.9									
<b>TOTAL Time (HR)</b>	<b>54.9</b>		<b>6.7</b>	<b>51.6</b>	<b>69.0</b>	<b>70.0</b>	<b>72,862</b>	<b>59.9</b>	<b>58.7</b>	<b>49.2</b>	<b>48.3</b>
								<b>0.9</b>	<b>0.9</b>	<b>1.1</b>	<b>1.1</b>
<b>711</b>	<b>I-15</b>		<b>Through LA UZA (Temecula - San Bernadino)</b>								
U.Int		23.9	7.4	40.0	61.0	70.0	100,039	53.7	49.5	25.0	23.9
Total Sample		28.1									
<b>TOTAL Time (HR)</b>	<b>28.1</b>		<b>7.4</b>	<b>40.0</b>	<b>61.0</b>	<b>70.0</b>	<b>100,039</b>	<b>53.7</b>	<b>49.5</b>	<b>25.0</b>	<b>23.9</b>
								<b>0.5</b>	<b>0.6</b>	<b>1.1</b>	<b>1.2</b>
<b>712</b>	<b>I-15</b>		<b>N. San Bernadino (Los Angeles UZA) - I-40</b>								
R.Int		33.3	6.3	65.0	70.0	70.0	65,760	53.7	48.0	48.9	44.0
U.Int		22.8	4.9	40.0	70.0	70.0	51,744	57.1	52.7	52.1	48.6
Total Sample		63.3									
<b>TOTAL Time (HR)</b>	<b>63.3</b>		<b>5.8</b>	<b>53.1</b>	<b>70.0</b>	<b>70.0</b>	<b>60,719</b>	<b>54.9</b>	<b>49.6</b>	<b>50.0</b>	<b>45.6</b>
								<b>1.2</b>	<b>1.3</b>	<b>1.3</b>	<b>1.4</b>
<b>713</b>	<b>I-15</b>		<b>I-40 - Nevada SL</b>								
R.Int		15.9	4.5	65.0	70.0	70.0	25,608	65.0	65.0	65.0	65.0
Total Sample		110.4									
<b>TOTAL Time (HR)</b>	<b>110.4</b>		<b>4.5</b>	<b>65.0</b>	<b>70.0</b>	<b>70.0</b>	<b>25,608</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>
								<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>

D-17

**WTTN-Operating Speeds  
California Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Average Daily Speed		Average Daily Speed for Cumulative Improvements									
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>1</b>	<b>I-5</b>																
			<b>In San Diego</b>														
U.Int		16.3	8.7	40.0	145,815	53.2	49.8	53.5	50.1	53.5	50.1	55.6	51.9	55.6	51.9		
Total Sample		56.3															
<b>TOTAL</b>			8.7	40.0	145,815	53.2	49.8	53.5	50.1	53.5	50.1	55.6	51.9	55.6	51.9		
<b>Time (HR)</b>						1.1	1.1	1.1	1.1	1.1	1.1	1.0	1.1	1.0	1.1		
<b>2</b>	<b>I-5</b>																
			<b>San Diego - Los Angeles</b>														
R.Int		10.3	8.0	65.0	114,096	56.5	53.1	56.6	53.2	56.6	53.2	56.6	53.2	56.6	53.2	56.6	53.2
Total Sample		15.9															
<b>TOTAL</b>			8.0	65.0	114,096	56.5	53.1	56.6	53.2	56.6	53.2	56.6	53.2	56.6	53.2	56.6	53.2
<b>Time (HR)</b>						0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
<b>3</b>	<b>I-5</b>																
			<b>Thru Los Angeles (San Clemente - Santa Clarita)</b>														
U.Int		43.9	8.1	40.0	170,405	41.1	39.4	43.7	41.7	43.7	41.7	55.3	52.0	55.3	52.0		
Total Sample		103.6															
<b>TOTAL</b>			8.1	40.0	170,405	41.1	39.4	43.7	41.7	43.7	41.7	55.3	52.0	55.3	52.0		
<b>Time (HR)</b>						2.5	2.6	2.4	2.5	2.4	2.5	1.9	2.0	1.9	2.0		
<b>4</b>	<b>I-5</b>																
			<b>Los Angeles - Sacramento</b>														
R.Int		179.8	4.9	64.4	27,311	57.6	54.4	59.0	55.6	59.0	55.6	59.0	55.6	59.0	55.6	59.0	55.6
U.Int		19.1	6.2	40.0	75,599	57.4	56.0	59.5	58.0	59.5	58.0	59.6	58.0	59.6	58.0	59.6	58.0
Total Sample		333.7															
<b>TOTAL</b>			5.0	61.9	30,554	57.6	54.5	59.1	55.8	59.1	55.8	59.1	55.8	59.1	55.8	59.1	55.8
<b>Time (HR)</b>						5.8	6.1	5.7	6.0	5.7	6.0	5.7	6.0	5.7	6.0	5.7	6.0
<b>5</b>	<b>I-5</b>																
			<b>Through Sacramento</b>														
U.Int		12.0	6.8	40.0	91,292	56.4	54.2	57.6	55.3	57.6	55.3	57.6	55.3	57.6	55.3	57.6	55.3
Total Sample		16.1															
<b>TOTAL</b>			6.8	40.0	91,292	56.4	54.2	57.6	55.3	57.6	55.3	57.6	55.3	57.6	55.3	57.6	55.3
<b>Time (HR)</b>						0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
<b>6</b>	<b>I-5</b>																
			<b>Sacramento - Oregon SL</b>														
R.Int		134.4	4.0	64.0	18,781	57.5	53.7	58.2	54.2	58.2	54.2	58.2	54.2	58.2	54.2	58.2	54.2
U.Int		37.9	4.2	40.0	30,305	59.0	56.6	59.4	56.8	59.4	56.8	59.4	56.8	59.4	56.8	59.4	56.8
Total Sample		270.8															
<b>TOTAL</b>			4.0	59.0	20,415	57.8	54.1	58.4	54.6	58.4	54.6	58.4	54.6	58.4	54.6	58.4	54.6
<b>Time (HR)</b>						4.7	5.0	4.6	5.0	4.6	5.0	4.6	5.0	4.6	5.0	4.6	5.0
<b>20</b>	<b>I-8</b>																
			<b>In San Diego</b>														
R.Int		1.8	4.0	50.0	5,400	50.2	38.4	50.2	38.4	50.2	38.4	50.2	38.4	50.2	38.4	50.2	38.4
U.Int		14.5	8.1	40.0	156,388	46.5	42.7	47.6	43.6	47.6	43.6	53.6	48.3	53.6	48.3	53.6	48.3
U.OFE		1.2	8.0	40.0	122,908	58.5	57.4	58.6	57.4	58.6	57.4	58.6	57.5	58.6	57.5	58.6	57.5
Total Sample		27.4															
<b>TOTAL</b>			7.8	40.5	144,311	47.4	43.2	48.4	44.0	48.4	44.0	53.7	48.1	53.7	48.1	53.7	48.1
<b>Time (HR)</b>						0.6	0.6	0.6	0.6	0.6	0.6	0.5	0.6	0.5	0.6	0.5	0.6
<b>21</b>	<b>I-8</b>																
			<b>San Diego UL - Arizona SL</b>														
R.Int		124.8	4.0	63.9	10,228	56.9	52.8	57.4	53.2	57.4	53.2	57.4	53.2	57.4	53.2	57.4	53.2
U.Int		4.9	4.0	40.0	19,423	58.8	56.3	59.0	56.4	59.0	56.4	59.0	56.4	59.0	56.4	59.0	56.4
Total Sample		143.6															
<b>TOTAL</b>			4.0	61.3	10,886	57.1	53.0	57.5	53.5	57.5	53.5	57.5	53.5	57.5	53.5	57.7	53.7
<b>Time (HR)</b>						2.5	2.7	2.5	2.7	2.5	2.7	2.5	2.7	2.5	2.7	2.5	2.7

**WTTN-Operating Speeds**  
**California Results - Performance Enhancement**  
**Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements									
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>30</b>	<b>I-10</b>		<b>Through Los Angeles (Santa Monica - Palm Springs)</b>														
U.Int		48.3	8.2	40.0	184,788	38.6	37.7	39.5	38.5	39.5	38.5	55.1	53.1	55.1	53.1		
Total Sample		85.3															
<b>TOTAL</b>	<b>85.9</b>		<b>8.2</b>	<b>40.0</b>	<b>184,788</b>	<b>38.6</b>	<b>37.7</b>	<b>39.5</b>	<b>38.5</b>	<b>39.5</b>	<b>38.5</b>	<b>55.1</b>	<b>53.1</b>	<b>55.1</b>	<b>53.1</b>		
<b>Time (HR)</b>						<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>		
<b>31</b>	<b>I-10</b>		<b>Palm Springs - Arizona SL</b>														
R.Int		111.4	4.7	65.0	23,817	59.4	55.8	59.4	55.8	59.4	55.8	59.4	55.8	59.4	55.8	59.4	55.8
U.Int		21.9	6.4	40.0	48,797	55.9	53.3	57.2	54.4	57.2	54.4	57.2	54.4	57.2	54.4	57.2	54.4
Total Sample		155.7															
<b>TOTAL</b>	<b>155.7</b>		<b>4.9</b>	<b>59.7</b>	<b>27,337</b>	<b>58.9</b>	<b>55.4</b>	<b>59.1</b>	<b>55.6</b>	<b>59.1</b>	<b>55.6</b>	<b>59.1</b>	<b>55.6</b>	<b>59.1</b>	<b>55.6</b>	<b>59.1</b>	<b>55.6</b>
<b>Time (HR)</b>						<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>
<b>130</b>	<b>I-40</b>		<b>I-15 - Arizona SL</b>														
R.Int		142.0	4.0	65.0	10,888	59.3	55.3	59.4	55.3	59.4	55.3	59.4	55.3	59.4	55.3	59.4	55.3
U.Int		12.6	4.0	40.0	12,854	62.4	62.4	62.7	62.7	62.7	62.7	62.7	62.7	62.7	62.7	62.7	62.7
Total Sample		154.6															
<b>TOTAL</b>	<b>157.0</b>		<b>4.0</b>	<b>61.8</b>	<b>11,049</b>	<b>59.6</b>	<b>55.8</b>	<b>59.6</b>	<b>55.9</b>	<b>59.6</b>	<b>55.9</b>	<b>59.6</b>	<b>55.9</b>	<b>59.6</b>	<b>55.9</b>	<b>59.6</b>	<b>55.9</b>
<b>Time (HR)</b>						<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>
<b>170</b>	<b>I-80</b>		<b>In San Francisco</b>														
U.Int		21.9	8.3	40.0	155,027	45.6	42.1	46.4	42.7	46.4	42.7	51.6	47.1	51.6	47.1		
Total Sample		32.4															
<b>TOTAL</b>	<b>32.4</b>		<b>8.3</b>	<b>40.0</b>	<b>155,027</b>	<b>45.6</b>	<b>42.1</b>	<b>46.4</b>	<b>42.7</b>	<b>46.4</b>	<b>42.7</b>	<b>51.6</b>	<b>47.1</b>	<b>51.6</b>	<b>47.1</b>		
<b>Time (HR)</b>						<b>0.7</b>	<b>0.8</b>	<b>0.7</b>	<b>0.8</b>	<b>0.7</b>	<b>0.8</b>	<b>0.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.7</b>		
<b>171</b>	<b>I-80</b>		<b>San Francisco UL - Sacramento UL</b>														
R.Int		13.7	6.9	65.0	99,819	61.1	59.3	61.3	59.5	61.3	59.5	61.3	59.5	61.3	59.5	61.3	59.5
U.Int		21.2	8.0	40.0	122,998	55.8	52.8	57.1	53.9	57.1	53.9	57.5	54.3	57.5	54.3	57.5	54.3
Total Sample		36.7															
<b>TOTAL</b>	<b>36.7</b>		<b>7.5</b>	<b>47.8</b>	<b>113,177</b>	<b>57.9</b>	<b>55.4</b>	<b>58.8</b>	<b>56.1</b>	<b>58.8</b>	<b>56.1</b>	<b>59.1</b>	<b>56.4</b>	<b>59.1</b>	<b>56.4</b>	<b>59.1</b>	<b>56.4</b>
<b>Time (HR)</b>						<b>0.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.7</b>
<b>172</b>	<b>I-80</b>		<b>Through Sacramento</b>														
R.Int		11.5	5.0	64.7	68,823	56.6	54.6	57.8	55.6	57.8	55.6	58.2	56.0	58.2	56.0	58.2	56.0
U.Int		13.6	7.2	40.0	115,447	58.5	57.3	59.3	58.1	59.3	58.1	59.7	58.4	59.7	58.4	59.7	58.4
Total Sample		36.6															
<b>TOTAL</b>	<b>36.6</b>		<b>6.5</b>	<b>46.0</b>	<b>99,543</b>	<b>57.8</b>	<b>56.3</b>	<b>58.8</b>	<b>57.2</b>	<b>58.8</b>	<b>57.2</b>	<b>59.2</b>	<b>57.6</b>	<b>59.2</b>	<b>57.6</b>	<b>59.2</b>	<b>57.6</b>
<b>Time (HR)</b>						<b>0.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>
<b>173</b>	<b>I-80</b>		<b>Sacramento UL - Nevada SL (Reno)</b>														
R.Int		50.7	4.6	54.3	30,660	53.1	47.5	55.0	48.9	55.0	48.9	55.0	48.9	55.0	48.9	55.0	48.9
U.Int		9.2	6.6	40.0	81,789	55.8	52.9	56.4	53.5	56.4	53.5	57.3	54.3	57.3	54.3	57.3	54.3
Total Sample		94.4															
<b>TOTAL</b>	<b>94.4</b>		<b>4.8</b>	<b>52.4</b>	<b>35,668</b>	<b>53.4</b>	<b>48.0</b>	<b>55.1</b>	<b>49.3</b>	<b>55.1</b>	<b>49.3</b>	<b>55.2</b>	<b>49.4</b>	<b>55.2</b>	<b>49.4</b>	<b>55.2</b>	<b>49.4</b>
<b>Time (HR)</b>						<b>1.8</b>	<b>2.0</b>	<b>1.7</b>	<b>1.9</b>	<b>1.7</b>	<b>1.9</b>	<b>1.7</b>	<b>1.9</b>	<b>1.7</b>	<b>1.9</b>	<b>1.7</b>	<b>1.9</b>
<b>250</b>	<b>I-205</b>		<b>I-5 to I-580 E. of San Francisco</b>														
R.Int		0.2	4.0	65.0	78,000	53.5	51.7	53.9	52.0	53.9	52.0	54.8	53.1	54.8	53.1	54.8	53.1
U.Int		1.3	4.0	40.0	67,750	53.6	50.5	55.2	51.9	55.2	51.9	55.5	52.2	55.5	52.2	55.5	52.2
Total Sample		13.0															
<b>TOTAL</b>	<b>13.0</b>		<b>4.0</b>	<b>53.2</b>	<b>74,365</b>	<b>53.5</b>	<b>51.3</b>	<b>54.3</b>	<b>51.9</b>	<b>54.3</b>	<b>51.9</b>	<b>55.1</b>	<b>52.8</b>	<b>55.1</b>	<b>52.8</b>	<b>55.1</b>	<b>52.8</b>
<b>Time (HR)</b>						<b>0.2</b>	<b>0.3</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>



**WTTN-Operating Speeds  
California Results - Performance Enhancement  
Average Daily Speed**

D-20

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements									
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>260</b>	<b>I-215</b>		<b>I-15 @ Temecula to I-15 N. San Bernadino</b>														
R.Int		0.6	4.0	65.0	31,531	51.9	49.6	51.9	49.6	51.9	49.6	51.9	49.6	51.9	49.6	51.9	49.6
U.Int		24.5	5.3	40.0	108,741	46.0	43.2	46.0	43.2	46.0	43.2	46.0	43.2	54.5	50.7	54.5	50.7
U.OFE		21.4	5.1	40.0	49,461	60.6	58.8	60.6	58.9	60.6	58.9	60.6	58.9	61.3	59.5	61.3	59.5
Total Sample		49.5															
<b>TOTAL</b>	<b>49.5</b>	<b>49.5</b>	<b>5.2</b>	<b>40.2</b>	<b>78,544</b>	<b>52.3</b>	<b>49.8</b>	<b>52.3</b>	<b>49.8</b>	<b>52.3</b>	<b>49.8</b>	<b>52.3</b>	<b>49.8</b>	<b>57.6</b>	<b>54.7</b>	<b>57.6</b>	<b>54.7</b>
<b>Time (HR)</b>						<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>
<b>300</b>	<b>I-405</b>		<b>I-5 in Los Angeles to I-5 @ Irvine</b>														
U.Int		72.1	9.6	40.0	245,455	37.3	36.3	38.0	37.0	38.0	37.0	38.0	37.0	55.2	52.4	55.2	52.4
Total Sample		72.1															
<b>TOTAL</b>	<b>72.1</b>	<b>72.1</b>	<b>9.6</b>	<b>40.0</b>	<b>245,455</b>	<b>37.3</b>	<b>36.3</b>	<b>38.0</b>	<b>37.0</b>	<b>38.0</b>	<b>37.0</b>	<b>38.0</b>	<b>37.0</b>	<b>55.2</b>	<b>52.4</b>	<b>55.2</b>	<b>52.4</b>
<b>Time (HR)</b>						<b>1.9</b>	<b>2.0</b>	<b>1.9</b>	<b>2.0</b>	<b>1.9</b>	<b>2.0</b>	<b>1.9</b>	<b>2.0</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>
<b>310</b>	<b>I-580</b>		<b>I-5 to S 238 in San Francisco</b>														
R.Int		3.3	8.4	65.0	177,000	46.0	40.9	46.8	41.6	46.8	41.6	46.8	41.6	49.9	44.0	49.9	44.0
U.Int		22.0	7.9	40.0	144,765	49.8	47.6	51.9	49.4	51.9	49.4	51.9	49.4	55.8	52.8	55.8	52.8
Total Sample		55.5															
<b>TOTAL</b>	<b>55.5</b>	<b>55.5</b>	<b>8.0</b>	<b>43.6</b>	<b>151,612</b>	<b>49.0</b>	<b>46.0</b>	<b>50.8</b>	<b>47.5</b>	<b>50.8</b>	<b>47.5</b>	<b>50.8</b>	<b>47.5</b>	<b>54.5</b>	<b>50.7</b>	<b>54.5</b>	<b>50.7</b>
<b>Time (HR)</b>						<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>
<b>320</b>	<b>I-710</b>		<b>Long Beach to I-5</b>														
U.Int		19.7	7.8	40.0	184,871	41.3	40.4	43.2	42.2	43.2	42.2	43.2	42.2	56.0	54.2	56.0	54.2
U.OFE		1.0	6.0	40.0	42,025	46.7	42.8	49.2	44.6	49.2	44.6	49.2	44.6	49.2	44.6	49.2	44.6
Total Sample		25.6															
<b>TOTAL</b>	<b>25.6</b>	<b>25.6</b>	<b>7.4</b>	<b>40.0</b>	<b>151,663</b>	<b>42.5</b>	<b>40.9</b>	<b>44.5</b>	<b>42.8</b>	<b>44.5</b>	<b>42.8</b>	<b>44.5</b>	<b>42.8</b>	<b>54.3</b>	<b>51.6</b>	<b>54.3</b>	<b>51.6</b>
<b>Time (HR)</b>						<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>
<b>330</b>	<b>I-805</b>		<b>I-5 to I-15 in San Diego</b>														
U.Int		6.6	8.3	40.0	122,093	51.6	47.5	53.9	49.3	53.9	49.3	53.9	49.3	54.8	50.1	54.8	50.1
Total Sample		14.3															
<b>TOTAL</b>	<b>14.3</b>	<b>14.3</b>	<b>8.3</b>	<b>40.0</b>	<b>122,093</b>	<b>51.6</b>	<b>47.5</b>	<b>53.9</b>	<b>49.3</b>	<b>53.9</b>	<b>49.3</b>	<b>53.9</b>	<b>49.3</b>	<b>54.8</b>	<b>50.1</b>	<b>54.8</b>	<b>50.1</b>
<b>Time (HR)</b>						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>340</b>	<b>I-880</b>		<b>I-80 to S 238 in San Francisco</b>														
U.Int		17.0	6.6	40.0	156,084	43.7	42.9	43.9	43.1	43.9	43.1	43.9	43.1	57.3	55.9	57.3	55.9
Total Sample		17.0															
<b>TOTAL</b>	<b>17.0</b>	<b>17.0</b>	<b>6.6</b>	<b>40.0</b>	<b>156,084</b>	<b>43.7</b>	<b>42.9</b>	<b>43.9</b>	<b>43.1</b>	<b>43.9</b>	<b>43.1</b>	<b>43.9</b>	<b>43.1</b>	<b>57.3</b>	<b>55.9</b>	<b>57.3</b>	<b>55.9</b>
<b>Time (HR)</b>						<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>500</b>	<b>US 97</b>		<b>I-5 @ Weed, CA - Oregon SL</b>														
R.OPA		36.3	2.1	54.6	3,272	45.2	41.0	45.2	41.0	47.3	44.8	47.4	44.9	49.1	46.3	49.1	46.3
Total Sample		54.4															
<b>TOTAL</b>	<b>54.4</b>	<b>54.4</b>	<b>2.1</b>	<b>54.6</b>	<b>3,272</b>	<b>45.2</b>	<b>41.0</b>	<b>45.2</b>	<b>41.0</b>	<b>47.3</b>	<b>44.8</b>	<b>47.4</b>	<b>44.9</b>	<b>49.1</b>	<b>46.3</b>	<b>49.1</b>	<b>46.3</b>
<b>Time (HR)</b>						<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>
<b>600</b>	<b>S 7/86/78</b>		<b>Mexico to I-10</b>														
R.OPA		27.7	3.6	55.0	7,471	54.5	52.8	54.5	52.8	54.6	52.8	54.6	52.8	54.6	52.8	54.6	52.8
R.Mia		8.6	4.0	55.0	13,713	60.7	60.7	60.7	60.7	60.9	60.9	60.9	60.9	60.9	60.9	61.6	61.6
U.OFE		1.1	4.0	40.0	12,759	57.8	57.8	57.8	57.8	57.8	57.8	57.8	57.8	57.8	57.8	57.8	57.8
U.OPA		5.8	4.0	35.0	17,976	29.5	29.4	30.1	30.1	30.1	30.1	30.1	30.1	30.1	34.5	34.5	34.5
U.Col		0.6	2.0	35.0	16,035	24.9	24.9	25.8	25.7	25.8	25.7	25.8	25.7	25.8	25.8	25.8	25.8
Total Sample		85.0															
<b>TOTAL</b>	<b>90.3</b>	<b>85.0</b>	<b>3.7</b>	<b>52.2</b>	<b>9,115</b>	<b>51.4</b>	<b>50.1</b>	<b>51.5</b>	<b>50.3</b>	<b>51.6</b>	<b>50.3</b>	<b>51.6</b>	<b>50.3</b>	<b>51.6</b>	<b>50.3</b>	<b>52.5</b>	<b>51.2</b>
<b>Time (HR)</b>						<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>

**WTTN-Operating Speeds**  
**California Results - Performance Enhancement**  
**Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements													
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)							
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck						
<b>620</b>	<b>S 58</b>					<b>S 99 to Barstow</b>															
R.OPA		23.5	3.5	50.6	15,821	49.2	43.7	49.2	43.7	50.2	45.6	50.2	45.6	51.5	46.6						
U.OFE		8.3	5.0	40.0	45,726	58.5	55.3	58.5	55.3	58.5	55.3	58.5	55.3	58.5	55.3						
U.OPA		4.5	2.8	35.0	18,403	24.9	24.8	24.9	24.8	25.0	25.0	25.0	25.0	28.1	28.0						
Total Sample		145.1	145.1																		
<b>TOTAL</b>			<b>3.7</b>	<b>47.9</b>	<b>19,442</b>	<b>47.3</b>	<b>42.8</b>	<b>47.3</b>	<b>42.8</b>	<b>48.1</b>	<b>44.3</b>	<b>48.1</b>	<b>44.3</b>	<b>49.7</b>	<b>45.6</b>						
<b>Time (HR)</b>						<b>3.1</b>	<b>3.4</b>	<b>3.1</b>	<b>3.4</b>	<b>3.0</b>	<b>3.3</b>	<b>3.0</b>	<b>3.3</b>	<b>2.9</b>	<b>3.2</b>						
<b>630</b>	<b>S 60</b>					<b>I-10 in Los Angeles to I-10 near Beaumont, CA</b>															
R.OPA		7.6	4.0	55.0	31,114	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4						
U.OFE		37.2	5.4	40.0	107,735	45.6	44.3	46.6	45.1	46.6	45.1	57.3	55.1	57.3	55.1						
Total Sample		70.6																			
<b>TOTAL</b>			<b>5.2</b>	<b>41.2</b>	<b>99,523</b>	<b>47.1</b>	<b>45.8</b>	<b>48.0</b>	<b>46.6</b>	<b>48.0</b>	<b>46.6</b>	<b>58.0</b>	<b>56.0</b>	<b>58.0</b>	<b>56.0</b>						
<b>Time (HR)</b>						<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>						
<b>650</b>	<b>S 94/125</b>					<b>San Diego (I-5 to I-8)</b>															
U.OFE		8.6	8.0	40.0	127,413	54.7	51.2	55.0	51.5	55.0	51.5	55.2	51.7	55.2	51.7						
Total Sample		9.6																			
<b>TOTAL</b>			<b>8.0</b>	<b>40.0</b>	<b>127,413</b>	<b>54.7</b>	<b>51.2</b>	<b>55.0</b>	<b>51.5</b>	<b>55.0</b>	<b>51.5</b>	<b>55.2</b>	<b>51.7</b>	<b>55.2</b>	<b>51.7</b>						
<b>Time (HR)</b>						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>						
<b>660</b>	<b>S 99</b>					<b>I-5 S. Bakersfield to I-5 @ Sacramento</b>															
R.OPA		86.9	4.8	55.0	40,484	62.0	61.7	62.2	61.9	62.2	61.9	62.2	61.9	62.2	61.9						
U.OFE		97.2	5.1	40.0	64,456	58.3	56.8	59.0	57.5	59.0	57.5	59.3	57.7	59.3	57.7						
Total Sample		297.7																			
<b>TOTAL</b>			<b>4.9</b>	<b>46.7</b>	<b>51,831</b>	<b>60.2</b>	<b>59.3</b>	<b>60.6</b>	<b>59.7</b>	<b>60.6</b>	<b>59.7</b>	<b>60.8</b>	<b>59.9</b>	<b>60.8</b>	<b>59.9</b>						
<b>Time (HR)</b>						<b>4.9</b>	<b>5.0</b>	<b>4.9</b>	<b>5.0</b>	<b>4.9</b>	<b>5.0</b>	<b>4.9</b>	<b>5.0</b>	<b>4.9</b>	<b>5.0</b>						
<b>680</b>	<b>I-238</b>					<b>I-580 to I-880 in SF</b>															
U.Int		2.2	4.0	40.0	93,040	40.4	38.0	44.4	41.4	44.4	41.4	51.8	47.8	51.8	47.8						
Total Sample		2.2																			
<b>TOTAL</b>			<b>4.0</b>	<b>40.0</b>	<b>93,040</b>	<b>40.4</b>	<b>38.0</b>	<b>44.4</b>	<b>41.4</b>	<b>44.4</b>	<b>41.4</b>	<b>51.8</b>	<b>47.8</b>	<b>51.8</b>	<b>47.8</b>						
<b>Time (HR)</b>						<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>						
<b>690</b>	<b>S 905</b>					<b>I-5 to Mexico</b>															
U.OFE		3.4	4.0	40.0	31,153	47.7	41.5	50.0	43.2	50.0	43.2	50.0	43.2	50.0	43.2						
Total Sample		3.4																			
<b>TOTAL</b>			<b>4.0</b>	<b>40.0</b>	<b>31,153</b>	<b>47.7</b>	<b>41.5</b>	<b>50.0</b>	<b>43.2</b>	<b>50.0</b>	<b>43.2</b>	<b>50.0</b>	<b>43.2</b>	<b>50.0</b>	<b>43.2</b>						
<b>Time (HR)</b>						<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>						
<b>700</b>	<b>I-15</b>					<b>In San Diego</b>															
U.Int		18.0	9.3	40.0	155,096	42.6	41.2	42.9	41.4	42.9	41.4	56.0	53.5	56.0	53.5						
U.OFE		2.0	6.0	40.0	46,499	49.2	45.9	52.4	48.4	52.4	48.4	52.4	48.4	52.4	48.4						
U.OPA		1.0	4.0	35.0	39,090	20.7	20.7	22.4	22.3	22.4	22.3	22.7	22.7	28.0	27.9						
Total Sample		36.8																			
<b>TOTAL</b>			<b>8.7</b>	<b>39.8</b>	<b>136,642</b>	<b>42.3</b>	<b>40.7</b>	<b>42.9</b>	<b>41.3</b>	<b>42.9</b>	<b>41.3</b>	<b>53.4</b>	<b>50.9</b>	<b>54.0</b>	<b>51.5</b>						
<b>Time (HR)</b>						<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>						
<b>710</b>	<b>I-15</b>					<b>San Diego UL - Los Angeles (Temecula)</b>															
R.Int		12.0	6.5	65.0	72,131	61.2	60.7	62.0	61.5	62.0	61.5	62.0	61.5	62.0	61.5						
U.Int		22.9	6.9	40.0	73,886	58.3	56.1	58.8	56.6	58.8	56.6	58.8	56.6	58.8	56.6						
Total Sample		54.9																			
<b>TOTAL</b>			<b>6.7</b>	<b>51.6</b>	<b>72,862</b>	<b>59.9</b>	<b>58.7</b>	<b>60.6</b>	<b>59.3</b>	<b>60.6</b>	<b>59.3</b>	<b>60.6</b>	<b>59.4</b>	<b>60.6</b>	<b>59.4</b>						
<b>Time (HR)</b>						<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>						

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**WTTN-Operating Speeds  
California Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements							
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)	
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck
<b>711</b>	<b>I-15</b>					<b>Through LA UZA (Temecula - San Bernadino)</b>									
U.Int		23.9	7.4	40.0	100,039	53.7	49.5	54.4	50.2	54.4	50.2	55.1	50.7	55.1	50.7
Total Sample		28.1													
<b>TOTAL</b>	<b>28.1</b>		<b>7.4</b>	<b>40.0</b>	<b>100,039</b>	<b>53.7</b>	<b>49.5</b>	<b>54.4</b>	<b>50.2</b>	<b>54.4</b>	<b>50.2</b>	<b>55.1</b>	<b>50.7</b>	<b>55.1</b>	<b>50.7</b>
<b>Time (HR)</b>						<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>
<b>712</b>	<b>I-15</b>					<b>N. San Bernadino (Los Angeles UZA) - I-40</b>									
R.Int		33.3	6.3	65.0	65,760	53.7	48.0	55.1	49.1	55.1	49.1	55.1	49.1	55.1	49.1
U.Int		22.8	4.9	40.0	51,744	57.1	52.7	57.1	52.7	57.1	52.7	57.1	52.7	57.1	52.7
Total Sample		63.3													
<b>TOTAL</b>	<b>63.3</b>		<b>5.8</b>	<b>53.1</b>	<b>60,719</b>	<b>54.9</b>	<b>49.6</b>	<b>55.8</b>	<b>50.3</b>	<b>55.8</b>	<b>50.3</b>	<b>55.8</b>	<b>50.3</b>	<b>55.8</b>	<b>50.3</b>
<b>Time (HR)</b>						<b>1.2</b>	<b>1.3</b>	<b>1.1</b>	<b>1.3</b>	<b>1.1</b>	<b>1.3</b>	<b>1.1</b>	<b>1.3</b>	<b>1.1</b>	<b>1.3</b>
<b>713</b>	<b>I-15</b>					<b>I-40 - Nevada SL</b>									
R.Int		15.9	4.5	65.0	25,608	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0
Total Sample		110.4													
<b>TOTAL</b>	<b>110.4</b>		<b>4.5</b>	<b>65.0</b>	<b>25,608</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>
<b>Time (HR)</b>						<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>

- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.  
(2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.  
(3) Congestion does not exceed LOS C for Interstates and LOS D for others.  
(4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
California Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements								
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>1</b>	<b>I-5</b>		<b>In San Diego</b>													
U.Int		16.3	8.7	40.0	145,815	21.6	21.3	21.7	21.4	21.7	21.4	51.9	48.4	51.9	48.4	
Total Sample		56.3														
<b>TOTAL</b>			<b>8.7</b>	<b>40.0</b>	<b>145,815</b>	<b>21.6</b>	<b>21.3</b>	<b>21.7</b>	<b>21.4</b>	<b>21.7</b>	<b>21.4</b>	<b>51.9</b>	<b>48.4</b>	<b>51.9</b>	<b>48.4</b>	
<b>Time (HR)</b>						<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	
<b>2</b>	<b>I-5</b>		<b>San Diego - Los Angeles</b>													
R.Int		10.3	8.0	65.0	114,096	52.7	49.6	52.8	49.7	52.8	49.7	52.8	49.7	52.8	49.7	
Total Sample		15.9														
<b>TOTAL</b>			<b>8.0</b>	<b>65.0</b>	<b>114,096</b>	<b>52.7</b>	<b>49.6</b>	<b>52.8</b>	<b>49.7</b>	<b>52.8</b>	<b>49.7</b>	<b>52.8</b>	<b>49.7</b>	<b>52.8</b>	<b>49.7</b>	
<b>Time (HR)</b>						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	
<b>3</b>	<b>I-5</b>		<b>Thru Los Angeles (San Clemente - Santa Clarita)</b>													
U.Int		43.9	8.1	40.0	170,405	16.3	16.3	17.2	17.1	17.2	17.1	52.3	49.1	52.3	49.1	
Total Sample		103.6														
<b>TOTAL</b>			<b>8.1</b>	<b>40.0</b>	<b>170,405</b>	<b>16.3</b>	<b>16.3</b>	<b>17.2</b>	<b>17.1</b>	<b>17.2</b>	<b>17.1</b>	<b>52.3</b>	<b>49.1</b>	<b>52.3</b>	<b>49.1</b>	
<b>Time (HR)</b>						<b>6.3</b>	<b>6.4</b>	<b>6.0</b>	<b>6.1</b>	<b>6.0</b>	<b>6.1</b>	<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>	
<b>4</b>	<b>I-5</b>		<b>Los Angeles - Sacramento</b>													
R.Int		179.8	4.9	64.4	27,311	57.3	54.2	58.7	55.4	58.7	55.4	58.7	55.4	58.7	55.4	
U.Int		19.1	6.2	40.0	75,599	38.3	37.5	39.8	39.0	39.8	39.0	54.0	52.6	54.0	52.6	
Total Sample		333.7														
<b>TOTAL</b>			<b>5.0</b>	<b>61.9</b>	<b>30,554</b>	<b>55.5</b>	<b>52.6</b>	<b>56.9</b>	<b>53.8</b>	<b>56.9</b>	<b>53.8</b>	<b>58.4</b>	<b>55.2</b>	<b>58.4</b>	<b>55.2</b>	
<b>Time (HR)</b>						<b>6.0</b>	<b>6.3</b>	<b>5.9</b>	<b>6.2</b>	<b>5.9</b>	<b>6.2</b>	<b>5.7</b>	<b>6.0</b>	<b>5.7</b>	<b>6.0</b>	
<b>5</b>	<b>I-5</b>		<b>Through Sacramento</b>													
U.Int		12.0	6.8	40.0	91,292	43.4	41.7	44.1	42.5	44.1	42.5	52.9	50.8	52.9	50.8	
Total Sample		16.1														
<b>TOTAL</b>			<b>6.8</b>	<b>40.0</b>	<b>91,292</b>	<b>43.4</b>	<b>41.7</b>	<b>44.1</b>	<b>42.5</b>	<b>44.1</b>	<b>42.5</b>	<b>52.9</b>	<b>50.8</b>	<b>52.9</b>	<b>50.8</b>	
<b>Time (HR)</b>						<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	
<b>6</b>	<b>I-5</b>		<b>Sacramento - Oregon SL</b>													
R.Int		134.4	4.0	64.0	18,781	57.3	53.5	58.0	54.0	58.0	54.0	58.1	54.1	58.1	54.1	
U.Int		37.9	4.2	40.0	30,305	58.6	56.2	59.0	56.5	59.0	56.5	59.0	56.5	59.0	56.5	
Total Sample		270.8														
<b>TOTAL</b>			<b>4.0</b>	<b>59.0</b>	<b>20,415</b>	<b>57.5</b>	<b>53.8</b>	<b>58.1</b>	<b>54.3</b>	<b>58.1</b>	<b>54.3</b>	<b>58.2</b>	<b>54.4</b>	<b>58.2</b>	<b>54.4</b>	
<b>Time (HR)</b>						<b>4.7</b>	<b>5.0</b>	<b>4.7</b>	<b>5.0</b>	<b>4.7</b>	<b>5.0</b>	<b>4.7</b>	<b>5.0</b>	<b>4.7</b>	<b>5.0</b>	
<b>20</b>	<b>I-8</b>		<b>In San Diego</b>													
R.Int		1.8	4.0	50.0	5,400	50.2	38.4	50.2	38.4	50.2	38.4	50.2	38.4	50.2	38.4	
U.Int		14.5	8.1	40.0	156,388	19.6	19.2	20.2	19.7	20.2	19.7	51.2	46.1	51.2	46.1	
U.OFE		1.2	8.0	40.0	122,908	43.2	41.4	43.3	41.5	43.3	41.5	53.1	51.6	53.1	51.6	
Total Sample		27.4														
<b>TOTAL</b>			<b>7.8</b>	<b>40.5</b>	<b>144,311</b>	<b>21.3</b>	<b>20.6</b>	<b>21.8</b>	<b>21.1</b>	<b>21.8</b>	<b>21.1</b>	<b>51.3</b>	<b>45.9</b>	<b>51.3</b>	<b>45.9</b>	
<b>Time (HR)</b>						<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>	
<b>21</b>	<b>I-8</b>		<b>San Diego UL - Arizona SL</b>													
R.Int		124.8	4.0	63.9	10,228	56.9	52.8	57.4	53.2	57.4	53.2	57.4	53.2	57.6	53.4	
U.Int		4.9	4.0	40.0	19,423	58.8	56.3	59.0	56.4	59.0	56.4	59.0	56.4	59.0	56.4	
Total Sample		143.6														

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**WTTN-Operating Speeds  
California Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements							
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)	
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck
<b>TOTAL</b>	144.0		4.0	61.3	10,886	57.0	53.0	57.5	53.4	57.5	53.4	57.5	53.4	57.7	53.6
<b>Time (HR)</b>						2.5	2.7	2.5	2.7	2.5	2.7	2.5	2.7	2.5	2.7
<b>30</b>	<b>I-10</b>		<b>Through Los Angeles (Santa Monica - Palm Springs)</b>												
U.Int		48.3	8.2	40.0	184,788	15.9	15.8	16.2	16.2	16.2	16.2	52.6	50.6	52.6	50.6
Total Sample		85.3													
<b>TOTAL</b>	85.9		8.2	40.0	184,788	15.9	15.8	16.2	16.2	16.2	16.2	52.6	50.6	52.6	50.6
<b>Time (HR)</b>						5.4	5.4	5.3	5.3	5.3	5.3	1.6	1.7	1.6	1.7
<b>31</b>	<b>I-10</b>		<b>Palm Springs - Arizona SL</b>												
R.Int		111.4	4.7	65.0	23,817	58.9	55.3	58.9	55.3	58.9	55.3	58.9	55.3	58.9	55.3
U.Int		21.9	6.4	40.0	48,797	53.0	50.5	54.2	51.6	54.2	51.6	54.7	52.0	54.7	52.0
Total Sample		155.7													
<b>TOTAL</b>	155.7		4.9	59.7	27,337	58.0	54.6	58.2	54.8	58.2	54.8	58.3	54.8	58.3	54.8
<b>Time (HR)</b>						2.7	2.9	2.7	2.8	2.7	2.8	2.7	2.8	2.7	2.8
<b>130</b>	<b>I-40</b>		<b>I-15 - Arizona SL</b>												
R.Int		142.0	4.0	65.0	10,888	59.3	55.3	59.4	55.3	59.4	55.3	59.4	55.3	59.4	55.3
U.Int		12.6	4.0	40.0	12,854	62.4	62.4	62.7	62.7	62.7	62.7	62.7	62.7	62.7	62.7
Total Sample		154.6													
<b>TOTAL</b>	157.0		4.0	61.8	11,049	59.6	55.8	59.6	55.9	59.6	55.9	59.6	55.9	59.6	55.9
<b>Time (HR)</b>						2.6	2.8	2.6	2.8	2.6	2.8	2.6	2.8	2.6	2.8
<b>170</b>	<b>I-80</b>		<b>In San Francisco</b>												
U.Int		21.9	8.3	40.0	155,027	17.4	17.1	17.8	17.5	17.8	17.5	49.5	45.2	49.5	45.2
Total Sample		32.4													
<b>TOTAL</b>	32.4		8.3	40.0	155,027	17.4	17.1	17.8	17.5	17.8	17.5	49.5	45.2	49.5	45.2
<b>Time (HR)</b>						1.9	1.9	1.8	1.9	1.8	1.9	0.7	0.7	0.7	0.7
<b>171</b>	<b>I-80</b>		<b>San Francisco UL - Sacramento UL</b>												
R.Int		13.7	6.9	65.0	99,819	49.4	48.2	49.5	48.3	49.5	48.3	55.6	54.1	55.6	54.1
U.Int		21.2	8.0	40.0	122,998	21.5	21.2	22.0	21.6	22.0	21.6	53.0	50.2	53.0	50.2
Total Sample		36.7													
<b>TOTAL</b>	36.7		7.5	47.8	113,177	28.3	27.8	28.8	28.3	28.8	28.3	54.1	51.8	54.1	51.8
<b>Time (HR)</b>						1.3	1.3	1.3	1.3	1.3	1.3	0.7	0.7	0.7	0.7
<b>172</b>	<b>I-80</b>		<b>Through Sacramento</b>												
R.Int		11.5	5.0	64.7	68,823	34.8	34.0	35.2	34.4	35.2	34.4	55.9	53.9	55.9	53.9
U.Int		13.6	7.2	40.0	115,447	18.9	18.8	19.0	19.0	19.0	19.0	54.5	53.4	54.5	53.4
Total Sample		36.6													
<b>TOTAL</b>	36.6		6.5	46.0	99,543	22.4	22.2	22.6	22.4	22.6	22.4	54.9	53.5	54.9	53.5
<b>Time (HR)</b>						1.6	1.7	1.6	1.6	1.6	1.6	0.7	0.7	0.7	0.7
<b>173</b>	<b>I-80</b>		<b>Sacramento UL - Nevada SL (Reno)</b>												
R.Int		50.7	4.6	54.3	30,660	52.1	46.7	53.9	48.0	53.9	48.0	53.9	48.0	53.9	48.0
U.Int		9.2	6.6	40.0	81,789	32.7	31.7	33.0	31.9	33.0	31.9	52.3	49.5	52.3	49.5
Total Sample		94.4													
<b>TOTAL</b>	94.4		4.8	52.4	35,668	49.2	44.6	50.8	45.8	50.8	45.8	53.8	48.2	53.8	48.2
<b>Time (HR)</b>						1.9	2.1	1.9	2.1	1.9	2.1	1.8	2.0	1.8	2.0

**WTTN-Operating Speeds  
California Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements								
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>250</b>	<b>I-205</b>		<b>I-5 to I-580 E. of San Francisco</b>													
R.Int		0.2	4.0	65.0	78,000	25.9	25.9	26.0	26.0	26.0	26.0	54.1	52.3	54.1	52.3	
U.Int		1.3	4.0	40.0	67,750	15.1	15.1	15.5	15.5	15.5	15.5	52.2	49.2	52.2	49.2	
Total Sample		13.0														
<b>TOTAL</b>	<b>13.0</b>		<b>4.0</b>	<b>53.2</b>	<b>74,365</b>	<b>20.7</b>	<b>20.7</b>	<b>21.0</b>	<b>21.0</b>	<b>21.0</b>	<b>21.0</b>	<b>53.4</b>	<b>51.1</b>	<b>53.4</b>	<b>51.1</b>	
<b>Time (HR)</b>						<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.2</b>	<b>0.3</b>	<b>0.2</b>	<b>0.3</b>	
<b>260</b>	<b>I-215</b>		<b>I-15 @ Temecula to I-15 N. San Bernadino</b>													
R.Int		0.6	4.0	65.0	31,531	50.6	48.4	50.6	48.4	50.6	48.4	50.6	48.4	50.6	48.4	
U.Int		24.5	5.3	40.0	108,741	20.7	20.2	20.8	20.2	20.8	20.2	52.5	48.9	52.5	48.9	
U.OFE		21.4	5.1	40.0	49,461	43.0	42.1	43.0	42.1	43.0	42.1	57.9	56.3	57.9	56.3	
Total Sample		49.5														
<b>TOTAL</b>	<b>49.5</b>		<b>5.2</b>	<b>40.2</b>	<b>78,544</b>	<b>28.1</b>	<b>27.5</b>	<b>28.1</b>	<b>27.5</b>	<b>28.1</b>	<b>27.5</b>	<b>55.0</b>	<b>52.3</b>	<b>55.0</b>	<b>52.3</b>	
<b>Time (HR)</b>						<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	
<b>300</b>	<b>I-405</b>		<b>I-5 in Los Angeles to I-5 @ Irvine</b>													
U.Int		72.1	9.6	40.0	245,455	15.3	15.3	15.6	15.6	15.6	15.6	52.8	50.2	52.8	50.2	
Total Sample		72.1														
<b>TOTAL</b>	<b>72.1</b>		<b>9.6</b>	<b>40.0</b>	<b>245,455</b>	<b>15.3</b>	<b>15.3</b>	<b>15.6</b>	<b>15.6</b>	<b>15.6</b>	<b>15.6</b>	<b>52.8</b>	<b>50.2</b>	<b>52.8</b>	<b>50.2</b>	
<b>Time (HR)</b>						<b>4.7</b>	<b>4.7</b>	<b>4.6</b>	<b>4.6</b>	<b>4.6</b>	<b>4.6</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	
<b>310</b>	<b>I-580</b>		<b>I-5 to S 238 in San Francisco</b>													
R.Int		3.3	8.4	65.0	177,000	25.6	24.9	26.0	25.3	26.0	25.3	48.1	42.2	48.1	42.2	
U.Int		22.0	7.9	40.0	144,765	18.1	18.0	18.7	18.6	18.7	18.6	52.3	49.4	52.3	49.4	
Total Sample		55.5														
<b>TOTAL</b>	<b>55.5</b>		<b>8.0</b>	<b>43.6</b>	<b>151,612</b>	<b>19.3</b>	<b>19.1</b>	<b>19.9</b>	<b>19.7</b>	<b>19.9</b>	<b>19.7</b>	<b>51.3</b>	<b>47.7</b>	<b>51.3</b>	<b>47.7</b>	
<b>Time (HR)</b>						<b>2.9</b>	<b>2.9</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	
<b>320</b>	<b>I-710</b>		<b>Long Beach to I-5</b>													
U.Int		19.7	7.8	40.0	184,871	14.9	14.9	15.5	15.5	15.5	15.5	53.3	51.4	53.3	51.4	
U.OFE		1.0	6.0	40.0	42,025	45.8	41.7	48.4	43.6	48.4	43.6	48.4	43.6	48.4	43.6	
Total Sample		25.6														
<b>TOTAL</b>	<b>25.6</b>		<b>7.4</b>	<b>40.0</b>	<b>151,663</b>	<b>17.7</b>	<b>17.5</b>	<b>18.4</b>	<b>18.2</b>	<b>18.4</b>	<b>18.2</b>	<b>52.1</b>	<b>49.4</b>	<b>52.1</b>	<b>49.4</b>	
<b>Time (HR)</b>						<b>1.5</b>	<b>1.5</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	
<b>330</b>	<b>I-805</b>		<b>I-5 to I-15 in San Diego</b>													
U.Int		6.6	8.3	40.0	122,093	21.7	21.4	22.4	22.1	22.4	22.1	51.1	46.7	51.1	46.7	
Total Sample		14.3														
<b>TOTAL</b>	<b>14.3</b>		<b>8.3</b>	<b>40.0</b>	<b>122,093</b>	<b>21.7</b>	<b>21.4</b>	<b>22.4</b>	<b>22.1</b>	<b>22.4</b>	<b>22.1</b>	<b>51.1</b>	<b>46.7</b>	<b>51.1</b>	<b>46.7</b>	
<b>Time (HR)</b>						<b>0.7</b>	<b>0.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	
<b>340</b>	<b>I-880</b>		<b>I-80 to S 238 in San Francisco</b>													
U.Int		17.0	6.6	40.0	156,084	15.5	15.4	15.6	15.5	15.6	15.5	54.1	52.8	54.1	52.8	
Total Sample		17.0														
<b>TOTAL</b>	<b>17.0</b>		<b>6.6</b>	<b>40.0</b>	<b>156,084</b>	<b>15.5</b>	<b>15.4</b>	<b>15.6</b>	<b>15.5</b>	<b>15.6</b>	<b>15.5</b>	<b>54.1</b>	<b>52.8</b>	<b>54.1</b>	<b>52.8</b>	
<b>Time (HR)</b>						<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	
<b>500</b>	<b>US 97</b>		<b>I-5 @ Weed, CA - Oregon SL</b>													
R.OPA		36.3	2.1	54.6	3,272	42.2	38.4	42.2	38.4	43.9	41.6	45.6	43.2	46.3	43.8	
Total Sample		54.4														
<b>TOTAL</b>	<b>54.4</b>		<b>2.1</b>	<b>54.6</b>	<b>3,272</b>	<b>42.2</b>	<b>38.4</b>	<b>42.2</b>	<b>38.4</b>	<b>43.9</b>	<b>41.6</b>	<b>45.6</b>	<b>43.2</b>	<b>46.3</b>	<b>43.8</b>	
<b>Time (HR)</b>						<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.2</b>	

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**WTTN-Operating Speeds  
California Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements								
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>600</b>	<b>S 7/86/78</b>		<b>Mexico to I-10</b>													
R.OPA		27.7	3.6	55.0	7,471	53.5	51.9	53.5	51.9	53.6	51.9	54.0	52.3	54.0	52.3	
R.MIA		8.6	4.0	55.0	13,713	60.7	60.7	60.7	60.7	60.9	60.9	60.9	60.9	61.5	61.5	
U.OFE		1.1	4.0	40.0	12,759	57.8	57.8	57.8	57.8	57.8	57.8	57.8	57.8	57.8	57.8	
U.OPA		5.8	4.0	35.0	17,976	29.5	29.4	30.1	30.1	30.1	30.1	30.1	30.1	34.3	34.3	
U.Col		0.6	2.0	35.0	16,035	21.7	21.7	22.5	22.4	22.5	22.4	25.2	25.2	25.2	25.2	
Total Sample		85.0														
<b>TOTAL</b>	<b>90.3</b>		<b>3.7</b>	<b>52.2</b>	<b>9,115</b>	<b>50.6</b>	<b>49.4</b>	<b>50.7</b>	<b>49.5</b>	<b>50.8</b>	<b>49.6</b>	<b>51.2</b>	<b>50.0</b>	<b>52.1</b>	<b>50.8</b>	
<b>Time (HR)</b>						<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>	
<b>620</b>	<b>S 58</b>		<b>S 99 to Barstow</b>													
R.OPA		23.5	3.5	50.6	15,821	47.5	42.6	47.5	42.6	48.4	44.4	48.4	44.4	49.6	45.4	
U.OFE		8.3	5.0	40.0	45,726	53.9	50.9	53.9	50.9	53.9	50.9	53.9	50.9	53.9	50.9	
U.OPA		4.5	2.8	35.0	18,403	23.2	23.2	23.2	23.2	23.2	23.2	23.2	23.2	25.9	25.9	
Total Sample		145.1														
<b>TOTAL</b>	<b>145.1</b>		<b>3.7</b>	<b>47.9</b>	<b>19,442</b>	<b>45.3</b>	<b>41.4</b>	<b>45.3</b>	<b>41.4</b>	<b>46.0</b>	<b>42.7</b>	<b>46.0</b>	<b>42.7</b>	<b>47.4</b>	<b>44.0</b>	
<b>Time (HR)</b>						<b>3.2</b>	<b>3.5</b>	<b>3.2</b>	<b>3.5</b>	<b>3.2</b>	<b>3.4</b>	<b>3.2</b>	<b>3.4</b>	<b>3.1</b>	<b>3.3</b>	
<b>630</b>	<b>S 60</b>		<b>I-10 in Los Angeles to I-10 near Beaumont, CA</b>													
R.OPA		7.6	4.0	55.0	31,114	63.1	63.1	63.1	63.1	63.1	63.1	63.1	63.1	63.1	63.1	
U.OFE		37.2	5.4	40.0	107,735	19.7	19.6	20.0	19.9	20.0	19.9	54.5	52.4	54.5	52.4	
Total Sample		70.6														
<b>TOTAL</b>	<b>70.6</b>		<b>5.2</b>	<b>41.2</b>	<b>99,523</b>	<b>21.2</b>	<b>21.1</b>	<b>21.6</b>	<b>21.5</b>	<b>21.6</b>	<b>21.5</b>	<b>55.3</b>	<b>53.4</b>	<b>55.3</b>	<b>53.4</b>	
<b>Time (HR)</b>						<b>3.3</b>	<b>3.3</b>	<b>3.3</b>	<b>3.3</b>	<b>3.3</b>	<b>3.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	
<b>650</b>	<b>S 94/125</b>		<b>San Diego (I-5 to I-8)</b>													
U.OFE		8.6	8.0	40.0	127,413	18.9	18.9	18.9	18.9	18.9	18.9	51.2	47.6	51.2	47.6	
Total Sample		9.6														
<b>TOTAL</b>	<b>14.1</b>		<b>8.0</b>	<b>40.0</b>	<b>127,413</b>	<b>18.9</b>	<b>18.9</b>	<b>18.9</b>	<b>18.9</b>	<b>18.9</b>	<b>18.9</b>	<b>51.2</b>	<b>47.6</b>	<b>51.2</b>	<b>47.6</b>	
<b>Time (HR)</b>						<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	
<b>660</b>	<b>S 99</b>		<b>I-5 S. Bakersfield to I-5 @ Sacramento</b>													
R.OPA		86.9	4.8	55.0	40,484	57.6	57.3	57.7	57.4	57.7	57.4	60.2	59.9	60.2	59.9	
U.OFE		97.2	5.1	40.0	64,456	36.7	35.9	37.0	36.3	37.0	36.3	55.7	54.1	55.7	54.1	
Total Sample		297.7														
<b>TOTAL</b>	<b>297.7</b>		<b>4.9</b>	<b>46.7</b>	<b>51,831</b>	<b>45.3</b>	<b>44.7</b>	<b>45.7</b>	<b>45.0</b>	<b>45.7</b>	<b>45.0</b>	<b>58.0</b>	<b>57.0</b>	<b>58.0</b>	<b>57.0</b>	
<b>Time (HR)</b>						<b>6.6</b>	<b>6.7</b>	<b>6.5</b>	<b>6.6</b>	<b>6.5</b>	<b>6.6</b>	<b>5.1</b>	<b>5.2</b>	<b>5.1</b>	<b>5.2</b>	
<b>680</b>	<b>I-238</b>		<b>I-580 to I-880 in SF</b>													
U.Int		2.2	4.0	40.0	93,040	14.6	14.6	15.5	15.5	15.5	15.5	49.5	45.2	49.5	45.2	
Total Sample		2.2														
<b>TOTAL</b>	<b>2.2</b>		<b>4.0</b>	<b>40.0</b>	<b>93,040</b>	<b>14.6</b>	<b>14.6</b>	<b>15.5</b>	<b>15.5</b>	<b>15.5</b>	<b>15.5</b>	<b>49.5</b>	<b>45.2</b>	<b>49.5</b>	<b>45.2</b>	
<b>Time (HR)</b>						<b>0.2</b>	<b>0.2</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>690</b>	<b>S 905</b>		<b>I-5 to Mexico</b>													
U.OFE		3.4	4.0	40.0	31,153	47.7	41.5	50.0	43.2	50.0	43.2	50.0	43.2	50.0	43.2	
Total Sample		3.4														
<b>TOTAL</b>	<b>5.2</b>		<b>4.0</b>	<b>40.0</b>	<b>31,153</b>	<b>47.7</b>	<b>41.5</b>	<b>50.0</b>	<b>43.2</b>	<b>50.0</b>	<b>43.2</b>	<b>50.0</b>	<b>43.2</b>	<b>50.0</b>	<b>43.2</b>	
<b>Time (HR)</b>						<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	

**WTTN-Operating Speeds  
California Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements								
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>700</b>	<b>I-15</b>		<b>In San Diego</b>													
U.Int		18.0	9.3	40.0	155,096	19.6	19.5	19.7	19.5	19.7	19.5	52.8	50.4	52.8	50.4	
U.OFE		2.0	6.0	40.0	46,499	46.2	43.0	49.0	45.2	49.0	45.2	49.0	45.2	49.0	45.2	
U.OPA		1.0	4.0	35.0	39,090	11.1	11.1	11.8	11.8	11.8	11.8	22.7	22.7	23.6	23.6	
Total Sample		36.8														
<b>TOTAL</b>	<b>36.8</b>		<b>8.7</b>	<b>39.8</b>	<b>136,642</b>	<b>20.9</b>	<b>20.7</b>	<b>21.1</b>	<b>20.8</b>	<b>21.1</b>	<b>20.8</b>	<b>50.5</b>	<b>48.1</b>	<b>50.6</b>	<b>48.2</b>	
<b>Time (HR)</b>						<b>1.8</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>	<b>0.7</b>	<b>0.8</b>	<b>0.7</b>	<b>0.8</b>	
<b>710</b>	<b>I-15</b>		<b>San Diego UL - Los Angeles (Temecula)</b>													
R.Int		12.0	6.5	65.0	72,131	50.6	50.3	51.1	50.8	51.1	50.8	56.9	56.5	56.9	56.5	
U.Int		22.9	6.9	40.0	73,886	47.4	45.7	47.8	46.1	47.8	46.1	53.4	51.4	53.4	51.4	
Total Sample		54.9														
<b>TOTAL</b>	<b>54.9</b>		<b>6.7</b>	<b>51.6</b>	<b>72,862</b>	<b>49.2</b>	<b>48.3</b>	<b>49.7</b>	<b>48.7</b>	<b>49.7</b>	<b>48.7</b>	<b>55.4</b>	<b>54.2</b>	<b>55.4</b>	<b>54.2</b>	
<b>Time (HR)</b>						<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	
<b>711</b>	<b>I-15</b>		<b>Through LA UZA (Temecula - San Bernardino)</b>													
U.Int		23.9	7.4	40.0	100,039	25.0	23.9	25.2	24.2	25.2	24.2	52.1	48.0	52.1	48.0	
Total Sample		28.1														
<b>TOTAL</b>	<b>28.1</b>		<b>7.4</b>	<b>40.0</b>	<b>100,039</b>	<b>25.0</b>	<b>23.9</b>	<b>25.2</b>	<b>24.2</b>	<b>25.2</b>	<b>24.2</b>	<b>52.1</b>	<b>48.0</b>	<b>52.1</b>	<b>48.0</b>	
<b>Time (HR)</b>						<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>	
<b>712</b>	<b>I-15</b>		<b>N. San Bernardino (Los Angeles UZA) - I-40</b>													
R.Int		33.3	6.3	65.0	65,760	48.9	44.0	50.2	45.1	50.2	45.1	53.2	47.4	53.2	47.4	
U.Int		22.8	4.9	40.0	51,744	52.1	48.6	52.1	48.6	52.1	48.6	54.5	50.5	54.5	50.5	
Total Sample		63.3														
<b>TOTAL</b>	<b>63.3</b>		<b>5.8</b>	<b>53.1</b>	<b>60,719</b>	<b>50.0</b>	<b>45.6</b>	<b>50.9</b>	<b>46.3</b>	<b>50.9</b>	<b>46.3</b>	<b>53.7</b>	<b>48.5</b>	<b>53.7</b>	<b>48.5</b>	
<b>Time (HR)</b>						<b>1.3</b>	<b>1.4</b>	<b>1.2</b>	<b>1.4</b>	<b>1.2</b>	<b>1.4</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	
<b>713</b>	<b>I-15</b>		<b>I-40 - Nevada SL</b>													
R.Int		15.9	4.5	65.0	25,608	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	
Total Sample		110.4														
<b>TOTAL</b>	<b>110.4</b>		<b>4.5</b>	<b>65.0</b>	<b>25,608</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	
<b>Time (HR)</b>						<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	

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- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.



**WTTN-Operating Speeds  
Colorado Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>82</b>	<b>I-25</b>										
R.Int		113.5	4.0	64.5	68.6	70.0	12,520	56.7	50.4	56.7	50.4
U.Int		18.4	4.0	40.0	59.1	69.4	25,827	54.9	52.2	50.3	48.0
Total Sample		131.8									
<b>TOTAL</b>	<b>131.8</b>		<b>4.0</b>	<b>59.4</b>	<b>67.1</b>	<b>69.9</b>	<b>14,375</b>	<b>56.4</b>	<b>50.7</b>	<b>55.7</b>	<b>50.1</b>
<b>Time (HR)</b>								<b>2.3</b>	<b>2.6</b>	<b>2.4</b>	<b>2.6</b>
<b>83</b>	<b>I-25</b>										
U.Int		18.8	4.1	40.0	57.5	68.6	68,262	49.4	46.6	22.2	21.9
Total Sample		18.8									
<b>TOTAL</b>	<b>18.8</b>		<b>4.1</b>	<b>40.0</b>	<b>57.5</b>	<b>68.6</b>	<b>68,262</b>	<b>49.4</b>	<b>46.6</b>	<b>22.2</b>	<b>21.9</b>
<b>Time (HR)</b>								<b>0.4</b>	<b>0.4</b>	<b>0.8</b>	<b>0.9</b>
<b>84</b>	<b>I-25</b>										
R.Int		37.2	4.1	65.0	68.0	70.0	51,191	55.7	50.4	43.1	39.9
U.Int		7.2	4.3	40.0	65.0	67.8	56,515	53.7	50.1	39.4	37.8
Total Sample		44.4									
<b>TOTAL</b>	<b>44.4</b>		<b>4.1</b>	<b>59.0</b>	<b>67.5</b>	<b>69.6</b>	<b>52,054</b>	<b>55.4</b>	<b>50.4</b>	<b>42.4</b>	<b>39.6</b>
<b>Time (HR)</b>								<b>0.8</b>	<b>0.9</b>	<b>1.0</b>	<b>1.1</b>
<b>85</b>	<b>I-25</b>										
U.Int		31.4	6.6	40.0	56.2	69.8	158,026	44.3	41.5	17.0	16.8
Total Sample		31.4									
<b>TOTAL</b>	<b>31.4</b>		<b>6.6</b>	<b>40.0</b>	<b>56.2</b>	<b>69.8</b>	<b>158,026</b>	<b>44.3</b>	<b>41.5</b>	<b>17.0</b>	<b>16.8</b>
<b>Time (HR)</b>								<b>0.7</b>	<b>0.8</b>	<b>1.8</b>	<b>1.9</b>
<b>86</b>	<b>I-25</b>										
R.Int		59.7	4.1	65.0	70.0	70.0	33,332	57.2	54.2	51.2	48.8
U.Int		12.9	4.0	40.0	70.0	70.0	32,777	47.0	45.8	46.9	45.6
Total Sample		72.6									
<b>TOTAL</b>	<b>72.6</b>		<b>4.1</b>	<b>58.5</b>	<b>70.0</b>	<b>70.0</b>	<b>33,233</b>	<b>55.1</b>	<b>52.5</b>	<b>50.4</b>	<b>48.2</b>
<b>Time (HR)</b>								<b>1.3</b>	<b>1.4</b>	<b>1.4</b>	<b>1.5</b>
<b>160</b>	<b>I-70</b>										
R.Int		241.4	4.2	52.1	65.6	69.6	17,713	55.0	49.8	54.7	49.6
U.Int		18.7	4.0	40.0	62.4	69.9	12,413	58.5	57.4	58.5	57.4
Total Sample		260.1									
<b>TOTAL</b>	<b>260.1</b>		<b>4.2</b>	<b>51.0</b>	<b>65.4</b>	<b>69.7</b>	<b>17,332</b>	<b>55.3</b>	<b>50.3</b>	<b>55.0</b>	<b>50.1</b>
<b>Time (HR)</b>								<b>4.7</b>	<b>5.2</b>	<b>4.7</b>	<b>5.2</b>

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**WTTN-Operating Speeds  
Colorado Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>161</b>	<b>I-70</b>										
			<b>Through Denver</b>								
U.Int		30.1	5.6	40.0	56.4	68.8	84,359	50.2	47.4	24.6	24.1
Total Sample		30.1									
<b>TOTAL</b>	<b>30.1</b>		<b>5.6</b>	<b>40.0</b>	<b>56.4</b>	<b>68.8</b>	<b>84,359</b>	<b>50.2</b>	<b>47.4</b>	<b>24.6</b>	<b>24.1</b>
<b>Time (HR)</b>								<b>0.6</b>	<b>0.6</b>	<b>1.2</b>	<b>1.2</b>
<b>162</b>	<b>I-70</b>										
			<b>Denver UL - US 40/287 @ Limon</b>								
R.Int		69.3	4.0	65.0	70.0	70.0	9,472	53.2	49.1	53.2	49.1
Total Sample		69.3									
<b>TOTAL</b>	<b>69.3</b>		<b>4.0</b>	<b>65.0</b>	<b>70.0</b>	<b>70.0</b>	<b>9,472</b>	<b>53.2</b>	<b>49.1</b>	<b>53.2</b>	<b>49.1</b>
<b>Time (HR)</b>								<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>
<b>163</b>	<b>I-70</b>										
			<b>US 40/287 @ Limon - Kansas SL</b>								
R.Int		90.8	4.0	65.0	70.0	70.0	7,747	57.5	54.7	57.5	54.7
Total Sample		90.8									
<b>TOTAL</b>	<b>90.8</b>		<b>4.0</b>	<b>65.0</b>	<b>70.0</b>	<b>70.0</b>	<b>7,747</b>	<b>57.5</b>	<b>54.7</b>	<b>57.5</b>	<b>54.7</b>
<b>Time (HR)</b>								<b>1.6</b>	<b>1.7</b>	<b>1.6</b>	<b>1.7</b>
<b>360</b>	<b>US 6</b>										
			<b>Loveland Pass</b>								
R.MiA		20.4	2.4	45.0	39.5	70.0	3,977	38.9	36.3	38.4	35.8
Total Sample		20.4									
<b>TOTAL</b>	<b>20.4</b>		<b>2.4</b>	<b>45.0</b>	<b>39.5</b>	<b>70.0</b>	<b>3,977</b>	<b>38.9</b>	<b>36.3</b>	<b>38.4</b>	<b>35.8</b>
<b>Time (HR)</b>								<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>
<b>550</b>	<b>US 287/40/50</b>										
			<b>I-70 @ Limon - Oklahoma SL</b>								
R.OPA		190.4	2.1	55.0	59.2	70.0	1,856	47.1	45.0	43.5	41.7
U.OPA		3.4	3.6	35.0	37.3	70.0	8,816	25.2	24.7	25.1	24.6
Total Sample		193.9									
<b>TOTAL</b>	<b>193.9</b>		<b>2.1</b>	<b>54.4</b>	<b>58.6</b>	<b>70.0</b>	<b>1,979</b>	<b>46.4</b>	<b>44.3</b>	<b>43.0</b>	<b>41.2</b>
<b>Time (HR)</b>								<b>4.2</b>	<b>4.4</b>	<b>4.5</b>	<b>4.7</b>
<b>560</b>	<b>S 14/US 287</b>										
			<b>I-25 @ Ft. Collins - Wyoming SL</b>								
R.OPA		34.6	2.6	55.0	65.0	70.0	4,364	48.6	46.2	44.8	42.8
U.OFE		2.9	4.0	40.0	49.3	70.0	21,183	51.7	51.7	51.7	51.7
U.OPA		4.6	2.6	35.0	45.2	70.0	12,338	26.1	25.8	25.7	25.5
Total Sample		44.0									
<b>TOTAL</b>	<b>44.0</b>		<b>2.7</b>	<b>49.6</b>	<b>59.9</b>	<b>70.0</b>	<b>6,661</b>	<b>43.3</b>	<b>41.7</b>	<b>40.7</b>	<b>39.3</b>
<b>Time (HR)</b>								<b>1.0</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>

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**WTTN-Operating Speeds  
Colorado Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements							
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)	
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck
<b>82</b>	<b>I-25</b>	<b>New Mexico SL - Colorado Springs UL</b>													
R.Int		113.5	4.0	64.5	12,520	56.7	50.4	57.2	50.9	57.2	50.9	57.2	50.9	57.2	50.9
U.Int		18.4	4.0	40.0	25,827	54.9	52.2	55.4	52.7	55.4	52.7	55.4	52.7	56.1	53.4
Total Sample		131.8													
<b>TOTAL</b>	<b>131.8</b>		<b>4.0</b>	<b>59.4</b>	<b>14,375</b>	<b>56.4</b>	<b>50.7</b>	<b>57.0</b>	<b>51.1</b>	<b>57.0</b>	<b>51.1</b>	<b>57.1</b>	<b>51.2</b>	<b>57.1</b>	<b>51.2</b>
<b>Time (HR)</b>						<b>2.3</b>	<b>2.6</b>	<b>2.3</b>	<b>2.6</b>	<b>2.3</b>	<b>2.6</b>	<b>2.3</b>	<b>2.6</b>	<b>2.3</b>	<b>2.6</b>
<b>83</b>	<b>I-25</b>	<b>Through Colorado Springs</b>													
U.Int		18.8	4.1	40.0	68,262	49.4	46.6	49.5	46.7	49.5	46.7	53.2	49.8	53.2	49.8
Total Sample		18.8													
<b>TOTAL</b>	<b>18.8</b>		<b>4.1</b>	<b>40.0</b>	<b>68,262</b>	<b>49.4</b>	<b>46.6</b>	<b>49.5</b>	<b>46.7</b>	<b>49.5</b>	<b>46.7</b>	<b>53.2</b>	<b>49.8</b>	<b>53.2</b>	<b>49.8</b>
<b>Time (HR)</b>						<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>
<b>84</b>	<b>I-25</b>	<b>Colorado Springs UL - Denver UL</b>													
R.Int		37.2	4.1	65.0	51,191	55.7	50.4	55.9	50.5	55.9	50.5	56.0	50.7	56.2	50.8
U.Int		7.2	4.3	40.0	56,515	53.7	50.1	54.3	50.6	54.3	50.6	54.3	50.6	54.3	50.6
Total Sample		44.4													
<b>TOTAL</b>	<b>44.4</b>		<b>4.1</b>	<b>59.0</b>	<b>52,054</b>	<b>55.4</b>	<b>50.4</b>	<b>55.6</b>	<b>50.6</b>	<b>55.6</b>	<b>50.6</b>	<b>55.9</b>	<b>50.8</b>	<b>55.9</b>	<b>50.8</b>
<b>Time (HR)</b>						<b>0.8</b>	<b>0.9</b>	<b>0.8</b>	<b>0.9</b>	<b>0.8</b>	<b>0.9</b>	<b>0.8</b>	<b>0.9</b>	<b>0.8</b>	<b>0.9</b>
<b>85</b>	<b>I-25</b>	<b>Through Denver</b>													
U.Int		31.4	6.6	40.0	158,026	44.3	41.5	44.6	41.7	44.6	41.7	52.7	48.4	52.7	48.4
Total Sample		31.4													
<b>TOTAL</b>	<b>31.4</b>		<b>6.6</b>	<b>40.0</b>	<b>158,026</b>	<b>44.3</b>	<b>41.5</b>	<b>44.6</b>	<b>41.7</b>	<b>44.6</b>	<b>41.7</b>	<b>52.7</b>	<b>48.4</b>	<b>52.7</b>	<b>48.4</b>
<b>Time (HR)</b>						<b>0.7</b>	<b>0.8</b>	<b>0.7</b>	<b>0.8</b>	<b>0.7</b>	<b>0.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>
<b>86</b>	<b>I-25</b>	<b>Denver UL - Wyoming SL (Cheyenne)</b>													
R.Int		59.7	4.1	65.0	33,332	57.2	54.2	57.6	54.6	57.6	54.6	57.7	54.6	57.7	54.6
U.Int		12.9	4.0	40.0	32,777	47.0	45.8	47.5	46.2	47.5	46.2	47.5	46.2	47.5	46.2
Total Sample		72.6													
<b>TOTAL</b>	<b>72.6</b>		<b>4.1</b>	<b>58.5</b>	<b>33,233</b>	<b>55.1</b>	<b>52.5</b>	<b>55.5</b>	<b>52.9</b>	<b>55.5</b>	<b>52.9</b>	<b>55.6</b>	<b>52.9</b>	<b>55.6</b>	<b>52.9</b>
<b>Time (HR)</b>						<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>
<b>160</b>	<b>I-70</b>	<b>Utah SL - Denver UL</b>													
R.Int		241.4	4.2	52.1	17,713	55.0	49.8	55.1	49.9	55.1	49.9	55.1	49.9	55.5	50.3
U.Int		18.7	4.0	40.0	12,413	58.5	57.4	58.5	57.4	58.5	57.4	58.5	57.4	60.0	58.8
Total Sample		260.1													
<b>TOTAL</b>	<b>260.1</b>		<b>4.2</b>	<b>51.0</b>	<b>17,332</b>	<b>55.3</b>	<b>50.3</b>	<b>55.3</b>	<b>50.4</b>	<b>55.3</b>	<b>50.4</b>	<b>55.8</b>	<b>50.8</b>	<b>55.8</b>	<b>50.8</b>
<b>Time (HR)</b>						<b>4.7</b>	<b>5.2</b>	<b>4.7</b>	<b>5.2</b>	<b>4.7</b>	<b>5.2</b>	<b>4.7</b>	<b>5.2</b>	<b>4.7</b>	<b>5.1</b>

**WTTN-Operating Speeds  
Colorado Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements									
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>161</b>	<b>I-70</b>																
				<b>Through Denver</b>													
U.Int		30.1	5.6	40.0	84,359	50.2	47.4	51.6	48.5	51.6	48.5	52.3	49.1	52.3	49.1		
Total Sample		30.1															
<b>TOTAL</b>	<b>30.1</b>		<b>5.6</b>	<b>40.0</b>	<b>84,359</b>	<b>50.2</b>	<b>47.4</b>	<b>51.6</b>	<b>48.5</b>	<b>51.6</b>	<b>48.5</b>	<b>52.3</b>	<b>49.1</b>	<b>52.3</b>	<b>49.1</b>		
<b>Time (HR)</b>						<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>		
<b>162</b>	<b>I-70</b>																
				<b>Denver UL - US 40/287 @ Limon</b>													
R.Int		69.3	4.0	65.0	9,472	53.2	49.1	55.5	51.0	55.5	51.0	55.5	51.0	55.5	51.0	55.5	51.0
Total Sample		69.3															
<b>TOTAL</b>	<b>69.3</b>		<b>4.0</b>	<b>65.0</b>	<b>9,472</b>	<b>53.2</b>	<b>49.1</b>	<b>55.5</b>	<b>51.0</b>	<b>55.5</b>	<b>51.0</b>	<b>55.5</b>	<b>51.0</b>	<b>55.5</b>	<b>51.0</b>		
<b>Time (HR)</b>						<b>1.3</b>	<b>1.4</b>	<b>1.2</b>	<b>1.4</b>	<b>1.2</b>	<b>1.4</b>	<b>1.2</b>	<b>1.4</b>	<b>1.2</b>	<b>1.4</b>		
<b>163</b>	<b>I-70</b>																
				<b>US 40/287 @ Limon - Kansas SL</b>													
R.Int		90.8	4.0	65.0	7,747	57.5	54.7	57.7	54.8	57.7	54.8	57.7	54.8	57.7	54.8	57.7	54.8
Total Sample		90.8															
<b>TOTAL</b>	<b>90.8</b>		<b>4.0</b>	<b>65.0</b>	<b>7,747</b>	<b>57.5</b>	<b>54.7</b>	<b>57.7</b>	<b>54.8</b>	<b>57.7</b>	<b>54.8</b>	<b>57.7</b>	<b>54.8</b>	<b>57.7</b>	<b>54.8</b>		
<b>Time (HR)</b>						<b>1.6</b>	<b>1.7</b>	<b>1.6</b>	<b>1.7</b>	<b>1.6</b>	<b>1.7</b>	<b>1.6</b>	<b>1.7</b>	<b>1.6</b>	<b>1.7</b>		
<b>360</b>	<b>US 6</b>																
				<b>Loveland Pass</b>													
R.MiA		20.4	2.4	45.0	3,977	38.9	36.3	38.9	36.3	40.4	39.8	40.4	39.8	49.4	47.8	49.4	47.8
Total Sample		20.4															
<b>TOTAL</b>	<b>20.4</b>		<b>2.4</b>	<b>45.0</b>	<b>3,977</b>	<b>38.9</b>	<b>36.3</b>	<b>38.9</b>	<b>36.3</b>	<b>40.4</b>	<b>39.8</b>	<b>49.4</b>	<b>47.8</b>	<b>49.4</b>	<b>47.8</b>		
<b>Time (HR)</b>						<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.4</b>		
<b>550</b>	<b>US 287/40/50</b>																
				<b>I-70 @ Limon - Oklahoma SL</b>													
R.OPA		190.4	2.1	55.0	1,856	47.1	45.0	47.7	45.5	48.1	46.1	48.1	46.1	49.4	47.3	49.4	47.3
U.OPA		3.4	3.6	35.0	8,816	25.2	24.7	25.6	25.1	25.6	25.1	25.6	25.1	31.2	30.3	31.2	30.3
Total Sample		193.9															
<b>TOTAL</b>	<b>193.9</b>		<b>2.1</b>	<b>54.4</b>	<b>1,979</b>	<b>46.4</b>	<b>44.3</b>	<b>47.0</b>	<b>44.9</b>	<b>47.4</b>	<b>45.4</b>	<b>48.9</b>	<b>46.8</b>	<b>48.9</b>	<b>46.8</b>		
<b>Time (HR)</b>						<b>4.2</b>	<b>4.4</b>	<b>4.1</b>	<b>4.3</b>	<b>4.1</b>	<b>4.3</b>	<b>4.1</b>	<b>4.3</b>	<b>4.0</b>	<b>4.1</b>		
<b>560</b>	<b>S 14/US 287</b>																
				<b>I-25 @ Ft. Collins - Wyoming SL</b>													
R.OPA		34.6	2.6	55.0	4,364	48.6	46.2	48.6	46.2	49.9	47.4	49.9	47.4	49.9	47.4	49.9	47.4
U.OFE		2.9	4.0	40.0	21,183	51.7	51.7	52.0	52.0	52.0	52.0	52.0	52.0	57.1	57.1	57.1	57.1
U.OPA		4.6	2.6	35.0	12,338	26.1	25.8	26.2	25.9	26.3	26.1	26.3	26.1	28.3	28.2	28.3	28.2
Total Sample		44.0															
<b>TOTAL</b>	<b>44.0</b>		<b>2.7</b>	<b>49.6</b>	<b>6,661</b>	<b>43.3</b>	<b>41.7</b>	<b>43.4</b>	<b>41.7</b>	<b>44.2</b>	<b>42.6</b>	<b>45.2</b>	<b>43.5</b>	<b>45.2</b>	<b>43.5</b>		
<b>Time (HR)</b>						<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>		

(1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.  
(2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.  
(3) Congestion does not exceed LOS C for Interstates and LOS D for others.  
(4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
Colorado Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements									
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>82</b>	<b>I-25</b>			<b>New Mexico SL - Colorado Springs UL</b>													
R.Int		113.5	4.0	64.5	12,520	56.7	50.4	57.2	50.9	57.2	50.9	57.2	50.9	57.2	50.9	57.2	50.9
U.Int		18.4	4.0	40.0	25,827	50.3	48.0	50.7	48.4	50.7	48.4	55.3	52.6	55.9	53.2	55.9	53.2
Total Sample		131.8															
<b>TOTAL</b>	<b>131.8</b>		<b>4.0</b>	<b>59.4</b>	<b>14,375</b>	<b>55.7</b>	<b>50.1</b>	<b>56.2</b>	<b>50.5</b>	<b>56.2</b>	<b>50.5</b>	<b>57.0</b>	<b>51.2</b>	<b>57.0</b>	<b>51.2</b>	<b>57.0</b>	<b>51.2</b>
<b>Time (HR)</b>						<b>2.4</b>	<b>2.6</b>	<b>2.3</b>	<b>2.6</b>	<b>2.3</b>	<b>2.6</b>	<b>2.3</b>	<b>2.6</b>	<b>2.3</b>	<b>2.6</b>	<b>2.3</b>	<b>2.6</b>
<b>83</b>	<b>I-25</b>			<b>Through Colorado Springs</b>													
U.Int		18.8	4.1	40.0	68,262	22.2	21.9	22.3	21.9	22.3	21.9	52.6	49.3	52.6	49.3	52.6	49.3
Total Sample		18.8															
<b>TOTAL</b>	<b>18.8</b>		<b>4.1</b>	<b>40.0</b>	<b>68,262</b>	<b>22.2</b>	<b>21.9</b>	<b>22.3</b>	<b>21.9</b>	<b>22.3</b>	<b>21.9</b>	<b>52.6</b>	<b>49.3</b>	<b>52.6</b>	<b>49.3</b>	<b>52.6</b>	<b>49.3</b>
<b>Time (HR)</b>						<b>0.8</b>	<b>0.9</b>	<b>0.8</b>	<b>0.9</b>	<b>0.8</b>	<b>0.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>
<b>84</b>	<b>I-25</b>			<b>Colorado Springs UL - Denver I</b>													
R.Int		37.2	4.1	65.0	51,191	43.1	39.9	43.2	40.0	43.2	40.0	55.1	49.9	55.1	49.9	55.1	49.9
U.Int		7.2	4.3	40.0	56,515	39.4	37.8	39.7	38.0	39.7	38.0	52.8	49.1	52.8	49.1	52.8	49.1
Total Sample		44.4															
<b>TOTAL</b>	<b>44.4</b>		<b>4.1</b>	<b>59.0</b>	<b>52,054</b>	<b>42.4</b>	<b>39.6</b>	<b>42.6</b>	<b>39.7</b>	<b>42.6</b>	<b>39.7</b>	<b>54.7</b>	<b>49.8</b>	<b>54.7</b>	<b>49.8</b>	<b>54.7</b>	<b>49.8</b>
<b>Time (HR)</b>						<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>	<b>0.8</b>	<b>0.9</b>	<b>0.8</b>	<b>0.9</b>	<b>0.8</b>	<b>0.9</b>
<b>85</b>	<b>I-25</b>			<b>Through Denver</b>													
U.Int		31.4	6.6	40.0	158,026	17.0	16.8	17.1	16.9	17.1	16.9	51.6	47.5	51.6	47.5	51.6	47.5
Total Sample		31.4															
<b>TOTAL</b>	<b>31.4</b>		<b>6.6</b>	<b>40.0</b>	<b>158,026</b>	<b>17.0</b>	<b>16.8</b>	<b>17.1</b>	<b>16.9</b>	<b>17.1</b>	<b>16.9</b>	<b>51.6</b>	<b>47.5</b>	<b>51.6</b>	<b>47.5</b>	<b>51.6</b>	<b>47.5</b>
<b>Time (HR)</b>						<b>1.8</b>	<b>1.9</b>	<b>1.8</b>	<b>1.9</b>	<b>1.8</b>	<b>1.9</b>	<b>0.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.7</b>
<b>86</b>	<b>I-25</b>			<b>Denver UL - Wyoming SL (Cheyenne)</b>													
R.Int		59.7	4.1	65.0	33,332	51.2	48.8	51.6	49.2	51.6	49.2	57.1	54.1	57.1	54.1	57.1	54.1
U.Int		12.9	4.0	40.0	32,777	46.9	45.6	47.4	46.1	47.4	46.1	47.4	46.1	47.4	46.1	47.4	46.1
Total Sample		72.6															
<b>TOTAL</b>	<b>72.6</b>		<b>4.1</b>	<b>58.5</b>	<b>33,233</b>	<b>50.4</b>	<b>48.2</b>	<b>50.8</b>	<b>48.6</b>	<b>50.8</b>	<b>48.6</b>	<b>55.0</b>	<b>52.5</b>	<b>55.0</b>	<b>52.5</b>	<b>55.0</b>	<b>52.5</b>
<b>Time (HR)</b>						<b>1.4</b>	<b>1.5</b>	<b>1.4</b>	<b>1.5</b>	<b>1.4</b>	<b>1.5</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>
<b>160</b>	<b>I-70</b>			<b>Utah SL - Denver UL</b>													
R.Int		241.4	4.2	52.1	17,713	54.7	49.6	54.8	49.7	54.8	49.7	54.8	49.7	55.2	50.0	55.2	50.0
U.Int		18.7	4.0	40.0	12,413	58.5	57.4	58.5	57.4	58.5	57.4	58.5	57.4	60.0	58.8	60.0	58.8
Total Sample		260.1															
<b>TOTAL</b>	<b>260.1</b>		<b>4.2</b>	<b>51.0</b>	<b>17,332</b>	<b>55.0</b>	<b>50.1</b>	<b>55.1</b>	<b>50.2</b>	<b>55.1</b>	<b>50.2</b>	<b>55.5</b>	<b>50.5</b>	<b>55.5</b>	<b>50.5</b>	<b>55.5</b>	<b>50.5</b>
<b>Time (HR)</b>						<b>4.7</b>	<b>5.2</b>	<b>4.7</b>	<b>5.2</b>	<b>4.7</b>	<b>5.2</b>	<b>4.7</b>	<b>5.2</b>	<b>4.7</b>	<b>5.2</b>	<b>4.7</b>	<b>5.1</b>

**WTTN-Operating Speeds  
Colorado Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements							
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)	
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck
<b>161</b>	<b>I-70</b>					<b>Through Denver</b>									
U.Int		30.1	5.6	40.0	84,359	24.6	24.1	25.0	24.6	25.0	24.6	51.3	48.3	51.3	48.3
Total Sample		30.1													
<b>TOTAL</b>		<b>30.1</b>	<b>5.6</b>	<b>40.0</b>	<b>84,359</b>	<b>24.6</b>	<b>24.1</b>	<b>25.0</b>	<b>24.6</b>	<b>25.0</b>	<b>24.6</b>	<b>51.3</b>	<b>48.3</b>	<b>51.3</b>	<b>48.3</b>
<b>Time (HR)</b>						<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>
<b>162</b>	<b>I-70</b>					<b>Denver UL - US 40/287 @ Limon</b>									
R.Int		69.3	4.0	65.0	9,472	53.2	49.1	55.5	51.0	55.5	51.0	55.5	51.0	55.5	51.0
Total Sample		69.3													
<b>TOTAL</b>		<b>69.3</b>	<b>4.0</b>	<b>65.0</b>	<b>9,472</b>	<b>53.2</b>	<b>49.1</b>	<b>55.5</b>	<b>51.0</b>	<b>55.5</b>	<b>51.0</b>	<b>55.5</b>	<b>51.0</b>	<b>55.5</b>	<b>51.0</b>
<b>Time (HR)</b>						<b>1.3</b>	<b>1.4</b>	<b>1.2</b>	<b>1.4</b>	<b>1.2</b>	<b>1.4</b>	<b>1.2</b>	<b>1.4</b>	<b>1.2</b>	<b>1.4</b>
<b>163</b>	<b>I-70</b>					<b>US 40/287 @ Limon - Kansas SL</b>									
R.Int		90.8	4.0	65.0	7,747	57.5	54.7	57.7	54.8	57.7	54.8	57.7	54.8	57.7	54.8
Total Sample		90.8													
<b>TOTAL</b>		<b>90.8</b>	<b>4.0</b>	<b>65.0</b>	<b>7,747</b>	<b>57.5</b>	<b>54.7</b>	<b>57.7</b>	<b>54.8</b>	<b>57.7</b>	<b>54.8</b>	<b>57.7</b>	<b>54.8</b>	<b>57.7</b>	<b>54.8</b>
<b>Time (HR)</b>						<b>1.6</b>	<b>1.7</b>	<b>1.6</b>	<b>1.7</b>	<b>1.6</b>	<b>1.7</b>	<b>1.6</b>	<b>1.7</b>	<b>1.6</b>	<b>1.7</b>
<b>360</b>	<b>US 6</b>					<b>Loveland Pass</b>									
R.MiA		20.4	2.4	45.0	3,977	38.4	35.8	38.4	35.8	39.8	39.2	39.8	39.2	46.5	45.0
Total Sample		20.4													
<b>TOTAL</b>		<b>20.4</b>	<b>2.4</b>	<b>45.0</b>	<b>3,977</b>	<b>38.4</b>	<b>35.8</b>	<b>38.4</b>	<b>35.8</b>	<b>39.8</b>	<b>39.2</b>	<b>46.5</b>	<b>45.0</b>	<b>46.5</b>	<b>45.0</b>
<b>Time (HR)</b>						<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.5</b>
<b>550</b>	<b>US 287/40/50</b>					<b>I-70 @ Limon - Oklahoma SL</b>									
R.OPA		190.4	2.1	55.0	1,856	43.5	41.7	44.0	42.2	44.4	42.6	45.3	43.4	45.7	43.8
U.OPA		3.4	3.6	35.0	8,816	25.1	24.6	25.5	25.1	25.5	25.1	25.5	25.1	31.0	30.2
Total Sample		193.9													
<b>TOTAL</b>		<b>193.9</b>	<b>2.1</b>	<b>54.4</b>	<b>1,979</b>	<b>43.0</b>	<b>41.2</b>	<b>43.5</b>	<b>41.7</b>	<b>43.8</b>	<b>42.1</b>	<b>45.3</b>	<b>43.5</b>	<b>45.3</b>	<b>43.5</b>
<b>Time (HR)</b>						<b>4.5</b>	<b>4.7</b>	<b>4.5</b>	<b>4.7</b>	<b>4.4</b>	<b>4.6</b>	<b>4.3</b>	<b>4.5</b>	<b>4.3</b>	<b>4.5</b>
<b>560</b>	<b>S 14/US 287</b>					<b>I-25 @ Ft. Collins - Wyoming SL</b>									
R.OPA		34.6	2.6	55.0	4,364	44.8	42.8	44.8	42.8	45.7	43.5	47.0	44.7	47.0	44.7
U.OFE		2.9	4.0	40.0	21,183	51.7	51.7	52.0	52.0	52.0	52.0	52.0	52.0	57.1	57.1
U.OPA		4.6	2.6	35.0	12,338	25.7	25.5	25.8	25.5	25.8	25.7	25.8	25.7	27.8	27.7
Total Sample		44.0													
<b>TOTAL</b>		<b>44.0</b>	<b>2.7</b>	<b>49.6</b>	<b>6,661</b>	<b>40.7</b>	<b>39.3</b>	<b>40.7</b>	<b>39.3</b>	<b>41.3</b>	<b>39.9</b>	<b>43.2</b>	<b>41.5</b>	<b>43.2</b>	<b>41.5</b>
<b>Time (HR)</b>						<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>

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- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
Idaho Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>192</b>	<b>I-84</b>		<b>Oregon SL - Boise (I-184)</b>								
R.Int		30.5	4.0	65.0	69.2	70.0	19,194	55.7	52.6	55.1	52.1
U.Int		18.9	4.6	40.0	61.3	70.0	41,818	59.4	57.3	57.2	55.3
Total Sample		49.4									
<b>TOTAL</b>	<b>49.4</b>		<b>4.2</b>	<b>52.5</b>	<b>65.9</b>	<b>70.0</b>	<b>27,848</b>	<b>57.1</b>	<b>54.3</b>	<b>55.9</b>	<b>53.3</b>
<b>Time (HR)</b>								<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>
<b>193</b>	<b>I-84</b>		<b>Boise (I-184) - I-86</b>								
R.Int		157.5	4.0	65.0	70.0	70.0	12,952	59.2	56.0	59.2	56.0
U.Int		15.1	4.3	40.0	60.8	70.0	29,586	58.6	56.9	58.1	56.4
Total Sample		172.6									
<b>TOTAL</b>	<b>172.6</b>		<b>4.0</b>	<b>61.6</b>	<b>69.1</b>	<b>70.0</b>	<b>14,403</b>	<b>59.2</b>	<b>56.1</b>	<b>59.1</b>	<b>56.1</b>
<b>Time (HR)</b>								<b>2.9</b>	<b>3.1</b>	<b>2.9</b>	<b>3.1</b>
<b>194</b>	<b>I-84</b>		<b>I-86 - Utah SL</b>								
R.Int		53.8	4.0	65.0	70.0	70.0	5,453	57.5	53.6	57.5	53.6
Total Sample		53.8									
<b>TOTAL</b>	<b>53.8</b>		<b>4.0</b>	<b>65.0</b>	<b>70.0</b>	<b>70.0</b>	<b>5,453</b>	<b>57.5</b>	<b>53.6</b>	<b>57.5</b>	<b>53.6</b>
<b>Time (HR)</b>								<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>1.0</b>
<b>200</b>	<b>I-86</b>		<b>I-84 to I-15 @ Pocatello</b>								
R.Int		58.5	4.0	65.0	70.0	70.0	6,568	60.0	57.9	60.0	57.9
U.Int		4.3	4.0	40.0	55.0	70.0	11,761	51.5	48.4	51.5	48.4
Total Sample		62.9									
<b>TOTAL</b>	<b>62.9</b>		<b>4.0</b>	<b>62.3</b>	<b>68.7</b>	<b>70.0</b>	<b>6,927</b>	<b>59.4</b>	<b>57.1</b>	<b>59.4</b>	<b>57.1</b>
<b>Time (HR)</b>								<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>
<b>213</b>	<b>I-90</b>		<b>Washington SL - US 95 @ Coeur d'Alene</b>								
U.Int		13.6	4.0	40.0	69.0	70.0	36,255	57.9	55.8	57.6	55.5
Total Sample		13.6									
<b>TOTAL</b>	<b>13.6</b>		<b>4.0</b>	<b>40.0</b>	<b>69.0</b>	<b>70.0</b>	<b>36,255</b>	<b>57.9</b>	<b>55.8</b>	<b>57.6</b>	<b>55.5</b>
<b>Time (HR)</b>								<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>
<b>214</b>	<b>I-90</b>		<b>US 95 - Montana SL</b>								
R.Int		57.0	4.0	56.4	65.8	67.1	10,285	51.7	45.9	51.6	45.8
U.Int		3.0	4.0	40.0	65.0	70.0	15,606	53.0	47.7	53.0	47.7
Total Sample		60.0									
<b>TOTAL</b>	<b>60.0</b>		<b>4.0</b>	<b>55.2</b>	<b>65.7</b>	<b>67.2</b>	<b>10,553</b>	<b>51.7</b>	<b>46.0</b>	<b>51.7</b>	<b>45.9</b>
<b>Time (HR)</b>								<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>
<b>351</b>	<b>US 2</b>		<b>Washington SL - US 95 @ Sandpoint</b>								
R.OPA		24.8	2.1	54.8	54.8	64.0	4,797	40.6	38.6	37.4	35.6
U.OPA		1.4	2.0	35.0	37.2	60.3	7,493	21.1	21.1	20.2	20.1
Total Sample		26.2									
<b>TOTAL</b>	<b>26.2</b>		<b>2.1</b>	<b>53.3</b>	<b>53.5</b>	<b>63.8</b>	<b>4,945</b>	<b>38.7</b>	<b>36.9</b>	<b>35.8</b>	<b>34.1</b>
<b>Time (HR)</b>								<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.8</b>
<b>352</b>	<b>US 2</b>		<b>US 95 @ Bonners Ferry - Montana SL</b>								
R.OPA		15.8	2.0	55.0	65.0	70.0	1,973	49.6	46.4	45.2	42.4
Total Sample		15.8									
<b>TOTAL</b>	<b>15.8</b>		<b>2.0</b>	<b>55.0</b>	<b>65.0</b>	<b>70.0</b>	<b>1,973</b>	<b>49.6</b>	<b>46.4</b>	<b>45.2</b>	<b>42.4</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.3</b>	<b>0.4</b>	<b>0.4</b>

**WTTN-Operating Speeds  
Idaho Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>370</b>	<b>US 12</b>										
			<b>US 95 - Montana SL</b>								
R.OPA		164.2	2.1	45.4	52.5	70.0	1,747	49.4	49.4	44.4	44.3
U.OPA		4.5	2.7	35.0	38.3	70.0	11,426	24.9	24.9	24.5	24.5
Total Sample		168.7									
<b>TOTAL</b>	<b>168.7</b>		<b>2.1</b>	<b>45.0</b>	<b>52.0</b>	<b>70.0</b>	<b>2,005</b>	<b>48.1</b>	<b>48.1</b>	<b>43.4</b>	<b>43.4</b>
<b>Time (HR)</b>								<b>3.5</b>	<b>3.5</b>	<b>3.9</b>	<b>3.9</b>
<b>380</b>	<b>US 20</b>										
			<b>I-15 @ Idaho Falls - Montana SL</b>								
R.OPA		92.5	2.9	54.4	54.8	70.0	5,759	47.4	45.5	45.1	43.3
U.OPA		5.4	2.9	35.0	52.1	68.4	11,451	32.9	31.6	32.4	31.1
Total Sample		97.9									
<b>TOTAL</b>	<b>97.9</b>		<b>2.9</b>	<b>52.7</b>	<b>54.7</b>	<b>69.9</b>	<b>6,075</b>	<b>46.3</b>	<b>44.4</b>	<b>44.1</b>	<b>42.4</b>
<b>Time (HR)</b>								<b>2.1</b>	<b>2.2</b>	<b>2.2</b>	<b>2.3</b>
<b>490</b>	<b>US 95</b>										
			<b>I-84 - Lewiston (US 12)</b>								
R.OPA		227.8	2.2	50.6	60.5	65.9	2,817	44.1	40.7	40.7	37.7
U.OPA		5.8	2.7	35.0	51.6	70.0	8,879	31.7	31.5	31.0	30.9
Total Sample		233.6									
<b>TOTAL</b>	<b>244.0</b>		<b>2.2</b>	<b>50.0</b>	<b>60.3</b>	<b>66.0</b>	<b>2,966</b>	<b>43.7</b>	<b>40.4</b>	<b>40.4</b>	<b>37.5</b>
<b>Time (HR)</b>								<b>5.6</b>	<b>6.0</b>	<b>6.0</b>	<b>6.5</b>
<b>491</b>	<b>US 95</b>										
			<b>US 12 @ Lewiston - I-90 @ Coeur d'Alene</b>								
R.OPA		107.9	2.3	52.7	59.9	67.9	4,028	45.4	42.7	41.4	38.9
U.OPA		3.6	2.6	35.0	38.2	70.0	10,948	22.8	22.1	22.1	21.5
Total Sample		111.4									
<b>TOTAL</b>	<b>116.0</b>		<b>2.3</b>	<b>51.9</b>	<b>58.8</b>	<b>67.9</b>	<b>4,250</b>	<b>44.0</b>	<b>41.4</b>	<b>40.3</b>	<b>37.9</b>
<b>Time (HR)</b>								<b>2.6</b>	<b>2.8</b>	<b>2.9</b>	<b>3.1</b>
<b>492</b>	<b>US 95</b>										
			<b>I-90 @ Coeur d'Alene - Canada</b>								
R.OPA		97.7	2.2	53.9	54.9	69.1	6,254	45.4	43.1	41.2	39.4
U.OPA		7.9	3.4	35.0	42.0	66.5	21,246	30.6	30.2	29.4	29.1
U.Col		0.5	3.0	35.0	25.0	70.0	9,904	15.3	15.3	14.8	14.8
Total Sample		106.1									
<b>TOTAL</b>	<b>109.0</b>		<b>2.3</b>	<b>51.7</b>	<b>53.4</b>	<b>68.9</b>	<b>7,388</b>	<b>43.4</b>	<b>41.4</b>	<b>39.7</b>	<b>38.1</b>
<b>Time (HR)</b>								<b>2.5</b>	<b>2.6</b>	<b>2.7</b>	<b>2.9</b>
<b>718</b>	<b>I-15</b>										
			<b>Utah SL - I-86 @ Pocatello</b>								
R.Int		64.2	4.0	65.0	70.0	70.0	8,113	58.2	53.7	58.2	53.7
U.Int		7.6	4.0	40.0	55.0	70.0	17,000	54.4	50.1	54.4	50.1
Total Sample		71.9									
<b>TOTAL</b>	<b>71.9</b>		<b>4.0</b>	<b>61.0</b>	<b>68.0</b>	<b>70.0</b>	<b>9,054</b>	<b>57.8</b>	<b>53.3</b>	<b>57.8</b>	<b>53.3</b>
<b>Time (HR)</b>								<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>
<b>719</b>	<b>I-15</b>										
			<b>I-86 - US 20 @ Idaho Falls</b>								
R.Int		35.7	4.0	65.0	70.0	70.0	14,801	60.1	57.8	60.1	57.8
U.Int		11.5	4.0	40.0	61.4	70.0	14,252	57.8	55.8	57.8	55.8
Total Sample		47.2									
<b>TOTAL</b>	<b>47.2</b>		<b>4.0</b>	<b>56.4</b>	<b>67.7</b>	<b>70.0</b>	<b>14,667</b>	<b>59.5</b>	<b>57.3</b>	<b>59.5</b>	<b>57.3</b>
<b>Time (HR)</b>								<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>
<b>720</b>	<b>I-15</b>										
			<b>US 20 @ Idaho Falls - Montana SL</b>								
R.Int		74.9	4.0	65.0	70.0	69.5	2,920	59.4	55.9	59.4	55.9
U.Int		2.0	4.0	40.0	55.0	70.0	4,088	58.1	57.1	58.1	57.1
Total Sample		76.9									
<b>TOTAL</b>	<b>76.9</b>		<b>4.0</b>	<b>64.0</b>	<b>69.5</b>	<b>69.5</b>	<b>2,950</b>	<b>59.4</b>	<b>55.9</b>	<b>59.4</b>	<b>55.9</b>
<b>Time (HR)</b>								<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>



**WTTN-Operating Speeds  
Idaho Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements									
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>192</b>	<b>I-84</b>		<b>Oregon SL - Boise (I-184)</b>														
R.Int		30.5	4.0	65.0	19,194	55.7	52.6	56.7	53.4	56.7	53.4	56.7	53.4	56.7	53.4	56.7	53.4
U.Int		18.9	4.6	40.0	41,818	59.4	57.3	59.4	57.3	59.4	57.3	59.4	57.3	59.4	57.3	59.4	57.3
Total Sample		49.4															
<b>TOTAL</b>	<b>49.4</b>		<b>4.2</b>	<b>52.5</b>	<b>27,848</b>	<b>57.1</b>	<b>54.3</b>	<b>57.7</b>	<b>54.9</b>	<b>57.7</b>	<b>54.9</b>	<b>57.7</b>	<b>54.9</b>	<b>57.7</b>	<b>54.9</b>	<b>57.7</b>	<b>54.9</b>
<b>Time (HR)</b>						<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>
<b>193</b>	<b>I-84</b>		<b>Boise (I-184) - I-86</b>														
R.Int		157.5	4.0	65.0	12,952	59.2	56.0	59.4	56.2	59.4	56.2	59.4	56.2	59.4	56.2	59.4	56.2
U.Int		15.1	4.3	40.0	29,586	58.6	56.9	58.6	56.9	58.6	56.9	58.6	56.9	58.6	56.9	58.6	56.9
Total Sample		172.6															
<b>TOTAL</b>	<b>172.6</b>		<b>4.0</b>	<b>61.6</b>	<b>14,403</b>	<b>59.2</b>	<b>56.1</b>	<b>59.4</b>	<b>56.2</b>	<b>59.4</b>	<b>56.2</b>	<b>59.4</b>	<b>56.2</b>	<b>59.4</b>	<b>56.2</b>	<b>59.4</b>	<b>56.2</b>
<b>Time (HR)</b>						<b>2.9</b>	<b>3.1</b>	<b>2.9</b>	<b>3.1</b>	<b>2.9</b>	<b>3.1</b>	<b>2.9</b>	<b>3.1</b>	<b>2.9</b>	<b>3.1</b>	<b>2.9</b>	<b>3.1</b>
<b>194</b>	<b>I-84</b>		<b>I-86 - Utah SL</b>														
R.Int		53.8	4.0	65.0	5,453	57.5	53.6	58.1	54.1	58.1	54.1	58.1	54.1	58.1	54.1	58.1	54.1
Total Sample		53.8															
<b>TOTAL</b>	<b>53.8</b>		<b>4.0</b>	<b>65.0</b>	<b>5,453</b>	<b>57.5</b>	<b>53.6</b>	<b>58.1</b>	<b>54.1</b>	<b>58.1</b>	<b>54.1</b>	<b>58.1</b>	<b>54.1</b>	<b>58.1</b>	<b>54.1</b>	<b>58.1</b>	<b>54.1</b>
<b>Time (HR)</b>						<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>1.0</b>
<b>200</b>	<b>I-86</b>		<b>I-84 to I-15 @ Pocatello</b>														
R.Int		58.5	4.0	65.0	6,568	60.0	57.9	61.4	59.1	61.4	59.1	61.4	59.1	61.4	59.1	61.4	59.1
U.Int		4.3	4.0	40.0	11,761	51.5	48.4	52.6	49.4	52.6	49.4	52.6	49.4	52.6	49.4	52.6	49.4
Total Sample		62.9															
<b>TOTAL</b>	<b>62.9</b>		<b>4.0</b>	<b>62.3</b>	<b>6,927</b>	<b>59.4</b>	<b>57.1</b>	<b>60.7</b>	<b>58.3</b>	<b>60.7</b>	<b>58.3</b>	<b>60.7</b>	<b>58.3</b>	<b>60.7</b>	<b>58.3</b>	<b>60.7</b>	<b>58.3</b>
<b>Time (HR)</b>						<b>1.1</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>
<b>213</b>	<b>I-90</b>		<b>Washington SL - US 95 @ Coeur d'Alene</b>														
U.Int		13.6	4.0	40.0	36,255	57.9	55.8	58.8	56.6	58.8	56.6	58.8	56.6	58.8	56.6	58.8	56.6
Total Sample		13.6															
<b>TOTAL</b>	<b>13.6</b>		<b>4.0</b>	<b>40.0</b>	<b>36,255</b>	<b>57.9</b>	<b>55.8</b>	<b>58.8</b>	<b>56.6</b>	<b>58.8</b>	<b>56.6</b>	<b>58.8</b>	<b>56.6</b>	<b>58.8</b>	<b>56.6</b>	<b>58.8</b>	<b>56.6</b>
<b>Time (HR)</b>						<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>
<b>214</b>	<b>I-90</b>		<b>US 95 - Montana SL</b>														
R.Int		57.0	4.0	56.4	10,285	51.7	45.9	52.2	46.2	52.2	46.2	52.2	46.2	52.2	46.2	52.2	46.2
U.Int		3.0	4.0	40.0	15,606	53.0	47.7	54.0	48.5	54.0	48.5	54.0	48.5	54.0	48.5	54.0	48.5
Total Sample		60.0															
<b>TOTAL</b>	<b>60.0</b>		<b>4.0</b>	<b>55.2</b>	<b>10,553</b>	<b>51.7</b>	<b>46.0</b>	<b>52.3</b>	<b>46.3</b>	<b>52.3</b>	<b>46.3</b>	<b>52.3</b>	<b>46.3</b>	<b>52.3</b>	<b>46.3</b>	<b>52.3</b>	<b>46.3</b>
<b>Time (HR)</b>						<b>1.2</b>	<b>1.3</b>	<b>1.1</b>	<b>1.3</b>	<b>1.1</b>	<b>1.3</b>	<b>1.1</b>	<b>1.3</b>	<b>1.1</b>	<b>1.3</b>	<b>1.1</b>	<b>1.3</b>

**WTTN-Operating Speeds  
Idaho Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements										
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)				
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck			
<b>351</b>	<b>US 2</b>																	
			<b>Washington SL - US 95 @ Sandpoint</b>															
R.OPA		24.8	2.1	55.0	4,797	40.6	38.6	42.3	40.1	45.0	43.1	45.0	43.2	45.0	43.2	45.0	43.2	
U.OPA		1.4	2.0	35.0	7,493	21.1	21.1	21.8	21.7	21.8	21.8	21.8	21.8	26.0	26.0	26.0	26.0	
Total Sample		26.2																
<b>TOTAL</b>	<b>26.2</b>		<b>2.1</b>	<b>53.3</b>	<b>4,945</b>	<b>38.7</b>	<b>36.9</b>	<b>40.2</b>	<b>38.3</b>	<b>42.5</b>	<b>40.9</b>	<b>42.5</b>	<b>41.0</b>	<b>43.3</b>	<b>41.6</b>	<b>43.3</b>	<b>41.6</b>	
Time (HR)						<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	
<b>352</b>	<b>US 2</b>																	
			<b>US 95 @ Bonners Ferry - Montana SL</b>															
R.OPA		15.8	2.0	55.0	1,973	49.6	46.4	49.6	46.4	50.1	47.1	50.1	47.1	50.1	47.1	50.1	47.1	
Total Sample		15.8																
<b>TOTAL</b>	<b>15.8</b>		<b>2.0</b>	<b>55.0</b>	<b>1,973</b>	<b>49.6</b>	<b>46.4</b>	<b>49.6</b>	<b>46.4</b>	<b>50.1</b>	<b>47.1</b>	<b>50.1</b>	<b>47.1</b>	<b>50.1</b>	<b>47.1</b>	<b>50.1</b>	<b>47.1</b>	
Time (HR)						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	
<b>370</b>	<b>US 12</b>																	
			<b>US 95 - Montana SL</b>															
R.OPA		164.2	2.1	45.4	1,747	49.4	49.4	49.4	49.4	49.4	49.4	49.4	49.4	50.6	50.5	50.6	50.5	
U.OPA		4.5	2.7	35.0	11,426	24.9	24.9	24.9	24.9	24.9	24.9	24.9	24.9	29.2	29.2	29.2	29.2	
Total Sample		168.7																
<b>TOTAL</b>	<b>168.7</b>		<b>2.1</b>	<b>45.0</b>	<b>2,005</b>	<b>48.1</b>	<b>48.1</b>	<b>48.1</b>	<b>48.1</b>	<b>48.1</b>	<b>48.1</b>	<b>48.2</b>	<b>48.1</b>	<b>49.6</b>	<b>49.6</b>	<b>49.6</b>	<b>49.6</b>	
Time (HR)						<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	
<b>380</b>	<b>US 20</b>																	
			<b>I-15 @ Idaho Falls - Montana SL</b>															
R.OPA		92.5	2.9	54.4	5,759	47.4	45.5	47.5	45.6	48.0	46.5	48.0	46.5	48.1	46.6	48.1	46.6	
U.OPA		5.4	2.9	35.0	11,451	32.9	31.6	32.9	31.6	32.9	31.6	32.9	31.6	33.4	32.1	33.4	32.1	
Total Sample		97.9																
<b>TOTAL</b>	<b>97.9</b>		<b>2.9</b>	<b>52.7</b>	<b>6,075</b>	<b>46.3</b>	<b>44.4</b>	<b>46.3</b>	<b>44.5</b>	<b>46.8</b>	<b>45.3</b>	<b>46.8</b>	<b>45.3</b>	<b>47.0</b>	<b>45.4</b>	<b>47.0</b>	<b>45.4</b>	
Time (HR)						<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	
<b>490</b>	<b>US 95</b>																	
			<b>I-84 - Lewiston (US 12)</b>															
R.OPA		227.8	2.2	50.6	2,817	44.1	40.7	44.3	40.8	45.3	43.1	45.3	43.1	45.8	43.6	45.8	43.6	
U.OPA		5.8	2.7	35.0	8,879	31.7	31.5	31.7	31.5	31.7	31.5	31.7	31.5	34.2	34.0	34.2	34.0	
Total Sample		233.6																
<b>TOTAL</b>	<b>244.0</b>		<b>2.2</b>	<b>50.0</b>	<b>2,966</b>	<b>43.7</b>	<b>40.4</b>	<b>43.9</b>	<b>40.5</b>	<b>44.8</b>	<b>42.7</b>	<b>44.8</b>	<b>42.7</b>	<b>45.5</b>	<b>43.3</b>	<b>45.5</b>	<b>43.3</b>	
Time (HR)						<b>5.6</b>	<b>6.0</b>	<b>5.6</b>	<b>6.0</b>	<b>5.4</b>	<b>5.7</b>	<b>5.4</b>	<b>5.7</b>	<b>5.4</b>	<b>5.6</b>	<b>5.4</b>	<b>5.6</b>	
<b>491</b>	<b>US 95</b>																	
			<b>US 12 @ Lewiston - I-90 @ Coeur d'Alene</b>															
R.OPA		107.9	2.3	52.7	4,028	45.4	42.7	45.7	42.9	47.0	44.8	47.0	44.8	47.2	44.9	47.2	44.9	
U.OPA		3.6	2.6	35.0	10,948	22.8	22.1	23.0	22.3	23.0	22.6	23.0	22.6	27.8	27.2	27.8	27.2	
Total Sample		111.4																
<b>TOTAL</b>	<b>116.0</b>		<b>2.3</b>	<b>51.9</b>	<b>4,250</b>	<b>44.0</b>	<b>41.4</b>	<b>44.3</b>	<b>41.7</b>	<b>45.5</b>	<b>43.4</b>	<b>45.5</b>	<b>43.4</b>	<b>46.1</b>	<b>44.0</b>	<b>46.1</b>	<b>44.0</b>	
Time (HR)						<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>	<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.6</b>	<b>2.5</b>	<b>2.6</b>	

**WTTN-Operating Speeds  
Idaho Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements													
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)							
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck						
<b>492</b>	<b>US 95</b>					<b>I-90 @ Coeur d'Alene - Canada</b>															
R.OPA		97.7	2.2	53.9	6,254	45.4	43.1	45.7	43.4	46.5	44.7	46.6	44.8	47.1	45.2						
U.OPA		7.9	3.4	35.0	21,246	30.6	30.2	30.6	30.2	30.6	30.3	30.6	30.3	35.3	34.9						
U.Col		0.5	3.0	35.0	9,904	15.3	15.3	15.3	15.3	15.3	15.3	15.3	15.3	28.1	28.1						
Total Sample		106.1																			
<b>TOTAL</b>	<b>109.0</b>		<b>2.3</b>	<b>51.7</b>	<b>7,388</b>	<b>43.4</b>	<b>41.4</b>	<b>43.7</b>	<b>41.7</b>	<b>44.4</b>	<b>42.8</b>	<b>44.5</b>	<b>42.9</b>	<b>45.8</b>	<b>44.1</b>						
<b>Time (HR)</b>						<b>2.5</b>	<b>2.6</b>	<b>2.5</b>	<b>2.6</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.4</b>	<b>2.5</b>						
<b>718</b>	<b>I-15</b>					<b>Utah SL - I-86 @ Pocatello</b>															
R.Int		64.2	4.0	65.0	8,113	58.2	53.7	58.2	53.7	58.2	53.7	58.2	53.7	58.2	53.7						
U.Int		7.6	4.0	40.0	17,000	54.4	50.1	54.4	50.1	54.4	50.1	54.4	50.1	54.4	50.1						
Total Sample		71.9																			
<b>TOTAL</b>	<b>71.9</b>		<b>4.0</b>	<b>61.0</b>	<b>9,054</b>	<b>57.8</b>	<b>53.3</b>	<b>57.8</b>	<b>53.3</b>	<b>57.8</b>	<b>53.3</b>	<b>57.8</b>	<b>53.3</b>	<b>57.8</b>	<b>53.3</b>						
<b>Time (HR)</b>						<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>						
<b>719</b>	<b>I-15</b>					<b>I-86 - US 20 @ Idaho Falls</b>															
R.Int		35.7	4.0	65.0	14,801	60.1	57.8	60.2	57.9	60.2	57.9	60.2	57.9	60.2	57.9						
U.Int		11.5	4.0	40.0	14,252	57.8	55.8	57.8	55.8	57.8	55.8	57.8	55.8	57.8	55.8						
Total Sample		47.2																			
<b>TOTAL</b>	<b>47.2</b>		<b>4.0</b>	<b>56.4</b>	<b>14,667</b>	<b>59.5</b>	<b>57.3</b>	<b>59.6</b>	<b>57.4</b>	<b>59.6</b>	<b>57.4</b>	<b>59.6</b>	<b>57.4</b>	<b>59.6</b>	<b>57.4</b>						
<b>Time (HR)</b>						<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>						
<b>720</b>	<b>I-15</b>					<b>US 20 @ Idaho Falls - Montana SL</b>															
R.Int		74.9	4.0	65.0	2,920	59.4	55.9	59.6	56.0	59.6	56.0	59.6	56.0	59.6	56.0						
U.Int		2.0	4.0	40.0	4,088	58.1	57.1	58.1	57.1	58.1	57.1	58.1	57.1	58.1	57.1						
Total Sample		76.9																			
<b>TOTAL</b>	<b>76.9</b>		<b>4.0</b>	<b>64.0</b>	<b>2,950</b>	<b>59.4</b>	<b>55.9</b>	<b>59.5</b>	<b>56.1</b>	<b>59.5</b>	<b>56.1</b>	<b>59.5</b>	<b>56.1</b>	<b>59.5</b>	<b>56.1</b>						
<b>Time (HR)</b>						<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>						

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- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
Idaho Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements							
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)	
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck
<b>192</b>	<b>I-84</b>	<b>Oregon SL - Boise (I-184)</b>													
R.Int		30.5	4.0	65.0	19,194	55.1	52.1	56.1	52.9	56.1	52.9	56.5	53.3	56.5	53.3
U.Int		18.9	4.6	40.0	41,818	57.2	55.3	57.2	55.3	57.2	55.3	58.8	56.7	58.8	56.7
Total Sample		49.4													
<b>TOTAL</b>	<b>49.4</b>		<b>4.2</b>	<b>52.5</b>	<b>27,848</b>	<b>55.9</b>	<b>53.3</b>	<b>56.5</b>	<b>53.8</b>	<b>56.5</b>	<b>53.8</b>	<b>57.4</b>	<b>54.5</b>	<b>57.4</b>	<b>54.5</b>
<b>Time (HR)</b>						<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>
<b>193</b>	<b>I-84</b>	<b>Boise (I-184) - I-86</b>													
R.Int		157.5	4.0	65.0	12,952	59.2	56.0	59.4	56.2	59.4	56.2	59.4	56.2	59.4	56.2
U.Int		15.1	4.3	40.0	29,586	58.1	56.4	58.1	56.4	58.1	56.4	58.1	56.4	58.1	56.4
Total Sample		172.6													
<b>TOTAL</b>	<b>172.6</b>		<b>4.0</b>	<b>61.6</b>	<b>14,403</b>	<b>59.1</b>	<b>56.1</b>	<b>59.3</b>	<b>56.2</b>	<b>59.3</b>	<b>56.2</b>	<b>59.3</b>	<b>56.2</b>	<b>59.3</b>	<b>56.2</b>
<b>Time (HR)</b>						<b>2.9</b>	<b>3.1</b>	<b>2.9</b>	<b>3.1</b>	<b>2.9</b>	<b>3.1</b>	<b>2.9</b>	<b>3.1</b>	<b>2.9</b>	<b>3.1</b>
<b>194</b>	<b>I-84</b>	<b>I-86 - Utah SL</b>													
R.Int		53.8	4.0	65.0	5,453	57.5	53.6	58.1	54.1	58.1	54.1	58.1	54.1	58.1	54.1
Total Sample		53.8													
<b>TOTAL</b>	<b>53.8</b>		<b>4.0</b>	<b>65.0</b>	<b>5,453</b>	<b>57.5</b>	<b>53.6</b>	<b>58.1</b>	<b>54.1</b>	<b>58.1</b>	<b>54.1</b>	<b>58.1</b>	<b>54.1</b>	<b>58.1</b>	<b>54.1</b>
<b>Time (HR)</b>						<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>1.0</b>
<b>200</b>	<b>I-86</b>	<b>I-84 to I-15 @ Pocatello</b>													
R.Int		58.5	4.0	65.0	6,568	60.0	57.9	61.4	59.1	61.4	59.1	61.4	59.1	61.4	59.1
U.Int		4.3	4.0	40.0	11,761	51.5	48.4	52.6	49.4	52.6	49.4	52.6	49.4	52.6	49.4
Total Sample		62.9													
<b>TOTAL</b>	<b>62.9</b>		<b>4.0</b>	<b>62.3</b>	<b>6,927</b>	<b>59.4</b>	<b>57.1</b>	<b>60.7</b>	<b>58.3</b>	<b>60.7</b>	<b>58.3</b>	<b>60.7</b>	<b>58.3</b>	<b>60.7</b>	<b>58.3</b>
<b>Time (HR)</b>						<b>1.1</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>
<b>213</b>	<b>I-90</b>	<b>Washington SL - US 95 @ Coeur d'Alene</b>													
U.Int		13.6	4.0	40.0	36,255	57.6	55.5	58.5	56.3	58.5	56.3	58.5	56.3	58.5	56.3
Total Sample		13.6													
<b>TOTAL</b>	<b>13.6</b>		<b>4.0</b>	<b>40.0</b>	<b>36,255</b>	<b>57.6</b>	<b>55.5</b>	<b>58.5</b>	<b>56.3</b>	<b>58.5</b>	<b>56.3</b>	<b>58.5</b>	<b>56.3</b>	<b>58.5</b>	<b>56.3</b>
<b>Time (HR)</b>						<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>
<b>214</b>	<b>I-90</b>	<b>US 95 - Montana SL</b>													
R.Int		57.0	4.0	56.4	10,285	51.6	45.8	52.2	46.2	52.2	46.2	52.2	46.2	52.2	46.2
U.Int		3.0	4.0	40.0	15,606	53.0	47.7	54.0	48.5	54.0	48.5	54.0	48.5	54.0	48.5
Total Sample		60.0													
<b>TOTAL</b>	<b>60.0</b>		<b>4.0</b>	<b>55.2</b>	<b>10,553</b>	<b>51.7</b>	<b>45.9</b>	<b>52.2</b>	<b>46.3</b>	<b>52.2</b>	<b>46.3</b>	<b>52.2</b>	<b>46.3</b>	<b>52.2</b>	<b>46.3</b>
<b>Time (HR)</b>						<b>1.2</b>	<b>1.3</b>	<b>1.1</b>	<b>1.3</b>	<b>1.1</b>	<b>1.3</b>	<b>1.1</b>	<b>1.3</b>	<b>1.1</b>	<b>1.3</b>

**WTTN-Operating Speeds  
Idaho Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements										
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)				
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck			
<b>351</b>	<b>US 2</b>																	
			<b>Washington SL - US 95 @ Sandpoint</b>															
R.OPA		24.8	2.1	55.0	4,797	37.4	35.6	39.0	37.0	41.2	39.7	42.0	40.4	42.0	40.4			
U.OPA		1.4	2.0	35.0	7,493	20.2	20.1	20.8	20.8	20.8	20.8	20.8	20.8	20.8	24.7	24.6		
Total Sample		26.2																
<b>TOTAL</b>	<b>26.2</b>		<b>2.1</b>	<b>53.3</b>	<b>4,945</b>	<b>35.8</b>	<b>34.1</b>	<b>37.2</b>	<b>35.5</b>	<b>39.1</b>	<b>37.8</b>	<b>39.8</b>	<b>38.4</b>	<b>40.5</b>	<b>39.0</b>			
<b>Time (HR)</b>						<b>0.7</b>	<b>0.8</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.6</b>	<b>0.7</b>			
<b>352</b>	<b>US 2</b>																	
			<b>US 95 @ Bonners Ferry - Montana SL</b>															
R.OPA		15.8	2.0	55.0	1,973	45.2	42.4	45.2	42.4	45.6	42.9	45.6	42.9	45.6	42.9	45.6	42.9	
Total Sample		15.8																
<b>TOTAL</b>	<b>15.8</b>		<b>2.0</b>	<b>55.0</b>	<b>1,973</b>	<b>45.2</b>	<b>42.4</b>	<b>45.2</b>	<b>42.4</b>	<b>45.6</b>	<b>42.9</b>	<b>45.6</b>	<b>42.9</b>	<b>45.6</b>	<b>42.9</b>	<b>45.6</b>	<b>42.9</b>	
<b>Time (HR)</b>						<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	
<b>370</b>	<b>US 12</b>																	
			<b>US 95 - Montana SL</b>															
R.OPA		164.2	2.1	45.4	1,747	44.4	44.3	44.4	44.3	44.4	44.3	45.5	45.4	45.6	45.6	45.6	45.6	
U.OPA		4.5	2.7	35.0	11,426	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5	28.7	28.7			
Total Sample		168.7																
<b>TOTAL</b>	<b>168.7</b>		<b>2.1</b>	<b>45.0</b>	<b>2,005</b>	<b>43.4</b>	<b>43.4</b>	<b>43.4</b>	<b>43.4</b>	<b>43.4</b>	<b>43.4</b>	<b>44.5</b>	<b>44.4</b>	<b>44.9</b>	<b>44.9</b>			
<b>Time (HR)</b>						<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>			
<b>380</b>	<b>US 20</b>																	
			<b>I-15 @ Idaho Falls - Montana SL</b>															
R.OPA		92.5	2.9	54.4	5,759	45.1	43.3	45.2	43.3	45.6	44.2	45.6	44.2	45.6	44.2	45.6	44.2	
U.OPA		5.4	2.9	35.0	11,451	32.4	31.1	32.4	31.1	32.4	31.1	32.4	31.1	32.9	31.6			
Total Sample		97.9																
<b>TOTAL</b>	<b>97.9</b>		<b>2.9</b>	<b>52.7</b>	<b>6,075</b>	<b>44.1</b>	<b>42.4</b>	<b>44.2</b>	<b>42.4</b>	<b>44.6</b>	<b>43.2</b>	<b>44.6</b>	<b>43.2</b>	<b>44.7</b>	<b>43.2</b>			
<b>Time (HR)</b>						<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>	
<b>490</b>	<b>US 95</b>																	
			<b>I-84 - Lewiston (US 12)</b>															
R.OPA		227.8	2.2	50.6	2,817	40.7	37.7	40.9	37.9	41.5	39.7	41.8	40.0	42.2	40.3			
U.OPA		5.8	2.7	35.0	8,879	31.0	30.9	31.0	30.9	31.0	30.9	31.0	30.9	33.5	33.3			
Total Sample		233.6																
<b>TOTAL</b>	<b>244.0</b>		<b>2.2</b>	<b>50.0</b>	<b>2,966</b>	<b>40.4</b>	<b>37.5</b>	<b>40.6</b>	<b>37.6</b>	<b>41.1</b>	<b>39.4</b>	<b>41.5</b>	<b>39.7</b>	<b>41.9</b>	<b>40.1</b>			
<b>Time (HR)</b>						<b>6.0</b>	<b>6.5</b>	<b>6.0</b>	<b>6.5</b>	<b>5.9</b>	<b>6.2</b>	<b>5.9</b>	<b>6.1</b>	<b>5.8</b>	<b>6.1</b>			
<b>491</b>	<b>US 95</b>																	
			<b>US 12 @ Lewiston - I-90 @ Coeur d'Alene</b>															
R.OPA		107.9	2.3	52.7	4,028	41.4	38.9	41.7	39.2	42.6	40.7	43.8	41.7	43.9	41.8			
U.OPA		3.6	2.6	35.0	10,948	22.1	21.5	22.3	21.6	22.3	21.9	22.5	22.1	27.3	26.8			
Total Sample		111.4																
<b>TOTAL</b>	<b>116.0</b>		<b>2.3</b>	<b>51.9</b>	<b>4,250</b>	<b>40.3</b>	<b>37.9</b>	<b>40.5</b>	<b>38.2</b>	<b>41.3</b>	<b>39.6</b>	<b>42.5</b>	<b>40.6</b>	<b>43.0</b>	<b>41.1</b>			
<b>Time (HR)</b>						<b>2.9</b>	<b>3.1</b>	<b>2.9</b>	<b>3.0</b>	<b>2.8</b>	<b>2.9</b>	<b>2.7</b>	<b>2.9</b>	<b>2.7</b>	<b>2.8</b>			

**WTTN-Operating Speeds  
Idaho Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements									
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>492</b>	<b>US 95</b>																
			<b>I-90 @ Coeur d'Alene - Canada</b>														
R.OPA		97.7	2.2	53.9	6,254	41.2	39.4	41.6	39.7	42.2	40.7	44.2	42.5	44.6	42.8		
U.OPA		7.9	3.4	35.0	21,246	29.4	29.1	29.4	29.1	29.4	29.1	29.9	29.6	34.4	33.9		
U.Col		0.5	3.0	35.0	9,904	14.8	14.8	14.8	14.8	14.8	14.8	14.8	14.8	27.4	27.3		
Total Sample		106.1															
<b>TOTAL Time (HR)</b>	<b>109.0</b>		<b>2.3</b>	<b>51.7</b>	<b>7,388</b>	<b>39.7</b>	<b>38.1</b>	<b>40.0</b>	<b>38.4</b>	<b>40.5</b>	<b>39.3</b>	<b>42.4</b>	<b>40.8</b>	<b>43.5</b>	<b>41.9</b>	<b>2.7</b>	<b>2.6</b>
						<b>2.7</b>	<b>2.9</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.6</b>	<b>2.7</b>	<b>2.5</b>	<b>2.6</b>		
<b>718</b>	<b>I-15</b>																
			<b>Utah SL - I-86 @ Pocatello</b>														
R.Int		64.2	4.0	65.0	8,113	58.2	53.7	58.2	53.7	58.2	53.7	58.2	53.7	58.2	53.7		
U.Int		7.6	4.0	40.0	17,000	54.4	50.1	54.4	50.1	54.4	50.1	54.4	50.1	54.4	50.1		
Total Sample		71.9															
<b>TOTAL Time (HR)</b>	<b>71.9</b>		<b>4.0</b>	<b>61.0</b>	<b>9,054</b>	<b>57.8</b>	<b>53.3</b>	<b>57.8</b>	<b>53.3</b>	<b>57.8</b>	<b>53.3</b>	<b>57.8</b>	<b>53.3</b>	<b>57.8</b>	<b>53.3</b>	<b>1.2</b>	<b>1.3</b>
						<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>
<b>719</b>	<b>I-15</b>																
			<b>I-86 - US 20 @ Idaho Falls</b>														
R.Int		35.7	4.0	65.0	14,801	60.1	57.8	60.2	57.9	60.2	57.9	60.2	57.9	60.2	57.9		
U.Int		11.5	4.0	40.0	14,252	57.8	55.8	57.8	55.8	57.8	55.8	57.8	55.8	57.8	55.8		
Total Sample		47.2															
<b>TOTAL Time (HR)</b>	<b>47.2</b>		<b>4.0</b>	<b>56.4</b>	<b>14,667</b>	<b>59.5</b>	<b>57.3</b>	<b>59.6</b>	<b>57.4</b>	<b>59.6</b>	<b>57.4</b>	<b>59.6</b>	<b>57.4</b>	<b>59.6</b>	<b>57.4</b>	<b>0.8</b>	<b>0.8</b>
						<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>
<b>720</b>	<b>I-15</b>																
			<b>US 20 @ Idaho Falls - Montana SL</b>														
R.Int		74.9	4.0	65.0	2,920	59.4	55.9	59.6	56.0	59.6	56.0	59.6	56.0	59.6	56.0		
U.Int		2.0	4.0	40.0	4,088	58.1	57.1	58.1	57.1	58.1	57.1	58.1	57.1	58.1	57.1		
Total Sample		76.9															
<b>TOTAL Time (HR)</b>	<b>76.9</b>		<b>4.0</b>	<b>64.0</b>	<b>2,950</b>	<b>59.4</b>	<b>55.9</b>	<b>59.5</b>	<b>56.1</b>	<b>59.5</b>	<b>56.1</b>	<b>59.5</b>	<b>56.1</b>	<b>59.5</b>	<b>56.1</b>	<b>1.3</b>	<b>1.4</b>
						<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>

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- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
Montana Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>214</b>	<b>I-90</b>			<b>Idaho SL - US 93 W. Missoula</b>							
R.Int		45.5	4.0	52.6	65.0	68.1	6,035	55.4	50.3	55.4	50.3
Total Sample		96.5									
<b>TOTAL</b>	<b>96.5</b>		<b>4.0</b>	<b>52.6</b>	<b>65.0</b>	<b>68.1</b>	<b>6,035</b>	<b>55.4</b>	<b>50.3</b>	<b>55.4</b>	<b>50.3</b>
<b>Time (HR)</b>								<b>1.7</b>	<b>1.9</b>	<b>1.7</b>	<b>1.9</b>
<b>215</b>	<b>I-90</b>			<b>US 93 W. Missoula - I-15 W. Butte</b>							
R.Int		70.4	4.0	65.0	65.0	70.0	8,594	59.1	56.3	59.1	56.3
U.Int		4.2	4.0	40.0	65.0	70.0	15,714	58.0	55.4	58.0	55.4
Total Sample		123.0									
<b>TOTAL</b>	<b>123.0</b>		<b>4.0</b>	<b>62.4</b>	<b>65.0</b>	<b>70.0</b>	<b>9,059</b>	<b>59.0</b>	<b>56.2</b>	<b>59.0</b>	<b>56.2</b>
<b>Time (HR)</b>								<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>
<b>216</b>	<b>I-90</b>			<b>I-15 W. Butte - I-94 @ Billings</b>							
R.Int		96.2	4.0	63.3	65.0	69.9	8,807	56.9	53.3	56.9	53.3
U.Int		23.7	4.0	40.0	59.5	70.0	12,745	56.7	54.3	56.7	54.3
Total Sample		232.2									
<b>TOTAL</b>	<b>232.2</b>		<b>4.0</b>	<b>59.3</b>	<b>64.3</b>	<b>69.9</b>	<b>9,262</b>	<b>56.9</b>	<b>53.4</b>	<b>56.9</b>	<b>53.4</b>
<b>Time (HR)</b>								<b>4.1</b>	<b>4.3</b>	<b>4.1</b>	<b>4.3</b>
<b>217</b>	<b>I-90</b>			<b>Billings (I-94) - Wyoming SL</b>							
R.Int		15.5	4.0	65.0	65.0	70.0	6,111	54.4	47.5	54.4	47.5
Total Sample		94.7									
<b>TOTAL</b>	<b>94.7</b>		<b>4.0</b>	<b>65.0</b>	<b>65.0</b>	<b>70.0</b>	<b>6,111</b>	<b>54.4</b>	<b>47.5</b>	<b>54.4</b>	<b>47.5</b>
<b>Time (HR)</b>								<b>1.7</b>	<b>2.0</b>	<b>1.7</b>	<b>2.0</b>
<b>352</b>	<b>US 2</b>			<b>Idaho SL - US 93 @ Kalispell</b>							
R.OPA		59.6	2.3	55.0	52.6	68.4	2,230	42.0	39.6	38.6	36.5
U.OPA		0.4	4.0	35.0	35.0	65.0	6,970	24.2	24.2	24.2	24.2
Total Sample		120.0									
<b>TOTAL</b>	<b>120.0</b>		<b>2.3</b>	<b>54.9</b>	<b>52.5</b>	<b>68.4</b>	<b>2,248</b>	<b>41.9</b>	<b>39.5</b>	<b>38.5</b>	<b>36.4</b>
<b>Time (HR)</b>								<b>2.9</b>	<b>3.0</b>	<b>3.1</b>	<b>3.3</b>
<b>353</b>	<b>US 2</b>			<b>US 93 @ Kalispell - North Dakota SL</b>							
R.OPA		248.7	2.1	54.8	54.5	69.6	1,778	48.1	45.9	43.3	41.5
R.MIA		9.2	4.0	55.0	55.0	70.0	11,814	53.2	50.9	53.2	50.9
U.OPA		3.3	3.7	35.0	41.1	70.0	16,115	25.7	25.1	25.1	24.5
Total Sample		546.9									
<b>TOTAL</b>	<b>546.9</b>		<b>2.1</b>	<b>54.3</b>	<b>54.2</b>	<b>69.6</b>	<b>2,202</b>	<b>47.4</b>	<b>45.3</b>	<b>42.9</b>	<b>41.1</b>
<b>Time (HR)</b>								<b>11.5</b>	<b>12.1</b>	<b>12.8</b>	<b>13.3</b>

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**WTTN-Operating Speeds  
Montana Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>370</b>	<b>US 12</b>			<b>Idaho SL - I-90 @ Missoula</b>							
R.OPA		26.0	2.5	47.2	55.0	64.7	5,933	45.5	43.1	41.9	40.3
U.OPA		1.6	2.8	35.0	30.8	70.0	15,161	19.4	19.4	19.3	19.3
Total Sample		44.9									
<b>TOTAL</b>	<b>44.9</b>		<b>2.5</b>	<b>45.3</b>	<b>50.1</b>	<b>65.3</b>	<b>7,086</b>	<b>39.0</b>	<b>37.4</b>	<b>36.5</b>	<b>35.5</b>
<b>Time (HR)</b>								<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.3</b>
<b>371</b>	<b>US 12</b>			<b>I-90 NW of Butte to I-94 @ Forsyth</b>							
R.OPA		47.7	2.1	54.4	54.6	69.5	2,951	48.2	45.7	44.0	42.0
R.MIA		31.0	2.0	55.0	55.0	70.0	506	50.0	48.7	44.4	43.4
U.OPA		5.6	3.9	35.0	39.4	70.0	13,437	26.6	26.5	26.6	26.5
Total Sample		334.0									
<b>TOTAL</b>	<b>334.0</b>		<b>2.1</b>	<b>54.1</b>	<b>54.3</b>	<b>69.8</b>	<b>1,773</b>	<b>48.3</b>	<b>46.6</b>	<b>43.6</b>	<b>42.2</b>
<b>Time (HR)</b>								<b>6.9</b>	<b>7.2</b>	<b>7.7</b>	<b>7.9</b>
<b>380</b>	<b>US 20/191/28</b>			<b>Idaho SL - I-90</b>							
R.OPA		34.7	2.0	50.5	55.0	68.8	3,365	46.3	44.3	41.3	40.0
R.MIA		5.2	2.0	55.0	55.0	70.0	10,099	35.7	34.5	30.8	30.1
U.OPA		1.0	3.8	35.0	37.5	70.0	13,187	25.6	25.6	25.6	25.6
Total Sample		99.2									
<b>TOTAL</b>	<b>101.0</b>		<b>2.1</b>	<b>49.9</b>	<b>54.1</b>	<b>68.9</b>	<b>4,086</b>	<b>44.3</b>	<b>42.5</b>	<b>39.7</b>	<b>38.5</b>
<b>Time (HR)</b>								<b>2.3</b>	<b>2.4</b>	<b>2.5</b>	<b>2.6</b>
<b>460</b>	<b>US87/191/S19</b>			<b>I-94 @ Billings to Canada</b>							
R.OPA		67.7	2.0	55.0	54.5	70.0	1,251	47.5	44.1	43.4	40.4
U.OPA		2.4	6.0	35.0	35.0	70.0	36,446	25.4	25.4	25.4	25.4
Total Sample		259.6									
<b>TOTAL</b>	<b>259.6</b>		<b>2.2</b>	<b>53.6</b>	<b>53.2</b>	<b>70.0</b>	<b>2,858</b>	<b>45.7</b>	<b>42.7</b>	<b>42.0</b>	<b>39.3</b>
<b>Time (HR)</b>								<b>5.7</b>	<b>6.1</b>	<b>6.2</b>	<b>6.6</b>
<b>470</b>	<b>S 200/US 89</b>			<b>I-90 @ Missoula - I-15 @ Great Falls</b>							
R.OPA		64.1	2.0	52.9	54.8	69.8	2,190	47.1	42.9	42.9	39.2
R.MIA		7.0	2.0	55.0	55.0	70.0	1,270	47.4	44.3	42.8	39.9
Total Sample		154.9									
<b>TOTAL</b>	<b>157.0</b>		<b>2.0</b>	<b>53.0</b>	<b>54.8</b>	<b>69.8</b>	<b>2,148</b>	<b>47.2</b>	<b>43.0</b>	<b>42.9</b>	<b>39.2</b>
<b>Time (HR)</b>								<b>3.3</b>	<b>3.7</b>	<b>3.7</b>	<b>4.0</b>
<b>471</b>	<b>US 87</b>			<b>I-15 @ Great Falls - US 2 @ Havre</b>							
R.OPA		60.5	2.0	55.0	55.0	70.0	1,751	51.5	49.0	46.3	44.4
U.OPA		1.4	3.3	35.0	38.7	69.4	5,141	26.8	26.6	26.8	26.6
Total Sample		112.5									
<b>TOTAL</b>	<b>112.5</b>		<b>2.0</b>	<b>53.9</b>	<b>54.2</b>	<b>70.0</b>	<b>1,868</b>	<b>49.9</b>	<b>47.7</b>	<b>45.2</b>	<b>43.4</b>
<b>Time (HR)</b>								<b>2.3</b>	<b>2.4</b>	<b>2.5</b>	<b>2.6</b>

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**WTTN-Operating Speeds  
Montana Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>480</b>	<b>US 93</b>		<b>I-90 - Canada</b>								
R.OPA		70.3	2.2	55.0	54.1	70.0	6,409	43.3	40.6	38.9	36.8
U.OPA		1.1	2.4	35.0	38.9	64.9	14,288	23.7	23.7	22.2	22.2
Total Sample		187.8									
<b>TOTAL</b>	<b>187.8</b>		<b>2.3</b>	<b>54.1</b>	<b>53.5</b>	<b>69.8</b>	<b>6,638</b>	<b>42.2</b>	<b>39.8</b>	<b>38.0</b>	<b>36.1</b>
<b>Time (HR)</b>								<b>4.4</b>	<b>4.7</b>	<b>4.9</b>	<b>5.2</b>
<b>590</b>	<b>S 3</b>		<b>Billings to Great Falls</b>								
R.OPA		76.4	2.0	55.0	54.8	70.0	1,956	48.3	45.1	44.3	41.5
R.MIA		13.7	2.0	55.0	51.1	70.0	920	46.0	44.6	41.7	40.3
U.OPA		3.9	4.0	35.0	34.6	69.6	27,902	22.9	22.0	22.9	22.0
Total Sample		192.2									
<b>TOTAL</b>	<b>192.2</b>		<b>2.2</b>	<b>53.0</b>	<b>52.5</b>	<b>70.0</b>	<b>3,596</b>	<b>44.9</b>	<b>42.2</b>	<b>41.5</b>	<b>39.1</b>
<b>Time (HR)</b>								<b>4.3</b>	<b>4.6</b>	<b>4.6</b>	<b>4.9</b>
<b>720</b>	<b>I-15</b>		<b>Idaho SL - I-90 @ Butte</b>								
R.Int		69.9	4.0	65.0	65.0	70.0	3,156	57.5	53.3	57.5	53.3
U.Int		2.6	4.0	40.0	65.0	70.0	11,603	61.1	59.1	61.1	59.1
Total Sample		137.7									
<b>TOTAL</b>	<b>137.7</b>		<b>4.0</b>	<b>64.2</b>	<b>65.0</b>	<b>70.0</b>	<b>3,329</b>	<b>57.6</b>	<b>53.4</b>	<b>57.6</b>	<b>53.4</b>
<b>Time (HR)</b>								<b>2.4</b>	<b>2.6</b>	<b>2.4</b>	<b>2.6</b>
<b>721</b>	<b>I-15</b>		<b>Butte (I-90) - Great Falls (I-15B)</b>								
R.Int		86.3	4.0	58.7	65.0	67.6	3,815	53.1	48.3	53.1	48.3
U.Int		11.7	4.0	40.0	61.7	70.0	7,487	51.0	44.4	51.0	44.4
Total Sample		152.7									
<b>TOTAL</b>	<b>152.7</b>		<b>4.0</b>	<b>56.1</b>	<b>64.7</b>	<b>67.9</b>	<b>4,181</b>	<b>52.9</b>	<b>47.9</b>	<b>52.9</b>	<b>47.9</b>
<b>Time (HR)</b>								<b>2.9</b>	<b>3.2</b>	<b>2.9</b>	<b>3.2</b>
<b>722</b>	<b>I-15</b>		<b>Great Falls - Canada</b>								
R.Int		46.0	4.0	65.0	65.0	70.0	3,048	58.9	55.0	58.9	55.0
U.Int		3.2	4.0	40.0	55.0	70.0	5,941	53.6	51.7	53.6	51.7
Total Sample		118.6									
<b>TOTAL</b>	<b>118.6</b>		<b>4.0</b>	<b>61.4</b>	<b>63.9</b>	<b>70.0</b>	<b>3,319</b>	<b>58.3</b>	<b>54.7</b>	<b>58.3</b>	<b>54.7</b>
<b>Time (HR)</b>								<b>2.0</b>	<b>2.2</b>	<b>2.0</b>	<b>2.2</b>
<b>750</b>	<b>I-94</b>		<b>I-90 @ Billings - North Dakota SL</b>								
R.Int		141.7	4.0	64.9	65.0	70.0	3,076	59.2	55.2	59.2	55.2
U.Int		1.9	4.0	40.0	65.0	70.0	3,432	60.6	57.9	60.6	57.9
Total Sample		248.5									
<b>TOTAL</b>	<b>250.0</b>		<b>4.0</b>	<b>63.5</b>	<b>65.0</b>	<b>70.0</b>	<b>3,088</b>	<b>59.3</b>	<b>55.3</b>	<b>59.3</b>	<b>55.3</b>
<b>Time (HR)</b>								<b>4.2</b>	<b>4.5</b>	<b>4.2</b>	<b>4.5</b>

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**WTTN-Operating Speeds  
Montana Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements									
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>214</b>	<b>I-90</b>																
						<b>Idaho SL - US 93 W. Missoula</b>											
R.Int		45.5	4.0	52.6	6,035	55.4	50.3	55.6	50.4	55.6	50.4	55.6	50.4	55.6	50.4	55.6	50.4
Total Sample		96.5															
<b>TOTAL</b>	<b>96.5</b>		<b>4.0</b>	<b>52.6</b>	<b>6,035</b>	<b>55.4</b>	<b>50.3</b>	<b>55.6</b>	<b>50.4</b>	<b>55.6</b>	<b>50.4</b>	<b>55.6</b>	<b>50.4</b>	<b>55.6</b>	<b>50.4</b>	<b>55.6</b>	<b>50.4</b>
<b>Time (HR)</b>						<b>1.7</b>	<b>1.9</b>	<b>1.7</b>	<b>1.9</b>	<b>1.7</b>	<b>1.9</b>	<b>1.7</b>	<b>1.9</b>	<b>1.7</b>	<b>1.9</b>	<b>1.7</b>	<b>1.9</b>
<b>215</b>	<b>I-90</b>																
						<b>US 93 W. Missoula - I-15 W. Butte</b>											
R.Int		70.4	4.0	65.0	8,594	59.1	56.3	60.0	57.0	60.0	57.0	60.0	57.0	60.0	57.0	60.0	57.0
U.Int		4.2	4.0	40.0	15,714	58.0	55.4	58.1	55.6	58.1	55.6	58.1	55.6	58.1	55.6	58.1	55.6
Total Sample		123.0															
<b>TOTAL</b>	<b>123.0</b>		<b>4.0</b>	<b>62.4</b>	<b>9,059</b>	<b>59.0</b>	<b>56.2</b>	<b>59.8</b>	<b>56.9</b>	<b>59.8</b>	<b>56.9</b>	<b>59.8</b>	<b>56.9</b>	<b>59.8</b>	<b>56.9</b>	<b>59.8</b>	<b>56.9</b>
<b>Time (HR)</b>						<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>
<b>216</b>	<b>I-90</b>																
						<b>I-15 W. Butte - I-94 @ Billings</b>											
R.Int		96.2	4.0	63.3	8,807	56.9	53.3	58.0	54.2	58.0	54.2	58.0	54.2	58.0	54.2	58.0	54.2
U.Int		23.7	4.0	40.0	12,745	56.7	54.3	57.0	54.6	57.0	54.6	57.0	54.6	57.0	54.6	57.0	54.6
Total Sample		232.2															
<b>TOTAL</b>	<b>232.2</b>		<b>4.0</b>	<b>59.3</b>	<b>9,262</b>	<b>56.9</b>	<b>53.4</b>	<b>57.9</b>	<b>54.2</b>	<b>57.9</b>	<b>54.2</b>	<b>57.9</b>	<b>54.2</b>	<b>57.9</b>	<b>54.2</b>	<b>57.9</b>	<b>54.2</b>
<b>Time (HR)</b>						<b>4.1</b>	<b>4.3</b>	<b>4.0</b>	<b>4.3</b>	<b>4.0</b>	<b>4.3</b>	<b>4.0</b>	<b>4.3</b>	<b>4.0</b>	<b>4.3</b>	<b>4.0</b>	<b>4.3</b>
<b>217</b>	<b>I-90</b>																
						<b>Billings (I-94) - Wyoming SL</b>											
R.Int		15.5	4.0	65.0	6,111	54.4	47.5	54.4	47.5	54.4	47.5	54.4	47.5	54.4	47.5	54.4	47.5
Total Sample		94.7															
<b>TOTAL</b>	<b>94.7</b>		<b>4.0</b>	<b>65.0</b>	<b>6,111</b>	<b>54.4</b>	<b>47.5</b>	<b>54.4</b>	<b>47.5</b>	<b>54.4</b>	<b>47.5</b>	<b>54.4</b>	<b>47.5</b>	<b>54.4</b>	<b>47.5</b>	<b>54.4</b>	<b>47.5</b>
<b>Time (HR)</b>						<b>1.7</b>	<b>2.0</b>	<b>1.7</b>	<b>2.0</b>	<b>1.7</b>	<b>2.0</b>	<b>1.7</b>	<b>2.0</b>	<b>1.7</b>	<b>2.0</b>	<b>1.7</b>	<b>2.0</b>
<b>352</b>	<b>US 2</b>																
						<b>Idaho SL - US 93 @ Kalispell</b>											
R.OPA		59.6	2.3	55.0	2,230	42.0	39.6	43.6	41.0	45.4	43.5	45.4	43.5	47.3	45.2	47.3	45.2
U.OPA		0.4	4.0	35.0	6,970	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2
Total Sample		120.0															
<b>TOTAL</b>	<b>120.0</b>		<b>2.3</b>	<b>54.9</b>	<b>2,248</b>	<b>41.9</b>	<b>39.5</b>	<b>43.5</b>	<b>40.9</b>	<b>45.3</b>	<b>43.4</b>	<b>45.3</b>	<b>43.4</b>	<b>47.2</b>	<b>45.1</b>	<b>47.2</b>	<b>45.1</b>
<b>Time (HR)</b>						<b>2.9</b>	<b>3.0</b>	<b>2.8</b>	<b>2.9</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.7</b>
<b>353</b>	<b>US 2</b>																
						<b>US 93 @ Kalispell - North Dakota SL</b>											
R.OPA		248.7	2.1	54.8	1,778	48.1	45.9	48.4	46.2	49.2	47.3	49.2	47.3	49.5	47.6	49.5	47.6
R.MiA		9.2	4.0	55.0	11,814	53.2	50.9	53.2	50.9	53.2	50.9	53.2	50.9	53.2	50.9	53.2	50.9
U.OPA		3.3	3.7	35.0	16,115	25.7	25.1	25.7	25.1	26.3	26.3	26.3	26.3	29.1	29.1	29.1	29.1
Total Sample		546.9															
<b>TOTAL</b>	<b>546.9</b>		<b>2.1</b>	<b>54.3</b>	<b>2,202</b>	<b>47.4</b>	<b>45.3</b>	<b>47.7</b>	<b>45.6</b>	<b>48.5</b>	<b>46.7</b>	<b>48.5</b>	<b>46.7</b>	<b>49.0</b>	<b>47.1</b>	<b>49.0</b>	<b>47.1</b>
<b>Time (HR)</b>						<b>11.5</b>	<b>12.1</b>	<b>11.5</b>	<b>12.0</b>	<b>11.3</b>	<b>11.7</b>	<b>11.3</b>	<b>11.7</b>	<b>11.2</b>	<b>11.6</b>	<b>11.2</b>	<b>11.6</b>



**WTTN-Operating Speeds  
Montana Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements										
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)				
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck			
<b>480</b>	<b>US 93</b>																	
			<b>I-90 - Canada</b>															
R.OPA		70.3	2.2	55.0	6,409	43.3	40.6	43.3	40.7	44.1	42.0	44.2	42.1	44.7	42.5			
U.OPA		1.1	2.4	35.0	14,288	23.7	23.7	24.2	24.2	24.2	24.2	24.2	24.2	27.4	27.3			
Total Sample		187.8																
<b>TOTAL</b>	<b>187.8</b>		<b>2.3</b>	<b>54.1</b>	<b>6,638</b>	<b>42.2</b>	<b>39.8</b>	<b>42.4</b>	<b>39.9</b>	<b>43.0</b>	<b>41.1</b>	<b>43.2</b>	<b>41.2</b>	<b>43.8</b>	<b>41.8</b>			
<b>Time (HR)</b>						<b>4.4</b>	<b>4.7</b>	<b>4.4</b>	<b>4.7</b>	<b>4.4</b>	<b>4.6</b>	<b>4.3</b>	<b>4.6</b>	<b>4.3</b>	<b>4.5</b>			
<b>590</b>	<b>S 3</b>																	
			<b>Billings to Great Falls</b>															
R.OPA		76.4	2.0	55.0	1,956	48.3	45.1	48.4	45.2	49.4	46.4	49.4	46.4	49.6	46.6			
R.MiA		13.7	2.0	55.0	920	46.0	44.6	46.0	44.6	46.3	44.9	46.3	44.9	49.3	47.6			
U.OPA		3.9	4.0	35.0	27,902	22.9	22.0	23.1	22.1	23.4	23.1	23.4	23.1	29.9	29.4			
Total Sample		192.2																
<b>TOTAL</b>	<b>192.2</b>		<b>2.2</b>	<b>53.0</b>	<b>3,596</b>	<b>44.9</b>	<b>42.2</b>	<b>45.0</b>	<b>42.2</b>	<b>45.8</b>	<b>43.4</b>	<b>45.8</b>	<b>43.4</b>	<b>47.5</b>	<b>44.9</b>			
<b>Time (HR)</b>						<b>4.3</b>	<b>4.6</b>	<b>4.3</b>	<b>4.5</b>	<b>4.2</b>	<b>4.4</b>	<b>4.2</b>	<b>4.4</b>	<b>4.0</b>	<b>4.3</b>			
<b>720</b>	<b>I-15</b>																	
			<b>Idaho SL - I-90 @ Butte</b>															
R.Int		69.9	4.0	65.0	3,156	57.5	53.3	57.8	53.5	57.8	53.5	57.8	53.5	57.8	53.5			
U.Int		2.6	4.0	40.0	11,603	61.1	59.1	61.1	59.1	61.1	59.1	61.1	59.1	61.1	59.1			
Total Sample		137.7																
<b>TOTAL</b>	<b>137.7</b>		<b>4.0</b>	<b>64.2</b>	<b>3,329</b>	<b>57.6</b>	<b>53.4</b>	<b>57.9</b>	<b>53.6</b>	<b>57.9</b>	<b>53.6</b>	<b>57.9</b>	<b>53.6</b>	<b>57.9</b>	<b>53.6</b>			
<b>Time (HR)</b>						<b>2.4</b>	<b>2.6</b>	<b>2.4</b>	<b>2.6</b>	<b>2.4</b>	<b>2.6</b>	<b>2.4</b>	<b>2.6</b>	<b>2.4</b>	<b>2.6</b>			
<b>721</b>	<b>I-15</b>																	
			<b>Butte (I-90) - Great Falls (I-15B)</b>															
R.Int		86.3	4.0	58.7	3,815	53.1	48.3	54.0	49.0	54.0	49.0	54.0	49.0	54.0	49.0			
U.Int		11.7	4.0	40.0	7,487	51.0	44.4	51.4	44.7	51.4	44.7	51.4	44.7	51.4	44.7			
Total Sample		152.7																
<b>TOTAL</b>	<b>152.7</b>		<b>4.0</b>	<b>56.1</b>	<b>4,181</b>	<b>52.9</b>	<b>47.9</b>	<b>53.7</b>	<b>48.5</b>	<b>53.7</b>	<b>48.5</b>	<b>53.7</b>	<b>48.5</b>	<b>53.7</b>	<b>48.5</b>			
<b>Time (HR)</b>						<b>2.9</b>	<b>3.2</b>	<b>2.8</b>	<b>3.1</b>	<b>2.8</b>	<b>3.1</b>	<b>2.8</b>	<b>3.1</b>	<b>2.8</b>	<b>3.1</b>			
<b>722</b>	<b>I-15</b>																	
			<b>Great Falls - Canada</b>															
R.Int		46.0	4.0	65.0	3,048	58.9	55.0	59.3	55.3	59.3	55.3	59.3	55.3	59.3	55.3			
U.Int		3.2	4.0	40.0	5,941	53.6	51.7	54.6	52.6	54.6	52.6	54.6	52.6	54.6	52.6			
Total Sample		118.6																
<b>TOTAL</b>	<b>118.6</b>		<b>4.0</b>	<b>61.4</b>	<b>3,319</b>	<b>58.3</b>	<b>54.7</b>	<b>58.8</b>	<b>55.0</b>	<b>58.8</b>	<b>55.0</b>	<b>58.8</b>	<b>55.0</b>	<b>58.8</b>	<b>55.0</b>			
<b>Time (HR)</b>						<b>2.0</b>	<b>2.2</b>	<b>2.0</b>	<b>2.2</b>	<b>2.0</b>	<b>2.2</b>	<b>2.0</b>	<b>2.2</b>	<b>2.0</b>	<b>2.2</b>			
<b>750</b>	<b>I-94</b>																	
			<b>I-90 @ Billings - North Dakota SL</b>															
R.Int		141.7	4.0	64.9	3,076	59.2	55.2	59.4	55.3	59.4	55.3	59.4	55.3	59.4	55.3			
U.Int		1.9	4.0	40.0	3,432	60.6	57.9	60.6	57.9	60.6	57.9	60.6	57.9	60.6	57.9			
Total Sample		248.5																
<b>TOTAL</b>	<b>250.0</b>		<b>4.0</b>	<b>63.5</b>	<b>3,088</b>	<b>59.3</b>	<b>55.3</b>	<b>59.4</b>	<b>55.4</b>	<b>59.4</b>	<b>55.4</b>	<b>59.4</b>	<b>55.4</b>	<b>59.4</b>	<b>55.4</b>			
<b>Time (HR)</b>						<b>4.2</b>	<b>4.5</b>	<b>4.2</b>	<b>4.5</b>	<b>4.2</b>	<b>4.5</b>	<b>4.2</b>	<b>4.5</b>	<b>4.2</b>	<b>4.5</b>			

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- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
Montana Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements							
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)	
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck
<b>214</b>	<b>I-90</b>					<b>Idaho SL - US 93 W. Missoula</b>									
R.Int		45.5	4.0	52.6	6,035	55.4	50.3	55.6	50.4	55.6	50.4	55.6	50.4	55.6	50.4
Total Sample		96.5													
<b>TOTAL</b>	<b>96.5</b>		<b>4.0</b>	<b>52.6</b>	<b>6,035</b>	<b>55.4</b>	<b>50.3</b>	<b>55.6</b>	<b>50.4</b>	<b>55.6</b>	<b>50.4</b>	<b>55.6</b>	<b>50.4</b>	<b>55.6</b>	<b>50.4</b>
<b>Time (HR)</b>						<b>1.7</b>	<b>1.9</b>	<b>1.7</b>	<b>1.9</b>	<b>1.7</b>	<b>1.9</b>	<b>1.7</b>	<b>1.9</b>	<b>1.7</b>	<b>1.9</b>
<b>215</b>	<b>I-90</b>					<b>US 93 W. Missoula - I-15 W. Butte</b>									
R.Int		70.4	4.0	65.0	8,594	59.1	56.3	60.0	57.0	60.0	57.0	60.0	57.0	60.0	57.0
U.Int		4.2	4.0	40.0	15,714	58.0	55.4	58.1	55.6	58.1	55.6	58.1	55.6	58.1	55.6
Total Sample		123.0													
<b>TOTAL</b>	<b>123.0</b>		<b>4.0</b>	<b>62.4</b>	<b>9,059</b>	<b>59.0</b>	<b>56.2</b>	<b>59.8</b>	<b>56.9</b>	<b>59.8</b>	<b>56.9</b>	<b>59.8</b>	<b>56.9</b>	<b>59.8</b>	<b>56.9</b>
<b>Time (HR)</b>						<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>
<b>216</b>	<b>I-90</b>					<b>I-15 W. Butte - I-94 @ Billings</b>									
R.Int		96.2	4.0	63.3	8,807	56.9	53.3	58.0	54.2	58.0	54.2	58.0	54.2	58.0	54.2
U.Int		23.7	4.0	40.0	12,745	56.7	54.3	57.0	54.6	57.0	54.6	57.0	54.6	57.0	54.6
Total Sample		232.2													
<b>TOTAL</b>	<b>232.2</b>		<b>4.0</b>	<b>59.3</b>	<b>9,262</b>	<b>56.9</b>	<b>53.4</b>	<b>57.9</b>	<b>54.2</b>	<b>57.9</b>	<b>54.2</b>	<b>57.9</b>	<b>54.2</b>	<b>57.9</b>	<b>54.2</b>
<b>Time (HR)</b>						<b>4.1</b>	<b>4.3</b>	<b>4.0</b>	<b>4.3</b>	<b>4.0</b>	<b>4.3</b>	<b>4.0</b>	<b>4.3</b>	<b>4.0</b>	<b>4.3</b>
<b>217</b>	<b>I-90</b>					<b>Billings (I-94) - Wyoming SL</b>									
R.Int		15.5	4.0	65.0	6,111	54.4	47.5	54.4	47.5	54.4	47.5	54.4	47.5	54.4	47.5
Total Sample		94.7													
<b>TOTAL</b>	<b>94.7</b>		<b>4.0</b>	<b>65.0</b>	<b>6,111</b>	<b>54.4</b>	<b>47.5</b>	<b>54.4</b>	<b>47.5</b>	<b>54.4</b>	<b>47.5</b>	<b>54.4</b>	<b>47.5</b>	<b>54.4</b>	<b>47.5</b>
<b>Time (HR)</b>						<b>1.7</b>	<b>2.0</b>	<b>1.7</b>	<b>2.0</b>	<b>1.7</b>	<b>2.0</b>	<b>1.7</b>	<b>2.0</b>	<b>1.7</b>	<b>2.0</b>
<b>352</b>	<b>US 2</b>					<b>Idaho SL - US 93 @ Kalispell</b>									
R.OPA		59.6	2.3	55.0	2,230	38.6	36.5	40.0	37.7	41.5	39.9	42.8	41.1	44.4	42.5
U.OPA		0.4	4.0	35.0	6,970	24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	30.9	30.7
Total Sample		120.0													
<b>TOTAL</b>	<b>120.0</b>		<b>2.3</b>	<b>54.9</b>	<b>2,248</b>	<b>38.5</b>	<b>36.4</b>	<b>39.9</b>	<b>37.6</b>	<b>41.4</b>	<b>39.8</b>	<b>42.7</b>	<b>41.0</b>	<b>44.4</b>	<b>42.4</b>
<b>Time (HR)</b>						<b>3.1</b>	<b>3.3</b>	<b>3.0</b>	<b>3.2</b>	<b>2.9</b>	<b>3.0</b>	<b>2.8</b>	<b>2.9</b>	<b>2.7</b>	<b>2.8</b>
<b>353</b>	<b>US 2</b>					<b>US 93 @ Kalispell - North Dakota SL</b>									
R.OPA		248.7	2.1	54.8	1,778	43.3	41.5	43.6	41.7	44.2	42.6	45.6	43.9	45.9	44.1
R.MiA		9.2	4.0	55.0	11,814	53.2	50.9	53.2	50.9	53.2	50.9	53.2	50.9	53.2	50.9
U.OPA		3.3	3.7	35.0	16,115	25.1	24.5	25.1	24.5	25.7	25.6	26.2	26.2	28.6	28.6
Total Sample		546.9													
<b>TOTAL</b>	<b>546.9</b>		<b>2.1</b>	<b>54.3</b>	<b>2,202</b>	<b>42.9</b>	<b>41.1</b>	<b>43.2</b>	<b>41.3</b>	<b>43.8</b>	<b>42.2</b>	<b>45.1</b>	<b>43.4</b>	<b>45.5</b>	<b>43.8</b>
<b>Time (HR)</b>						<b>12.8</b>	<b>13.3</b>	<b>12.7</b>	<b>13.2</b>	<b>12.5</b>	<b>13.0</b>	<b>12.1</b>	<b>12.6</b>	<b>12.0</b>	<b>12.5</b>

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**WTTN-Operating Speeds  
Montana Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements								
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>370</b>	<b>US 12</b>															
				<b>Idaho SL - I-90 @ Missoula</b>												
R.OPA		26.0	2.5	47.2	5,933	41.9	40.3	42.3	40.7	42.7	41.0	43.9	41.8	43.9	41.8	41.8
U.OPA		1.6	2.8	35.0	15,161	19.3	19.3	19.6	19.6	19.6	19.6	19.6	19.6	19.6	29.1	29.1
Total Sample		44.9														
<b>TOTAL</b>	<b>44.9</b>		<b>2.5</b>	<b>45.3</b>	<b>7,086</b>	<b>36.5</b>	<b>35.5</b>	<b>37.0</b>	<b>35.9</b>	<b>37.3</b>	<b>36.1</b>	<b>38.0</b>	<b>36.6</b>	<b>41.3</b>	<b>39.6</b>	
<b>Time (HR)</b>						<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.1</b>	<b>1.1</b>	
<b>371</b>	<b>US 12</b>															
				<b>I-90 NW of Butte to I-94 @ Forsyth</b>												
R.OPA		47.7	2.1	54.4	2,951	44.0	42.0	44.1	42.1	44.1	42.1	45.5	43.3	45.7	43.4	43.4
R.MiA		31.0	2.0	55.0	506	44.4	43.4	44.4	43.4	44.4	43.4	46.1	45.0	46.1	45.0	45.0
U.OPA		5.6	3.9	35.0	13,437	26.6	26.5	26.7	26.5	26.7	26.5	26.7	26.5	32.3	31.9	31.9
Total Sample		334.0														
<b>TOTAL</b>	<b>334.0</b>		<b>2.1</b>	<b>54.1</b>	<b>1,773</b>	<b>43.6</b>	<b>42.2</b>	<b>43.6</b>	<b>42.2</b>	<b>43.6</b>	<b>42.2</b>	<b>45.1</b>	<b>43.6</b>	<b>45.5</b>	<b>43.9</b>	
<b>Time (HR)</b>						<b>7.7</b>	<b>7.9</b>	<b>7.7</b>	<b>7.9</b>	<b>7.7</b>	<b>7.9</b>	<b>7.4</b>	<b>7.7</b>	<b>7.3</b>	<b>7.6</b>	
<b>380</b>	<b>US 20/191/28</b>															
				<b>Idaho SL - I-90</b>												
R.OPA		34.7	2.0	50.5	3,365	41.3	40.0	41.6	40.2	42.1	40.8	44.9	43.2	44.9	43.2	43.2
R.MiA		5.2	2.0	55.0	10,099	30.8	30.1	30.8	30.1	30.8	30.1	35.2	34.1	35.2	34.1	34.1
U.OPA		1.0	3.8	35.0	13,187	25.6	25.6	25.7	25.7	25.7	25.7	25.7	25.7	32.4	32.3	32.3
Total Sample		99.2														
<b>TOTAL</b>	<b>101.0</b>		<b>2.1</b>	<b>49.9</b>	<b>4,086</b>	<b>39.7</b>	<b>38.5</b>	<b>39.9</b>	<b>38.7</b>	<b>40.4</b>	<b>39.2</b>	<b>43.1</b>	<b>41.5</b>	<b>43.7</b>	<b>42.1</b>	
<b>Time (HR)</b>						<b>2.5</b>	<b>2.6</b>	<b>2.5</b>	<b>2.6</b>	<b>2.5</b>	<b>2.6</b>	<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	
<b>460</b>	<b>US87/191/S19</b>															
				<b>I-94 @ Billings to Canada</b>												
R.OPA		67.7	2.0	55.0	1,251	43.4	40.4	43.5	40.5	44.1	41.6	45.5	42.9	45.9	43.1	43.1
U.OPA		2.4	6.0	35.0	36,446	25.4	25.4	25.4	25.4	25.4	25.4	25.4	25.4	31.4	31.4	31.4
Total Sample		259.6														
<b>TOTAL</b>	<b>259.6</b>		<b>2.2</b>	<b>53.6</b>	<b>2,858</b>	<b>42.0</b>	<b>39.3</b>	<b>42.1</b>	<b>39.4</b>	<b>42.7</b>	<b>40.4</b>	<b>44.0</b>	<b>41.6</b>	<b>44.9</b>	<b>42.4</b>	
<b>Time (HR)</b>						<b>6.2</b>	<b>6.6</b>	<b>6.2</b>	<b>6.6</b>	<b>6.1</b>	<b>6.4</b>	<b>5.9</b>	<b>6.2</b>	<b>5.8</b>	<b>6.1</b>	
<b>470</b>	<b>S 200/US 89</b>															
				<b>I-90 @ Missoula - I-15 @ Great Falls</b>												
R.OPA		64.1	2.0	52.9	2,190	42.9	39.2	43.0	39.2	45.1	42.9	46.9	44.5	46.9	44.5	44.5
R.MiA		7.0	2.0	55.0	1,270	42.8	39.9	42.8	39.9	44.0	41.6	45.8	43.3	45.8	43.3	43.3
Total Sample		154.9														
<b>TOTAL</b>	<b>157.0</b>		<b>2.0</b>	<b>53.0</b>	<b>2,148</b>	<b>42.9</b>	<b>39.2</b>	<b>43.0</b>	<b>39.2</b>	<b>45.1</b>	<b>42.9</b>	<b>46.9</b>	<b>44.4</b>	<b>46.9</b>	<b>44.4</b>	
<b>Time (HR)</b>						<b>3.7</b>	<b>4.0</b>	<b>3.7</b>	<b>4.0</b>	<b>3.5</b>	<b>3.7</b>	<b>3.4</b>	<b>3.5</b>	<b>3.4</b>	<b>3.5</b>	
<b>471</b>	<b>US 87</b>															
				<b>I-15 @ Great Falls - US 2 @ Havre</b>												
R.OPA		60.5	2.0	55.0	1,751	46.3	44.4	46.3	44.4	46.8	45.0	48.3	46.3	48.3	46.3	46.3
U.OPA		1.4	3.3	35.0	5,141	26.8	26.6	26.8	26.6	27.4	27.3	27.4	27.3	33.6	33.3	33.3
Total Sample		112.5														
<b>TOTAL</b>	<b>112.5</b>		<b>2.0</b>	<b>53.9</b>	<b>1,868</b>	<b>45.2</b>	<b>43.4</b>	<b>45.2</b>	<b>43.4</b>	<b>45.7</b>	<b>44.0</b>	<b>47.1</b>	<b>45.2</b>	<b>47.6</b>	<b>45.7</b>	
<b>Time (HR)</b>						<b>2.5</b>	<b>2.6</b>	<b>2.5</b>	<b>2.6</b>	<b>2.5</b>	<b>2.6</b>	<b>2.4</b>	<b>2.5</b>	<b>2.4</b>	<b>2.5</b>	

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**WTTN-Operating Speeds  
Montana Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements								
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>480</b>	<b>US 93</b>															
						<b>I-90 - Canada</b>										
R.OPA		70.3	2.2	55.0	6,409	38.9	36.8	38.9	36.9	39.4	37.9	42.4	40.4	42.7	40.7	
U.OPA		1.1	2.4	35.0	14,288	22.2	22.2	22.7	22.7	22.7	22.7	23.9	23.9	26.9	26.8	
Total Sample		187.8														
<b>TOTAL</b>	<b>187.8</b>		<b>2.3</b>	<b>54.1</b>	<b>6,638</b>	<b>38.0</b>	<b>36.1</b>	<b>38.1</b>	<b>36.2</b>	<b>38.6</b>	<b>37.1</b>	<b>41.5</b>	<b>39.6</b>	<b>42.0</b>	<b>40.1</b>	
<b>Time (HR)</b>						<b>4.9</b>	<b>5.2</b>	<b>4.9</b>	<b>5.2</b>	<b>4.9</b>	<b>5.1</b>	<b>4.5</b>	<b>4.7</b>	<b>4.5</b>	<b>4.7</b>	
<b>590</b>	<b>S 3</b>															
						<b>Billings to Great Falls</b>										
R.OPA		76.4	2.0	55.0	1,956	44.3	41.5	44.3	41.5	45.2	42.5	46.3	43.5	46.5	43.7	
R.MiA		13.7	2.0	55.0	920	41.7	40.3	41.7	40.3	41.9	40.6	43.3	41.9	45.7	44.1	
U.OPA		3.9	4.0	35.0	27,902	22.9	22.0	23.1	22.1	23.4	23.1	23.4	23.1	29.9	29.4	
Total Sample		192.2														
<b>TOTAL</b>	<b>192.2</b>		<b>2.2</b>	<b>53.0</b>	<b>3,596</b>	<b>41.5</b>	<b>39.1</b>	<b>41.6</b>	<b>39.1</b>	<b>42.3</b>	<b>40.2</b>	<b>43.3</b>	<b>41.0</b>	<b>44.8</b>	<b>42.3</b>	
<b>Time (HR)</b>						<b>4.6</b>	<b>4.9</b>	<b>4.6</b>	<b>4.9</b>	<b>4.5</b>	<b>4.8</b>	<b>4.4</b>	<b>4.7</b>	<b>4.3</b>	<b>4.5</b>	
<b>720</b>	<b>I-15</b>															
						<b>Idaho SL - I-90 @ Butte</b>										
R.Int		69.9	4.0	65.0	3,156	57.5	53.3	57.8	53.5	57.8	53.5	57.8	53.5	57.8	53.5	
U.Int		2.6	4.0	40.0	11,603	61.1	59.1	61.1	59.1	61.1	59.1	61.1	59.1	61.1	59.1	
Total Sample		137.7														
<b>TOTAL</b>	<b>137.7</b>		<b>4.0</b>	<b>64.2</b>	<b>3,329</b>	<b>57.6</b>	<b>53.4</b>	<b>57.9</b>	<b>53.6</b>	<b>57.9</b>	<b>53.6</b>	<b>57.9</b>	<b>53.6</b>	<b>57.9</b>	<b>53.6</b>	
<b>Time (HR)</b>						<b>2.4</b>	<b>2.6</b>	<b>2.4</b>	<b>2.6</b>	<b>2.4</b>	<b>2.6</b>	<b>2.4</b>	<b>2.6</b>	<b>2.4</b>	<b>2.6</b>	
<b>721</b>	<b>I-15</b>															
						<b>Butte (I-90) - Great Falls (I-15B)</b>										
R.Int		86.3	4.0	58.7	3,815	53.1	48.3	54.0	49.0	54.0	49.0	54.0	49.0	54.0	49.0	
U.Int		11.7	4.0	40.0	7,487	51.0	44.4	51.4	44.7	51.4	44.7	51.4	44.7	51.4	44.7	
Total Sample		152.7														
<b>TOTAL</b>	<b>152.7</b>		<b>4.0</b>	<b>56.1</b>	<b>4,181</b>	<b>52.9</b>	<b>47.9</b>	<b>53.7</b>	<b>48.5</b>	<b>53.7</b>	<b>48.5</b>	<b>53.7</b>	<b>48.5</b>	<b>53.7</b>	<b>48.5</b>	
<b>Time (HR)</b>						<b>2.9</b>	<b>3.2</b>	<b>2.8</b>	<b>3.1</b>	<b>2.8</b>	<b>3.1</b>	<b>2.8</b>	<b>3.1</b>	<b>2.8</b>	<b>3.1</b>	
<b>722</b>	<b>I-15</b>															
						<b>Great Falls - Canada</b>										
R.Int		46.0	4.0	65.0	3,048	58.9	55.0	59.3	55.3	59.3	55.3	59.3	55.3	59.3	55.3	
U.Int		3.2	4.0	40.0	5,941	53.6	51.7	54.6	52.6	54.6	52.6	54.6	52.6	54.6	52.6	
Total Sample		118.6														
<b>TOTAL</b>	<b>118.6</b>		<b>4.0</b>	<b>61.4</b>	<b>3,319</b>	<b>58.3</b>	<b>54.7</b>	<b>58.8</b>	<b>55.0</b>	<b>58.8</b>	<b>55.0</b>	<b>58.8</b>	<b>55.0</b>	<b>58.8</b>	<b>55.0</b>	
<b>Time (HR)</b>						<b>2.0</b>	<b>2.2</b>	<b>2.0</b>	<b>2.2</b>	<b>2.0</b>	<b>2.2</b>	<b>2.0</b>	<b>2.2</b>	<b>2.0</b>	<b>2.2</b>	
<b>750</b>	<b>I-94</b>															
						<b>I-90 @ Billings - North Dakota SL</b>										
R.Int		141.7	4.0	64.9	3,076	59.2	55.2	59.4	55.3	59.4	55.3	59.4	55.3	59.4	55.3	
U.Int		1.9	4.0	40.0	3,432	60.6	57.9	60.6	57.9	60.6	57.9	60.6	57.9	60.6	57.9	
Total Sample		248.5														
<b>TOTAL</b>	<b>250.0</b>		<b>4.0</b>	<b>63.5</b>	<b>3,088</b>	<b>59.3</b>	<b>55.3</b>	<b>59.4</b>	<b>55.4</b>	<b>59.4</b>	<b>55.4</b>	<b>59.4</b>	<b>55.4</b>	<b>59.4</b>	<b>55.4</b>	
<b>Time (HR)</b>						<b>4.2</b>	<b>4.5</b>	<b>4.2</b>	<b>4.5</b>	<b>4.2</b>	<b>4.5</b>	<b>4.2</b>	<b>4.5</b>	<b>4.2</b>	<b>4.5</b>	

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- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
New Mexico Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>34</b>	<b>I-10</b>		<b>Arizona SL - I-25 @ Las Cruces</b>								
R.Int		136.5	4.0	65.0	69.5	71.2	14,050	60.7	58.8	60.4	58.6
U.Int		8.1	4.0	40.0	56.6	70.0	14,464	55.0	52.9	55.0	52.9
Total Sample		144.7									
<b>TOTAL</b>	<b>144.7</b>		<b>4.0</b>	<b>62.8</b>	<b>68.6</b>	<b>71.2</b>	<b>14,073</b>	<b>60.3</b>	<b>58.5</b>	<b>60.1</b>	<b>58.2</b>
<b>Time (HR)</b>								<b>2.4</b>	<b>2.5</b>	<b>2.4</b>	<b>2.5</b>
<b>35</b>	<b>I-10</b>		<b>I-25 @ Las Cruces - Texas SL (El Paso)</b>								
R.Int		19.6	4.0	65.0	69.6	70.0	23,787	61.3	59.3	60.3	58.3
Total Sample		19.6									
<b>TOTAL</b>	<b>19.6</b>		<b>4.0</b>	<b>65.0</b>	<b>69.6</b>	<b>70.0</b>	<b>23,787</b>	<b>61.3</b>	<b>59.3</b>	<b>60.3</b>	<b>58.3</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>80</b>	<b>I-25</b>		<b>I-10 @ Las Cruces - Albuquerque UL</b>								
R.Int		197.1	4.0	65.0	70.0	71.3	6,966	59.7	56.9	59.7	56.9
U.Int		17.4	4.0	40.0	62.8	70.0	11,892	56.7	54.6	56.7	54.6
Total Sample		214.5									
<b>TOTAL</b>	<b>214.5</b>		<b>4.0</b>	<b>61.9</b>	<b>69.4</b>	<b>71.2</b>	<b>7,366</b>	<b>59.4</b>	<b>56.7</b>	<b>59.4</b>	<b>56.7</b>
<b>Time (HR)</b>								<b>3.6</b>	<b>3.8</b>	<b>3.6</b>	<b>3.8</b>
<b>81</b>	<b>I-25</b>		<b>Through Albuquerque</b>								
U.Int		20.8	5.4	40.0	60.3	69.8	73,326	52.1	49.4	33.2	32.3
Total Sample		20.8									
<b>TOTAL</b>	<b>20.8</b>		<b>5.4</b>	<b>40.0</b>	<b>60.3</b>	<b>69.8</b>	<b>73,326</b>	<b>52.1</b>	<b>49.4</b>	<b>33.2</b>	<b>32.3</b>
<b>Time (HR)</b>								<b>0.4</b>	<b>0.4</b>	<b>0.6</b>	<b>0.6</b>
<b>82</b>	<b>I-25</b>		<b>Albuquerque UL - Colorado SL</b>								
R.Int		207.7	4.0	65.0	69.7	70.4	11,081	58.4	54.6	58.3	54.5
U.Int		19.1	4.0	40.0	68.4	70.1	13,430	55.0	50.8	55.0	50.8
Total Sample		226.8									
<b>TOTAL</b>	<b>226.8</b>		<b>4.0</b>	<b>61.7</b>	<b>69.6</b>	<b>70.4</b>	<b>11,280</b>	<b>58.1</b>	<b>54.3</b>	<b>58.0</b>	<b>54.2</b>
<b>Time (HR)</b>								<b>3.9</b>	<b>4.2</b>	<b>3.9</b>	<b>4.2</b>
<b>133</b>	<b>I-40</b>		<b>Arizona SL - Albuquerque UL</b>								
R.Int		131.1	4.2	65.0	69.5	70.7	18,159	58.5	55.4	58.5	55.4
U.Int		17.4	4.0	40.0	67.0	70.0	18,370	57.3	54.8	57.3	54.8
Total Sample		148.5									
<b>TOTAL</b>	<b>152.0</b>		<b>4.1</b>	<b>60.6</b>	<b>69.2</b>	<b>70.6</b>	<b>18,184</b>	<b>58.3</b>	<b>55.3</b>	<b>58.3</b>	<b>55.3</b>
<b>Time (HR)</b>								<b>2.6</b>	<b>2.7</b>	<b>2.6</b>	<b>2.7</b>
<b>134</b>	<b>I-40</b>		<b>Through Albuquerque</b>								
R.Int		6.3	5.9	65.0	69.6	70.0	43,037	54.7	50.5	53.5	49.4
U.Int		19.8	5.6	40.0	59.8	70.0	100,046	42.8	39.2	22.1	21.2
Total Sample		26.1									
<b>TOTAL</b>	<b>26.1</b>		<b>5.7</b>	<b>44.1</b>	<b>61.9</b>	<b>70.0</b>	<b>86,178</b>	<b>45.2</b>	<b>41.4</b>	<b>25.8</b>	<b>24.6</b>
<b>Time (HR)</b>								<b>0.6</b>	<b>0.6</b>	<b>1.0</b>	<b>1.1</b>

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**WTTN-Operating Speeds  
New Mexico Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>135</b>	<b>I-40</b>										
			<b>Albuquerque UL - Texas SL</b>								
R.Int		193.6	4.0	65.0	69.9	71.5	15,726	59.2	56.3	59.2	56.2
U.Int		5.3	4.0	40.0	70.0	70.0	14,200	58.6	56.5	58.6	56.5
Total Sample		198.9									
<b>TOTAL</b>	<b>198.9</b>		<b>4.0</b>	<b>63.9</b>	<b>69.9</b>	<b>71.4</b>	<b>15,686</b>	<b>59.2</b>	<b>56.3</b>	<b>59.2</b>	<b>56.2</b>
<b>Time (HR)</b>								<b>3.4</b>	<b>3.5</b>	<b>3.4</b>	<b>3.5</b>
<b>410</b>	<b>US 54</b>										
			<b>Texas SL - I-40</b>								
R.OPA		230.8	2.1	55.0	58.6	70.0	2,754	46.1	43.9	42.0	39.9
U.OPA		7.4	4.3	35.0	45.0	65.1	21,029	26.6	26.0	26.6	26.0
Total Sample		243.2									
<b>TOTAL</b>	<b>243.2</b>		<b>2.2</b>	<b>54.1</b>	<b>58.0</b>	<b>69.8</b>	<b>3,312</b>	<b>45.1</b>	<b>43.0</b>	<b>41.3</b>	<b>39.3</b>
<b>Time (HR)</b>								<b>5.4</b>	<b>5.7</b>	<b>5.9</b>	<b>6.2</b>
<b>411</b>	<b>US 54</b>										
			<b>I-40 - Texas SL</b>								
R.OPA		29.7	2.0	55.0	63.3	70.0	1,802	46.6	43.9	43.1	40.5
U.OPA		1.1	2.0	35.0	25.0	70.0	3,186	15.0	15.0	14.6	14.6
Total Sample		53.1									
<b>TOTAL</b>	<b>53.1</b>		<b>2.0</b>	<b>54.1</b>	<b>60.7</b>	<b>70.0</b>	<b>1,840</b>	<b>44.0</b>	<b>41.7</b>	<b>40.9</b>	<b>38.6</b>
<b>Time (HR)</b>								<b>1.2</b>	<b>1.3</b>	<b>1.3</b>	<b>1.4</b>
<b>430</b>	<b>US 70</b>										
			<b>I-10 to US 54</b>								
R.OPA		57.2	3.9	50.7	63.8	68.6	8,156	45.5	42.6	44.3	41.6
U.OPA		12.8	4.7	35.0	45.1	66.1	21,343	28.5	28.0	28.1	27.7
Total Sample		71.5									
<b>TOTAL</b>	<b>71.5</b>		<b>4.0</b>	<b>46.5</b>	<b>58.9</b>	<b>68.1</b>	<b>10,795</b>	<b>40.6</b>	<b>38.6</b>	<b>39.7</b>	<b>37.8</b>
<b>Time (HR)</b>								<b>1.8</b>	<b>1.9</b>	<b>1.8</b>	<b>1.9</b>

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**WTTN-Operating Speeds**  
**New Mexico Results - Performance Enhancement**  
**Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements							
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)	
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck
<b>34</b>	<b>I-10</b>					<b>Arizona SL - I-25 @ Las Cruces</b>									
R.Int		136.5	4.0	65.0	14,050	60.7	58.8	61.1	59.2	61.1	59.2	61.1	59.2	61.1	59.2
U.Int		8.1	4.0	40.0	14,464	55.0	52.9	55.2	53.2	55.2	53.2	55.2	53.2	55.2	53.2
Total Sample		144.7													
<b>TOTAL</b>	<b>144.7</b>		<b>4.0</b>	<b>62.8</b>	<b>14,073</b>	<b>60.3</b>	<b>58.5</b>	<b>60.7</b>	<b>58.8</b>	<b>60.7</b>	<b>58.8</b>	<b>60.7</b>	<b>58.8</b>	<b>60.7</b>	<b>58.8</b>
<b>Time (HR)</b>						<b>2.4</b>	<b>2.5</b>	<b>2.4</b>	<b>2.5</b>	<b>2.4</b>	<b>2.5</b>	<b>2.4</b>	<b>2.5</b>	<b>2.4</b>	<b>2.5</b>
<b>35</b>	<b>I-10</b>					<b>I-25 @ Las Cruces - Texas SL (El Paso)</b>									
R.Int		19.6	4.0	65.0	23,787	61.3	59.3	61.3	59.3	61.3	59.3	61.3	59.3	61.3	59.3
Total Sample		19.6													
<b>TOTAL</b>	<b>19.6</b>		<b>4.0</b>	<b>65.0</b>	<b>23,787</b>	<b>61.3</b>	<b>59.3</b>	<b>61.3</b>	<b>59.3</b>	<b>61.3</b>	<b>59.3</b>	<b>61.3</b>	<b>59.3</b>	<b>61.3</b>	<b>59.3</b>
<b>Time (HR)</b>						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>80</b>	<b>I-25</b>					<b>I-10 @ Las Cruces - Albuquerque UL</b>									
R.Int		197.1	4.0	65.0	6,966	59.7	56.9	60.1	57.2	60.1	57.2	60.1	57.2	60.1	57.2
U.Int		17.4	4.0	40.0	11,892	56.7	54.6	57.0	54.9	57.0	54.9	57.0	54.9	57.0	54.9
Total Sample		214.5													
<b>TOTAL</b>	<b>214.5</b>		<b>4.0</b>	<b>61.9</b>	<b>7,366</b>	<b>59.4</b>	<b>56.7</b>	<b>59.8</b>	<b>57.0</b>	<b>59.8</b>	<b>57.0</b>	<b>59.8</b>	<b>57.0</b>	<b>59.8</b>	<b>57.0</b>
<b>Time (HR)</b>						<b>3.6</b>	<b>3.8</b>	<b>3.6</b>	<b>3.8</b>	<b>3.6</b>	<b>3.8</b>	<b>3.6</b>	<b>3.8</b>	<b>3.6</b>	<b>3.8</b>
<b>81</b>	<b>I-25</b>					<b>Through Albuquerque</b>									
U.Int		20.8	5.4	40.0	73,326	52.1	49.4	53.4	50.5	53.4	50.5	55.2	52.1	55.2	52.1
Total Sample		20.8													
<b>TOTAL</b>	<b>20.8</b>		<b>5.4</b>	<b>40.0</b>	<b>73,326</b>	<b>52.1</b>	<b>49.4</b>	<b>53.4</b>	<b>50.5</b>	<b>53.4</b>	<b>50.5</b>	<b>55.2</b>	<b>52.1</b>	<b>55.2</b>	<b>52.1</b>
<b>Time (HR)</b>						<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>
<b>82</b>	<b>I-25</b>					<b>Albuquerque UL - Colorado SL</b>									
R.Int		207.7	4.0	65.0	11,081	58.4	54.6	59.0	55.1	59.0	55.1	59.0	55.1	59.0	55.1
U.Int		19.1	4.0	40.0	13,430	55.0	50.8	56.0	51.7	56.0	51.7	56.0	51.7	56.0	51.7
Total Sample		226.8													
<b>TOTAL</b>	<b>226.8</b>		<b>4.0</b>	<b>61.7</b>	<b>11,280</b>	<b>58.1</b>	<b>54.3</b>	<b>58.7</b>	<b>54.8</b>	<b>58.7</b>	<b>54.8</b>	<b>58.7</b>	<b>54.8</b>	<b>58.7</b>	<b>54.8</b>
<b>Time (HR)</b>						<b>3.9</b>	<b>4.2</b>	<b>3.9</b>	<b>4.1</b>	<b>3.9</b>	<b>4.1</b>	<b>3.9</b>	<b>4.1</b>	<b>3.9</b>	<b>4.1</b>
<b>133</b>	<b>I-40</b>					<b>Arizona SL - Albuquerque UL</b>									
R.Int		131.1	4.2	65.0	18,159	58.5	55.4	58.8	55.7	58.8	55.7	58.8	55.7	58.8	55.7
U.Int		17.4	4.0	40.0	18,370	57.3	54.8	58.2	55.7	58.2	55.7	58.2	55.7	58.2	55.7
Total Sample		148.5													
<b>TOTAL</b>	<b>152.0</b>		<b>4.1</b>	<b>60.6</b>	<b>18,184</b>	<b>58.3</b>	<b>55.3</b>	<b>58.8</b>	<b>55.7</b>	<b>58.8</b>	<b>55.7</b>	<b>58.8</b>	<b>55.7</b>	<b>58.8</b>	<b>55.7</b>
<b>Time (HR)</b>						<b>2.6</b>	<b>2.7</b>	<b>2.6</b>	<b>2.7</b>	<b>2.6</b>	<b>2.7</b>	<b>2.6</b>	<b>2.7</b>	<b>2.6</b>	<b>2.7</b>
<b>134</b>	<b>I-40</b>					<b>Through Albuquerque</b>									
R.Int		6.3	5.9	65.0	43,037	54.7	50.5	56.1	51.6	56.1	51.6	56.1	51.6	56.1	51.6
U.Int		19.8	5.6	40.0	100,046	42.8	39.2	43.4	39.6	43.4	39.6	52.2	46.8	52.2	46.8
Total Sample		26.1													
<b>TOTAL</b>	<b>26.1</b>		<b>5.7</b>	<b>44.1</b>	<b>86,178</b>	<b>45.2</b>	<b>41.4</b>	<b>45.9</b>	<b>42.0</b>	<b>45.9</b>	<b>42.0</b>	<b>53.1</b>	<b>47.9</b>	<b>53.1</b>	<b>47.9</b>
<b>Time (HR)</b>						<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>

**WTTN-Operating Speeds  
New Mexico Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements									
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>135</b>	<b>I-40</b>		<b>Albuquerque UL - Texas SL</b>														
R.Int		193.6	4.0	65.0	15,726	59.2	56.3	59.7	56.7	59.7	56.7	59.7	56.7	59.7	56.7	59.7	56.7
U.Int		5.3	4.0	40.0	14,200	58.6	56.5	59.0	56.8	59.0	56.8	59.0	56.8	59.0	56.8	59.0	56.8
Total Sample		198.9															
<b>TOTAL</b>	<b>198.9</b>		<b>4.0</b>	<b>63.9</b>	<b>15,686</b>	<b>59.2</b>	<b>56.3</b>	<b>59.7</b>	<b>56.7</b>	<b>59.7</b>	<b>56.7</b>	<b>59.7</b>	<b>56.7</b>	<b>59.7</b>	<b>56.7</b>	<b>59.7</b>	<b>56.7</b>
<b>Time (HR)</b>						<b>3.4</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>
<b>410</b>	<b>US 54</b>		<b>Texas SL - I-40</b>														
R.OPA		230.8	2.1	55.0	2,754	46.1	43.9	47.0	44.7	48.2	46.3	48.2	46.3	48.6	46.7	48.6	46.7
U.OPA		7.4	4.3	35.0	21,029	26.6	26.0	27.3	26.7	27.3	26.7	27.3	26.7	29.2	28.5	29.2	28.5
Total Sample		243.2															
<b>TOTAL</b>	<b>243.2</b>		<b>2.2</b>	<b>54.1</b>	<b>3,312</b>	<b>45.1</b>	<b>43.0</b>	<b>46.0</b>	<b>43.8</b>	<b>47.1</b>	<b>45.2</b>	<b>47.1</b>	<b>45.3</b>	<b>47.7</b>	<b>45.8</b>	<b>47.7</b>	<b>45.8</b>
<b>Time (HR)</b>						<b>5.4</b>	<b>5.7</b>	<b>5.3</b>	<b>5.6</b>	<b>5.2</b>	<b>5.4</b>	<b>5.2</b>	<b>5.4</b>	<b>5.1</b>	<b>5.3</b>	<b>5.1</b>	<b>5.3</b>
<b>411</b>	<b>US 54</b>		<b>I-40 - Texas SL</b>														
R.OPA		29.7	2.0	55.0	1,802	46.6	43.9	46.6	43.9	48.1	45.7	48.1	45.7	48.4	46.1	48.4	46.1
U.OPA		1.1	2.0	35.0	3,186	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	26.9	26.9	26.9	26.9
Total Sample		53.1															
<b>TOTAL</b>	<b>53.1</b>		<b>2.0</b>	<b>54.1</b>	<b>1,840</b>	<b>44.0</b>	<b>41.7</b>	<b>44.0</b>	<b>41.7</b>	<b>45.3</b>	<b>43.2</b>	<b>45.3</b>	<b>43.2</b>	<b>47.4</b>	<b>45.2</b>	<b>47.4</b>	<b>45.2</b>
<b>Time (HR)</b>						<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>
<b>430</b>	<b>US 70</b>		<b>I-10 to US 54</b>														
R.OPA		57.2	3.9	50.7	8,156	45.5	42.6	45.6	42.6	47.2	45.0	47.2	45.0	47.5	45.3	47.5	45.3
U.OPA		12.8	4.7	35.0	21,343	28.5	28.0	28.7	28.2	28.7	28.3	28.7	28.3	30.0	29.5	30.0	29.5
Total Sample		71.5															
<b>TOTAL</b>	<b>71.5</b>		<b>4.0</b>	<b>46.5</b>	<b>10,795</b>	<b>40.6</b>	<b>38.6</b>	<b>40.8</b>	<b>38.7</b>	<b>41.8</b>	<b>40.2</b>	<b>41.8</b>	<b>40.2</b>	<b>42.5</b>	<b>40.9</b>	<b>42.5</b>	<b>40.9</b>
<b>Time (HR)</b>						<b>1.8</b>	<b>1.9</b>	<b>1.8</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>

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- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
New Mexico Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements									
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>34</b>	<b>I-10</b>		<b>Arizona SL - I-25 @ Las Cruces</b>														
R.Int		136.5	4.0	65.0	14,050	60.4	58.6	60.8	59.0	60.8	59.0	60.8	59.0	60.8	59.0	60.8	59.0
U.Int		8.1	4.0	40.0	14,464	55.0	52.9	55.2	53.2	55.2	53.2	55.2	53.2	55.2	53.2	55.2	53.2
Total Sample		144.7															
<b>TOTAL</b>	<b>144.7</b>		<b>4.0</b>	<b>62.8</b>	<b>14,073</b>	<b>60.1</b>	<b>58.2</b>	<b>60.5</b>	<b>58.6</b>	<b>60.5</b>	<b>58.6</b>	<b>60.5</b>	<b>58.6</b>	<b>60.5</b>	<b>58.6</b>	<b>60.5</b>	<b>58.6</b>
<b>Time (HR)</b>						<b>2.4</b>	<b>2.5</b>	<b>2.4</b>	<b>2.5</b>	<b>2.4</b>	<b>2.5</b>	<b>2.4</b>	<b>2.5</b>	<b>2.4</b>	<b>2.5</b>	<b>2.4</b>	<b>2.5</b>
<b>35</b>	<b>I-10</b>		<b>I-25 @ Las Cruces - Texas SL (El Paso)</b>														
R.Int		19.6	4.0	65.0	23,787	60.3	58.3	60.3	58.3	60.3	58.3	60.3	58.3	60.3	58.3	60.3	58.3
U.Int		19.6	4.0	65.0	23,787	60.3	58.3	60.3	58.3	60.3	58.3	60.3	58.3	60.3	58.3	60.3	58.3
Total Sample		19.6															
<b>TOTAL</b>	<b>19.6</b>		<b>4.0</b>	<b>65.0</b>	<b>23,787</b>	<b>60.3</b>	<b>58.3</b>	<b>60.3</b>	<b>58.3</b>	<b>60.3</b>	<b>58.3</b>	<b>60.3</b>	<b>58.3</b>	<b>60.3</b>	<b>58.3</b>	<b>60.3</b>	<b>58.3</b>
<b>Time (HR)</b>						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>80</b>	<b>I-25</b>		<b>I-10 @ Las Cruces - Albuquerque UL</b>														
R.Int		197.1	4.0	65.0	6,966	59.7	56.9	60.1	57.2	60.1	57.2	60.1	57.2	60.1	57.2	60.1	57.2
U.Int		17.4	4.0	40.0	11,892	56.7	54.6	57.0	54.9	57.0	54.9	57.0	54.9	57.0	54.9	57.0	54.9
Total Sample		214.5															
<b>TOTAL</b>	<b>214.5</b>		<b>4.0</b>	<b>61.9</b>	<b>7,366</b>	<b>59.4</b>	<b>56.7</b>	<b>59.8</b>	<b>57.0</b>	<b>59.8</b>	<b>57.0</b>	<b>59.8</b>	<b>57.0</b>	<b>59.8</b>	<b>57.0</b>	<b>59.8</b>	<b>57.0</b>
<b>Time (HR)</b>						<b>3.6</b>	<b>3.8</b>	<b>3.6</b>	<b>3.8</b>	<b>3.6</b>	<b>3.8</b>	<b>3.6</b>	<b>3.8</b>	<b>3.6</b>	<b>3.8</b>	<b>3.6</b>	<b>3.8</b>
<b>81</b>	<b>I-25</b>		<b>Through Albuquerque</b>														
U.Int		20.8	5.4	40.0	73,326	33.2	32.3	33.9	32.9	33.9	32.9	53.7	50.7	53.7	50.7	53.7	50.7
Total Sample		20.8															
<b>TOTAL</b>	<b>20.8</b>		<b>5.4</b>	<b>40.0</b>	<b>73,326</b>	<b>33.2</b>	<b>32.3</b>	<b>33.9</b>	<b>32.9</b>	<b>33.9</b>	<b>32.9</b>	<b>53.7</b>	<b>50.7</b>	<b>53.7</b>	<b>50.7</b>	<b>53.7</b>	<b>50.7</b>
<b>Time (HR)</b>						<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>
<b>82</b>	<b>I-25</b>		<b>Albuquerque UL - Colorado SL</b>														
R.Int		207.7	4.0	65.0	11,081	58.3	54.5	58.9	55.0	58.9	55.0	58.9	55.0	58.9	55.0	58.9	55.0
U.Int		19.1	4.0	40.0	13,430	55.0	50.8	56.0	51.7	56.0	51.7	56.0	51.7	56.0	51.7	56.0	51.7
Total Sample		226.8															
<b>TOTAL</b>	<b>226.8</b>		<b>4.0</b>	<b>61.7</b>	<b>11,280</b>	<b>58.0</b>	<b>54.2</b>	<b>58.6</b>	<b>54.7</b>	<b>58.6</b>	<b>54.7</b>	<b>58.6</b>	<b>54.7</b>	<b>58.6</b>	<b>54.7</b>	<b>58.6</b>	<b>54.7</b>
<b>Time (HR)</b>						<b>3.9</b>	<b>4.2</b>	<b>3.9</b>	<b>4.1</b>	<b>3.9</b>	<b>4.1</b>	<b>3.9</b>	<b>4.1</b>	<b>3.9</b>	<b>4.1</b>	<b>3.9</b>	<b>4.1</b>
<b>133</b>	<b>I-40</b>		<b>Arizona SL - Albuquerque UL</b>														
R.Int		131.1	4.2	65.0	18,159	58.5	55.4	58.8	55.7	58.8	55.7	58.8	55.7	58.8	55.7	58.8	55.7
U.Int		17.4	4.0	40.0	18,370	57.3	54.8	58.2	55.7	58.2	55.7	58.2	55.7	58.2	55.7	58.2	55.7
Total Sample		148.5															
<b>TOTAL</b>	<b>152.0</b>		<b>4.1</b>	<b>60.6</b>	<b>18,184</b>	<b>58.3</b>	<b>55.3</b>	<b>58.8</b>	<b>55.7</b>	<b>58.8</b>	<b>55.7</b>	<b>58.8</b>	<b>55.7</b>	<b>58.8</b>	<b>55.7</b>	<b>58.8</b>	<b>55.7</b>
<b>Time (HR)</b>						<b>2.6</b>	<b>2.7</b>	<b>2.6</b>	<b>2.7</b>	<b>2.6</b>	<b>2.7</b>	<b>2.6</b>	<b>2.7</b>	<b>2.6</b>	<b>2.7</b>	<b>2.6</b>	<b>2.7</b>
<b>134</b>	<b>I-40</b>		<b>Through Albuquerque</b>														
R.Int		6.3	5.9	65.0	43,037	53.5	49.4	54.8	50.5	54.8	50.5	54.8	50.5	54.8	50.5	54.8	50.5
U.Int		19.8	5.6	40.0	100,046	22.1	21.2	22.4	21.5	22.4	21.5	51.2	45.9	51.2	45.9	51.2	45.9
Total Sample		26.1															
<b>TOTAL</b>	<b>26.1</b>		<b>5.7</b>	<b>44.1</b>	<b>86,178</b>	<b>25.8</b>	<b>24.6</b>	<b>26.2</b>	<b>24.9</b>	<b>26.2</b>	<b>24.9</b>	<b>52.0</b>	<b>47.0</b>	<b>52.0</b>	<b>47.0</b>	<b>52.0</b>	<b>47.0</b>
<b>Time (HR)</b>						<b>1.0</b>	<b>1.1</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>

D-55

**WTTN-Operating Speeds  
New Mexico Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements									
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>135</b>	<b>I-40</b>		<b>Albuquerque UL - Texas SL</b>														
R.Int		193.6	4.0	65.0	15,726	59.2	56.2	59.6	56.6	59.6	56.6	59.6	56.6	59.6	56.6	59.6	56.6
U.Int		5.3	4.0	40.0	14,200	58.6	56.5	59.0	56.8	59.0	56.8	59.0	56.8	59.0	56.8	59.0	56.8
Total Sample		198.9															
<b>TOTAL Time (HR)</b>	<b>198.9</b>		<b>4.0</b>	<b>63.9</b>	<b>15,686</b>	<b>59.2</b>	<b>56.2</b>	<b>59.6</b>	<b>56.6</b>	<b>59.6</b>	<b>56.6</b>	<b>59.6</b>	<b>56.6</b>	<b>59.6</b>	<b>56.6</b>	<b>59.6</b>	<b>56.6</b>
						<b>3.4</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>
<b>410</b>	<b>US 54</b>		<b>Texas SL - I-40</b>														
R.OPA		230.8	2.1	55.0	2,754	42.0	39.9	42.8	40.6	43.8	42.0	45.4	43.5	45.6	43.7	45.6	43.7
U.OPA		7.4	4.3	35.0	21,029	26.6	26.0	27.3	26.7	27.3	26.7	27.3	26.7	29.2	28.5	29.2	28.5
Total Sample		243.2															
<b>TOTAL Time (HR)</b>	<b>243.2</b>		<b>2.2</b>	<b>54.1</b>	<b>3,312</b>	<b>41.3</b>	<b>39.3</b>	<b>42.1</b>	<b>40.0</b>	<b>43.0</b>	<b>41.3</b>	<b>44.5</b>	<b>42.6</b>	<b>44.9</b>	<b>43.0</b>	<b>44.9</b>	<b>43.0</b>
						<b>5.9</b>	<b>6.2</b>	<b>5.8</b>	<b>6.1</b>	<b>5.7</b>	<b>5.9</b>	<b>5.5</b>	<b>5.7</b>	<b>5.4</b>	<b>5.7</b>	<b>5.4</b>	<b>5.7</b>
<b>411</b>	<b>US 54</b>		<b>I-40 - Texas SL</b>														
R.OPA		29.7	2.0	55.0	1,802	43.1	40.5	43.1	40.5	44.3	42.1	45.6	43.3	45.9	43.6	45.9	43.6
U.OPA		1.1	2.0	35.0	3,186	14.6	14.6	14.6	14.6	14.6	14.6	14.6	14.6	26.3	26.3	26.3	26.3
Total Sample		53.1															
<b>TOTAL Time (HR)</b>	<b>53.1</b>		<b>2.0</b>	<b>54.1</b>	<b>1,840</b>	<b>40.9</b>	<b>38.6</b>	<b>40.9</b>	<b>38.6</b>	<b>42.0</b>	<b>40.0</b>	<b>43.1</b>	<b>41.0</b>	<b>45.0</b>	<b>42.8</b>	<b>45.0</b>	<b>42.8</b>
						<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.2</b>
<b>430</b>	<b>US 70</b>		<b>I-10 to US 54</b>														
R.OPA		57.2	3.9	50.7	8,156	44.3	41.6	44.4	41.7	45.9	43.9	46.6	44.4	46.9	44.7	46.9	44.7
U.OPA		12.8	4.7	35.0	21,343	28.1	27.7	28.3	27.9	28.3	27.9	28.3	27.9	29.5	29.1	29.5	29.1
Total Sample		71.5															
<b>TOTAL Time (HR)</b>	<b>71.5</b>		<b>4.0</b>	<b>46.5</b>	<b>10,795</b>	<b>39.7</b>	<b>37.8</b>	<b>39.8</b>	<b>37.9</b>	<b>40.8</b>	<b>39.4</b>	<b>41.3</b>	<b>39.7</b>	<b>42.0</b>	<b>40.4</b>	<b>42.0</b>	<b>40.4</b>
						<b>1.8</b>	<b>1.9</b>	<b>1.8</b>	<b>1.9</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>

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- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
North Dakota Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>91</b>	<b>I-29</b>		<b>South Dakota SL - I-94 (Fargo)</b>								
R.Int		51.3	4.0	65.0	70.0	70.0	5,095	62.7	62.5	62.7	62.5
U.Int		1.6	4.0	40.0	55.0	70.0	20,351	57.1	57.1	57.1	57.1
Total Sample		52.8									
<b>TOTAL Time (HR)</b>	<b>63.0</b>		<b>4.0</b>	<b>63.8</b>	<b>69.4</b>	<b>70.0</b>	<b>5,548</b>	<b>62.5</b> <b>1.0</b>	<b>62.4</b> <b>1.0</b>	<b>62.5</b> <b>1.0</b>	<b>62.4</b> <b>1.0</b>
<b>92</b>	<b>I-29</b>		<b>Fargo (I-94) - Canada</b>								
R.Int		90.4	4.0	65.0	70.0	70.0	6,188	63.5	63.2	63.5	63.2
U.Int		7.0	4.0	40.0	60.6	70.0	23,620	56.7	54.6	56.7	54.6
Total Sample		97.4									
<b>TOTAL Time (HR)</b>	<b>154.0</b>		<b>4.0</b>	<b>62.2</b>	<b>69.2</b>	<b>70.0</b>	<b>7,446</b>	<b>62.9</b> <b>2.4</b>	<b>62.5</b> <b>2.5</b>	<b>62.9</b> <b>2.4</b>	<b>62.5</b> <b>2.5</b>
<b>353</b>	<b>US 2</b>		<b>Montana SL - US 83 @ Minot</b>								
R.OPA		91.0	2.6	55.0	65.0	70.0	2,216	50.8	47.5	47.2	44.2
U.OPA		4.0	4.0	35.0	41.8	70.0	7,272	45.3	43.7	45.3	43.7
Total Sample		95.0									
<b>TOTAL Time (HR)</b>	<b>145.0</b>		<b>2.6</b>	<b>53.7</b>	<b>63.5</b>	<b>70.0</b>	<b>2,428</b>	<b>50.6</b> <b>2.9</b>	<b>47.4</b> <b>3.1</b>	<b>47.1</b> <b>3.1</b>	<b>44.1</b> <b>3.3</b>
<b>354</b>	<b>US 2</b>		<b>US 83 @ Minot - Minnesota SL (Grand Forks)</b>								
R.OPA		113.0	4.0	55.0	65.0	70.0	3,804	61.7	60.4	61.7	60.4
U.OPA		4.1	4.0	35.0	37.3	69.3	11,232	34.1	33.9	34.1	33.9
Total Sample		117.1									
<b>TOTAL Time (HR)</b>	<b>209.0</b>		<b>4.0</b>	<b>53.9</b>	<b>63.4</b>	<b>70.0</b>	<b>4,062</b>	<b>60.0</b> <b>3.5</b>	<b>58.8</b> <b>3.6</b>	<b>60.0</b> <b>3.5</b>	<b>58.8</b> <b>3.6</b>
<b>400</b>	<b>US 52</b>		<b>Canada to I-94 @ Jamestown, ND</b>								
R.OPA		119.5	2.1	55.0	57.0	70.0	1,615	51.5	50.1	46.0	44.8
U.OPA		3.3	4.0	35.0	29.3	68.1	8,512	19.7	19.3	19.7	19.3
Total Sample		122.8									
<b>TOTAL Time (HR)</b>	<b>246.0</b>		<b>2.1</b>	<b>54.2</b>	<b>55.6</b>	<b>69.9</b>	<b>1,800</b>	<b>49.4</b> <b>5.0</b>	<b>48.0</b> <b>5.1</b>	<b>44.4</b> <b>5.5</b>	<b>43.3</b> <b>5.7</b>

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**WTTN-Operating Speeds  
North Dakota Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>531</b>	<b>US 281</b>			<b>South Dakota SL - I-94</b>							
R.OPA		44.4	2.0	55.0	65.0	70.0	1,269	51.1	49.9	45.6	44.6
U.OPA		1.3	3.6	35.0	40.0	70.0	14,666	37.5	37.5	37.1	37.1
Total Sample		45.7									
<b>TOTAL Time (HR)</b>	<b>69.0</b>		<b>2.0</b>	<b>54.1</b>	<b>63.9</b>	<b>70.0</b>	<b>1,653</b>	<b>50.6</b>	<b>49.5</b>	<b>45.3</b>	<b>44.4</b>
								<b>1.4</b>	<b>1.4</b>	<b>1.5</b>	<b>1.6</b>
<b>750</b>	<b>I-94</b>			<b>Montana SL - Bismarck (I-194)</b>							
R.Int		98.0	4.0	65.0	70.0	70.0	4,687	55.8	51.3	55.8	51.3
U.Int		8.2	4.0	40.0	60.7	70.0	10,424	53.7	49.0	53.7	49.0
Total Sample		106.2									
<b>TOTAL Time (HR)</b>	<b>156.0</b>		<b>4.0</b>	<b>62.0</b>	<b>69.2</b>	<b>70.0</b>	<b>5,130</b>	<b>55.6</b>	<b>51.1</b>	<b>55.6</b>	<b>51.1</b>
								<b>2.8</b>	<b>3.1</b>	<b>2.8</b>	<b>3.1</b>
<b>751</b>	<b>I-94</b>			<b>Bismarck (I-194) - Minnesota SL (Fargo)</b>							
R.Int		115.5	4.0	65.0	70.0	70.0	6,971	59.7	57.2	59.7	57.2
U.Int		16.4	4.3	40.0	63.1	70.0	14,946	54.3	50.7	54.0	50.5
Total Sample		131.9									
<b>TOTAL Time (HR)</b>	<b>196.0</b>		<b>4.0</b>	<b>60.3</b>	<b>69.1</b>	<b>70.0</b>	<b>7,964</b>	<b>59.0</b>	<b>56.3</b>	<b>59.0</b>	<b>56.3</b>
								<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>

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**WTTN-Operating Speeds**  
**North Dakota Results - Performance Enhancement**  
**Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements							
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)	
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck
<b>91</b>	<b>I-29</b>					<b>South Dakota SL - I-94 (Fargo)</b>									
R.Int		51.3	4.0	65.0	5,095	62.7	62.5	63.1	63.0	63.1	63.0	63.1	63.0	63.1	63.0
U.Int		1.6	4.0	40.0	20,351	57.1	57.1	57.2	57.2	57.2	57.2	57.2	57.2	57.2	57.2
Total Sample		52.8													
<b>TOTAL</b>	<b>63.0</b>		<b>4.0</b>	<b>63.8</b>	<b>5,548</b>	<b>62.5</b>	<b>62.4</b>	<b>62.9</b>	<b>62.8</b>	<b>62.9</b>	<b>62.8</b>	<b>62.9</b>	<b>62.8</b>	<b>62.9</b>	<b>62.8</b>
<b>Time (HR)</b>						<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>92</b>	<b>I-29</b>					<b>Fargo (I-94) - Canada</b>									
R.Int		90.4	4.0	65.0	6,188	63.5	63.2	63.9	63.6	63.9	63.6	63.9	63.6	63.9	63.6
U.Int		7.0	4.0	40.0	23,620	56.7	54.6	56.9	54.8	56.9	54.8	56.9	54.8	56.9	54.8
Total Sample		97.4													
<b>TOTAL</b>	<b>154.0</b>		<b>4.0</b>	<b>62.2</b>	<b>7,446</b>	<b>62.9</b>	<b>62.5</b>	<b>63.3</b>	<b>62.9</b>	<b>63.3</b>	<b>62.9</b>	<b>63.3</b>	<b>62.9</b>	<b>63.3</b>	<b>62.9</b>
<b>Time (HR)</b>						<b>2.4</b>	<b>2.5</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>
<b>353</b>	<b>US 2</b>					<b>Montana SL - US 83 @ Minot</b>									
R.OPA		91.0	2.6	55.0	2,216	50.8	47.5	50.8	47.5	51.3	48.3	51.3	48.3	51.3	48.3
U.OPA		4.0	4.0	35.0	7,272	45.3	43.7	45.3	43.7	45.3	43.7	45.3	43.7	53.8	50.8
Total Sample		95.0													
<b>TOTAL</b>	<b>145.0</b>		<b>2.6</b>	<b>53.7</b>	<b>2,428</b>	<b>50.6</b>	<b>47.4</b>	<b>50.6</b>	<b>47.4</b>	<b>51.0</b>	<b>48.1</b>	<b>51.0</b>	<b>48.1</b>	<b>51.4</b>	<b>48.4</b>
<b>Time (HR)</b>						<b>2.9</b>	<b>3.1</b>	<b>2.9</b>	<b>3.1</b>	<b>2.8</b>	<b>3.0</b>	<b>2.8</b>	<b>3.0</b>	<b>2.8</b>	<b>3.0</b>
<b>354</b>	<b>US 2</b>					<b>US 83 @ Minot - Minnesota SL (Grand Forks)</b>									
R.OPA		113.0	4.0	55.0	3,804	61.7	60.4	61.7	60.4	61.8	60.6	61.8	60.6	61.8	60.6
U.OPA		4.1	4.0	35.0	11,232	34.1	33.9	34.4	34.2	34.4	34.2	34.4	34.2	52.3	51.7
Total Sample		117.1													
<b>TOTAL</b>	<b>209.0</b>		<b>4.0</b>	<b>53.9</b>	<b>4,062</b>	<b>60.0</b>	<b>58.8</b>	<b>60.1</b>	<b>58.8</b>	<b>60.1</b>	<b>59.0</b>	<b>60.1</b>	<b>59.0</b>	<b>61.4</b>	<b>60.2</b>
<b>Time (HR)</b>						<b>3.5</b>	<b>3.6</b>	<b>3.5</b>	<b>3.6</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.4</b>	<b>3.5</b>
<b>400</b>	<b>US 52</b>					<b>Canada to I-94 @ Jamestown, ND</b>									
R.OPA		119.5	2.1	55.0	1,615	51.5	50.1	51.5	50.1	51.6	50.2	51.6	50.2	51.6	50.2
U.OPA		3.3	4.0	35.0	8,512	19.7	19.3	19.7	19.3	19.7	19.3	19.7	19.3	29.0	28.0
Total Sample		122.8													
<b>TOTAL</b>	<b>246.0</b>		<b>2.1</b>	<b>54.2</b>	<b>1,800</b>	<b>49.4</b>	<b>48.0</b>	<b>49.4</b>	<b>48.0</b>	<b>49.5</b>	<b>48.1</b>	<b>49.5</b>	<b>48.1</b>	<b>50.6</b>	<b>49.1</b>
<b>Time (HR)</b>						<b>5.0</b>	<b>5.1</b>	<b>5.0</b>	<b>5.1</b>	<b>5.0</b>	<b>5.1</b>	<b>5.0</b>	<b>5.1</b>	<b>4.9</b>	<b>5.0</b>

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**WTTN-Operating Speeds  
North Dakota Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements									
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>531</b>	<b>US 281</b>																
R.OPA		44.4	2.0	55.0	1,269	51.1	49.9	51.1	49.9	51.1	49.9	51.1	49.9	51.1	49.9	51.1	49.9
U.OPA		1.3	3.6	35.0	14,666	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	46.4	46.4
Total Sample		45.7															
<b>TOTAL</b>	<b>69.0</b>		<b>2.0</b>	<b>54.1</b>	<b>1,653</b>	<b>50.6</b>	<b>49.5</b>	<b>50.6</b>	<b>49.5</b>	<b>50.6</b>	<b>49.5</b>	<b>50.6</b>	<b>49.5</b>	<b>50.6</b>	<b>49.5</b>	<b>50.9</b>	<b>49.8</b>
<b>Time (HR)</b>						<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>
<b>750</b>	<b>I-94</b>																
R.Int		98.0	4.0	65.0	4,687	55.8	51.3	56.2	51.6	56.2	51.6	56.2	51.6	56.2	51.6	56.2	51.6
U.Int		8.2	4.0	40.0	10,424	53.7	49.0	53.8	49.1	53.8	49.1	53.8	49.1	53.8	49.1	53.8	49.1
Total Sample		106.2															
<b>TOTAL</b>	<b>156.0</b>		<b>4.0</b>	<b>62.0</b>	<b>5,130</b>	<b>55.6</b>	<b>51.1</b>	<b>56.0</b>	<b>51.4</b>	<b>56.0</b>	<b>51.4</b>	<b>56.0</b>	<b>51.4</b>	<b>56.0</b>	<b>51.4</b>	<b>56.0</b>	<b>51.4</b>
<b>Time (HR)</b>						<b>2.8</b>	<b>3.1</b>	<b>2.8</b>	<b>3.0</b>	<b>2.8</b>	<b>3.0</b>	<b>2.8</b>	<b>3.0</b>	<b>2.8</b>	<b>3.0</b>	<b>2.8</b>	<b>3.0</b>
<b>751</b>	<b>I-94</b>																
R.Int		115.5	4.0	65.0	6,971	59.7	57.2	59.9	57.4	59.9	57.4	59.9	57.4	59.9	57.4	59.9	57.4
U.Int		16.4	4.3	40.0	14,946	54.3	50.7	54.9	51.2	54.9	51.2	54.9	51.2	54.9	51.2	54.9	51.2
Total Sample		131.9															
<b>TOTAL</b>	<b>196.0</b>		<b>4.0</b>	<b>60.3</b>	<b>7,964</b>	<b>59.0</b>	<b>56.3</b>	<b>59.3</b>	<b>56.6</b>	<b>59.3</b>	<b>56.6</b>	<b>59.3</b>	<b>56.6</b>	<b>59.3</b>	<b>56.6</b>	<b>59.3</b>	<b>56.6</b>
<b>Time (HR)</b>						<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>

D-60

- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
North Dakota Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements								
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>91</b>	<b>I-29</b>	<b>South Dakota SL - I-94 (Fargo)</b>														
R.Int		51.3	4.0	65.0	5,095	62.7	62.5	63.1	63.0	63.1	63.0	63.1	63.0	63.1	63.0	63.0
U.Int		1.6	4.0	40.0	20,351	57.1	57.1	57.2	57.2	57.2	57.2	57.2	57.2	57.2	57.2	57.2
Total Sample		52.8														
<b>TOTAL</b>	<b>63.0</b>		<b>4.0</b>	<b>63.8</b>	<b>5,548</b>	<b>62.5</b>	<b>62.4</b>	<b>62.9</b>	<b>62.8</b>	<b>62.9</b>	<b>62.8</b>	<b>62.9</b>	<b>62.8</b>	<b>62.9</b>	<b>62.8</b>	<b>62.8</b>
<b>Time (HR)</b>						<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>92</b>	<b>I-29</b>	<b>Fargo (I-94) - Canada</b>														
R.Int		90.4	4.0	65.0	6,188	63.5	63.2	63.9	63.6	63.9	63.6	63.9	63.6	63.9	63.6	63.6
U.Int		7.0	4.0	40.0	23,620	56.7	54.6	56.9	54.8	56.9	54.8	56.9	54.8	56.9	54.8	54.8
Total Sample		97.4														
<b>TOTAL</b>	<b>154.0</b>		<b>4.0</b>	<b>62.2</b>	<b>7,446</b>	<b>62.9</b>	<b>62.5</b>	<b>63.3</b>	<b>62.9</b>	<b>63.3</b>	<b>62.9</b>	<b>63.3</b>	<b>62.9</b>	<b>63.3</b>	<b>62.9</b>	<b>62.9</b>
<b>Time (HR)</b>						<b>2.4</b>	<b>2.5</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>
<b>353</b>	<b>US 2</b>	<b>Montana SL - US 83 @ Minot</b>														
R.OPA		91.0	2.6	55.0	2,216	47.2	44.2	47.2	44.2	47.5	44.8	48.8	46.0	48.8	46.0	46.0
U.OPA		4.0	4.0	35.0	7,272	45.3	43.7	45.3	43.7	45.3	43.7	45.3	43.7	53.8	50.8	50.8
Total Sample		95.0														
<b>TOTAL</b>	<b>145.0</b>		<b>2.6</b>	<b>53.7</b>	<b>2,428</b>	<b>47.1</b>	<b>44.1</b>	<b>47.1</b>	<b>44.1</b>	<b>47.4</b>	<b>44.8</b>	<b>48.6</b>	<b>45.9</b>	<b>49.0</b>	<b>46.2</b>	<b>46.2</b>
<b>Time (HR)</b>						<b>3.1</b>	<b>3.3</b>	<b>3.1</b>	<b>3.3</b>	<b>3.1</b>	<b>3.2</b>	<b>3.0</b>	<b>3.2</b>	<b>3.0</b>	<b>3.1</b>	<b>3.1</b>
<b>354</b>	<b>US 2</b>	<b>US 83 @ Minot - Minnesota SL (Grand Forks)</b>														
R.OPA		113.0	4.0	55.0	3,804	61.7	60.4	61.7	60.4	61.8	60.6	61.8	60.6	61.8	60.6	60.6
U.OPA		4.1	4.0	35.0	11,232	34.1	33.9	34.4	34.2	34.4	34.2	34.4	34.2	51.7	51.1	51.1
Total Sample		117.1														
<b>TOTAL</b>	<b>209.0</b>		<b>4.0</b>	<b>53.9</b>	<b>4,062</b>	<b>60.0</b>	<b>58.8</b>	<b>60.1</b>	<b>58.8</b>	<b>60.1</b>	<b>59.0</b>	<b>60.1</b>	<b>59.0</b>	<b>61.4</b>	<b>60.2</b>	<b>60.2</b>
<b>Time (HR)</b>						<b>3.5</b>	<b>3.6</b>	<b>3.5</b>	<b>3.6</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.4</b>	<b>3.5</b>	<b>3.5</b>
<b>400</b>	<b>US 52</b>	<b>Canada to I-94 @ Jamestown, ND</b>														
R.OPA		119.5	2.1	55.0	1,615	46.0	44.8	46.0	44.8	46.0	44.9	47.5	46.3	47.5	46.3	46.3
U.OPA		3.3	4.0	35.0	8,512	19.7	19.3	19.7	19.3	19.7	19.3	19.7	19.3	28.9	28.0	28.0
Total Sample		122.8														
<b>TOTAL</b>	<b>246.0</b>		<b>2.1</b>	<b>54.2</b>	<b>1,800</b>	<b>44.4</b>	<b>43.3</b>	<b>44.4</b>	<b>43.3</b>	<b>44.4</b>	<b>43.4</b>	<b>45.8</b>	<b>44.6</b>	<b>46.7</b>	<b>45.5</b>	<b>45.5</b>
<b>Time (HR)</b>						<b>5.5</b>	<b>5.7</b>	<b>5.5</b>	<b>5.7</b>	<b>5.5</b>	<b>5.7</b>	<b>5.4</b>	<b>5.5</b>	<b>5.3</b>	<b>5.4</b>	<b>5.4</b>

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**WTTN-Operating Speeds  
North Dakota Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements								
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>531</b>	<b>US 281</b>		<b>South Dakota SL - I-94</b>													
R.OPA		44.4	2.0	55.0	1,269	45.6	44.6	45.6	44.6	45.6	44.6	46.4	45.4	46.4	45.4	
U.OPA		1.3	3.6	35.0	14,666	37.1	37.1	37.1	37.1	37.1	37.1	37.1	37.1	46.0	46.0	
Total Sample		45.7														
<b>TOTAL</b>	<b>69.0</b>		<b>2.0</b>	<b>54.1</b>	<b>1,653</b>	<b>45.3</b>	<b>44.4</b>	<b>45.3</b>	<b>44.4</b>	<b>45.3</b>	<b>44.4</b>	<b>46.1</b>	<b>45.1</b>	<b>46.4</b>	<b>45.4</b>	
<b>Time (HR)</b>						<b>1.5</b>	<b>1.6</b>	<b>1.5</b>	<b>1.6</b>	<b>1.5</b>	<b>1.6</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	
<b>750</b>	<b>I-94</b>		<b>Montana SL - Bismarck (I-194)</b>													
R.Int		98.0	4.0	65.0	4,687	55.8	51.3	56.2	51.6	56.2	51.6	56.2	51.6	56.2	51.6	
U.Int		8.2	4.0	40.0	10,424	53.7	49.0	53.8	49.1	53.8	49.1	53.8	49.1	53.8	49.1	
Total Sample		106.2														
<b>TOTAL</b>	<b>156.0</b>		<b>4.0</b>	<b>62.0</b>	<b>5,130</b>	<b>55.6</b>	<b>51.1</b>	<b>56.0</b>	<b>51.4</b>	<b>56.0</b>	<b>51.4</b>	<b>56.0</b>	<b>51.4</b>	<b>56.0</b>	<b>51.4</b>	
<b>Time (HR)</b>						<b>2.8</b>	<b>3.1</b>	<b>2.8</b>	<b>3.0</b>	<b>2.8</b>	<b>3.0</b>	<b>2.8</b>	<b>3.0</b>	<b>2.8</b>	<b>3.0</b>	
<b>751</b>	<b>I-94</b>		<b>Bismarck (I-194) - Minnesota SL (Fargo)</b>													
R.Int		115.5	4.0	65.0	6,971	59.7	57.2	59.9	57.4	59.9	57.4	59.9	57.4	59.9	57.4	
U.Int		16.4	4.3	40.0	14,946	54.0	50.5	54.6	51.0	54.6	51.0	54.6	51.0	54.6	51.0	
Total Sample		131.9														
<b>TOTAL</b>	<b>196.0</b>		<b>4.0</b>	<b>60.3</b>	<b>7,964</b>	<b>59.0</b>	<b>56.3</b>	<b>59.2</b>	<b>56.5</b>	<b>59.2</b>	<b>56.5</b>	<b>59.2</b>	<b>56.5</b>	<b>59.2</b>	<b>56.5</b>	
<b>Time (HR)</b>						<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	<b>3.3</b>	<b>3.5</b>	

D-62

- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
Oregon Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>6</b>	<b>I-5</b>	<b>California SL - Douglas/Lane CL</b>									
R.Int		143.6	4.0	64.7	64.0	68.8	21,015	53.9	48.2	53.6	48.0
U.Int		24.4	4.0	40.0	61.9	69.6	28,544	55.6	52.5	55.6	52.5
Total Sample		168.0									
<b>TOTAL</b>	<b>168.0</b>		<b>4.0</b>	<b>59.4</b>	<b>63.7</b>	<b>68.9</b>	<b>22,108</b>	<b>54.1</b>	<b>48.8</b>	<b>53.9</b>	<b>48.6</b>
<b>Time (HR)</b>								<b>3.1</b>	<b>3.4</b>	<b>3.1</b>	<b>3.5</b>
<b>7</b>	<b>I-5</b>	<b>Douglas/Lane CL - S 58 @ Eugene</b>									
R.Int		18.0	4.0	65.0	65.0	70.0	29,261	60.7	58.8	60.1	58.3
U.Int		2.7	4.0	40.0	65.0	70.0	23,891	55.9	52.3	55.9	52.3
Total Sample		20.7									
<b>TOTAL</b>	<b>20.7</b>		<b>4.0</b>	<b>60.1</b>	<b>65.0</b>	<b>70.0</b>	<b>28,563</b>	<b>60.0</b>	<b>57.9</b>	<b>59.5</b>	<b>57.4</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>
<b>8</b>	<b>I-5</b>	<b>S 58 @ Eugene - Portland</b>									
R.Int		70.8	4.6	65.0	65.0	70.0	48,515	61.6	60.0	56.2	54.8
U.Int		27.7	4.7	40.0	58.6	70.0	60,144	55.2	52.2	30.9	30.2
Total Sample		98.5									
<b>TOTAL</b>	<b>98.5</b>		<b>4.6</b>	<b>55.3</b>	<b>63.1</b>	<b>70.0</b>	<b>51,782</b>	<b>59.6</b>	<b>57.6</b>	<b>45.7</b>	<b>44.6</b>
<b>Time (HR)</b>								<b>1.7</b>	<b>1.7</b>	<b>2.2</b>	<b>2.2</b>
<b>9</b>	<b>I-5</b>	<b>Through Portland (OR)</b>									
U.Int		21.0	5.9	40.0	54.3	68.2	122,424	44.3	41.7	15.2	14.9
Total Sample		21.0									
<b>TOTAL</b>	<b>21.0</b>		<b>5.9</b>	<b>40.0</b>	<b>54.3</b>	<b>68.2</b>	<b>122,424</b>	<b>44.3</b>	<b>41.7</b>	<b>15.2</b>	<b>14.9</b>
<b>Time (HR)</b>								<b>0.5</b>	<b>0.5</b>	<b>1.4</b>	<b>1.4</b>
<b>190</b>	<b>I-84</b>	<b>In Portland (I-5 - Portland UL)</b>									
U.Int		15.2	5.3	40.0	55.0	69.3	95,444	44.1	42.4	26.1	25.6
Total Sample		15.2									
<b>TOTAL</b>	<b>15.2</b>		<b>5.3</b>	<b>40.0</b>	<b>55.0</b>	<b>69.3</b>	<b>95,444</b>	<b>44.1</b>	<b>42.4</b>	<b>26.1</b>	<b>25.6</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.4</b>	<b>0.6</b>	<b>0.6</b>
<b>191</b>	<b>I-84</b>	<b>Portland UL - I-82</b>									
R.Int		152.4	4.0	65.0	65.0	70.0	13,609	60.5	58.2	60.5	58.2
U.Int		7.8	4.0	40.0	65.0	70.0	16,003	57.7	54.6	57.7	54.6
Total Sample		160.2									
<b>TOTAL</b>	<b>160.2</b>		<b>4.0</b>	<b>63.1</b>	<b>65.0</b>	<b>70.0</b>	<b>13,725</b>	<b>60.3</b>	<b>58.0</b>	<b>60.3</b>	<b>58.0</b>
<b>Time (HR)</b>								<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>
<b>192</b>	<b>I-84</b>	<b>I-82 - Idaho SL</b>									
R.Int		185.4	4.0	64.3	65.0	69.4	7,747	56.5	51.4	56.5	51.4
U.Int		14.3	4.0	40.0	65.0	70.0	8,984	57.8	54.2	57.8	54.2
Total Sample		199.7									
<b>TOTAL</b>	<b>199.7</b>		<b>4.0</b>	<b>61.6</b>	<b>65.0</b>	<b>69.4</b>	<b>7,835</b>	<b>56.6</b>	<b>51.6</b>	<b>56.6</b>	<b>51.6</b>
<b>Time (HR)</b>								<b>3.5</b>	<b>3.9</b>	<b>3.5</b>	<b>3.9</b>

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**WTTN-Operating Speeds  
Oregon Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>240</b>	<b>I-205</b>		<b>Washington SL - I-5 S. Portland</b>								
U.Int		26.1	5.5	40.0	56.9	69.8	107,800	49.2	45.9	16.3	16.2
Total Sample		26.1									
<b>TOTAL</b>	<b>26.1</b>		<b>5.5</b>	<b>40.0</b>	<b>56.9</b>	<b>69.8</b>	<b>107,800</b>	<b>49.2</b>	<b>45.9</b>	<b>16.3</b>	<b>16.2</b>
<b>Time (HR)</b>								<b>0.5</b>	<b>0.6</b>	<b>1.6</b>	<b>1.6</b>
<b>290</b>	<b>I-405</b>		<b>in Portland</b>								
U.Int		3.5	6.4	40.0	50.0	62.7	94,923	43.9	40.7	19.4	18.9
Total Sample		3.5									
<b>TOTAL</b>	<b>3.5</b>		<b>6.4</b>	<b>40.0</b>	<b>50.0</b>	<b>62.7</b>	<b>94,923</b>	<b>43.9</b>	<b>40.7</b>	<b>19.4</b>	<b>18.9</b>
<b>Time (HR)</b>								<b>0.1</b>	<b>0.1</b>	<b>0.2</b>	<b>0.2</b>
<b>500</b>	<b>US 97/S 58</b>		<b>California SL to I-5 @ Eugene</b>								
R.OPA		175.7	2.2	54.9	55.3	67.5	4,663	45.5	42.9	41.4	39.3
U.OPA		6.9	2.5	35.0	55.9	68.1	6,575	26.6	25.8	26.1	25.3
Total Sample		182.6									
<b>TOTAL</b>	<b>182.6</b>		<b>2.2</b>	<b>53.8</b>	<b>55.3</b>	<b>67.5</b>	<b>4,735</b>	<b>44.3</b>	<b>41.9</b>	<b>40.5</b>	<b>38.5</b>
<b>Time (HR)</b>								<b>4.1</b>	<b>4.4</b>	<b>4.5</b>	<b>4.7</b>
<b>740</b>	<b>I-82</b>		<b>Washington SL - I-84</b>								
R.Int		11.0	4.0	65.0	65.0	69.3	6,869	59.1	56.3	59.1	56.3
Total Sample		11.0									
<b>TOTAL</b>	<b>11.0</b>		<b>4.0</b>	<b>65.0</b>	<b>65.0</b>	<b>69.3</b>	<b>6,869</b>	<b>59.1</b>	<b>56.3</b>	<b>59.1</b>	<b>56.3</b>
<b>Time (HR)</b>								<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>

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**WTTN-Operating Speeds  
Oregon Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Average Daily Speed		Average Daily Speed for Cumulative Improvements									
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>6</b>	<b>I-5</b>		<b>California SL - Douglas/Lane CL</b>														
R.Int		143.6	4.0	64.7	21,015	53.9	48.2	54.1	48.4	54.1	48.4	54.1	48.4	54.1	48.4	54.1	48.4
U.Int		24.4	4.0	40.0	28,544	55.6	52.5	56.1	52.9	56.1	52.9	56.1	52.9	56.1	52.9	56.1	52.9
Total Sample		168.0															
<b>TOTAL</b>	<b>168.0</b>		<b>4.0</b>	<b>59.4</b>	<b>22,108</b>	<b>54.1</b>	<b>48.8</b>	<b>54.4</b>	<b>49.0</b>	<b>54.4</b>	<b>49.0</b>	<b>54.4</b>	<b>49.0</b>	<b>54.4</b>	<b>49.0</b>	<b>54.4</b>	<b>49.0</b>
Time (HR)						3.1	3.4	3.1	3.4	3.1	3.4	3.1	3.4	3.1	3.4	3.1	3.4
<b>7</b>	<b>I-5</b>		<b>Douglas/Lane CL - S 58 @ Eugene</b>														
R.Int		18.0	4.0	65.0	29,261	60.7	58.8	60.8	59.0	60.8	59.0	60.8	59.0	60.8	59.0	60.8	59.0
U.Int		2.7	4.0	40.0	23,891	55.9	52.3	55.9	52.3	55.9	52.3	55.9	52.3	55.9	52.3	55.9	52.3
Total Sample		20.7															
<b>TOTAL</b>	<b>20.7</b>		<b>4.0</b>	<b>60.1</b>	<b>28,563</b>	<b>60.0</b>	<b>57.9</b>	<b>60.2</b>	<b>58.0</b>	<b>60.2</b>	<b>58.0</b>	<b>60.2</b>	<b>58.0</b>	<b>60.2</b>	<b>58.0</b>	<b>60.2</b>	<b>58.0</b>
Time (HR)						0.3	0.4	0.3	0.4	0.3	0.4	0.3	0.4	0.3	0.4	0.3	0.4
<b>8</b>	<b>I-5</b>		<b>S 58 @ Eugene - Portland</b>														
R.Int		70.8	4.6	65.0	48,515	61.6	60.0	61.7	60.1	61.7	60.1	61.7	60.1	61.7	60.1	61.7	60.1
U.Int		27.7	4.7	40.0	60,144	55.2	52.2	55.3	52.4	55.3	52.4	55.5	52.5	55.5	52.5	55.5	52.5
Total Sample		98.5															
<b>TOTAL</b>	<b>98.5</b>		<b>4.6</b>	<b>55.3</b>	<b>51,782</b>	<b>59.6</b>	<b>57.6</b>	<b>59.7</b>	<b>57.7</b>	<b>59.7</b>	<b>57.7</b>	<b>59.8</b>	<b>57.8</b>	<b>59.8</b>	<b>57.8</b>	<b>59.8</b>	<b>57.8</b>
Time (HR)						1.7	1.7	1.6	1.7	1.6	1.7	1.6	1.7	1.6	1.7	1.6	1.7
<b>9</b>	<b>I-5</b>		<b>Through Portland (OR)</b>														
U.Int		21.0	5.9	40.0	122,424	44.3	41.7	45.2	42.4	45.2	42.4	49.8	46.4	50.3	46.9		
Total Sample		21.0															
<b>TOTAL</b>	<b>21.0</b>		<b>5.9</b>	<b>40.0</b>	<b>122,424</b>	<b>44.3</b>	<b>41.7</b>	<b>45.2</b>	<b>42.4</b>	<b>45.2</b>	<b>42.4</b>	<b>49.8</b>	<b>46.4</b>	<b>50.3</b>	<b>46.9</b>		
Time (HR)						0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.5	0.4	0.4	0.4	0.4
<b>190</b>	<b>I-84</b>		<b>In Portland (I-5 - Portland UL)</b>														
U.Int		15.2	5.3	40.0	95,444	44.1	42.4	44.3	42.6	44.3	42.6	53.2	50.6	53.2	50.6		
Total Sample		15.2															
<b>TOTAL</b>	<b>15.2</b>		<b>5.3</b>	<b>40.0</b>	<b>95,444</b>	<b>44.1</b>	<b>42.4</b>	<b>44.3</b>	<b>42.6</b>	<b>44.3</b>	<b>42.6</b>	<b>53.2</b>	<b>50.6</b>	<b>53.2</b>	<b>50.6</b>		
Time (HR)						0.3	0.4	0.3	0.4	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3
<b>191</b>	<b>I-84</b>		<b>Portland UL - I-82</b>														
R.Int		152.4	4.0	65.0	13,609	60.5	58.2	60.5	58.2	60.5	58.2	60.5	58.2	60.5	58.2	60.5	58.2
U.Int		7.8	4.0	40.0	16,003	57.7	54.6	58.0	54.9	58.0	54.9	58.0	54.9	58.0	54.9	58.0	54.9
Total Sample		160.2															
<b>TOTAL</b>	<b>160.2</b>		<b>4.0</b>	<b>63.1</b>	<b>13,725</b>	<b>60.3</b>	<b>58.0</b>	<b>60.4</b>	<b>58.0</b>	<b>60.4</b>	<b>58.0</b>	<b>60.4</b>	<b>58.0</b>	<b>60.4</b>	<b>58.0</b>	<b>60.4</b>	<b>58.0</b>
Time (HR)						2.7	2.8	2.7	2.8	2.7	2.8	2.7	2.8	2.7	2.8	2.7	2.8
<b>192</b>	<b>I-84</b>		<b>I-82 - Idaho SL</b>														
R.Int		185.4	4.0	64.3	7,747	56.5	51.4	56.6	51.4	56.6	51.4	56.6	51.4	56.6	51.4	56.6	51.4
U.Int		14.3	4.0	40.0	8,984	57.8	54.2	57.9	54.2	57.9	54.2	57.9	54.2	57.9	54.2	57.9	54.2
Total Sample		199.7															
<b>TOTAL</b>	<b>199.7</b>		<b>4.0</b>	<b>61.6</b>	<b>7,835</b>	<b>56.6</b>	<b>51.6</b>	<b>56.6</b>	<b>51.6</b>	<b>56.6</b>	<b>51.6</b>	<b>56.6</b>	<b>51.6</b>	<b>56.6</b>	<b>51.6</b>	<b>56.6</b>	<b>51.6</b>
Time (HR)						3.5	3.9	3.5	3.9	3.5	3.9	3.5	3.9	3.5	3.9	3.5	3.9
<b>240</b>	<b>I-205</b>		<b>Washington SL - I-5 S. Portland</b>														
U.Int		26.1	5.5	40.0	107,800	49.2	45.9	49.8	46.5	49.8	46.5	52.3	48.6	52.3	48.6		
Total Sample		26.1															
<b>TOTAL</b>	<b>26.1</b>		<b>5.5</b>	<b>40.0</b>	<b>107,800</b>	<b>49.2</b>	<b>45.9</b>	<b>49.8</b>	<b>46.5</b>	<b>49.8</b>	<b>46.5</b>	<b>52.3</b>	<b>48.6</b>	<b>52.3</b>	<b>48.6</b>		
Time (HR)						0.5	0.6	0.5	0.6	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.5

**WTTN-Operating Speeds  
Oregon Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements								
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>290</b>	<b>I-405</b>		<b>in Portland</b>													
U.Int		3.5	6.4	40.0	94,923	43.9	40.7	45.2	41.7	45.2	41.7	45.3	41.9	46.5	43.0	
Total Sample		3.5														
<b>TOTAL</b>	<b>3.5</b>		<b>6.4</b>	<b>40.0</b>	<b>94,923</b>	<b>43.9</b>	<b>40.7</b>	<b>45.2</b>	<b>41.7</b>	<b>45.2</b>	<b>41.7</b>	<b>45.3</b>	<b>41.9</b>	<b>46.5</b>	<b>43.0</b>	
<b>Time (HR)</b>						<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>
<b>500</b>	<b>US 97/S 58</b>		<b>California SL to I-5 @ Eugene</b>													
R.OPA		175.7	2.2	54.9	4,663	45.5	42.9	45.9	43.3	46.7	45.1	47.0	45.4	47.2	45.6	
U.OPA		6.9	2.5	35.0	6,575	26.6	25.8	27.1	26.2	27.6	26.7	27.6	26.7	27.6	26.7	
Total Sample		182.6														
<b>TOTAL</b>	<b>182.6</b>		<b>2.2</b>	<b>53.8</b>	<b>4,735</b>	<b>44.3</b>	<b>41.9</b>	<b>44.7</b>	<b>42.2</b>	<b>45.5</b>	<b>44.0</b>	<b>45.7</b>	<b>44.2</b>	<b>46.0</b>	<b>44.4</b>	
<b>Time (HR)</b>						<b>4.1</b>	<b>4.4</b>	<b>4.1</b>	<b>4.3</b>	<b>4.0</b>	<b>4.2</b>	<b>4.0</b>	<b>4.1</b>	<b>4.0</b>	<b>4.1</b>	<b>4.1</b>
<b>740</b>	<b>I-82</b>		<b>Washington SL - I-84</b>													
R.Int		11.0	4.0	65.0	6,869	59.1	56.3	59.5	56.6	59.5	56.6	59.5	56.6	59.5	56.6	
Total Sample		11.0														
<b>TOTAL</b>	<b>11.0</b>		<b>4.0</b>	<b>65.0</b>	<b>6,869</b>	<b>59.1</b>	<b>56.3</b>	<b>59.5</b>	<b>56.6</b>	<b>59.5</b>	<b>56.6</b>	<b>59.5</b>	<b>56.6</b>	<b>59.5</b>	<b>56.6</b>	
<b>Time (HR)</b>						<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>

- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
Oregon Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements									
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>6</b>	<b>I-5</b>		<b>California SL - Douglas/Lane CL</b>														
R.Int		143.6	4.0	64.7	21,015	53.6	48.0	53.9	48.2	53.9	48.2	53.9	48.2	53.9	48.2	53.9	48.2
U.Int		24.4	4.0	40.0	28,544	55.6	52.5	56.0	52.9	56.0	52.9	56.0	52.9	56.0	52.9	56.0	52.9
Total Sample		168.0															
<b>TOTAL</b>	<b>168.0</b>		<b>4.0</b>	<b>59.4</b>	<b>22,108</b>	<b>53.9</b>	<b>48.6</b>	<b>54.2</b>	<b>48.8</b>	<b>54.2</b>	<b>48.8</b>	<b>54.2</b>	<b>48.8</b>	<b>54.2</b>	<b>48.8</b>	<b>54.2</b>	<b>48.8</b>
<b>Time (HR)</b>						<b>3.1</b>	<b>3.5</b>	<b>3.1</b>	<b>3.4</b>	<b>3.1</b>	<b>3.4</b>	<b>3.1</b>	<b>3.4</b>	<b>3.1</b>	<b>3.4</b>	<b>3.1</b>	<b>3.4</b>
<b>7</b>	<b>I-5</b>		<b>Douglas/Lane CL - S 58 @ Eugene</b>														
R.Int		18.0	4.0	65.0	29,261	60.1	58.3	60.3	58.5	60.3	58.5	60.3	58.5	60.3	58.5	60.3	58.5
U.Int		2.7	4.0	40.0	23,891	55.9	52.3	55.9	52.3	55.9	52.3	55.9	52.3	55.9	52.3	55.9	52.3
Total Sample		20.7															
<b>TOTAL</b>	<b>20.7</b>		<b>4.0</b>	<b>60.1</b>	<b>28,563</b>	<b>59.5</b>	<b>57.4</b>	<b>59.7</b>	<b>57.6</b>	<b>59.7</b>	<b>57.6</b>	<b>59.7</b>	<b>57.6</b>	<b>59.7</b>	<b>57.6</b>	<b>59.7</b>	<b>57.6</b>
<b>Time (HR)</b>						<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>
<b>8</b>	<b>I-5</b>		<b>S 58 @ Eugene - Portland</b>														
R.Int		70.8	4.6	65.0	48,515	56.2	54.8	56.3	54.9	56.3	54.9	58.8	57.4	58.8	57.4	58.8	57.4
U.Int		27.7	4.7	40.0	60,144	30.9	30.2	31.0	30.3	31.0	30.3	54.2	51.3	54.2	51.3	54.2	51.3
Total Sample		98.5															
<b>TOTAL</b>	<b>98.5</b>		<b>4.6</b>	<b>55.3</b>	<b>51,782</b>	<b>45.7</b>	<b>44.6</b>	<b>45.8</b>	<b>44.7</b>	<b>45.8</b>	<b>44.7</b>	<b>57.4</b>	<b>55.5</b>	<b>57.4</b>	<b>55.5</b>	<b>57.4</b>	<b>55.5</b>
<b>Time (HR)</b>						<b>2.2</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>
<b>9</b>	<b>I-5</b>		<b>Through Portland (OR)</b>														
U.Int		21.0	5.9	40.0	122,424	15.2	14.9	15.5	15.2	15.5	15.2	48.9	45.5	48.9	45.5	49.2	45.8
Total Sample		21.0															
<b>TOTAL</b>	<b>21.0</b>		<b>5.9</b>	<b>40.0</b>	<b>122,424</b>	<b>15.2</b>	<b>14.9</b>	<b>15.5</b>	<b>15.2</b>	<b>15.5</b>	<b>15.2</b>	<b>48.9</b>	<b>45.5</b>	<b>48.9</b>	<b>45.5</b>	<b>49.2</b>	<b>45.8</b>
<b>Time (HR)</b>						<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.5</b>
<b>190</b>	<b>I-84</b>		<b>In Portland (I-5 - Portland UL)</b>														
U.Int		15.2	5.3	40.0	95,444	26.1	25.6	26.2	25.7	26.2	25.7	52.6	50.1	52.6	50.1	52.6	50.1
Total Sample		15.2															
<b>TOTAL</b>	<b>15.2</b>		<b>5.3</b>	<b>40.0</b>	<b>95,444</b>	<b>26.1</b>	<b>25.6</b>	<b>26.2</b>	<b>25.7</b>	<b>26.2</b>	<b>25.7</b>	<b>52.6</b>	<b>50.1</b>	<b>52.6</b>	<b>50.1</b>	<b>52.6</b>	<b>50.1</b>
<b>Time (HR)</b>						<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>191</b>	<b>I-84</b>		<b>Portland UL - I-82</b>														
R.Int		152.4	4.0	65.0	13,609	60.5	58.2	60.5	58.2	60.5	58.2	60.5	58.2	60.5	58.2	60.5	58.2
U.Int		7.8	4.0	40.0	16,003	57.7	54.6	58.0	54.9	58.0	54.9	58.0	54.9	58.0	54.9	58.0	54.9
Total Sample		160.2															
<b>TOTAL</b>	<b>160.2</b>		<b>4.0</b>	<b>63.1</b>	<b>13,725</b>	<b>60.3</b>	<b>58.0</b>	<b>60.4</b>	<b>58.0</b>	<b>60.4</b>	<b>58.0</b>	<b>60.4</b>	<b>58.0</b>	<b>60.4</b>	<b>58.0</b>	<b>60.4</b>	<b>58.0</b>
<b>Time (HR)</b>						<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>
<b>192</b>	<b>I-84</b>		<b>I-82 - Idaho SL</b>														
R.Int		185.4	4.0	64.3	7,747	56.5	51.4	56.6	51.4	56.6	51.4	56.6	51.4	56.6	51.4	56.6	51.4
U.Int		14.3	4.0	40.0	8,984	57.8	54.2	57.9	54.2	57.9	54.2	57.9	54.2	57.9	54.2	57.9	54.2
Total Sample		199.7															
<b>TOTAL</b>	<b>199.7</b>		<b>4.0</b>	<b>61.6</b>	<b>7,835</b>	<b>56.6</b>	<b>51.6</b>	<b>56.6</b>	<b>51.6</b>	<b>56.6</b>	<b>51.6</b>	<b>56.6</b>	<b>51.6</b>	<b>56.6</b>	<b>51.6</b>	<b>56.6</b>	<b>51.6</b>
<b>Time (HR)</b>						<b>3.5</b>	<b>3.9</b>	<b>3.5</b>	<b>3.9</b>	<b>3.5</b>	<b>3.9</b>	<b>3.5</b>	<b>3.9</b>	<b>3.5</b>	<b>3.9</b>	<b>3.5</b>	<b>3.9</b>



**WTTN-Operating Speeds  
Oregon Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements								
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>240</b>	<b>I-205</b>		<b>Washington SL - I-5 S. Portland</b>													
U.Int		26.1	5.5	40.0	107,800	16.3	16.2	16.5	16.3	16.5	16.3	51.2	47.5	51.2	47.5	
Total Sample		26.1														
<b>TOTAL</b>	<b>26.1</b>		<b>5.5</b>	<b>40.0</b>	<b>107,800</b>	<b>16.3</b>	<b>16.2</b>	<b>16.5</b>	<b>16.3</b>	<b>16.5</b>	<b>16.3</b>	<b>51.2</b>	<b>47.5</b>	<b>51.2</b>	<b>47.5</b>	
<b>Time (HR)</b>						<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	
<b>290</b>	<b>I-405</b>		<b>in Portland</b>													
U.Int		3.5	6.4	40.0	94,923	19.4	18.9	19.8	19.3	19.8	19.3	44.6	41.2	44.9	41.5	
Total Sample		3.5														
<b>TOTAL</b>	<b>3.5</b>		<b>6.4</b>	<b>40.0</b>	<b>94,923</b>	<b>19.4</b>	<b>18.9</b>	<b>19.8</b>	<b>19.3</b>	<b>19.8</b>	<b>19.3</b>	<b>44.6</b>	<b>41.2</b>	<b>44.9</b>	<b>41.5</b>	
<b>Time (HR)</b>						<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	
<b>500</b>	<b>US 97/S 58</b>		<b>California SL to I-5 @ Eugene</b>													
R.OPA		175.7	2.2	54.9	4,663	41.4	39.3	41.8	39.6	42.3	41.0	44.7	43.2	44.9	43.3	
U.OPA		6.9	2.5	35.0	6,575	26.1	25.3	26.5	25.8	27.0	26.3	27.0	26.3	27.0	26.3	
Total Sample		182.6														
<b>TOTAL</b>	<b>182.6</b>		<b>2.2</b>	<b>53.8</b>	<b>4,735</b>	<b>40.5</b>	<b>38.5</b>	<b>40.9</b>	<b>38.8</b>	<b>41.4</b>	<b>40.2</b>	<b>43.6</b>	<b>42.1</b>	<b>43.8</b>	<b>42.3</b>	
<b>Time (HR)</b>						<b>4.5</b>	<b>4.7</b>	<b>4.5</b>	<b>4.7</b>	<b>4.4</b>	<b>4.5</b>	<b>4.2</b>	<b>4.3</b>	<b>4.2</b>	<b>4.3</b>	
<b>740</b>	<b>I-82</b>		<b>Washington SL - I-84</b>													
R.Int		11.0	4.0	65.0	6,869	59.1	56.3	59.5	56.6	59.5	56.6	59.5	56.6	59.5	56.6	
Total Sample		11.0														
<b>TOTAL</b>	<b>11.0</b>		<b>4.0</b>	<b>65.0</b>	<b>6,869</b>	<b>59.1</b>	<b>56.3</b>	<b>59.5</b>	<b>56.6</b>	<b>59.5</b>	<b>56.6</b>	<b>59.5</b>	<b>56.6</b>	<b>59.5</b>	<b>56.6</b>	
<b>Time (HR)</b>						<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	

- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

### WTTN-Operating Speeds South Dakota Results - Existing Conditions

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>90</b>	<b>I-29</b>	<b>Iowa SL (Sioux City) - I-90 (Sioux Falls)</b>									
R.Int		71.7	4.0	65.0	69.8	70.0	10,031	63.8	63.5	63.8	63.5
U.Int		12.5	4.0	40.0	65.0	69.9	21,158	59.6	59.0	59.6	59.0
Total Sample		84.2									
<b>TOTAL</b>	<b>84.2</b>		<b>4.0</b>	<b>59.5</b>	<b>69.1</b>	<b>70.0</b>	<b>11,681</b>	<b>63.1</b>	<b>62.8</b>	<b>63.1</b>	<b>62.8</b>
<b>Time (HR)</b>								<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>
<b>91</b>	<b>I-29</b>	<b>I-90 @ Sioux Falls - North Dakota SL</b>									
R.Int		166.2	4.0	65.0	69.9	70.0	6,590	62.5	61.6	62.5	61.6
U.Int		2.1	4.0	40.0	70.0	70.0	7,670	63.8	63.4	63.8	63.4
Total Sample		168.3									
<b>TOTAL</b>	<b>168.3</b>		<b>4.0</b>	<b>64.5</b>	<b>69.9</b>	<b>70.0</b>	<b>6,604</b>	<b>62.5</b>	<b>61.7</b>	<b>62.5</b>	<b>61.7</b>
<b>Time (HR)</b>								<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>
<b>218</b>	<b>I-90</b>	<b>Wyoming SL - Rapid City (S 473)</b>									
R.Int		50.3	4.0	56.5	70.0	70.0	11,421	63.2	62.2	63.2	62.2
U.Int		11.7	4.0	40.0	68.1	70.0	17,786	61.2	60.6	61.2	60.6
Total Sample		61.9									
<b>TOTAL</b>	<b>61.9</b>		<b>4.0</b>	<b>52.5</b>	<b>69.6</b>	<b>70.0</b>	<b>12,621</b>	<b>62.8</b>	<b>61.9</b>	<b>62.8</b>	<b>61.9</b>
<b>Time (HR)</b>								<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>219</b>	<b>I-90</b>	<b>Rapid City (S 473) - US 281</b>									
R.Int		248.9	4.0	65.0	70.0	70.0	6,214	62.1	61.1	62.1	61.1
Total Sample		248.9									
<b>TOTAL</b>	<b>248.9</b>		<b>4.0</b>	<b>65.0</b>	<b>70.0</b>	<b>70.0</b>	<b>6,214</b>	<b>62.1</b>	<b>61.1</b>	<b>62.1</b>	<b>61.1</b>
<b>Time (HR)</b>								<b>4.0</b>	<b>4.1</b>	<b>4.0</b>	<b>4.1</b>
<b>220</b>	<b>I-90</b>	<b>US 281 - US 81</b>									
R.Int		50.4	4.0	65.0	70.0	70.0	7,669	63.4	63.1	63.4	63.1
U.Int		3.0	4.0	40.0	70.0	70.0	8,190	62.6	62.2	62.6	62.2
Total Sample		53.5									
<b>TOTAL</b>	<b>53.5</b>		<b>4.0</b>	<b>62.8</b>	<b>70.0</b>	<b>70.0</b>	<b>7,699</b>	<b>63.3</b>	<b>63.0</b>	<b>63.3</b>	<b>63.0</b>
<b>Time (HR)</b>								<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>

### WTTN-Operating Speeds South Dakota Results - Existing Conditions

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>221</b>	<b>I-90</b>			<b>US 81 - I-29 @ Sioux Falls</b>							
R.Int		31.4	4.0	65.0	70.0	70.0	9,554	61.7	60.9	61.7	60.9
U.Int		1.0	4.0	40.0	65.0	70.0	11,380	63.2	63.2	63.2	63.2
Total Sample		32.5									
<b>TOTAL</b>	<b>32.5</b>		<b>4.0</b>	<b>63.7</b>	<b>69.8</b>	<b>70.0</b>	<b>9,613</b>	<b>61.7</b>	<b>61.0</b>	<b>61.7</b>	<b>61.0</b>
<b>Time (HR)</b>								<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>
<b>222</b>	<b>I-90</b>			<b>I-29 - Minnesota SL</b>							
R.Int		10.0	4.0	65.0	70.0	70.0	11,005	56.4	56.0	56.4	56.0
U.Int		6.0	4.0	40.0	66.5	70.0	13,295	57.6	56.6	57.6	56.6
Total Sample		16.0									
<b>TOTAL</b>	<b>16.0</b>		<b>4.0</b>	<b>52.7</b>	<b>68.7</b>	<b>70.0</b>	<b>11,863</b>	<b>56.8</b>	<b>56.2</b>	<b>56.8</b>	<b>56.2</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>451</b>	<b>US 81</b>			<b>Nebraska SL - I-90</b>							
R.OPA		54.6	2.0	55.0	64.8	70.0	1,669	51.7	51.2	46.1	45.7
U.OPA		3.1	3.8	35.0	34.7	70.0	12,423	22.5	22.5	22.4	22.4
Total Sample		57.7									
<b>TOTAL</b>	<b>57.7</b>		<b>2.1</b>	<b>53.4</b>	<b>62.0</b>	<b>70.0</b>	<b>2,249</b>	<b>48.3</b>	<b>47.9</b>	<b>43.6</b>	<b>43.3</b>
<b>Time (HR)</b>								<b>1.2</b>	<b>1.2</b>	<b>1.3</b>	<b>1.3</b>
<b>452</b>	<b>US 81</b>			<b>I-90 - I-29 @ Watertown</b>							
R.OPA		94.2	2.0	55.0	62.1	70.0	1,489	50.7	50.1	45.4	44.9
U.OPA		4.2	3.7	35.0	47.4	67.0	10,827	30.2	30.1	30.1	30.1
Total Sample		98.4									
<b>TOTAL</b>	<b>98.4</b>		<b>2.1</b>	<b>53.7</b>	<b>61.3</b>	<b>69.9</b>	<b>1,885</b>	<b>49.3</b>	<b>48.7</b>	<b>44.5</b>	<b>44.0</b>
<b>Time (HR)</b>								<b>2.0</b>	<b>2.0</b>	<b>2.2</b>	<b>2.2</b>

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### WTTN-Operating Speeds South Dakota Results - Existing Conditions

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>530</b>	<b>US 281</b>			<b>Nebraska SL - I-90</b>							
R.OPA		12.9	2.0	55.0	63.2	69.0	1,433	49.5	48.9	44.7	44.1
R.MiA		54.2	2.0	55.0	65.0	70.0	1,410	51.8	50.3	45.9	44.7
Total Sample		67.1									
<b>TOTAL</b>	<b>67.1</b>		<b>2.0</b>	<b>55.0</b>	<b>64.6</b>	<b>69.8</b>	<b>1,414</b>	<b>51.3</b>	<b>50.0</b>	<b>45.6</b>	<b>44.6</b>
<b>Time (HR)</b>								<b>1.3</b>	<b>1.3</b>	<b>1.5</b>	<b>1.5</b>
<b>531</b>	<b>US 281</b>			<b>I-90 - North Dakota SL</b>							
R.OPA		100.4	2.5	55.0	64.3	69.9	2,242	48.6	48.3	44.4	44.1
R.MiA		50.4	2.0	55.0	65.0	70.0	961	50.9	50.7	44.6	44.5
U.OPA		2.8	4.0	35.0	42.2	66.0	11,662	32.5	32.2	32.5	32.2
Total Sample		153.7									
<b>TOTAL</b>	<b>159.0</b>		<b>2.4</b>	<b>54.4</b>	<b>63.9</b>	<b>69.8</b>	<b>1,994</b>	<b>48.9</b>	<b>48.6</b>	<b>44.2</b>	<b>43.9</b>
<b>Time (HR)</b>								<b>3.3</b>	<b>3.3</b>	<b>3.6</b>	<b>3.6</b>
<b>640</b>	<b>S 79/US 385</b>			<b>I-90 @ Rapid City - Nebraska SL (U16B,S238,S437)</b>							
R.OPA		78.4	2.1	52.6	65.0	70.0	3,132	49.2	48.6	43.3	42.7
U.OPA		6.1	3.0	35.0	47.0	68.0	11,721	28.5	28.3	26.7	26.5
Total Sample		84.5									
<b>TOTAL</b>	<b>84.5</b>		<b>2.1</b>	<b>50.8</b>	<b>63.2</b>	<b>69.8</b>	<b>3,753</b>	<b>46.8</b>	<b>46.2</b>	<b>41.4</b>	<b>40.9</b>
<b>Time (HR)</b>								<b>1.8</b>	<b>1.8</b>	<b>2.0</b>	<b>2.1</b>

**WTTN-Operating Speeds**  
**South Dakota Results - Performance Enhancement**  
**Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements													
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)							
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck						
<b>90</b>	<b>I-29</b>					<b>Iowa SL (Sioux City) - I-90 (Sioux Falls)</b>															
R.Int		71.7	4.0	65.0	10,031	63.8	63.5	64.0	63.7	64.0	63.7	64.0	63.7	64.0	63.7	64.0	63.7				
U.Int		12.5	4.0	40.0	21,158	59.6	59.0	61.8	61.2	61.8	61.2	61.8	61.2	61.8	61.2	61.8	61.2				
Total Sample		84.2																			
<b>TOTAL</b>	<b>84.2</b>		<b>4.0</b>	<b>59.5</b>	<b>11,681</b>	<b>63.1</b>	<b>62.8</b>	<b>63.7</b>	<b>63.3</b>	<b>63.7</b>	<b>63.3</b>	<b>63.7</b>	<b>63.3</b>	<b>63.7</b>	<b>63.3</b>	<b>63.7</b>	<b>63.3</b>				
<b>Time (HR)</b>						<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>				
<b>91</b>	<b>I-29</b>					<b>I-90 @ Sioux Falls - North Dakota SL</b>															
R.Int		166.2	4.0	65.0	6,590	62.5	61.6	63.4	62.5	63.4	62.5	63.4	62.5	63.4	62.5	63.4	62.5				
U.Int		2.1	4.0	40.0	7,670	63.8	63.4	63.8	63.4	63.8	63.4	63.8	63.4	63.8	63.4	63.8	63.4				
Total Sample		168.3																			
<b>TOTAL</b>	<b>168.3</b>		<b>4.0</b>	<b>64.5</b>	<b>6,604</b>	<b>62.5</b>	<b>61.7</b>	<b>63.4</b>	<b>62.5</b>	<b>63.4</b>	<b>62.5</b>	<b>63.4</b>	<b>62.5</b>	<b>63.4</b>	<b>62.5</b>	<b>63.4</b>	<b>62.5</b>				
<b>Time (HR)</b>						<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>				
<b>218</b>	<b>I-90</b>					<b>Wyoming SL</b>															
R.Int		50.3	4.0	56.5	11,421	63.2	62.2	63.3	62.2	63.3	62.2	63.3	62.2	63.3	62.2	63.3	62.2				
U.Int		11.7	4.0	40.0	17,786	61.2	60.6	61.2	60.6	61.2	60.6	61.2	60.6	61.2	60.6	61.2	60.6				
Total Sample		61.9																			
<b>TOTAL</b>	<b>61.9</b>		<b>4.0</b>	<b>52.5</b>	<b>12,621</b>	<b>62.8</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>				
<b>Time (HR)</b>						<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>				
<b>219</b>	<b>I-90</b>					<b>Rapid City (S 473) - US 281</b>															
R.Int		248.9	4.0	65.0	6,214	62.1	61.1	62.9	61.9	62.9	61.9	62.9	61.9	62.9	61.9	62.9	61.9				
Total Sample		248.9																			
<b>TOTAL</b>	<b>248.9</b>		<b>4.0</b>	<b>65.0</b>	<b>6,214</b>	<b>62.1</b>	<b>61.1</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>				
<b>Time (HR)</b>						<b>4.0</b>	<b>4.1</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>				
<b>220</b>	<b>I-90</b>					<b>US 281 - US 81</b>															
R.Int		50.4	4.0	65.0	7,669	63.4	63.1	63.7	63.4	63.7	63.4	63.7	63.4	63.7	63.4	63.7	63.4				
U.Int		3.0	4.0	40.0	8,190	62.6	62.2	62.6	62.2	62.6	62.2	62.6	62.2	62.6	62.2	62.6	62.2				
Total Sample		53.5																			
<b>TOTAL</b>	<b>53.5</b>		<b>4.0</b>	<b>62.8</b>	<b>7,699</b>	<b>63.3</b>	<b>63.0</b>	<b>63.6</b>	<b>63.3</b>	<b>63.6</b>	<b>63.3</b>	<b>63.6</b>	<b>63.3</b>	<b>63.6</b>	<b>63.3</b>	<b>63.6</b>	<b>63.3</b>				
<b>Time (HR)</b>						<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>				
<b>221</b>	<b>I-90</b>					<b>US 81 - I-29 @ Sioux Falls</b>															
R.Int		31.4	4.0	65.0	9,554	61.7	60.9	62.4	61.6	62.4	61.6	62.4	61.6	62.4	61.6	62.4	61.6				
U.Int		1.0	4.0	40.0	11,380	63.2	63.2	63.2	63.2	63.2	63.2	63.2	63.2	63.2	63.2	63.2	63.2				
Total Sample		32.5																			
<b>TOTAL</b>	<b>32.5</b>		<b>4.0</b>	<b>63.7</b>	<b>9,613</b>	<b>61.7</b>	<b>61.0</b>	<b>62.4</b>	<b>61.6</b>	<b>62.4</b>	<b>61.6</b>	<b>62.4</b>	<b>61.6</b>	<b>62.4</b>	<b>61.6</b>	<b>62.4</b>	<b>61.6</b>				
<b>Time (HR)</b>						<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>				

**WTTN-Operating Speeds  
South Dakota Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements								
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>222</b>	<b>I-90</b>		<b>I-29 - Minnesota SL</b>													
R.Int		10.0	4.0	65.0	11,005	56.4	56.0	62.2	61.6	62.2	61.6	62.2	61.6	62.2	61.6	
U.Int		6.0	4.0	40.0	13,295	57.6	56.6	60.8	59.6	60.8	59.6	60.8	59.6	60.8	59.6	
Total Sample		16.0														
<b>TOTAL</b>	<b>16.0</b>		<b>4.0</b>	<b>52.7</b>	<b>11,863</b>	<b>56.8</b>	<b>56.2</b>	<b>61.6</b>	<b>60.8</b>	<b>61.6</b>	<b>60.8</b>	<b>61.6</b>	<b>60.8</b>	<b>61.6</b>	<b>60.8</b>	
<b>Time (HR)</b>						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	
<b>451</b>	<b>US 81</b>		<b>Nebraska SL - I-90</b>													
R.OPA		54.6	2.0	55.0	1,669	51.7	51.2	52.5	51.9	52.6	52.1	52.6	52.1	52.7	52.1	
U.OPA		3.1	3.8	35.0	12,423	22.5	22.5	23.3	23.3	23.3	23.3	23.3	23.3	32.6	32.5	
Total Sample		57.7														
<b>TOTAL</b>	<b>57.7</b>		<b>2.1</b>					<b>48.3</b>	<b>47.9</b>	<b>49.1</b>	<b>48.7</b>	<b>49.3</b>	<b>48.8</b>	<b>49.3</b>	<b>48.8</b>	
<b>Time (HR)</b>						<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.1</b>	<b>1.1</b>	
<b>452</b>	<b>US 81</b>		<b>I-90 - I-29 @ Watertown</b>													
R.OPA		94.2	2.0	55.0	1,489	50.7	50.1	51.0	50.4	51.1	50.4	51.1	50.4	52.2	51.5	
U.OPA		4.2	3.7	35.0	10,827	30.2	30.1	30.7	30.6	30.8	30.7	30.8	30.7	33.7	33.5	
Total Sample		98.4														
<b>TOTAL</b>	<b>98.4</b>		<b>2.1</b>	<b>53.7</b>	<b>1,885</b>	<b>49.3</b>	<b>48.7</b>	<b>49.6</b>	<b>49.0</b>	<b>49.7</b>	<b>49.1</b>	<b>49.7</b>	<b>49.1</b>	<b>51.0</b>	<b>50.3</b>	
<b>Time (HR)</b>						<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>1.9</b>	<b>2.0</b>	
<b>530</b>	<b>US 281</b>		<b>Nebraska SL - I-90</b>													
R.OPA		12.9	2.0	55.0	1,433	49.5	48.9	49.5	48.9	50.6	49.9	50.6	49.9	50.9	50.3	
R.MiA		54.2	2.0	55.0	1,410	51.8	50.3	51.8	50.3	51.9	50.7	51.9	50.7	51.9	50.7	
Total Sample		67.1														
<b>TOTAL</b>	<b>67.1</b>		<b>2.0</b>	<b>55.0</b>	<b>1,414</b>	<b>51.3</b>	<b>50.0</b>	<b>51.3</b>	<b>50.0</b>	<b>51.7</b>	<b>50.6</b>	<b>51.7</b>	<b>50.6</b>	<b>51.7</b>	<b>50.6</b>	
<b>Time (HR)</b>						<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	
<b>531</b>	<b>US 281</b>		<b>I-90 - North Dakota SL</b>													
R.OPA		100.4	2.5	55.0	2,242	48.6	48.3	49.6	49.3	50.0	49.7	50.0	49.7	50.2	49.9	
R.MiA		50.4	2.0	55.0	961	50.9	50.7	52.4	52.2	52.4	52.2	52.4	52.2	52.4	52.2	
U.OPA		2.8	4.0	35.0	11,662	32.5	32.2	32.8	32.6	33.1	32.8	33.1	32.8	40.1	39.7	
Total Sample		153.7														
<b>TOTAL</b>	<b>159.0</b>		<b>2.4</b>	<b>54.4</b>	<b>1,994</b>	<b>48.9</b>	<b>48.6</b>	<b>50.0</b>	<b>49.7</b>	<b>50.3</b>	<b>50.0</b>	<b>50.3</b>	<b>50.0</b>	<b>50.6</b>	<b>50.4</b>	
<b>Time (HR)</b>						<b>3.3</b>	<b>3.3</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>3.2</b>	<b>3.1</b>	<b>3.2</b>	
<b>640</b>	<b>S 79/US 385</b>		<b>I-90 @ Rapid City - Nebraska SL (U16B,S238,S437)</b>													
R.OPA		78.4	2.1	52.6	3,132	49.2	48.6	49.2	48.6	49.3	48.7	49.4	48.7	49.4	48.7	
U.OPA		6.1	3.0	35.0	11,721	28.5	28.3	28.5	28.3	28.8	28.7	28.8	28.7	28.8	28.7	
Total Sample		84.5														
<b>TOTAL</b>	<b>84.5</b>		<b>2.1</b>	<b>50.8</b>	<b>3,753</b>	<b>46.8</b>	<b>46.2</b>	<b>46.8</b>	<b>46.2</b>	<b>46.9</b>	<b>46.3</b>	<b>47.0</b>	<b>46.4</b>	<b>47.0</b>	<b>46.4</b>	
<b>Time (HR)</b>						<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	

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- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
South Dakota Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements									
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>90</b>	<b>I-29</b>			<b>Iowa SL (Sioux City) - I-90 (Sioux Falls)</b>													
R.Int		71.7	4.0	65.0	10,031	63.8	63.5	64.0	63.7	64.0	63.7	64.0	63.7	64.0	63.7	63.7	
U.Int		12.5	4.0	40.0	21,158	59.6	59.0	61.8	61.2	61.8	61.2	61.8	61.2	61.8	61.2	61.2	
Total Sample		84.2															
<b>TOTAL</b>	<b>84.2</b>		<b>4.0</b>	<b>59.5</b>	<b>11,681</b>	<b>63.1</b>	<b>62.8</b>	<b>63.7</b>	<b>63.3</b>	<b>63.7</b>	<b>63.3</b>	<b>63.7</b>	<b>63.3</b>	<b>63.7</b>	<b>63.3</b>	<b>63.3</b>	
<b>Time (HR)</b>						<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	
<b>91</b>	<b>I-29</b>			<b>I-90 @ Sioux Falls - North Dakota SL</b>													
R.Int		166.2	4.0	65.0	6,590	62.5	61.6	63.4	62.5	63.4	62.5	63.4	62.5	63.4	62.5	63.4	62.5
U.Int		2.1	4.0	40.0	7,670	63.8	63.4	63.8	63.4	63.8	63.4	63.8	63.4	63.8	63.4	63.8	63.4
Total Sample		168.3															
<b>TOTAL</b>	<b>168.3</b>		<b>4.0</b>	<b>64.5</b>	<b>6,604</b>	<b>62.5</b>	<b>61.7</b>	<b>63.4</b>	<b>62.5</b>	<b>63.4</b>	<b>62.5</b>	<b>63.4</b>	<b>62.5</b>	<b>63.4</b>	<b>62.5</b>	<b>63.4</b>	<b>62.5</b>
<b>Time (HR)</b>						<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>
<b>218</b>	<b>I-90</b>			<b>Wyoming SL - Rapid City (S 473)</b>													
R.Int		50.3	4.0	56.5	11,421	63.2	62.2	63.3	62.2	63.3	62.2	63.3	62.2	63.3	62.2	63.3	62.2
U.Int		11.7	4.0	40.0	17,786	61.2	60.6	61.2	60.6	61.2	60.6	61.2	60.6	61.2	60.6	61.2	60.6
Total Sample		61.9															
<b>TOTAL</b>	<b>61.9</b>		<b>4.0</b>	<b>52.5</b>	<b>12,621</b>	<b>62.8</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>
<b>Time (HR)</b>						<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>219</b>	<b>I-90</b>			<b>Rapid City (S 473) - US 281</b>													
R.Int		248.9	4.0	65.0	6,214	62.1	61.1	62.9	61.9	62.9	61.9	62.9	61.9	62.9	61.9	62.9	61.9
Total Sample		248.9															
<b>TOTAL</b>	<b>248.9</b>		<b>4.0</b>	<b>65.0</b>	<b>6,214</b>	<b>62.1</b>	<b>61.1</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>	<b>62.9</b>	<b>61.9</b>
<b>Time (HR)</b>						<b>4.0</b>	<b>4.1</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>
<b>220</b>	<b>I-90</b>			<b>US 281 - US 81</b>													
R.Int		50.4	4.0	65.0	7,669	63.4	63.1	63.7	63.4	63.7	63.4	63.7	63.4	63.7	63.4	63.7	63.4
U.Int		3.0	4.0	40.0	8,190	62.6	62.2	62.6	62.2	62.6	62.2	62.6	62.2	62.6	62.2	62.6	62.2
Total Sample		53.5															
<b>TOTAL</b>	<b>53.5</b>		<b>4.0</b>	<b>62.8</b>	<b>7,699</b>	<b>63.3</b>	<b>63.0</b>	<b>63.6</b>	<b>63.3</b>	<b>63.6</b>	<b>63.3</b>	<b>63.6</b>	<b>63.3</b>	<b>63.6</b>	<b>63.3</b>	<b>63.6</b>	<b>63.3</b>
<b>Time (HR)</b>						<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>
<b>221</b>	<b>I-90</b>			<b>US 81 - I-29 @ Sioux Falls</b>													
R.Int		31.4	4.0	65.0	9,554	61.7	60.9	62.4	61.6	62.4	61.6	62.4	61.6	62.4	61.6	62.4	61.6
U.Int		1.0	4.0	40.0	11,380	63.2	63.2	63.2	63.2	63.2	63.2	63.2	63.2	63.2	63.2	63.2	63.2
Total Sample		32.5															
<b>TOTAL</b>	<b>32.5</b>		<b>4.0</b>	<b>63.7</b>	<b>9,613</b>	<b>61.7</b>	<b>61.0</b>	<b>62.4</b>	<b>61.6</b>	<b>62.4</b>	<b>61.6</b>	<b>62.4</b>	<b>61.6</b>	<b>62.4</b>	<b>61.6</b>	<b>62.4</b>	<b>61.6</b>
<b>Time (HR)</b>						<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>
<b>222</b>	<b>I-90</b>			<b>I-29 - Minnesota SL</b>													
R.Int		10.0	4.0	65.0	11,005	56.4	56.0	62.2	61.6	62.2	61.6	62.2	61.6	62.2	61.6	62.2	61.6
U.Int		6.0	4.0	40.0	13,295	57.6	56.6	60.8	59.6	60.8	59.6	60.8	59.6	60.8	59.6	60.8	59.6
Total Sample		16.0															
<b>TOTAL</b>	<b>16.0</b>		<b>4.0</b>	<b>52.7</b>	<b>11,863</b>	<b>56.8</b>	<b>56.2</b>	<b>61.6</b>	<b>60.8</b>	<b>61.6</b>	<b>60.8</b>	<b>61.6</b>	<b>60.8</b>	<b>61.6</b>	<b>60.8</b>	<b>61.6</b>	<b>60.8</b>
<b>Time (HR)</b>						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>

**WTTN-Operating Speeds  
South Dakota Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements								
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>451</b>	<b>US 81</b>		<b>Nebraska SL - I-90</b>													
R.OPA		54.6	2.0	55.0	1,669	46.1	45.7	46.8	46.3	46.9	46.5	48.0	47.5	48.0	47.5	
U.OPA		3.1	3.8	35.0	12,423	22.4	22.4	23.2	23.2	23.2	23.2	23.2	23.2	32.5	32.4	
Total Sample		57.7														
<b>TOTAL</b>	<b>57.7</b>		<b>2.1</b>	<b>53.4</b>	<b>2,249</b>	<b>43.6</b>	<b>43.3</b>	<b>44.3</b>	<b>43.9</b>	<b>44.5</b>	<b>44.1</b>	<b>45.4</b>	<b>45.0</b>	<b>46.8</b>	<b>46.4</b>	
Time (HR)						1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.2	1.2	
<b>452</b>	<b>US 81</b>		<b>I-90 - I-29 @ Watertown</b>													
R.OPA		94.2	2.0	55.0	1,489	45.4	44.9	45.7	45.1	45.7	45.2	46.2	45.6	47.0	46.4	
U.OPA		4.2	3.7	35.0	10,827	30.1	30.1	30.6	30.5	30.7	30.6	30.7	30.6	33.5	33.4	
Total Sample		98.4														
<b>TOTAL</b>	<b>98.4</b>		<b>2.1</b>	<b>53.7</b>	<b>1,885</b>	<b>44.5</b>	<b>44.0</b>	<b>44.7</b>	<b>44.2</b>	<b>44.8</b>	<b>44.3</b>	<b>45.2</b>	<b>44.7</b>	<b>46.2</b>	<b>45.6</b>	
Time (HR)						2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.1	2.2	
<b>530</b>	<b>US 281</b>		<b>Nebraska SL - I-90</b>													
R.OPA		12.9	2.0	55.0	1,433	44.7	44.1	44.7	44.1	45.5	45.0	45.7	45.2	45.7	45.2	
R.MiA		54.2	2.0	55.0	1,410	45.9	44.7	45.9	44.7	46.0	45.0	47.1	46.1	47.1	46.1	
Total Sample		67.1														
<b>TOTAL</b>	<b>67.1</b>		<b>2.0</b>	<b>55.0</b>	<b>1,414</b>	<b>45.6</b>	<b>44.6</b>	<b>45.6</b>	<b>44.6</b>	<b>45.9</b>	<b>45.0</b>	<b>46.8</b>	<b>45.9</b>	<b>46.8</b>	<b>45.9</b>	
Time (HR)						1.5	1.5	1.5	1.5	1.5	1.5	1.4	1.5	1.4	1.5	
<b>531</b>	<b>US 281</b>		<b>I-90 - North Dakota SL</b>													
R.OPA		100.4	2.5	55.0	2,242	44.4	44.1	45.3	45.0	45.6	45.3	46.5	46.2	46.6	46.4	
R.MiA		50.4	2.0	55.0	961	44.6	44.5	46.0	45.8	46.0	45.8	47.3	47.1	47.3	47.1	
U.OPA		2.8	4.0	35.0	11,662	32.5	32.2	32.8	32.6	33.1	32.8	33.1	32.8	40.1	39.7	
Total Sample		153.7														
<b>TOTAL</b>	<b>159.0</b>		<b>2.4</b>	<b>54.4</b>	<b>1,994</b>	<b>44.2</b>	<b>43.9</b>	<b>45.2</b>	<b>45.0</b>	<b>45.4</b>	<b>45.2</b>	<b>46.4</b>	<b>46.2</b>	<b>46.7</b>	<b>46.5</b>	
Time (HR)						3.6	3.6	3.5	3.5	3.5	3.5	3.4	3.4	3.4	3.4	
<b>640</b>	<b>S 79/US 385</b>		<b>I-90 @ Rapid City - Nebraska SL (U16B,S238,S437)</b>													
R.OPA		78.4	2.1	52.6	3,132	43.3	42.7	43.3	42.7	43.3	42.8	46.3	45.7	46.3	45.7	
U.OPA		6.1	3.0	35.0	11,721	26.7	26.5	26.8	26.6	27.0	26.9	27.0	26.9	27.0	26.9	
Total Sample		84.5														
<b>TOTAL</b>	<b>84.5</b>		<b>2.1</b>	<b>50.8</b>	<b>3,753</b>	<b>41.4</b>	<b>40.9</b>	<b>41.4</b>	<b>40.9</b>	<b>41.5</b>	<b>41.1</b>	<b>44.1</b>	<b>43.5</b>	<b>44.1</b>	<b>43.5</b>	
Time (HR)						2.0	2.1	2.0	2.1	2.0	2.1	1.9	1.9	1.9	1.9	

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- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.



**WTTN-Operating Speeds  
Texas Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>36</b>	<b>I-10</b>			<b>Through El Paso (NM SL - El Paso UL)</b>							
R.Int		5.2	4.0	65.0	70.0	70.0	30,409	59.5	55.4	58.7	54.6
U.Int		22.7	6.4	40.0	58.9	69.8	91,396	55.1	51.8	24.2	23.8
Total Sample		28.0									
<b>TOTAL</b>	<b>37.0</b>		<b>5.9</b>	<b>43.1</b>	<b>60.7</b>	<b>69.8</b>	<b>79,981</b>	<b>55.9</b>	<b>52.4</b>	<b>27.2</b>	<b>26.6</b>
<b>Time (HR)</b>								<b>0.7</b>	<b>0.7</b>	<b>1.4</b>	<b>1.4</b>
<b>37</b>	<b>I-10</b>			<b>El Paso UL - I-20</b>							
R.Int		109.2	4.0	63.4	68.9	70.0	10,167	59.4	55.9	59.4	55.9
Total Sample		109.2									
<b>TOTAL</b>	<b>149.0</b>		<b>4.0</b>	<b>63.4</b>	<b>68.9</b>	<b>70.0</b>	<b>10,167</b>	<b>59.4</b>	<b>55.9</b>	<b>59.4</b>	<b>55.9</b>
<b>Time (HR)</b>								<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.7</b>
<b>38</b>	<b>I-10</b>			<b>I-20 - San Antonio UL</b>							
R.Int		203.3	4.0	64.7	66.2	70.0	6,845	60.7	56.5	60.7	56.5
U.Int		3.1	4.0	40.0	65.0	70.0	5,387	58.4	53.8	58.4	53.8
Total Sample		206.4									
<b>TOTAL</b>	<b>364.0</b>		<b>4.0</b>	<b>64.1</b>	<b>66.2</b>	<b>70.0</b>	<b>6,823</b>	<b>60.7</b>	<b>56.5</b>	<b>60.6</b>	<b>56.4</b>
<b>Time (HR)</b>								<b>6.0</b>	<b>6.4</b>	<b>6.0</b>	<b>6.5</b>
<b>39</b>	<b>I-10</b>			<b>Through San Antonio</b>							
U.Int		28.2	4.7	40.0	55.0	70.0	59,197	53.6	50.0	34.3	33.0
Total Sample		28.2									
<b>TOTAL</b>	<b>37.0</b>		<b>4.7</b>	<b>40.0</b>	<b>55.0</b>	<b>70.0</b>	<b>59,197</b>	<b>53.6</b>	<b>50.0</b>	<b>34.3</b>	<b>33.0</b>
<b>Time (HR)</b>								<b>0.7</b>	<b>0.7</b>	<b>1.1</b>	<b>1.1</b>
<b>40</b>	<b>I-10</b>			<b>San Antonio UL - Houston UL</b>							
R.Int		75.9	4.1	65.0	69.8	70.0	22,530	61.5	58.8	61.3	58.7
U.Int		3.2	4.0	40.0	70.0	70.0	26,567	60.1	57.5	60.1	57.5
Total Sample		79.0									
<b>TOTAL</b>	<b>164.0</b>		<b>4.1</b>	<b>63.4</b>	<b>69.8</b>	<b>70.0</b>	<b>22,692</b>	<b>61.4</b>	<b>58.8</b>	<b>61.3</b>	<b>58.7</b>
<b>Time (HR)</b>								<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>
<b>41</b>	<b>I-10</b>			<b>Through Houston</b>							
U.Int		31.3	6.5	40.0	62.2	70.0	105,072	57.7	57.4	22.5	22.5
Total Sample		31.3									
<b>TOTAL</b>	<b>37.0</b>		<b>6.5</b>	<b>40.0</b>	<b>62.2</b>	<b>70.0</b>	<b>105,072</b>	<b>57.7</b>	<b>57.4</b>	<b>22.5</b>	<b>22.5</b>
<b>Time (HR)</b>								<b>0.6</b>	<b>0.6</b>	<b>1.6</b>	<b>1.6</b>
<b>42</b>	<b>I-10</b>			<b>Houston UL - Louisiana SL</b>							
R.Int		61.9	4.5	65.0	66.1	70.0	29,056	62.1	59.0	59.4	56.5
U.Int		18.4	4.9	40.0	59.9	69.9	54,225	57.1	55.7	50.9	49.2
Total Sample		80.3									
<b>TOTAL</b>	<b>89.0</b>		<b>4.6</b>	<b>56.9</b>	<b>64.6</b>	<b>70.0</b>	<b>34,814</b>	<b>60.9</b>	<b>58.2</b>	<b>57.2</b>	<b>54.6</b>
<b>Time (HR)</b>								<b>1.5</b>	<b>1.5</b>	<b>1.6</b>	<b>1.6</b>

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**WTTN-Operating Speeds  
Texas Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>100</b>	<b>I-30</b>			<b>In Dallas/Ft. Worth</b>							
U.Int		54.2	6.0	40.0	59.9	70.0	95,138	57.3	54.8	23.8	23.5
Total Sample		54.2									
<b>TOTAL</b>	<b>70.0</b>		<b>6.0</b>	<b>40.0</b>	<b>59.9</b>	<b>70.0</b>	<b>95,138</b>	<b>57.3</b>	<b>54.8</b>	<b>23.8</b>	<b>23.5</b>
<b>Time (HR)</b>								<b>1.2</b>	<b>1.3</b>	<b>2.9</b>	<b>3.0</b>
<b>101</b>	<b>I-30</b>			<b>Dallas/Ft. Worth UL - Texarkana (Arkansas SL)</b>							
R.Int		56.4	4.0	65.0	65.5	70.0	21,376	63.8	62.8	63.8	62.8
U.Int		29.9	4.0	40.0	66.9	70.0	27,398	63.6	63.2	63.5	63.1
Total Sample		86.3									
<b>TOTAL</b>	<b>151.0</b>		<b>4.0</b>	<b>53.4</b>	<b>66.0</b>	<b>70.0</b>	<b>23,462</b>	<b>63.8</b>	<b>63.0</b>	<b>63.7</b>	<b>62.9</b>
<b>Time (HR)</b>								<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>
<b>110</b>	<b>I-35</b>			<b>Laredo - San Antonio UL</b>							
R.Int		92.4	4.0	65.0	70.0	70.0	10,667	60.9	58.4	60.9	58.4
U.Int		11.0	4.0	40.0	62.6	70.0	29,000	56.3	53.3	56.3	53.3
Total Sample		103.4									
<b>TOTAL</b>	<b>140.0</b>		<b>4.0</b>	<b>61.0</b>	<b>69.1</b>	<b>70.0</b>	<b>12,615</b>	<b>60.3</b>	<b>57.8</b>	<b>60.3</b>	<b>57.8</b>
<b>Time (HR)</b>								<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>
<b>111</b>	<b>I-35</b>			<b>Through San Antonio</b>							
U.Int		11.2	6.1	40.0	64.5	70.0	88,125	56.1	53.2	26.6	26.0
Total Sample		11.2									
<b>TOTAL</b>	<b>35.0</b>		<b>6.1</b>	<b>40.0</b>	<b>64.5</b>	<b>70.0</b>	<b>88,125</b>	<b>56.1</b>	<b>53.2</b>	<b>26.6</b>	<b>26.0</b>
<b>Time (HR)</b>								<b>0.6</b>	<b>0.7</b>	<b>1.3</b>	<b>1.3</b>
<b>112</b>	<b>I-35</b>			<b>San Antonio UL - Dallas/Ft. Worth UL</b>							
R.Int		56.4	4.6	65.0	67.8	70.0	46,905	60.2	56.8	55.1	51.9
U.Int		83.2	5.2	40.0	60.3	70.0	77,733	55.2	51.7	30.9	29.9
Total Sample		139.5									
<b>TOTAL</b>	<b>253.0</b>		<b>5.0</b>	<b>47.4</b>	<b>63.1</b>	<b>70.0</b>	<b>65,276</b>	<b>57.1</b>	<b>53.6</b>	<b>37.6</b>	<b>36.1</b>
<b>Time (HR)</b>								<b>4.4</b>	<b>4.7</b>	<b>6.7</b>	<b>7.0</b>
<b>113</b>	<b>I-35 E/W</b>			<b>Through Dallas/Ft. Worth</b>							
R.Int		40.8	4.0	65.0	68.1	70.0	19,448	59.7	56.1	59.2	55.7
U.Int		69.5	5.9	40.0	66.1	69.9	90,080	55.3	52.3	25.6	25.2
Total Sample		110.2									
<b>TOTAL</b>	<b>130.0</b>		<b>5.2</b>	<b>46.6</b>	<b>66.9</b>	<b>70.0</b>	<b>63,950</b>	<b>56.9</b>	<b>53.7</b>	<b>32.4</b>	<b>31.6</b>
<b>Time (HR)</b>								<b>2.3</b>	<b>2.4</b>	<b>4.0</b>	<b>4.1</b>
<b>114</b>	<b>I-35</b>			<b>Dallas/Ft. Worth UL - Oklahoma SL</b>							
R.Int		15.6	4.0	65.0	70.0	70.0	24,965	59.1	56.2	59.1	56.2
U.Int		3.3	4.0	40.0	70.0	70.0	27,709	59.9	57.7	59.9	57.7
Total Sample		18.9									
<b>TOTAL</b>	<b>39.0</b>		<b>4.0</b>	<b>58.6</b>	<b>70.0</b>	<b>70.0</b>	<b>25,447</b>	<b>59.3</b>	<b>56.4</b>	<b>59.3</b>	<b>56.4</b>
<b>Time (HR)</b>								<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>

**WTTN-Operating Speeds  
Texas Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>120</b>	<b>I-37</b>		<b>Through San Antonio (I-35 - UL)</b>								
U.Int		10.9	5.6	40.0	60.1	70.0	69,020	55.8	52.5	48.8	45.6
Total Sample		10.9									
<b>TOTAL</b>	<b>17.0</b>		<b>5.6</b>	<b>40.0</b>	<b>60.1</b>	<b>70.0</b>	<b>69,020</b>	<b>55.8</b>	<b>52.5</b>	<b>48.8</b>	<b>45.6</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.4</b>
<b>121</b>	<b>I-37</b>		<b>San Antonio UL - Corpus Christi UL</b>								
R.Int		58.5	4.0	65.0	69.2	70.0	12,864	60.7	57.5	60.7	57.5
Total Sample		58.5									
<b>TOTAL</b>	<b>119.0</b>		<b>4.0</b>	<b>65.0</b>	<b>69.2</b>	<b>70.0</b>	<b>12,864</b>	<b>60.7</b>	<b>57.5</b>	<b>60.7</b>	<b>57.5</b>
<b>Time (HR)</b>								<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>
<b>122</b>	<b>I-37</b>		<b>Through Corpus Christi (UL - US 181)</b>								
U.Int		15.8	5.5	40.0	55.0	70.0	45,893	55.0	52.0	54.2	51.1
Total Sample		15.8									
<b>TOTAL</b>	<b>15.8</b>		<b>5.5</b>	<b>40.0</b>	<b>55.0</b>	<b>70.0</b>	<b>45,893</b>	<b>55.0</b>	<b>52.0</b>	<b>54.2</b>	<b>51.1</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>135</b>	<b>I-40</b>		<b>New Mexico SL - Amarillo UL</b>								
R.Int		34.7	4.0	65.0	68.3	70.0	11,371	65.2	65.2	65.2	65.2
Total Sample		34.7									
<b>TOTAL</b>	<b>62.0</b>		<b>4.0</b>	<b>65.0</b>	<b>68.3</b>	<b>70.0</b>	<b>11,371</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>
<b>Time (HR)</b>								<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>136</b>	<b>I-40</b>		<b>Through Amarillo</b>								
U.Int		15.7	5.6	40.0	56.9	70.0	50,695	59.7	59.7	49.5	49.5
Total Sample		15.7									
<b>TOTAL</b>	<b>15.7</b>		<b>5.6</b>	<b>40.0</b>	<b>56.9</b>	<b>70.0</b>	<b>50,695</b>	<b>59.7</b>	<b>59.7</b>	<b>49.5</b>	<b>49.5</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>137</b>	<b>I-40</b>		<b>Amarillo UL- Oklahoma SL</b>								
R.Int		60.7	4.0	65.0	67.2	70.0	12,623	63.1	61.3	63.1	61.3
Total Sample		60.7									
<b>TOTAL</b>	<b>99.0</b>		<b>4.0</b>	<b>65.0</b>	<b>67.2</b>	<b>70.0</b>	<b>12,623</b>	<b>63.1</b>	<b>61.3</b>	<b>63.1</b>	<b>61.3</b>
<b>Time (HR)</b>								<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>
<b>140</b>	<b>I-44</b>		<b>US 287 - Oklahoma SL</b>								
R.Int		2.6	4.0	65.0	70.0	70.0	16,557	60.3	57.6	60.3	57.6
U.Int		12.0	4.9	40.0	67.5	67.5	22,996	54.0	50.4	54.0	50.3
Total Sample		14.6									
<b>TOTAL</b>	<b>14.6</b>		<b>4.7</b>	<b>42.9</b>	<b>68.0</b>	<b>68.0</b>	<b>21,861</b>	<b>55.0</b>	<b>51.6</b>	<b>55.0</b>	<b>51.5</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>150</b>	<b>I-45</b>		<b>In Dallas/Ft. Worth</b>								
U.Int		12.3	4.6	40.0	56.5	70.0	43,089	53.9	50.3	52.7	49.1
Total Sample		12.3									
<b>TOTAL</b>	<b>18.0</b>		<b>4.6</b>	<b>40.0</b>	<b>56.5</b>	<b>70.0</b>	<b>43,089</b>	<b>53.9</b>	<b>50.3</b>	<b>52.7</b>	<b>49.1</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>

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**WTTN-Operating Speeds  
Texas Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>151</b>	<b>I-45</b>		<b>Dallas/Ft. Worth UL - Houston UL</b>								
R.Int		61.5	4.1	65.0	66.0	70.0	36,566	63.2	62.3	51.8	51.2
U.Int		19.7	4.0	40.0	66.9	70.0	34,968	59.7	57.0	37.4	36.6
Total Sample		81.2									
<b>TOTAL</b>	<b>200.0</b>		<b>4.1</b>	<b>56.4</b>	<b>66.2</b>	<b>70.0</b>	<b>36,178</b>	<b>62.3</b>	<b>60.9</b>	<b>47.4</b>	<b>46.7</b>
<b>Time (HR)</b>								<b>3.2</b>	<b>3.3</b>	<b>4.2</b>	<b>4.3</b>
<b>152</b>	<b>I-45</b>		<b>Through Houston</b>								
U.Int		26.8	7.8	40.0	58.8	70.0	165,450	50.4	49.7	18.4	18.3
Total Sample		26.8									
<b>TOTAL</b>	<b>34.0</b>		<b>7.8</b>	<b>40.0</b>	<b>58.8</b>	<b>70.0</b>	<b>165,450</b>	<b>50.4</b>	<b>49.7</b>	<b>18.4</b>	<b>18.3</b>
<b>Time (HR)</b>								<b>0.7</b>	<b>0.7</b>	<b>1.8</b>	<b>1.9</b>
<b>153</b>	<b>I-45</b>		<b>Houston UL - Galveston</b>								
R.Int		4.8	5.0	65.0	59.7	70.0	78,896	53.8	52.0	35.5	35.0
U.Int		20.3	6.0	40.0	55.0	70.0	54,149	57.1	56.4	55.4	54.6
Total Sample		25.1									
<b>TOTAL</b>	<b>32.0</b>		<b>5.8</b>	<b>43.2</b>	<b>55.8</b>	<b>70.0</b>	<b>58,883</b>	<b>56.4</b>	<b>55.5</b>	<b>50.0</b>	<b>49.4</b>
<b>Time (HR)</b>								<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>
<b>410</b>	<b>US 54</b>		<b>I-10 @ El Paso - New Mexico SL</b>								
R.MaC		1.1	2.0	55.0	55.0	70.0	1,550	51.3	50.1	45.3	44.4
U.OFE		9.0	4.7	40.0	60.0	70.0	47,906	55.9	52.3	53.5	49.9
U.OPA		3.0	6.0	35.0	45.0	70.0	19,354	29.3	29.2	29.3	29.2
Total Sample		13.1									
<b>TOTAL</b>	<b>20.0</b>		<b>4.8</b>	<b>39.6</b>	<b>55.4</b>	<b>70.0</b>	<b>37,501</b>	<b>46.0</b>	<b>44.1</b>	<b>44.5</b>	<b>42.5</b>
<b>Time (HR)</b>								<b>0.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.5</b>
<b>411</b>	<b>US 54</b>		<b>New Mexico SL - Oklahoma SL (through Texas)</b>								
R.OPA		89.3	2.0	55.0	69.1	70.0	2,010	52.6	52.5	47.1	47.0
U.OPA		1.3	4.0	35.0	30.0	55.0	5,909	19.0	19.0	19.0	19.0
Total Sample		90.6									
<b>TOTAL</b>	<b>92.0</b>		<b>2.1</b>	<b>54.6</b>	<b>67.9</b>	<b>69.7</b>	<b>2,065</b>	<b>51.3</b>	<b>51.3</b>	<b>46.1</b>	<b>46.0</b>
<b>Time (HR)</b>								<b>1.8</b>	<b>1.8</b>	<b>2.0</b>	<b>2.0</b>
<b>420</b>	<b>US 59</b>		<b>Laredo - Houston UL</b>								
R.OPA		108.9	2.6	55.0	58.5	70.0	8,975	52.1	50.6	48.1	46.8
U.OFE		2.6	4.0	40.0	55.0	70.0	58,216	56.8	56.4	56.8	56.4
U.OPA		15.5	2.9	35.0	49.3	68.7	9,806	28.5	28.2	28.2	27.9
Total Sample		127.0									
<b>TOTAL</b>	<b>290.0</b>		<b>2.7</b>	<b>51.1</b>	<b>57.1</b>	<b>69.8</b>	<b>10,087</b>	<b>47.4</b>	<b>46.2</b>	<b>44.4</b>	<b>43.3</b>
<b>Time (HR)</b>								<b>6.1</b>	<b>6.3</b>	<b>6.5</b>	<b>6.7</b>
<b>421</b>	<b>US 59</b>		<b>Through Houston</b>								
U.OFE		31.6	6.9	40.0	58.4	70.0	153,188	54.3	53.6	21.4	21.2
Total Sample		31.6									
<b>TOTAL</b>	<b>43.0</b>		<b>6.9</b>	<b>40.0</b>	<b>58.4</b>	<b>70.0</b>	<b>153,188</b>	<b>54.3</b>	<b>53.6</b>	<b>21.4</b>	<b>21.2</b>
<b>Time (HR)</b>								<b>0.8</b>	<b>0.8</b>	<b>2.0</b>	<b>2.0</b>

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**WTTN-Operating Speeds  
Texas Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>422</b>	<b>US 59</b>		<b>Houston UL - I-30</b>								
R.OPA		68.4	4.0	55.0	55.4	70.0	25,048	52.6	51.4	44.8	43.9
R.MiA		1.7	4.0	55.0	44.2	70.0	5,363	35.5	35.5	35.5	35.5
R.MaC		31.1	2.1	55.0	56.8	70.0	1,243	44.9	42.5	40.6	38.3
U.OFE		5.6	4.5	40.0	55.0	70.0	43,313	54.1	53.9	27.7	27.7
U.OPA		36.3	4.1	35.0	52.3	70.0	17,717	32.8	32.5	32.8	32.5
U.MiA		1.4	2.0	35.0	40.0	65.0	5,200	24.2	23.6	23.5	22.8
U.Col		0.3	2.0	35.0	45.0	70.0	3,800	26.6	26.6	26.0	25.9
Total Sample		144.8									
<b>TOTAL</b>	<b>275.0</b>		<b>3.6</b>	<b>47.2</b>	<b>54.5</b>	<b>69.9</b>	<b>18,324</b>	<b>43.6</b>	<b>42.5</b>	<b>38.9</b>	<b>38.0</b>
<b>Time (HR)</b>								<b>6.3</b>	<b>6.5</b>	<b>7.1</b>	<b>7.2</b>
<b>440</b>	<b>US 77</b>		<b>Brownsville to US 59</b>								
R.OPA		69.4	4.0	55.0	54.8	70.0	10,633	53.0	52.4	52.9	52.4
R.MiA		11.4	2.0	54.0	54.2	64.8	5,033	43.9	41.1	40.6	38.0
R.MaC		11.4	2.0	55.0	55.0	70.0	3,239	50.5	49.5	42.0	41.6
U.OFE		19.6	4.0	40.0	60.5	70.0	27,446	58.9	57.8	58.9	57.8
U.OPA		29.3	3.8	35.0	45.3	68.5	14,001	27.4	27.2	27.2	27.0
U.MiA		2.0	2.5	35.0	33.3	63.3	9,888	20.5	20.4	19.8	19.7
Total Sample		143.2									
<b>TOTAL</b>	<b>234.0</b>		<b>3.6</b>	<b>46.7</b>	<b>52.7</b>	<b>69.2</b>	<b>12,582</b>	<b>43.4</b>	<b>42.8</b>	<b>42.4</b>	<b>41.8</b>
<b>Time (HR)</b>								<b>5.4</b>	<b>5.5</b>	<b>5.5</b>	<b>5.6</b>
<b>540</b>	<b>US 281</b>		<b>Mexico to I-37</b>								
R.OPA		40.1	3.7	55.0	65.7	69.0	5,876	50.2	47.6	48.8	46.3
R.MiA		20.5	2.0	55.0	55.0	70.0	2,032	48.0	44.4	44.0	40.8
R.MaC		28.4	2.0	55.0	65.5	70.0	1,483	49.6	47.1	44.5	42.3
U.OFE		7.7	4.1	40.0	53.0	70.0	39,737	53.6	52.3	50.8	49.6
U.OPA		11.0	4.0	35.0	44.6	68.3	12,840	27.6	27.5	27.6	27.5
Total Sample		107.7									
<b>TOTAL</b>	<b>171.0</b>		<b>3.0</b>	<b>50.7</b>	<b>59.6</b>	<b>69.5</b>	<b>7,115</b>	<b>46.0</b>	<b>43.9</b>	<b>43.5</b>	<b>41.5</b>
<b>Time (HR)</b>								<b>3.7</b>	<b>3.9</b>	<b>3.9</b>	<b>4.1</b>
<b>550</b>	<b>US 287</b>		<b>Oklahoma SL - Amarillo UL</b>								
R.OPA		35.7	3.6	55.0	65.7	70.0	4,354	54.8	54.7	53.3	53.2
U.OPA		1.0	4.0	35.0	35.0	70.0	12,455	24.0	24.0	24.0	24.0
Total Sample		36.8									
<b>TOTAL</b>	<b>90.0</b>		<b>3.6</b>	<b>54.2</b>	<b>64.2</b>	<b>70.0</b>	<b>4,576</b>	<b>52.9</b>	<b>52.9</b>	<b>51.6</b>	<b>51.5</b>
<b>Time (HR)</b>								<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>
<b>551</b>	<b>US 287</b>		<b>Through Amarillo</b>								
U.OFE		6.8	4.4	40.0	55.0	70.0	12,564	58.3	58.3	58.3	58.3
Total Sample		6.8									
<b>TOTAL</b>	<b>6.8</b>		<b>4.4</b>	<b>40.0</b>	<b>55.0</b>	<b>70.0</b>	<b>12,564</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>
<b>Time (HR)</b>								<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>

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**WTTN-Operating Speeds  
Texas Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>552</b>	<b>US 287</b>		<b>Amarillo UL - I-44 @ Wichita Falls</b>								
R.OPA		44.5	4.0	55.0	58.5	69.9	7,765	48.8	46.3	48.8	46.3
R.MaC		4.4	4.0	55.0	55.0	70.0	4,810	52.8	51.6	52.8	51.6
U.OFE		4.4	4.0	40.0	70.0	70.0	18,885	55.9	51.9	55.9	51.9
U.OPA		6.5	4.0	35.0	47.2	70.0	9,616	27.6	27.5	27.6	27.5
Total Sample		59.8									
<b>TOTAL</b>	<b>198.0</b>		<b>4.0</b>	<b>50.5</b>	<b>57.4</b>	<b>69.9</b>	<b>8,560</b>	<b>45.7</b>	<b>43.7</b>	<b>45.7</b>	<b>43.7</b>
<b>Time (HR)</b>								<b>4.3</b>	<b>4.5</b>	<b>4.3</b>	<b>4.5</b>
<b>553</b>	<b>US 287</b>		<b>I-44 @ Wichita Falls - Dallas/Ft. Worth UL</b>								
R.OPA		10.2	4.0	55.0	70.0	70.0	15,177	52.3	50.1	52.3	50.1
U.OPA		3.4	4.0	35.0	30.0	70.0	7,863	19.5	19.5	19.5	19.5
Total Sample		13.7									
<b>TOTAL</b>	<b>105.0</b>		<b>4.0</b>	<b>48.1</b>	<b>52.5</b>	<b>70.0</b>	<b>13,343</b>	<b>36.8</b>	<b>35.9</b>	<b>36.8</b>	<b>35.9</b>
<b>Time (HR)</b>								<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>
<b>554</b>	<b>US 287</b>		<b>Through Dallas/Ft. Worth (North UL - I-45 @Ennis)</b>								
R.OPA		13.0	2.6	55.0	58.9	70.0	11,789	47.6	45.1	44.0	42.0
U.OFE		16.5	4.8	40.0	67.2	70.0	31,271	40.9	39.4	27.7	27.0
U.OPA		13.6	3.8	35.0	42.4	64.7	11,832	29.1	28.3	29.0	28.1
U.MiA		2.4	2.0	35.0	45.0	70.0	9,436	26.7	25.9	26.0	25.3
Total Sample		45.5									
<b>TOTAL</b>	<b>61.0</b>		<b>3.7</b>	<b>41.1</b>	<b>54.2</b>	<b>68.3</b>	<b>18,767</b>	<b>36.9</b>	<b>35.5</b>	<b>31.3</b>	<b>30.3</b>
<b>Time (HR)</b>								<b>1.7</b>	<b>1.7</b>	<b>1.9</b>	<b>2.0</b>
<b>555</b>	<b>US 287</b>		<b>I-45 @ Ennis - Port Arthur</b>								
R.MiA		36.6	2.0	55.0	57.4	70.0	2,514	48.3	44.6	44.3	40.7
R.MaC		8.9	2.0	55.0	70.0	70.0	1,542	51.4	50.5	45.1	44.5
U.OFE		0.5	4.0	40.0	70.0	70.0	11,500	55.9	51.8	55.9	51.8
U.OPA		3.9	4.0	35.0	49.2	70.0	10,159	29.7	27.6	29.7	27.6
U.MiA		1.4	2.0	35.0	38.6	70.0	1,987	23.6	23.6	22.9	22.9
Total Sample		51.3									
<b>TOTAL</b>	<b>254.0</b>		<b>2.2</b>	<b>51.8</b>	<b>57.8</b>	<b>70.0</b>	<b>2,998</b>	<b>45.4</b>	<b>42.5</b>	<b>41.9</b>	<b>39.1</b>
<b>Time (HR)</b>								<b>5.6</b>	<b>6.0</b>	<b>6.1</b>	<b>6.5</b>
<b>70</b>	<b>I-20</b>		<b>I-10 - Dallas/Ft. Worth UL</b>								
R.Int		180.6	4.1	65.0	67.9	70.0	12,637	59.8	55.7	59.7	55.7
U.Int		52.5	4.0	40.0	63.7	70.0	13,078	58.2	55.2	58.2	55.2
Total Sample		233.0									
<b>TOTAL</b>	<b>420.0</b>		<b>4.0</b>	<b>57.0</b>	<b>66.9</b>	<b>70.0</b>	<b>12,736</b>	<b>59.4</b>	<b>55.6</b>	<b>59.4</b>	<b>55.5</b>
<b>Time (HR)</b>								<b>7.1</b>	<b>7.6</b>	<b>7.1</b>	<b>7.6</b>
<b>71</b>	<b>I-20</b>		<b>Through Dallas/Ft. Worth</b>								
U.Int		46.0	7.9	40.0	66.5	70.0	101,738	55.6	51.8	29.0	28.2
Total Sample		46.0									
<b>TOTAL</b>	<b>79.0</b>		<b>7.9</b>	<b>40.0</b>	<b>66.5</b>	<b>70.0</b>	<b>101,738</b>	<b>55.6</b>	<b>51.8</b>	<b>29.0</b>	<b>28.2</b>
<b>Time (HR)</b>								<b>1.4</b>	<b>1.5</b>	<b>2.7</b>	<b>2.8</b>
<b>72</b>	<b>I-20</b>		<b>Dallas/Ft. Worth UL - Louisiana SL (Shreveport)</b>								
R.Int		48.6	4.0	65.0	66.0	70.0	24,989	62.1	59.2	61.8	59.0
U.Int		3.2	4.0	40.0	60.5	70.0	23,494	58.6	56.2	58.6	56.2
Total Sample		51.8									
<b>TOTAL</b>	<b>137.0</b>		<b>4.0</b>	<b>62.6</b>	<b>65.6</b>	<b>70.0</b>	<b>24,898</b>	<b>61.9</b>	<b>59.0</b>	<b>61.6</b>	<b>58.8</b>
<b>Time (HR)</b>								<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>

**WTTN-Operating Speeds  
Texas Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements									
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>36</b>	<b>I-10</b>		<b>Through El Paso (NM SL - El Paso UL)</b>														
R.Int		5.2	4.0	65.0	30,409	59.5	55.4	59.5	55.4	59.5	55.4	59.5	55.4	59.5	55.4	59.5	55.4
U.Int		22.7	6.4	40.0	91,396	55.1	51.8	55.2	51.8	55.2	51.8	55.2	51.8	55.7	52.3	55.7	52.3
Total Sample		28.0															
<b>TOTAL</b>	<b>37.0</b>		<b>5.9</b>	<b>43.1</b>	<b>79,981</b>	<b>55.9</b>	<b>52.4</b>	<b>56.0</b>	<b>52.5</b>	<b>56.0</b>	<b>52.5</b>	<b>56.4</b>	<b>52.8</b>	<b>56.4</b>	<b>52.8</b>	<b>56.4</b>	<b>52.8</b>
<b>Time (HR)</b>						<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>
<b>37</b>	<b>I-10</b>		<b>El Paso UL - I-20</b>														
R.Int		109.2	4.0	63.4	10,167	59.4	55.9	59.4	55.9	59.4	55.9	59.4	55.9	59.4	55.9	59.4	55.9
Total Sample		109.2															
<b>TOTAL</b>	<b>149.0</b>		<b>4.0</b>	<b>63.4</b>	<b>10,167</b>	<b>59.4</b>	<b>55.9</b>	<b>59.4</b>	<b>55.9</b>	<b>59.4</b>	<b>55.9</b>	<b>59.4</b>	<b>55.9</b>	<b>59.4</b>	<b>55.9</b>	<b>59.4</b>	<b>55.9</b>
<b>Time (HR)</b>						<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.7</b>
<b>38</b>	<b>I-10</b>		<b>I-20 - San Antonio UL</b>														
R.Int		203.3	4.0	64.7	6,845	60.7	56.5	60.7	56.5	60.7	56.5	60.7	56.5	60.7	56.5	60.7	56.5
U.Int		3.1	4.0	40.0	5,387	58.4	53.8	58.4	53.8	58.4	53.8	58.4	53.8	58.4	53.8	58.4	53.8
Total Sample		206.4															
<b>TOTAL</b>	<b>364.0</b>		<b>4.0</b>	<b>64.1</b>	<b>6,823</b>	<b>60.7</b>	<b>56.5</b>	<b>60.7</b>	<b>56.5</b>	<b>60.7</b>	<b>56.5</b>	<b>60.7</b>	<b>56.5</b>	<b>60.7</b>	<b>56.5</b>	<b>60.7</b>	<b>56.5</b>
<b>Time (HR)</b>						<b>6.0</b>	<b>6.4</b>	<b>6.0</b>	<b>6.4</b>	<b>6.0</b>	<b>6.4</b>	<b>6.0</b>	<b>6.4</b>	<b>6.0</b>	<b>6.4</b>	<b>6.0</b>	<b>6.4</b>
<b>39</b>	<b>I-10</b>		<b>Through San Antonio</b>														
U.Int		28.2	4.7	40.0	59,197	53.6	50.0	53.6	50.0	53.6	50.0	53.7	50.1	53.7	50.1	53.7	50.1
Total Sample		28.2															
<b>TOTAL</b>	<b>37.0</b>		<b>4.7</b>	<b>40.0</b>	<b>59,197</b>	<b>53.6</b>	<b>50.0</b>	<b>53.6</b>	<b>50.0</b>	<b>53.6</b>	<b>50.0</b>	<b>53.7</b>	<b>50.1</b>	<b>53.7</b>	<b>50.1</b>	<b>53.7</b>	<b>50.1</b>
<b>Time (HR)</b>						<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>
<b>40</b>	<b>I-10</b>		<b>San Antonio UL - Houston UL</b>														
R.Int		75.9	4.1	65.0	22,530	61.5	58.8	61.5	58.8	61.5	58.8	61.5	58.8	61.5	58.8	61.5	58.8
U.Int		3.2	4.0	40.0	26,567	60.1	57.5	60.1	57.5	60.1	57.5	60.1	57.5	60.1	57.5	60.1	57.5
Total Sample		79.0															
<b>TOTAL</b>	<b>164.0</b>		<b>4.1</b>	<b>63.4</b>	<b>22,692</b>	<b>61.4</b>	<b>58.8</b>	<b>61.4</b>	<b>58.8</b>	<b>61.4</b>	<b>58.8</b>	<b>61.4</b>	<b>58.8</b>	<b>61.4</b>	<b>58.8</b>	<b>61.4</b>	<b>58.8</b>
<b>Time (HR)</b>						<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>
<b>41</b>	<b>I-10</b>		<b>Through Houston</b>														
U.Int		31.3	6.5	40.0	105,072	57.7	57.4	57.7	57.4	57.7	57.4	58.0	57.7	58.0	57.7	58.0	57.7
Total Sample		31.3															
<b>TOTAL</b>	<b>37.0</b>		<b>6.5</b>	<b>40.0</b>	<b>105,072</b>	<b>57.7</b>	<b>57.4</b>	<b>57.7</b>	<b>57.4</b>	<b>57.7</b>	<b>57.4</b>	<b>58.0</b>	<b>57.7</b>	<b>58.0</b>	<b>57.7</b>	<b>58.0</b>	<b>57.7</b>
<b>Time (HR)</b>						<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>
<b>42</b>	<b>I-10</b>		<b>Houston UL - Louisiana SL</b>														
R.Int		61.9	4.5	65.0	29,056	62.1	59.0	62.1	59.0	62.1	59.0	62.1	59.0	62.1	59.0	62.1	59.0
U.Int		18.4	4.9	40.0	54,225	57.1	55.7	57.3	55.8	57.3	55.8	57.3	55.8	57.3	55.8	57.3	55.8
Total Sample		80.3															
<b>TOTAL</b>	<b>89.0</b>		<b>4.6</b>	<b>56.9</b>	<b>34,814</b>	<b>60.9</b>	<b>58.2</b>	<b>60.9</b>	<b>58.2</b>	<b>60.9</b>	<b>58.2</b>	<b>61.0</b>	<b>58.2</b>	<b>61.0</b>	<b>58.2</b>	<b>61.0</b>	<b>58.2</b>
<b>Time (HR)</b>						<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>
<b>100</b>	<b>I-30</b>		<b>In Dallas/Ft. Worth</b>														
U.Int		54.2	6.0	40.0	95,138	57.3	54.8	57.4	54.9	57.4	54.9	57.8	55.3	57.9	55.3	57.9	55.3
Total Sample		54.2															
<b>TOTAL</b>	<b>70.0</b>		<b>6.0</b>	<b>40.0</b>	<b>95,138</b>	<b>57.3</b>	<b>54.8</b>	<b>57.4</b>	<b>54.9</b>	<b>57.4</b>	<b>54.9</b>	<b>57.8</b>	<b>55.3</b>	<b>57.9</b>	<b>55.3</b>	<b>57.9</b>	<b>55.3</b>
<b>Time (HR)</b>						<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>	<b>1.2</b>	<b>1.3</b>

**WTTN-Operating Speeds**  
**Texas Results - Performance Enhancement**  
**Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements										
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)				
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck			
<b>101</b>	<b>I-30</b>		<b>Dallas/Ft. Worth UL - Texarkana (Arkansas SL)</b>															
R.Int		56.4	4.0	65.0	21,376	63.8	62.8	63.8	62.8	63.8	62.8	63.8	62.8	63.8	62.8	63.8	62.8	62.8
U.Int		29.9	4.0	40.0	27,398	63.6	63.2	63.6	63.2	63.6	63.2	63.6	63.2	63.6	63.2	63.6	63.2	63.2
Total Sample		86.3																
<b>TOTAL</b>	<b>151.0</b>		<b>4.0</b>	<b>53.4</b>	<b>23,462</b>	<b>63.8</b>	<b>63.0</b>	<b>63.8</b>	<b>63.0</b>	<b>63.8</b>	<b>63.0</b>	<b>63.8</b>	<b>63.0</b>	<b>63.8</b>	<b>63.0</b>	<b>63.8</b>	<b>63.0</b>	<b>63.0</b>
<b>Time (HR)</b>						<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>
<b>110</b>	<b>I-35</b>		<b>Laredo - San Antonio UL</b>															
R.Int		92.4	4.0	65.0	10,667	60.9	58.4	61.0	58.6	61.0	58.6	61.0	58.6	61.0	58.6	61.0	58.6	58.6
U.Int		11.0	4.0	40.0	29,000	56.3	53.3	56.3	53.3	56.3	53.3	56.3	53.3	56.3	53.3	56.3	53.3	53.3
Total Sample		103.4																
<b>TOTAL</b>	<b>140.0</b>		<b>4.0</b>	<b>61.0</b>	<b>12,615</b>	<b>60.3</b>	<b>57.8</b>	<b>60.5</b>	<b>58.0</b>	<b>60.5</b>	<b>58.0</b>	<b>60.5</b>	<b>58.0</b>	<b>60.5</b>	<b>58.0</b>	<b>60.5</b>	<b>58.0</b>	<b>58.0</b>
<b>Time (HR)</b>						<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	<b>2.4</b>
<b>111</b>	<b>I-35</b>		<b>Through San Antonio</b>															
U.Int		11.2	6.1	40.0	88,125	56.1	53.2	56.1	53.2	56.1	53.2	56.1	53.2	57.2	54.2	57.2	54.2	54.2
Total Sample		11.2																
<b>TOTAL</b>	<b>35.0</b>		<b>6.1</b>	<b>40.0</b>	<b>88,125</b>	<b>56.1</b>	<b>53.2</b>	<b>56.1</b>	<b>53.2</b>	<b>56.1</b>	<b>53.2</b>	<b>56.1</b>	<b>53.2</b>	<b>57.2</b>	<b>54.2</b>	<b>57.2</b>	<b>54.2</b>	<b>54.2</b>
<b>Time (HR)</b>						<b>0.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>
<b>112</b>	<b>I-35</b>		<b>San Antonio UL - Dallas/Ft. Worth UL</b>															
R.Int		56.4	4.6	65.0	46,905	60.2	56.8	60.2	56.8	60.2	56.8	60.2	56.8	60.2	56.8	60.2	56.8	56.8
U.Int		83.2	5.2	40.0	77,733	55.2	51.7	55.2	51.7	55.2	51.7	56.3	52.7	56.3	52.7	56.3	52.7	52.7
Total Sample		139.5																
<b>TOTAL</b>	<b>253.0</b>		<b>5.0</b>	<b>47.4</b>	<b>65,276</b>	<b>57.1</b>	<b>53.6</b>	<b>57.1</b>	<b>53.6</b>	<b>57.1</b>	<b>53.6</b>	<b>57.8</b>	<b>54.3</b>	<b>57.8</b>	<b>54.3</b>	<b>57.8</b>	<b>54.3</b>	<b>54.3</b>
<b>Time (HR)</b>						<b>4.4</b>	<b>4.7</b>	<b>4.4</b>	<b>4.7</b>	<b>4.4</b>	<b>4.7</b>	<b>4.4</b>	<b>4.7</b>	<b>4.4</b>	<b>4.7</b>	<b>4.4</b>	<b>4.7</b>	<b>4.7</b>
<b>113</b>	<b>I-35 E/W</b>		<b>Through Dallas/Ft. Worth</b>															
R.Int		40.8	4.0	65.0	19,448	59.7	56.1	59.7	56.1	59.7	56.1	59.7	56.1	59.7	56.1	59.7	56.1	56.1
U.Int		69.5	5.9	40.0	90,080	55.3	52.3	55.4	52.4	55.4	52.4	56.4	53.2	56.4	53.2	56.4	53.2	53.2
Total Sample		110.2																
<b>TOTAL</b>	<b>130.0</b>		<b>5.2</b>	<b>46.6</b>	<b>63,950</b>	<b>56.9</b>	<b>53.7</b>	<b>56.9</b>	<b>53.7</b>	<b>56.9</b>	<b>53.7</b>	<b>57.5</b>	<b>54.2</b>	<b>57.5</b>	<b>54.2</b>	<b>57.5</b>	<b>54.2</b>	<b>54.2</b>
<b>Time (HR)</b>						<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	<b>2.4</b>
<b>114</b>	<b>I-35</b>		<b>Dallas/Ft. Worth UL - Oklahoma SL</b>															
R.Int		15.6	4.0	65.0	24,965	59.1	56.2	59.1	56.2	59.1	56.2	59.1	56.2	59.1	56.2	59.1	56.2	56.2
U.Int		3.3	4.0	40.0	27,709	59.9	57.7	59.9	57.7	59.9	57.7	59.9	57.7	59.9	57.7	59.9	57.7	57.7
Total Sample		18.9																
<b>TOTAL</b>	<b>39.0</b>		<b>4.0</b>	<b>58.6</b>	<b>25,447</b>	<b>59.3</b>	<b>56.4</b>	<b>59.3</b>	<b>56.4</b>	<b>59.3</b>	<b>56.4</b>	<b>59.3</b>	<b>56.4</b>	<b>59.3</b>	<b>56.4</b>	<b>59.3</b>	<b>56.4</b>	<b>56.4</b>
<b>Time (HR)</b>						<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>
<b>120</b>	<b>I-37</b>		<b>Through San Antonio (I-35 - UL)</b>															
U.Int		10.9	5.6	40.0	69,020	55.8	52.5	55.8	52.5	55.8	52.5	55.8	52.5	55.8	52.5	55.8	52.5	52.5
Total Sample		10.9																
<b>TOTAL</b>	<b>17.0</b>		<b>5.6</b>	<b>40.0</b>	<b>69,020</b>	<b>55.8</b>	<b>52.5</b>	<b>55.8</b>	<b>52.5</b>	<b>55.8</b>	<b>52.5</b>	<b>55.8</b>	<b>52.5</b>	<b>55.8</b>	<b>52.5</b>	<b>55.8</b>	<b>52.5</b>	<b>52.5</b>
<b>Time (HR)</b>						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>121</b>	<b>I-37</b>		<b>San Antonio UL - Corpus Christi UL</b>															
R.Int		58.5	4.0	65.0	12,864	60.7	57.5	60.7	57.5	60.7	57.5	60.7	57.5	60.7	57.5	60.7	57.5	57.5
Total Sample		58.5																
<b>TOTAL</b>	<b>119.0</b>		<b>4.0</b>	<b>65.0</b>	<b>12,864</b>	<b>60.7</b>	<b>57.5</b>	<b>60.7</b>	<b>57.5</b>	<b>60.7</b>	<b>57.5</b>	<b>60.7</b>	<b>57.5</b>	<b>60.7</b>	<b>57.5</b>	<b>60.7</b>	<b>57.5</b>	<b>57.5</b>
<b>Time (HR)</b>						<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>	<b>2.1</b>



**WTTN-Operating Speeds  
Texas Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements									
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
122	I-37		Through Corpus Christi (UL - US 181)														
U.Int		15.8	5.5	40.0	45,893	55.0	52.0	55.0	52.0	55.0	52.0	55.0	52.0	55.0	52.0	55.0	52.0
Total Sample		15.8															
TOTAL			5.5	40.0	45,893	55.0	52.0	55.0	52.0	55.0	52.0	55.0	52.0	55.0	52.0	55.0	52.0
Time (HR)						0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
135	I-40		New Mexico SL - Amarillo UL														
R.Int		34.7	4.0	65.0	11,371	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2
Total Sample		34.7															
TOTAL		62.0	4.0	65.0	11,371	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2
Time (HR)						1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
136	I-40		Through Amarillo														
U.Int		15.7	5.6	40.0	50,695	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7
Total Sample		15.7															
TOTAL		15.7	5.6	40.0	50,695	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7
Time (HR)						0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
137	I-40		Amarillo UL- Oklahoma SL														
R.Int		60.7	4.0	65.0	12,623	63.1	61.3	63.1	61.3	63.1	61.3	63.1	61.3	63.1	61.3	63.1	61.3
Total Sample		60.7															
TOTAL		99.0	4.0	65.0	12,623	63.1	61.3	63.1	61.3	63.1	61.3	63.1	61.3	63.1	61.3	63.1	61.3
Time (HR)						1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
140	I-44		US 287 - Oklahoma SL														
R.Int		2.6	4.0	65.0	16,557	60.3	57.6	60.3	57.6	60.3	57.6	60.3	57.6	60.3	57.6	60.3	57.6
U.Int		12.0	4.9	40.0	22,996	54.0	50.4	54.4	50.7	54.4	50.7	54.4	50.7	54.4	50.7	54.4	50.7
Total Sample		14.6															
TOTAL		14.6	4.7	42.9	21,861	55.0	51.6	55.4	51.8	55.4	51.8	55.4	51.8	55.4	51.8	55.4	51.8
Time (HR)						0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
150	I-45		In Dallas/Ft. Worth														
U.Int		12.3	4.6	40.0	43,089	53.9	50.3	53.9	50.3	53.9	50.3	53.9	50.3	53.9	50.3	53.9	50.3
Total Sample		12.3															
TOTAL		18.0	4.6	40.0	43,089	53.9	50.3	53.9	50.3	53.9	50.3	53.9	50.3	53.9	50.3	53.9	50.3
Time (HR)						0.3	0.4	0.3	0.4	0.3	0.4	0.3	0.4	0.3	0.4	0.3	0.4
151	I-45		Dallas/Ft. Worth UL - Houston UL														
R.Int		61.5	4.1	65.0	36,566	63.2	62.3	63.2	62.3	63.2	62.3	63.9	63.0	63.9	63.0	63.9	63.0
U.Int		19.7	4.0	40.0	34,968	59.7	57.0	59.7	57.1	59.7	57.1	59.8	57.2	59.8	57.2	59.8	57.2
Total Sample		81.2															
TOTAL		200.0	4.1	56.4	36,178	62.3	60.9	62.3	60.9	62.3	60.9	62.8	61.4	62.8	61.4	62.8	61.4
Time (HR)						3.2	3.3	3.2	3.3	3.2	3.3	3.2	3.3	3.2	3.3	3.2	3.3
152	I-45		Through Houston														
U.Int		26.8	7.8	40.0	165,450	50.4	49.7	50.5	49.8	50.5	49.8	57.6	56.6	57.6	56.6	57.6	56.6
Total Sample		26.8															
TOTAL		34.0	7.8	40.0	165,450	50.4	49.7	50.5	49.8	50.5	49.8	57.6	56.6	57.6	56.6	57.6	56.6
Time (HR)						0.7	0.7	0.7	0.7	0.7	0.7	0.6	0.6	0.6	0.6	0.6	0.6

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**WTTN-Operating Speeds**  
**Texas Results - Performance Enhancement**  
**Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements									
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>153</b>	<b>I-45</b>		<b>Houston UL - Galveston</b>														
R.Int		4.8	5.0	65.0	78,896	53.8	52.0	53.8	52.0	53.8	52.0	57.8	55.7	60.1	58.0		
U.Int		20.3	6.0	40.0	54,149	57.1	56.4	57.1	56.4	57.1	56.4	57.1	56.4	57.1	56.4	57.1	56.4
Total Sample		25.1															
<b>TOTAL</b>	<b>32.0</b>		<b>5.8</b>	<b>43.2</b>	<b>58,883</b>	<b>56.4</b>	<b>55.5</b>	<b>56.4</b>	<b>55.5</b>	<b>56.4</b>	<b>55.5</b>	<b>57.2</b>	<b>56.2</b>	<b>57.6</b>	<b>56.7</b>		
<b>Time (HR)</b>						<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>
<b>410</b>	<b>US 54</b>		<b>I-10 @ El Paso - New Mexico SL</b>														
R.MaC		1.1	2.0	55.0	1,550	51.3	50.1	51.3	50.1	51.3	50.1	51.3	50.1	51.3	50.1	51.3	50.1
U.OFE		9.0	4.7	40.0	47,906	55.9	52.3	56.3	52.7	56.3	52.7	56.3	52.7	56.3	52.7	56.3	52.7
U.OPA		3.0	6.0	35.0	19,354	29.3	29.2	29.3	29.2	29.3	29.2	29.3	29.2	29.3	29.2	29.3	29.2
Total Sample		13.1															
<b>TOTAL</b>	<b>20.0</b>		<b>4.8</b>	<b>39.6</b>	<b>37,501</b>	<b>46.0</b>	<b>44.1</b>	<b>46.2</b>	<b>44.3</b>	<b>46.2</b>	<b>44.3</b>	<b>46.2</b>	<b>44.3</b>	<b>46.2</b>	<b>44.3</b>	<b>46.2</b>	<b>44.3</b>
<b>Time (HR)</b>						<b>0.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.5</b>
<b>411</b>	<b>US 54</b>		<b>New Mexico SL - Oklahoma SL (through Texas)</b>														
R.OPA		89.3	2.0	55.0	2,010	52.6	52.5	52.6	52.5	52.6	52.5	52.6	52.5	52.6	52.5	52.8	52.8
U.OPA		1.3	4.0	35.0	5,909	19.0	19.0	19.5	19.4	19.5	19.5	19.5	19.5	19.5	19.5	28.8	28.8
Total Sample		90.6															
<b>TOTAL</b>	<b>92.0</b>		<b>2.1</b>	<b>54.6</b>	<b>2,065</b>	<b>51.3</b>	<b>51.3</b>	<b>51.4</b>	<b>51.3</b>	<b>51.4</b>	<b>51.3</b>	<b>51.4</b>	<b>51.3</b>	<b>51.4</b>	<b>51.3</b>	<b>52.2</b>	<b>52.2</b>
<b>Time (HR)</b>						<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>
<b>420</b>	<b>US 59</b>		<b>Laredo - Houston UL</b>														
R.OPA		108.9	2.6	55.0	8,975	52.1	50.6	52.1	50.6	52.3	50.8	52.3	50.8	52.8	51.3		
U.OFE		2.6	4.0	40.0	58,216	56.8	56.4	56.8	56.4	56.8	56.4	56.8	56.4	56.8	56.4	56.8	56.4
U.OPA		15.5	2.9	35.0	9,806	28.5	28.2	28.5	28.2	28.5	28.3	28.5	28.3	30.3	30.1		
Total Sample		127.0															
<b>TOTAL</b>	<b>290.0</b>		<b>2.7</b>	<b>51.1</b>	<b>10,087</b>	<b>47.4</b>	<b>46.2</b>	<b>47.4</b>	<b>46.2</b>	<b>47.5</b>	<b>46.4</b>	<b>47.5</b>	<b>46.4</b>	<b>48.5</b>	<b>47.3</b>		
<b>Time (HR)</b>						<b>6.1</b>	<b>6.3</b>	<b>6.1</b>	<b>6.3</b>	<b>6.1</b>	<b>6.3</b>	<b>6.1</b>	<b>6.3</b>	<b>6.1</b>	<b>6.2</b>	<b>6.0</b>	<b>6.1</b>
<b>421</b>	<b>US 59</b>		<b>Through Houston</b>														
U.OFE		31.6	6.9	40.0	153,188	54.3	53.6	54.6	53.9	54.6	53.9	56.6	55.8	56.6	55.8		
Total Sample		31.6															
<b>TOTAL</b>	<b>43.0</b>		<b>6.9</b>	<b>40.0</b>	<b>153,188</b>	<b>54.3</b>	<b>53.6</b>	<b>54.6</b>	<b>53.9</b>	<b>54.6</b>	<b>53.9</b>	<b>56.6</b>	<b>55.8</b>	<b>56.6</b>	<b>55.8</b>		
<b>Time (HR)</b>						<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>
<b>422</b>	<b>US 59</b>		<b>Houston UL - I-30</b>														
R.OPA		68.4	4.0	55.0	25,048	52.6	51.4	52.7	51.4	52.7	51.5	53.0	51.7	53.6	52.3		
R.MIA		1.7	4.0	55.0	5,363	35.5	35.5	35.5	35.5	35.5	35.5	35.5	35.5	44.4	44.4		
R.MaC		31.1	2.1	55.0	1,243	44.9	42.5	45.0	42.5	47.4	45.3	47.4	45.3	49.1	46.9		
U.OFE		5.6	4.5	40.0	43,313	54.1	53.9	54.9	54.7	54.9	54.7	56.9	56.6	56.9	56.6		
U.OPA		36.3	4.1	35.0	17,717	32.8	32.5	32.8	32.5	32.8	32.5	32.8	32.5	33.2	32.9		
U.MIA		1.4	2.0	35.0	5,200	24.2	23.6	24.2	23.6	24.3	23.8	24.3	23.8	27.1	26.4		
U.Col		0.3	2.0	35.0	3,800	26.6	26.6	26.6	26.6	26.6	26.6	26.6	26.6	26.6	26.6		
Total Sample		144.8															
<b>TOTAL</b>	<b>275.0</b>		<b>3.6</b>	<b>47.2</b>	<b>18,324</b>	<b>43.6</b>	<b>42.5</b>	<b>43.7</b>	<b>42.6</b>	<b>44.2</b>	<b>43.2</b>	<b>44.3</b>	<b>43.3</b>	<b>45.2</b>	<b>44.2</b>		
<b>Time (HR)</b>						<b>6.3</b>	<b>6.5</b>	<b>6.3</b>	<b>6.5</b>	<b>6.2</b>	<b>6.4</b>	<b>6.2</b>	<b>6.3</b>	<b>6.1</b>	<b>6.2</b>		

**WTTN-Operating Speeds  
Texas Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements										
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)				
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck			
<b>440</b>	<b>US 77</b>			<b>Brownsville to US 59</b>														
R.OPA		69.4	4.0	55.0	10,633	53.0	52.4	53.0	52.4	53.0	52.4	53.0	52.4	53.0	52.4	53.9	53.3	
R.MIA		11.4	2.0	54.0	5,033	43.9	41.1	43.9	41.1	44.5	43.0	44.5	43.0	44.5	43.0	45.2	43.6	
R.MaC		11.4	2.0	55.0	3,239	50.5	49.5	50.5	49.5	50.5	49.5	50.5	49.5	50.5	49.5	50.5	49.5	
U.OFE		19.6	4.0	40.0	27,446	58.9	57.8	58.9	57.8	58.9	57.8	58.9	57.8	58.9	57.8	58.9	57.8	
U.OPA		29.3	3.8	35.0	14,001	27.4	27.2	27.5	27.3	27.5	27.4	27.5	27.4	27.5	27.4	29.7	29.6	
U.MIA		2.0	2.5	35.0	9,888	20.5	20.4	20.5	20.4	20.5	20.5	20.5	20.4	20.5	20.5	28.2	27.8	
Total Sample		143.2																
<b>TOTAL</b>	<b>234.0</b>		<b>3.6</b>	<b>46.7</b>	<b>12,582</b>	<b>43.4</b>	<b>42.8</b>	<b>43.4</b>	<b>42.8</b>	<b>43.5</b>	<b>43.0</b>	<b>43.5</b>	<b>43.0</b>	<b>43.5</b>	<b>43.0</b>	<b>45.3</b>	<b>44.8</b>	
<b>Time (HR)</b>						<b>5.4</b>	<b>5.5</b>	<b>5.4</b>	<b>5.5</b>	<b>5.4</b>	<b>5.4</b>	<b>5.4</b>	<b>5.4</b>	<b>5.4</b>	<b>5.4</b>	<b>5.2</b>	<b>5.2</b>	
<b>540</b>	<b>US 281</b>			<b>Mexico to I-37</b>														
R.OPA		40.1	3.7	55.0	5,876	50.2	47.6	50.3	47.7	50.6	48.0	50.6	48.0	50.6	48.0	51.2	48.6	
R.MIA		20.5	2.0	55.0	2,032	48.0	44.4	48.0	44.4	49.5	46.1	49.5	46.1	49.5	46.1	49.5	46.1	
R.MaC		28.4	2.0	55.0	1,483	49.6	47.1	49.6	47.1	50.1	47.6	50.1	47.6	50.1	47.6	50.1	47.6	
U.OFE		7.7	4.1	40.0	39,737	53.6	52.3	53.6	52.3	53.6	52.3	53.6	52.3	53.6	52.3	56.8	55.3	
U.OPA		11.0	4.0	35.0	12,840	27.6	27.5	27.6	27.5	27.7	27.7	27.7	27.7	27.7	27.7	30.4	30.3	
Total Sample		107.7																
<b>TOTAL</b>	<b>171.0</b>		<b>3.0</b>	<b>50.7</b>	<b>7,115</b>	<b>46.0</b>	<b>43.9</b>	<b>46.0</b>	<b>43.9</b>	<b>46.5</b>	<b>44.5</b>	<b>46.5</b>	<b>44.5</b>	<b>46.5</b>	<b>44.5</b>	<b>47.6</b>	<b>45.5</b>	
<b>Time (HR)</b>						<b>3.7</b>	<b>3.9</b>	<b>3.7</b>	<b>3.9</b>	<b>3.7</b>	<b>3.8</b>	<b>3.7</b>	<b>3.8</b>	<b>3.7</b>	<b>3.8</b>	<b>3.6</b>	<b>3.8</b>	
<b>550</b>	<b>US 287</b>			<b>Oklahoma SL - Amarillo UL</b>														
R.OPA		35.7	3.6	55.0	4,354	54.8	54.7	54.8	54.7	54.8	54.8	54.8	54.8	54.8	54.8	54.8	54.8	
U.OPA		1.0	4.0	35.0	12,455	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	30.7	30.6	
Total Sample		36.8																
<b>TOTAL</b>	<b>90.0</b>		<b>3.6</b>	<b>54.2</b>	<b>4,576</b>	<b>52.9</b>	<b>52.9</b>	<b>52.9</b>	<b>52.9</b>	<b>52.9</b>	<b>52.9</b>	<b>52.9</b>	<b>52.9</b>	<b>52.9</b>	<b>52.9</b>	<b>53.6</b>	<b>53.6</b>	
<b>Time (HR)</b>						<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	
<b>551</b>	<b>US 287</b>			<b>Through Amarillo</b>														
U.OFE		6.8	4.4	40.0	12,564	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.3	
Total Sample		6.8																
<b>TOTAL</b>	<b>6.8</b>		<b>4.4</b>	<b>40.0</b>	<b>12,564</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	
<b>Time (HR)</b>						<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	
<b>552</b>	<b>US 287</b>			<b>Amarillo UL - I-44 @ Wichita Falls</b>														
R.OPA		44.5	4.0	55.0	7,765	48.8	46.3	48.9	46.3	48.9	46.4	48.9	46.4	48.9	46.4	50.7	47.9	
R.MaC		4.4	4.0	55.0	4,810	52.8	51.6	52.8	51.6	54.1	53.6	54.1	53.6	54.1	53.6	54.1	53.6	
U.OFE		4.4	4.0	40.0	18,885	55.9	51.9	55.9	51.9	55.9	51.9	55.9	51.9	55.9	51.9	55.9	51.9	
U.OPA		6.5	4.0	35.0	9,616	27.6	27.5	28.0	27.9	28.3	28.3	28.3	28.3	28.3	28.3	29.8	29.8	
Total Sample		59.8																
<b>TOTAL</b>	<b>198.0</b>		<b>4.0</b>	<b>50.5</b>	<b>8,560</b>	<b>45.7</b>	<b>43.7</b>	<b>45.9</b>	<b>43.9</b>	<b>46.1</b>	<b>44.1</b>	<b>46.1</b>	<b>44.1</b>	<b>46.1</b>	<b>44.1</b>	<b>47.6</b>	<b>45.5</b>	
<b>Time (HR)</b>						<b>4.3</b>	<b>4.5</b>	<b>4.3</b>	<b>4.5</b>	<b>4.3</b>	<b>4.5</b>	<b>4.3</b>	<b>4.5</b>	<b>4.3</b>	<b>4.5</b>	<b>4.2</b>	<b>4.3</b>	
<b>553</b>	<b>US 287</b>			<b>I-44 @ Wichita Falls - Dallas/Ft. Worth UL</b>														
R.OPA		10.2	4.0	55.0	15,177	52.3	50.1	52.3	50.1	52.3	50.1	52.3	50.1	52.3	50.1	52.3	50.1	
U.OPA		3.4	4.0	35.0	7,863	19.5	19.5	19.8	19.8	19.8	19.8	19.8	19.8	19.8	19.8	29.2	28.6	
Total Sample		13.7																
<b>TOTAL</b>	<b>105.0</b>		<b>4.0</b>	<b>48.1</b>	<b>13,343</b>	<b>36.8</b>	<b>35.9</b>	<b>37.1</b>	<b>36.2</b>	<b>37.1</b>	<b>36.2</b>	<b>37.1</b>	<b>36.2</b>	<b>37.1</b>	<b>36.2</b>	<b>43.7</b>	<b>42.1</b>	
<b>Time (HR)</b>						<b>2.9</b>	<b>2.9</b>	<b>2.8</b>	<b>2.9</b>	<b>2.8</b>	<b>2.9</b>	<b>2.8</b>	<b>2.9</b>	<b>2.8</b>	<b>2.9</b>	<b>2.4</b>	<b>2.5</b>	
<b>554</b>	<b>US 287</b>			<b>Through Dallas/Ft. Worth (North UL - I-45 @Ennis)</b>														
R.OPA		13.0	2.6	55.0	11,789	47.6	45.1	47.6	45.1	48.4	46.0	49.1	46.6	49.1	46.6	49.1	46.6	
U.OFE		16.5	4.8	40.0	31,271	40.9	39.4	40.9	39.5	40.9	39.5	41.0	39.5	41.0	39.5	41.0	39.5	
U.OPA		13.6	3.8	35.0	11,832	29.1	28.3	29.2	28.3	29.3	28.5	29.3	28.5	29.3	28.5	32.3	31.3	
U.MIA		2.4	2.0	35.0	9,436	26.7	25.9	26.7	25.9	27.1	26.3	27.1	26.3	27.1	26.3	27.1	26.3	
Total Sample		45.5																
<b>TOTAL</b>	<b>61.0</b>		<b>3.7</b>	<b>41.1</b>	<b>18,767</b>	<b>36.9</b>	<b>35.5</b>	<b>36.9</b>	<b>35.6</b>	<b>37.2</b>	<b>35.9</b>	<b>37.3</b>	<b>36.0</b>	<b>37.3</b>	<b>36.0</b>	<b>38.7</b>	<b>37.3</b>	
<b>Time (HR)</b>						<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.6</b>	<b>1.7</b>	<b>1.6</b>	<b>1.7</b>	<b>1.6</b>	<b>1.7</b>	<b>1.6</b>	<b>1.6</b>	

**WTTN-Operating Speeds  
Texas Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements								
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>555</b>	<b>US 287</b>			<b>I-45 @ Ennis - Port Arthur</b>												
R.MIA		36.6	2.0	55.0	2,514	48.3	44.6	48.3	44.6	48.6	44.9	48.6	44.9	48.6	44.9	
R.MaC		8.9	2.0	55.0	1,542	51.4	50.5	51.4	50.5	51.4	50.5	51.4	50.5	51.4	50.5	
U.OFE		0.5	4.0	40.0	11,500	55.9	51.8	55.9	51.8	55.9	51.8	55.9	51.8	55.9	51.8	
U.OPA		3.9	4.0	35.0	10,159	29.7	27.6	29.7	27.6	29.7	27.6	29.7	27.6	29.7	27.6	
U.MIA		1.4	2.0	35.0	1,987	23.6	23.6	23.6	23.6	23.6	23.6	23.6	23.6	23.6	27.2	
Total Sample		51.3														
<b>TOTAL</b>	<b>254.0</b>		<b>2.2</b>	<b>51.8</b>	<b>2,998</b>	<b>45.4</b>	<b>42.5</b>	<b>45.4</b>	<b>42.5</b>	<b>45.6</b>	<b>42.7</b>	<b>45.6</b>	<b>42.7</b>	<b>45.9</b>	<b>43.0</b>	
<b>Time (HR)</b>						<b>5.6</b>	<b>6.0</b>	<b>5.6</b>	<b>6.0</b>	<b>5.6</b>	<b>6.0</b>	<b>5.6</b>	<b>5.9</b>	<b>5.5</b>	<b>5.9</b>	
<b>70</b>	<b>I-20</b>			<b>I-10 - Dallas/Ft. Worth UL</b>												
R.Int		180.6	4.1	65.0	12,637	59.8	55.7	59.8	55.7	59.8	55.7	59.8	55.7	59.8	55.7	
U.Int		52.5	4.0	40.0	13,078	58.2	55.2	58.2	55.2	58.2	55.2	58.2	55.2	58.2	55.2	
Total Sample		233.0														
<b>TOTAL</b>	<b>420.0</b>		<b>4.0</b>	<b>57.0</b>	<b>12,736</b>	<b>59.4</b>	<b>55.6</b>	<b>59.4</b>	<b>55.6</b>	<b>59.4</b>	<b>55.6</b>	<b>59.4</b>	<b>55.6</b>	<b>59.4</b>	<b>55.6</b>	
<b>Time (HR)</b>						<b>7.1</b>	<b>7.6</b>	<b>7.1</b>	<b>7.6</b>	<b>7.1</b>	<b>7.6</b>	<b>7.1</b>	<b>7.6</b>	<b>7.1</b>	<b>7.6</b>	
<b>71</b>	<b>I-20</b>			<b>Through Dallas/Ft. Worth</b>												
U.Int		46.0	7.9	40.0	101,738	55.6	51.8	55.7	51.9	55.7	51.9	55.8	52.0	55.8	52.0	
Total Sample		46.0														
<b>TOTAL</b>	<b>79.0</b>		<b>7.9</b>	<b>40.0</b>	<b>101,738</b>	<b>55.6</b>	<b>51.8</b>	<b>55.7</b>	<b>51.9</b>	<b>55.7</b>	<b>51.9</b>	<b>55.8</b>	<b>52.0</b>	<b>55.8</b>	<b>52.0</b>	
<b>Time (HR)</b>						<b>1.4</b>	<b>1.5</b>	<b>1.4</b>	<b>1.5</b>	<b>1.4</b>	<b>1.5</b>	<b>1.4</b>	<b>1.5</b>	<b>1.4</b>	<b>1.5</b>	
<b>72</b>	<b>I-20</b>			<b>Dallas/Ft. Worth UL - Louisiana SL (Shreveport)</b>												
R.Int		48.6	4.0	65.0	24,989	62.1	59.2	62.1	59.2	62.1	59.2	62.1	59.2	62.1	59.2	
U.Int		3.2	4.0	40.0	23,494	58.6	56.2	58.6	56.2	58.6	56.2	58.6	56.2	58.6	56.2	
Total Sample		51.8														
<b>TOTAL</b>	<b>137.0</b>		<b>4.0</b>	<b>62.6</b>	<b>24,898</b>	<b>61.9</b>	<b>59.0</b>	<b>61.9</b>	<b>59.0</b>	<b>61.9</b>	<b>59.0</b>	<b>61.9</b>	<b>59.0</b>	<b>61.9</b>	<b>59.0</b>	
<b>Time (HR)</b>						<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>	

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- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds**  
**Texas Results - Performance Enhancement**  
**Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements									
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>36</b>	<b>I-10</b>		<b>Through El Paso (NM SL - El Paso UL)</b>														
R.Int		5.2	4.0	65.0	30,409	58.7	54.6	58.7	54.6	58.7	54.6	58.7	54.6	58.7	54.6	58.7	54.6
U.Int		22.7	6.4	40.0	91,396	24.2	23.8	24.3	23.8	24.3	23.8	52.9	49.4	52.9	49.4		
Total Sample		28.0															
<b>TOTAL</b>	<b>37.0</b>		<b>5.9</b>	<b>43.1</b>	<b>79,981</b>	<b>27.2</b>	<b>26.6</b>	<b>27.3</b>	<b>26.6</b>	<b>27.3</b>	<b>26.6</b>	<b>53.9</b>	<b>50.3</b>	<b>53.9</b>	<b>50.3</b>	<b>53.9</b>	<b>50.3</b>
<b>Time (HR)</b>						<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>
<b>37</b>	<b>I-10</b>		<b>El Paso UL - I-20</b>														
R.Int		109.2	4.0	63.4	10,167	59.4	55.9	59.4	55.9	59.4	55.9	59.4	55.9	59.4	55.9	59.4	55.9
Total Sample		109.2															
<b>TOTAL</b>	<b>149.0</b>		<b>4.0</b>	<b>63.4</b>	<b>10,167</b>	<b>59.4</b>	<b>55.9</b>	<b>59.4</b>	<b>55.9</b>	<b>59.4</b>	<b>55.9</b>	<b>59.4</b>	<b>55.9</b>	<b>59.4</b>	<b>55.9</b>	<b>59.4</b>	<b>55.9</b>
<b>Time (HR)</b>						<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.7</b>	<b>2.5</b>	<b>2.7</b>
<b>38</b>	<b>I-10</b>		<b>I-20 - San Antonio UL</b>														
R.Int		203.3	4.0	64.7	6,845	60.7	56.5	60.7	56.5	60.7	56.5	60.7	56.5	60.7	56.5	60.7	56.5
U.Int		3.1	4.0	40.0	5,387	58.4	53.8	58.4	53.8	58.4	53.8	58.4	53.8	58.4	53.8	58.4	53.8
Total Sample		206.4															
<b>TOTAL</b>	<b>364.0</b>		<b>4.0</b>	<b>64.1</b>	<b>6,823</b>	<b>60.6</b>	<b>56.4</b>	<b>60.6</b>	<b>56.4</b>	<b>60.6</b>	<b>56.4</b>	<b>60.6</b>	<b>56.4</b>	<b>60.6</b>	<b>56.4</b>	<b>60.6</b>	<b>56.4</b>
<b>Time (HR)</b>						<b>6.0</b>	<b>6.5</b>	<b>6.0</b>	<b>6.5</b>	<b>6.0</b>	<b>6.5</b>	<b>6.0</b>	<b>6.5</b>	<b>6.0</b>	<b>6.5</b>	<b>6.0</b>	<b>6.5</b>
<b>39</b>	<b>I-10</b>		<b>Through San Antonio</b>														
U.Int		28.2	4.7	40.0	59,197	34.3	33.0	34.3	33.0	34.3	33.0	53.2	49.6	53.2	49.6		
Total Sample		28.2															
<b>TOTAL</b>	<b>37.0</b>		<b>4.7</b>	<b>40.0</b>	<b>59,197</b>	<b>34.3</b>	<b>33.0</b>	<b>34.3</b>	<b>33.0</b>	<b>34.3</b>	<b>33.0</b>	<b>53.2</b>	<b>49.6</b>	<b>53.2</b>	<b>49.6</b>	<b>53.2</b>	<b>49.6</b>
<b>Time (HR)</b>						<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>
<b>40</b>	<b>I-10</b>		<b>San Antonio UL - Houston UL</b>														
R.Int		75.9	4.1	65.0	22,530	61.3	58.7	61.3	58.7	61.3	58.7	61.3	58.7	61.3	58.7	61.3	58.7
U.Int		3.2	4.0	40.0	26,567	60.1	57.5	60.1	57.5	60.1	57.5	60.1	57.5	60.1	57.5	60.1	57.5
Total Sample		79.0															
<b>TOTAL</b>	<b>164.0</b>		<b>4.1</b>	<b>63.4</b>	<b>22,692</b>	<b>61.3</b>	<b>58.7</b>	<b>61.3</b>	<b>58.7</b>	<b>61.3</b>	<b>58.7</b>	<b>61.3</b>	<b>58.7</b>	<b>61.3</b>	<b>58.7</b>	<b>61.3</b>	<b>58.7</b>
<b>Time (HR)</b>						<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>
<b>41</b>	<b>I-10</b>		<b>Through Houston</b>														
U.Int		31.3	6.5	40.0	105,072	22.5	22.5	22.5	22.5	22.5	22.5	54.3	53.9	54.3	53.9		
Total Sample		31.3															
<b>TOTAL</b>	<b>37.0</b>		<b>6.5</b>	<b>40.0</b>	<b>105,072</b>	<b>22.5</b>	<b>22.5</b>	<b>22.5</b>	<b>22.5</b>	<b>22.5</b>	<b>22.5</b>	<b>54.3</b>	<b>53.9</b>	<b>54.3</b>	<b>53.9</b>	<b>54.3</b>	<b>53.9</b>
<b>Time (HR)</b>						<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>
<b>42</b>	<b>I-10</b>		<b>Houston UL - Louisiana SL</b>														
R.Int		61.9	4.5	65.0	29,056	59.4	56.5	59.4	56.5	59.4	56.5	61.8	58.7	61.8	58.7	61.8	58.7
U.Int		18.4	4.9	40.0	54,225	50.9	49.2	51.1	49.4	51.1	49.4	56.1	54.6	56.1	54.6	56.1	54.6
Total Sample		80.3															
<b>TOTAL</b>	<b>89.0</b>		<b>4.6</b>	<b>56.9</b>	<b>34,814</b>	<b>57.2</b>	<b>54.6</b>	<b>57.2</b>	<b>54.7</b>	<b>57.2</b>	<b>54.7</b>	<b>60.4</b>	<b>57.7</b>	<b>60.4</b>	<b>57.7</b>	<b>60.4</b>	<b>57.7</b>
<b>Time (HR)</b>						<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>

**WTTN-Operating Speeds  
Texas Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements											
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)					
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck				
<b>100</b>	<b>I-30</b>																		
			<b>In Dallas/Ft. Worth</b>																
U.Int		54.2	6.0	40.0	95,138	23.8	23.5	23.8	23.5	23.8	23.5	54.0	51.7	54.1	51.8				
Total Sample		54.2																	
<b>TOTAL</b>	<b>70.0</b>		<b>6.0</b>	<b>40.0</b>	<b>95,138</b>	<b>23.8</b>	<b>23.5</b>	<b>23.8</b>	<b>23.5</b>	<b>23.8</b>	<b>23.5</b>	<b>54.0</b>	<b>51.7</b>	<b>54.1</b>	<b>51.8</b>				
<b>Time (HR)</b>						<b>2.9</b>	<b>3.0</b>	<b>2.9</b>	<b>3.0</b>	<b>2.9</b>	<b>3.0</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>				
<b>101</b>	<b>I-30</b>																		
			<b>Dallas/Ft. Worth UL - Texarkana (Arkansas SL)</b>																
R.Int		56.4	4.0	65.0	21,376	63.8	62.8	63.8	62.8	63.8	62.8	63.8	62.8	63.8	62.8	63.8	62.8		
U.Int		29.9	4.0	40.0	27,398	63.5	63.1	63.5	63.1	63.5	63.1	63.5	63.1	63.5	63.1	63.5	63.1		
Total Sample		86.3																	
<b>TOTAL</b>	<b>151.0</b>		<b>4.0</b>	<b>53.4</b>	<b>23,462</b>	<b>63.7</b>	<b>62.9</b>	<b>63.7</b>	<b>62.9</b>	<b>63.7</b>	<b>62.9</b>	<b>63.7</b>	<b>62.9</b>	<b>63.7</b>	<b>62.9</b>	<b>63.7</b>	<b>62.9</b>		
<b>Time (HR)</b>						<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>		
<b>110</b>	<b>I-35</b>																		
			<b>Laredo - San Antonio UL</b>																
R.Int		92.4	4.0	65.0	10,667	60.9	58.4	61.0	58.6	61.0	58.6	61.0	58.6	61.0	58.6	61.0	58.6		
U.Int		11.0	4.0	40.0	29,000	56.3	53.3	56.3	53.3	56.3	53.3	56.3	53.3	56.3	53.3	56.3	53.3		
Total Sample		103.4																	
<b>TOTAL</b>	<b>140.0</b>		<b>4.0</b>	<b>61.0</b>	<b>12,615</b>	<b>60.3</b>	<b>57.8</b>	<b>60.5</b>	<b>58.0</b>	<b>60.5</b>	<b>58.0</b>	<b>60.5</b>	<b>58.0</b>	<b>60.5</b>	<b>58.0</b>	<b>60.5</b>	<b>58.0</b>		
<b>Time (HR)</b>						<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>	<b>2.3</b>	<b>2.4</b>		
<b>111</b>	<b>I-35</b>																		
			<b>Through San Antonio</b>																
U.Int		11.2	6.1	40.0	88,125	26.6	26.0	26.6	26.0	26.6	26.0	54.1	51.1	54.1	51.1				
Total Sample		11.2																	
<b>TOTAL</b>	<b>35.0</b>		<b>6.1</b>	<b>40.0</b>	<b>88,125</b>	<b>26.6</b>	<b>26.0</b>	<b>26.6</b>	<b>26.0</b>	<b>26.6</b>	<b>26.0</b>	<b>54.1</b>	<b>51.1</b>	<b>54.1</b>	<b>51.1</b>				
<b>Time (HR)</b>						<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.6</b>	<b>0.7</b>	<b>0.6</b>	<b>0.7</b>				
<b>112</b>	<b>I-35</b>																		
			<b>San Antonio UL - Dallas/Ft. Worth UL</b>																
R.Int		56.4	4.6	65.0	46,905	55.1	51.9	55.1	51.9	55.1	51.9	58.0	54.7	58.0	54.7				
U.Int		83.2	5.2	40.0	77,733	30.9	29.9	30.9	29.9	30.9	29.9	54.3	50.8	54.3	50.8				
Total Sample		139.5																	
<b>TOTAL</b>	<b>253.0</b>		<b>5.0</b>	<b>47.4</b>	<b>65,276</b>	<b>37.6</b>	<b>36.1</b>	<b>37.6</b>	<b>36.1</b>	<b>37.6</b>	<b>36.1</b>	<b>55.7</b>	<b>52.3</b>	<b>55.7</b>	<b>52.3</b>				
<b>Time (HR)</b>						<b>6.7</b>	<b>7.0</b>	<b>6.7</b>	<b>7.0</b>	<b>6.7</b>	<b>7.0</b>	<b>4.5</b>	<b>4.8</b>	<b>4.5</b>	<b>4.8</b>				
<b>113</b>	<b>I-35 E/W</b>																		
			<b>Through Dallas/Ft. Worth</b>																
R.Int		40.8	4.0	65.0	19,448	59.2	55.7	59.2	55.7	59.2	55.7	59.6	56.0	59.6	56.0				
U.Int		69.5	5.9	40.0	90,080	25.6	25.2	25.6	25.2	25.6	25.2	53.8	50.7	53.8	50.7				
Total Sample		110.2																	
<b>TOTAL</b>	<b>130.0</b>		<b>5.2</b>	<b>46.6</b>	<b>63,950</b>	<b>32.4</b>	<b>31.6</b>	<b>32.4</b>	<b>31.6</b>	<b>32.4</b>	<b>31.6</b>	<b>55.8</b>	<b>52.5</b>	<b>55.8</b>	<b>52.5</b>				
<b>Time (HR)</b>						<b>4.0</b>	<b>4.1</b>	<b>4.0</b>	<b>4.1</b>	<b>4.0</b>	<b>4.1</b>	<b>2.3</b>	<b>2.5</b>	<b>2.3</b>	<b>2.5</b>				
<b>114</b>	<b>I-35</b>																		
			<b>Dallas/Ft. Worth UL - Oklahoma SL</b>																
R.Int		15.6	4.0	65.0	24,965	59.1	56.2	59.1	56.2	59.1	56.2	59.1	56.2	59.1	56.2	59.1	56.2		
U.Int		3.3	4.0	40.0	27,709	59.9	57.7	59.9	57.7	59.9	57.7	59.9	57.7	59.9	57.7	59.9	57.7		
Total Sample		18.9																	
<b>TOTAL</b>	<b>39.0</b>		<b>4.0</b>	<b>58.6</b>	<b>25,447</b>	<b>59.3</b>	<b>56.4</b>	<b>59.3</b>	<b>56.4</b>	<b>59.3</b>	<b>56.4</b>	<b>59.3</b>	<b>56.4</b>	<b>59.3</b>	<b>56.4</b>	<b>59.3</b>	<b>56.4</b>		
<b>Time (HR)</b>						<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>		

**WTTN-Operating Speeds**  
**Texas Results - Performance Enhancement**  
**Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements									
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>120</b>	<b>I-37</b>		<b>Through San Antonio (I-35 - UL)</b>														
U.Int		10.9	5.6	40.0	69,020	48.8	45.6	48.8	45.6	48.8	45.6	54.0	50.7	54.0	50.7	54.0	50.7
Total Sample		10.9															
<b>TOTAL</b>	<b>17.0</b>		<b>5.6</b>	<b>40.0</b>	<b>69,020</b>	<b>48.8</b>	<b>45.6</b>	<b>48.8</b>	<b>45.6</b>	<b>48.8</b>	<b>45.6</b>	<b>54.0</b>	<b>50.7</b>	<b>54.0</b>	<b>50.7</b>	<b>54.0</b>	<b>50.7</b>
<b>Time (HR)</b>						<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>121</b>	<b>I-37</b>		<b>San Antonio UL - Corpus Christi UL</b>														
R.Int		58.5	4.0	65.0	12,864	60.7	57.5	60.7	57.5	60.7	57.5	60.7	57.5	60.7	57.5	60.7	57.5
Total Sample		58.5															
<b>TOTAL</b>	<b>119.0</b>		<b>4.0</b>	<b>65.0</b>	<b>12,864</b>	<b>60.7</b>	<b>57.5</b>	<b>60.7</b>	<b>57.5</b>	<b>60.7</b>	<b>57.5</b>	<b>60.7</b>	<b>57.5</b>	<b>60.7</b>	<b>57.5</b>	<b>60.7</b>	<b>57.5</b>
<b>Time (HR)</b>						<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>
<b>122</b>	<b>I-37</b>		<b>Through Corpus Christi (UL - US 181)</b>														
U.Int		15.8	5.5	40.0	45,893	54.2	51.1	54.2	51.1	54.2	51.1	54.2	51.1	54.2	51.1	54.2	51.1
Total Sample		15.8															
<b>TOTAL</b>	<b>15.8</b>		<b>5.5</b>	<b>40.0</b>	<b>45,893</b>	<b>54.2</b>	<b>51.1</b>	<b>54.2</b>	<b>51.1</b>	<b>54.2</b>	<b>51.1</b>	<b>54.2</b>	<b>51.1</b>	<b>54.2</b>	<b>51.1</b>	<b>54.2</b>	<b>51.1</b>
<b>Time (HR)</b>						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>135</b>	<b>I-40</b>		<b>New Mexico SL - Amarillo UL</b>														
R.Int		34.7	4.0	65.0	11,371	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2
Total Sample		34.7															
<b>TOTAL</b>	<b>62.0</b>		<b>4.0</b>	<b>65.0</b>	<b>11,371</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>
<b>Time (HR)</b>						<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>136</b>	<b>I-40</b>		<b>Through Amarillo</b>														
U.Int		15.7	5.6	40.0	50,695	49.5	49.5	49.5	49.5	49.5	49.5	58.1	58.1	58.1	58.1	58.1	58.1
Total Sample		15.7															
<b>TOTAL</b>	<b>15.7</b>		<b>5.6</b>	<b>40.0</b>	<b>50,695</b>	<b>49.5</b>	<b>49.5</b>	<b>49.5</b>	<b>49.5</b>	<b>49.5</b>	<b>49.5</b>	<b>58.1</b>	<b>58.1</b>	<b>58.1</b>	<b>58.1</b>	<b>58.1</b>	<b>58.1</b>
<b>Time (HR)</b>						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>137</b>	<b>I-40</b>		<b>Amarillo UL- Oklahoma SL</b>														
R.Int		60.7	4.0	65.0	12,623	63.1	61.3	63.1	61.3	63.1	61.3	63.1	61.3	63.1	61.3	63.1	61.3
Total Sample		60.7															
<b>TOTAL</b>	<b>99.0</b>		<b>4.0</b>	<b>65.0</b>	<b>12,623</b>	<b>63.1</b>	<b>61.3</b>	<b>63.1</b>	<b>61.3</b>	<b>63.1</b>	<b>61.3</b>	<b>63.1</b>	<b>61.3</b>	<b>63.1</b>	<b>61.3</b>	<b>63.1</b>	<b>61.3</b>
<b>Time (HR)</b>						<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>
<b>140</b>	<b>I-44</b>		<b>US 287 - Oklahoma SL</b>														
R.Int		2.6	4.0	65.0	16,557	60.3	57.6	60.3	57.6	60.3	57.6	60.3	57.6	60.3	57.6	60.3	57.6
U.Int		12.0	4.9	40.0	22,996	54.0	50.3	54.3	50.6	54.3	50.6	54.3	50.6	54.3	50.6	54.3	50.6
Total Sample		14.6															
<b>TOTAL</b>	<b>14.6</b>		<b>4.7</b>	<b>42.9</b>	<b>21,861</b>	<b>55.0</b>	<b>51.5</b>	<b>55.3</b>	<b>51.7</b>	<b>55.3</b>	<b>51.7</b>	<b>55.3</b>	<b>51.7</b>	<b>55.3</b>	<b>51.7</b>	<b>55.3</b>	<b>51.7</b>
<b>Time (HR)</b>						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>

**WTTN-Operating Speeds**  
**Texas Results - Performance Enhancement**  
**Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements										
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)				
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck			
<b>150</b>	<b>I-45</b>																	
			<b>In Dallas/Ft. Worth</b>															
U.Int		12.3	4.6	40.0	43,089	52.7	49.1	52.7	49.1	52.7	49.1	52.7	49.1	52.7	49.1	52.7	49.1	
Total Sample		12.3																
<b>TOTAL</b>	<b>18.0</b>		<b>4.6</b>	<b>40.0</b>	<b>43,089</b>	<b>52.7</b>	<b>49.1</b>	<b>52.7</b>	<b>49.1</b>	<b>52.7</b>	<b>49.1</b>	<b>52.7</b>	<b>49.1</b>	<b>52.7</b>	<b>49.1</b>	<b>52.7</b>	<b>49.1</b>	
<b>Time (HR)</b>						<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	
<b>151</b>	<b>I-45</b>																	
			<b>Dallas/Ft. Worth UL - Houston UL</b>															
R.Int		61.5	4.1	65.0	36,566	51.8	51.2	51.8	51.2	51.8	51.2	63.1	62.2	63.1	62.2	63.1	62.2	
U.Int		19.7	4.0	40.0	34,968	37.4	36.6	37.4	36.6	37.4	36.6	58.5	55.9	58.5	55.9	58.5	55.9	
Total Sample		81.2																
<b>TOTAL</b>	<b>200.0</b>		<b>4.1</b>	<b>56.4</b>	<b>36,178</b>	<b>47.4</b>	<b>46.7</b>	<b>47.4</b>	<b>46.7</b>	<b>47.4</b>	<b>46.7</b>	<b>61.9</b>	<b>60.6</b>	<b>61.9</b>	<b>60.6</b>	<b>61.9</b>	<b>60.6</b>	
<b>Time (HR)</b>						<b>4.2</b>	<b>4.3</b>	<b>4.2</b>	<b>4.3</b>	<b>4.2</b>	<b>4.3</b>	<b>3.2</b>	<b>3.3</b>	<b>3.2</b>	<b>3.3</b>	<b>3.2</b>	<b>3.3</b>	
<b>152</b>	<b>I-45</b>																	
			<b>Through Houston</b>															
U.Int		26.8	7.8	40.0	165,450	18.4	18.3	18.4	18.3	18.4	18.3	54.7	53.6	54.7	53.6	54.7	53.6	
Total Sample		26.8																
<b>TOTAL</b>	<b>34.0</b>		<b>7.8</b>	<b>40.0</b>	<b>165,450</b>	<b>18.4</b>	<b>18.3</b>	<b>18.4</b>	<b>18.3</b>	<b>18.4</b>	<b>18.3</b>	<b>54.7</b>	<b>53.6</b>	<b>54.7</b>	<b>53.6</b>	<b>54.7</b>	<b>53.6</b>	
<b>Time (HR)</b>						<b>1.8</b>	<b>1.9</b>	<b>1.8</b>	<b>1.9</b>	<b>1.8</b>	<b>1.9</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	
<b>153</b>	<b>I-45</b>																	
			<b>Houston UL - Galveston</b>															
R.Int		4.8	5.0	65.0	78,896	35.5	35.0	35.5	35.0	35.5	35.0	57.5	55.4	59.1	57.0	59.1	57.0	
U.Int		20.3	6.0	40.0	54,149	55.4	54.6	55.4	54.6	55.4	54.6	55.4	54.6	55.4	54.6	55.4	54.6	
Total Sample		25.1																
<b>TOTAL</b>	<b>32.0</b>		<b>5.8</b>	<b>43.2</b>	<b>58,883</b>	<b>50.0</b>	<b>49.4</b>	<b>50.0</b>	<b>49.4</b>	<b>50.0</b>	<b>49.4</b>	<b>55.8</b>	<b>54.8</b>	<b>56.0</b>	<b>55.1</b>	<b>56.0</b>	<b>55.1</b>	
<b>Time (HR)</b>						<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	
<b>410</b>	<b>US 54</b>																	
			<b>I-10 @ El Paso - New Mexico SL</b>															
R.MaC		1.1	2.0	55.0	1,550	45.3	44.4	45.3	44.4	45.3	44.4	46.8	45.8	46.8	45.8	46.8	45.8	
U.OFE		9.0	4.7	40.0	47,906	53.5	49.9	53.9	50.2	53.9	50.2	53.9	50.2	53.9	50.2	53.9	50.2	
U.OPA		3.0	6.0	35.0	19,354	29.3	29.2	29.3	29.2	29.3	29.2	29.3	29.2	29.3	29.2	29.3	29.2	
Total Sample		13.1																
<b>TOTAL</b>	<b>20.0</b>		<b>4.8</b>	<b>39.6</b>	<b>37,501</b>	<b>44.5</b>	<b>42.5</b>	<b>44.7</b>	<b>42.7</b>	<b>44.7</b>	<b>42.7</b>	<b>44.8</b>	<b>42.8</b>	<b>44.8</b>	<b>42.8</b>	<b>44.8</b>	<b>42.8</b>	
<b>Time (HR)</b>						<b>0.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.5</b>	<b>0.4</b>	<b>0.5</b>	
<b>411</b>	<b>US 54</b>																	
			<b>New Mexico SL - Oklahoma SL (through Texas)</b>															
R.OPA		89.3	2.0	55.0	2,010	47.1	47.0	47.1	47.0	47.1	47.0	48.6	48.5	48.8	48.7	48.8	48.7	
U.OPA		1.3	4.0	35.0	5,909	19.0	19.0	19.5	19.4	19.5	19.5	19.5	19.5	28.8	28.8	28.8	28.8	
Total Sample		90.6																
<b>TOTAL</b>	<b>92.0</b>		<b>2.1</b>	<b>54.6</b>	<b>2,065</b>	<b>46.1</b>	<b>46.0</b>	<b>46.2</b>	<b>46.1</b>	<b>46.2</b>	<b>46.1</b>	<b>47.6</b>	<b>47.5</b>	<b>48.3</b>	<b>48.2</b>	<b>48.3</b>	<b>48.2</b>	
<b>Time (HR)</b>						<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	



**WTTN-Operating Speeds  
Texas Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements									
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>420</b>	<b>US 59</b>		<b>Laredo - Houston UL</b>														
R.OPA		108.9	2.6	55.0	8,975	48.1	46.8	48.1	46.8	48.2	46.9	50.1	48.7	50.6	49.2		
U.OFE		2.6	4.0	40.0	58,216	56.8	56.4	56.8	56.4	56.8	56.4	56.8	56.4	56.8	56.4		
U.OPA		15.5	2.9	35.0	9,806	28.2	27.9	28.2	27.9	28.2	28.0	28.2	28.0	29.8	29.6		
Total Sample		127.0															
<b>TOTAL</b>	<b>290.0</b>		<b>2.7</b>	<b>51.1</b>	<b>10,087</b>	<b>44.4</b>	<b>43.3</b>	<b>44.4</b>	<b>43.3</b>	<b>44.5</b>	<b>43.5</b>	<b>45.9</b>	<b>44.8</b>	<b>46.7</b>	<b>45.6</b>		
<b>Time (HR)</b>						<b>6.5</b>	<b>6.7</b>	<b>6.5</b>	<b>6.7</b>	<b>6.5</b>	<b>6.7</b>	<b>6.3</b>	<b>6.5</b>	<b>6.2</b>	<b>6.4</b>		
<b>421</b>	<b>US 59</b>		<b>Through Houston</b>														
U.OFE		31.6	6.9	40.0	153,188	21.4	21.2	21.5	21.4	21.5	21.4	54.2	53.1	54.2	53.1		
Total Sample		31.6															
<b>TOTAL</b>	<b>43.0</b>		<b>6.9</b>	<b>40.0</b>	<b>153,188</b>	<b>21.4</b>	<b>21.2</b>	<b>21.5</b>	<b>21.4</b>	<b>21.5</b>	<b>21.4</b>	<b>54.2</b>	<b>53.1</b>	<b>54.2</b>	<b>53.1</b>		
<b>Time (HR)</b>						<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>		
<b>422</b>	<b>US 59</b>		<b>Houston UL - I-30</b>														
R.OPA		68.4	4.0	55.0	25,048	44.8	43.9	44.9	44.0	44.9	44.1	52.8	51.6	53.2	52.0		
R.MiA		1.7	4.0	55.0	5,363	35.5	35.5	35.5	35.5	35.5	35.5	35.5	35.5	44.4	44.4		
R.MaC		31.1	2.1	55.0	1,243	40.6	38.3	40.6	38.3	42.7	40.7	45.0	42.8	46.3	44.0		
U.OFE		5.6	4.5	40.0	43,313	27.7	27.7	28.5	28.5	28.5	28.5	56.5	56.2	56.5	56.2		
U.OPA		36.3	4.1	35.0	17,717	32.8	32.5	32.8	32.5	32.8	32.5	32.8	32.5	33.2	32.9		
U.MiA		1.4	2.0	35.0	5,200	23.5	22.8	23.5	22.8	23.6	23.1	23.6	23.1	26.4	25.8		
U.CoI		0.3	2.0	35.0	3,800	26.0	25.9	26.0	25.9	26.0	25.9	26.0	25.9	26.0	25.9		
Total Sample		144.8															
<b>TOTAL</b>	<b>275.0</b>		<b>3.6</b>	<b>47.2</b>	<b>18,324</b>	<b>38.9</b>	<b>38.0</b>	<b>39.0</b>	<b>38.1</b>	<b>39.4</b>	<b>38.6</b>	<b>43.7</b>	<b>42.7</b>	<b>44.5</b>	<b>43.5</b>		
<b>Time (HR)</b>						<b>7.1</b>	<b>7.2</b>	<b>7.1</b>	<b>7.2</b>	<b>7.0</b>	<b>7.1</b>	<b>6.3</b>	<b>6.4</b>	<b>6.2</b>	<b>6.3</b>		
<b>440</b>	<b>US 77</b>		<b>Brownsville to US 59</b>														
R.OPA		69.4	4.0	55.0	10,633	52.9	52.4	52.9	52.4	52.9	52.4	52.9	52.4	53.7	53.2		
R.MiA		11.4	2.0	54.0	5,033	40.6	38.0	40.6	38.0	41.2	39.6	42.1	40.5	42.7	41.0		
R.MaC		11.4	2.0	55.0	3,239	42.0	41.6	42.0	41.6	42.0	41.6	46.8	45.9	46.8	45.9		
U.OFE		19.6	4.0	40.0	27,446	58.9	57.8	58.9	57.8	58.9	57.8	58.9	57.8	58.9	57.8		
U.OPA		29.3	3.8	35.0	14,001	27.2	27.0	27.3	27.1	27.3	27.2	27.3	27.2	29.5	29.3		
U.MiA		2.0	2.5	35.0	9,888	19.8	19.7	19.8	19.8	19.8	19.8	19.8	19.8	26.9	26.5		
Total Sample		143.2															
<b>TOTAL</b>	<b>234.0</b>		<b>3.6</b>	<b>46.7</b>	<b>12,582</b>	<b>42.4</b>	<b>41.8</b>	<b>42.4</b>	<b>41.8</b>	<b>42.5</b>	<b>42.0</b>	<b>42.9</b>	<b>42.4</b>	<b>44.7</b>	<b>44.1</b>		
<b>Time (HR)</b>						<b>5.5</b>	<b>5.6</b>	<b>5.5</b>	<b>5.6</b>	<b>5.5</b>	<b>5.6</b>	<b>5.4</b>	<b>5.5</b>	<b>5.2</b>	<b>5.3</b>		
<b>540</b>	<b>US 281</b>		<b>Mexico to I-37</b>														
R.OPA		40.1	3.7	55.0	5,876	48.8	46.3	48.9	46.4	49.2	46.7	50.2	47.6	50.6	47.9		
R.MiA		20.5	2.0	55.0	2,032	44.0	40.8	44.0	40.8	45.4	42.4	47.3	44.0	47.3	44.0		
R.MaC		28.4	2.0	55.0	1,483	44.5	42.3	44.5	42.3	44.9	42.7	46.6	44.2	46.6	44.2		
U.OFE		7.7	4.1	40.0	39,737	50.8	49.6	50.8	49.6	50.8	49.6	53.6	52.3	56.8	55.3		
U.OPA		11.0	4.0	35.0	12,840	27.6	27.5	27.6	27.5	27.7	27.7	27.7	27.7	30.3	30.2		
Total Sample		107.7															
<b>TOTAL</b>	<b>171.0</b>		<b>3.0</b>	<b>50.7</b>	<b>7,115</b>	<b>43.5</b>	<b>41.5</b>	<b>43.5</b>	<b>41.5</b>	<b>44.0</b>	<b>42.0</b>	<b>45.2</b>	<b>43.1</b>	<b>46.1</b>	<b>44.0</b>		
<b>Time (HR)</b>						<b>3.9</b>	<b>4.1</b>	<b>3.9</b>	<b>4.1</b>	<b>3.9</b>	<b>4.1</b>	<b>3.8</b>	<b>4.0</b>	<b>3.7</b>	<b>3.9</b>		

**WTTN-Operating Speeds**  
**Texas Results - Performance Enhancement**  
**Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements													
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)							
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck						
<b>550</b>	<b>US 287</b>					<b>Oklahoma SL - Amarillo UL</b>															
R.OPA		35.7	3.6	55.0	4,354	53.3	53.2	53.3	53.2	53.3	53.3	53.7	53.6	53.7	53.6						
U.OPA		1.0	4.0	35.0	12,455	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	30.7	30.6						
Total Sample		36.8																			
<b>TOTAL</b>	<b>90.0</b>		<b>3.6</b>	<b>54.2</b>	<b>4,576</b>	<b>51.6</b>	<b>51.5</b>	<b>51.6</b>	<b>51.5</b>	<b>51.6</b>	<b>51.5</b>	<b>51.9</b>	<b>51.9</b>	<b>52.6</b>	<b>52.6</b>						
<b>Time (HR)</b>						<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>						
<b>551</b>	<b>US 287</b>					<b>Through Amarillo</b>															
U.OFE		6.8	4.4	40.0	12,564	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.3						
Total Sample		6.8																			
<b>TOTAL</b>	<b>6.8</b>		<b>4.4</b>	<b>40.0</b>	<b>12,564</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>	<b>58.3</b>						
<b>Time (HR)</b>						<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>						
<b>552</b>	<b>US 287</b>					<b>Amarillo UL - I-44 @ Wichita Falls</b>															
R.OPA		44.5	4.0	55.0	7,765	48.8	46.3	48.9	46.3	48.9	46.4	48.9	46.4	50.7	47.9						
R.MaC		4.4	4.0	55.0	4,810	52.8	51.6	52.8	51.6	54.1	53.6	54.1	53.6	54.1	53.6						
U.OFE		4.4	4.0	40.0	18,885	55.9	51.9	55.9	51.9	55.9	51.9	55.9	51.9	55.9	51.9						
U.OPA		6.5	4.0	35.0	9,616	27.6	27.5	28.0	27.9	28.3	28.3	28.3	28.3	29.8	29.8						
Total Sample		59.8																			
<b>TOTAL</b>	<b>198.0</b>		<b>4.0</b>	<b>50.5</b>	<b>8,560</b>	<b>45.7</b>	<b>43.7</b>	<b>45.9</b>	<b>43.9</b>	<b>46.1</b>	<b>44.1</b>	<b>46.1</b>	<b>44.1</b>	<b>47.6</b>	<b>45.5</b>						
<b>Time (HR)</b>						<b>4.3</b>	<b>4.5</b>	<b>4.3</b>	<b>4.5</b>	<b>4.3</b>	<b>4.5</b>	<b>4.3</b>	<b>4.5</b>	<b>4.2</b>	<b>4.3</b>						
<b>553</b>	<b>US 287</b>					<b>I-44 @ Wichita Falls - Dallas/Ft. Worth UL</b>															
R.OPA		10.2	4.0	55.0	15,177	52.3	50.1	52.3	50.1	52.3	50.1	52.3	50.1	52.3	50.1						
U.OPA		3.4	4.0	35.0	7,863	19.5	19.5	19.8	19.8	19.8	19.8	19.8	19.8	29.2	28.6						
Total Sample		13.7																			
<b>TOTAL</b>	<b>105.0</b>		<b>4.0</b>	<b>48.1</b>	<b>13,343</b>	<b>36.8</b>	<b>35.9</b>	<b>37.1</b>	<b>36.2</b>	<b>37.1</b>	<b>36.2</b>	<b>37.1</b>	<b>36.2</b>	<b>43.7</b>	<b>42.1</b>						
<b>Time (HR)</b>						<b>2.9</b>	<b>2.9</b>	<b>2.8</b>	<b>2.9</b>	<b>2.8</b>	<b>2.9</b>	<b>2.8</b>	<b>2.9</b>	<b>2.4</b>	<b>2.5</b>						
<b>554</b>	<b>US 287</b>					<b>Through Dallas/Ft. Worth (North UL - I-45 @Ennis)</b>															
R.OPA		13.0	2.6	55.0	11,789	44.0	42.0	44.0	42.0	44.7	42.8	48.7	46.2	48.7	46.2						
U.OFE		16.5	4.8	40.0	31,271	27.7	27.0	27.7	27.1	27.7	27.1	36.5	35.4	36.5	35.4						
U.OPA		13.6	3.8	35.0	11,832	29.0	28.1	29.0	28.2	29.2	28.4	29.2	28.4	32.2	31.2						
U.MiA		2.4	2.0	35.0	9,436	26.0	25.3	26.0	25.3	26.4	25.7	26.4	25.7	26.4	25.7						
Total Sample		45.5																			
<b>TOTAL</b>	<b>61.0</b>		<b>3.7</b>	<b>41.1</b>	<b>18,767</b>	<b>31.3</b>	<b>30.3</b>	<b>31.4</b>	<b>30.4</b>	<b>31.5</b>	<b>30.6</b>	<b>35.6</b>	<b>34.5</b>	<b>36.9</b>	<b>35.7</b>						
<b>Time (HR)</b>						<b>1.9</b>	<b>2.0</b>	<b>1.9</b>	<b>2.0</b>	<b>1.9</b>	<b>2.0</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>1.7</b>						

**WTTN-Operating Speeds  
Texas Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements									
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>555</b>	<b>US 287</b>																
						<b>I-45 @ Ennis - Port Arthur</b>											
R.MiA		36.6	2.0	55.0	2,514	44.3	40.7	44.3	40.7	44.5	41.0	46.1	42.4	46.1	42.4	46.1	42.4
R.MaC		8.9	2.0	55.0	1,542	45.1	44.5	45.1	44.5	45.1	44.5	46.6	45.9	46.6	45.9	46.6	45.9
U.OFE		0.5	4.0	40.0	11,500	55.9	51.8	55.9	51.8	55.9	51.8	55.9	51.8	55.9	51.8	55.9	51.8
U.OPA		3.9	4.0	35.0	10,159	29.7	27.6	29.7	27.6	29.7	27.6	29.7	27.6	29.7	27.6	29.7	27.6
U.MiA		1.4	2.0	35.0	1,987	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	26.6	26.6
Total Sample		51.3															
<b>TOTAL</b>	<b>254.0</b>		<b>2.2</b>	<b>51.8</b>	<b>2,998</b>	<b>41.9</b>	<b>39.1</b>	<b>41.9</b>	<b>39.1</b>	<b>42.0</b>	<b>39.3</b>	<b>43.3</b>	<b>40.4</b>	<b>43.6</b>	<b>40.7</b>	<b>43.6</b>	<b>40.7</b>
<b>Time (HR)</b>						<b>6.1</b>	<b>6.5</b>	<b>6.1</b>	<b>6.5</b>	<b>6.0</b>	<b>6.5</b>	<b>5.9</b>	<b>6.3</b>	<b>5.8</b>	<b>6.2</b>	<b>5.8</b>	<b>6.2</b>
<b>70</b>	<b>I-20</b>					<b>I-10 - Dallas/Ft. Worth UL</b>											
R.Int		180.6	4.1	65.0	12,637	59.7	55.7	59.8	55.7	59.8	55.7	59.8	55.7	59.8	55.7	59.8	55.7
U.Int		52.5	4.0	40.0	13,078	58.2	55.2	58.2	55.2	58.2	55.2	58.2	55.2	58.2	55.2	58.2	55.2
Total Sample		233.0															
<b>TOTAL</b>	<b>420.0</b>		<b>4.0</b>	<b>57.0</b>	<b>12,736</b>	<b>59.4</b>	<b>55.5</b>	<b>59.4</b>	<b>55.6</b>	<b>59.4</b>	<b>55.6</b>	<b>59.4</b>	<b>55.6</b>	<b>59.4</b>	<b>55.6</b>	<b>59.4</b>	<b>55.6</b>
<b>Time (HR)</b>						<b>7.1</b>	<b>7.6</b>	<b>7.1</b>	<b>7.6</b>	<b>7.1</b>	<b>7.6</b>	<b>7.1</b>	<b>7.6</b>	<b>7.1</b>	<b>7.6</b>	<b>7.1</b>	<b>7.6</b>
<b>71</b>	<b>I-20</b>					<b>Through Dallas/Ft. Worth</b>											
U.Int		46.0	7.9	40.0	101,738	29.0	28.2	29.1	28.2	29.1	28.2	51.9	48.2	51.9	48.2	51.9	48.2
Total Sample		46.0															
<b>TOTAL</b>	<b>79.0</b>		<b>7.9</b>	<b>40.0</b>	<b>101,738</b>	<b>29.0</b>	<b>28.2</b>	<b>29.1</b>	<b>28.2</b>	<b>29.1</b>	<b>28.2</b>	<b>51.9</b>	<b>48.2</b>	<b>51.9</b>	<b>48.2</b>	<b>51.9</b>	<b>48.2</b>
<b>Time (HR)</b>						<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>2.7</b>	<b>2.8</b>	<b>1.5</b>	<b>1.6</b>	<b>1.5</b>	<b>1.6</b>	<b>1.5</b>	<b>1.6</b>
<b>72</b>	<b>I-20</b>					<b>Dallas/Ft. Worth UL - Louisiana SL (Shreveport)</b>											
R.Int		48.6	4.0	65.0	24,989	61.8	59.0	61.8	59.0	61.8	59.0	61.8	59.0	61.8	59.0	61.8	59.0
U.Int		3.2	4.0	40.0	23,494	58.6	56.2	58.6	56.2	58.6	56.2	58.6	56.2	58.6	56.2	58.6	56.2
Total Sample		51.8															
<b>TOTAL</b>	<b>137.0</b>		<b>4.0</b>	<b>62.6</b>	<b>24,898</b>	<b>61.6</b>	<b>58.8</b>	<b>61.6</b>	<b>58.8</b>	<b>61.6</b>	<b>58.8</b>	<b>61.6</b>	<b>58.8</b>	<b>61.6</b>	<b>58.8</b>	<b>61.6</b>	<b>58.8</b>
<b>Time (HR)</b>						<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>

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- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
Utah Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>160</b>	<b>I-70</b>		<b>I-15 - Colorado SL</b>								
R.Int		227.1	4.0	60.4	70.0	69.8	4,903	60.5	57.2	60.5	57.2
U.Int		5.0	4.0	40.0	70.0	70.0	4,489	63.6	63.6	63.6	63.6
Total Sample		232.1									
<b>TOTAL</b>	<b>232.1</b>		<b>4.0</b>	<b>59.8</b>	<b>70.0</b>	<b>69.8</b>	<b>4,894</b>	<b>60.5</b>	<b>57.3</b>	<b>60.5</b>	<b>57.3</b>
<b>Time (HR)</b>								<b>3.8</b>	<b>4.1</b>	<b>3.8</b>	<b>4.1</b>
<b>175</b>	<b>I-80</b>		<b>Nevada SL - Salt Lake City UL</b>								
R.Int		117.1	4.1	65.0	69.7	70.0	10,004	60.0	56.7	59.9	56.6
Total Sample		117.1									
<b>TOTAL</b>	<b>117.1</b>		<b>4.1</b>	<b>65.0</b>	<b>69.7</b>	<b>70.0</b>	<b>10,004</b>	<b>60.0</b>	<b>56.7</b>	<b>59.9</b>	<b>56.6</b>
<b>Time (HR)</b>								<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>
<b>176</b>	<b>I-80</b>		<b>Through Salt Lake City</b>								
R.Int		2.0	6.0	50.0	69.5	70.0	38,387	50.1	37.3	49.2	36.9
U.Int		12.5	5.5	40.0	65.0	70.0	51,457	58.0	56.8	39.1	38.6
Total Sample		14.5									
<b>TOTAL</b>	<b>14.5</b>		<b>5.6</b>	<b>41.1</b>	<b>65.6</b>	<b>70.0</b>	<b>49,657</b>	<b>56.7</b>	<b>53.0</b>	<b>40.2</b>	<b>38.3</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.3</b>	<b>0.4</b>	<b>0.4</b>
<b>177</b>	<b>I-80</b>		<b>Salt Lake City UL - Wyoming SL</b>								
R.Int		63.4	4.4	61.8	70.0	70.0	16,371	62.6	61.6	62.3	61.2
Total Sample		63.4									
<b>TOTAL</b>	<b>63.4</b>		<b>4.4</b>	<b>61.8</b>	<b>70.0</b>	<b>70.0</b>	<b>16,371</b>	<b>62.6</b>	<b>61.6</b>	<b>62.3</b>	<b>61.2</b>
<b>Time (HR)</b>								<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>194</b>	<b>I-84</b>		<b>Idaho SL - N. Salt Lake City (I-15)</b>								
R.Int		43.2	4.0	65.0	70.0	70.0	7,986	60.6	57.9	60.6	57.9
Total Sample		43.2									
<b>TOTAL</b>	<b>43.2</b>		<b>4.0</b>	<b>65.0</b>	<b>70.0</b>	<b>70.0</b>	<b>7,986</b>	<b>60.6</b>	<b>57.9</b>	<b>60.6</b>	<b>57.9</b>
<b>Time (HR)</b>								<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>
<b>195</b>	<b>I-84</b>		<b>I-15 - I-80</b>								
R.Int		31.6	4.0	55.9	70.0	70.0	8,855	59.4	55.1	59.4	55.1
U.Int		7.9	4.0	40.0	65.3	70.0	9,400	58.6	56.0	58.6	56.0
Total Sample		39.5									
<b>TOTAL</b>	<b>39.5</b>		<b>4.0</b>	<b>51.8</b>	<b>69.0</b>	<b>70.0</b>	<b>8,964</b>	<b>59.2</b>	<b>55.3</b>	<b>59.2</b>	<b>55.3</b>
<b>Time (HR)</b>								<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>

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**WTTN-Operating Speeds  
Utah Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>715</b>	<b>I-15</b>	<b>Arizona SL - I-70</b>									
R.Int		115.1	4.0	64.6	70.0	70.0	13,016	61.5	59.5	61.5	59.5
U.Int		17.2	4.0	40.0	70.0	70.0	19,632	62.2	61.1	62.2	61.1
Total Sample		132.3									
<b>TOTAL</b>	<b>132.3</b>		<b>4.0</b>	<b>59.8</b>	<b>70.0</b>	<b>70.0</b>	<b>13,877</b>	<b>61.6</b>	<b>59.7</b>	<b>61.6</b>	<b>59.7</b>
<b>Time (HR)</b>								<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>
<b>716</b>	<b>I-15</b>	<b>I-70 - Salt Lake City UL (Provo)</b>									
R.Int		116.9	4.0	64.1	70.0	70.0	10,996	62.0	60.6	62.0	60.6
U.Int		5.1	4.0	40.0	70.0	70.0	22,904	57.4	52.3	57.4	52.3
Total Sample		122.0									
<b>TOTAL</b>	<b>122.0</b>		<b>4.0</b>	<b>62.5</b>	<b>70.0</b>	<b>70.0</b>	<b>11,495</b>	<b>61.8</b>	<b>60.2</b>	<b>61.8</b>	<b>60.2</b>
<b>Time (HR)</b>								<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>
<b>717</b>	<b>I-15</b>	<b>Through Salt Lake City (Provo - N. Ogden)</b>									
R.Int		2.4	5.2	65.0	67.9	70.0	70,182	56.5	52.7	49.2	46.4
U.Int		95.0	5.8	40.0	65.5	69.9	85,408	55.6	53.7	28.2	27.8
Total Sample		97.4									
<b>TOTAL</b>	<b>97.4</b>		<b>5.8</b>	<b>40.4</b>	<b>65.6</b>	<b>69.9</b>	<b>85,033</b>	<b>55.6</b>	<b>53.7</b>	<b>28.5</b>	<b>28.1</b>
<b>Time (HR)</b>								<b>1.8</b>	<b>1.8</b>	<b>3.4</b>	<b>3.5</b>
<b>718</b>	<b>I-15</b>	<b>Salt Lake City UL (N. Ogden) - Idaho SL</b>									
R.Int		49.3	4.0	65.0	70.0	70.0	18,355	61.0	59.1	60.7	58.9
Total Sample		49.3									
<b>TOTAL</b>	<b>49.3</b>		<b>4.0</b>	<b>65.0</b>	<b>70.0</b>	<b>70.0</b>	<b>18,355</b>	<b>61.0</b>	<b>59.1</b>	<b>60.7</b>	<b>58.9</b>
<b>Time (HR)</b>								<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>

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**WTTN-Operating Speeds**  
**Utah Results - Performance Enhancement**  
**Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements									
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>160</b>	<b>I-70</b>																
			<b>I-15 - Colorado SL</b>														
R.Int		227.1	4.0	60.4	4,903	60.5	57.2	60.6	57.3	60.6	57.3	60.6	57.3	60.6	57.3	60.6	57.3
U.Int		5.0	4.0	40.0	4,489	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6
Total Sample		232.1															
<b>TOTAL</b>	<b>232.1</b>		<b>4.0</b>	<b>59.8</b>	<b>4,894</b>	<b>60.5</b>	<b>57.3</b>	<b>60.7</b>	<b>57.4</b>	<b>60.7</b>	<b>57.4</b>	<b>60.7</b>	<b>57.4</b>	<b>60.7</b>	<b>57.4</b>	<b>60.7</b>	<b>57.4</b>
Time (HR)						3.8	4.1	3.8	4.0	3.8	4.0	3.8	4.0	3.8	4.0	3.8	4.0
<b>175</b>	<b>I-80</b>																
			<b>Nevada SL - Salt Lake City UL</b>														
R.Int		117.1	4.1	65.0	10,004	60.0	56.7	60.0	56.7	60.0	56.7	60.0	56.7	60.0	56.7	60.0	56.7
Total Sample		117.1															
<b>TOTAL</b>	<b>117.1</b>		<b>4.1</b>	<b>65.0</b>	<b>10,004</b>	<b>60.0</b>	<b>56.7</b>	<b>60.0</b>	<b>56.7</b>	<b>60.0</b>	<b>56.7</b>	<b>60.0</b>	<b>56.7</b>	<b>60.0</b>	<b>56.7</b>	<b>60.0</b>	<b>56.7</b>
Time (HR)						2.0	2.1	2.0	2.1	2.0	2.1	2.0	2.1	2.0	2.1	2.0	2.1
<b>176</b>	<b>I-80</b>																
			<b>Through Salt Lake City</b>														
R.Int		2.0	6.0	50.0	38,387	50.1	37.3	50.1	37.3	50.1	37.3	50.1	37.3	50.1	37.3	50.1	37.3
U.Int		12.5	5.5	40.0	51,457	58.0	56.8	60.0	58.6	60.0	58.6	60.0	58.7	60.0	58.7	60.0	58.7
Total Sample		14.5															
<b>TOTAL</b>	<b>14.5</b>		<b>5.6</b>	<b>41.1</b>	<b>49,657</b>	<b>56.7</b>	<b>53.0</b>	<b>58.4</b>	<b>54.3</b>	<b>58.4</b>	<b>54.3</b>	<b>58.4</b>	<b>54.4</b>	<b>58.4</b>	<b>54.4</b>	<b>58.4</b>	<b>54.4</b>
Time (HR)						0.3	0.3	0.2	0.3	0.2	0.3	0.2	0.3	0.2	0.3	0.2	0.3
<b>177</b>	<b>I-80</b>																
			<b>Salt Lake City UL - Wyoming SL</b>														
R.Int		63.4	4.4	61.8	16,371	62.6	61.6	63.0	62.0	63.0	62.0	63.0	62.0	63.0	62.0	63.0	62.0
Total Sample		63.4															
<b>TOTAL</b>	<b>63.4</b>		<b>4.4</b>	<b>61.8</b>	<b>16,371</b>	<b>62.6</b>	<b>61.6</b>	<b>63.0</b>	<b>62.0</b>	<b>63.0</b>	<b>62.0</b>	<b>63.0</b>	<b>62.0</b>	<b>63.0</b>	<b>62.0</b>	<b>63.0</b>	<b>62.0</b>
Time (HR)						1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>194</b>	<b>I-84</b>																
			<b>Idaho SL - N. Salt Lake City (I-15)</b>														
R.Int		43.2	4.0	65.0	7,986	60.6	57.9	60.8	58.2	60.8	58.2	60.8	58.2	60.8	58.2	60.8	58.2
Total Sample		43.2															
<b>TOTAL</b>	<b>43.2</b>		<b>4.0</b>	<b>65.0</b>	<b>7,986</b>	<b>60.6</b>	<b>57.9</b>	<b>60.8</b>	<b>58.2</b>	<b>60.8</b>	<b>58.2</b>	<b>60.8</b>	<b>58.2</b>	<b>60.8</b>	<b>58.2</b>	<b>60.8</b>	<b>58.2</b>
Time (HR)						0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
<b>195</b>	<b>I-84</b>																
			<b>I-15 - I-80</b>														
R.Int		31.6	4.0	55.9	8,855	59.4	55.1	59.4	55.1	59.4	55.1	59.4	55.1	59.4	55.1	59.4	55.1
U.Int		7.9	4.0	40.0	9,400	58.6	56.0	59.2	56.6	59.2	56.6	59.2	56.6	59.2	56.6	59.2	56.6
Total Sample		39.5															
<b>TOTAL</b>	<b>39.5</b>		<b>4.0</b>	<b>51.8</b>	<b>8,964</b>	<b>59.2</b>	<b>55.3</b>	<b>59.3</b>	<b>55.4</b>	<b>59.3</b>	<b>55.4</b>	<b>59.3</b>	<b>55.4</b>	<b>59.3</b>	<b>55.4</b>	<b>59.3</b>	<b>55.4</b>
Time (HR)						0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
<b>715</b>	<b>I-15</b>																
			<b>Arizona SL - I-70</b>														
R.Int		115.1	4.0	64.6	13,016	61.5	59.5	61.6	59.7	61.6	59.7	61.6	59.7	61.6	59.7	61.6	59.7
U.Int		17.2	4.0	40.0	19,632	62.2	61.1	62.2	61.1	62.2	61.1	62.2	61.1	62.2	61.1	62.2	61.1
Total Sample		132.3															
<b>TOTAL</b>	<b>132.3</b>		<b>4.0</b>	<b>59.8</b>	<b>13,877</b>	<b>61.6</b>	<b>59.7</b>	<b>61.7</b>	<b>59.8</b>	<b>61.7</b>	<b>59.8</b>	<b>61.7</b>	<b>59.8</b>	<b>61.7</b>	<b>59.8</b>	<b>61.7</b>	<b>59.8</b>
Time (HR)						2.1	2.2	2.1	2.2	2.1	2.2	2.1	2.2	2.1	2.2	2.1	2.2

**WTTN-Operating Speeds  
Utah Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements								
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>716</b>	<b>I-15</b>															
			<b>I-70 - Salt Lake City UL (Provo)</b>													
R.Int		116.9	4.0	64.1	10,996	62.0	60.6	62.6	61.2	62.6	61.2	62.6	61.2	62.6	61.2	61.2
U.Int		5.1	4.0	40.0	22,904	57.4	52.3	57.4	52.3	57.4	52.3	57.4	52.3	57.4	52.3	57.4
Total Sample		122.0														
<b>TOTAL</b>			<b>4.0</b>	<b>62.5</b>	<b>11,495</b>	<b>61.8</b>	<b>60.2</b>	<b>62.4</b>	<b>60.8</b>	<b>62.4</b>	<b>60.8</b>	<b>62.4</b>	<b>60.8</b>	<b>62.4</b>	<b>60.8</b>	<b>60.8</b>
<b>Time (HR)</b>						<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>
<b>717</b>	<b>I-15</b>															
			<b>Through Salt Lake City (Provo - N. Ogden)</b>													
R.Int		2.4	5.2	65.0	70,182	56.5	52.7	56.6	52.7	56.6	52.7	56.6	52.7	56.6	52.7	56.6
U.Int		95.0	5.8	40.0	85,408	55.6	53.7	56.0	54.1	56.0	54.1	56.0	54.1	59.1	57.0	59.1
Total Sample		97.4														
<b>TOTAL</b>			<b>5.8</b>	<b>40.4</b>	<b>85,033</b>	<b>55.6</b>	<b>53.7</b>	<b>56.0</b>	<b>54.1</b>	<b>56.0</b>	<b>54.1</b>	<b>59.0</b>	<b>56.9</b>	<b>59.0</b>	<b>56.9</b>	<b>56.9</b>
<b>Time (HR)</b>						<b>1.8</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>1.8</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>
<b>718</b>	<b>I-15</b>															
			<b>Salt Lake City UL (N. Ogden) - Idaho SL</b>													
R.Int		49.3	4.0	65.0	18,355	61.0	59.1	61.2	59.3	61.2	59.3	61.2	59.3	61.2	59.3	61.2
Total Sample		49.3														
<b>TOTAL</b>			<b>4.0</b>	<b>65.0</b>	<b>18,355</b>	<b>61.0</b>	<b>59.1</b>	<b>61.2</b>	<b>59.3</b>	<b>61.2</b>	<b>59.3</b>	<b>61.2</b>	<b>59.3</b>	<b>61.2</b>	<b>59.3</b>	<b>59.3</b>
<b>Time (HR)</b>						<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>

- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
Utah Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements									
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>160</b>	<b>I-70</b>		<b>I-15 - Colorado SL</b>														
R.Int		227.1	4.0	60.4	4,903	60.5	57.2	60.6	57.3	60.6	57.3	60.6	57.3	60.6	57.3	60.6	57.3
U.Int		5.0	4.0	40.0	4,489	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6
Total Sample		232.1															
<b>TOTAL</b>	<b>232.1</b>		<b>4.0</b>	<b>59.8</b>	<b>4,894</b>	<b>60.5</b>	<b>57.3</b>	<b>60.7</b>	<b>57.4</b>	<b>60.7</b>	<b>57.4</b>	<b>60.7</b>	<b>57.4</b>	<b>60.7</b>	<b>57.4</b>	<b>60.7</b>	<b>57.4</b>
<b>Time (HR)</b>						<b>3.8</b>	<b>4.1</b>	<b>3.8</b>	<b>4.0</b>	<b>3.8</b>	<b>4.0</b>	<b>3.8</b>	<b>4.0</b>	<b>3.8</b>	<b>4.0</b>	<b>3.8</b>	<b>4.0</b>
<b>175</b>	<b>I-80</b>		<b>Nevada SL - Salt Lake City UL</b>														
R.Int		117.1	4.1	65.0	10,004	59.9	56.6	59.9	56.6	59.9	56.6	59.9	56.6	59.9	56.6	59.9	56.6
Total Sample		117.1															
<b>TOTAL</b>	<b>117.1</b>		<b>4.1</b>	<b>65.0</b>	<b>10,004</b>	<b>59.9</b>	<b>56.6</b>	<b>59.9</b>	<b>56.6</b>	<b>59.9</b>	<b>56.6</b>	<b>59.9</b>	<b>56.6</b>	<b>59.9</b>	<b>56.6</b>	<b>59.9</b>	<b>56.6</b>
<b>Time (HR)</b>						<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>	<b>2.0</b>	<b>2.1</b>
<b>176</b>	<b>I-80</b>		<b>Through Salt Lake City</b>														
R.Int		2.0	6.0	50.0	38,387	49.2	36.9	49.2	36.9	49.2	36.9	49.2	36.9	49.2	36.9	49.2	36.9
U.Int		12.5	5.5	40.0	51,457	39.1	38.6	40.6	40.1	40.6	40.1	56.1	54.9	56.1	54.9	56.1	54.9
Total Sample		14.5															
<b>TOTAL</b>	<b>14.5</b>		<b>5.6</b>	<b>41.1</b>	<b>49,657</b>	<b>40.2</b>	<b>38.3</b>	<b>41.6</b>	<b>39.6</b>	<b>41.6</b>	<b>39.6</b>	<b>55.1</b>	<b>51.5</b>	<b>55.1</b>	<b>51.5</b>	<b>55.1</b>	<b>51.5</b>
<b>Time (HR)</b>						<b>0.4</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>177</b>	<b>I-80</b>		<b>Salt Lake City UL - Wyoming SL</b>														
R.Int		63.4	4.4	61.8	16,371	62.3	61.2	62.7	61.7	62.7	61.7	62.7	61.7	62.7	61.7	62.7	61.7
Total Sample		63.4															
<b>TOTAL</b>	<b>63.4</b>		<b>4.4</b>	<b>61.8</b>	<b>16,371</b>	<b>62.3</b>	<b>61.2</b>	<b>62.7</b>	<b>61.7</b>	<b>62.7</b>	<b>61.7</b>	<b>62.7</b>	<b>61.7</b>	<b>62.7</b>	<b>61.7</b>	<b>62.7</b>	<b>61.7</b>
<b>Time (HR)</b>						<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>194</b>	<b>I-84</b>		<b>Idaho SL - N. Salt Lake City (I-15)</b>														
R.Int		43.2	4.0	65.0	7,986	60.6	57.9	60.8	58.2	60.8	58.2	60.8	58.2	60.8	58.2	60.8	58.2
Total Sample		43.2															
<b>TOTAL</b>	<b>43.2</b>		<b>4.0</b>	<b>65.0</b>	<b>7,986</b>	<b>60.6</b>	<b>57.9</b>	<b>60.8</b>	<b>58.2</b>	<b>60.8</b>	<b>58.2</b>	<b>60.8</b>	<b>58.2</b>	<b>60.8</b>	<b>58.2</b>	<b>60.8</b>	<b>58.2</b>
<b>Time (HR)</b>						<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>
<b>195</b>	<b>I-84</b>		<b>I-15 - I-80</b>														
R.Int		31.6	4.0	55.9	8,855	59.4	55.1	59.4	55.1	59.4	55.1	59.4	55.1	59.4	55.1	59.4	55.1
U.Int		7.9	4.0	40.0	9,400	58.6	56.0	59.2	56.6	59.2	56.6	59.2	56.6	59.2	56.6	59.2	56.6
Total Sample		39.5															
<b>TOTAL</b>	<b>39.5</b>		<b>4.0</b>	<b>51.8</b>	<b>8,964</b>	<b>59.2</b>	<b>55.3</b>	<b>59.3</b>	<b>55.4</b>	<b>59.3</b>	<b>55.4</b>	<b>59.3</b>	<b>55.4</b>	<b>59.3</b>	<b>55.4</b>	<b>59.3</b>	<b>55.4</b>
<b>Time (HR)</b>						<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>
<b>715</b>	<b>I-15</b>		<b>Arizona SL - I-70</b>														
R.Int		115.1	4.0	64.6	13,016	61.5	59.5	61.6	59.7	61.6	59.7	61.6	59.7	61.6	59.7	61.6	59.7
U.Int		17.2	4.0	40.0	19,632	62.2	61.1	62.2	61.1	62.2	61.1	62.2	61.1	62.2	61.1	62.2	61.1
Total Sample		132.3															
<b>TOTAL</b>	<b>132.3</b>		<b>4.0</b>	<b>59.8</b>	<b>13,877</b>	<b>61.6</b>	<b>59.7</b>	<b>61.7</b>	<b>59.8</b>	<b>61.7</b>	<b>59.8</b>	<b>61.7</b>	<b>59.8</b>	<b>61.7</b>	<b>59.8</b>	<b>61.7</b>	<b>59.8</b>
<b>Time (HR)</b>						<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>

66-D



## WTTN-Operating Speeds Utah Results - Performance Enhancement Peak Hour Speed

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements									
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>716</b>	<b>I-15</b>			<b>I-70 - Salt Lake City UL (Provo)</b>													
R.Int		116.9	4.0	64.1	10,996	62.0	60.6	62.6	61.2	62.6	61.2	62.6	61.2	62.6	61.2	62.6	61.2
U.Int		5.1	4.0	40.0	22,904	57.4	52.3	57.4	52.3	57.4	52.3	57.4	52.3	57.4	52.3	57.4	52.3
Total Sample		122.0															
<b>TOTAL</b>	<b>122.0</b>		<b>4.0</b>	<b>62.5</b>	<b>11,495</b>	<b>61.8</b>	<b>60.2</b>	<b>62.4</b>	<b>60.8</b>	<b>62.4</b>	<b>60.8</b>	<b>62.4</b>	<b>60.8</b>	<b>62.4</b>	<b>60.8</b>	<b>62.4</b>	<b>60.8</b>
<b>Time (HR)</b>						<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>
<b>717</b>	<b>I-15</b>			<b>Through Salt Lake City (Provo - N. Ogden)</b>													
R.Int		2.4	5.2	65.0	70,182	49.2	46.4	49.3	46.4	49.3	46.4	54.0	50.4	54.0	50.4	54.0	50.4
U.Int		95.0	5.8	40.0	85,408	28.2	27.8	28.4	28.0	28.4	28.0	54.8	53.0	54.8	53.0	54.8	53.0
Total Sample		97.4															
<b>TOTAL</b>	<b>97.4</b>		<b>5.8</b>	<b>40.4</b>	<b>85,033</b>	<b>28.5</b>	<b>28.1</b>	<b>28.7</b>	<b>28.3</b>	<b>28.7</b>	<b>28.3</b>	<b>54.8</b>	<b>52.9</b>	<b>54.8</b>	<b>52.9</b>	<b>54.8</b>	<b>52.9</b>
<b>Time (HR)</b>						<b>3.4</b>	<b>3.5</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>3.4</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>
<b>718</b>	<b>I-15</b>			<b>Salt Lake City UL (N. Ogden) - Idaho SL</b>													
R.Int		49.3	4.0	65.0	18,355	60.7	58.9	60.9	59.0	60.9	59.0	60.9	59.0	60.9	59.0	60.9	59.0
Total Sample		49.3															
<b>TOTAL</b>	<b>49.3</b>		<b>4.0</b>	<b>65.0</b>	<b>18,355</b>	<b>60.7</b>	<b>58.9</b>	<b>60.9</b>	<b>59.0</b>	<b>60.9</b>	<b>59.0</b>	<b>60.9</b>	<b>59.0</b>	<b>60.9</b>	<b>59.0</b>	<b>60.9</b>	<b>59.0</b>
<b>Time (HR)</b>						<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>

D-100

- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
Washington Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>9</b>	<b>I-5</b>	<b>Through Portland (WA)</b>									
U.Int		6.9	4.9	40.0	60.0	70.0	65,415	62.2	61.4	32.9	32.5
Total Sample		6.9									
<b>TOTAL</b>	<b>14</b>		<b>4.9</b>	<b>40.0</b>	<b>60.0</b>	<b>70.0</b>	<b>65,415</b>	<b>62.2</b>	<b>61.4</b>	<b>32.9</b>	<b>32.5</b>
<b>Time (HR)</b>								<b>0.2</b>	<b>0.2</b>	<b>0.4</b>	<b>0.4</b>
<b>10</b>	<b>I-5</b>	<b>Portland - Seattle/Tacoma UL</b>									
R.Int		22.9	5.4	65.0	67.5	70.0	54,759	65.7	65.7	57.3	57.3
U.Int		25.0	5.4	40.0	65.3	70.0	71,896	64.1	64.1	33.6	33.5
Total Sample		47.8									
<b>TOTAL</b>	<b>108</b>		<b>5.4</b>	<b>49.0</b>	<b>66.3</b>	<b>70.0</b>	<b>63,706</b>	<b>64.9</b>	<b>64.9</b>	<b>41.8</b>	<b>41.8</b>
<b>Time (HR)</b>								<b>1.7</b>	<b>1.7</b>	<b>2.6</b>	<b>2.6</b>
<b>11</b>	<b>I-5</b>	<b>Tacoma UL - S18</b>									
U.Int		10.9	7.7	40.0	60.0	70.0	146,489	60.3	60.3	15.7	15.7
Total Sample		10.9									
<b>TOTAL</b>	<b>21</b>		<b>7.7</b>	<b>40.0</b>	<b>60.0</b>	<b>70.0</b>	<b>146,489</b>	<b>60.3</b>	<b>60.3</b>	<b>15.7</b>	<b>15.7</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.3</b>	<b>1.3</b>	<b>1.3</b>
<b>12</b>	<b>I-5</b>	<b>S18 - I-90</b>									
U.Int		11.5	7.9	40.0	60.0	70.0	180,319	46.4	46.4	15.4	15.4
Total Sample		11.5									
<b>TOTAL</b>	<b>22</b>		<b>7.9</b>	<b>40.0</b>	<b>60.0</b>	<b>70.0</b>	<b>180,319</b>	<b>46.4</b>	<b>46.4</b>	<b>15.4</b>	<b>15.4</b>
<b>Time (HR)</b>								<b>0.5</b>	<b>0.5</b>	<b>1.4</b>	<b>1.4</b>
<b>13</b>	<b>I-5</b>	<b>I-90 - Seattle UL</b>									
U.Int		12.1	8.7	40.0	60.0	70.0	182,107	54.3	54.3	15.8	15.8
Total Sample		12.1									
<b>TOTAL</b>	<b>33</b>		<b>8.7</b>	<b>40.0</b>	<b>60.0</b>	<b>70.0</b>	<b>182,107</b>	<b>54.3</b>	<b>54.3</b>	<b>15.8</b>	<b>15.8</b>
<b>Time (HR)</b>								<b>0.6</b>	<b>0.6</b>	<b>2.1</b>	<b>2.1</b>
<b>14</b>	<b>I-5</b>	<b>Seattle UL - Canada</b>									
R.Int		19.0	4.7	65.0	68.8	70.0	40,099	64.7	64.7	62.8	62.8
U.Int		12.7	4.2	40.0	63.5	70.0	46,590	62.9	62.9	59.4	59.4
Total Sample		31.7									
<b>TOTAL</b>	<b>77</b>		<b>4.5</b>	<b>52.0</b>	<b>66.6</b>	<b>70.0</b>	<b>42,705</b>	<b>64.0</b>	<b>64.0</b>	<b>61.4</b>	<b>61.4</b>
<b>Time (HR)</b>								<b>1.2</b>	<b>1.2</b>	<b>1.3</b>	<b>1.3</b>
<b>210</b>	<b>I-90</b>	<b>In Seattle</b>									
U.Int		5.3	6.1	40.0	60.0	70.0	70,739	64.1	64.1	50.5	50.5
Total Sample		5.3									
<b>TOTAL</b>	<b>16</b>		<b>6.1</b>	<b>40.0</b>	<b>60.0</b>	<b>70.0</b>	<b>70,739</b>	<b>64.1</b>	<b>64.1</b>	<b>50.5</b>	<b>50.5</b>
<b>Time (HR)</b>								<b>0.2</b>	<b>0.2</b>	<b>0.3</b>	<b>0.3</b>

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**WTTN-Operating Speeds  
Washington Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>211</b>	<b>I-90</b>	<b>Seattle UL - Spokane UL</b>									
R.Int		181.0	4.3	62.7	69.6	70.0	15,538	65.5	65.5	65.2	65.2
U.Int		10.8	4.3	40.0	70.0	70.0	23,752	64.6	64.6	64.3	64.3
Total Sample		191.8									
<b>TOTAL</b>	<b>258</b>		<b>4.3</b>	<b>60.7</b>	<b>69.6</b>	<b>70.0</b>	<b>16,000</b>	<b>65.5</b>	<b>65.5</b>	<b>65.2</b>	<b>65.2</b>
<b>Time (HR)</b>								<b>3.9</b>	<b>3.9</b>	<b>4.0</b>	<b>4.0</b>
<b>212</b>	<b>I-90</b>	<b>Through Spokane</b>									
U.Int		8.0	5.3	40.0	60.0	70.0	67,970	64.2	64.2	34.2	34.2
Total Sample		8.0									
<b>TOTAL</b>	<b>18</b>		<b>5.3</b>	<b>40.0</b>	<b>60.0</b>	<b>70.0</b>	<b>67,970</b>	<b>64.2</b>	<b>64.2</b>	<b>34.2</b>	<b>34.2</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.3</b>	<b>0.5</b>	<b>0.5</b>
<b>213</b>	<b>I-90</b>	<b>Spokane UL - Idaho SL</b>									
R.Int		1.3	4.0	65.0	70.0	70.0	56,166	64.8	64.8	48.0	48.0
Total Sample		1.3									
<b>TOTAL</b>	<b>6</b>		<b>4.0</b>	<b>65.0</b>	<b>70.0</b>	<b>70.0</b>	<b>56,166</b>	<b>64.8</b>	<b>64.8</b>	<b>48.0</b>	<b>48.0</b>
<b>Time (HR)</b>								<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>
<b>240</b>	<b>I-205</b>	<b>I-5 N. Portland - Oregon SL</b>									
U.Int		8.8	4.6	40.0	60.0	70.0	54,125	64.7	64.7	57.4	57.4
Total Sample		8.8									
<b>TOTAL</b>	<b>11</b>		<b>4.6</b>	<b>40.0</b>	<b>60.0</b>	<b>70.0</b>	<b>54,125</b>	<b>64.7</b>	<b>64.7</b>	<b>57.4</b>	<b>57.4</b>
<b>Time (HR)</b>								<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>
<b>350</b>	<b>US 2</b>	<b>I-5 - I-90 @ Spokane</b>									
R.OPA		156.0	2.3	52.8	57.2	69.3	4,851	47.6	45.7	41.6	40.1
U.OFE		5.7	4.0	40.0	55.0	70.0	31,577	57.4	57.4	57.3	57.3
U.OPA		4.5	3.7	35.0	52.6	70.0	18,606	35.1	35.0	34.9	34.9
Total Sample		166.2									
<b>TOTAL</b>	<b>284</b>		<b>2.4</b>	<b>51.5</b>	<b>57.0</b>	<b>69.3</b>	<b>6,149</b>	<b>47.4</b>	<b>45.7</b>	<b>41.8</b>	<b>40.3</b>
<b>Time (HR)</b>								<b>6.0</b>	<b>6.2</b>	<b>6.8</b>	<b>7.0</b>
<b>351</b>	<b>US 2</b>	<b>I-90 @ Spokane - Idaho SL</b>									
R.OPA		18.8	3.4	55.0	59.1	70.0	9,160	51.0	51.0	48.3	48.3
U.OPA		3.5	4.3	35.0	30.6	70.0	28,114	20.3	20.3	19.1	19.0
Total Sample		22.3									
<b>TOTAL</b>	<b>50</b>		<b>3.5</b>	<b>50.5</b>	<b>51.6</b>	<b>70.0</b>	<b>12,105</b>	<b>41.3</b>	<b>41.3</b>	<b>39.0</b>	<b>39.0</b>
<b>Time (HR)</b>								<b>1.2</b>	<b>1.2</b>	<b>1.3</b>	<b>1.3</b>
<b>520</b>	<b>US 195</b>	<b>US 95 (Idaho SL) to I-90 @ Spokane</b>									
R.OPA		42.5	2.1	55.0	58.1	70.0	4,860	50.1	50.0	44.5	44.5
U.OFE		4.1	4.0	40.0	55.0	70.0	10,463	57.7	57.7	57.7	57.7
Total Sample		46.6									
<b>TOTAL</b>	<b>97</b>		<b>2.3</b>	<b>53.2</b>	<b>57.8</b>	<b>70.0</b>	<b>5,353</b>	<b>50.6</b>	<b>50.6</b>	<b>45.4</b>	<b>45.4</b>
<b>Time (HR)</b>								<b>1.9</b>	<b>1.9</b>	<b>2.1</b>	<b>2.1</b>

D-102

**WTTN-Operating Speeds  
Washington Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>570</b>	<b>US 395</b>										
			<b>Spokane to Canada</b>								
R.OPA		47.5	2.0	55.0	53.9	68.3	5,170	47.8	46.9	41.4	40.9
Total Sample		47.5									
<b>TOTAL</b>	<b>106</b>		<b>2.0</b>	<b>55.0</b>	<b>53.9</b>	<b>68.3</b>	<b>5,170</b>	<b>47.8</b>	<b>46.9</b>	<b>41.4</b>	<b>40.9</b>
<b>Time (HR)</b>								<b>2.2</b>	<b>2.3</b>	<b>2.6</b>	<b>2.6</b>
<b>580</b>	<b>US 395</b>										
			<b>I-82 to I-90</b>								
R.OPA		42.7	3.6	55.0	70.0	70.0	5,368	56.6	56.5	55.0	54.9
U.OFE		7.3	4.0	40.0	46.8	70.0	22,690	49.3	49.2	47.4	47.3
Total Sample		50.0									
<b>TOTAL</b>	<b>81</b>		<b>3.6</b>	<b>52.2</b>	<b>65.3</b>	<b>70.0</b>	<b>7,892</b>	<b>55.4</b>	<b>55.3</b>	<b>53.7</b>	<b>53.7</b>
<b>Time (HR)</b>								<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>
<b>610</b>	<b>S 18</b>										
			<b>I-5 to I-90 @ Seattle</b>								
R.OPA		4.3	2.0	55.0	55.0	70.0	20,105	36.1	36.0	23.8	23.7
U.OFE		3.2	4.0	40.0	60.0	70.0	49,765	61.5	58.6	30.4	30.4
U.OPA		3.4	2.7	35.0	57.0	70.0	27,395	28.0	28.0	15.6	15.6
Total Sample		10.9									
<b>TOTAL</b>	<b>26</b>		<b>2.8</b>	<b>42.7</b>	<b>57.0</b>	<b>70.0</b>	<b>31,155</b>	<b>37.3</b>	<b>37.0</b>	<b>21.7</b>	<b>21.7</b>
<b>Time (HR)</b>								<b>0.7</b>	<b>0.7</b>	<b>1.2</b>	<b>1.2</b>
<b>740</b>	<b>I-82</b>										
			<b>I-90 - Oregon SL</b>								
R.Int		45.7	4.0	59.3	70.0	70.0	12,276	66.0	66.0	66.0	66.0
U.Int		7.5	4.0	40.0	61.5	70.0	23,304	65.0	65.0	65.0	65.0
Total Sample		53.2									
<b>TOTAL</b>	<b>133</b>		<b>4.0</b>	<b>55.5</b>	<b>68.7</b>	<b>70.0</b>	<b>13,838</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>
<b>Time (HR)</b>								<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>

D-103

**WTTN-Operating Speeds**  
**Washington Results - Performance Enhancement**  
**Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements										
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)				
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck			
<b>9</b>	<b>I-5</b>																	
			<b>Through Portland (WA)</b>															
U.Int		6.9	4.9	40.0	65,415	62.2	61.4	62.2	61.4	62.2	61.4	62.4	61.6	62.4	61.6	62.4	61.6	
Total Sample		6.9																
<b>TOTAL</b>	<b>14.0</b>		<b>4.9</b>	<b>40.0</b>	<b>65,415</b>	<b>62.2</b>	<b>61.4</b>	<b>62.2</b>	<b>61.4</b>	<b>62.2</b>	<b>61.4</b>	<b>62.4</b>	<b>61.6</b>	<b>62.4</b>	<b>61.6</b>	<b>62.4</b>	<b>61.6</b>	
Time (HR)						<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	
<b>10</b>	<b>I-5</b>																	
			<b>Portland - Seattle/Tacoma UL</b>															
R.Int		22.9	5.4	65.0	54,759	65.7	65.7	65.7	65.7	65.7	65.7	65.7	65.7	65.7	65.7	65.7	65.7	
U.Int		25.0	5.4	40.0	71,896	64.1	64.1	64.1	64.1	64.1	64.1	64.6	64.6	64.6	64.6	64.6	64.6	
Total Sample		47.8																
<b>TOTAL</b>	<b>108.0</b>		<b>5.4</b>	<b>49.0</b>	<b>63,706</b>	<b>64.9</b>	<b>64.9</b>	<b>64.9</b>	<b>64.9</b>	<b>64.9</b>	<b>64.9</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	<b>65.1</b>	
Time (HR)						<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	
<b>11</b>	<b>I-5</b>																	
			<b>Tacoma UL - S18</b>															
U.Int		10.9	7.7	40.0	146,489	60.3	60.3	60.5	60.5	60.5	60.5	62.5	62.5	62.5	62.5	62.5	62.5	
Total Sample		10.9																
<b>TOTAL</b>	<b>21.0</b>		<b>7.7</b>	<b>40.0</b>	<b>146,489</b>	<b>60.3</b>	<b>60.3</b>	<b>60.5</b>	<b>60.5</b>	<b>60.5</b>	<b>60.5</b>	<b>62.5</b>	<b>62.5</b>	<b>62.5</b>	<b>62.5</b>	<b>62.5</b>	<b>62.5</b>	
Time (HR)						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	
<b>12</b>	<b>I-5</b>																	
			<b>S18 - I-90</b>															
U.Int		11.5	7.9	40.0	180,319	46.4	46.4	46.8	46.7	46.8	46.7	59.9	59.9	59.9	59.9	59.9	59.9	
Total Sample		11.5																
<b>TOTAL</b>	<b>22.0</b>		<b>7.9</b>	<b>40.0</b>	<b>180,319</b>	<b>46.4</b>	<b>46.4</b>	<b>46.8</b>	<b>46.7</b>	<b>46.8</b>	<b>46.7</b>	<b>59.9</b>	<b>59.9</b>	<b>59.9</b>	<b>59.9</b>	<b>59.9</b>	<b>59.9</b>	
Time (HR)						<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	
<b>13</b>	<b>I-5</b>																	
			<b>I-90 - Seattle UL</b>															
U.Int		12.1	8.7	40.0	182,107	54.3	54.3	54.3	54.3	54.3	54.3	61.7	61.7	61.7	61.7	61.7	61.7	
Total Sample		12.1																
<b>TOTAL</b>	<b>33.0</b>		<b>8.7</b>	<b>40.0</b>	<b>182,107</b>	<b>54.3</b>	<b>54.3</b>	<b>54.3</b>	<b>54.3</b>	<b>54.3</b>	<b>54.3</b>	<b>61.7</b>	<b>61.7</b>	<b>61.7</b>	<b>61.7</b>	<b>61.7</b>	<b>61.7</b>	
Time (HR)						<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	
<b>14</b>	<b>I-5</b>																	
			<b>Seattle UL - Canada</b>															
R.Int		19.0	4.7	65.0	40,099	64.7	64.7	64.8	64.8	64.8	64.8	64.8	64.8	64.8	65.5	65.5	65.5	
U.Int		12.7	4.2	40.0	46,590	62.9	62.9	63.3	63.3	63.3	63.3	63.3	63.3	63.3	63.3	63.3	63.3	
Total Sample		31.7																
<b>TOTAL</b>	<b>77.0</b>		<b>4.5</b>	<b>52.0</b>	<b>42,705</b>	<b>64.0</b>	<b>64.0</b>	<b>64.2</b>	<b>64.2</b>	<b>64.2</b>	<b>64.2</b>	<b>64.2</b>	<b>64.2</b>	<b>64.2</b>	<b>64.6</b>	<b>64.6</b>	<b>64.6</b>	
Time (HR)						<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	
<b>210</b>	<b>I-90</b>																	
			<b>In Seattle</b>															
U.Int		5.3	6.1	40.0	70,739	64.1	64.1	64.1	64.1	64.1	64.1	64.2	64.2	64.2	64.2	64.2	64.2	
Total Sample		5.3																
<b>TOTAL</b>	<b>16.0</b>		<b>6.1</b>	<b>40.0</b>	<b>70,739</b>	<b>64.1</b>	<b>64.1</b>	<b>64.1</b>	<b>64.1</b>	<b>64.1</b>	<b>64.1</b>	<b>64.2</b>	<b>64.2</b>	<b>64.2</b>	<b>64.2</b>	<b>64.2</b>	<b>64.2</b>	
Time (HR)						<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	

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**WTTN-Operating Speeds  
Washington Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements								
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>211</b>	<b>I-90</b>		<b>Seattle UL - Spokane UL</b>													
R.Int		181.0	4.3	62.7	15,538	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5
U.Int		10.8	4.3	40.0	23,752	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6
Total Sample		191.8														
<b>TOTAL</b>	<b>258.0</b>		<b>4.3</b>	<b>60.7</b>	<b>16,000</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>	<b>65.5</b>
<b>Time (HR)</b>						<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>
<b>212</b>	<b>I-90</b>		<b>Through Spokane</b>													
U.Int		8.0	5.3	40.0	67,970	64.2	64.2	64.2	64.2	64.2	64.2	64.2	64.3	64.3	64.3	64.3
Total Sample		8.0														
<b>TOTAL</b>	<b>18.0</b>		<b>5.3</b>	<b>40.0</b>	<b>67,970</b>	<b>64.2</b>	<b>64.2</b>	<b>64.2</b>	<b>64.2</b>	<b>64.2</b>	<b>64.2</b>	<b>64.2</b>	<b>64.3</b>	<b>64.3</b>	<b>64.3</b>	<b>64.3</b>
<b>Time (HR)</b>						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>213</b>	<b>I-90</b>		<b>Spokane UL - Idaho SL</b>													
R.Int		1.3	4.0	65.0	56,166	64.8	64.8	64.8	64.8	64.8	64.8	64.8	64.9	64.9	64.9	64.9
Total Sample		1.3														
<b>TOTAL</b>	<b>6.0</b>		<b>4.0</b>	<b>65.0</b>	<b>56,166</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>64.8</b>	<b>64.9</b>	<b>64.9</b>	<b>64.9</b>	<b>64.9</b>
<b>Time (HR)</b>						<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>
<b>240</b>	<b>I-205</b>		<b>I-5 N. Portland - Oregon SL</b>													
U.Int		8.8	4.6	40.0	54,125	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7
Total Sample		8.8														
<b>TOTAL</b>	<b>11.0</b>		<b>4.6</b>	<b>40.0</b>	<b>54,125</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>
<b>Time (HR)</b>						<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>
<b>350</b>	<b>US 2</b>		<b>I-5 - I-90 @ Spokane</b>													
R.OPA		156.0	2.3	52.8	4,851	47.6	45.7	47.6	45.8	48.1	46.8	48.5	47.2	49.1	47.9	47.9
U.OFE		5.7	4.0	40.0	31,577	57.4	57.4	57.5	57.5	57.5	57.5	57.5	57.5	58.7	58.7	58.7
U.OPA		4.5	3.7	35.0	18,606	35.1	35.0	35.1	35.0	35.1	35.0	35.1	35.0	35.7	35.7	35.7
Total Sample		166.2														
<b>TOTAL</b>	<b>284.0</b>		<b>2.4</b>	<b>51.5</b>	<b>6,149</b>	<b>47.4</b>	<b>45.7</b>	<b>47.4</b>	<b>45.7</b>	<b>47.9</b>	<b>46.6</b>	<b>48.3</b>	<b>47.0</b>	<b>48.9</b>	<b>47.8</b>	<b>47.8</b>
<b>Time (HR)</b>						<b>6.0</b>	<b>6.2</b>	<b>6.0</b>	<b>6.2</b>	<b>5.9</b>	<b>6.1</b>	<b>5.9</b>	<b>6.0</b>	<b>5.8</b>	<b>5.9</b>	<b>5.9</b>
<b>351</b>	<b>US 2</b>		<b>I-90 @ Spokane - Idaho SL</b>													
R.OPA		18.8	3.4	55.0	9,160	51.0	51.0	51.0	51.0	51.0	51.0	51.1	51.0	51.6	51.6	51.6
U.OPA		3.5	4.3	35.0	28,114	20.3	20.3	20.4	20.4	20.4	20.4	20.4	20.4	30.1	30.1	30.1
Total Sample		22.3														
<b>TOTAL</b>	<b>50.0</b>		<b>3.5</b>	<b>50.5</b>	<b>12,105</b>	<b>41.3</b>	<b>41.3</b>	<b>41.4</b>	<b>41.4</b>	<b>41.4</b>	<b>41.4</b>	<b>41.4</b>	<b>41.4</b>	<b>46.5</b>	<b>46.4</b>	<b>46.4</b>
<b>Time (HR)</b>						<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>

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**WTTN-Operating Speeds  
Washington Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements							
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)	
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck
<b>520</b>	<b>US 195</b>					<b>US 95 (Idaho SL) to I-90 @ Spokane</b>									
R.OPA		42.5	2.1	55.0	4,860	50.1	50.0	50.1	50.0	50.1	50.0	50.1	50.1	50.3	50.2
U.OFE		4.1	4.0	40.0	10,463	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7
Total Sample		46.6													
<b>TOTAL</b>	<b>97.0</b>		<b>2.3</b>	<b>53.2</b>	<b>5,353</b>	<b>50.6</b>	<b>50.6</b>	<b>50.6</b>	<b>50.6</b>	<b>50.6</b>	<b>50.6</b>	<b>50.7</b>	<b>50.6</b>	<b>50.8</b>	<b>50.8</b>
<b>Time (HR)</b>						<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>
<b>570</b>	<b>US 395</b>					<b>Spokane to Canada</b>									
R.OPA		47.5	2.0	55.0	5,170	47.8	46.9	47.8	46.9	47.9	47.2	48.0	47.3	48.5	47.7
Total Sample		47.5													
<b>TOTAL</b>	<b>106.0</b>		<b>2.0</b>	<b>55.0</b>	<b>5,170</b>	<b>47.8</b>	<b>46.9</b>	<b>47.8</b>	<b>46.9</b>	<b>47.9</b>	<b>47.2</b>	<b>48.0</b>	<b>47.3</b>	<b>48.5</b>	<b>47.7</b>
<b>Time (HR)</b>						<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.3</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>
<b>580</b>	<b>US 395</b>					<b>I-82 to I-90</b>									
R.OPA		42.7	3.6	55.0	5,368	56.6	56.5	56.6	56.5	56.6	56.5	56.6	56.5	56.6	56.5
U.OFE		7.3	4.0	40.0	22,690	49.3	49.2	49.5	49.3	49.5	49.3	51.1	50.9	58.1	57.9
Total Sample		50.0													
<b>TOTAL</b>	<b>81.0</b>		<b>3.6</b>	<b>52.2</b>	<b>7,892</b>	<b>55.4</b>	<b>55.3</b>	<b>55.4</b>	<b>55.4</b>	<b>55.4</b>	<b>55.4</b>	<b>55.7</b>	<b>55.6</b>	<b>56.8</b>	<b>56.7</b>
<b>Time (HR)</b>						<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.4</b>	<b>1.4</b>
<b>610</b>	<b>S 18</b>					<b>I-5 to I-90 @ Seattle</b>									
R.OPA		4.3	2.0	55.0	20,105	36.1	36.0	36.1	36.0	36.1	36.0	48.1	48.1	48.1	48.1
U.OFE		3.2	4.0	40.0	49,765	61.5	58.6	61.5	58.6	61.5	58.6	61.6	58.7	61.6	58.7
U.OPA		3.4	2.7	35.0	27,395	28.0	28.0	28.0	28.0	28.0	28.0	31.6	31.6	31.6	31.6
Total Sample		10.9													
<b>TOTAL</b>	<b>26.0</b>		<b>2.8</b>	<b>42.7</b>	<b>31,155</b>	<b>37.3</b>	<b>37.0</b>	<b>37.3</b>	<b>37.0</b>	<b>37.3</b>	<b>37.0</b>	<b>43.9</b>	<b>43.4</b>	<b>43.9</b>	<b>43.4</b>
<b>Time (HR)</b>						<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>
<b>740</b>	<b>I-82</b>					<b>I-90 - Oregon SL</b>									
R.Int		45.7	4.0	59.3	12,276	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0
U.Int		7.5	4.0	40.0	23,304	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0
Total Sample		53.2													
<b>TOTAL</b>	<b>133.0</b>		<b>4.0</b>	<b>55.5</b>	<b>13,838</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>
<b>Time (HR)</b>						<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>

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- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
Washington Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements								
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	
<b>9</b>	<b>I-5</b>		<b>Through Portland (WA)</b>													
U.Int		6.9	4.9	40.0	65,415	32.9	32.5	32.9	32.6	32.9	32.6	58.3	57.4	58.3	57.4	
Total Sample		6.9														
<b>TOTAL</b>	<b>14.0</b>		<b>4.9</b>	<b>40.0</b>	<b>65,415</b>	<b>32.9</b>	<b>32.5</b>	<b>32.9</b>	<b>32.6</b>	<b>32.9</b>	<b>32.6</b>	<b>58.3</b>	<b>57.4</b>	<b>58.3</b>	<b>57.4</b>	
<b>Time (HR)</b>						<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	
<b>10</b>	<b>I-5</b>		<b>Portland - Seattle/Tacoma UL</b>													
R.Int		22.9	5.4	65.0	54,759	57.3	57.3	57.3	57.3	57.3	57.3	61.3	61.3	61.3	61.3	
U.Int		25.0	5.4	40.0	71,896	33.6	33.5	33.6	33.5	33.6	33.5	59.4	59.4	59.4	59.4	
Total Sample		47.8														
<b>TOTAL</b>	<b>108.0</b>		<b>5.4</b>	<b>49.0</b>	<b>63,706</b>	<b>41.8</b>	<b>41.8</b>	<b>41.8</b>	<b>41.8</b>	<b>41.8</b>	<b>41.8</b>	<b>60.3</b>	<b>60.3</b>	<b>60.3</b>	<b>60.3</b>	
<b>Time (HR)</b>						<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	
<b>11</b>	<b>I-5</b>		<b>Tacoma UL - S18</b>													
U.Int		10.9	7.7	40.0	146,489	15.7	15.7	15.7	15.7	15.7	15.7	56.5	56.5	56.5	56.5	
Total Sample		10.9														
<b>TOTAL</b>	<b>21.0</b>		<b>7.7</b>	<b>40.0</b>	<b>146,489</b>	<b>15.7</b>	<b>15.7</b>	<b>15.7</b>	<b>15.7</b>	<b>15.7</b>	<b>15.7</b>	<b>56.5</b>	<b>56.5</b>	<b>56.5</b>	<b>56.5</b>	
<b>Time (HR)</b>						<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	
<b>12</b>	<b>I-5</b>		<b>S18 - I-90</b>													
U.Int		11.5	7.9	40.0	180,319	15.4	15.4	15.6	15.6	15.6	15.6	55.7	55.7	55.7	55.7	
Total Sample		11.5														
<b>TOTAL</b>	<b>22.0</b>		<b>7.9</b>	<b>40.0</b>	<b>180,319</b>	<b>15.4</b>	<b>15.4</b>	<b>15.6</b>	<b>15.6</b>	<b>15.6</b>	<b>15.6</b>	<b>55.7</b>	<b>55.7</b>	<b>55.7</b>	<b>55.7</b>	
<b>Time (HR)</b>						<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	
<b>13</b>	<b>I-5</b>		<b>I-90 - Seattle UL</b>													
U.Int		12.1	8.7	40.0	182,107	15.8	15.8	15.8	15.8	15.8	15.8	56.6	56.6	56.6	56.6	
Total Sample		12.1														
<b>TOTAL</b>	<b>33.0</b>		<b>8.7</b>	<b>40.0</b>	<b>182,107</b>	<b>15.8</b>	<b>15.8</b>	<b>15.8</b>	<b>15.8</b>	<b>15.8</b>	<b>15.8</b>	<b>56.6</b>	<b>56.6</b>	<b>56.6</b>	<b>56.6</b>	
<b>Time (HR)</b>						<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	
<b>14</b>	<b>I-5</b>		<b>Seattle UL - Canada</b>													
R.Int		19.0	4.7	65.0	40,099	62.8	62.8	62.9	62.9	62.9	62.9	62.9	62.9	63.6	63.6	
U.Int		12.7	4.2	40.0	46,590	59.4	59.4	59.9	59.9	59.9	59.9	61.5	61.5	61.5	61.5	
Total Sample		31.7														
<b>TOTAL</b>	<b>77.0</b>		<b>4.5</b>	<b>52.0</b>	<b>42,705</b>	<b>61.4</b>	<b>61.4</b>	<b>61.6</b>	<b>61.6</b>	<b>61.6</b>	<b>61.6</b>	<b>62.3</b>	<b>62.3</b>	<b>62.7</b>	<b>62.7</b>	
<b>Time (HR)</b>						<b>1.3</b>	<b>1.3</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	
<b>210</b>	<b>I-90</b>		<b>In Seattle</b>													
U.Int		5.3	6.1	40.0	70,739	50.5	50.5	50.5	50.5	50.5	50.5	57.6	57.6	57.6	57.6	
Total Sample		5.3														
<b>TOTAL</b>	<b>16.0</b>		<b>6.1</b>	<b>40.0</b>	<b>70,739</b>	<b>50.5</b>	<b>50.5</b>	<b>50.5</b>	<b>50.5</b>	<b>50.5</b>	<b>50.5</b>	<b>57.6</b>	<b>57.6</b>	<b>57.6</b>	<b>57.6</b>	
<b>Time (HR)</b>						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	

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**WTTN-Operating Speeds  
Washington Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements											
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)					
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck				
<b>211</b>	<b>I-90</b>																		
			<b>Seattle UL - Spokane UL</b>																
R.Int		181.0	4.3	62.7	15,538	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	
U.Int		10.8	4.3	40.0	23,752	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	
Total Sample		191.8																	
<b>TOTAL</b>	<b>258.0</b>		<b>4.3</b>	<b>60.7</b>	<b>16,000</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	<b>65.2</b>	
<b>Time (HR)</b>						<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	
<b>212</b>	<b>I-90</b>																		
			<b>Through Spokane</b>																
U.Int		8.0	5.3	40.0	67,970	34.2	34.2	34.2	34.2	34.2	34.2	34.2	34.2	58.2	58.2	58.2	58.2	58.2	
Total Sample		8.0																	
<b>TOTAL</b>	<b>18.0</b>		<b>5.3</b>	<b>40.0</b>	<b>67,970</b>	<b>34.2</b>	<b>34.2</b>	<b>34.2</b>	<b>34.2</b>	<b>34.2</b>	<b>34.2</b>	<b>34.2</b>	<b>34.2</b>	<b>58.2</b>	<b>58.2</b>	<b>58.2</b>	<b>58.2</b>	<b>58.2</b>	
<b>Time (HR)</b>						<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	
<b>213</b>	<b>I-90</b>																		
			<b>Spokane UL - Idaho SL</b>																
R.Int		1.3	4.0	65.0	56,166	48.0	48.0	48.0	48.0	48.0	48.0	48.0	48.0	63.3	63.3	63.3	63.3	63.3	
Total Sample		1.3																	
<b>TOTAL</b>	<b>6.0</b>		<b>4.0</b>	<b>65.0</b>	<b>56,166</b>	<b>48.0</b>	<b>48.0</b>	<b>48.0</b>	<b>48.0</b>	<b>48.0</b>	<b>48.0</b>	<b>48.0</b>	<b>48.0</b>	<b>63.3</b>	<b>63.3</b>	<b>63.3</b>	<b>63.3</b>	<b>63.3</b>	
<b>Time (HR)</b>						<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	
<b>240</b>	<b>I-205</b>																		
			<b>I-5 N. Portland - Oregon SL</b>																
U.Int		8.8	4.6	40.0	54,125	57.4	57.4	57.4	57.4	57.4	57.4	57.4	57.4	61.9	61.9	61.9	61.9	61.9	
Total Sample		8.8																	
<b>TOTAL</b>	<b>11.0</b>		<b>4.6</b>	<b>40.0</b>	<b>54,125</b>	<b>57.4</b>	<b>57.4</b>	<b>57.4</b>	<b>57.4</b>	<b>57.4</b>	<b>57.4</b>	<b>57.4</b>	<b>57.4</b>	<b>61.9</b>	<b>61.9</b>	<b>61.9</b>	<b>61.9</b>	<b>61.9</b>	
<b>Time (HR)</b>						<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	
<b>350</b>	<b>US 2</b>																		
			<b>I-5 - I-90 @ Spokane</b>																
R.OPA		156.0	2.3	52.8	4,851	41.6	40.1	41.7	40.1	41.9	40.8	46.0	44.7	46.5	45.3				
U.OFE		5.7	4.0	40.0	31,577	57.3	57.3	57.4	57.4	57.4	57.4	57.4	57.4	58.6	58.6				
U.OPA		4.5	3.7	35.0	18,606	34.9	34.9	34.9	34.9	34.9	34.9	34.9	34.9	35.6	35.5				
Total Sample		166.2																	
<b>TOTAL</b>	<b>284.0</b>		<b>2.4</b>	<b>51.5</b>	<b>6,149</b>	<b>41.8</b>	<b>40.3</b>	<b>41.8</b>	<b>40.3</b>	<b>42.0</b>	<b>41.0</b>	<b>45.9</b>	<b>44.7</b>	<b>46.4</b>	<b>45.4</b>				
<b>Time (HR)</b>						<b>6.8</b>	<b>7.0</b>	<b>6.8</b>	<b>7.0</b>	<b>6.8</b>	<b>6.9</b>	<b>6.2</b>	<b>6.4</b>	<b>6.1</b>	<b>6.3</b>				
<b>351</b>	<b>US 2</b>																		
			<b>I-90 @ Spokane - Idaho SL</b>																
R.OPA		18.8	3.4	55.0	9,160	48.3	48.3	48.3	48.3	48.3	48.3	49.3	49.3	49.7	49.7				
U.OPA		3.5	4.3	35.0	28,114	19.1	19.0	19.2	19.2	19.2	19.2	20.4	20.4	27.8	27.8				
Total Sample		22.3																	
<b>TOTAL</b>	<b>50.0</b>		<b>3.5</b>	<b>50.5</b>	<b>12,105</b>	<b>39.0</b>	<b>39.0</b>	<b>39.1</b>	<b>39.0</b>	<b>39.1</b>	<b>39.0</b>	<b>40.4</b>	<b>40.4</b>	<b>44.3</b>	<b>44.2</b>				
<b>Time (HR)</b>						<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.2</b>	<b>1.2</b>	<b>1.1</b>	<b>1.1</b>				
<b>520</b>	<b>US 195</b>																		
			<b>US 95 (Idaho SL) to I-90 @ Spokane</b>																
R.OPA		42.5	2.1	55.0	4,860	44.5	44.5	44.5	44.5	44.5	44.5	47.6	47.6	47.8	47.7				
U.OFE		4.1	4.0	40.0	10,463	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7				
Total Sample		46.6																	
<b>TOTAL</b>	<b>97.0</b>		<b>2.3</b>	<b>53.2</b>	<b>5,353</b>	<b>45.4</b>	<b>45.4</b>	<b>45.4</b>	<b>45.4</b>	<b>45.4</b>	<b>45.4</b>	<b>48.4</b>	<b>48.4</b>	<b>48.5</b>	<b>48.5</b>				
<b>Time (HR)</b>						<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>				
<b>570</b>	<b>US 395</b>																		
			<b>Spokane to Canada</b>																
R.OPA		47.5	2.0	55.0	5,170	41.4	40.9	41.4	40.9	41.5	41.1	45.5	44.8	45.9	45.2				
Total Sample		47.5																	
<b>TOTAL</b>	<b>106.0</b>		<b>2.0</b>	<b>55.0</b>	<b>5,170</b>	<b>41.4</b>	<b>40.9</b>	<b>41.4</b>	<b>40.9</b>	<b>41.5</b>	<b>41.1</b>	<b>45.5</b>	<b>44.8</b>	<b>45.9</b>	<b>45.2</b>				

**WTTN-Operating Speeds  
Washington Results - Performance Enhancement  
Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements							
						S. Truck	C. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)	
								S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck
Time (HR)						2.6	2.6	2.6	2.6	2.6	2.6	2.3	2.4	2.3	2.3
<b>580</b>	<b>US 395</b>		<b>I-82 to I-90</b>												
R.OPA		42.7	3.6	55.0	5,368	55.0	54.9	55.0	54.9	55.0	54.9	55.6	55.6	55.6	55.6
U.OFE		7.3	4.0	40.0	22,690	47.4	47.3	47.6	47.4	47.6	47.4	51.1	50.9	58.1	57.9
Total Sample		50.0													
<b>TOTAL</b>	<b>81.0</b>		<b>3.6</b>	<b>52.2</b>	<b>7,892</b>	<b>53.7</b>	<b>53.7</b>	<b>53.8</b>	<b>53.7</b>	<b>53.8</b>	<b>53.7</b>	<b>54.9</b>	<b>54.8</b>	<b>56.0</b>	<b>55.9</b>
Time (HR)						1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.4	1.4
<b>610</b>	<b>S 18</b>		<b>I-5 to I-90 @ Seattle</b>												
R.OPA		4.3	2.0	55.0	20,105	23.8	23.7	23.8	23.7	23.8	23.7	48.0	48.0	48.0	48.0
U.OFE		3.2	4.0	40.0	49,765	30.4	30.4	30.4	30.4	30.4	30.4	59.8	56.8	59.8	56.8
U.OPA		3.4	2.7	35.0	27,395	15.6	15.6	15.6	15.6	15.6	15.6	30.2	30.2	30.2	30.2
Total Sample		10.9													
<b>TOTAL</b>	<b>26.0</b>		<b>2.8</b>	<b>42.7</b>	<b>31,155</b>	<b>21.7</b>	<b>21.7</b>	<b>21.7</b>	<b>21.7</b>	<b>21.7</b>	<b>21.7</b>	<b>42.8</b>	<b>42.3</b>	<b>42.8</b>	<b>42.3</b>
Time (HR)						1.2	1.2	1.2	1.2	1.2	1.2	0.6	0.6	0.6	0.6
<b>740</b>	<b>I-82</b>		<b>I-90 - Oregon SL</b>												
R.Int		45.7	4.0	59.3	12,276	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0
U.Int		7.5	4.0	40.0	23,304	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0
Total Sample		53.2													
<b>TOTAL</b>	<b>133.0</b>		<b>4.0</b>	<b>55.5</b>	<b>13,838</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>	<b>65.9</b>
Time (HR)						2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

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- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds  
Wyoming Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>87</b>	<b>I-25</b>		<b>Through Cheyenne</b>								
U.Int		9.2	4.0	40.0	60.0	80.0	12,436	58.9	56.8	58.9	56.8
Total Sample		9.2									
<b>TOTAL</b>	<b>16.2</b>		<b>4.0</b>	<b>40.0</b>	<b>60.0</b>	<b>80.0</b>	<b>12,436</b>	<b>58.9</b>	<b>56.8</b>	<b>58.9</b>	<b>56.8</b>
<b>Time (HR)</b>								<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>88</b>	<b>I-25</b>		<b>Cheyenne UL - US 26</b>								
R.Int		36.7	4.0	65.0	70.0	80.0	5,099	57.5	53.3	57.5	53.3
Total Sample		76.1									
<b>TOTAL</b>	<b>76.1</b>		<b>4.0</b>	<b>65.0</b>	<b>70.0</b>	<b>80.0</b>	<b>5,099</b>	<b>57.5</b>	<b>53.3</b>	<b>57.5</b>	<b>53.3</b>
<b>Time (HR)</b>								<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>
<b>89</b>	<b>I-25</b>		<b>US 26 - I-90 N. Casper</b>								
R.Int		75.0	4.0	65.0	69.7	80.0	4,146	57.4	52.7	57.4	52.7
U.Int		17.0	4.0	40.0	62.5	80.4	7,910	56.1	51.4	56.1	51.4
Total Sample		208.7									
<b>TOTAL</b>	<b>208.7</b>		<b>4.0</b>	<b>61.9</b>	<b>69.0</b>	<b>80.0</b>	<b>4,452</b>	<b>57.3</b>	<b>52.6</b>	<b>57.3</b>	<b>52.6</b>
<b>Time (HR)</b>								<b>3.6</b>	<b>4.0</b>	<b>3.6</b>	<b>4.0</b>
<b>177</b>	<b>I-80</b>		<b>Utah SL - Cheyenne UL</b>								
R.Int		136.7	4.0	63.6	70.0	80.0	9,935	57.8	53.3	57.8	53.2
U.Int		27.8	4.0	40.0	70.0	80.0	10,815	56.6	53.5	56.6	53.5
Total Sample		356.7									
<b>TOTAL</b>	<b>356.7</b>		<b>4.0</b>	<b>60.8</b>	<b>70.0</b>	<b>80.0</b>	<b>10,003</b>	<b>57.7</b>	<b>53.3</b>	<b>57.7</b>	<b>53.3</b>
<b>Time (HR)</b>								<b>6.2</b>	<b>6.7</b>	<b>6.2</b>	<b>6.7</b>
<b>178</b>	<b>I-80</b>		<b>Through Cheyenne</b>								
U.Int		13.7	4.0	40.0	70.0	80.0	8,984	60.3	58.0	60.3	58.0
Total Sample		13.7									
<b>TOTAL</b>	<b>13.7</b>		<b>4.0</b>	<b>40.0</b>	<b>70.0</b>	<b>80.0</b>	<b>8,984</b>	<b>60.3</b>	<b>58.0</b>	<b>60.3</b>	<b>58.0</b>
<b>Time (HR)</b>								<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>
<b>179</b>	<b>I-80</b>		<b>Cheyenne UL - Nebraska SL</b>								
R.Int		17.1	4.0	65.0	70.0	80.0	7,377	58.0	54.8	58.0	54.8
Total Sample		32.4									
<b>TOTAL</b>	<b>32.4</b>		<b>4.0</b>	<b>65.0</b>	<b>70.0</b>	<b>80.0</b>	<b>7,377</b>	<b>58.0</b>	<b>54.8</b>	<b>58.0</b>	<b>54.8</b>
<b>Time (HR)</b>								<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>

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**WTTN-Operating Speeds  
Wyoming Results - Existing Conditions**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								S. Truck	C. Truck	S. Truck	C. Truck
<b>217</b>	<b>I-90</b>			<b>Montana SL - I-25</b>							
R.Int		14.5	4.0	65.0	70.0	80.0	5,375	56.3	50.6	56.3	50.6
U.Int		10.3	4.0	40.0	70.0	80.0	5,379	57.0	52.0	57.0	52.0
Total Sample		59.5									
<b>TOTAL Time (HR)</b>	<b>59.5</b>		<b>4.0</b>	<b>58.7</b>	<b>70.0</b>	<b>80.0</b>	<b>5,376</b>	<b>56.4</b> <b>1.1</b>	<b>50.9</b> <b>1.2</b>	<b>56.4</b> <b>1.1</b>	<b>50.9</b> <b>1.2</b>
<b>218</b>	<b>I-90</b>			<b>I-25 - South Dakota SL</b>							
R.Int		55.3	4.0	63.6	70.0	80.0	4,182	57.7	53.3	57.7	53.3
U.Int		8.1	4.0	40.0	70.0	80.0	5,617	57.4	54.2	57.4	54.2
Total Sample		148.6									
<b>TOTAL Time (HR)</b>	<b>148.6</b>		<b>4.0</b>	<b>61.6</b>	<b>70.0</b>	<b>80.0</b>	<b>4,260</b>	<b>57.7</b> <b>2.6</b>	<b>53.3</b> <b>2.8</b>	<b>57.7</b> <b>2.6</b>	<b>53.3</b> <b>2.8</b>
<b>390</b>	<b>US 26</b>			<b>I-25 - Nebraska SL</b>							
R.OPA		51.5	2.0	55.0	49.5	73.3	2,397	44.4	43.4	41.3	40.4
U.OPA		4.5	2.8	35.0	51.6	64.1	7,842	30.7	30.7	30.3	30.3
Total Sample		56.2									
<b>TOTAL Time (HR)</b>	<b>56.2</b>		<b>2.1</b>	<b>52.6</b>	<b>49.7</b>	<b>72.4</b>	<b>2,837</b>	<b>42.9</b> <b>1.3</b>	<b>42.0</b> <b>1.3</b>	<b>40.1</b> <b>1.4</b>	<b>39.3</b> <b>1.4</b>
<b>560</b>	<b>US 287</b>			<b>Colorado SL - I-80</b>							
R.OPA		19.3	2.3	55.0	65.0	80.0	3,809	49.0	45.4	44.9	41.6
U.OPA		3.5	2.8	35.0	60.4	80.0	6,139	31.9	31.1	31.4	30.6
Total Sample		24.5									
<b>TOTAL Time (HR)</b>	<b>24.5</b>		<b>2.4</b>	<b>50.9</b>	<b>64.3</b>	<b>80.0</b>	<b>4,140</b>	<b>45.5</b> <b>0.5</b>	<b>42.6</b> <b>0.6</b>	<b>42.3</b> <b>0.6</b>	<b>39.6</b> <b>0.6</b>

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**WTTN-Operating Speeds**  
**Wyoming Results - Performance Enhancement**  
**Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements							
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)	
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck
<b>87</b>	<b>I-25</b>					<b>Through Cheyenne</b>									
U.Int		9.2	4.0	40.0	12,436	58.9	56.8	59.5	57.3	59.5	57.3	59.5	57.3	59.5	57.3
Total Sample		9.2													
<b>TOTAL</b>	<b>16.2</b>		<b>4.0</b>	<b>40.0</b>	<b>12,436</b>	<b>58.9</b>	<b>56.8</b>	<b>59.5</b>	<b>57.3</b>	<b>59.5</b>	<b>57.3</b>	<b>59.5</b>	<b>57.3</b>	<b>59.5</b>	<b>57.3</b>
<b>Time (HR)</b>						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>88</b>	<b>I-25</b>					<b>Cheyenne UL - US 26</b>									
R.Int		36.7	4.0	65.0	5,099	57.5	53.3	57.6	53.5	57.6	53.5	57.6	53.5	57.6	53.5
Total Sample		76.1													
<b>TOTAL</b>	<b>76.1</b>		<b>4.0</b>	<b>65.0</b>	<b>5,099</b>	<b>57.5</b>	<b>53.3</b>	<b>57.6</b>	<b>53.5</b>	<b>57.6</b>	<b>53.5</b>	<b>57.6</b>	<b>53.5</b>	<b>57.6</b>	<b>53.5</b>
<b>Time (HR)</b>						<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>
<b>89</b>	<b>I-25</b>					<b>US 26 - I-90 N. Casper</b>									
R.Int		75.0	4.0	65.0	4,146	57.4	52.7	57.4	52.7	57.4	52.7	57.4	52.7	57.4	52.7
U.Int		17.0	4.0	40.0	7,910	56.1	51.4	56.2	51.6	56.2	51.6	56.2	51.6	56.2	51.6
Total Sample		208.7													
<b>TOTAL</b>	<b>208.7</b>		<b>4.0</b>	<b>61.9</b>	<b>4,452</b>	<b>57.3</b>	<b>52.6</b>	<b>57.3</b>	<b>52.6</b>	<b>57.3</b>	<b>52.6</b>	<b>57.3</b>	<b>52.6</b>	<b>57.3</b>	<b>52.6</b>
<b>Time (HR)</b>						<b>3.6</b>	<b>4.0</b>	<b>3.6</b>	<b>4.0</b>	<b>3.6</b>	<b>4.0</b>	<b>3.6</b>	<b>4.0</b>	<b>3.6</b>	<b>4.0</b>
<b>177</b>	<b>I-80</b>					<b>Utah SL - Cheyenne UL</b>									
R.Int		136.7	4.0	63.6	9,935	57.8	53.3	57.9	53.3	57.9	53.3	57.9	53.3	57.9	53.3
U.Int		27.8	4.0	40.0	10,815	56.6	53.5	57.3	54.1	57.3	54.1	57.3	54.1	57.3	54.1
Total Sample		356.7													
<b>TOTAL</b>	<b>356.7</b>		<b>4.0</b>	<b>60.8</b>	<b>10,003</b>	<b>57.7</b>	<b>53.3</b>	<b>57.9</b>	<b>53.4</b>	<b>57.9</b>	<b>53.4</b>	<b>57.9</b>	<b>53.4</b>	<b>57.9</b>	<b>53.4</b>
<b>Time (HR)</b>						<b>6.2</b>	<b>6.7</b>	<b>6.2</b>	<b>6.7</b>	<b>6.2</b>	<b>6.7</b>	<b>6.2</b>	<b>6.7</b>	<b>6.2</b>	<b>6.7</b>
<b>178</b>	<b>I-80</b>					<b>Through Cheyenne</b>									
U.Int		13.7	4.0	40.0	8,984	60.3	58.0	60.5	58.2	60.5	58.2	60.5	58.2	60.5	58.2
Total Sample		13.7													
<b>TOTAL</b>	<b>13.7</b>		<b>4.0</b>	<b>40.0</b>	<b>8,984</b>	<b>60.3</b>	<b>58.0</b>	<b>60.5</b>	<b>58.2</b>	<b>60.5</b>	<b>58.2</b>	<b>60.5</b>	<b>58.2</b>	<b>60.5</b>	<b>58.2</b>
<b>Time (HR)</b>						<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>
<b>179</b>	<b>I-80</b>					<b>Cheyenne UL - Nebraska SL</b>									
R.Int		17.1	4.0	65.0	7,377	58.0	54.8	58.1	54.8	58.1	54.8	58.1	54.8	58.1	54.8
Total Sample		32.4													
<b>TOTAL</b>	<b>32.4</b>		<b>4.0</b>	<b>65.0</b>	<b>7,377</b>	<b>58.0</b>	<b>54.8</b>	<b>58.1</b>	<b>54.8</b>	<b>58.1</b>	<b>54.8</b>	<b>58.1</b>	<b>54.8</b>	<b>58.1</b>	<b>54.8</b>
<b>Time (HR)</b>						<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>
<b>217</b>	<b>I-90</b>					<b>Montana SL - I-25</b>									
R.Int		14.5	4.0	65.0	5,375	56.3	50.6	56.3	50.7	56.3	50.7	56.3	50.7	56.3	50.7
U.Int		10.3	4.0	40.0	5,379	57.0	52.0	57.0	52.0	57.0	52.0	57.0	52.0	57.0	52.0
Total Sample		59.5													
<b>TOTAL</b>	<b>59.5</b>		<b>4.0</b>	<b>58.7</b>	<b>5,376</b>	<b>56.4</b>	<b>50.9</b>	<b>56.4</b>	<b>50.9</b>	<b>56.4</b>	<b>50.9</b>	<b>56.4</b>	<b>50.9</b>	<b>56.4</b>	<b>50.9</b>
<b>Time (HR)</b>						<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>

**WTTN-Operating Speeds  
Wyoming Results - Performance Enhancement  
Average Daily Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements									
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>218</b>	<b>I-90</b>			<b>I-25 - South Dakota SL</b>													
R.Int		55.3	4.0	63.6	4,182	57.7	53.3	57.7	53.3	57.7	53.3	57.7	53.3	57.7	53.3	57.7	53.3
U.Int		8.1	4.0	40.0	5,617	57.4	54.2	57.8	54.6	57.8	54.6	57.8	54.6	57.8	54.6	57.8	54.6
Total Sample		148.6															
<b>TOTAL</b>	<b>148.6</b>		<b>4.0</b>	<b>61.6</b>	<b>4,260</b>	<b>57.7</b>	<b>53.3</b>	<b>57.7</b>	<b>53.4</b>	<b>57.7</b>	<b>53.4</b>	<b>57.7</b>	<b>53.4</b>	<b>57.7</b>	<b>53.4</b>	<b>57.7</b>	<b>53.4</b>
<b>Time (HR)</b>						<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>	<b>2.6</b>	<b>2.8</b>
<b>390</b>	<b>US 26</b>			<b>I-25 - Nebraska SL</b>													
R.OPA		51.5	2.0	55.0	2,397	44.4	43.4	44.4	43.4	44.4	43.4	44.4	43.4	44.4	43.4	50.6	49.2
U.OPA		4.5	2.8	35.0	7,842	30.7	30.7	30.7	30.7	30.7	30.7	30.7	30.7	30.7	30.7	34.4	34.4
Total Sample		56.2															
<b>TOTAL</b>	<b>56.2</b>		<b>2.1</b>	<b>52.6</b>	<b>2,837</b>	<b>42.9</b>	<b>42.0</b>	<b>42.9</b>	<b>42.0</b>	<b>42.9</b>	<b>42.0</b>	<b>42.9</b>	<b>42.0</b>	<b>42.9</b>	<b>42.0</b>	<b>48.7</b>	<b>47.5</b>
<b>Time (HR)</b>						<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.2</b>	<b>1.2</b>
<b>560</b>	<b>US 287</b>			<b>Colorado SL - I-80</b>													
R.OPA		19.3	2.3	55.0	3,809	49.0	45.4	49.0	45.4	49.5	46.1	49.5	46.1	49.5	46.1	49.5	46.1
U.OPA		3.5	2.8	35.0	6,139	31.9	31.1	31.9	31.1	31.9	31.1	31.9	31.1	31.9	31.1	31.9	31.1
Total Sample		24.5															
<b>TOTAL</b>	<b>24.5</b>		<b>2.4</b>	<b>50.9</b>	<b>4,140</b>	<b>45.5</b>	<b>42.6</b>	<b>45.5</b>	<b>42.6</b>	<b>45.9</b>	<b>43.1</b>	<b>45.9</b>	<b>43.1</b>	<b>45.9</b>	<b>43.1</b>	<b>45.9</b>	<b>43.1</b>
<b>Time (HR)</b>						<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>	<b>0.5</b>	<b>0.6</b>

- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN-Operating Speeds**  
**Wyoming Results - Performance Enhancement**  
**Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements									
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>87</b>	<b>I-25</b>																
			<b>Through Cheyenne</b>														
U.Int		9.2	4.0	40.0	12,436	58.9	56.8	59.5	57.3	59.5	57.3	59.5	57.3	59.5	57.3	59.5	57.3
Total Sample		9.2															
<b>TOTAL</b>	<b>16.2</b>		<b>4.0</b>	<b>40.0</b>	<b>12,436</b>	<b>58.9</b>	<b>56.8</b>	<b>59.5</b>	<b>57.3</b>	<b>59.5</b>	<b>57.3</b>	<b>59.5</b>	<b>57.3</b>	<b>59.5</b>	<b>57.3</b>	<b>59.5</b>	<b>57.3</b>
Time (HR)						<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>88</b>	<b>I-25</b>																
			<b>Cheyenne UL - US 26</b>														
R.Int		36.7	4.0	65.0	5,099	57.5	53.3	57.6	53.5	57.6	53.5	57.6	53.5	57.6	53.5	57.6	53.5
Total Sample		76.1															
<b>TOTAL</b>	<b>76.1</b>		<b>4.0</b>	<b>65.0</b>	<b>5,099</b>	<b>57.5</b>	<b>53.3</b>	<b>57.6</b>	<b>53.5</b>	<b>57.6</b>	<b>53.5</b>	<b>57.6</b>	<b>53.5</b>	<b>57.6</b>	<b>53.5</b>	<b>57.6</b>	<b>53.5</b>
Time (HR)						<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>	<b>1.3</b>	<b>1.4</b>
<b>89</b>	<b>I-25</b>																
			<b>US 26 - I-90 N. Casper</b>														
R.Int		75.0	4.0	65.0	4,146	57.4	52.7	57.4	52.7	57.4	52.7	57.4	52.7	57.4	52.7	57.4	52.7
U.Int		17.0	4.0	40.0	7,910	56.1	51.4	56.2	51.6	56.2	51.6	56.2	51.6	56.2	51.6	56.2	51.6
Total Sample		208.7															
<b>TOTAL</b>	<b>208.7</b>		<b>4.0</b>	<b>61.9</b>	<b>4,452</b>	<b>57.3</b>	<b>52.6</b>	<b>57.3</b>	<b>52.6</b>	<b>57.3</b>	<b>52.6</b>	<b>57.3</b>	<b>52.6</b>	<b>57.3</b>	<b>52.6</b>	<b>57.3</b>	<b>52.6</b>
Time (HR)						<b>3.6</b>	<b>4.0</b>	<b>3.6</b>	<b>4.0</b>	<b>3.6</b>	<b>4.0</b>	<b>3.6</b>	<b>4.0</b>	<b>3.6</b>	<b>4.0</b>	<b>3.6</b>	<b>4.0</b>
<b>177</b>	<b>I-80</b>																
			<b>Utah SL - Cheyenne UL</b>														
R.Int		136.7	4.0	63.6	9,935	57.8	53.2	57.9	53.3	57.9	53.3	57.9	53.3	57.9	53.3	57.9	53.3
U.Int		27.8	4.0	40.0	10,815	56.6	53.5	57.3	54.1	57.3	54.1	57.3	54.1	57.3	54.1	57.3	54.1
Total Sample		356.7															
<b>TOTAL</b>	<b>356.7</b>		<b>4.0</b>	<b>60.8</b>	<b>10,003</b>	<b>57.7</b>	<b>53.3</b>	<b>57.8</b>	<b>53.3</b>	<b>57.8</b>	<b>53.3</b>	<b>57.8</b>	<b>53.3</b>	<b>57.8</b>	<b>53.3</b>	<b>57.8</b>	<b>53.3</b>
Time (HR)						<b>6.2</b>	<b>6.7</b>	<b>6.2</b>	<b>6.7</b>	<b>6.2</b>	<b>6.7</b>	<b>6.2</b>	<b>6.7</b>	<b>6.2</b>	<b>6.7</b>	<b>6.2</b>	<b>6.7</b>
<b>178</b>	<b>I-80</b>																
			<b>Through Cheyenne</b>														
U.Int		13.7	4.0	40.0	8,984	60.3	58.0	60.5	58.2	60.5	58.2	60.5	58.2	60.5	58.2	60.5	58.2
Total Sample		13.7															
<b>TOTAL</b>	<b>13.7</b>		<b>4.0</b>	<b>40.0</b>	<b>8,984</b>	<b>60.3</b>	<b>58.0</b>	<b>60.5</b>	<b>58.2</b>	<b>60.5</b>	<b>58.2</b>	<b>60.5</b>	<b>58.2</b>	<b>60.5</b>	<b>58.2</b>	<b>60.5</b>	<b>58.2</b>
Time (HR)						<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>
<b>179</b>	<b>I-80</b>																
			<b>Cheyenne UL - Nebraska SL</b>														
R.Int		17.1	4.0	65.0	7,377	58.0	54.8	58.1	54.8	58.1	54.8	58.1	54.8	58.1	54.8	58.1	54.8
Total Sample		32.4															
<b>TOTAL</b>	<b>32.4</b>		<b>4.0</b>	<b>65.0</b>	<b>7,377</b>	<b>58.0</b>	<b>54.8</b>	<b>58.1</b>	<b>54.8</b>	<b>58.1</b>	<b>54.8</b>	<b>58.1</b>	<b>54.8</b>	<b>58.1</b>	<b>54.8</b>	<b>58.1</b>	<b>54.8</b>
Time (HR)						<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>
<b>217</b>	<b>I-90</b>																
			<b>Montana SL - I-25</b>														
R.Int		14.5	4.0	65.0	5,375	56.3	50.6	56.3	50.7	56.3	50.7	56.3	50.7	56.3	50.7	56.3	50.7
U.Int		10.3	4.0	40.0	5,379	57.0	52.0	57.0	52.0	57.0	52.0	57.0	52.0	57.0	52.0	57.0	52.0
Total Sample		59.5															
<b>TOTAL</b>	<b>59.5</b>		<b>4.0</b>	<b>58.7</b>	<b>5,376</b>	<b>56.4</b>	<b>50.9</b>	<b>56.4</b>	<b>50.9</b>	<b>56.4</b>	<b>50.9</b>	<b>56.4</b>	<b>50.9</b>	<b>56.4</b>	<b>50.9</b>	<b>56.4</b>	<b>50.9</b>
Time (HR)						<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>	<b>1.1</b>	<b>1.2</b>

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**WTTN-Operating Speeds**  
**Wyoming Results - Performance Enhancement**  
**Peak Hour Speed**

SSN	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Peak Hour Speed for Cumulative Improvements									
						Peak Hour Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck	S. Truck	C. Truck		
<b>218</b>	<b>I-90</b>		<b>I-25 - South Dakota SL</b>														
R.Int		55.3	4.0	63.6	4,182	57.7	53.3	57.7	53.3	57.7	53.3	57.7	53.3	57.7	53.3	57.7	53.3
U.Int		8.1	4.0	40.0	5,617	57.4	54.2	57.8	54.6	57.8	54.6	57.8	54.6	57.8	54.6	57.8	54.6
Total Sample		148.6															
<b>TOTAL</b>	<b>148.6</b>		<b>4.0</b>	<b>61.6</b>	<b>4,260</b>	<b>57.7</b>	<b>53.3</b>	<b>57.7</b>	<b>53.4</b>	<b>57.7</b>	<b>53.4</b>	<b>57.7</b>	<b>53.4</b>	<b>57.7</b>	<b>53.4</b>	<b>57.7</b>	<b>53.4</b>
Time (HR)						2.6	2.8	2.6	2.8	2.6	2.8	2.6	2.8	2.6	2.8	2.6	2.8
<b>390</b>	<b>US 26</b>		<b>I-25 - Nebraska SL</b>														
R.OPA		51.5	2.0	55.0	2,397	41.3	40.4	41.3	40.4	41.3	40.4	42.1	41.1	46.1	44.9	46.1	44.9
U.OPA		4.5	2.8	35.0	7,842	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	34.0	34.0	34.0	34.0
Total Sample		56.2															
<b>TOTAL</b>	<b>56.2</b>		<b>2.1</b>	<b>52.6</b>	<b>2,837</b>	<b>40.1</b>	<b>39.3</b>	<b>40.1</b>	<b>39.3</b>	<b>40.1</b>	<b>39.3</b>	<b>40.8</b>	<b>40.0</b>	<b>44.8</b>	<b>43.7</b>	<b>44.8</b>	<b>43.7</b>
Time (HR)						1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.3	1.3	1.3	1.3
<b>560</b>	<b>US 287</b>		<b>Colorado SL - I-80</b>														
R.OPA		19.3	2.3	55.0	3,809	44.9	41.6	44.9	41.6	45.3	42.2	46.6	43.2	46.6	43.2	46.6	43.2
U.OPA		3.5	2.8	35.0	6,139	31.4	30.6	31.4	30.6	31.4	30.6	31.4	30.6	31.4	30.6	31.4	30.6
Total Sample		24.5															
<b>TOTAL</b>	<b>24.5</b>		<b>2.4</b>	<b>50.9</b>	<b>4,140</b>	<b>42.3</b>	<b>39.6</b>	<b>42.3</b>	<b>39.6</b>	<b>42.6</b>	<b>40.0</b>	<b>43.6</b>	<b>40.8</b>	<b>43.6</b>	<b>40.8</b>	<b>43.6</b>	<b>40.8</b>
Time (HR)						0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6

- (1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.
- (2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.
- (3) Congestion does not exceed LOS C for Interstates and LOS D for others.
- (4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.



**WTTN Operating Speeds  
Corridor Results - Existing Conditions**

Corridor/ Funct.Class	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								Single Truck	Comb. Truck	Single Truck	Comb. Truck
<b>1</b>											
R.Int		1491.8	4.0	63.1	67.7	70.6	8,329	59.6	56.5	59.5	56.4
R.OPA		1137.2	2.4	53.4	56.8	69.5	3,041	49.2	47.0	44.7	42.9
R.MiA		47.2	2.1	55.0	55.0	70.0	1,027	50.0	48.7	44.7	43.5
U.Int		165.8	4.4	40.0	63.1	70.7	29,319	57.8	55.7	50.7	49.0
U.OFE		16.3	4.0	40.0	52.5	70.0	32,788	54.8	54.0	43.5	43.5
U.OPA		37.7	3.5	35.0	39.7	69.6	16,224	26.9	26.7	24.4	24.2
Total Sample		2896.0									
<b>TOTAL</b>	<b>4781.3</b>		<b>3.3</b>	<b>56.0</b>	<b>61.2</b>	<b>70.1</b>	<b>7,047</b>	<b>53.3</b>	<b>50.9</b>	<b>50.2</b>	<b>48.0</b>
<b>Time (HR)</b>								<b>89.7</b>	<b>93.9</b>	<b>95.2</b>	<b>99.5</b>
<b>2</b>											
R.Int		858.7	4.1	63.6	69.3	72.2	15,190	59.6	56.2	58.1	54.9
U.Int		190.8	6.1	40.0	65.1	71.3	88,027	53.4	50.7	24.8	24.4
Total Sample		1049.5									
<b>TOTAL</b>	<b>1754.3</b>		<b>4.5</b>	<b>58.0</b>	<b>68.6</b>	<b>72.1</b>	<b>27,041</b>	<b>58.5</b>	<b>55.2</b>	<b>47.7</b>	<b>45.6</b>
<b>Time (HR)</b>								<b>30.0</b>	<b>31.8</b>	<b>36.8</b>	<b>38.4</b>
<b>3</b>											
R.Int		845.0	4.0	60.4	68.9	69.9	11,153	57.6	53.6	57.5	53.5
R.MiA		20.4	2.4	45.0	39.5	70.0	3,977	38.9	36.3	38.4	35.8
U.Int		81.0	4.9	40.0	62.2	69.4	45,098	54.4	51.2	40.7	39.0
Total Sample		946.4									
<b>TOTAL</b>	<b>1125.7</b>		<b>4.1</b>	<b>57.3</b>	<b>67.3</b>	<b>69.8</b>	<b>14,214</b>	<b>56.8</b>	<b>52.9</b>	<b>54.9</b>	<b>51.2</b>
<b>Time (HR)</b>								<b>19.8</b>	<b>21.3</b>	<b>20.5</b>	<b>22.0</b>
<b>4</b>											
R.Int		1140.3	4.0	64.9	68.1	70.3	15,358	61.4	59.0	61.2	58.8
R.OPA		23.5	3.5	50.6	58.9	68.3	15,821	49.2	43.7	47.5	42.6
R.MiA		0.1	4.0	55.0	20.0	70.0	2,410	19.8	19.8	19.8	19.8
U.Int		137.4	4.5	40.0	65.4	70.0	38,004	56.8	54.4	47.3	45.7
U.OFE		8.3	5.0	40.0	65.0	68.6	45,726	58.5	55.3	53.9	50.9
U.OPA		5.8	3.0	35.0	42.6	59.0	16,410	25.5	25.4	24.0	24.0
Total Sample		1315.4									
<b>TOTAL</b>	<b>1546.2</b>		<b>4.0</b>	<b>59.4</b>	<b>66.7</b>	<b>70.0</b>	<b>17,868</b>	<b>59.2</b>	<b>56.5</b>	<b>57.7</b>	<b>55.1</b>
<b>Time (HR)</b>								<b>26.1</b>	<b>27.4</b>	<b>26.8</b>	<b>28.1</b>
<b>5</b>											
R.Int		1552.0	4.1	64.7	68.0	70.1	15,088	61.2	58.3	61.0	58.1
R.OPA		7.6	4.0	55.0	65.0	70.0	31,114	64.4	64.4	63.1	63.1
U.Int		403.8	6.1	40.0	62.7	69.9	83,709	52.7	50.6	29.5	28.9
U.OFE		47.0	5.9	40.0	65.0	70.0	111,621	47.3	45.7	19.8	19.7
Total Sample		2010.4									
<b>TOTAL</b>	<b>2745.6</b>		<b>4.5</b>	<b>56.5</b>	<b>66.8</b>	<b>70.0</b>	<b>32,058</b>	<b>58.8</b>	<b>56.1</b>	<b>47.6</b>	<b>46.0</b>
<b>Time (HR)</b>								<b>46.7</b>	<b>48.9</b>	<b>57.6</b>	<b>59.7</b>

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**WTTN Operating Speeds  
Corridor Results - Existing Conditions**

Corridor/ Funct.Class	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								Single Truck	Comb. Truck	Single Truck	Comb. Truck
<b>6</b>											
R.Int		285.6	4.0	65.0	67.0	70.0	17,072	61.0	57.7	60.9	57.6
U.Int		185.8	5.5	40.0	63.9	70.0	57,726	58.1	55.4	36.8	35.9
Total Sample		471.4									
<b>TOTAL</b>	<b>857.0</b>		<b>4.5</b>	<b>53.2</b>	<b>65.9</b>	<b>70.0</b>	<b>31,506</b>	<b>60.0</b>	<b>56.8</b>	<b>49.4</b>	<b>47.4</b>
<b>Time (HR)</b>								<b>14.3</b>	<b>15.1</b>	<b>17.3</b>	<b>18.1</b>
<b>7</b>											
R.Int		598.7	4.6	64.5	67.1	69.8	29,603	58.0	54.5	56.8	53.5
R.OPA		326.5	3.3	54.9	59.4	69.0	17,193	51.5	49.2	47.8	45.8
R.MiA		8.6	4.0	55.0	60.7	68.8	13,713	60.7	60.7	60.7	60.7
U.Int		420.9	6.9	40.0	62.9	69.8	128,003	49.5	47.8	21.6	21.4
U.OFE		102.7	5.1	40.0	64.8	70.0	62,058	57.3	55.5	37.3	36.4
U.OPA		12.7	3.2	35.0	47.3	64.7	12,286	28.0	27.5	27.7	27.2
U.Col		0.6	2.0	35.0	55.0	60.0	16,035	24.9	24.9	21.7	21.7
Total Sample		1470.7									
<b>TOTAL</b>	<b>2162.5</b>		<b>5.0</b>	<b>50.9</b>	<b>63.7</b>	<b>69.6</b>	<b>58,048</b>	<b>53.4</b>	<b>51.0</b>	<b>36.3</b>	<b>35.3</b>
<b>Time (HR)</b>								<b>40.5</b>	<b>42.4</b>	<b>59.5</b>	<b>61.3</b>
<b>8</b>											
R.Int		654.5	4.0	64.3	67.3	69.8	10,779	58.5	54.8	58.5	54.8
U.Int		79.1	4.5	40.0	61.2	69.9	38,069	55.1	52.8	46.8	45.2
Total Sample		733.6									
<b>TOTAL</b>	<b>733.5</b>		<b>4.0</b>	<b>60.3</b>	<b>66.6</b>	<b>69.8</b>	<b>13,720</b>	<b>58.1</b>	<b>54.6</b>	<b>56.9</b>	<b>53.6</b>
<b>Time (HR)</b>								<b>12.6</b>	<b>13.4</b>	<b>12.9</b>	<b>13.7</b>
<b>9</b>											
R.OPA		523.4	2.2	52.7	58.0	67.7	4,229	45.9	43.5	41.5	39.5
U.OFE		4.1	4.0	40.0	55.0	70.0	10,463	57.7	57.7	57.7	57.7
U.OPA		17.2	3.0	35.0	43.9	68.4	14,936	28.9	28.5	28.0	27.6
U.Col		0.5	3.0	35.0	25.0	70.0	9,904	15.3	15.3	14.8	14.8
Total Sample		545.2									
<b>TOTAL</b>	<b>672.0</b>		<b>2.2</b>	<b>51.8</b>	<b>57.4</b>	<b>67.7</b>	<b>4,597</b>	<b>45.2</b>	<b>42.9</b>	<b>41.1</b>	<b>39.2</b>
<b>Time (HR)</b>								<b>14.9</b>	<b>15.7</b>	<b>16.4</b>	<b>17.1</b>
<b>10</b>											
R.Int		922.2	4.2	64.0	67.7	69.7	15,755	59.7	56.7	59.0	56.1
R.OPA		311.9	2.6	53.0	53.5	69.7	6,162	48.3	47.3	44.3	43.5
R.MiA		5.2	2.0	55.0	55.0	70.0	10,099	35.7	34.5	30.8	30.1
U.Int		354.7	5.9	40.0	63.6	70.0	79,736	53.2	51.1	29.4	28.9
U.OFE		23.4	5.2	40.0	67.2	70.0	48,940	58.2	56.0	43.5	42.2
U.OPA		23.3	3.6	35.0	44.2	68.6	17,654	27.8	26.8	25.9	25.0
Total Sample		1640.7									
<b>TOTAL</b>	<b>2155.3</b>		<b>4.2</b>	<b>54.4</b>	<b>63.2</b>	<b>69.7</b>	<b>26,751</b>	<b>54.9</b>	<b>52.7</b>	<b>46.0</b>	<b>44.5</b>
<b>Time (HR)</b>								<b>39.3</b>	<b>40.9</b>	<b>46.9</b>	<b>48.5</b>

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### WTTN Operating Speeds Corridor Results - Existing Conditions

Corridor/ Funct.Class	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								Single Truck	Comb. Truck	Single Truck	Comb. Truck
<b>11</b>											
R.Int		1199.2	4.0	63.1	67.9	71.4	10,513	59.8	56.6	59.7	56.5
R.OPA		134.0	2.1	55.0	57.1	70.8	2,617	49.4	48.1	44.9	43.9
U.Int		173.8	4.5	40.0	62.5	72.2	33,968	58.1	55.6	47.4	45.9
U.OPA		6.2	2.5	35.0	45.0	66.3	7,086	28.1	28.0	27.7	27.6
Total Sample		1513.2									
<b>TOTAL</b>	<b>2368.9</b>		<b>3.9</b>	<b>58.9</b>	<b>66.2</b>	<b>71.4</b>	<b>12,161</b>	<b>58.4</b>	<b>55.5</b>	<b>56.5</b>	<b>53.8</b>
<b>Time (HR)</b>								<b>40.6</b>	<b>42.7</b>	<b>42.0</b>	<b>44.1</b>
<b>12</b>											
R.OPA		67.7	2.0	55.0	54.5	70.0	1,251	47.5	44.1	43.4	40.4
U.OPA		2.4	6.0	35.0	35.0	70.0	36,446	25.4	25.4	25.4	25.4
Total Sample		70.1									
<b>TOTAL</b>	<b>259.6</b>		<b>2.2</b>	<b>53.6</b>	<b>53.2</b>	<b>70.0</b>	<b>2,858</b>	<b>45.7</b>	<b>42.7</b>	<b>42.0</b>	<b>39.3</b>
<b>Time (HR)</b>								<b>5.7</b>	<b>6.1</b>	<b>6.2</b>	<b>6.6</b>
<b>13</b>											
R.Int		115.5	4.0	65.0	70.0	70.0	6,971	59.7	57.2	59.7	57.2
R.OPA		119.5	2.1	55.0	57.0	70.0	1,615	51.5	50.1	46.0	44.8
U.Int		16.4	4.3	40.0	63.1	70.0	14,946	54.3	50.7	54.0	50.5
U.OPA		3.3	4.0	35.0	29.3	68.1	8,512	19.7	19.3	19.7	19.3
Total Sample		254.7									
<b>TOTAL</b>	<b>442.0</b>		<b>3.0</b>	<b>56.7</b>	<b>60.8</b>	<b>70.0</b>	<b>4,533</b>	<b>53.2</b>	<b>51.4</b>	<b>49.8</b>	<b>48.2</b>
<b>Time (HR)</b>								<b>8.3</b>	<b>8.6</b>	<b>8.9</b>	<b>9.2</b>
<b>14</b>											
R.Int		307.0	4.1	65.0	68.6	74.5	17,772	58.2	54.7	54.2	51.2
R.OPA		304.2	3.1	55.0	59.2	70.0	6,033	48.6	46.7	46.8	45.1
R.MiA		36.6	2.0	55.0	57.4	70.0	2,514	48.3	44.6	44.3	40.7
R.MaC		13.4	2.5	55.0	65.5	70.0	2,360	51.7	50.8	46.8	46.1
U.Int		179.6	5.4	40.0	59.8	71.1	75,879	52.8	50.4	29.7	29.1
U.OFE		28.3	4.4	40.0	66.0	70.0	23,523	47.7	45.7	37.6	36.3
U.OPA		31.8	3.9	35.0	39.4	68.9	9,714	25.0	24.5	25.0	24.5
U.MiA		3.8	2.0	35.0	40.4	70.0	4,328	24.5	24.3	23.8	23.6
Total Sample		904.7									
<b>TOTAL</b>	<b>1738.0</b>		<b>3.7</b>	<b>52.7</b>	<b>60.3</b>	<b>71.5</b>	<b>19,332</b>	<b>49.0</b>	<b>46.8</b>	<b>42.6</b>	<b>40.9</b>
<b>Time (HR)</b>								<b>35.4</b>	<b>37.2</b>	<b>40.8</b>	<b>42.5</b>
<b>15</b>											
R.Int		236.8	4.0	61.3	65.3	70.0	25,492	64.4	64.4	63.5	63.5
U.Int		100.6	5.9	40.0	58.3	70.0	93,624	52.7	52.7	27.0	27.0
Total Sample		337.4									
<b>TOTAL</b>	<b>337.4</b>		<b>4.6</b>	<b>52.9</b>	<b>63.0</b>	<b>70.0</b>	<b>45,803</b>	<b>60.4</b>	<b>60.4</b>	<b>45.3</b>	<b>45.3</b>
<b>Time (HR)</b>								<b>5.6</b>	<b>5.6</b>	<b>7.5</b>	<b>7.5</b>

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### WTTN Operating Speeds Corridor Results - Existing Conditions

Corridor/ Funct.Class	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								Single Truck	Comb. Truck	Single Truck	Comb. Truck
<b>16</b>											
R.Int		726.9	4.0	64.9	69.6	73.2	11,522	58.0	53.8	56.8	52.7
R.OPA		189.5	2.1	54.3	62.3	70.7	2,561	50.1	47.9	45.1	43.3
U.Int		172.2	4.6	40.0	61.0	71.3	55,073	51.7	48.8	33.4	32.4
U.OFE		2.9	4.0	40.0	49.3	70.0	21,183	51.7	51.7	51.7	51.7
U.OPA		17.6	2.7	35.0	44.9	70.7	9,471	25.8	25.4	25.0	24.6
Total Sample		1109.1									
<b>TOTAL</b>	<b>1379.9</b>		<b>3.7</b>	<b>57.0</b>	<b>66.1</b>	<b>72.4</b>	<b>15,378</b>	<b>54.1</b>	<b>50.8</b>	<b>48.6</b>	<b>45.9</b>
<b>Time (HR)</b>								<b>25.5</b>	<b>27.2</b>	<b>28.4</b>	<b>30.0</b>
<b>17</b>											
R.Int		1294.9	4.0	65.0	68.5	70.0	16,411	61.0	58.6	59.4	57.1
R.OPA		445.6	2.3	55.0	62.8	70.0	3,542	49.9	48.2	45.7	44.3
R.MiA		104.6	2.0	55.0	65.0	70.0	1,189	51.4	50.5	45.3	44.6
U.Int		448.2	5.1	40.0	62.9	69.9	63,698	56.0	53.2	33.7	32.8
U.OPA		19.9	3.9	35.0	36.2	69.5	10,206	23.2	23.2	20.8	20.7
Total Sample		2313.2									
<b>TOTAL</b>	<b>3472.5</b>		<b>3.8</b>	<b>54.6</b>	<b>64.9</b>	<b>70.0</b>	<b>22,296</b>	<b>55.3</b>	<b>53.2</b>	<b>46.9</b>	<b>45.5</b>
<b>Time (HR)</b>								<b>62.8</b>	<b>65.3</b>	<b>74.0</b>	<b>76.4</b>
<b>18</b>											
R.OPA		286.8	3.3	55.0	57.7	69.9	12,718	52.2	50.8	48.2	47.0
R.MiA		33.6	2.1	54.7	53.9	68.1	3,260	45.6	42.6	42.2	39.4
R.MaC		70.9	2.0	55.0	59.4	70.0	1,633	47.4	45.1	42.2	40.1
U.OFE		67.1	5.3	40.0	57.8	70.0	84,374	55.7	54.8	31.6	31.3
U.OPA		92.1	3.7	35.0	48.7	69.1	14,516	29.7	29.4	29.5	29.3
U.MiA		3.4	2.3	35.0	36.0	64.0	7,790	22.0	21.7	21.3	21.0
U.Col		0.3	2.0	35.0	45.0	70.0	3,800	26.6	26.6	26.0	25.9
Total Sample		554.2									
<b>TOTAL</b>	<b>1013.0</b>		<b>3.4</b>	<b>48.3</b>	<b>55.7</b>	<b>69.7</b>	<b>18,473</b>	<b>45.4</b>	<b>44.2</b>	<b>40.4</b>	<b>39.4</b>
<b>Time (HR)</b>								<b>22.3</b>	<b>22.9</b>	<b>25.1</b>	<b>25.7</b>
<b>19</b>											
R.Int		897.7	4.0	65.0	68.6	70.3	15,389	60.5	57.3	60.3	57.2
R.OPA		491.7	2.4	54.6	60.3	69.9	3,911	47.7	45.8	44.1	42.4
R.MiA		0.1	4.0	55.0	20.0	70.0	2,410	19.8	19.8	19.8	19.8
R.MaC		1.1	2.0	55.0	55.0	70.0	1,550	51.3	50.1	45.3	44.4
U.Int		175.1	4.7	40.0	65.0	69.7	53,713	55.3	52.3	35.4	34.3
U.OFE		14.4	5.4	40.0	59.4	69.6	53,540	55.8	53.2	48.0	45.5
U.OPA		34.0	4.2	35.0	42.2	67.2	21,238	28.6	28.2	28.1	27.7
Total Sample		1614.1									
<b>TOTAL</b>	<b>2086.7</b>		<b>3.6</b>	<b>55.7</b>	<b>64.1</b>	<b>70.0</b>	<b>16,864</b>	<b>53.6</b>	<b>51.2</b>	<b>48.8</b>	<b>46.8</b>
<b>Time (HR)</b>								<b>38.9</b>	<b>40.8</b>	<b>42.8</b>	<b>44.6</b>

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**WTTN Operating Speeds  
Corridor Results - Existing Conditions**

Corridor/ Funct.Class	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Speed Limit	Design Speed	Average AADT	Average Daily Speed		Peak Hour Speed	
								Single Truck	Comb. Truck	Single Truck	Comb. Truck
<b>20</b>											
R.Int		212.5	4.0	64.1	65.0	70.0	7,303	58.0	54.5	58.0	54.5
R.OPA		146.7	2.1	55.0	54.4	70.0	4,288	45.5	42.7	41.3	38.9
R.MiA		13.7	2.0	55.0	51.1	70.0	920	46.0	44.6	41.7	40.3
U.Int		31.2	4.0	40.0	59.2	70.0	11,622	56.1	53.9	56.1	53.9
U.OPA		5.0	3.5	35.0	35.8	68.1	23,805	23.2	22.5	22.7	22.1
Total Sample		409.1									
<b>TOTAL</b>	<b>853.8</b>		<b>3.2</b>	<b>57.2</b>	<b>58.8</b>	<b>69.9</b>	<b>6,555</b>	<b>50.5</b>	<b>47.5</b>	<b>48.1</b>	<b>45.4</b>
<b>Time (HR)</b>								<b>16.9</b>	<b>18.0</b>	<b>17.8</b>	<b>18.8</b>

**WTTN Operating Speeds  
Corridor Results - Performance Enhancement  
Average Daily Speed**

Corridor/ Funct.Class	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements									
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck		
<b>1</b>																	
R.Int		1491.8	4.0	63.1	8,329	59.6	56.5	59.9	56.8	59.9	56.8	59.9	56.8	59.9	56.8	59.9	56.8
R.OPA		1137.2	2.4	53.4	3,041	49.2	47.0	49.4	47.3	50.2	48.4	50.3	48.6	50.8	48.6	50.8	49.0
R.MiA		47.2	2.1	55.0	1,027	50.0	48.7	50.0	48.7	50.1	48.7	50.1	48.7	50.1	48.7	50.1	48.7
U.Int		165.8	4.4	40.0	29,319	57.8	55.7	58.2	56.0	58.2	56.0	59.0	56.8	59.0	56.8	59.0	56.8
U.OFE		16.3	4.0	40.0	32,788	54.8	54.0	54.9	54.1	54.9	54.1	55.6	54.9	59.2	54.9	58.4	58.4
U.OPA		37.7	3.5	35.0	16,224	26.9	26.7	27.1	26.9	27.2	27.1	27.5	27.4	33.7	27.4	33.7	33.5
Total Sample		2896.0															
<b>TOTAL</b>	<b>4781.3</b>		<b>3.3</b>	<b>56.0</b>	<b>7,047</b>	<b>53.3</b>	<b>50.9</b>	<b>53.6</b>	<b>51.2</b>	<b>54.0</b>	<b>51.8</b>	<b>54.1</b>	<b>51.9</b>	<b>54.6</b>	<b>51.9</b>	<b>54.6</b>	<b>52.4</b>
<b>Time (HR)</b>						<b>89.7</b>	<b>93.9</b>	<b>89.2</b>	<b>93.4</b>	<b>88.6</b>	<b>92.4</b>	<b>88.3</b>	<b>92.1</b>	<b>87.5</b>	<b>91.3</b>	<b>87.5</b>	<b>91.3</b>
<b>2</b>																	
R.Int		858.7	4.1	63.6	15,190	59.6	56.2	59.9	56.4	59.9	56.4	59.9	56.5	59.9	56.5	59.9	56.5
U.Int		190.8	6.1	40.0	88,027	53.4	50.7	54.4	51.6	54.4	51.6	57.0	53.9	57.0	53.9	57.0	53.9
Total Sample		1049.5															
<b>TOTAL</b>	<b>1754.3</b>		<b>4.5</b>	<b>58.0</b>	<b>27,041</b>	<b>58.5</b>	<b>55.2</b>	<b>58.9</b>	<b>55.6</b>	<b>58.9</b>	<b>55.6</b>	<b>59.4</b>	<b>56.0</b>	<b>59.4</b>	<b>56.0</b>	<b>59.4</b>	<b>56.0</b>
<b>Time (HR)</b>						<b>30.0</b>	<b>31.8</b>	<b>29.8</b>	<b>31.6</b>	<b>29.8</b>	<b>31.6</b>	<b>29.5</b>	<b>31.3</b>	<b>29.5</b>	<b>31.3</b>	<b>29.5</b>	<b>31.3</b>
<b>3</b>																	
R.Int		845.0	4.0	60.4	11,153	57.6	53.6	57.9	53.8	57.9	53.8	57.9	53.8	58.0	53.8	58.0	53.9
R.MiA		20.4	2.4	45.0	3,977	38.9	36.3	38.9	36.3	40.4	39.8	40.4	39.8	49.4	39.8	47.8	47.8
U.Int		81.0	4.9	40.0	45,098	54.4	51.2	54.9	51.6	54.9	51.6	55.1	51.8	55.5	51.8	52.1	52.1
Total Sample		946.4															
<b>TOTAL</b>	<b>1125.7</b>		<b>4.1</b>	<b>57.3</b>	<b>14,214</b>	<b>56.8</b>	<b>52.9</b>	<b>57.1</b>	<b>53.1</b>	<b>57.2</b>	<b>53.3</b>	<b>57.2</b>	<b>53.3</b>	<b>57.6</b>	<b>53.3</b>	<b>57.6</b>	<b>53.6</b>
<b>Time (HR)</b>						<b>19.8</b>	<b>21.3</b>	<b>19.7</b>	<b>21.2</b>	<b>19.7</b>	<b>21.1</b>	<b>19.7</b>	<b>21.1</b>	<b>19.5</b>	<b>21.1</b>	<b>19.5</b>	<b>21.0</b>
<b>4</b>																	
R.Int		1140.3	4.0	64.9	15,358	61.4	59.0	61.5	59.1	61.5	59.1	61.5	59.1	61.5	59.1	61.5	59.1
R.OPA		23.5	3.5	50.6	15,821	49.2	43.7	49.2	43.7	50.2	45.6	50.2	45.6	51.5	45.6	51.5	46.6
R.MiA		0.1	4.0	55.0	2,410	19.8	19.8	20.5	20.5	20.5	20.5	20.5	20.5	39.3	20.5	39.3	37.7
U.Int		137.4	4.5	40.0	38,004	56.8	54.4	57.1	54.7	57.1	54.7	58.8	56.3	58.8	56.3	58.8	56.3
U.OFE		8.3	5.0	40.0	45,726	58.5	55.3	58.5	55.3	58.5	55.3	58.5	55.3	58.5	55.3	58.5	55.3
U.OPA		5.8	3.0	35.0	16,410	25.5	25.4	25.6	25.5	25.8	25.7	25.8	25.7	28.5	25.7	28.5	28.3
Total Sample		1315.4															
<b>TOTAL</b>	<b>1546.2</b>		<b>4.0</b>	<b>59.4</b>	<b>17,868</b>	<b>59.2</b>	<b>56.5</b>	<b>59.3</b>	<b>56.6</b>	<b>59.5</b>	<b>56.8</b>	<b>59.6</b>	<b>57.0</b>	<b>59.9</b>	<b>57.0</b>	<b>59.9</b>	<b>57.2</b>
<b>Time (HR)</b>						<b>26.1</b>	<b>27.4</b>	<b>26.1</b>	<b>27.3</b>	<b>26.0</b>	<b>27.2</b>	<b>25.9</b>	<b>27.1</b>	<b>25.8</b>	<b>27.1</b>	<b>25.8</b>	<b>27.0</b>
<b>5</b>																	
R.Int		1552.0	4.1	64.7	15,088	61.2	58.3	61.3	58.4	61.3	58.4	61.3	58.4	61.4	58.4	61.4	58.5
R.OPA		7.6	4.0	55.0	31,114	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4
U.Int		403.8	6.1	40.0	83,709	52.7	50.6	53.0	50.9	53.0	50.9	57.0	54.5	57.0	54.5	57.0	54.5
U.OFE		47.0	5.9	40.0	111,621	47.3	45.7	48.1	46.4	48.1	46.4	57.0	54.5	57.0	54.5	57.0	54.5
Total Sample		2010.4															
<b>TOTAL</b>	<b>2745.6</b>		<b>4.5</b>	<b>56.5</b>	<b>32,058</b>	<b>58.8</b>	<b>56.1</b>	<b>59.0</b>	<b>56.3</b>	<b>59.0</b>	<b>56.3</b>	<b>60.3</b>	<b>57.5</b>	<b>60.3</b>	<b>57.5</b>	<b>60.3</b>	<b>57.5</b>
<b>Time (HR)</b>						<b>46.7</b>	<b>48.9</b>	<b>46.6</b>	<b>48.8</b>	<b>46.6</b>	<b>48.8</b>	<b>45.6</b>	<b>47.8</b>	<b>45.5</b>	<b>47.8</b>	<b>45.5</b>	<b>47.7</b>
<b>6</b>																	
R.Int		285.6	4.0	65.0	17,072	61.0	57.7	61.0	57.7	61.0	57.7	61.0	57.7	61.0	57.7	61.0	57.7
U.Int		185.8	5.5	40.0	57,726	58.1	55.4	58.2	55.4	58.2	55.4	58.3	55.6	58.3	55.6	58.3	55.6
Total Sample		471.4															
<b>TOTAL</b>	<b>857.0</b>		<b>4.5</b>	<b>53.2</b>	<b>31,506</b>	<b>60.0</b>	<b>56.8</b>	<b>60.0</b>	<b>56.9</b>	<b>60.0</b>	<b>56.9</b>	<b>60.0</b>	<b>56.9</b>	<b>60.0</b>	<b>56.9</b>	<b>60.0</b>	<b>56.9</b>
<b>Time (HR)</b>						<b>14.3</b>	<b>15.1</b>	<b>14.3</b>	<b>15.1</b>	<b>14.3</b>	<b>15.1</b>	<b>14.3</b>	<b>15.1</b>	<b>14.3</b>	<b>15.1</b>	<b>14.3</b>	<b>15.1</b>

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**WTTN Operating Speeds  
Corridor Results - Performance Enhancement  
Average Daily Speed**

Corridor/ Funct.Class	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements									
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
						Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck		
<b>7</b>																	
R.Int		598.7	4.6	64.5	29,603	58.0	54.5	58.8	55.2	58.8	55.2	58.8	55.2	58.8	55.2	58.8	55.2
R.OPA		326.5	3.3	54.9	17,193	51.5	49.2	51.7	49.4	52.4	51.0	52.6	51.1	52.9	51.4	51.4	51.4
R.MiA		8.6	4.0	55.0	13,713	60.7	60.7	60.7	60.7	60.9	60.9	60.9	60.9	61.6	61.6	61.6	61.6
U.Int		420.9	6.9	40.0	128,003	49.5	47.8	50.6	48.8	50.6	48.8	57.4	55.0	57.5	55.1	55.1	55.1
U.OFE		102.7	5.1	40.0	62,058	57.3	55.5	58.2	56.2	58.2	56.2	58.4	56.4	58.4	56.4	56.4	56.4
U.OPA		12.7	3.2	35.0	12,286	28.0	27.5	28.5	28.0	28.8	28.3	28.8	28.3	30.7	30.1	30.1	30.1
U.Col		0.6	2.0	35.0	16,035	24.9	24.9	25.8	25.7	25.8	25.7	25.8	25.8	25.8	25.8	25.8	25.8
Total Sample		1470.7															
<b>TOTAL</b>	<b>2162.5</b>		<b>5.0</b>	<b>50.9</b>	<b>58,048</b>	<b>53.4</b>	<b>51.0</b>	<b>54.2</b>	<b>51.7</b>	<b>54.4</b>	<b>52.0</b>	<b>56.6</b>	<b>54.0</b>	<b>56.7</b>	<b>54.1</b>	<b>54.1</b>	<b>54.1</b>
<b>Time (HR)</b>						<b>40.5</b>	<b>42.4</b>	<b>39.9</b>	<b>41.9</b>	<b>39.8</b>	<b>41.6</b>	<b>38.2</b>	<b>40.1</b>	<b>38.1</b>	<b>40.0</b>	<b>40.0</b>	<b>40.0</b>
<b>8</b>																	
R.Int		654.5	4.0	64.3	10,779	58.5	54.8	58.7	54.9	58.7	54.9	58.7	54.9	58.7	54.9	58.7	54.9
U.Int		79.1	4.5	40.0	38,069	55.1	52.8	55.2	52.9	55.2	52.9	57.5	55.0	57.5	55.0	57.5	55.0
Total Sample		733.6															
<b>TOTAL</b>	<b>733.5</b>		<b>4.0</b>	<b>60.3</b>	<b>13,720</b>	<b>58.1</b>	<b>54.6</b>	<b>58.3</b>	<b>54.7</b>	<b>58.3</b>	<b>54.7</b>	<b>58.5</b>	<b>54.9</b>	<b>58.5</b>	<b>54.9</b>	<b>58.5</b>	<b>54.9</b>
<b>Time (HR)</b>						<b>12.6</b>	<b>13.4</b>	<b>12.6</b>	<b>13.4</b>	<b>12.6</b>	<b>13.4</b>	<b>12.5</b>	<b>13.3</b>	<b>12.5</b>	<b>13.3</b>	<b>12.5</b>	<b>13.3</b>
<b>9</b>																	
R.OPA		523.4	2.2	52.7	4,229	45.9	43.5	46.1	43.6	46.8	45.1	46.8	45.2	47.3	45.6	45.6	45.6
U.OFE		4.1	4.0	40.0	10,463	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7
U.OPA		17.2	3.0	35.0	14,936	28.9	28.5	28.9	28.5	28.9	28.6	29.0	28.6	33.1	32.7	32.7	32.7
U.Col		0.5	3.0	35.0	9,904	15.3	15.3	15.3	15.3	15.3	15.3	15.3	15.3	28.1	28.1	28.1	28.1
Total Sample		545.2															
<b>TOTAL</b>	<b>672.0</b>		<b>2.2</b>	<b>51.8</b>	<b>4,597</b>	<b>45.2</b>	<b>42.9</b>	<b>45.4</b>	<b>43.1</b>	<b>46.1</b>	<b>44.5</b>	<b>46.1</b>	<b>44.5</b>	<b>46.8</b>	<b>45.2</b>	<b>45.2</b>	<b>45.2</b>
<b>Time (HR)</b>						<b>14.9</b>	<b>15.7</b>	<b>14.8</b>	<b>15.6</b>	<b>14.6</b>	<b>15.1</b>	<b>14.6</b>	<b>15.1</b>	<b>14.4</b>	<b>14.9</b>	<b>14.9</b>	<b>14.9</b>
<b>10</b>																	
R.Int		922.2	4.2	64.0	15,755	59.7	56.7	60.0	57.0	60.0	57.0	60.0	57.0	60.2	57.2	57.2	57.2
R.OPA		311.9	2.6	53.0	6,162	48.3	47.3	48.4	47.4	48.7	47.8	48.8	48.0	49.3	48.4	48.4	48.4
R.MiA		5.2	2.0	55.0	10,099	35.7	34.5	35.7	34.5	35.7	34.5	36.0	34.8	36.0	34.8	34.8	34.8
U.Int		354.7	5.9	40.0	79,736	53.2	51.1	53.6	51.5	53.6	51.5	57.7	55.2	57.7	55.2	55.2	55.2
U.OFE		23.4	5.2	40.0	48,940	58.2	56.0	59.0	56.7	59.0	56.7	59.5	57.2	59.5	57.2	57.2	57.2
U.OPA		23.3	3.6	35.0	17,654	27.8	26.8	27.9	26.9	28.2	27.9	28.2	27.9	29.9	29.5	29.5	29.5
Total Sample		1640.7															
<b>TOTAL</b>	<b>2155.3</b>		<b>4.2</b>	<b>54.4</b>	<b>26,751</b>	<b>54.9</b>	<b>52.7</b>	<b>55.2</b>	<b>52.9</b>	<b>55.3</b>	<b>53.1</b>	<b>56.1</b>	<b>53.9</b>	<b>56.4</b>	<b>54.2</b>	<b>54.2</b>	<b>54.2</b>
<b>Time (HR)</b>						<b>39.3</b>	<b>40.9</b>	<b>39.1</b>	<b>40.7</b>	<b>39.0</b>	<b>40.6</b>	<b>38.4</b>	<b>40.0</b>	<b>38.2</b>	<b>39.8</b>	<b>39.8</b>	<b>39.8</b>
<b>11</b>																	
R.Int		1199.2	4.0	63.1	10,513	59.8	56.6	60.0	56.8	60.0	56.8	60.0	56.8	60.0	56.8	60.0	56.8
R.OPA		134.0	2.1	55.0	2,617	49.4	48.1	49.4	48.1	49.5	48.2	49.5	48.2	51.3	49.9	49.9	49.9
U.Int		173.8	4.5	40.0	33,968	58.1	55.6	58.3	55.8	58.3	55.8	59.2	56.6	59.2	56.6	56.6	56.6
U.OPA		6.2	2.5	35.0	7,086	28.1	28.0	28.2	28.1	28.2	28.1	28.2	28.1	31.5	31.3	31.3	31.3
Total Sample		1513.2															
<b>TOTAL</b>	<b>2368.9</b>		<b>3.9</b>	<b>58.9</b>	<b>12,161</b>	<b>58.4</b>	<b>55.5</b>	<b>58.6</b>	<b>55.7</b>	<b>58.6</b>	<b>55.7</b>	<b>58.7</b>	<b>55.8</b>	<b>58.9</b>	<b>56.0</b>	<b>56.0</b>	<b>56.0</b>
<b>Time (HR)</b>						<b>40.6</b>	<b>42.7</b>	<b>40.4</b>	<b>42.6</b>	<b>40.4</b>	<b>42.5</b>	<b>40.4</b>	<b>42.5</b>	<b>40.2</b>	<b>42.3</b>	<b>42.3</b>	<b>42.3</b>
<b>12</b>																	
R.OPA		67.7	2.0	55.0	1,251	47.5	44.1	47.7	44.2	48.4	45.6	48.4	45.6	48.8	46.0	46.0	46.0
U.OPA		2.4	6.0	35.0	36,446	25.4	25.4	25.4	25.4	25.4	25.4	25.4	25.4	32.8	32.8	32.8	32.8
Total Sample		70.1															
<b>TOTAL</b>	<b>259.6</b>		<b>2.2</b>	<b>53.6</b>	<b>2,858</b>	<b>45.7</b>	<b>42.7</b>	<b>45.8</b>	<b>42.8</b>	<b>46.5</b>	<b>44.0</b>	<b>46.5</b>	<b>44.0</b>	<b>47.8</b>	<b>45.1</b>	<b>45.1</b>	<b>45.1</b>
<b>Time (HR)</b>						<b>5.7</b>	<b>6.1</b>	<b>5.7</b>	<b>6.1</b>	<b>5.6</b>	<b>5.9</b>	<b>5.6</b>	<b>5.9</b>	<b>5.4</b>	<b>5.8</b>	<b>5.8</b>	<b>5.8</b>

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**WTTN Operating Speeds  
Corridor Results - Performance Enhancement  
Average Daily Speed**

Corridor/ Funct.Class	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements							
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)	
						Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck
<b>13</b>															
R.Int		115.5	4.0	65.0	6,971	59.7	57.2	59.9	57.4	59.9	57.4	59.9	57.4	59.9	57.4
R.OPA		119.5	2.1	55.0	1,615	51.5	50.1	51.5	50.1	51.6	50.2	51.6	50.2	51.6	50.2
U.Int		16.4	4.3	40.0	14,946	54.3	50.7	54.9	51.2	54.9	51.2	54.9	51.2	54.9	51.2
U.OPA		3.3	4.0	35.0	8,512	19.7	19.3	19.7	19.3	19.7	19.3	19.7	19.3	29.0	28.0
Total Sample		254.7													
<b>TOTAL</b>	<b>442.0</b>		<b>3.0</b>	<b>56.7</b>	<b>4,533</b>	<b>53.2</b>	<b>51.4</b>	<b>53.3</b>	<b>51.5</b>	<b>53.4</b>	<b>51.5</b>	<b>53.4</b>	<b>51.5</b>	<b>54.1</b>	<b>52.2</b>
<b>Time (HR)</b>						<b>8.3</b>	<b>8.6</b>	<b>8.3</b>	<b>8.6</b>	<b>8.3</b>	<b>8.6</b>	<b>8.3</b>	<b>8.6</b>	<b>8.2</b>	<b>8.5</b>
<b>14</b>															
R.Int		307.0	4.1	65.0	17,772	58.2	54.7	58.6	55.1	58.6	55.1	58.9	55.3	58.9	55.3
R.OPA		304.2	3.1	55.0	6,033	48.6	46.7	48.8	46.9	49.0	47.2	49.0	47.2	50.8	48.7
R.MiA		36.6	2.0	55.0	2,514	48.3	44.6	48.3	44.6	48.6	44.9	48.6	44.9	48.6	44.9
R.MaC		13.4	2.5	55.0	2,360	51.7	50.8	51.7	50.8	52.0	51.2	52.0	51.2	52.0	51.2
U.Int		179.6	5.4	40.0	75,879	52.8	50.4	53.1	50.7	53.1	50.7	55.6	53.0	55.6	53.0
U.OFE		28.3	4.4	40.0	23,523	47.7	45.7	47.8	45.7	47.8	45.7	47.8	45.7	47.8	45.7
U.OPA		31.8	3.9	35.0	9,714	25.0	24.5	25.3	24.8	25.4	24.9	25.4	24.9	30.2	29.3
U.MiA		3.8	2.0	35.0	4,328	24.5	24.3	24.5	24.3	24.6	24.4	24.6	24.4	27.2	26.9
Total Sample		904.7													
<b>TOTAL</b>	<b>1738.0</b>		<b>3.7</b>	<b>52.7</b>	<b>19,332</b>	<b>49.0</b>	<b>46.8</b>	<b>49.3</b>	<b>47.0</b>	<b>49.4</b>	<b>47.1</b>	<b>49.8</b>	<b>47.5</b>	<b>51.2</b>	<b>48.7</b>
<b>Time (HR)</b>						<b>35.4</b>	<b>37.2</b>	<b>35.2</b>	<b>37.0</b>	<b>35.2</b>	<b>36.9</b>	<b>34.9</b>	<b>36.6</b>	<b>33.9</b>	<b>35.7</b>
<b>15</b>															
R.Int		236.8	4.0	61.3	25,492	64.4	64.4	64.4	64.4	64.4	64.4	64.4	64.4	65.3	65.3
U.Int		100.6	5.9	40.0	93,624	52.7	52.7	52.7	52.7	52.7	52.7	59.3	59.3	59.3	59.3
Total Sample		337.4													
<b>TOTAL</b>	<b>337.4</b>		<b>4.6</b>	<b>52.9</b>	<b>45,803</b>	<b>60.4</b>	<b>60.4</b>	<b>60.4</b>	<b>60.4</b>	<b>60.4</b>	<b>60.4</b>	<b>62.8</b>	<b>62.8</b>	<b>63.4</b>	<b>63.4</b>
<b>Time (HR)</b>						<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.4</b>	<b>5.4</b>	<b>5.3</b>	<b>5.3</b>
<b>16</b>															
R.Int		726.9	4.0	64.9	11,522	58.0	53.8	58.3	54.0	58.3	54.0	58.3	54.1	58.3	54.1
R.OPA		189.5	2.1	54.3	2,561	50.1	47.9	50.1	47.9	50.5	48.3	50.5	48.3	50.5	48.3
U.Int		172.2	4.6	40.0	55,073	51.7	48.8	52.2	49.3	52.2	49.3	54.6	51.3	54.7	51.4
U.OFE		2.9	4.0	40.0	21,183	51.7	51.7	52.0	52.0	52.0	52.0	52.0	52.0	57.1	57.1
U.OPA		17.6	2.7	35.0	9,471	25.8	25.4	26.0	25.5	26.1	25.7	26.1	25.7	28.5	27.9
Total Sample		1109.1													
<b>TOTAL</b>	<b>1379.9</b>		<b>3.7</b>	<b>57.0</b>	<b>15,378</b>	<b>54.1</b>	<b>50.8</b>	<b>54.4</b>	<b>51.0</b>	<b>54.5</b>	<b>51.1</b>	<b>54.9</b>	<b>51.4</b>	<b>55.1</b>	<b>51.6</b>
<b>Time (HR)</b>						<b>25.5</b>	<b>27.2</b>	<b>25.4</b>	<b>27.0</b>	<b>25.3</b>	<b>27.0</b>	<b>25.2</b>	<b>26.8</b>	<b>25.1</b>	<b>26.7</b>
<b>17</b>															
R.Int		1294.9	4.0	65.0	16,411	61.0	58.6	61.2	58.8	61.2	58.8	61.3	58.8	61.3	58.9
R.OPA		445.6	2.3	55.0	3,542	49.9	48.2	50.2	48.5	50.5	48.9	50.5	48.9	50.7	49.0
R.MiA		104.6	2.0	55.0	1,189	51.4	50.5	52.1	51.2	52.2	51.4	52.2	51.4	52.2	51.4
U.Int		448.2	5.1	40.0	63,698	56.0	53.2	56.2	53.3	56.2	53.3	57.1	54.2	57.2	54.2
U.OPA		19.9	3.9	35.0	10,206	23.2	23.2	23.6	23.5	23.6	23.5	23.6	23.6	30.8	30.4
Total Sample		2313.2													
<b>TOTAL</b>	<b>3472.5</b>		<b>3.8</b>	<b>54.6</b>	<b>22,296</b>	<b>55.3</b>	<b>53.2</b>	<b>55.6</b>	<b>53.4</b>	<b>55.7</b>	<b>53.6</b>	<b>55.9</b>	<b>53.8</b>	<b>56.4</b>	<b>54.2</b>
<b>Time (HR)</b>						<b>62.8</b>	<b>65.3</b>	<b>62.5</b>	<b>65.0</b>	<b>62.4</b>	<b>64.8</b>	<b>62.1</b>	<b>64.6</b>	<b>61.5</b>	<b>64.0</b>

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**WTTN Operating Speeds  
Corridor Results - Performance Enhancement  
Average Daily Speed**

Corridor/ Funct.Class	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition		Average Daily Speed for Cumulative Improvements							
						Average Daily Speed		Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)	
						Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck
<b>18</b>															
R.OPA		286.8	3.3	55.0	12,718	52.2	50.8	52.2	50.8	52.3	50.9	52.4	51.0	53.0	51.6
R.MiA		33.6	2.1	54.7	3,260	45.6	42.6	45.6	42.6	46.6	44.2	46.7	44.2	47.7	45.2
R.MaC		70.9	2.0	55.0	1,633	47.4	45.1	47.4	45.1	48.8	46.7	48.8	46.8	49.7	47.5
U.OFE		67.1	5.3	40.0	84,374	55.7	54.8	55.9	55.0	55.9	55.0	57.0	56.1	57.4	56.5
U.OPA		92.1	3.7	35.0	14,516	29.7	29.4	29.7	29.4	29.7	29.5	29.7	29.5	31.3	31.0
U.MiA		3.4	2.3	35.0	7,790	22.0	21.7	22.0	21.7	22.0	21.8	22.0	21.8	27.7	27.1
U.CoI		0.3	2.0	35.0	3,800	26.6	26.6	26.6	26.6	26.6	26.6	26.6	26.6	26.6	26.6
Total Sample		554.2													
<b>TOTAL</b>	<b>1013.0</b>		<b>3.4</b>	<b>48.3</b>	<b>18,473</b>	<b>45.4</b>	<b>44.2</b>	<b>45.4</b>	<b>44.2</b>	<b>45.7</b>	<b>44.6</b>	<b>45.8</b>	<b>44.7</b>	<b>47.0</b>	<b>45.8</b>
<b>Time (HR)</b>						<b>22.3</b>	<b>22.9</b>	<b>22.3</b>	<b>22.9</b>	<b>22.2</b>	<b>22.7</b>	<b>22.1</b>	<b>22.7</b>	<b>21.6</b>	<b>22.1</b>
<b>19</b>															
R.Int		897.7	4.0	65.0	15,389	60.5	57.3	60.6	57.4	60.6	57.4	60.6	57.4	60.6	57.4
R.OPA		491.7	2.4	54.6	3,911	47.7	45.8	48.0	46.1	48.7	47.1	48.7	47.1	49.9	48.2
R.MiA		0.1	4.0	55.0	2,410	19.8	19.8	20.5	20.5	20.5	20.5	20.5	20.5	39.3	37.7
R.MaC		1.1	2.0	55.0	1,550	51.3	50.1	51.3	50.1	51.3	50.1	51.3	50.1	51.3	50.1
U.Int		175.1	4.7	40.0	53,713	55.3	52.3	55.5	52.5	55.5	52.5	57.0	53.7	57.1	53.8
U.OFE		14.4	5.4	40.0	53,540	55.8	53.2	56.4	53.7	56.4	53.7	56.6	53.8	56.8	54.0
U.OPA		34.0	4.2	35.0	21,238	28.6	28.2	29.0	28.7	29.1	28.7	29.1	28.7	33.1	32.5
Total Sample		1614.1													
<b>TOTAL</b>	<b>2086.7</b>		<b>3.6</b>	<b>55.7</b>	<b>16,864</b>	<b>53.6</b>	<b>51.2</b>	<b>53.8</b>	<b>51.4</b>	<b>54.1</b>	<b>51.8</b>	<b>54.3</b>	<b>51.9</b>	<b>55.1</b>	<b>52.6</b>
<b>Time (HR)</b>						<b>38.9</b>	<b>40.8</b>	<b>38.8</b>	<b>40.6</b>	<b>38.5</b>	<b>40.3</b>	<b>38.4</b>	<b>40.2</b>	<b>37.9</b>	<b>39.6</b>
<b>20</b>															
R.Int		212.5	4.0	64.1	7,303	58.0	54.5	58.8	55.2	58.8	55.2	58.8	55.2	58.8	55.2
R.OPA		146.7	2.1	55.0	4,288	45.5	42.7	45.6	42.7	46.5	44.0	46.5	44.0	46.9	44.3
R.MiA		13.7	2.0	55.0	920	46.0	44.6	46.0	44.6	46.3	44.9	46.3	44.9	49.3	47.6
U.Int		31.2	4.0	40.0	11,622	56.1	53.9	56.6	54.3	56.6	54.3	56.6	54.3	56.6	54.3
U.OPA		5.0	3.5	35.0	23,805	23.2	22.5	23.4	22.7	23.7	23.4	23.7	23.4	29.1	28.8
Total Sample		409.1													
<b>TOTAL</b>	<b>853.8</b>		<b>3.2</b>	<b>57.2</b>	<b>6,555</b>	<b>50.5</b>	<b>47.5</b>	<b>50.8</b>	<b>47.8</b>	<b>51.3</b>	<b>48.5</b>	<b>51.3</b>	<b>48.6</b>	<b>52.0</b>	<b>49.2</b>
<b>Time (HR)</b>						<b>16.9</b>	<b>18.0</b>	<b>16.8</b>	<b>17.9</b>	<b>16.6</b>	<b>17.6</b>	<b>16.6</b>	<b>17.6</b>	<b>16.4</b>	<b>17.4</b>

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(1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.  
(2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.  
(3) Congestion does not exceed LOS C for Interstates and LOS D for others.  
(4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

**WTTN Operating Speeds  
Corridor Results - Performance Enhancement  
Peak Hour Speeds**

Corridor/ Funct.Class	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements									
						Single Truck	Comb. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)			
								Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck		
<b>1</b>																	
R.Int		1491.8	4.0	63.1	8,329	59.5	56.4	59.8	56.7	59.8	56.7	59.9	56.7	59.9	56.7	56.7	
R.OPA		1137.2	2.4	53.4	3,041	44.7	42.9	45.0	43.1	45.6	44.1	47.4	45.8	47.7	46.1	46.1	
R.MiA		47.2	2.1	55.0	1,027	44.7	43.5	44.7	43.5	44.7	43.6	46.4	45.2	46.4	45.2	45.2	
U.Int		165.8	4.4	40.0	29,319	50.7	49.0	50.9	49.3	50.9	49.3	58.1	55.9	58.1	55.9	55.9	
U.OFE		16.3	4.0	40.0	32,788	43.5	43.5	43.6	43.5	43.6	43.5	55.2	54.4	58.7	57.8	57.8	
U.OPA		37.7	3.5	35.0	16,224	24.4	24.2	24.5	24.3	24.6	24.5	27.3	27.2	32.9	32.7	32.7	
Total Sample		2896.0															
<b>TOTAL</b>	<b>4781.3</b>		<b>3.3</b>	<b>56.0</b>	<b>7,047</b>			<b>50.2</b>	<b>48.0</b>	<b>50.5</b>	<b>48.3</b>	<b>50.8</b>	<b>48.8</b>	<b>52.4</b>	<b>50.3</b>	<b>52.8</b>	<b>50.7</b>
<b>Time (HR)</b>								<b>95.2</b>	<b>99.5</b>	<b>94.7</b>	<b>99.0</b>	<b>94.2</b>	<b>98.0</b>	<b>91.2</b>	<b>95.1</b>	<b>90.5</b>	<b>94.3</b>
<b>2</b>																	
R.Int																	
U.Int		190.8	6.1	40.0	88,027	24.8	24.4	25.3	24.9	25.3	24.9	54.4	51.5	54.4	51.5	51.5	51.5
Total Sample		1049.5															
<b>TOTAL</b>	<b>1754.3</b>		<b>4.5</b>	<b>58.0</b>	<b>27,041</b>			<b>47.7</b>	<b>45.6</b>	<b>48.1</b>	<b>46.0</b>	<b>48.1</b>	<b>46.0</b>	<b>58.8</b>	<b>55.4</b>	<b>58.8</b>	<b>55.4</b>
<b>Time (HR)</b>								<b>36.8</b>	<b>38.4</b>	<b>36.4</b>	<b>38.1</b>	<b>36.4</b>	<b>38.1</b>	<b>29.9</b>	<b>31.7</b>	<b>29.9</b>	<b>31.7</b>
<b>3</b>																	
R.Int		845.0	4.0	60.4	11,153	57.5	53.5	57.8	53.7	57.8	53.7	57.8	53.8	57.9	53.8	57.9	53.8
R.MiA		20.4	2.4	45.0	3,977	38.4	35.8	38.4	35.8	39.8	39.2	39.8	39.2	46.5	45.0	45.0	45.0
U.Int		81.0	4.9	40.0	45,098	40.7	39.0	41.0	39.3	41.0	39.3	54.0	50.6	54.3	51.0	51.0	51.0
Total Sample		946.4															
<b>TOTAL</b>	<b>1125.7</b>		<b>4.1</b>	<b>57.3</b>	<b>14,214</b>			<b>54.9</b>	<b>51.2</b>	<b>55.2</b>	<b>51.5</b>	<b>55.2</b>	<b>51.6</b>	<b>57.0</b>	<b>53.1</b>	<b>57.3</b>	<b>53.4</b>
<b>Time (HR)</b>								<b>20.5</b>	<b>22.0</b>	<b>20.4</b>	<b>21.9</b>	<b>20.4</b>	<b>21.8</b>	<b>19.8</b>	<b>21.2</b>	<b>19.6</b>	<b>21.1</b>
<b>4</b>																	
R.Int		1140.3	4.0	64.9	15,358	61.2	58.8	61.4	59.0	61.4	59.0	61.4	59.0	61.4	59.0	61.4	59.0
R.OPA		23.5	3.5	50.6	15,821	47.5	42.6	47.5	42.6	48.4	44.4	48.4	44.4	49.6	45.4	45.4	45.4
R.MiA		0.1	4.0	55.0	2,410	19.8	19.8	20.5	20.5	20.5	20.5	20.5	20.5	39.3	37.7	37.7	37.7
U.Int		137.4	4.5	40.0	38,004	47.3	45.7	47.6	46.0	47.6	46.0	58.2	55.6	58.2	55.6	55.6	55.6
U.OFE		8.3	5.0	40.0	45,726	53.9	50.9	53.9	50.9	53.9	50.9	53.9	50.9	53.9	50.9	53.9	50.9
U.OPA		5.8	3.0	35.0	16,410	24.0	24.0	24.1	24.0	24.2	24.1	24.2	24.1	26.6	26.6	26.6	26.6
Total Sample		1315.4															
<b>TOTAL</b>	<b>1546.2</b>		<b>4.0</b>	<b>59.4</b>	<b>17,868</b>			<b>57.7</b>	<b>55.1</b>	<b>57.8</b>	<b>55.2</b>	<b>57.9</b>	<b>55.5</b>	<b>59.2</b>	<b>56.6</b>	<b>59.4</b>	<b>56.8</b>
<b>Time (HR)</b>								<b>26.8</b>	<b>28.1</b>	<b>26.7</b>	<b>28.0</b>	<b>26.7</b>	<b>27.9</b>	<b>26.1</b>	<b>27.3</b>	<b>26.0</b>	<b>27.2</b>
<b>5</b>																	
R.Int		1552.0	4.1	64.7	15,088	61.0	58.1	61.0	58.2	61.0	58.2	61.2	58.3	61.2	58.3	61.2	58.3
R.OPA		7.6	4.0	55.0	31,114	63.1	63.1	63.1	63.1	63.1	63.1	63.1	63.1	63.1	63.1	63.1	63.1
U.Int		403.8	6.1	40.0	83,709	29.5	28.9	29.7	29.2	29.7	29.2	55.2	52.7	55.2	52.7	52.7	52.7
U.OFE		47.0	5.9	40.0	111,621	19.8	19.7	20.1	20.0	20.1	20.0	53.8	51.4	53.8	51.4	51.4	51.4
Total Sample		2010.4															
<b>TOTAL</b>	<b>2745.6</b>		<b>4.5</b>	<b>56.5</b>	<b>32,058</b>			<b>47.6</b>	<b>46.0</b>	<b>47.8</b>	<b>46.2</b>	<b>47.8</b>	<b>46.2</b>	<b>59.6</b>	<b>56.8</b>	<b>59.6</b>	<b>56.9</b>
<b>Time (HR)</b>								<b>57.6</b>	<b>59.7</b>	<b>57.4</b>	<b>59.5</b>	<b>57.4</b>	<b>59.5</b>	<b>46.1</b>	<b>48.3</b>	<b>46.0</b>	<b>48.3</b>
<b>6</b>																	
R.Int		285.6	4.0	65.0	17,072	60.9	57.6	60.9	57.6	60.9	57.6	60.9	57.6	60.9	57.6	60.9	57.6
U.Int		185.8	5.5	40.0	57,726	36.8	35.9	36.9	35.9	36.9	35.9	56.2	53.5	56.3	53.5	53.5	53.5
Total Sample		471.4															
<b>TOTAL</b>	<b>857.0</b>		<b>4.5</b>	<b>53.2</b>	<b>31,506</b>			<b>49.4</b>	<b>47.4</b>	<b>49.5</b>	<b>47.4</b>	<b>49.5</b>	<b>47.4</b>	<b>59.2</b>	<b>56.1</b>	<b>59.2</b>	<b>56.1</b>
<b>Time (HR)</b>								<b>17.3</b>	<b>18.1</b>	<b>17.3</b>	<b>18.1</b>	<b>17.3</b>	<b>18.1</b>	<b>14.5</b>	<b>15.3</b>	<b>14.5</b>	<b>15.3</b>

D-125

**WTTN Operating Speeds  
Corridor Results - Performance Enhancement  
Peak Hour Speeds**

D-1126

Corridor/ Funct.Class	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements										
						Single Truck	Comb. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)				
								Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck			
<b>7</b>																		
R.Int		598.7	4.6	64.5	29,603	56.8	53.5	57.5	54.1	57.5	54.1	58.0	54.5	58.0	54.5	58.0	54.5	54.5
R.OPA		326.5	3.3	54.9	17,193	47.8	45.8	48.0	46.0	48.5	47.3	50.6	49.2	50.8	49.2	50.8	49.4	49.4
R.MiA		8.6	4.0	55.0	13,713	60.7	60.7	60.7	60.7	60.9	60.9	60.9	60.9	61.5	60.9	61.5	61.5	61.5
U.Int		420.9	6.9	40.0	128,003	21.6	21.4	22.1	21.9	22.1	21.9	54.5	52.2	54.5	52.2	54.5	52.2	52.2
U.OFE		102.7	5.1	40.0	62,058	37.3	36.4	37.8	36.8	37.8	36.8	55.2	53.2	55.2	53.2	55.2	53.2	53.2
U.OPA		12.7	3.2	35.0	12,286	27.7	27.2	28.2	27.8	28.5	28.1	28.5	28.1	30.2	28.5	30.2	29.8	29.8
U.Col		0.6	2.0	35.0	16,035	21.7	21.7	22.5	22.4	22.5	22.4	25.2	25.2	25.2	25.2	25.2	25.2	25.2
Total Sample		1470.7																
<b>TOTAL</b>	<b>2162.5</b>		<b>5.0</b>	<b>50.9</b>	<b>58,048</b>	<b>36.3</b>	<b>35.3</b>	<b>36.9</b>	<b>35.8</b>	<b>37.0</b>	<b>36.0</b>	<b>54.7</b>	<b>52.2</b>	<b>54.8</b>	<b>52.3</b>	<b>54.8</b>	<b>52.3</b>	<b>52.3</b>
<b>Time (HR)</b>						<b>59.5</b>	<b>61.3</b>	<b>58.6</b>	<b>60.4</b>	<b>58.5</b>	<b>60.1</b>	<b>39.5</b>	<b>41.4</b>	<b>39.5</b>	<b>41.3</b>	<b>39.5</b>	<b>41.3</b>	<b>41.3</b>
<b>8</b>																		
R.Int		654.5	4.0	64.3	10,779	58.5	54.8	58.6	54.9	58.6	54.9	58.7	54.9	58.7	54.9	58.7	54.9	54.9
U.Int		79.1	4.5	40.0	38,069	46.8	45.2	47.0	45.4	47.0	45.4	57.2	54.6	57.2	54.6	57.2	54.6	54.6
Total Sample		733.6																
<b>TOTAL</b>	<b>733.5</b>		<b>4.0</b>	<b>60.3</b>	<b>13,720</b>	<b>56.9</b>	<b>53.6</b>	<b>57.1</b>	<b>53.7</b>	<b>57.1</b>	<b>53.7</b>	<b>58.5</b>	<b>54.9</b>	<b>58.5</b>	<b>54.9</b>	<b>58.5</b>	<b>54.9</b>	<b>54.9</b>
<b>Time (HR)</b>						<b>12.9</b>	<b>13.7</b>	<b>12.8</b>	<b>13.7</b>	<b>12.8</b>	<b>13.7</b>	<b>12.5</b>	<b>13.4</b>	<b>12.5</b>	<b>13.4</b>	<b>12.5</b>	<b>13.4</b>	<b>13.4</b>
<b>9</b>																		
R.OPA		523.4	2.2	52.7	4,229	41.5	39.5	41.7	39.7	42.2	40.9	43.9	42.4	44.1	42.4	44.1	42.6	42.6
U.OFE		4.1	4.0	40.0	10,463	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7	57.7
U.OPA		17.2	3.0	35.0	14,936	28.0	27.6	28.0	27.6	28.0	27.7	28.3	28.0	32.3	28.0	32.3	32.0	32.0
U.Col		0.5	3.0	35.0	9,904	14.8	14.8	14.8	14.8	14.8	14.8	14.8	14.8	27.4	14.8	27.4	27.3	27.3
Total Sample		545.2																
<b>TOTAL</b>	<b>672.0</b>		<b>2.2</b>	<b>51.8</b>	<b>4,597</b>	<b>41.1</b>	<b>39.2</b>	<b>41.2</b>	<b>39.3</b>	<b>41.7</b>	<b>40.4</b>	<b>43.3</b>	<b>41.9</b>	<b>43.8</b>	<b>41.9</b>	<b>43.8</b>	<b>42.4</b>	<b>42.4</b>
<b>Time (HR)</b>						<b>16.4</b>	<b>17.1</b>	<b>16.3</b>	<b>17.1</b>	<b>16.1</b>	<b>16.6</b>	<b>15.5</b>	<b>16.0</b>	<b>15.3</b>	<b>16.0</b>	<b>15.3</b>	<b>15.9</b>	<b>15.9</b>
<b>10</b>																		
R.Int		922.2	4.2	64.0	15,755	59.0	56.1	59.3	56.4	59.3	56.4	59.7	56.7	59.9	56.7	59.9	56.9	56.9
R.OPA		311.9	2.6	53.0	6,162	44.3	43.5	44.3	43.5	44.6	43.9	47.0	46.2	47.4	46.2	47.4	46.6	46.6
R.MiA		5.2	2.0	55.0	10,099	30.8	30.1	30.8	30.1	30.8	30.1	35.2	34.1	35.2	34.1	35.2	34.1	34.1
U.Int		354.7	5.9	40.0	79,736	29.4	28.9	29.6	29.1	29.6	29.1	55.1	52.8	55.1	52.8	55.1	52.8	52.8
U.OFE		23.4	5.2	40.0	48,940	43.5	42.2	44.0	42.6	44.0	42.6	56.1	54.0	56.1	54.0	56.1	54.0	54.0
U.OPA		23.3	3.6	35.0	17,654	25.9	25.0	26.0	25.2	26.3	26.0	27.8	27.5	29.2	27.5	29.2	28.9	28.9
Total Sample		1640.7																
<b>TOTAL</b>	<b>2155.3</b>		<b>4.2</b>	<b>54.4</b>	<b>26,751</b>	<b>46.0</b>	<b>44.5</b>	<b>46.2</b>	<b>44.7</b>	<b>46.3</b>	<b>44.8</b>	<b>54.9</b>	<b>52.8</b>	<b>55.2</b>	<b>52.8</b>	<b>55.2</b>	<b>53.0</b>	<b>53.0</b>
<b>Time (HR)</b>						<b>46.9</b>	<b>48.5</b>	<b>46.6</b>	<b>48.2</b>	<b>46.5</b>	<b>48.1</b>	<b>39.2</b>	<b>40.9</b>	<b>39.0</b>	<b>40.9</b>	<b>39.0</b>	<b>40.7</b>	<b>40.7</b>
<b>11</b>																		
R.Int		1199.2	4.0	63.1	10,513	59.7	56.5	59.9	56.7	59.9	56.7	60.0	56.7	60.0	56.7	60.0	56.7	56.7
R.OPA		134.0	2.1	55.0	2,617	44.9	43.9	44.9	43.9	45.0	43.9	46.2	45.0	47.4	46.2	47.4	46.1	46.1
U.Int		173.8	4.5	40.0	33,968	47.4	45.9	47.6	46.0	47.6	46.0	58.1	55.5	58.1	55.5	58.1	55.5	55.5
U.OPA		6.2	2.5	35.0	7,086	27.7	27.6	27.7	27.7	27.7	27.7	27.7	27.7	31.0	27.7	31.0	30.8	30.8
Total Sample		1513.2																
<b>TOTAL</b>	<b>2368.9</b>		<b>3.9</b>	<b>58.9</b>	<b>12,161</b>	<b>56.5</b>	<b>53.8</b>	<b>56.7</b>	<b>53.9</b>	<b>56.7</b>	<b>54.0</b>	<b>58.1</b>	<b>55.2</b>	<b>58.3</b>	<b>55.2</b>	<b>58.3</b>	<b>55.4</b>	<b>55.4</b>
<b>Time (HR)</b>						<b>42.0</b>	<b>44.1</b>	<b>41.8</b>	<b>43.9</b>	<b>41.8</b>	<b>43.9</b>	<b>40.8</b>	<b>42.9</b>	<b>40.6</b>	<b>42.9</b>	<b>40.6</b>	<b>42.8</b>	<b>42.8</b>

**WTTN Operating Speeds  
Corridor Results - Performance Enhancement  
Peak Hour Speeds**

Corridor/ Funct.Class	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements								
						Single Truck	Comb. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)		
								Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck	
<b>12</b>																
R.OPA		67.7	2.0	55.0	1,251	43.4	40.4	43.5	40.5	44.1	41.6	45.5	42.9	45.9	43.1	
U.OPA		2.4	6.0	35.0	36,446	25.4	25.4	25.4	25.4	25.4	25.4	25.4	25.4	31.4	31.4	
Total Sample		70.1														
<b>TOTAL</b>	<b>259.6</b>		<b>2.2</b>	<b>53.6</b>	<b>2,858</b>	<b>42.0</b>	<b>39.3</b>	<b>42.1</b>	<b>39.4</b>	<b>42.7</b>	<b>40.4</b>	<b>44.0</b>	<b>41.6</b>	<b>44.9</b>	<b>42.4</b>	
<b>Time (HR)</b>						<b>6.2</b>	<b>6.6</b>	<b>6.2</b>	<b>6.6</b>	<b>6.1</b>	<b>6.4</b>	<b>5.9</b>	<b>6.2</b>	<b>5.8</b>	<b>6.1</b>	
<b>13</b>																
R.Int		115.5	4.0	65.0	6,971	59.7	57.2	59.9	57.4	59.9	57.4	59.9	57.4	59.9	57.4	
R.OPA		119.5	2.1	55.0	1,615	46.0	44.8	46.0	44.8	46.0	44.9	47.5	46.3	47.5	46.3	
U.Int		16.4	4.3	40.0	14,946	54.0	50.5	54.6	51.0	54.6	51.0	54.6	51.0	54.6	51.0	
U.OPA		3.3	4.0	35.0	8,512	19.7	19.3	19.7	19.3	19.7	19.3	19.7	19.3	28.9	28.0	
Total Sample		254.7														
<b>TOTAL</b>	<b>442.0</b>		<b>3.0</b>	<b>56.7</b>	<b>4,533</b>	<b>49.8</b>	<b>48.2</b>	<b>49.9</b>	<b>48.3</b>	<b>50.0</b>	<b>48.4</b>	<b>50.9</b>	<b>49.2</b>	<b>51.5</b>	<b>49.8</b>	
<b>Time (HR)</b>						<b>8.9</b>	<b>9.2</b>	<b>8.9</b>	<b>9.2</b>	<b>8.8</b>	<b>9.1</b>	<b>8.7</b>	<b>9.0</b>	<b>8.6</b>	<b>8.9</b>	
<b>14</b>																
R.Int		307.0	4.1	65.0	17,772	54.2	51.2	54.5	51.5	54.5	51.5	58.6	55.1	58.6	55.1	
R.OPA		304.2	3.1	55.0	6,033	46.8	45.1	47.0	45.3	47.2	45.5	47.7	46.0	48.9	46.9	
R.MiA		36.6	2.0	55.0	2,514	44.3	40.7	44.3	40.7	44.5	41.0	46.1	42.4	46.1	42.4	
R.MaC		13.4	2.5	55.0	2,360	46.8	46.1	46.8	46.1	47.1	46.4	48.3	47.6	48.3	47.6	
U.Int		179.6	5.4	40.0	75,879	29.7	29.1	29.9	29.3	29.9	29.3	54.4	51.8	54.4	51.8	
U.OFE		28.3	4.4	40.0	23,523	37.6	36.3	37.7	36.4	37.7	36.4	44.7	42.9	44.7	42.9	
U.OPA		31.8	3.9	35.0	9,714	25.0	24.5	25.3	24.8	25.4	24.9	25.4	24.9	30.1	29.3	
U.MiA		3.8	2.0	35.0	4,328	23.8	23.6	23.8	23.6	23.9	23.7	23.9	23.7	26.5	26.3	
Total Sample		904.7														
<b>TOTAL</b>	<b>1738.0</b>		<b>3.7</b>	<b>52.7</b>	<b>19,332</b>	<b>42.6</b>	<b>40.9</b>	<b>42.9</b>	<b>41.1</b>	<b>42.9</b>	<b>41.2</b>	<b>48.6</b>	<b>46.4</b>	<b>49.9</b>	<b>47.4</b>	
<b>Time (HR)</b>						<b>40.8</b>	<b>42.5</b>	<b>40.6</b>	<b>42.3</b>	<b>40.5</b>	<b>42.2</b>	<b>35.7</b>	<b>37.5</b>	<b>34.8</b>	<b>36.6</b>	
<b>15</b>																
R.Int		236.8	4.0	61.3	25,492	63.5	63.5	63.5	63.5	63.5	63.5	63.7	63.7	64.5	64.5	
U.Int		100.6	5.9	40.0	93,624	27.0	27.0	27.0	27.0	27.0	27.0	58.5	58.5	58.5	58.5	
Total Sample		337.4														
<b>TOTAL</b>	<b>337.4</b>		<b>4.6</b>	<b>52.9</b>	<b>45,803</b>	<b>45.3</b>	<b>45.3</b>	<b>45.3</b>	<b>45.3</b>	<b>45.3</b>	<b>45.3</b>	<b>62.1</b>	<b>62.1</b>	<b>62.6</b>	<b>62.6</b>	
<b>Time (HR)</b>						<b>7.5</b>	<b>7.5</b>	<b>7.4</b>	<b>7.5</b>	<b>7.4</b>	<b>7.5</b>	<b>5.4</b>	<b>5.4</b>	<b>5.4</b>	<b>5.4</b>	
<b>16</b>																
R.Int		726.9	4.0	64.9	11,522	56.8	52.7	57.1	53.0	57.1	53.0	58.2	54.0	58.2	54.0	
R.OPA		189.5	2.1	54.3	2,561	45.1	43.3	45.1	43.3	45.4	43.6	47.3	45.2	47.3	45.2	
U.Int		172.2	4.6	40.0	55,073	33.4	32.4	33.6	32.6	33.6	32.6	54.1	50.8	54.1	50.9	
U.OFE		2.9	4.0	40.0	21,183	51.7	51.7	52.0	52.0	52.0	52.0	52.0	52.0	57.1	57.1	
U.OPA		17.6	2.7	35.0	9,471	25.0	24.6	25.1	24.7	25.2	24.9	25.2	24.9	27.5	27.0	
Total Sample		1109.1														
<b>TOTAL</b>	<b>1379.9</b>		<b>3.7</b>	<b>57.0</b>	<b>15,378</b>	<b>48.6</b>	<b>45.9</b>	<b>48.8</b>	<b>46.2</b>	<b>48.9</b>	<b>46.2</b>	<b>53.8</b>	<b>50.5</b>	<b>54.0</b>	<b>50.7</b>	
<b>Time (HR)</b>						<b>28.4</b>	<b>30.0</b>	<b>28.3</b>	<b>29.9</b>	<b>28.2</b>	<b>29.8</b>	<b>25.6</b>	<b>27.3</b>	<b>25.5</b>	<b>27.2</b>	

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**WTTN Operating Speeds  
Corridor Results - Performance Enhancement  
Peak Hour Speeds**

Corridor/ Funct.Class	GIS Length (MI)	Sample Length (MI)	Average No. Lane	Target Speed	Average AADT	Existing Condition Peak Hour Speed		Peak Hour Speed for Cumulative Improvements							
						Single Truck	Comb. Truck	Pavement Condition (1)		Curves and Grades (2)		Congestion (3)		Speed Limit (4)	
								Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck	Single Truck	Comb. Truck
<b>17</b>															
R.Int		1294.9	4.0	65.0	16,411	59.4	57.1	59.6	57.3	59.6	57.3	61.1	58.6	61.1	58.6
R.OPA		445.6	2.3	55.0	3,542	45.7	44.3	46.0	44.6	46.3	44.9	47.4	45.9	47.5	46.0
R.MiA		104.6	2.0	55.0	1,189	45.3	44.6	45.9	45.2	46.0	45.4	47.2	46.6	47.2	46.6
U.Int		448.2	5.1	40.0	63,698	33.7	32.8	33.8	32.9	33.8	32.9	55.2	52.4	55.3	52.4
U.OPA		19.9	3.9	35.0	10,206	20.8	20.7	21.0	21.0	21.0	21.0	23.2	23.2	30.1	29.7
Total Sample		2313.2													
<b>TOTAL</b>	<b>3472.5</b>		<b>3.8</b>	<b>54.6</b>	<b>22,296</b>	<b>46.9</b>	<b>45.5</b>	<b>47.1</b>	<b>45.6</b>	<b>47.2</b>	<b>45.7</b>	<b>54.2</b>	<b>52.2</b>	<b>54.7</b>	<b>52.6</b>
<b>Time (HR)</b>						<b>74.0</b>	<b>76.4</b>	<b>73.7</b>	<b>76.1</b>	<b>73.6</b>	<b>75.9</b>	<b>64.0</b>	<b>66.5</b>	<b>63.5</b>	<b>66.0</b>
<b>18</b>															
R.OPA		286.8	3.3	55.0	12,718	48.2	47.0	48.2	47.1	48.3	47.2	51.3	49.9	51.8	50.4
R.MiA		33.6	2.1	54.7	3,260	42.2	39.4	42.2	39.4	43.2	40.9	44.6	42.2	45.4	43.0
R.MaC		70.9	2.0	55.0	1,633	42.2	40.1	42.2	40.2	43.4	41.5	45.8	43.8	46.5	44.4
U.OFE		67.1	5.3	40.0	84,374	31.6	31.3	31.9	31.5	31.9	31.5	55.9	54.9	56.3	55.2
U.OPA		92.1	3.7	35.0	14,516	29.5	29.3	29.5	29.3	29.6	29.4	29.6	29.4	31.0	30.8
U.MiA		3.4	2.3	35.0	7,790	21.3	21.0	21.3	21.0	21.3	21.1	21.3	21.1	26.7	26.2
U.Col		0.3	2.0	35.0	3,800	26.0	25.9	26.0	25.9	26.0	25.9	26.0	25.9	26.0	25.9
Total Sample		554.2													
<b>TOTAL</b>	<b>1013.0</b>		<b>3.4</b>	<b>48.3</b>	<b>18,473</b>	<b>40.4</b>	<b>39.4</b>	<b>40.5</b>	<b>39.5</b>	<b>40.7</b>	<b>39.8</b>	<b>44.8</b>	<b>43.7</b>	<b>45.8</b>	<b>44.7</b>
<b>Time (HR)</b>						<b>25.1</b>	<b>25.7</b>	<b>25.0</b>	<b>25.6</b>	<b>24.9</b>	<b>25.4</b>	<b>22.6</b>	<b>23.2</b>	<b>22.1</b>	<b>22.7</b>
<b>19</b>															
R.Int		897.7	4.0	65.0	15,389	60.3	57.2	60.4	57.3	60.4	57.3	60.5	57.4	60.5	57.4
R.OPA		491.7	2.4	54.6	3,911	44.1	42.4	44.4	42.7	45.0	43.6	46.3	44.7	47.2	45.5
R.MiA		0.1	4.0	55.0	2,410	19.8	19.8	20.5	20.5	20.5	20.5	20.5	20.5	39.3	37.7
R.MaC		1.1	2.0	55.0	1,550	45.3	44.4	45.3	44.4	45.3	44.4	46.8	45.8	46.8	45.8
U.Int		175.1	4.7	40.0	53,713	35.4	34.3	35.5	34.4	35.5	34.4	55.1	52.0	55.2	52.0
U.OFE		14.4	5.4	40.0	53,540	48.0	45.5	48.4	45.9	48.4	45.9	53.4	50.5	53.5	50.7
U.OPA		34.0	4.2	35.0	21,238	28.1	27.7	28.5	28.2	28.6	28.2	28.9	28.5	32.8	32.2
Total Sample		1614.1													
<b>TOTAL</b>	<b>2086.7</b>		<b>3.6</b>	<b>55.7</b>	<b>16,864</b>	<b>48.8</b>	<b>46.8</b>	<b>49.0</b>	<b>47.0</b>	<b>49.3</b>	<b>47.3</b>	<b>53.0</b>	<b>50.7</b>	<b>53.7</b>	<b>51.3</b>
<b>Time (HR)</b>						<b>42.8</b>	<b>44.6</b>	<b>42.6</b>	<b>44.4</b>	<b>42.4</b>	<b>44.1</b>	<b>39.4</b>	<b>41.2</b>	<b>38.9</b>	<b>40.7</b>
<b>20</b>															
R.Int		212.5	4.0	64.1	7,303	58.0	54.5	58.8	55.2	58.8	55.2	58.8	55.2	58.8	55.2
R.OPA		146.7	2.1	55.0	4,288	41.3	38.9	41.3	38.9	42.0	40.0	44.2	41.9	44.5	42.1
R.MiA		13.7	2.0	55.0	920	41.7	40.3	41.7	40.3	41.9	40.6	43.3	41.9	45.7	44.1
U.Int		31.2	4.0	40.0	11,622	56.1	53.9	56.6	54.3	56.6	54.3	56.6	54.3	56.6	54.3
U.OPA		5.0	3.5	35.0	23,805	22.7	22.1	22.9	22.3	23.2	23.0	23.6	23.3	28.9	28.6
Total Sample		409.1													
<b>TOTAL</b>	<b>853.8</b>		<b>3.2</b>	<b>57.2</b>	<b>6,555</b>	<b>48.1</b>	<b>45.4</b>	<b>48.4</b>	<b>45.7</b>	<b>48.8</b>	<b>46.3</b>	<b>50.1</b>	<b>47.4</b>	<b>50.7</b>	<b>47.9</b>
<b>Time (HR)</b>						<b>17.8</b>	<b>18.8</b>	<b>17.6</b>	<b>18.7</b>	<b>17.5</b>	<b>18.4</b>	<b>17.0</b>	<b>18.0</b>	<b>16.8</b>	<b>17.8</b>

D-128

(1) Pavement Condition set to a minimum of 3.1 for Interstates and 2.6 for others.  
(2) No change for interstates. For others, curves and grades reset to not exceed tolerable condition which varies with the functional class and the terrain.  
(3) Congestion does not exceed LOS C for Interstates and LOS D for others.  
(4) Speed Limits set to a minimum of 65 MPH (flat or rolling terrain) or 60 MPH (mountainous) for Rural Interstate and to 55 MPH for all others.

# **Appendix E**

## **WTTN INTERMODAL FACILITIES MAPS**

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This appendix contains maps showing the location of all WTTN transportation facilities included by the states for evaluation during Phase II activities. The maps in Appendix E use the same base as the Appendix A maps and are arranged alphabetically by state, including urbanized area enlargements. The maps show:

- All 26,346 miles of WTTN highways (orange) and all other NHS routes
- The WTTN rail lines
- 18 WTTN airports
- 234 WTTN grain elevators
- 50 WTTN rail intermodal facilities (TOFC/COFC)
- Five WTTN rail reload facilities
- 28 WTTN water ports

As explained in Chapter 2, these facilities were identified and designated by the states, working with the consultant team.

# Arizona

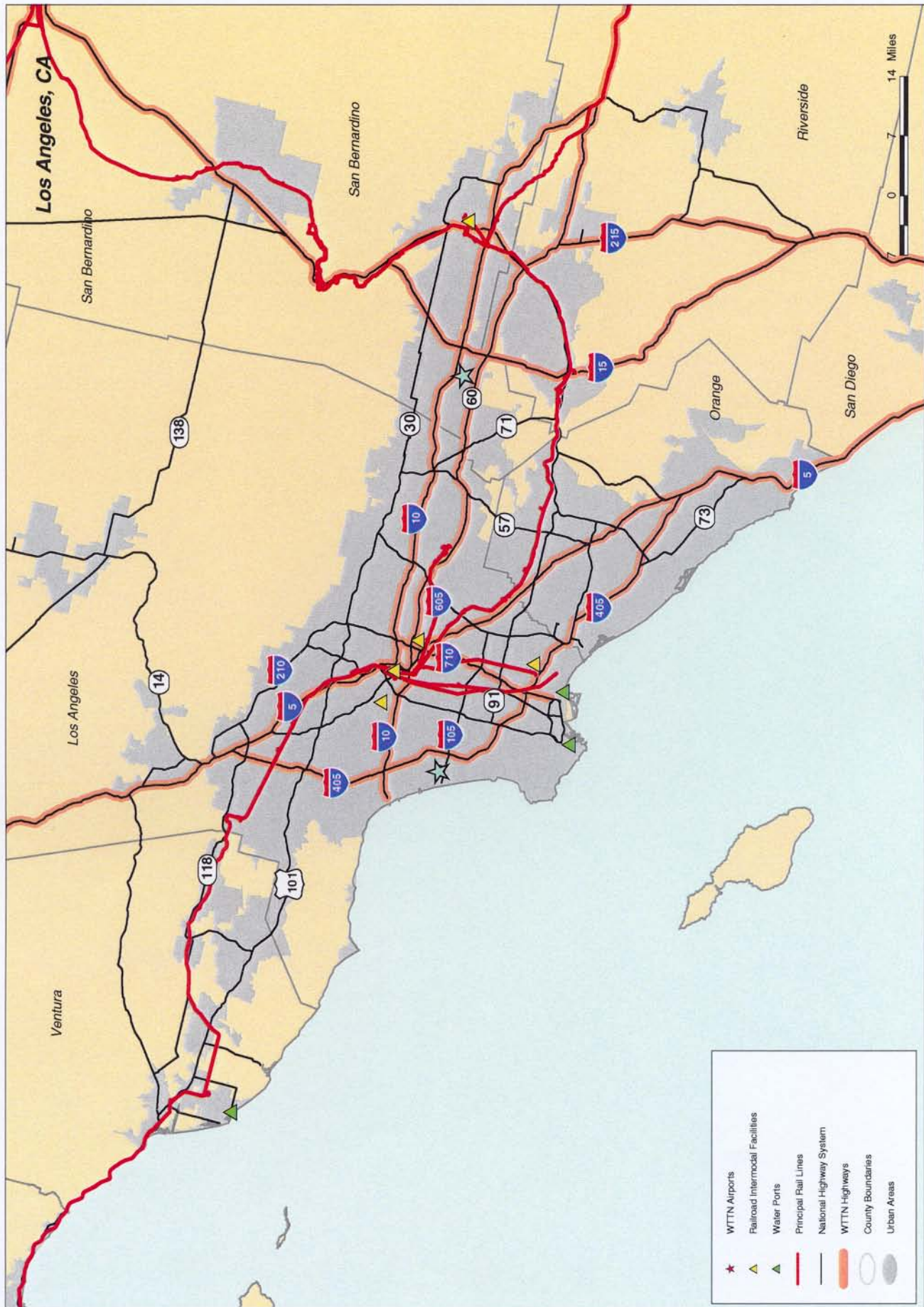


# California



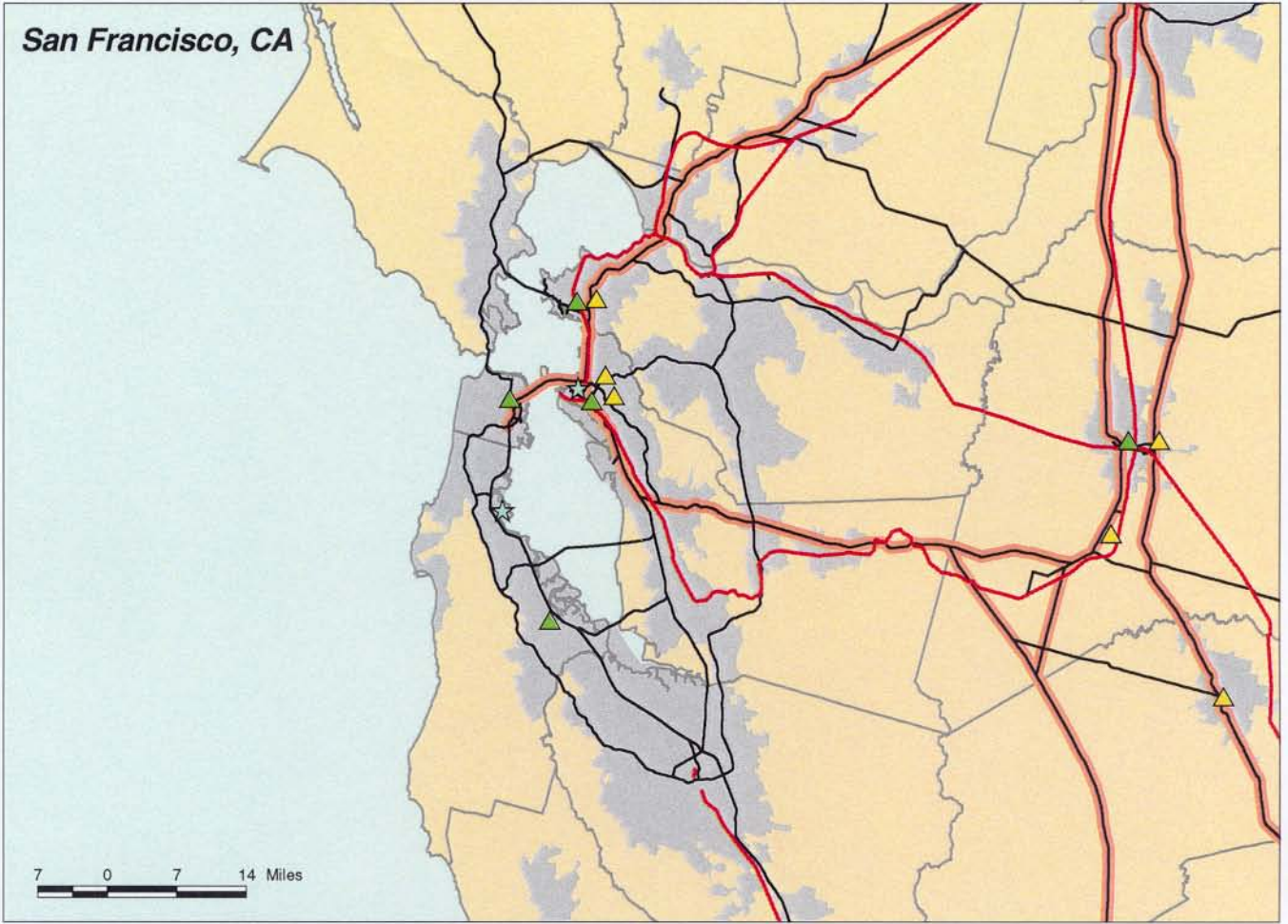


# California: Urban Areas

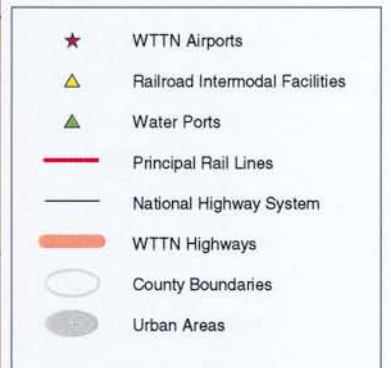
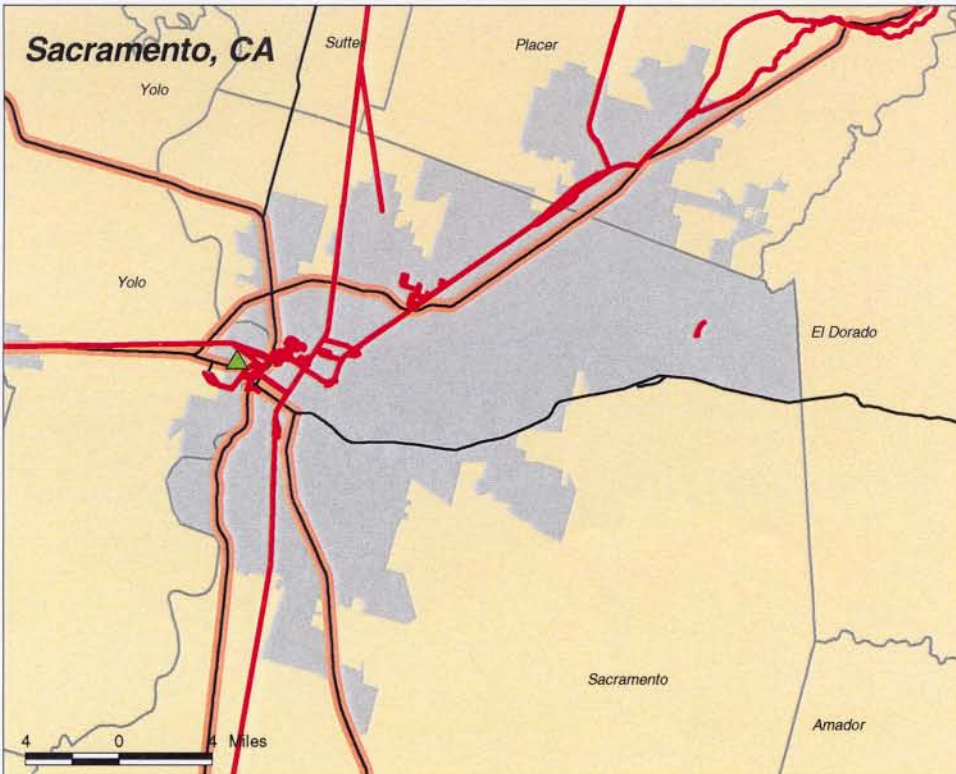


# California: Urban Areas

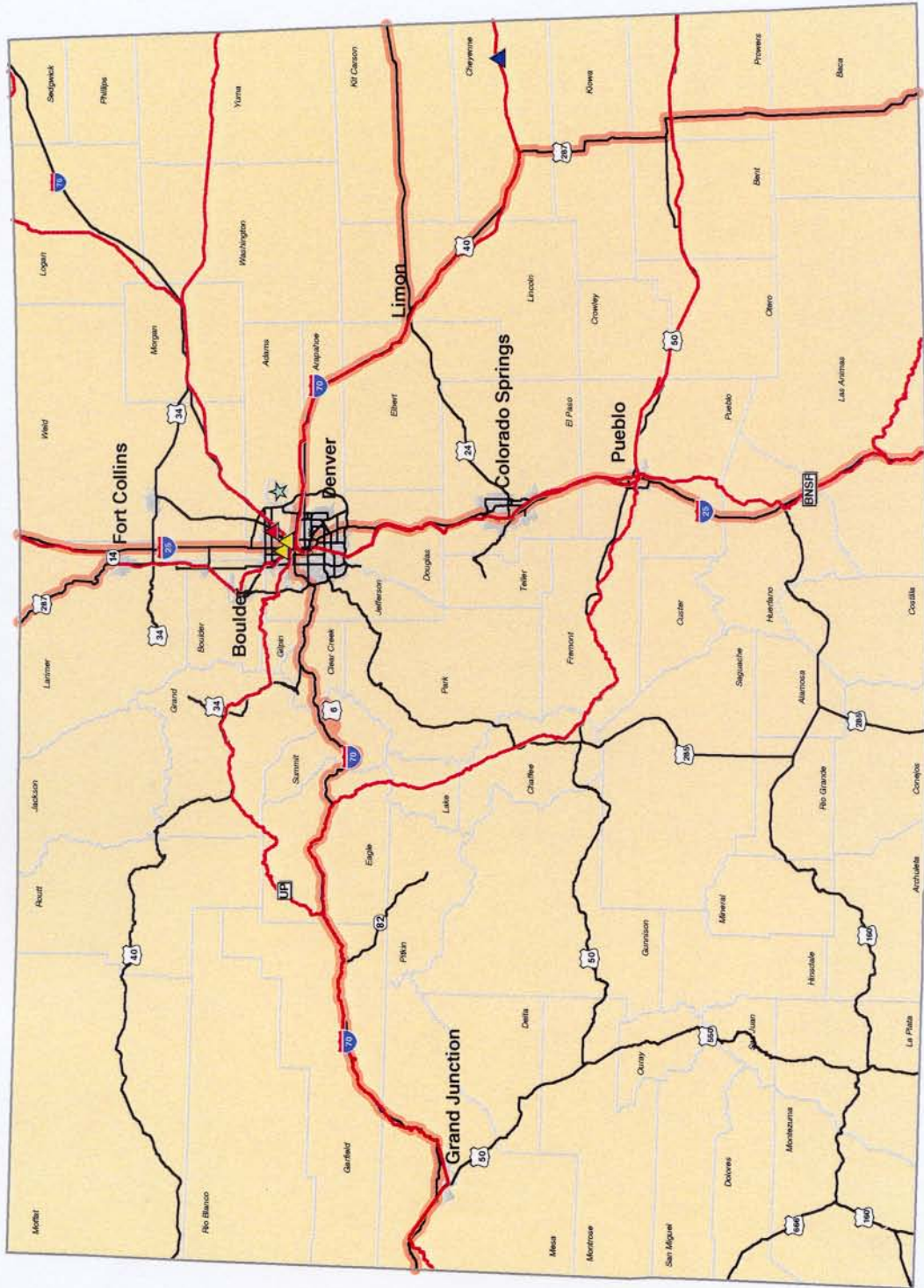
**San Francisco, CA**



**Sacramento, CA**



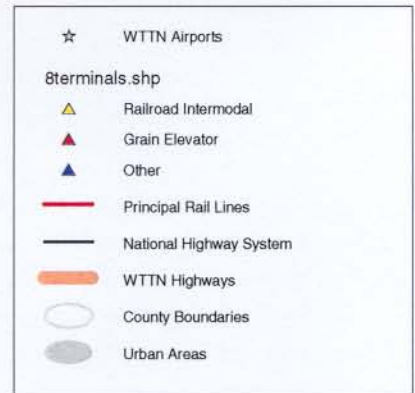
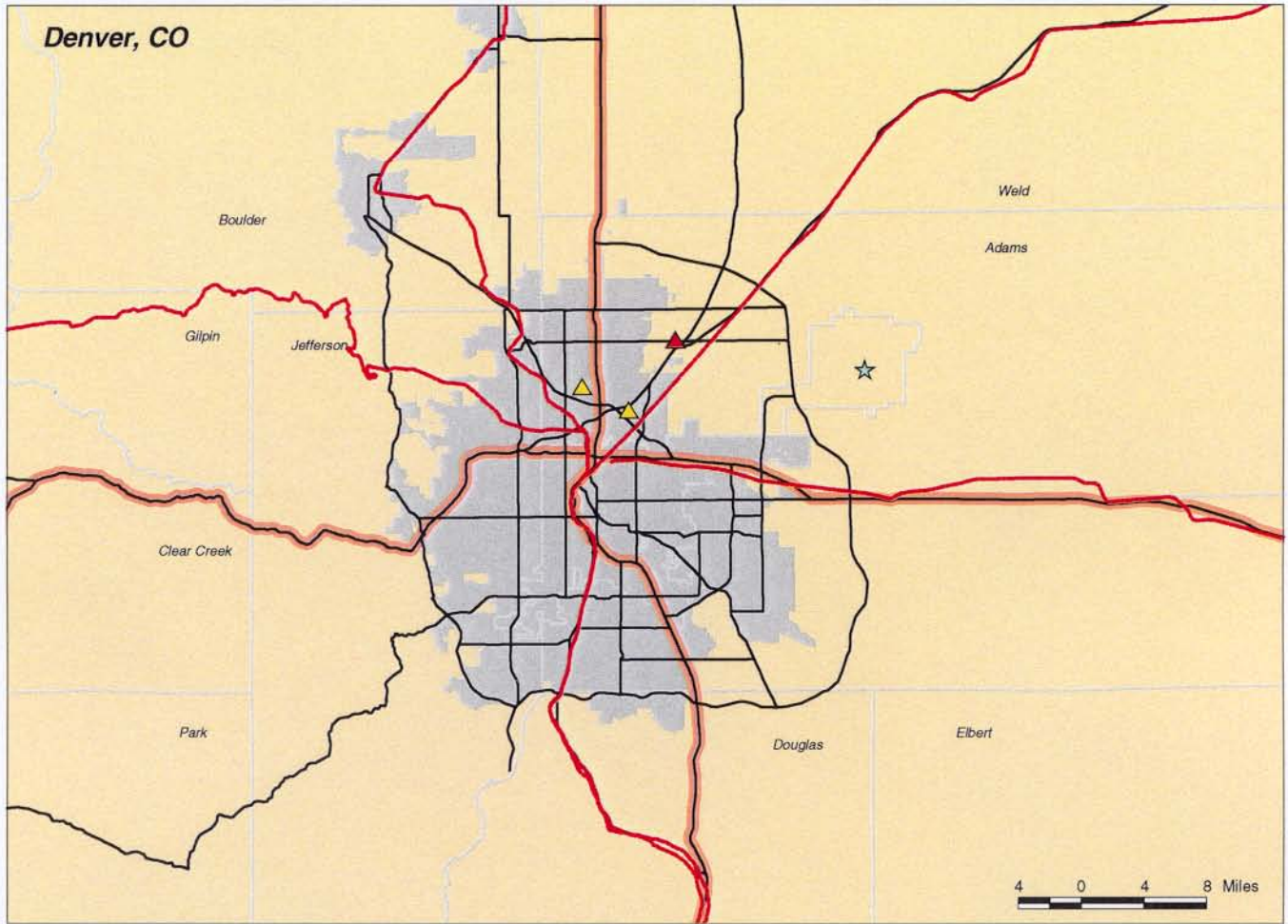
# Colorado



Intermodal Facilities		Principal Rail Lines	
▲ (Yellow)	Railroad Intermodal	— (Thick Red)	Principal Rail Lines
▲ (Red)	Grain Elevator	— (Black)	National Highway System
▲ (Blue)	Other	— (Orange)	WTTN Highways
★ (Star)	WTTN Airports	— (Thin Grey)	County Boundaries
		— (Grey)	Urban Areas



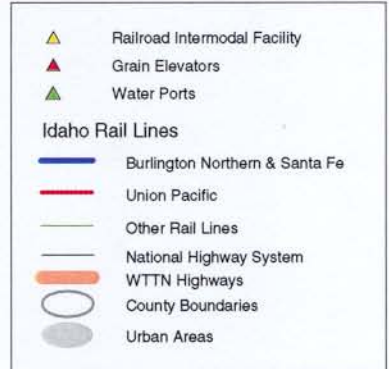
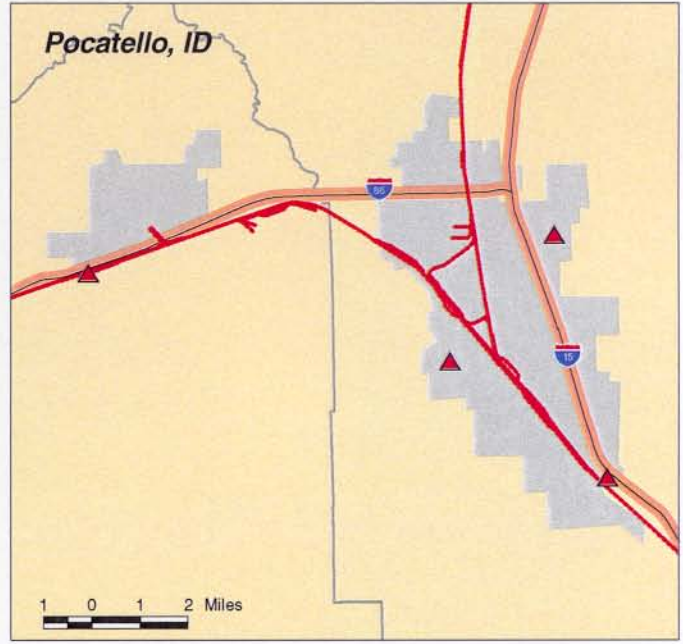
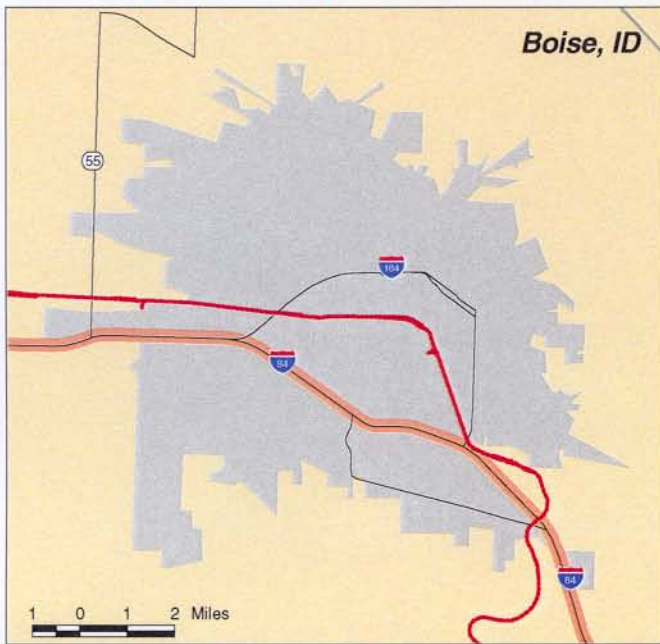
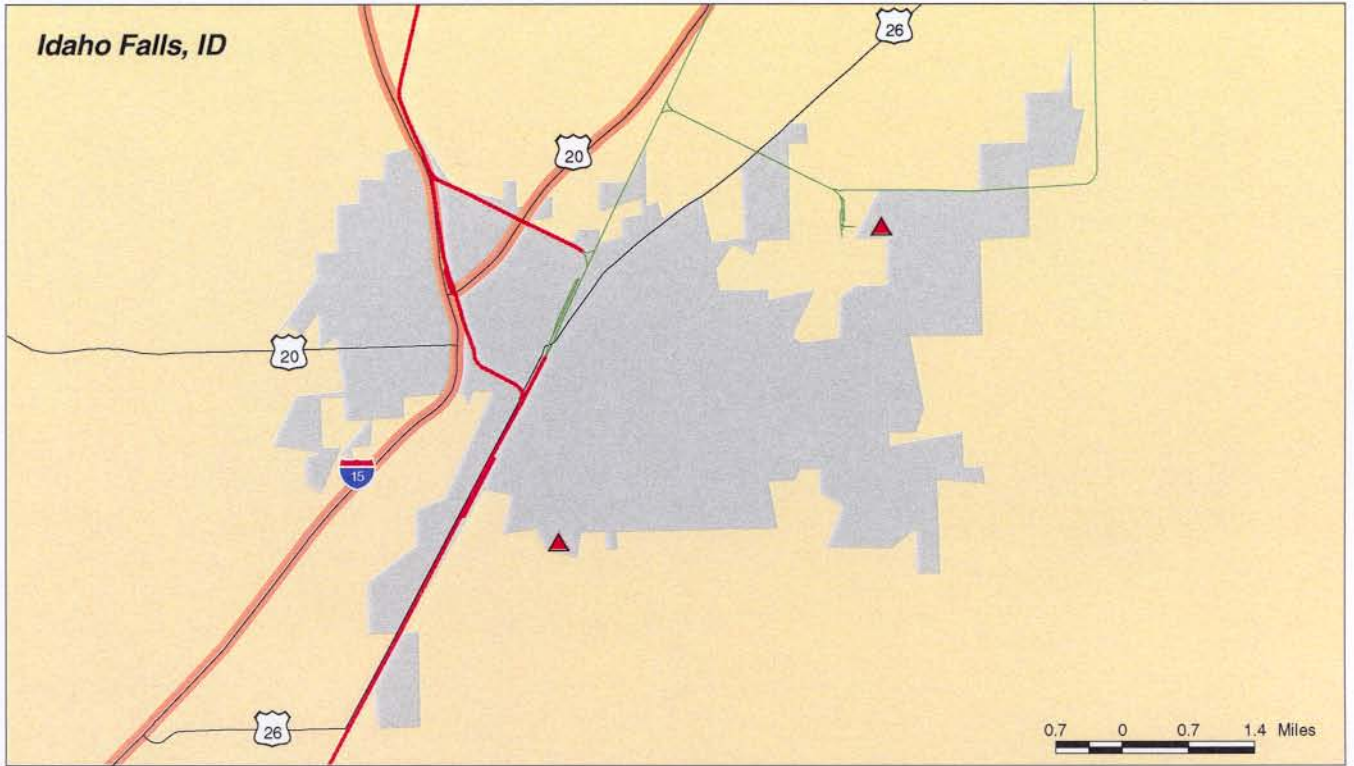
# Colorado: Urban Areas



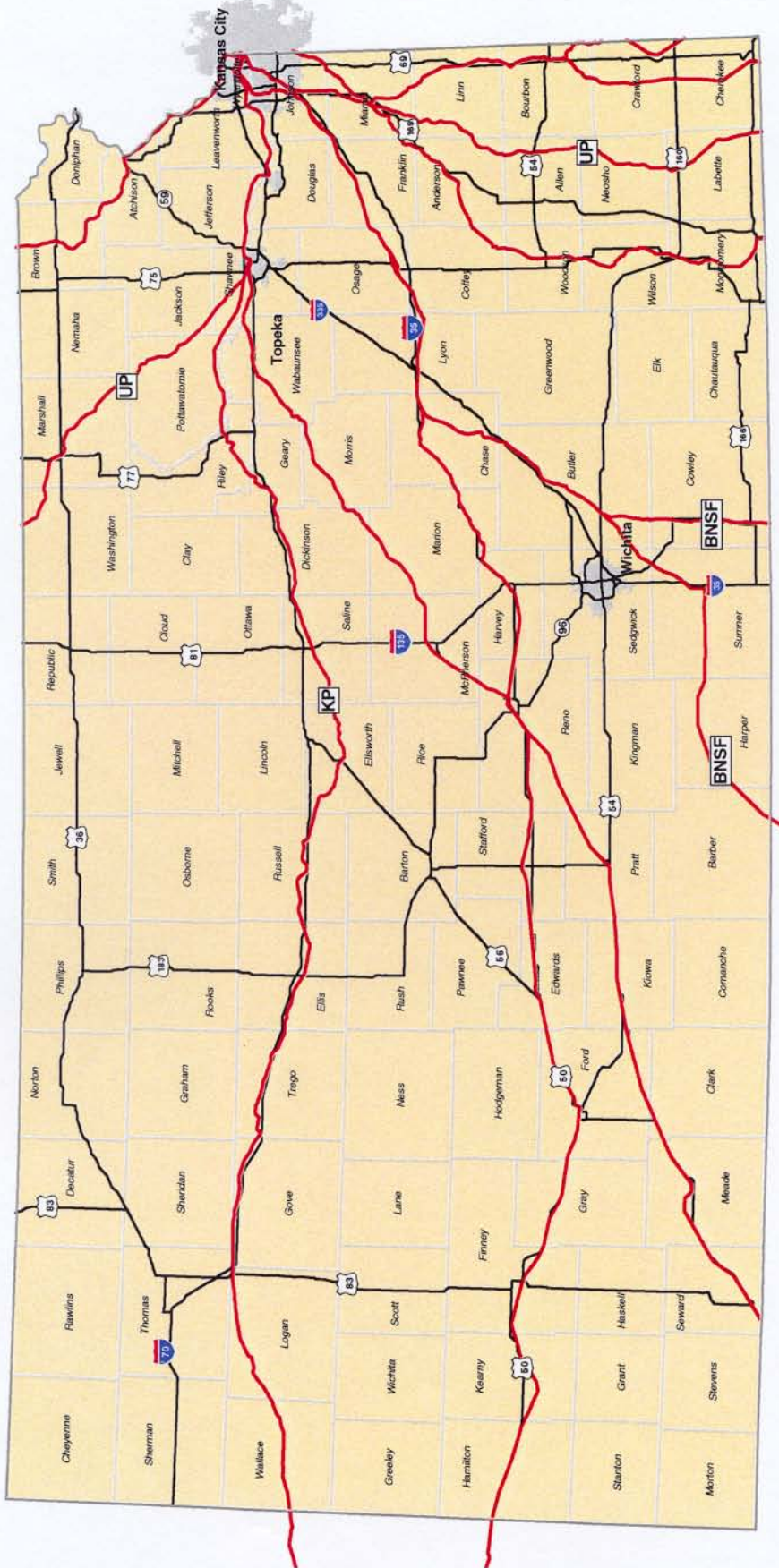
# Idaho








# Idaho: Urban Areas



# Kansas

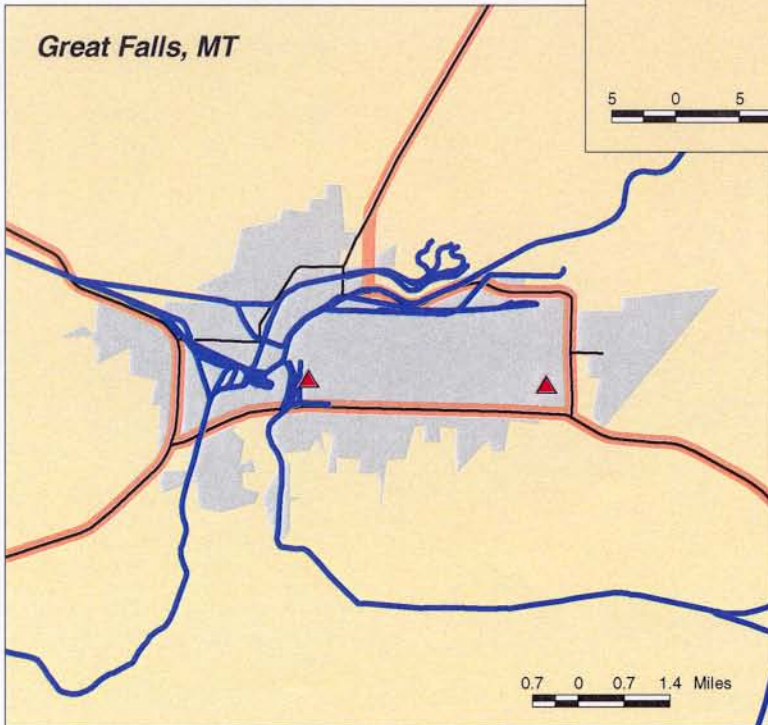
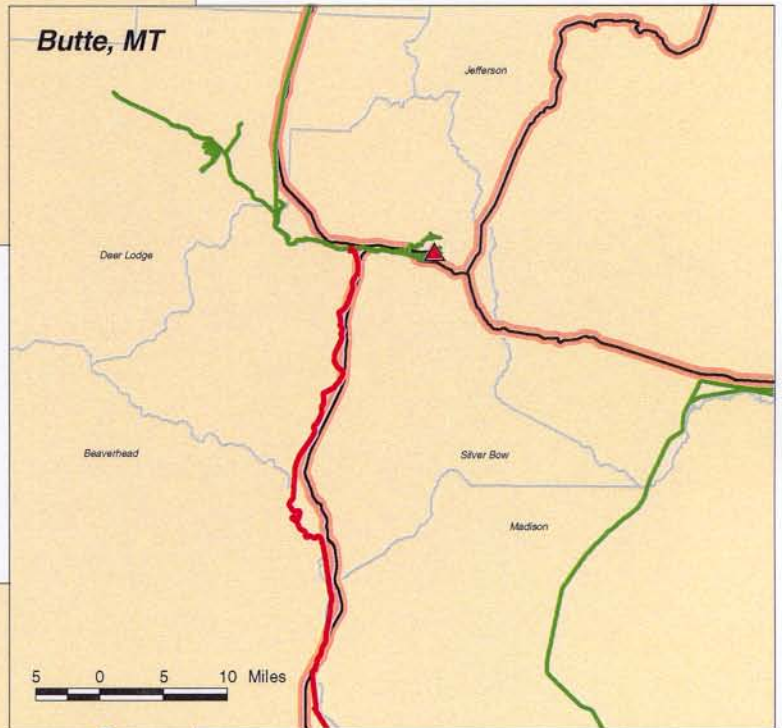
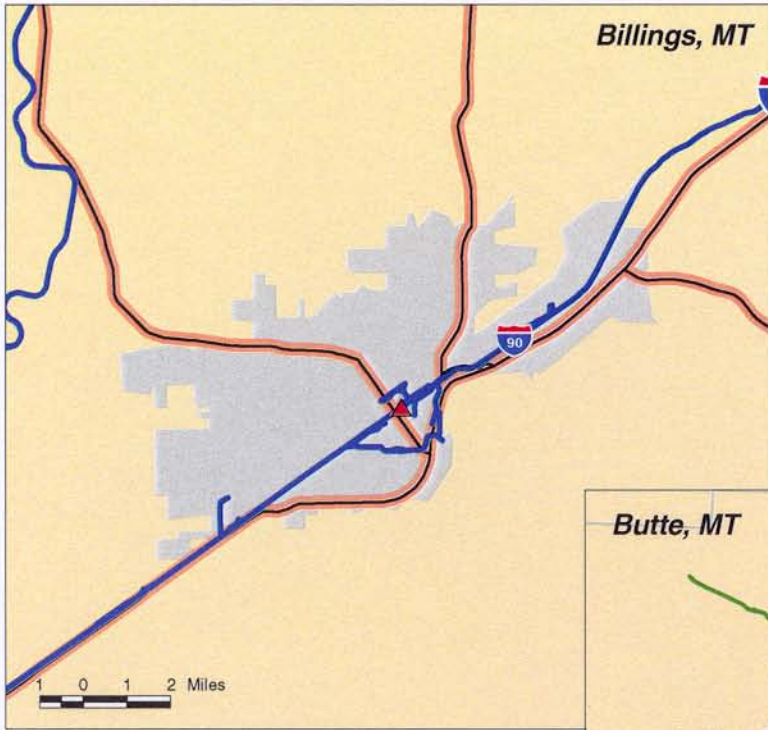


-  Principal Rail Lines
-  National Highway System
-  Western Transportation Trade Network
-  County Boundaries
-  Urban Areas



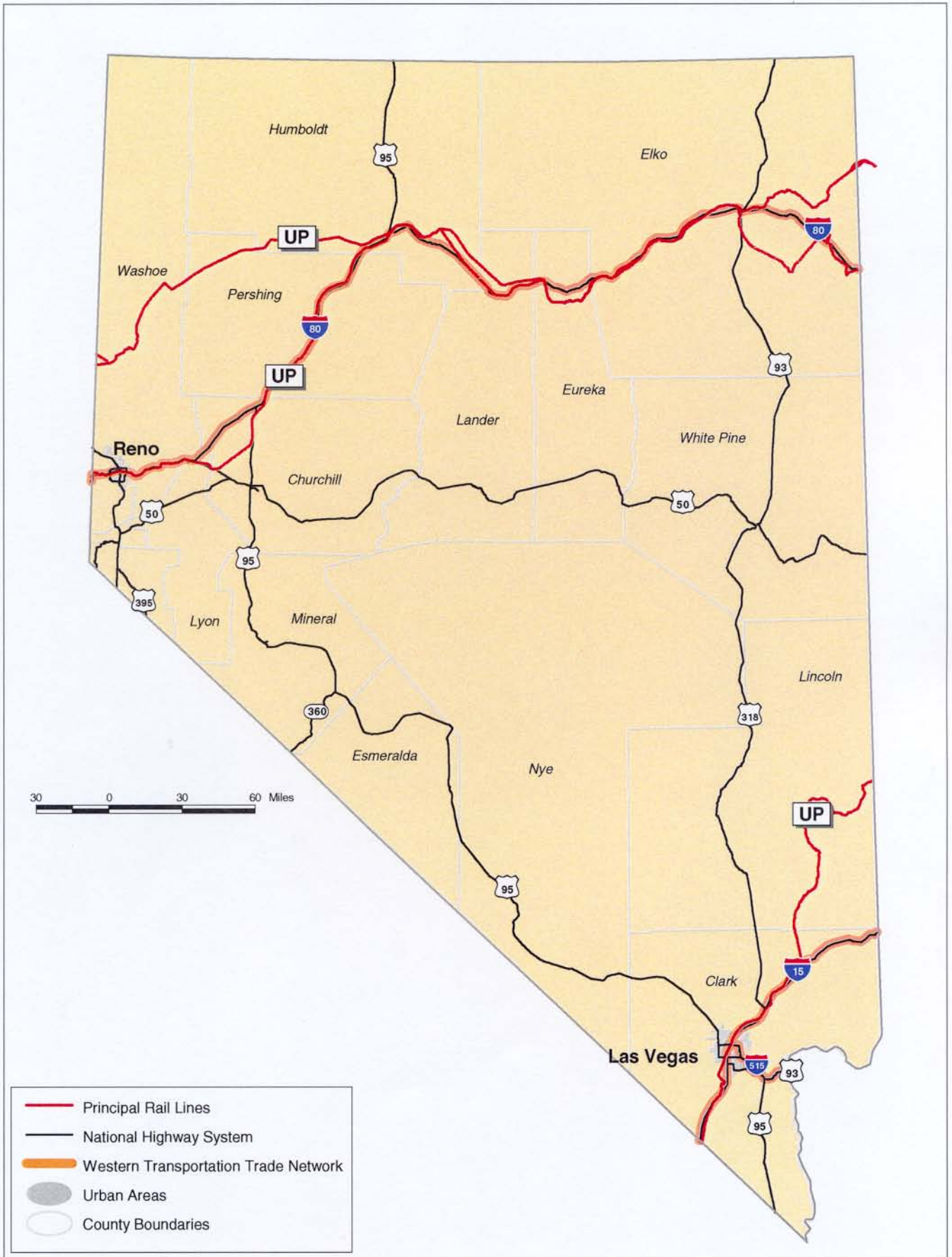


# Montana: Urban Areas

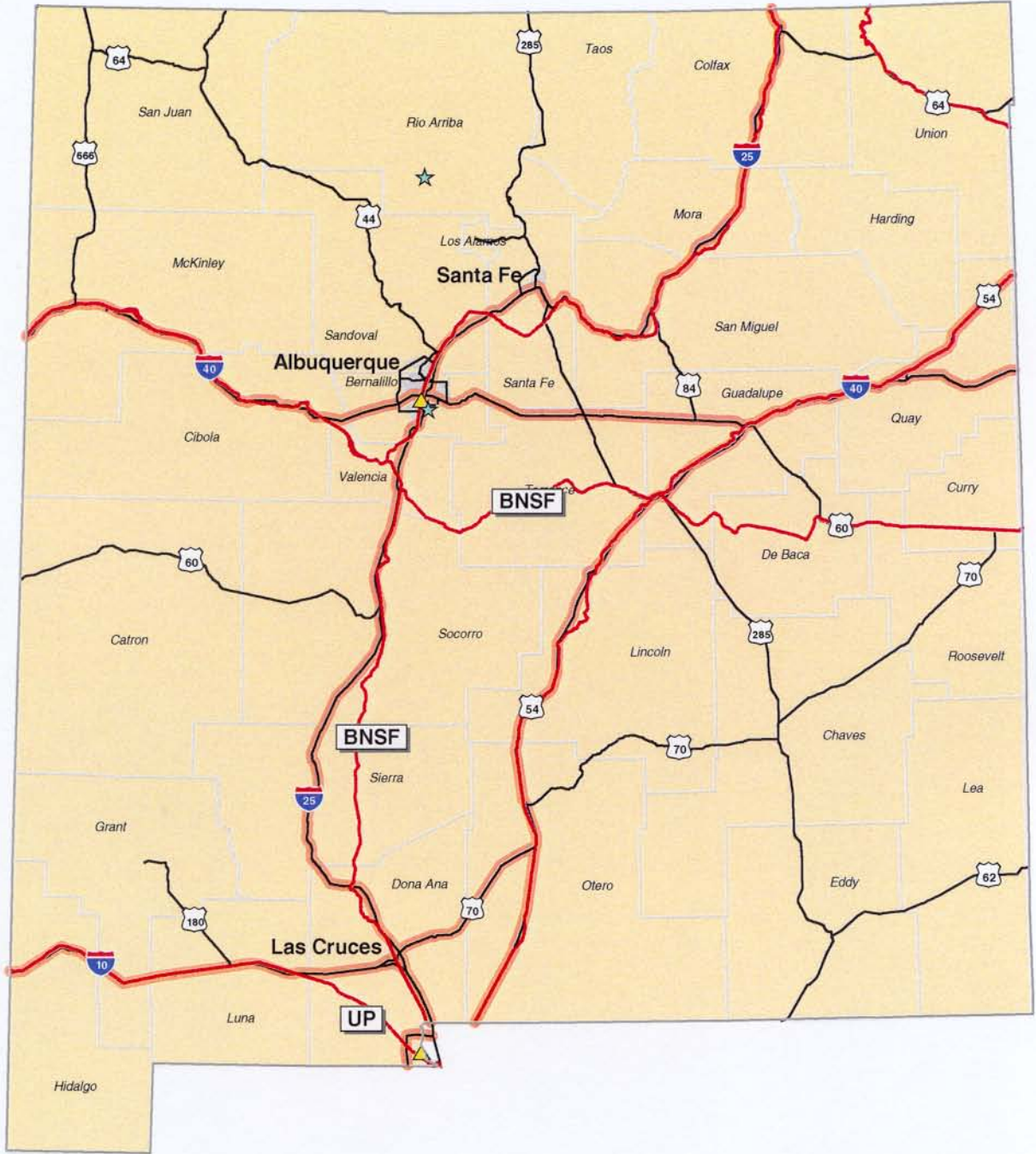




# Nevada

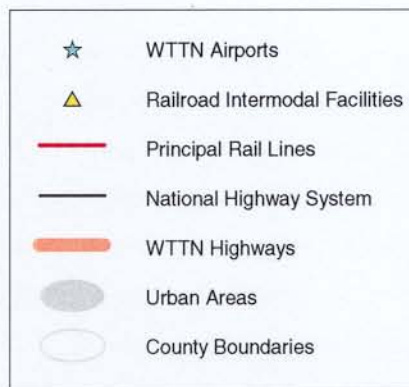


# New Mexico

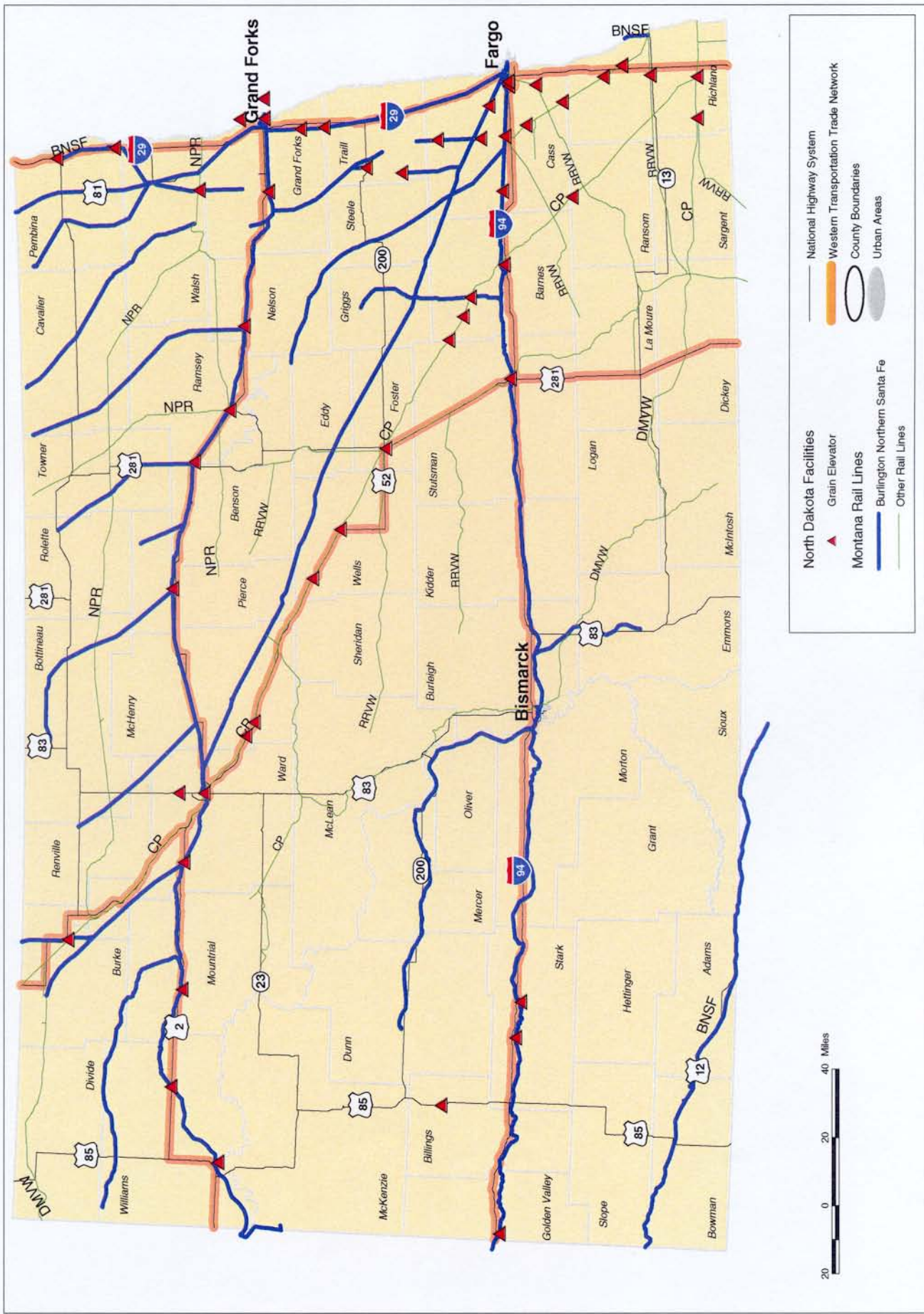


- ☆ WTTN Airports
- ▲ Railroad Intermodal Facilities
- Principal Rail Lines
- National Highway System
- WTTN Highways
- Urban Areas
- County Boundaries

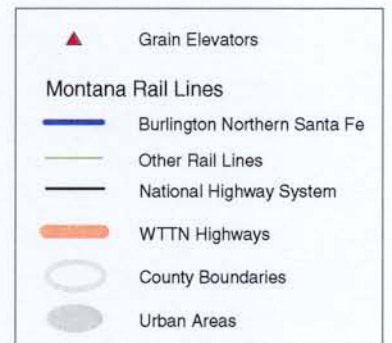
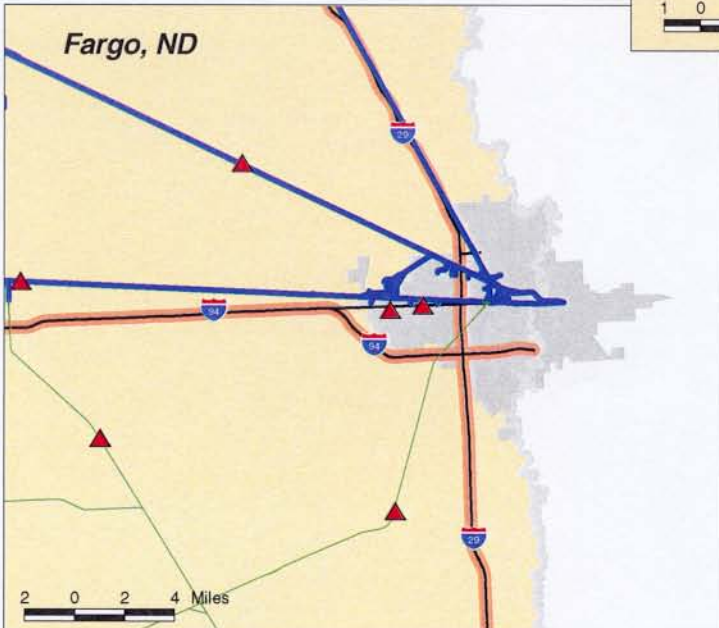
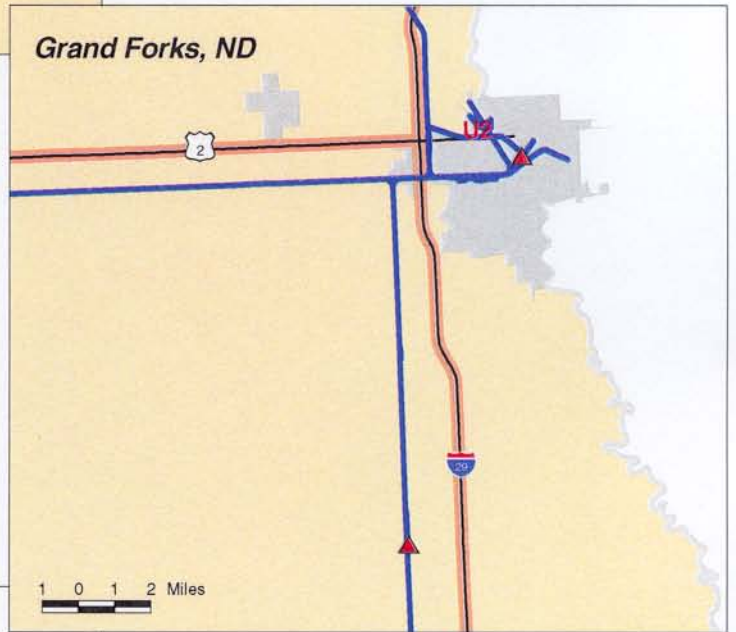
# New Mexico: Urban Areas



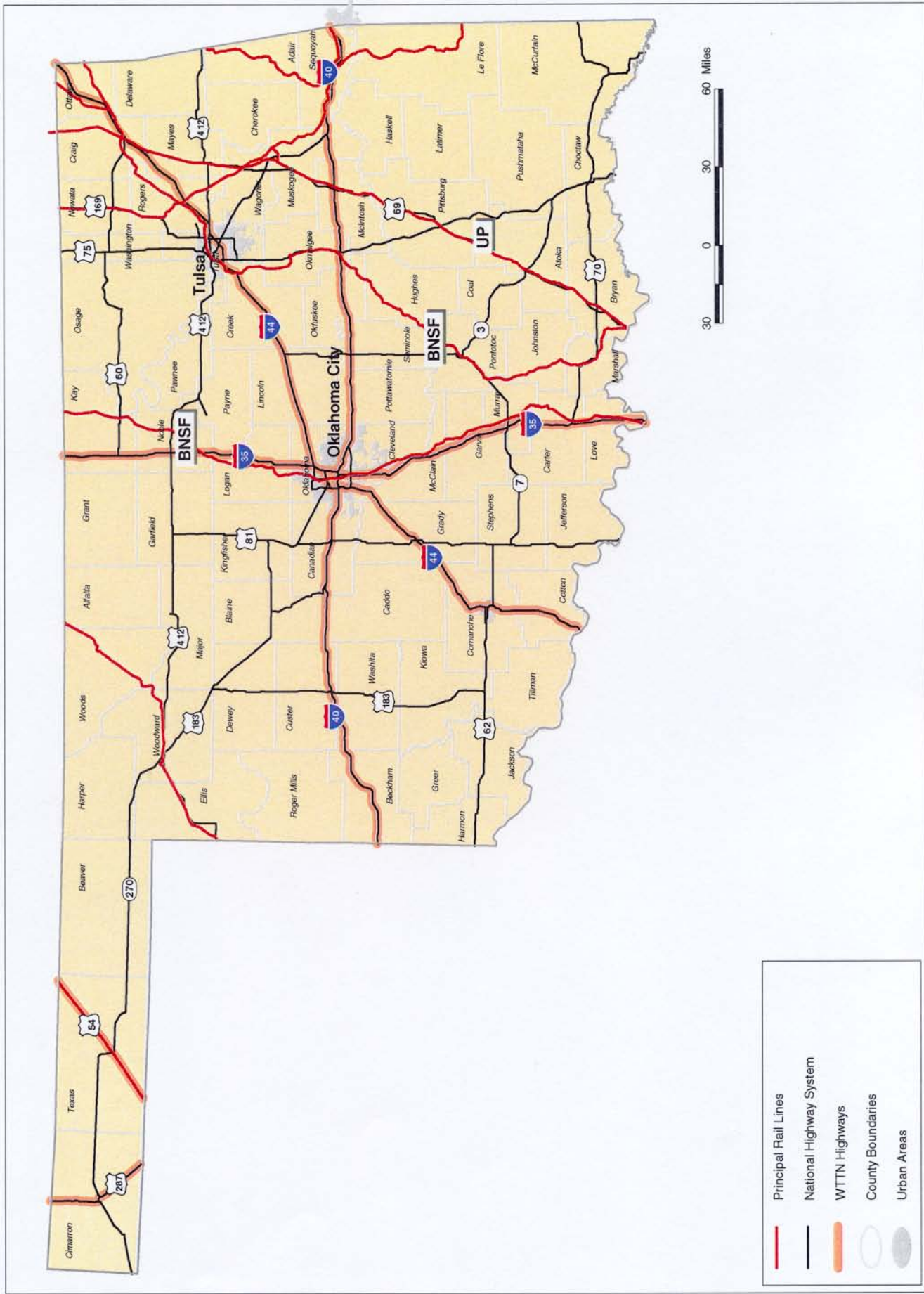
# North Dakota



# North Dakota: Urban Areas

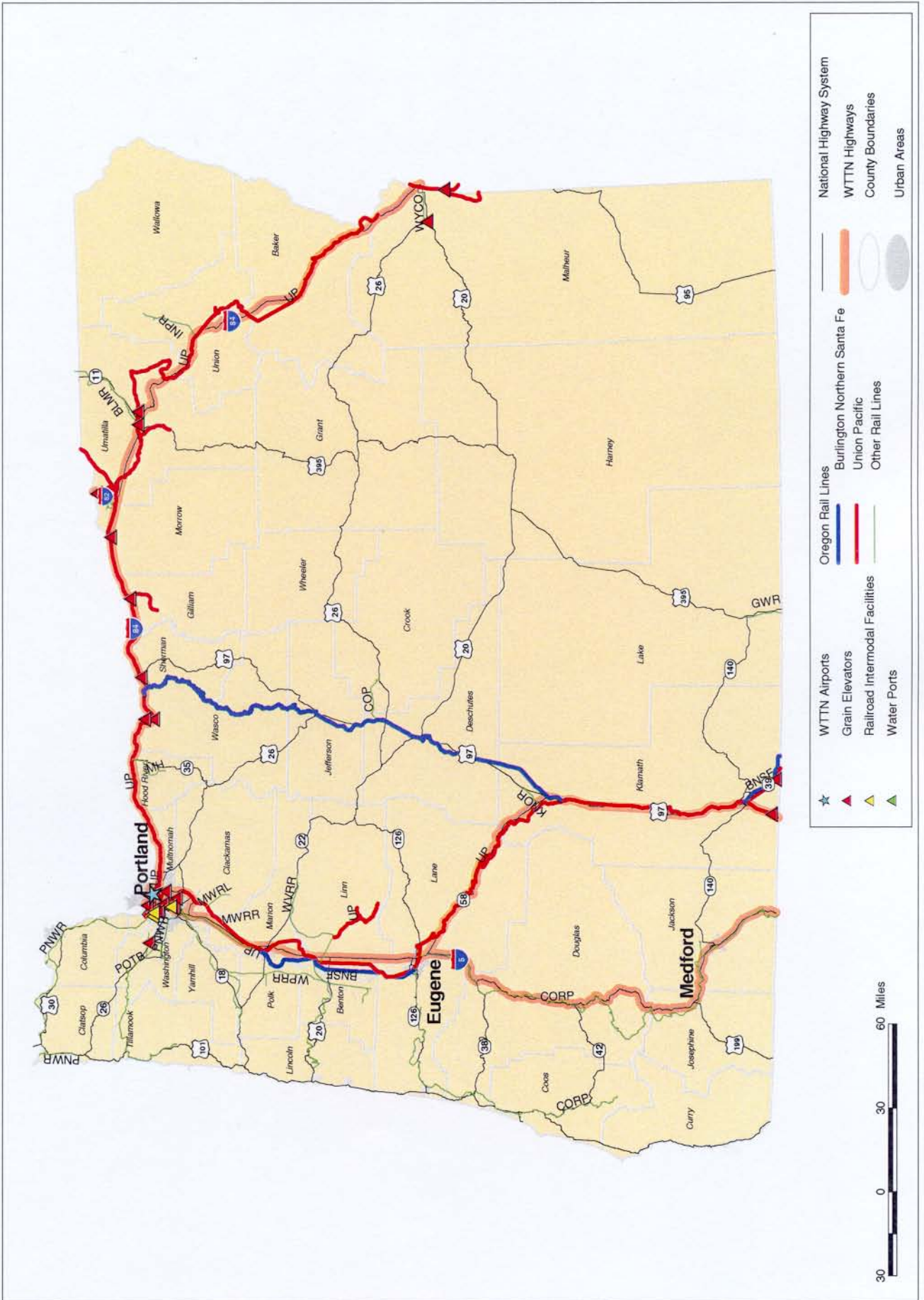


# Oklahoma

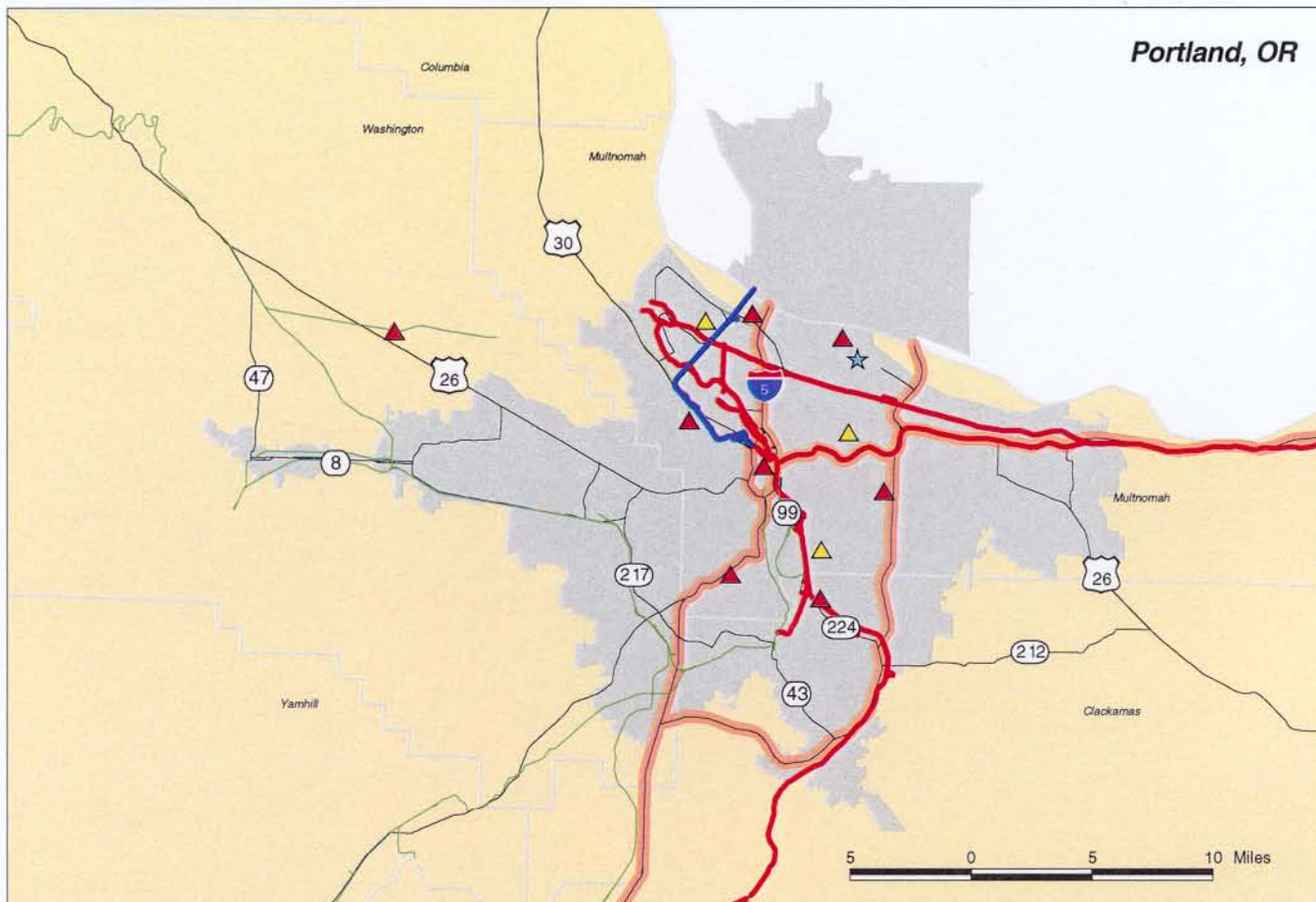




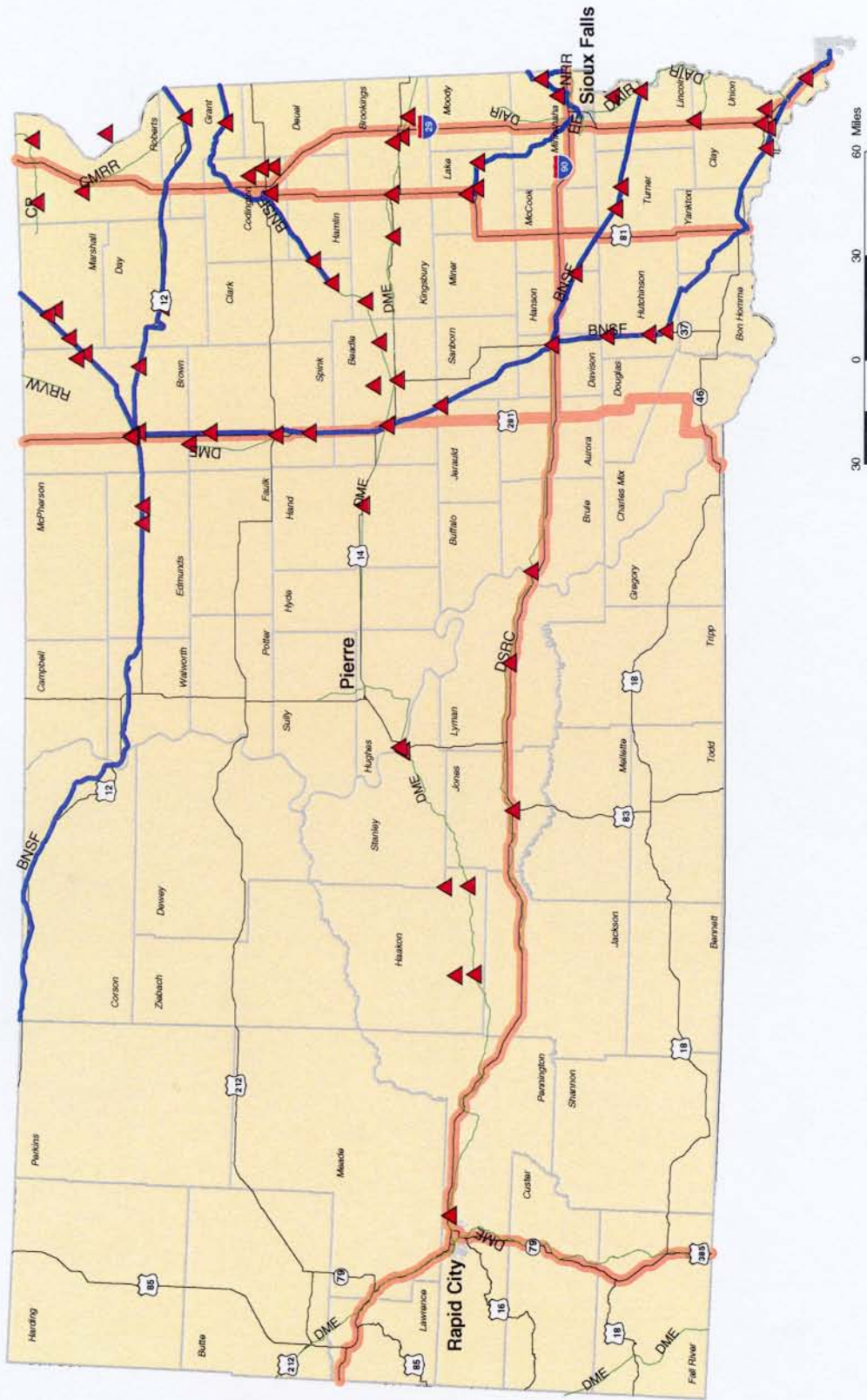
# Oregon



# Oregon: Urban Areas

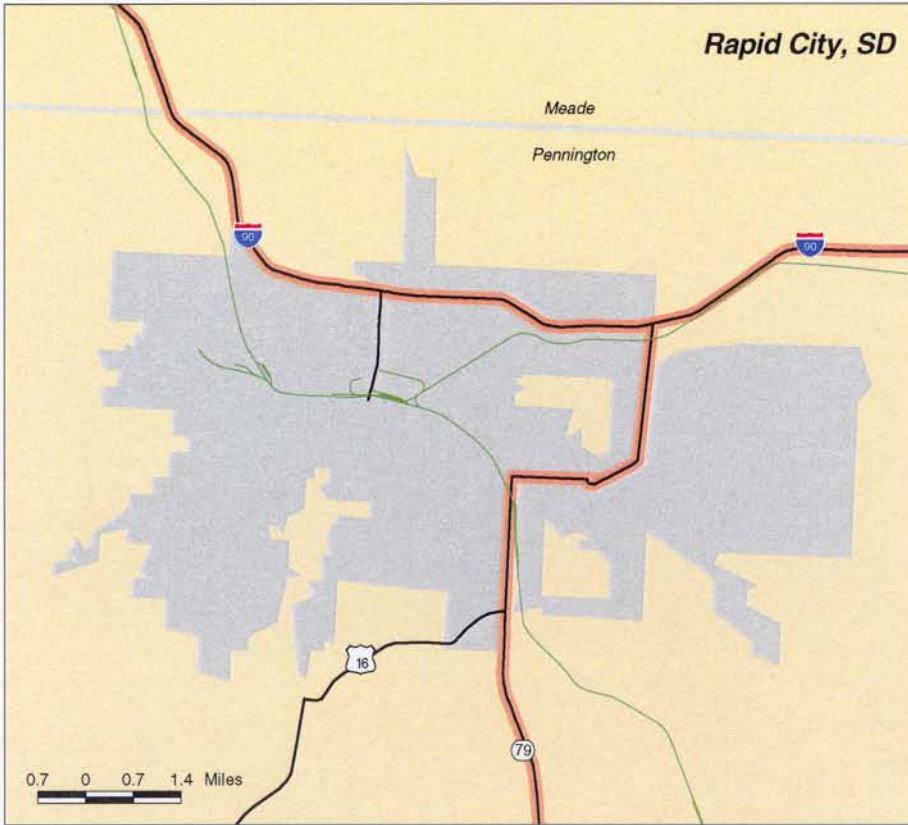


# South Dakota



	South Dakota Facilities Grain Elevators		National Highway System
	South Dakota Rail Lines Burlington Northern Santa Fe Other Rail Lines		Western Transportation Trade Network
	County Boundaries		Urban Areas

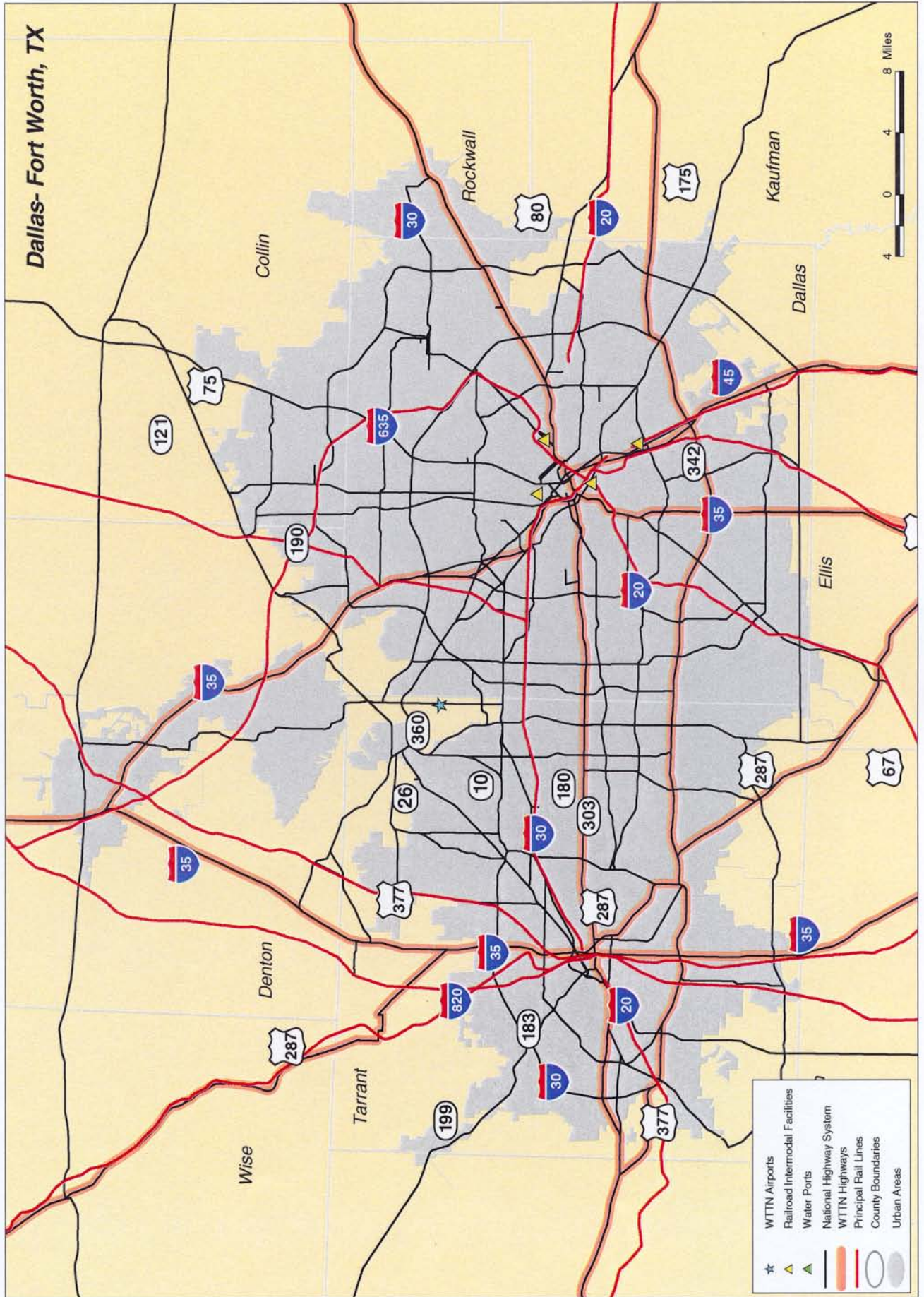
# South Dakota: Urban Areas



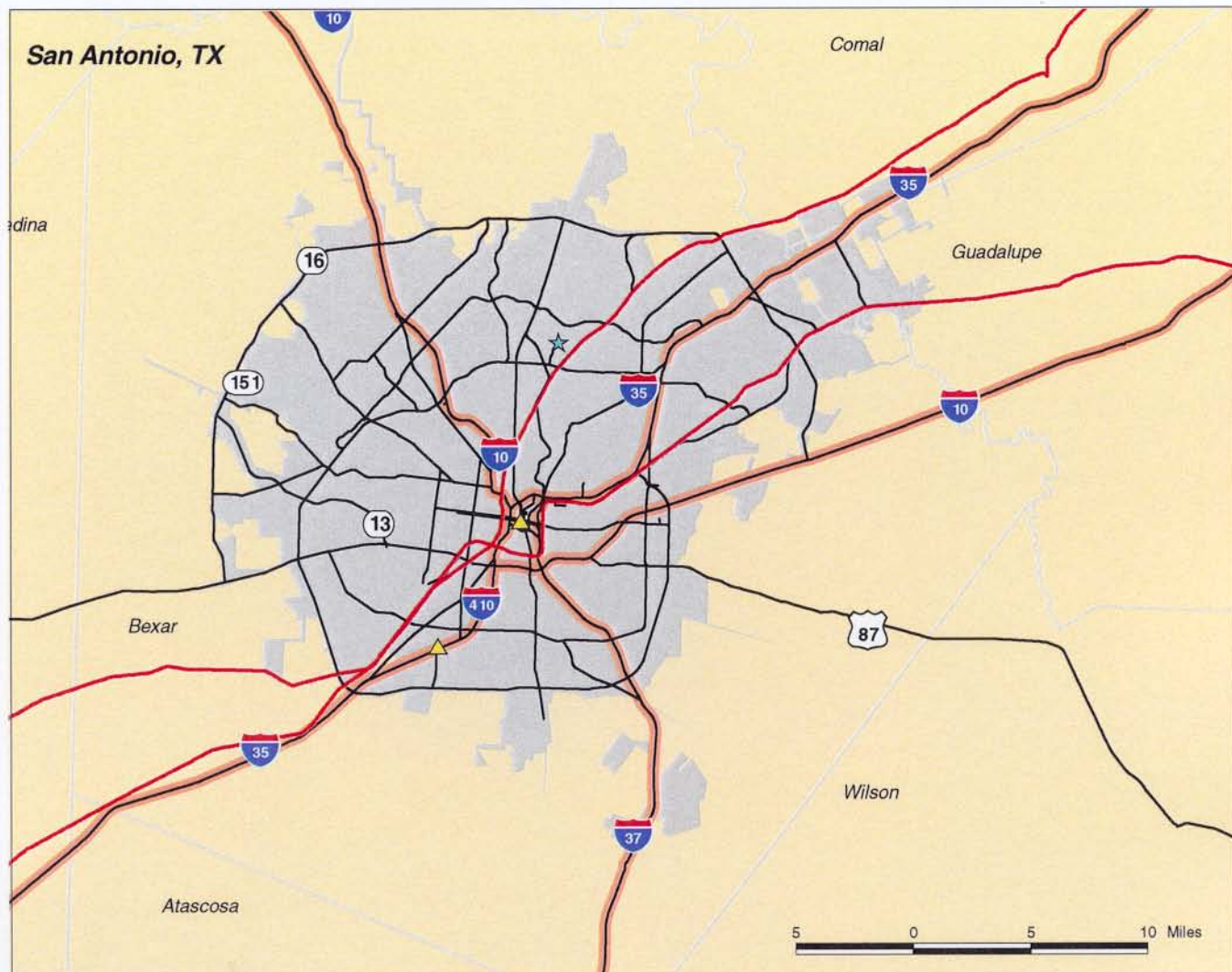


- ☆ WTTN Airports
- ▲ Railroad Intermodal Facilities
- ▲ Water Ports
- National Highway System
- WTTN Highways
- Principal Rail Lines
- County Boundaries
- Urban Areas

# Texas: Urban Areas

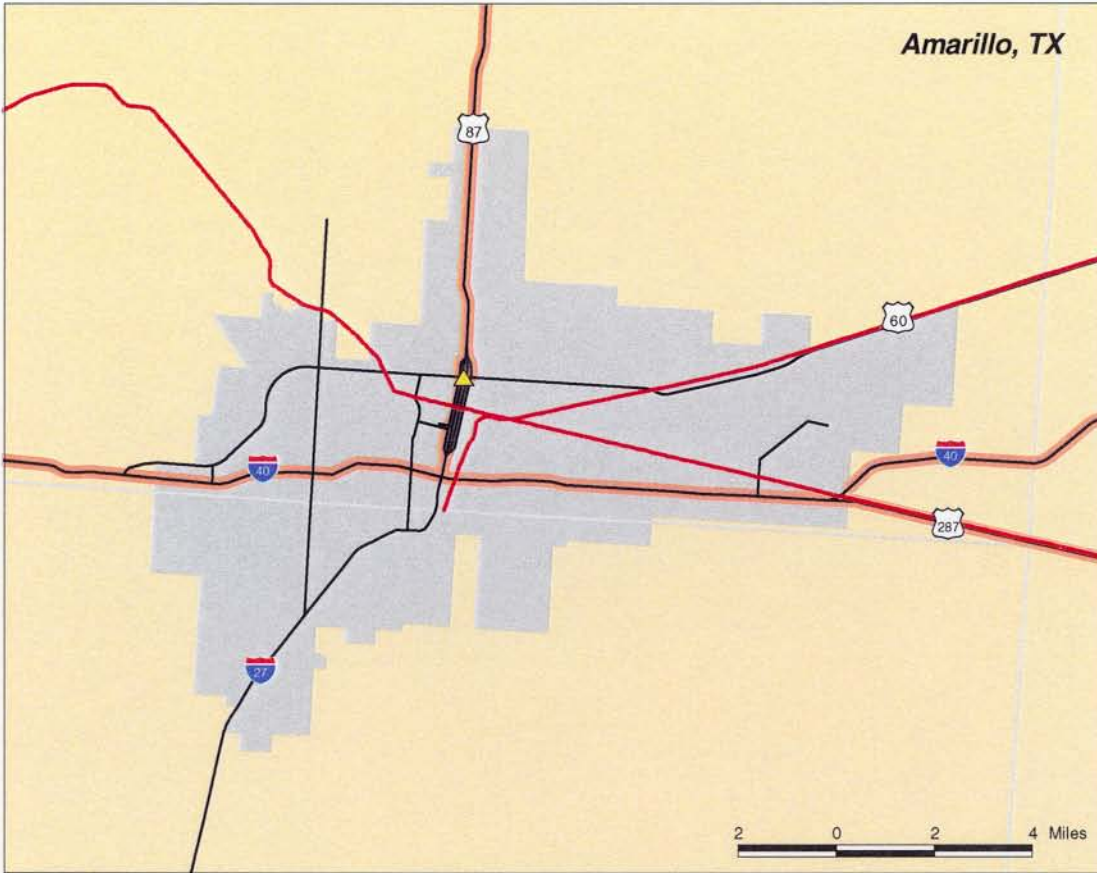


# Texas: Urban Areas

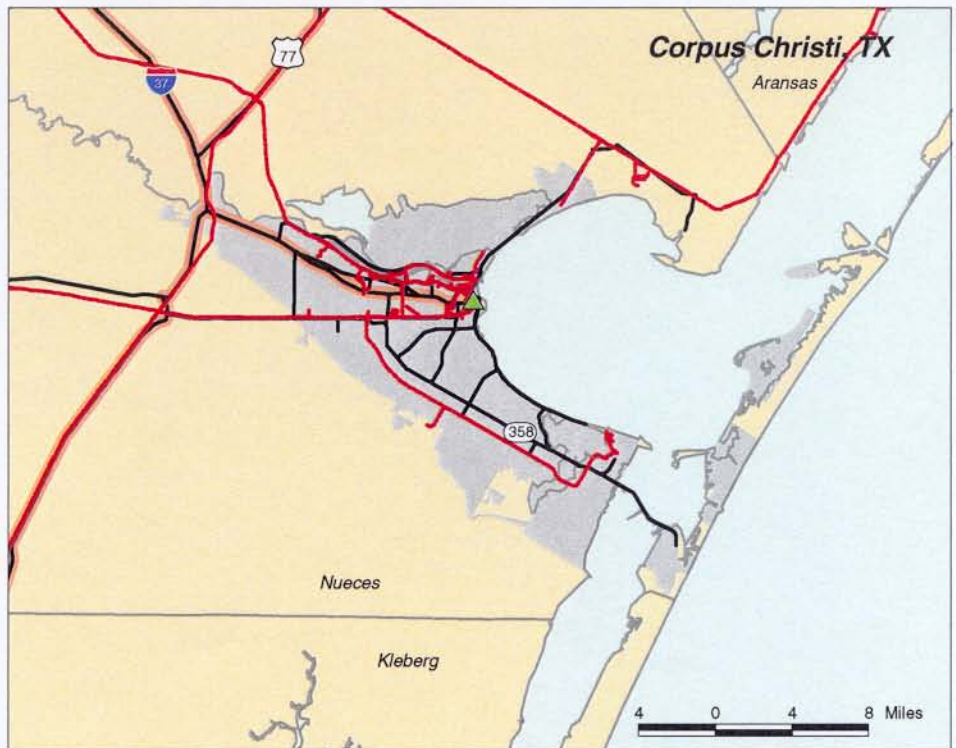


- ☆ WTTN Airports
- ▲ Railroad Intermodal Facilities
- ▲ Water Ports
- National Highway System
- WTTN Highways
- Principal Rail Lines
- County Boundaries
- Urban Areas

# Texas: Urban Areas

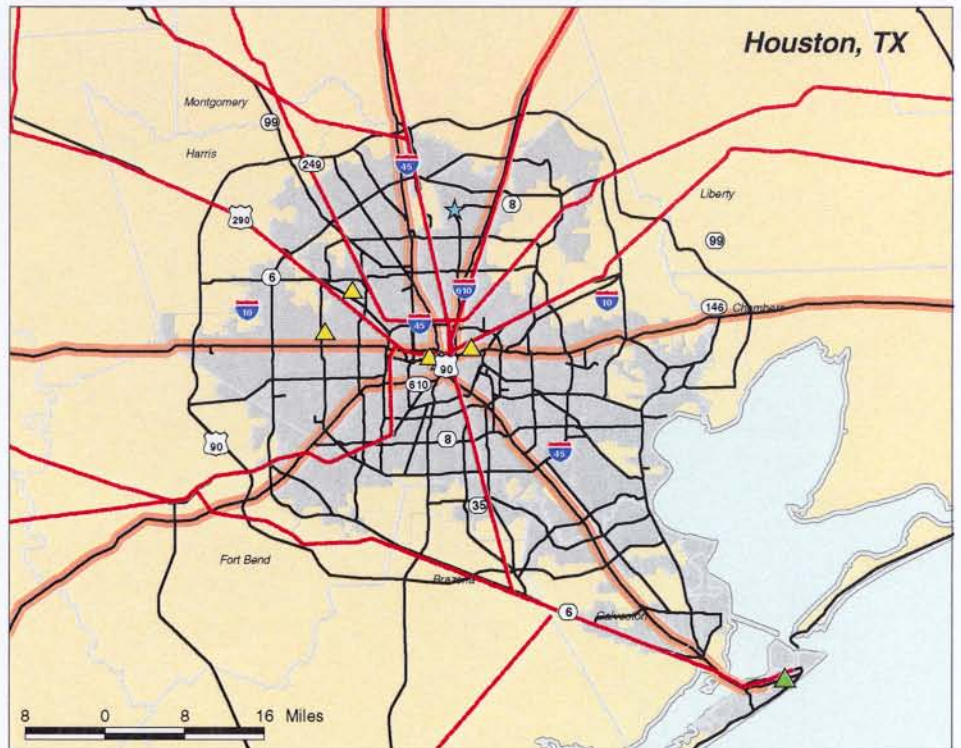
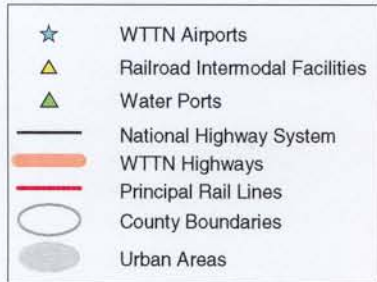
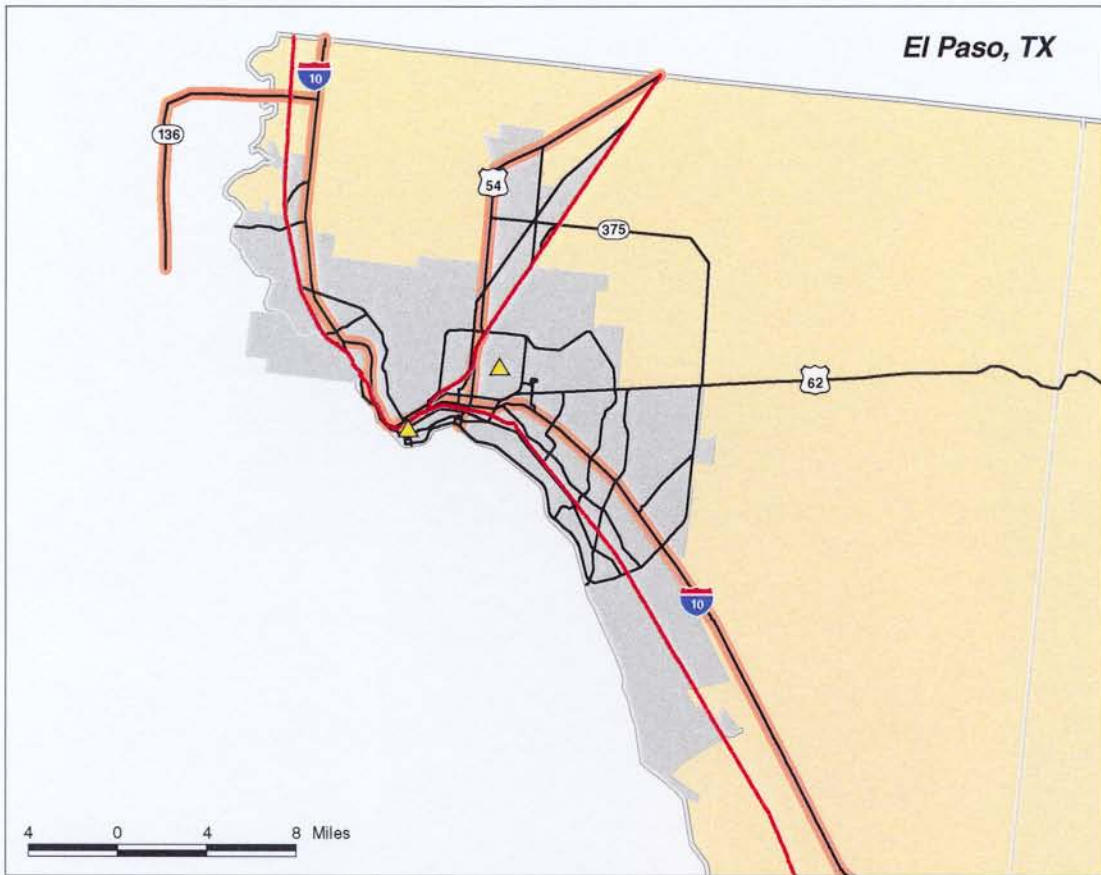


- ★ WTTN Airports
- ▲ Railroad Intermodal Facilities
- ▲ Water Ports
- National Highway System
- WTTN Highways
- Principal Rail Lines
- County Boundaries
- Urban Areas



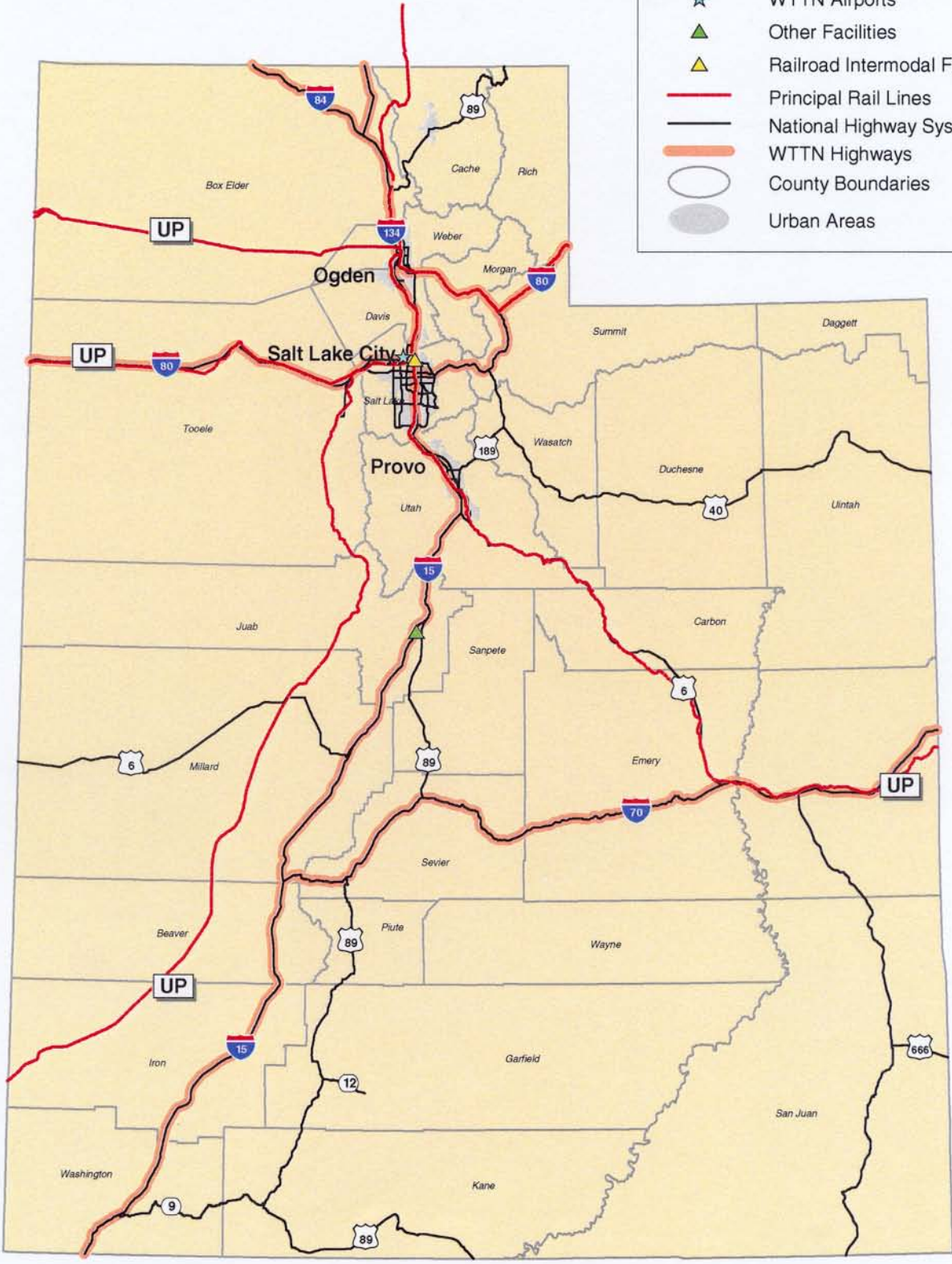


# Texas: Urban Areas



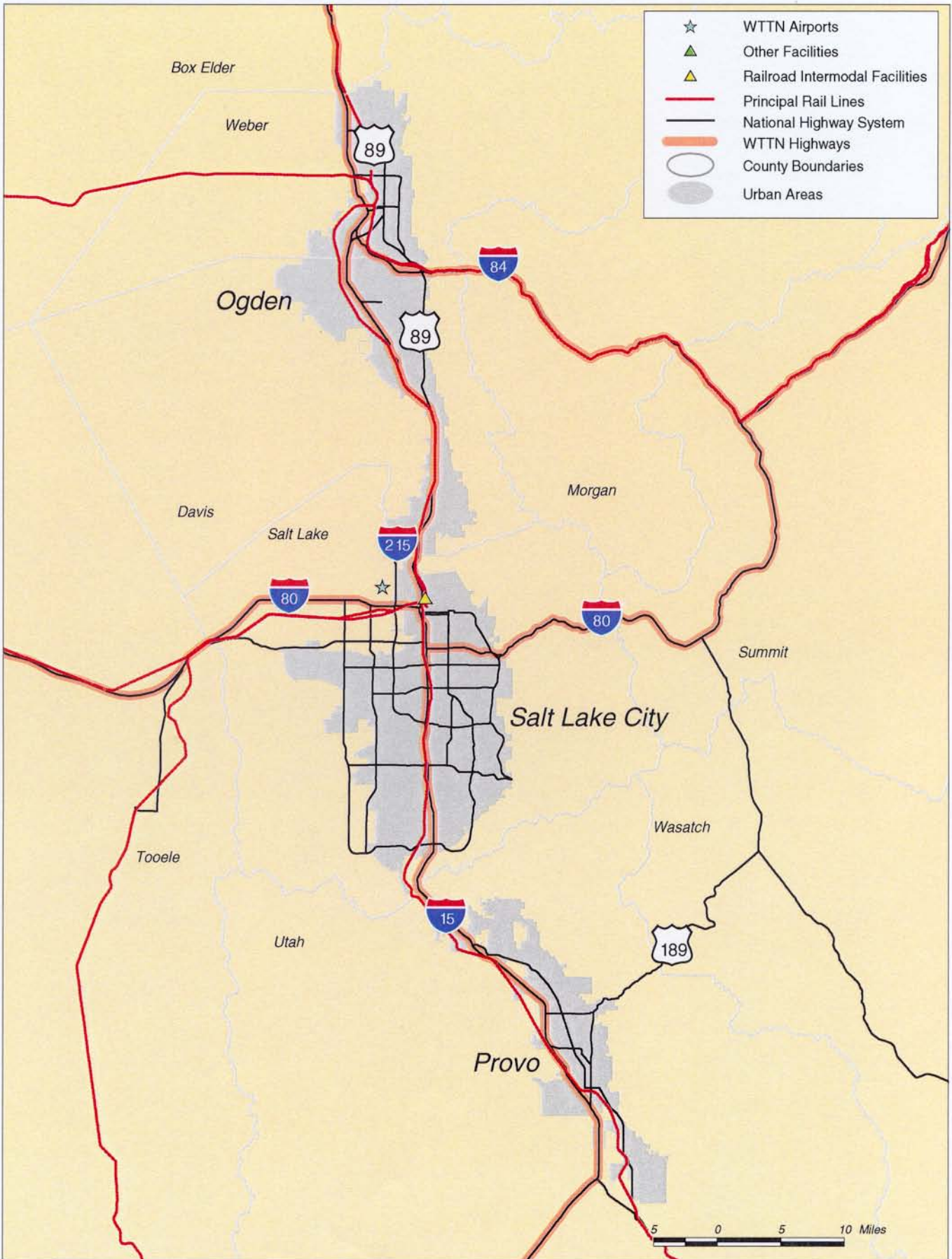
# Utah

- ☆ WTTN Airports
- ▲ Other Facilities
- ▲ (Yellow) Railroad Intermodal Facilities
- (Red) Principal Rail Lines
- (Black) National Highway System
- (Orange) WTTN Highways
- (White) County Boundaries
- (Grey) Urban Areas

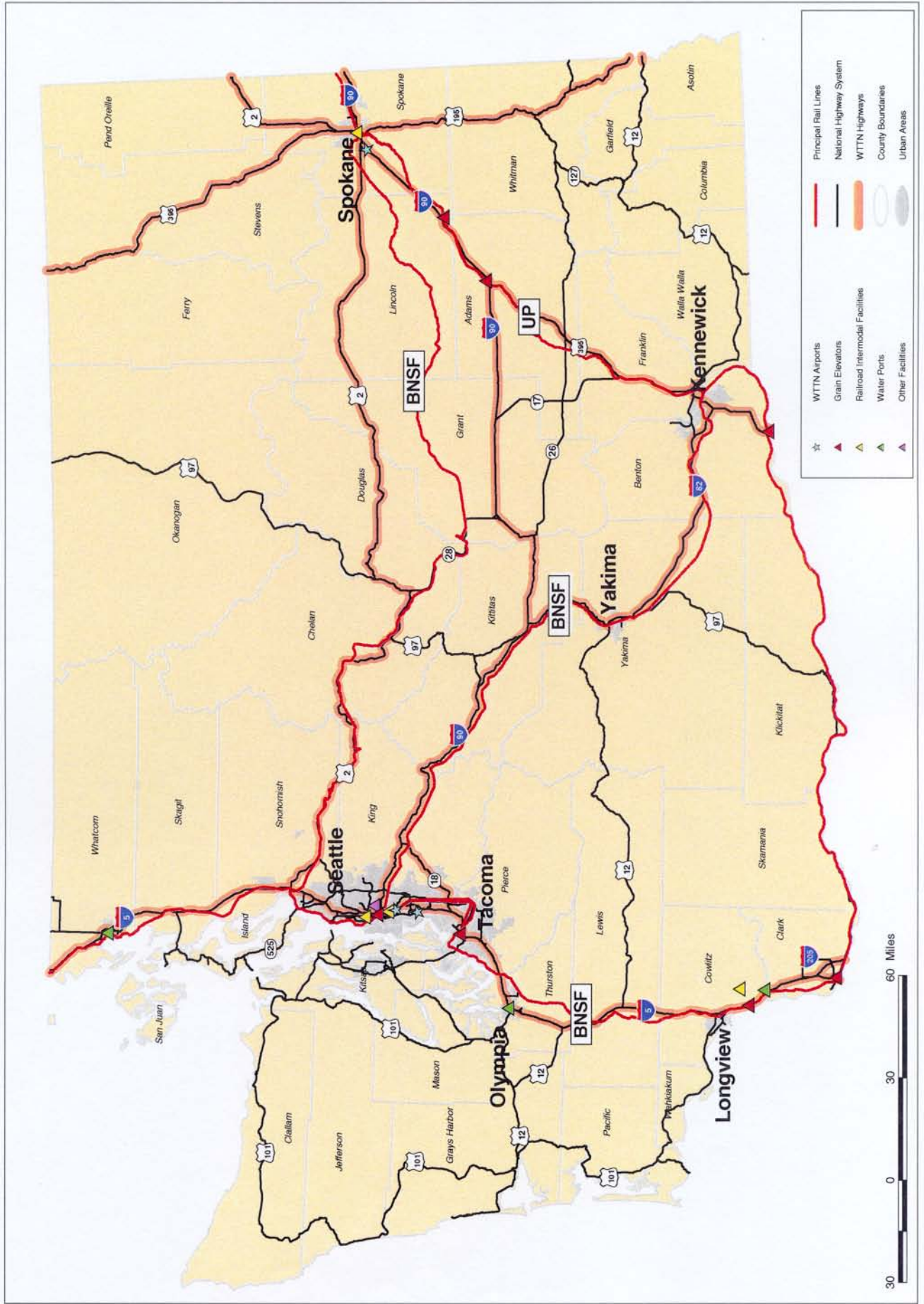


30 0 30 60 Miles

# Utah: Urban Areas

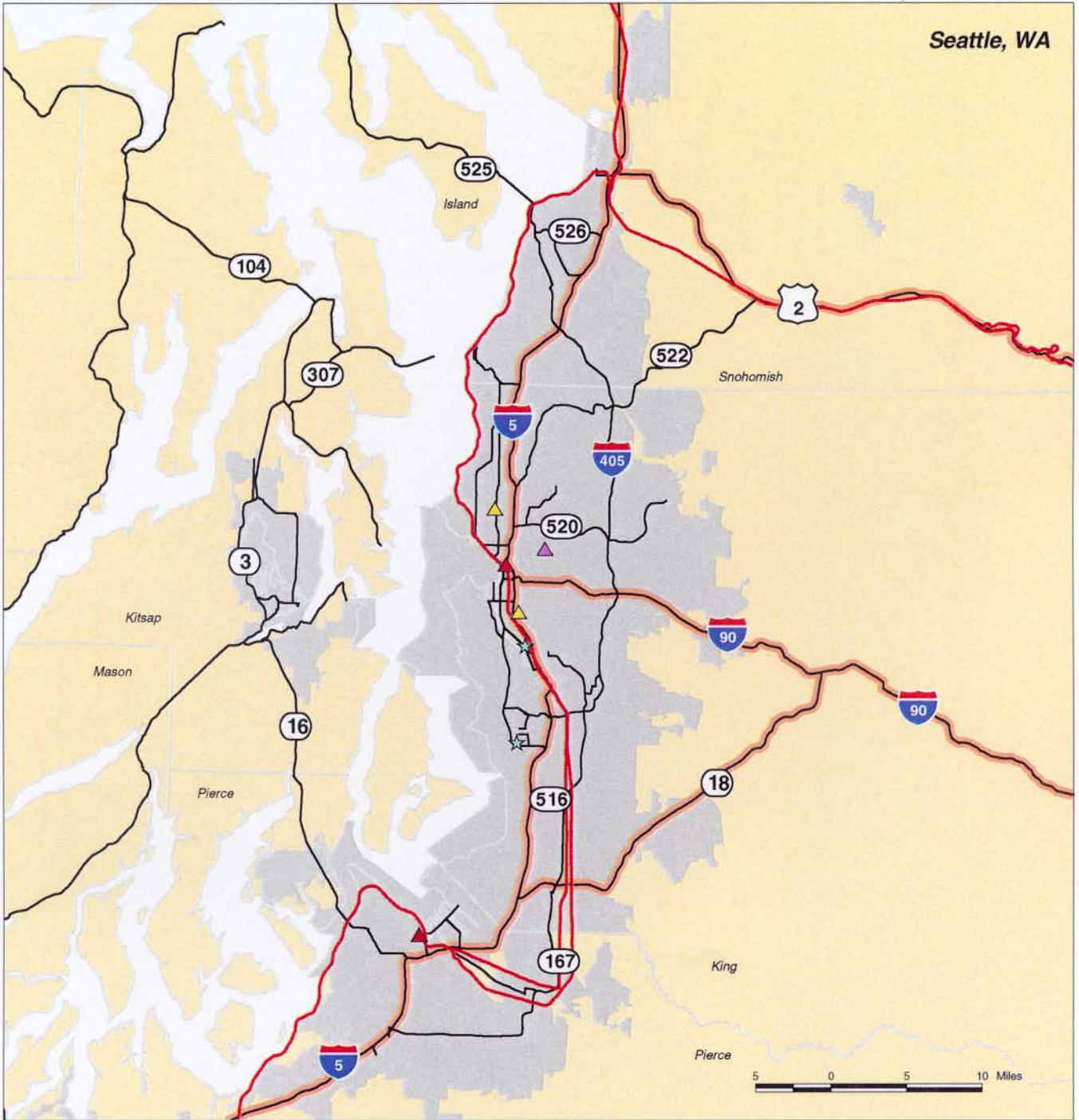


# Washington

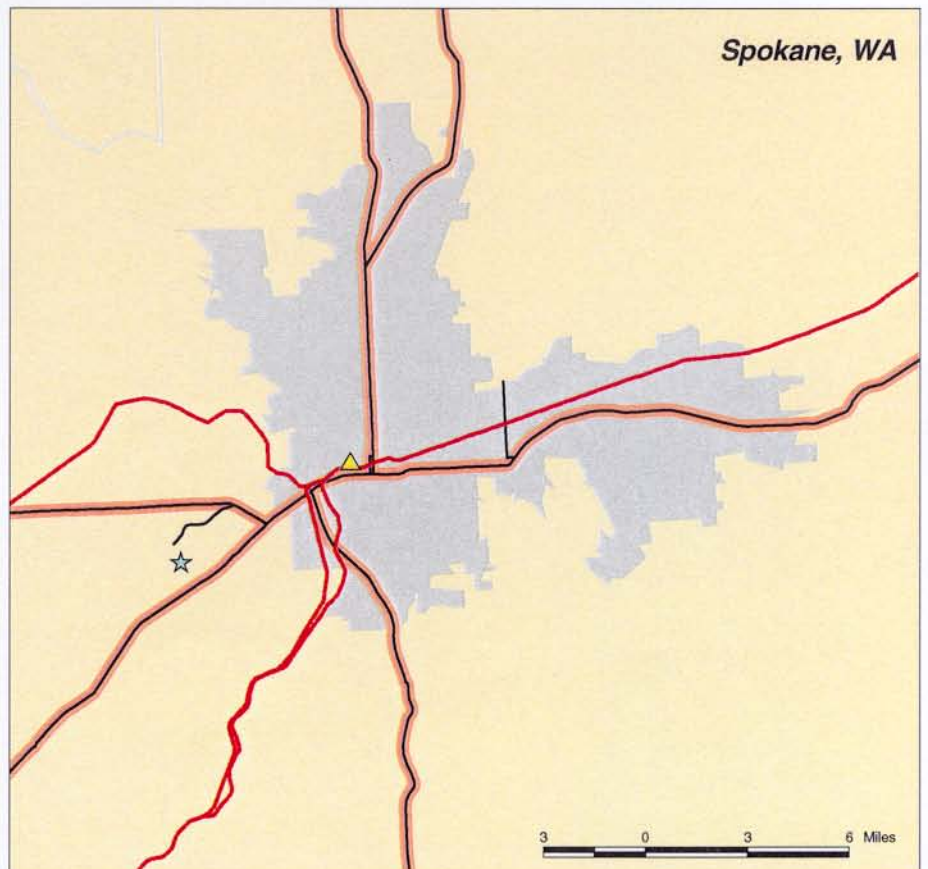
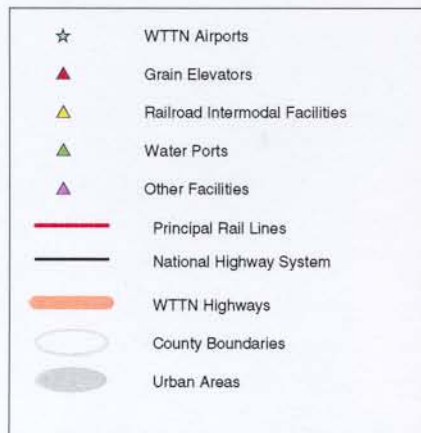
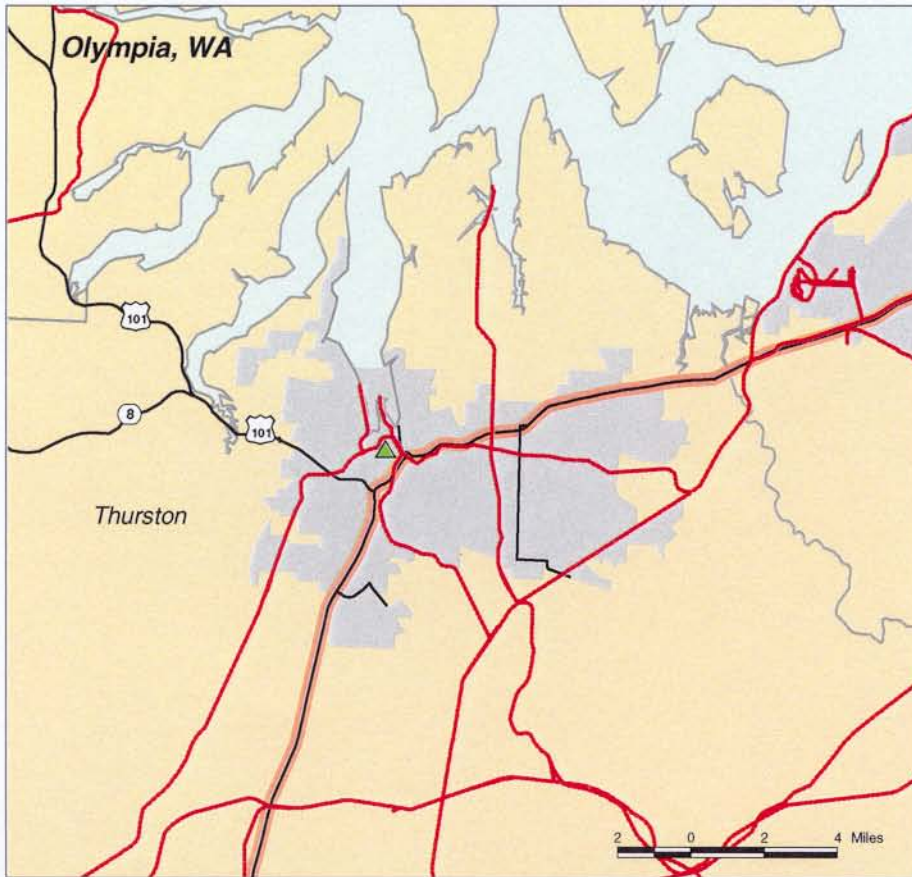


# Washington: Urban Areas

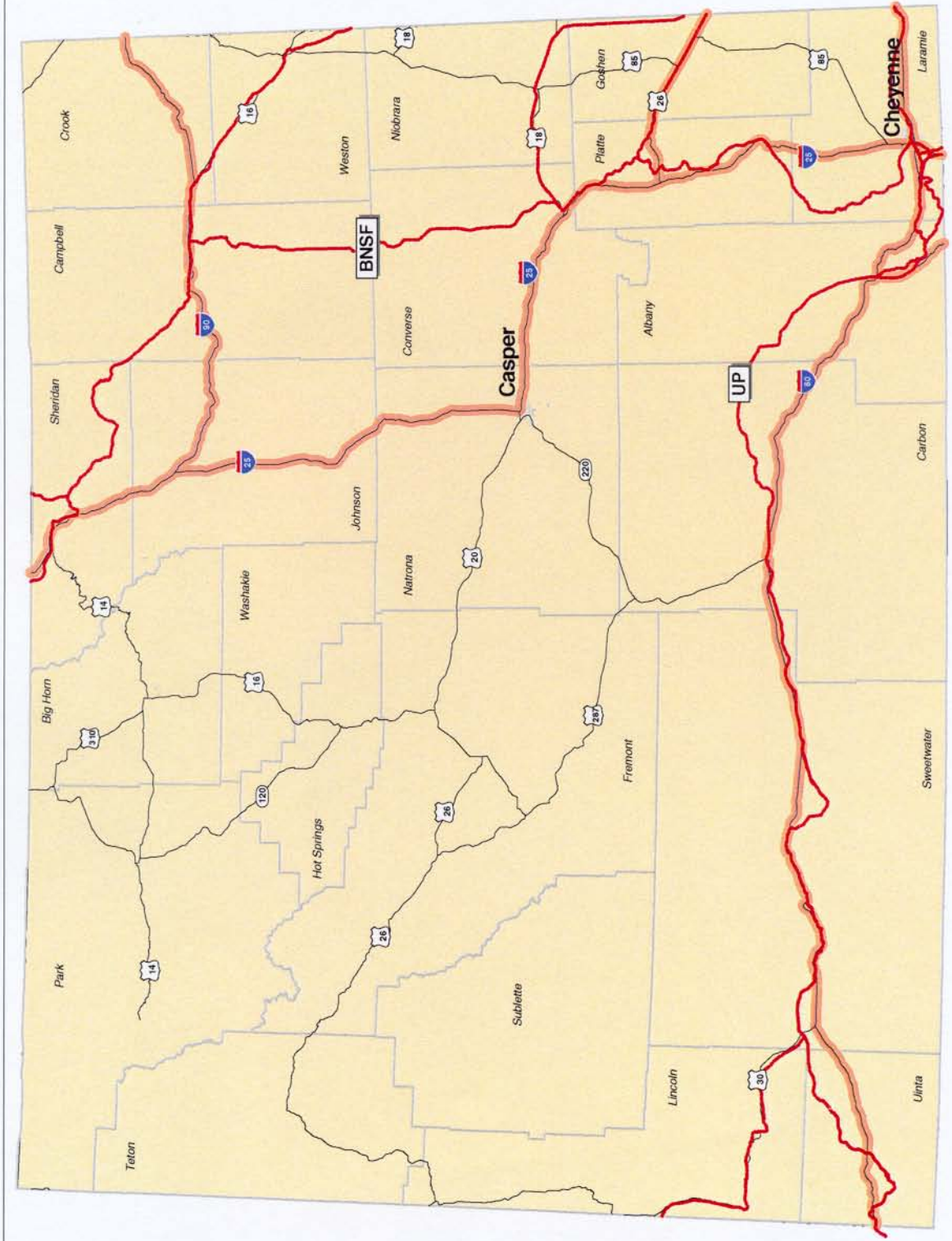
Seattle, WA



# Washington: Urban Areas



# Wyoming



# Appendix F

## MENU OF SOLUTIONS

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The Menu of Solutions, as explained in Chapter 3, is designed to suggest *possible* capital and/or operational improvements to address identified deficiencies on WTTN Highways. These generic solutions are not intended to replace the robust program planning processes at work in each WTTN state. Rather, they are offered as a means to consider potential ways to address deficiencies.

Appendix F contains a listing of the Menu of Solutions for each WTTNsupersegment, arranged alphabetically by state. Each supersegment has rural and urban deficiencies listed, along with **principal** and **supplemental solutions**. Principal solutions are drawn from a list of eight traditional improvement types, ranging from pavement rehabilitation to geometric improvements, lane widening, and adding lanes. Supplemental solutions include 17 possible choices that include more non-traditional approaches like new bypasses, truck lanes, regulatory improvements, interchanges, grade separations, and ITS.

The solutions are numbered, with references to the 8 principal solutions at the bottom of each page. The 17 supplemental solutions follow this page.



## **Supplemental Highway Solutions**

### **new**

9. Construct new/rehabilitated interchanges
10. Provide truck by-pass routes in crucial areas
11. Construct new alternative roadway
12. Construct new/improved tunnels
13. Provide specified truck lanes (climbing lanes or with special design standards)
14. Provide additional run-away truck ramps
15. Eliminate/improve/grade-separate at-grade rail crossings
16. (Re-)develop HOV lanes to accommodate trucks
17. Regulate minimum speeds in left lanes (instead of prohibiting trucks from left lanes)
18. Improve ports-of-entry operations
19. Improve weigh-in-motion and other freight industry related forms of new technology and equipment designed to speed truck traffic
20. Utilize ITS (including: permitting/ports-of-entry: weather/accident information far in advance; speed warning signs; Commercial
21. Provide incentives to encourage off-peak travel/schedule
22. Consider TDM (improve transit to reduce highway congestion on highways)
23. Encourage local land use planners to provide adequate land to accommodate external distribution centers
24. Encourage road-railer technology
25. Support maintenance and improvement in other modes to improve the overall performance of the freight transportation system

**Arizona Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-8	California SL - I-10 S. Phoenix	21	P	1, 5	No Additional Solutions	No Deficient Sections	-	-	
I-10	California SL - Phoenix	31	P, SL	1, 5, 2	No Additional Solutions	P	1, 5	No Additional Solutions	
I-10	Through Phoenix	32	No Rural Sections	-	-	CE, CF	6, 7, 8	9 - 13, 15 - 24	
I-10	Phoenix UL - I-19 @ Tucson	33	SL, CF	2*, 6, 7, 8	9 - 13, 15 - 24	CF	6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
I-10	I-19 @ Tucson - New Mexico SL	34	P, SL, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	P	1, 5	No Additional Solutions	
I-19	Mexico - I-10 @ Tucson	60	P, SL	1, 5, 2	No Additional Solutions	CF	6, 7, 8	9 - 13, 15 - 24	
US 60/US 93	I-17 @ Phoenix - I-40	61	P, SW, SL, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 13, 15 - 24	SL, CE, CF	2*, 6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
US 93	I-40 - Nevada SL	62	P, SW, SL, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 13, 15 - 24	SW, SL	4*, 2*	No Additional Solutions	shoulders should be widened to meet AASHTO standards as part of a corridor improvement project; consider raising speed limit to MTC if no safety or other concerns preclude it
I-40	California SL - US 93 @ Kingman	130	P	1, 5	No Additional Solutions	No Urban Sections	-	-	
I-40	US 93 @ Kingman - US 93	131	No Deficient Sections	-	-	No Deficient Sections	-	-	
I-40	US 93 - I-17 @ Flagstaff	132	No Deficient Sections	-	-	No Deficient Sections	-	-	
I-40	I-17 @ Flagstaff - New Mexico	133	P	1, 5	No Additional Solutions	No Deficient Sections	-	-	
I-15	Nevada SL - Utah SL (through AZ)	715	SL	2*	No Additional Solutions	No Urban Sections	-	-	consider raising speed limit to MTC if no safety or other concerns preclude it
I-17	I-40 @ Flagstaff to I-10 @ Phoenix	730	No Deficient Sections	-	-	P, LW, SW, CE, CF	1, 5, 3, 4, 6, 7, 8	9 - 13, 15 - 24	

**KEY**

**Deficiencies**

P = Pavement  
 LW = Lane Width  
 SW = Shoulder Width  
 VA = Vertical Alignment  
 HA = Horizontal Alignment  
 SL = Speed Limit  
 CE = Existing Capacity (1996)  
 CF = Future Capacity (2016)

**Principal Highway Solutions**

1. Improve pavement conditions (resurface, enhance maintenance program, increased pavement strength)
2. Improve roadway geometrics (curves, turning radii)
3. Increase lane widths to 12 feet
4. Increase shoulder widths to be in accordance with AASHTO standards
5. Reconstruct existing roadways without adding lanes
6. Reconstruct existing roadways including additional lanes
7. Reconstruct existing highway to reduce access
8. Widen roadway; construct with additional lanes

**California Super Segments  
Deficiencies and Potential Solutions**

F-4

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-5	In San Diego	1	No Rural Sections	-	-	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-5	San Diego - Los Angeles	2	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	No Urban Sections	-	-	
I-5	Through Los Angeles (San Clemente - Santa Clarita)	3	No Rural Sections	-	-	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-5	Los Angeles - Sacramento	4	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-5	Through Sacramento	5	No Rural Sections	-	-	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-5	Sacramento - Oregon SL	6	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-8	In San Diego	20	No Deficient Sections	-	-	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-8	San Diego UL - Arizona SL	21	P, SL	1, 5, 2	No Additional Solutions	P	1, 5	No Additional Solutions	
I-10	Through Los Angeles (Santa Monica - Palm Springs)	30	No Rural Sections	-	-	P, LW, CE, CF	1, 5, 3, 6, 7, 8	9 - 13, 15 - 24	
I-10	Palm Springs - Arizona SL	31	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-40	I-15 - Arizona SL	130	P	1, 5	No Additional Solutions	P	1, 5	No Additional Solutions	
I-80	In San Francisco	170	No Rural Sections	-	-	P, LW, SW, CE, CF	1, 5, 3, 4, 6, 7, 8	9 - 13, 15 - 24	
I-80	San Francisco UL - Sacramento UL	171	CE, CF	6, 7, 8	9 - 13, 15 - 24	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-80	Through Sacramento	172	P, SW, CE, CF	1, 5, 4, 6, 7, 8	9 - 13, 15 - 24	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-80	Sacramento UL - Nevada SL (Reno)	173	P, SW, VA, SL, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 24	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-205	I-5 to I-580 E. of San Francisco	250	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-215	I-15 @ Temecula to I-15 N. San Bernadino	260	CF	6, 7, 8	9 - 13, 15 - 24	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-405	I-5 in Los Angeles to I-5 @ Irvine	300	No Rural Sections	-	-	P, LW, CE, CF	1, 5, 3, 6, 7, 8	9 - 13, 15 - 24	
I-580	I-5 to S 238 in San Francisco	310	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-710	Long Beach to I-5	320	No Rural Sections	-	-	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-805	I-5 to I-15 in San Diego	330	No Rural Sections	-	-	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-880	I-80 to S 238 in San Francisco	340	No Rural Sections	-	-	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	

**California Super Segments  
Deficiencies and Potential Solutions**

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Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
US 97	I-5 @ Weed, CA - Oregon SL	500	SW, SL, CE, CF	4, 2, 6, 7, 8	9 - 13, 15 - 24	No Urban Sections	-	-	
US 101	I-80 to I-280 in San Francisco	510	No Rural Sections	-	-	P	1, 5	No Additional Solutions	
S 7/86/78	Mexico to I-10	600	P, SL	1, 5, 2	No Additional Solutions	P, SL, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
S 58	S 99 to Barstow	620	P, SL, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	SL, CE, CF	2*, 6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
S 60	I-10 in Los Angeles to I-10 near Beaumont, CA	630	CF	6, 7, 8	9 - 13, 15 - 24	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
S 94/125	San Diego (I-5 to I-8)	650	No Deficient Sections	-	-	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
S 99	I-5 S. Bakersfield to I-5 @ Sacramento	660	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	P, SW, CE, CF	1, 5, 4, 6, 7, 8	9 - 13, 15 - 24	
I-238	I-580 to I-880 in SF	680	No Rural Sections	-	-	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
S 905	I-5 to Mexico	690	No Deficient Sections	-	-	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-15	In San Diego	700	No Rural Sections	-	-	P, SL, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
I-15	San Diego UL - Los Angeles (Temecula)	710	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-15	Through LA UZA (Temecula - San Bernadino)	711	No Rural Sections	-	-	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-15	N. San Bernadino (Los Angeles UZA) - Nevada SL	712	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-15	I-40 - Nevada SL	713	CF	6, 7, 8	9 - 13, 15 - 24	No Urban Sections	-	-	

**KEY**

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**Principal Highway Solutions**

1. Improve pavement conditions (resurface, enhance maintenance program, increased pavement strength)
2. Improve roadway geometrics (curves, turning radii)
3. Increase lane widths to 12 feet
4. Increase shoulder widths to be in accordance with AASHTO standards
5. Reconstruct existing roadways without adding lanes
6. Reconstruct existing roadways including additional lanes
7. Reconstruct existing highway to reduce access
8. Widen roadway; construct with additional lanes

**Colorado Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-25	New Mexico SL - Colorado Springs	82	P, SW*, HA	1, 5, 4, 2	No Additional Solutions	P, SW*, SL, CF	1, 5, 4, 2, 6, 7, 8	9 - 13, 15 - 24	SW constructed with FHWA exception
I-25	Through Colorado Springs	83	No Rural Sections	-	-	P, HA, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
I-25	Colorado Springs UL - Denver UL	84	P, HA, SL, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	P, HA, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
I-25	Through Denver	85	No Rural Sections	-	-	P, SW*, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 24	SW constructed with FHWA exception
I-25	Denver UL - Wyoming SL (Cheyenne)	86	P, HA, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	P, HA	1, 5, 2	No Additional Solutions	
I-70	Utah SL - Denver UL	160	P, SW*, VA*, HA, SL, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 24	P, SW, SL	1, 5, 4, 2	No Additional Solutions	VA added on basis of knowledge of corridor; SW constructed with FHWA exception
I-70	Through Denver	161	No Rural Sections	-	-	P, SW*, HA, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 24	SW constructed with FHWA exception
I-70	Denver UL - US 40/287 @ Limon	162	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	No Urban Sections	-	-	
I-70	US 40/287 @ Limon - Kansas SL	163	P	1, 5	No Additional Solutions	No Urban Sections	-	-	
US 6	Loveland Pass	360	LW, SL, CE, CF	3, 2, 6, 7, 8	9 - 13, 15 - 24	No Urban Sections	-	-	
US 287/40/50	I-70 @ Limon - Oklahoma SL	550	P, SL	1, 5, 2	No Additional Solutions	P, SL	1, 5, 2	No Additional Solutions	
S 14/ US 287	I-25 @ Ft. Collins - Wyoming SL	560	VA	5	13, 14, 17	P, LW, HA, SL	1, 5, 3, 2	9 - 13, 15 - 24	

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**Principal Highway Solutions**

1. Improve pavement conditions (resurface, enhance maintenance program, increased pavement strength)
2. Improve roadway geometrics (curves, turning radii)
3. Increase lane widths to 12 feet
4. Increase shoulder widths to be in accordance with AASHTO standards
5. Reconstruct existing roadways without adding lanes
6. Reconstruct existing roadways including additional lanes
7. Reconstruct existing highway to reduce access
8. Widen roadway; construct with additional lanes

**Idaho Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-84	Oregon SL - Boise (I-184)	192	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	CF	6, 7, 8	9 - 13, 15 - 24	
I-84	Boise (I-184) - I-86	193	P	1, 5	No Additional Solutions	CE, CF	6, 7, 8	9 - 13, 15 - 24	
I-84	I-86 - Utah SL	194	P	1, 5	No Additional Solutions	No Urban Sections	-	-	
I-86	I-84 to I-15 @ Pocatello	200	P	1, 5	No Additional Solutions	P	1, 5	No Additional Solutions	
I-90	Washington SL - US 95 @ Coeur d'Alene	213	No Rural Sections	-	-	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-90	US 95 - Montana SL	214	P, HA, SL, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	P	1, 5	No Additional Solutions	
US 2	Washington SL - US 95 @ Sandpoint	351	P, LW, SW, VA, HA, SL, CE, CF	1, 5, 3, 4, 2, 6, 7, 8	9 - 24	P, SW, SL, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 13, 15 - 24	
US 2	US 95 @ Bonners Ferry - Montana SL	352	SW, HA	4, 2, 5	No Additional Solutions	No Urban Sections	-	-	
US 12	US 95 - Montana SL	370	SW, SL, CE, CF	4, 2, 6, 7, 8	9 - 13, 15 - 24	SW, SL, CF	4, 2, 6, 7, 8	9 - 13, 15 - 24	
US 20	I-15 @ Idaho Falls - Montana SL	380	SL, CE, CF	2*, 6, 7, 8	9 - 13, 15 - 24	SL, CF	2*, 6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
US 95	I-84 - Lewiston (US 12)	490	P, LW, SW, VA, HA, SL, CE, CF	1, 5, 3, 4, 2, 6, 7, 8	9 - 24	SL, CE, CF	2*, 6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
US 95	US 12 @ Lewiston - I-90 @ Coeur d'Alene	491	P, SW, VA, HA, SL, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 24	P, SW, SL, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 13, 15 - 24	
US 95	I-90 @ Coeur d'Alene - Canada	492	P, SW, VA, HA, SL, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 24	SL, CE, CF	2*, 6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
I-15	Utah SL - I-86 @ Pocatello	718	No Deficient Sections	-	-	No Deficient Sections	-	-	
I-15	I-86 - US 20 @ Idaho Falls	719	P	1, 5	No Additional Solutions	No Deficient Sections	-	-	
I-15	US 20 @ Idaho Falls - Montana SL	720	P, HA	1, 5, 2	No Additional Solutions	No Deficient Sections	-	-	

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**Principal Highway Solutions**

1. Improve pavement conditions (resurface, enhance maintenance program, increased pavement strength)
2. Improve roadway geometrics (curves, turning radii)
3. Increase lane widths to 12 feet
4. Increase shoulder widths to be in accordance with AASHTO standards
5. Reconstruct existing roadways without adding lanes
6. Reconstruct existing roadways including additional lanes
7. Reconstruct existing highway to reduce access
8. Widen roadway; construct with additional lanes

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**Kansas Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-35	Oklahoma SL - Wichita UL	116	No Deficient Sections	-	-	No Urban Sections	-	-	
I-35	Through Wichita	117	No Rural Sections	-	-	No Deficient Sections	-	-	
I-35	Wichita UL - Missouri SL (Kansas City)	118	P	1, 5	No Additional Solutions	SL, CE, CF	2*, 6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
I-70	Colorado SL - Topeka UL	163	P	1, 5	No Additional Solutions	No Deficient Sections	-	-	
I-70	Through Topeka	164	No Rural Sections	-	-	HA, SL, CF	2, 5, 6, 7, 8	9 - 13, 15 - 24	
I-70	Topeka UL - Kansas City (MO SL)	165	CF	6, 7, 8	9 - 13, 15 - 24	P, HA, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
I-135	Through Wichita (I-35 - Wichita UL)	230	No Rural Sections	-	-	P, SL, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
I-135	Wichita UL - I-70	231	P	1, 5	No Additional Solutions	P	1, 5	No Additional Solutions	
I-235	I-135 N. to I-135 S. of Wichita	270	No Rural Sections	-	-	HA	2, 5	No Additional Solutions	
I-335	I-35 to I-70 @ Topeka	280	HA	2, 5	No Additional Solutions	No Deficient Sections	-	-	
US 54	Oklahoma SL - I-235 @ Wichita	411	SL, CF	2*, 6, 7, 8	9 - 13, 15 - 24	P, LW, SL, CE, CF	1, 5, 3, 2, 6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
US 81	I-70 - Nebraska SL	450	CE, CF	6, 7, 8	9 - 13, 15 - 24	No Urban Sections	-	-	

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**Principal Highway Solutions**

1. Improve pavement conditions (resurface, enhance maintenance program, increased pavement strength)
2. Improve roadway geometrics (curves, turning radii)
3. Increase lane widths to 12 feet
4. Increase shoulder widths to be in accordance with AASHTO standards
5. Reconstruct existing roadways without adding lanes
6. Reconstruct existing roadways including additional lanes
7. Reconstruct existing highway to reduce access
8. Widen roadway; construct with additional lanes

**Montana Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-90	Idaho SL - US 93 W. Missoula	214	P, SL	1, 5, 2	No Additional Solutions	No Urban Sections	-	-	
I-90	US 93 W. Missoula - I-15 W. Butte	215	P	1, 5	No Additional Solutions	No Deficient Sections	-	-	
I-90	I-15 W. Butte - I-94 @ Billings	216	P, SW, HA	1, 5, 4, 2	No Additional Solutions	P	1, 5	No Additional Solutions	
I-90	Billings (I-94) - Wyoming SL	217	P	1, 5	No Additional Solutions	No Urban Sections	-	-	
US 2	Idaho SL - US 93 @ Kalispell	352	P, LW, SW, VA, HA, SL, CE, CF	1, 5, 3, 4, 2, 6, 7, 8	9 - 24	SL	2*	No Additional Solutions	consider raising speed limit to MTC if no safety or other concerns preclude it
US 2	US 93 @ Kalispell - North Dakota SL	353	P, SW, VA, HA, SL, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 24	P, SW, SL, CF	1, 5, 4, 2, 6, 7, 8	9 - 13, 15 - 24	
US 12	Idaho SL - I-90 @ Missoula	370	P, SW, HA, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 13, 15 - 24	P, SL, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
US 12	I-90 NW of Butte to I-94 @ Forsyth	371	P, SW, HA, SL, CF	1, 5, 4, 2, 6, 7, 8	9 - 13, 15 - 24	P, SL, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
US 20/191/28	Idaho SL - I-90	380	P, SW, VA, HA, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 24	P, SL	1, 5, 2	No Additional Solutions	
US 87/191/S19	I-94 @ Billings to Canada	460	P, LW, SW, SL	1, 5, 3, 4, 2	No Additional Solutions	SL, CE, CF	2*, 6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
US 200/ US89	I-90 @ Missoula - I-15 @ Great Falls	470	P, SW, VA, HA, SL, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 24	No Urban Sections	-	-	
US 87	I-15 @ Great Falls - US 2 @ Havre	471	P, LW, SW, HA	1, 5, 3, 4, 2	No Additional Solutions	P, SW, SL	1, 5, 4, 2	No Additional Solutions	
US 93	I-90 - Canada	480	P, LW, SW, VA, SL, CE, CF	1, 5, 3, 4, 2, 6, 7, 8	9 - 24	P, SW, SL, CF	1, 5, 4, 2, 6, 7, 8	9 - 13, 15 - 24	
S 3	Billings - Great Falls	590	P, LW, SW, VA, HA, SL, CF	1, 5, 3, 4, 2, 6, 7, 8	9 - 24	P, SL, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
I-15	Idaho SL - I-90 @ Butte	720	P	1, 5	No Additional Solutions	P	1, 5	No Additional Solutions	
I-15	Butte (I-90) - Great Falls (I-15B)	721	P, SW, HA	1, 5, 4, 2	No Additional Solutions	P	1, 5	No Additional Solutions	
I-15	Great Falls - Canada	722	P	1, 5	No Additional Solutions	P, SW	1, 5, 4	No Additional Solutions	
I-94	I-90 @ Billings - North Dakota	750	P	1, 5	No Additional Solutions	No Deficient Sections	-	-	

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**Principal Highway Solutions**

1. Improve pavement conditions (resurface, enhance maintenance program, increased pavement strength)
2. Improve roadway geometrics (curves, turning radii)
3. Increase lane widths to 12 feet
4. Increase shoulder widths to be in accordance with AASHTO standards
5. Reconstruct existing roadways without adding lanes
6. Reconstruct existing roadways including additional lanes
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**Nebraska Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-80	Wyoming SL - US 26	179	No Deficient Sections	-	-	No Deficient Sections	-	-	
I-80	US 26 - US 281	180	No Deficient Sections	-	-	No Deficient Sections	-	-	
I-80	US 281 - US 81	181	No Deficient Sections	-	-	No Urban Sections	-	-	
I-80	US 81 - Iowa SL	182	P, SL, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
US 26	Wyoming SL - I-80	390	P, LW, SW	1, 5, 3, 4	No Additional Solutions	P, SL, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
US 81	Kansas SL - I-80	450	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	No Urban Sections	-	-	
US 81	I-80 - South Dakota SL	451	P, HA, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	SL	2*	No Additional Solutions	consider raising speed limit to MTC if no safety or other concerns preclude it
US 281	I-80 - South Dakota SL	530	SW, CF	4, 6, 7, 8	9 - 13, 15 - 24	SW, CE, CF	4, 6, 7, 8	9 - 13, 15 - 24	
US 385	South Dakota SL - I-80 @ Sidney	640	SW, HA	4, 2, 5	No Additional Solutions	P, SL, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	

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- CF = Future Capacity (2016)

**Principal Highway Solutions**

1. Improve pavement conditions (resurface, enhance maintenance program, increased pavement strength)
2. Improve roadway geometrics (curves, turning radii)
3. Increase lane widths to 12 feet
4. Increase shoulder widths to be in accordance with AASHTO standards
5. Reconstruct existing roadways without adding lanes
6. Reconstruct existing roadways including additional lanes
7. Reconstruct existing highway to reduce access
8. Widen roadway; construct with additional lanes

**Nevada Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
US 93	Arizona SL - Las Vegas UL	62	SW, SL, CE, CF	4, 2, 6, 7, 8	9 - 13, 15 - 24	P, SL, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
US 93/I-515	Las Vegas UL - I-15	63	No Rural Sections	-	-	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-80	Through Reno	174	CE, CF	6, 7, 8	9 - 13, 15 - 24	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-80	Reno UL - Utah SL	175	P	1, 5	No Additional Solutions	P	1, 5	No Additional Solutions	
I-15	California SL - Las Vegas UL	713	CE, CF	6, 7, 8	9 - 13, 15 - 24	No Urban Sections	-	-	
I-15	Through Las Vegas	714	No Rural Sections	-	-	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-15	Las Vegas UL - Arizona SL	715	No Deficient Sections	-	-	No Urban Sections	-	-	

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**Principal Highway Solutions**

1. Improve pavement conditions (resurface, enhance maintenance program, increased pavement strength)
2. Improve roadway geometrics (curves, turning radii)
3. Increase lane widths to 12 feet
4. Increase shoulder widths to be in accordance with AASHTO standards
5. Reconstruct existing roadways without adding lanes
6. Reconstruct existing roadways including additional lanes
7. Reconstruct existing highway to reduce access
8. Widen roadway; construct with additional lanes

**North Dakota Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-29	South Dakota SL - I-94 (Fargo)	91	P	1, 5	see notes	CF*	6, 7, 8	9 - 13, 15 - 24	add'l rural & urban solutions include snow fences, shelter belts (trees) and redirection of drainage; CF added on basis of knowledge of corridor
I-29	Fargo (I-94) - Canada	92	P	1, 5	see notes	P, CF*	1, 5, 6, 7, 8	9 - 13, 15 - 24	add'l rural & urban solutions include snow fences, shelter belts (trees) and redirection of drainage; CF added on basis of knowledge of corridor
US 2	Montana SL - US 83 @ Minot	353	No Deficient Sections	-	-	SL, CF	2*, 6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
US 2	US 83 @ Minot - Minnesota SL (Grand Forks)	354	No Deficient Sections	-	-	P, SL, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
US 52	Canada to I-94 Jamestown, ND	400	No Deficient Sections	-	-	SL	2*	No Additional Solutions	consider raising speed limit to MTC if no safety or other concerns preclude it
US 281	South Dakota SL - I-94	531	SW	4*	No Additional Solutions	SL, CF	2*, 6, 7, 8	9 - 13, 15 - 24	shoulders should be widened to meet AASHTO standards as part of an adjacent improvement project; consider raising speed limit to MTC if no safety or other concerns preclude it
I-94	Montana SL - Bismark (I-194)	750	P	1, 5	No Additional Solutions	P	1, 5	No Additional Solutions	
I-94	Bismark (I-194) - Minnesota SL	751	P	1, 5	No Additional Solutions	P	1, 5	No Additional Solutions	

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**KEY**

**Deficiencies**

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- CF = Future Capacity (2016)

**Principal Highway Solutions**

1. Improve pavement conditions (resurface, enhance maintenance program, increased pavement strength)
2. Improve roadway geometrics (curves, turning radii)
3. Increase lane widths to 12 feet
4. Increase shoulder widths to be in accordance with AASHTO standards
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6. Reconstruct existing roadways including additional lanes
7. Reconstruct existing highway to reduce access
8. Widen roadway; construct with additional lanes

**Oregon Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-5	California SL - Douglas/Lane CL	6	P, HA, SL, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	P, SW, HA, CF	1, 5, 4, 2, 6, 7, 8	9 - 13, 15 - 24	
I-5	Douglas/Lane CL - S 58 @ Eugene	7	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	No Deficient Sections	-	-	
I-5	S 58 @ Eugene- Portland	8	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	P, SW, CE, CF	1, 5, 4, 6, 7, 8	9 - 13, 15 - 24	
I-5	Through Portland (OR)	9	No Rural Sections	-	-	P, SL, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
I-84	In Portland (I-5 - Portland UL)	190	No Rural Sections	-	-	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-84	Portland - I-82	191	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	P	1, 5	No Additional Solutions	
I-84	I-82 - Idaho SL	192	P, HA	1, 5, 2	No Additional Solutions	No Deficient Sections	-	-	
I-205	Washington SL - I-5 S. Portland	240	No Rural Sections	-	-	P, SW, CE, CF	1, 5, 4, 6, 7, 8	9 - 13, 15 - 24	
I-405	in Portland	290	No Rural Sections	-	-	P, SL	1, 5, 2	No Additional Solutions	
US 97/ S 58	California SL to I-5 @ Eugene	500	P, SW, VA, HA, SL, CE, CF	1, 5, 4, 2, 6, 7, 8	9 - 24	P	1, 5	No Additional Solutions	
I-82	Washington SL - I-84	740	P, HA	1, 5, 2	No Additional Solutions	No Urban Sections	-	-	

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**KEY**

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**South Dakota Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-29	Iowa SL (Sioux City) - I-90 (Sioux Falls)	90	P	1, 5	No Additional Solutions	P	1, 5	No Additional Solutions	
I-29	I-90 @ Sioux Falls - North Dakota SL	91	P	1, 5	No Additional Solutions	No Deficient Sections	-	-	
I-90	Wyoming SL - Rapid City (S 473)	218	P, HA	1, 5, 2	No Additional Solutions	No Deficient Sections	-	-	
I-90	Rapid City (S 473) - US 281	219	P	1, 5	No Additional Solutions	No Urban Sections	-	-	
I-90	US-281 - US 81	220	P	1, 5	No Additional Solutions	No Deficient Sections	-	-	
I-90	US 81 - I-29 @ Sioux Falls	221	P	1, 5	No Additional Solutions	No Deficient Sections	-	-	
I-90	I-29 - Minnesota SL	222	P	1, 5	No Additional Solutions	P	1, 5	No Additional Solutions	
US 81	Nebraska SL - I-90	451	P, HA, SL, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	P, SL, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
US 81	I-90 - I-29 @ Watertown	452	P, LW, HA, SL, CF	1, 5, 3, 2, 6, 7, 8	9 - 13, 15 - 24	P, HA, SL	1, 5, 2	No Additional Solutions	
US 281	Nebraska SL - I-90	530	SW, HA, SL, CF	4, 2, 5, 6, 7, 8	9 - 13, 15 - 24	No Urban Sections	-	-	
US 281	I-90 - North Dakota	531	P, LW, SW, HA, SL, CF	1, 5, 3, 4, 2, 6, 7, 8	9 - 13, 15 - 24	P, SL	1, 5, 2	No Additional Solutions	
S 79/US 385	I-90 @ Rapid City - Nebraska SL	640	HA, CE, CF	2, 5, 6, 7, 8	9 - 13, 15 - 24	P, SL, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	

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**Texas Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-10	Through El Paso (NM SL - El Paso UL)	36	No Deficient Sections	-	-	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-10	El Paso UL - I-20	37	No Deficient Sections	-	-	No Urban Sections	-	-	
I-10	I-20 - San Antonio UL	38	CF	6, 7, 8	9 - 13, 15 - 24	No Deficient Sections	-	-	
I-10	Through San Antonio	39	No Rural Sections	-	-	CE, CF	6, 7, 8	9 - 13, 15 - 24	
I-10	San Antonio UL - Houston UL	40	CE, CF	6, 7, 8	9 - 13, 15 - 24	CF	6, 7, 8	9 - 13, 15 - 24	
I-10	Through Houston	41	No Rural Sections	-	-	CE, CF	6, 7, 8	9 - 13, 15 - 24	
I-10	Houston UL - Louisiana SL	42	CE, CF	6, 7, 8	9 - 13, 15 - 24	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-20	I-10 - Dallas/Ft. Worth UL	70	P, SW, HA, CF	1, 5, 4, 2, 6, 7, 8	9 - 13, 15 - 24	No Deficient Sections	-	-	
I-20	Through Dallas/Ft. Worth	71	No Rural Sections	-	-	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-20	Dallas/Ft. Worth UL - Louisiana SL (Shreveport)	72	CF	6, 7, 8	9 - 13, 15 - 24	No Deficient Sections	-	-	
I-30	In Dallas/Ft. Worth	100	No Rural Sections	-	-	P, SL, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
I-30	Dallas/Ft. Worth UL - Texarkana (Arkansas SL)	101	CF	6, 7, 8	9 - 13, 15 - 24	CF	6, 7, 8	9 - 13, 15 - 24	
I-35	Laredo - San Antonio UL	110	P	1, 5	No Additional Solutions	CF	6, 7, 8	9 - 13, 15 - 24	
I-35	Through San Antonio	111	No Rural Sections	-	-	CE, CF	6, 7, 8	9 - 13, 15 - 24	
I-35	San Antonio - Dallas/Ft. Worth	112	SW, CE, CF	4, 6, 7, 8	9 - 13, 15 - 24	CE, CF	6, 7, 8	9 - 13, 15 - 24	
I-35 E/W	Through Dallas/Ft. Worth	113	CE, CF	6, 7, 8	9 - 13, 15 - 24	P, HA, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
I-35	Dallas/Ft. Worth - Oklahoma SL	114	HA, CF	2, 5, 6, 7, 8	9 - 13, 15 - 24	No Deficient Sections	-	-	
I-37	Through San Antonio (I-35 - UL)	120	No Rural Sections	-	-	CF	6, 7, 8	9 - 13, 15 - 24	
I-37	San Antonio UL - Corpus Christi	121	CF	6, 7, 8	9 - 13, 15 - 24	No Urban Sections	-	-	
I-37	Through Corpus Christi (UL - US 181)	122	No Rural Sections	-	-	CE, CF	6, 7, 8	9 - 13, 15 - 24	
I-40	New Mexico SL - Amarillo UL	135	No Deficient Sections	-	-	No Urban Sections	-	-	
I-40	Through Amarillo	136	No Rural Sections	-	-	CF	6, 7, 8	9 - 13, 15 - 24	
I-40	Amarillo UL - Oklahoma SL	137	No Deficient Sections	-	-	No Urban Sections	-	-	
I-44	US 287 - Oklahoma SL	140	No Deficient Sections	-	-	P	1, 5	No Additional Solutions	

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**Texas Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-45	In Dallas/Ft. Worth	150	No Rural Sections	-	-	CF	6, 7, 8	9 - 13, 15 - 24	
I-45	Dallas/Ft. Worth UL - Houston UL	151	HA, CE, CF	2, 5, 6, 7, 8	9 - 13, 15 - 24	CE, CF	6, 7, 8	9 - 13, 15 - 24	
I-45	Through Houston	152	No Rural Sections	-	-	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-45	Houston UL - Galveston	153	SL, CE, CF	2*, 6, 7, 8	9 - 13, 15 - 24	CF	6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
US 54	I-10 @ El Paso - New Mexico SL	410	No Deficient Sections	-	-	P, LW, SL, CF	1, 5, 3, 2, 6, 7, 8	9 - 13, 15 - 24	
US 54	New Mexico SL - Oklahoma SL (through Texas)	411	SL	2*	No Additional Solutions	P, SL	1, 5, 2	No Additional Solutions	consider raising speed limit to MTC if no safety or other concerns preclude it
US 59	Laredo - Houston UL	420	LW, SL, CE, CF	3, 2, 6, 7, 8	9 - 13, 15 - 24	LW, SL, CE, CF	3, 2, 6, 7, 8	9 - 13, 15 - 24	
US 59	Through Houston	421	No Rural Sections	-	-	P, LW, SW, CE, CF	1, 5, 3, 4, 6, 7, 8	9 - 13, 15 - 24	
US 59	Houston UL - I-30	422	P, LW, VA, HA, SL, CE, CF	1, 5, 3, 2, 6, 7, 8	9 - 24	P, LW, SL, CE, CF	1, 5, 3, 2, 6, 7, 8	9 - 13, 15 - 24	
US 77	Brownsville to US 59	440	SL, CE, CF	2*, 6, 7, 8	9 - 13, 15 - 24	P, LW, SL, CF	1, 5, 3, 2, 6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
US 281	Mexico to I-37	540	P, HA, SL, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	SL, CF	2*, 6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
US 287	Oklahoma SL - Amarillo UL	550	No Deficient Sections	-	-	SL	2*	No Additional Solutions	consider raising speed limit to MTC if no safety or other concerns preclude it
US 287	Through Amarillo	551	No Rural Sections	-	-	No Deficient Sections	-	-	
US 287	Amarillo UL - I-44 @ Wichita Falls	552	P, LW, SL	1, 5, 3, 2	No Additional Solutions	P, LW, SL	1, 5, 3, 2	No Additional Solutions	
US 287	I-44 @ Wichita Falls - Dallas/Ft. Worth UL	553	No Deficient Sections	-	-	P, LW, SL	1, 5, 3, 2	No Additional Solutions	
US 287	Through Dallas/Ft. Worth (North UL - I-45 @Ennis)	554	CE, CF	6, 7, 8	9 - 13, 15 - 24	P, SL, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
US 287	I-45 @ Ennis - Port Arthur	555	No Deficient Sections	-	-	SL	2*	No Additional Solutions	consider raising speed limit to MTC if no safety or other concerns preclude it

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**Principal Highway Solutions**

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8. Widen roadway; construct with additional lanes

**Utah Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-70	I-15 - Colorado SL	160	P, SW, HA	1, 5, 4, 2	No Additional Solutions	SW	4*	No Additional Solutions	shoulders should be widened to meet AASHTO standards as part of a corridor improvement project
I-80	Nevada SL - Salt Lake City UL	175	P, SW, CF	1, 5, 4, 6, 7, 8	9 - 13, 15 - 24	No Urban Sections	-	-	
I-80	Through Salt Lake City	176	CF	6, 7, 8	9 - 13, 15 - 24	P, SW, CE, CF	1, 5, 4, 6, 7, 8	9 - 13, 15 - 24	
I-80	Salt Lake City - Wyoming SL	177	P, SW, CF	1, 5, 4, 6, 7, 8	9 - 13, 15 - 24	No Urban Sections	-	-	
I-84	Idaho SL - N. Salt Lake City (I-15)	194	P, SW	1, 5, 4	No Additional Solutions	No Urban Sections	-	-	
I-84	I-15 - I-80	195	SW	4*	No Additional Solutions	P, SW	1, 5, 4	No Additional Solutions	shoulders should be widened to meet AASHTO standards as part of a corridor improvement project
I-15	Arizona SL - I-70	715	P, SW, HA, CF	1, 5, 4, 2, 6, 7, 8	9 - 13, 15 - 24	SW, CF	4, 6, 7, 8	9 - 13, 15 - 24	
I-15	I-70 - Salt Lake City UL (Provo)	716	P, SW, CF	1, 5, 4, 6, 7, 8	9 - 13, 15 - 24	SW, CF	4, 6, 7, 8	9 - 13, 15 - 24	
I-15	Through Salt Lake City (Provo - N. Ogden)	717	P, SW, CE, CF	1, 5, 4, 6, 7, 8	9 - 13, 15 - 24	P, SW, CE, CF	1, 5, 4, 6, 7, 8	9 - 13, 15 - 24	
I-15	Salt Lake City UL (N. Ogden) - Idaho SL	718	P, SW, CF	1, 5, 4, 6, 7, 8	9 - 13, 15 - 24	No Urban Sections	-	-	

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**Washington Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-5	Through Portland (WA)	9	No Rural Sections	-	-	CE, CF	6, 7, 8	9 - 13, 15 - 24	
I-5	Portland - Seattle/Tacoma UL	10	SL, CE, CF	2*, 6, 7, 8	9 - 13, 15 - 24	CE, CF	6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
I-5	Tacoma UL - S18	11	No Rural Sections	-	-	P, CE, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-5	S18 - I-90	12	No Rural Sections	-	-	P, LW, CE, CF	1, 5, 3, 6, 7, 8	9 - 13, 15 - 24	
I-5	I-90 - Seattle UL	13	No Rural Sections	-	-	SW, CE, CF	4, 6, 7, 8	9 - 13, 15 - 24	
I-5	Seattle UL - Canada	14	P, SL, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	P, CF	1, 5, 6, 7, 8	9 - 13, 15 - 24	
I-90	In Seattle	210	No Rural Sections	-	-	CF	6, 7, 8	9 - 13, 15 - 24	
I-90	Seattle UL - Spokane UL	211	CE, CF	6, 7, 8	9 - 13, 15 - 24	CF	6, 7, 8	9 - 13, 15 - 24	
I-90	Through Spokane	212	No Rural Sections	-	-	SW, CE, CF	4, 6, 7, 8	9 - 13, 15 - 24	
I-90	Spokane UL - Idaho SL	213	CE, CF	6, 7, 8	9 - 13, 15 - 24	No Urban Sections	-	-	
I-205	I-5 N. Portland - Oregon SL	240	No Rural Sections	-	-	CF	6, 7, 8	9 - 13, 15 - 24	
US 2	I-5 - I-90 @ Spokane	350	LW, SW, VA, HA, SL, CE, CF	3, 4, 5, 2, 6, 7, 8	9 - 24	P, SW, SL, CF	1, 5, 4, 2, 6, 7, 8	9 - 13, 15 - 24	
US 2	I-90 @ Spokane - Idaho SL	351	SW, SL, CE, CF	4, 2, 6, 7, 8	9 - 13, 15 - 24	P, SL, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
US 195	US 95 (Idaho SL) to I-90 @ Spokane	520	LW, SL, CE, CF	3, 2, 6, 7, 8	9 - 13, 15 - 24	No Deficient Sections	-	-	
US 395	Spokane to Canada	570	LW, SW, VA, HA, SL, CE, CF	3, 4, 5, 2, 6, 7, 8	9 - 24	No Urban Sections	-	-	
US 395	I-82 to I-90	580	No Deficient Sections	-	-	P, SL, CE, CF	1, 5, 2, 6, 7, 8	9 - 13, 15 - 24	
S 18	I-5 to I-90 @ Seattle	610	CE, CF	6, 7, 8	9 - 13, 15 - 24	LW, SW, CE, CF	3, 4, 6, 7, 8	9 - 13, 15 - 24	
I-82	I-90 - Oregon SL	740	No Deficient Sections	-	-	SW	4*	No Additional Solutions	shoulders should be widened to meet AASHTO standards as part of a corridor improvement project

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**Wyoming Super Segments  
Deficiencies and Potential Solutions**

Route	Termini	SS#	Rural			Urban			Notes
			Deficiencies	Principal Solutions	Supplemental Solutions	Deficiencies	Principal Solutions	Supplemental Solutions	
I-25	Through Cheyenne	87	SL	2*	No Additional Solutions	P	1, 5	No Additional Solutions	consider raising speed limit to MTC if no safety or other concerns preclude it
I-25	Cheyenne UL - US 26	88	P	1, 5	No Additional Solutions	No Urban Sections	-	-	
I-25	US 26 - I-90 N. Casper	89	P, SL	1, 5, 2	No Additional Solutions	P	1, 5	No Additional Solutions	
I-80	Utah SL - Cheyenne UL	177	P	1, 5	No Additional Solutions	P	1, 5	No Additional Solutions	
I-80	Through Cheyenne	178	No Rural Sections	-	-	P	1, 5	No Additional Solutions	
I-80	Cheyenne UL - Nebraska SL	179	P	1, 5	No Additional Solutions	No Urban Sections	-	-	
I-90	Montana SL - I-25	217	P	1, 5	No Additional Solutions	No Deficient Sections	-	-	
I-90	I-25 - South Dakota SL	218	P	1, 5	No Additional Solutions	P	1, 5	No Additional Solutions	
US 26	I-25 - Nebraska SL	390	HA, SL, CE, CF	2, 5, 6, 7, 8	9 - 13, 15 - 24	SL, CE	2*, 6, 7, 8	9 - 13, 15 - 24	consider raising speed limit to MTC if no safety or other concerns preclude it
US 287	Colorado SL - I-80	560	CF	6, 7, 8	9 - 13, 15 - 24	SL	2*	No Additional Solutions	consider raising speed limit to MTC if no safety or other concerns preclude it

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