Data Collection Year: 2008

US095 CL

From the trailing edge of G-947 (Main St. Viaduct) to Valley View Intg.
(cummile 78.929 to 81.547)

Data Collection Year	Route	County	Direction	From Cummile	To Cummile	Average IRI	Average Rut	Ride Test Date
2008	US095	CL	N	78.929	79.000	213.6	0.09	4/1/2008
2008	US095	CL	N	79.000	79.100	88.8	0.05	4/1/2008
2008	US095	CL	N	79.100	79.200	187.9	0.07	4/1/2008
2008	US095	CL	N	79.200	79.300	97.1	0.13	4/1/2008
2008	US095	CL	N	79.300	79.400	157.8	0.13	4/1/2008
2008	US095	CL	N	79.400	79.500	140.8	0.08	4/1/2008
2008	US095	CL	N	79.500	79.600	113.1	0.04	4/1/2008
2008	US095	CL	N	79.600	79.700	117.8	0.03	4/3/2008
2008	US095	CL	N	79.700	79.800	115	0.04	4/3/2008
2008	US095	CL	N	79.800	79.900	100.3	0.02	4/3/2008
2008	US095	CL	N	79.900	80.000	53.5	0.02	4/3/2008
2008	US095	CL	N	80.000	80.100	58.3	0.02	4/3/2008
2008	US095	CL	N	80.100	80.200	43.3	0.02	4/3/2008
2008	US095	CL	N	80.200	80.300	58.8	0.02	4/3/2008
2008	US095	CL	N	80.300	80.400	67.3	0.03	4/3/2008
2008	US095	CL	N	80.400	80.500	50.8	0.01	4/3/2008
2008	US095	CL	N	80.500	80.600	165.8	0.04	4/3/2008
2008	US095	CL	N	80.600	80.700	51.3	0.03	4/3/2008
2008	US095	CL	N	80.700	80.800	34.4	0.03	4/3/2008
2008	US095	CL	N	80.800	80.900	38.4	0.03	4/3/2008
2008	US095	CL	N	80.900	81.000	37.6	0.01	4/3/2008
2008	US095	CL	N	81.000	81.100	35.5	0.02	4/3/2008
2008	US095	CL	N	81.100	81.200	43.8	0.02	4/3/2008
2008	US095	CL	N	81.200	81.300	51.1	0.02	4/3/2008
2008	US095	CL	N	81.300	81.400	37.6	0.01	4/3/2008
2008	US095	CL	N	81.400	81.500	55.9	0.02	4/3/2008
2008	US095	CL	N	81.500	81.547	48.4	0.02	4/3/2008
2008	US095	CL	S	81.547	81.500	49.5	0.02	3/31/2008
2008	US095	CL	S	81.500	81.400	54.1	0.01	3/31/2008
2008	US095	CL	S	81.400	81.300	49.6	0.02	3/31/2008
2008	US095	CL	S	81.300	81.200	43.2	0.03	3/31/2008
2008	US095	CL	S	81.200	81.100	41.3	0.02	3/31/2008
2008	US095	CL	S	81.100	81.000	63.3	0.02	3/31/2008
2008	US095	CL	S	81.000	80.900	54.4	0.03	3/31/2008
2008	US095	CL	S	80.900	80.800	57.5	0.02	3/31/2008
2008	US095	CL	S	80.800	80.700	53.5	0.01	3/31/2008
2008	US095	CL	S	80.700	80.600	58.4	0.02	3/31/2008
2008	US095	CL	S	80.600	80.500	68.4	0.03	3/31/2008
2008	US095	CL	S	80.500	80.400	106.9	0.03	3/31/2008
2008	US095	CL	S	80.400	80.300	109.3	0.04	3/31/2008
2008	US095	CL	S	80.300	80.200	44.6	0.05	3/31/2008
2008	US095	CL	S	80.200	80.100	56.5	0.06	3/31/2008
2008	US095	CL	S	80.100	80.000	50.9	0.06	3/31/2008
2008	US095	CL	S	80.000	79.900	52.7	0.02	3/31/2008
2008	US095	CL	S	79.900	79.800	57	0.03	3/31/2008
2008	US095	CL	S	79.800	79.700	74.9	0.05	3/31/2008
2008	US095	CL	S	79.700	79.600	191.2	0.06	3/31/2008
2008	US095	CL	S	79.600	79.500	70.5	0.06	3/31/2008
2008	US095	CL	S	79.500	79.400	86.5	0.08	3/31/2008
2008	US095	CL	S	79.400	79.300	50.8	0.05	3/31/2008
2008	US095	CL	S	79.300	79.200	72.8	0.04	3/31/2008
2008	US095	CL	S	79.200	79.100	108.1	0.07	3/31/2008
2008	US095	CL	S	79.100	79.000	137.6	0.06	3/31/2008
2008	US095	CL	S	79.000	78.929	158.8	0.08	3/31/2008

Data Collection Year: 2010

US095 CL

From the trailing edge of G-947 (Main St. Viaduct) to Valley View Intg.
(cummile 78.929 to 81.547)

Data Collection Year	Route	County	Direction	From Cummile	To Cummile	Average IRI	Average Rut	Ride Test Date
2010	US095	CL	N	78.929	79.000	180.8	0.08	12/7/2010
2010	US095	CL	N	79.000	79.100	103.1	0.05	12/7/2010
2010	US095	CL	N	79.100	79.200	157.6	0.05	12/7/2010
2010	US095	CL	N	79.200	79.300	85.5	0.04	12/7/2010
2010	US095	CL	N	79.300	79.400	82.7	0.03	12/7/2010
2010	US095	CL	N	79.400	79.500	76.9	0.05	12/7/2010
2010	US095	CL	N	79.500	79.600	73.2	0.05	12/7/2010
2010	US095	CL	N	79.600	79.700	93.6	0.05	12/7/2010
2010	US095	CL	N	79.700	79.800	141.2	0.04	12/7/2010
2010	US095	CL	N	79.800	79.900	133.2	0.03	12/7/2010
2010	US095	CL	N	79.900	80.000	103.1	0.04	12/7/2010
2010	US095	CL	N	80.000	80.100	99.2	0.06	12/7/2010
2010	US095	CL	N	80.100	80.200	64.1	0.05	12/7/2010
2010	US095	CL	N	80.200	80.300	57.9	0.04	12/7/2010
2010	US095	CL	N	80.300	80.400	62.8	0.03	12/7/2010
2010	US095	CL	N	80.400	80.500	61.5	0.03	12/7/2010
2010	US095	CL	N	80.500	80.600	180.2	0.04	12/7/2010
2010	US095	CL	N	80.600	80.700	76.6	0.02	12/7/2010
2010	US095	CL	N	80.700	80.800	72.6	0.02	12/7/2010
2010	US095	CL	N	80.800	80.900	70.2	0.03	12/7/2010
2010	US095	CL	N	80.900	81.000	69.3	0.02	12/7/2010
2010	US095	CL	N	81.000	81.100	58.1	0.03	12/7/2010
2010	US095	CL	N	81.100	81.200	76.1	0.05	12/7/2010
2010	US095	CL	N	81.200	81.300	54.8	0.03	12/7/2010
2010	US095	CL	N	81.300	81.400	46.5	0.05	12/7/2010
2010	US095	CL	N	81.400	81.500	53.5	0.04	12/7/2010
2010	US095	CL	N	81.500	81.547	50.1	0.05	12/7/2010
2010	US095	CL	S	81.547	81.500	51.1	0.02	12/7/2010
2010	US095	CL	S	81.500	81.400	49.1	0.03	12/7/2010
2010	US095	CL	S	81.400	81.300	56	0.03	12/7/2010
2010	US095	CL	S	81.300	81.200	51.7	0.04	12/7/2010
2010	US095	CL	S	81.200	81.100	61.1	0.05	12/7/2010
2010	US095	CL	S	81.100	81.000	62.4	0.05	12/7/2010
2010	US095	CL	S	81.000	80.900	65.8	0.04	12/7/2010
2010	US095	CL	S	80.900	80.800	89.5	0.04	12/7/2010
2010	US095	CL	S	80.800	80.700	64	0.03	12/7/2010
2010	US095	CL	S	80.700	80.600	58.2	0.05	12/7/2010
2010	US095	CL	S	80.600	80.500	65.8	0.05	12/7/2010
2010	US095	CL	S	80.500	80.400	181.2	0.03	12/7/2010
2010	US095	CL	S	80.400	80.300	88.4	0.02	12/7/2010
2010	US095	CL	S	80.300	80.200	76.3	0.05	12/7/2010
2010	US095	CL	S	80.200	80.100	82.6	0.03	12/7/2010
2010	US095	CL	S	80.100	80.000	72.8	0.03	12/7/2010
2010	US095	CL	S	80.000	79.900	66.1	0.01	12/7/2010
2010	US095	CL	S	79.900	79.800	87.2	0.04	12/7/2010
2010	US095	CL	S	79.800	79.700	106.2	0.06	12/7/2010
2010	US095	CL	S	79.700	79.600	172.6	0.08	12/7/2010
2010	US095	CL	S	79.600	79.500	74.1	0.04	12/7/2010
2010	US095	CL	S	79.500	79.400	73.2	0.04	12/7/2010
2010	US095	CL	S	79.400	79.300	65.4	0.05	12/7/2010
2010	US095	CL	S	79.300	79.200	68.8	0.05	12/7/2010
2010	US095	CL	S	79.200	79.100	98	0.05	12/7/2010
2010	US095	CL	S	79.100	79.000	164.6	0.05	12/7/2010
2010	US095	CL	S	79.000	78.929	95.1	0.06	12/7/2010

Data Collection Year: 2012

US095 CL

From the trailing edge of G-947 (Main St. Viaduct) to Valley View Intg.
(cummile 78.929 to 81.547)

Data Collection Year	Route	County	Direction	From Cummile	To Cummile	Average IRI	Average Rut	Ride Test Date
2012	US095	CL	N	78.929	79.000	241.8	0.09	12/4/2012
2012	US095	CL	N	79.000	79.100	107.5	0.04	12/4/2012
2012	US095	CL	N	79.100	79.200	188.6	0.06	12/4/2012
2012	US095	CL	N	79.200	79.300	99.1	0.06	12/4/2012
2012	US095	CL	N	79.300	79.400	79.3	0.1	12/4/2012
2012	US095	CL	N	79.400	79.500	83.8	0.02	12/4/2012
2012	US095	CL	N	79.500	79.600	83.3	0.02	12/4/2012
2012	US095	CL	N	79.600	79.700	102.3	0.03	12/4/2012
2012	US095	CL	N	79.700	79.800	122	0.04	12/4/2012
2012	US095	CL	N	79.800	79.900	166.3	0.03	12/4/2012
2012	US095	CL	N	79.900	80.000	58	0.02	12/4/2012
2012	US095	CL	N	80.000	80.100	66.2	0.04	12/4/2012
2012	US095	CL	N	80.100	80.200	48.4	0.05	12/4/2012
2012	US095	CL	N	80.200	80.300	57.6	0.03	12/4/2012
2012	US095	CL	N	80.300	80.400	62.3	0.03	12/4/2012
2012	US095	CL	N	80.400	80.500	64.1	0.04	12/4/2012
2012	US095	CL	N	80.500	80.600	138.3	0.03	12/4/2012
2012	US095	CL	N	80.600	80.700	82.9	0.03	12/4/2012
2012	US095	CL	N	80.700	80.800	48.6	0.04	12/4/2012
2012	US095	CL	N	80.800	80.900	56.6	0.05	12/4/2012
2012	US095	CL	N	80.900	81.000	65	0.03	12/4/2012
2012	US095	CL	N	81.000	81.100	57.1	0.03	12/4/2012
2012	US095	CL	N	81.100	81.200	62	0.03	12/4/2012
2012	US095	CL	N	81.200	81.300	58.7	0.05	12/4/2012
2012	US095	CL	N	81.300	81.400	61.7	0.05	12/4/2012
2012	US095	CL	N	81.400	81.500	54.9	0.05	12/4/2012
2012	US095	CL	N	81.500	81.547	48.5	0.04	12/4/2012
2012	US095	CL	S	81.547	81.500	63.6	0.03	12/3/2012
2012	US095	CL	S	81.500	81.400	61.7	0.04	12/3/2012
2012	US095	CL	S	81.400	81.300	53.1	0.02	12/3/2012
2012	US095	CL	S	81.300	81.200	50.6	0.01	12/3/2012
2012	US095	CL	S	81.200	81.100	43.7	0.03	12/3/2012
2012	US095	CL	S	81.100	81.000	60.2	0.03	12/3/2012
2012	US095	CL	S	81.000	80.900	49.2	0.05	12/3/2012
2012	US095	CL	S	80.900	80.800	64.3	0.08	12/3/2012
2012	US095	CL	S	80.800	80.700	65.8	0.04	12/3/2012
2012	US095	CL	S	80.700	80.600	70.8	0.04	12/3/2012
2012	US095	CL	S	80.600	80.500	51.5	0.03	12/3/2012
2012	US095	CL	S	80.500	80.400	62.5	0.05	12/3/2012
2012	US095	CL	S	80.400	80.300	168	0.05	12/3/2012
2012	US095	CL	S	80.300	80.200	57.8	0.03	12/3/2012
2012	US095	CL	S	80.200	80.100	59.3	0.03	12/3/2012
2012	US095	CL	S	80.100	80.000	68.6	0.03	12/3/2012
2012	US095	CL	S	80.000	79.900	60.5	0.01	12/3/2012
2012	US095	CL	S	79.900	79.800	58.3	0.03	12/3/2012
2012	US095	CL	S	79.800	79.700	72.2	0.05	12/3/2012
2012	US095	CL	S	79.700	79.600	131	0.07	12/3/2012
2012	US095	CL	S	79.600	79.500	151.6	0.05	12/3/2012
2012	US095	CL	S	79.500	79.400	89.4	0.07	12/3/2012
2012	US095	CL	S	79.400	79.300	68	0.06	12/3/2012
2012	US095	CL	S	79.300	79.200	113.5	0.06	12/3/2012
2012	US095	CL	S	79.200	79.100	82.6	0.07	12/3/2012
2012	US095	CL	S	79.100	79.000	100.4	0.05	12/3/2012
2012	US095	CL	S	79.000	78.929	185.7	0.06	12/3/2012