

J-U-B Engineers, Inc.



City of Glenns Ferry Pavement Management Plan

Home of the Three Island Crossing



2011

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Section 1 - Introduction

General

The City of Glenns Ferry (City) road network is comprised of more than 16.7 miles of paved roadways. This Pavement Management Plan (PMP) has been developed to provide the City with a structured approach to evaluate the condition of the paved road network and develop a strategic maintenance plan.

A PMP presents the City with an opportunity to better understand the state of their road network. Direct relationships between budget, repair strategies, and remaining service life will all be identified in this PMP. Pavement management planning empowers the City with a systematic approach to performing budget analysis. Proper identification of fund allocation is an imperative step towards meeting the City's goals for road network management.

A Pavement Management Plan will improve the City's awareness of the state of their road network. Having the capability to analyze the road network will allow the City to identify and take actions in a more strategic approach.

Purpose

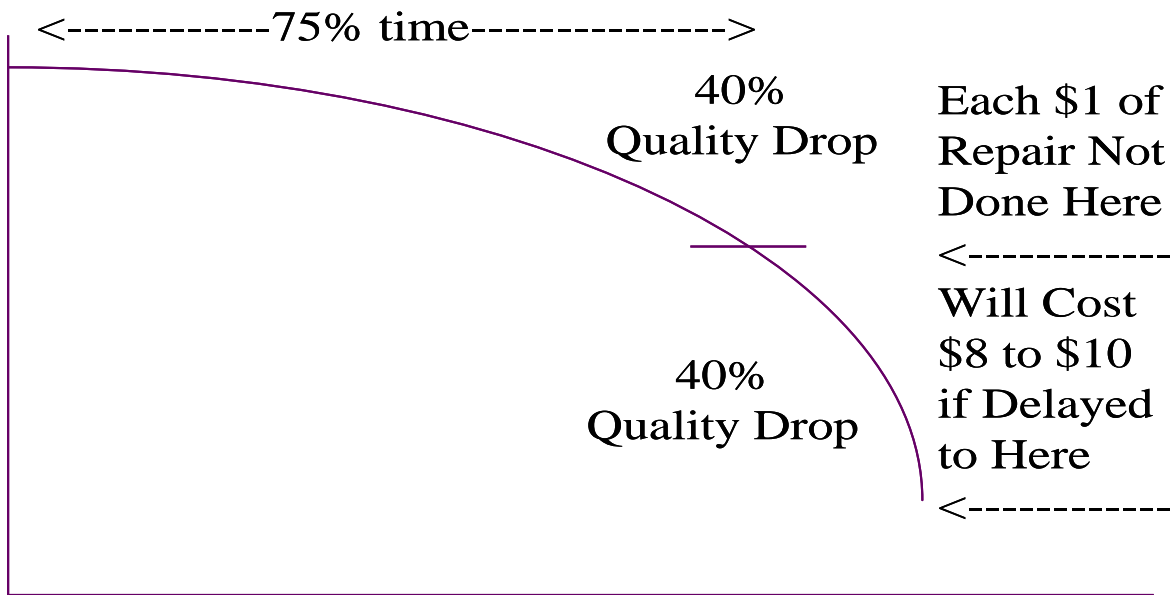
The intent of this manual is to help the City manage one of their most valuable assets: their road network. This manual has been developed to outline a standard procedure that the City can rely on when creating a pavement management strategy. The reliability of the PMP will be dictated by the quality of the field data collected during the road network inventory. Road inventory is recommended every two to three years minimum. Between the biennial collections of data, changes in staff and management styles could result in different data collection methods. This is why a successfully PMP must be accompanied by guidelines that can be referenced year after year to insure the continuity of the data.

Goals

The principle of pavement management is simple: the cost to repair a roadway only becomes more expensive with time. Pavement condition deteriorates with time at an exponentially increasing rate. The goal is to provide a clear and effective PMP that uses inventory data and produces a treatment strategy that preserves the roadway in a cost effective manner. The result should be an optimum return on your investment by ideally maintaining an average remaining service life (RSL) of 10 -12 years for the paved road network (typical pavement design life being 20-years). The RSL represents the years remaining until complete failure of the roadway surfacing. A successful PMP makes it easy to define the necessary budget that will be required to meet the RSL goals for the City road network. Cost-to-RSL benefit can be directly related to the age of the existing roadway that is being treated.

A road network is a combination of multiple road segments. Segments are usually broken at logical locations, such as intersections or significant changes in pavement condition or type. Segment lengths of approximately one mile in length are desirable. The individual segments will be treated with a specific repair strategy to increase the RSL of the segment. The goal is to implement a strategy that extends the life of the roadway for the greatest cost-benefit. The figure below graphically depicts typical pavement deterioration over time and the associated cost of repair. From this graph, maintenance at 75% of the pavement design life is significantly more cost effective than maintenance deferred for just a few more years.

Figure 1.1 Typical Pavement Deterioration Curve



Section 2 - Pavement Management Development

General

In developing a pavement management plan the following steps should be taken:

- Mapping (GIS) Road Network
- Pavement Condition Inventory
- Identify Maintenance & Repair Needs
- Analyze repair strategies and establish annual funding levels
- Implement annual program

Mapping (GIS) Roadway Network

A digital map of the roadway network has been developed as a part of the Glenns Ferry Transportation Plan and is a necessary step towards communicating and representing information graphically on the roadway systems. Most systems now use Geographic Information Systems (GIS) as a tool in pavement management, which allows information about road segments to be linked to a digital map. This allows the user to “click” on a road segment and have the information for a specific segment available electronically. This system also allows information to be entered directly into mapping databases in the field or through the download of data collectors, eliminating the intermediate data entry step used in the past.

For this project, the road system was previously mapped and inventoried by the Local Highway Technical Assistance Council (LHTAC) in conjunction with the Idaho T2 Center and a private consulting firm IWORQ to create a GIS road segment map. The road network was then organized in a format that can be utilized in the pavement management software. The individual roads are divided into segments for analysis purposes. A road segment is a continuous section of roadway with similar characteristics (i.e. condition, surfacing type, width). For practicality, the road segments may be broken at intersections of other roads. Segments should be kept to lengths of one mile or less. Funding may not always be available to apply a pavement treatment to one segment for multiple miles. Segments should be adjusted to correspond with changes in pavement condition or road characteristics. Repair strategies, which will be further explained later in the plan, are developed based on road segments conditions. Therefore, road segments that will fit in to a practical maintenance plan are desirable. It is also undesirable to divide a section of roadway that has historically been maintained as one segment.

Pavement Condition Inventory

The pavement condition inventory is the result of collecting all the information that is necessary for identifying and analyzing the road segment and was previously completed by LHTAC in 2005 with the information provided for this PMP. The

inventory includes general information about the road segments. Examples of this information include segment length, width, shoulder type, etc.

The second component of the inventory is the surface condition of the pavement, where the pavement was rated for the following surface conditions:

- Fatigue Cracking
- Longitudinal Cracking
- Transverse Cracking
- Edge Cracking
- Patching/Potholes
- Block Cracking
- Roughness
- Rutting
- Drainage

Extent and severity for each of these parameters is determined for each roadway segment.

Analysis

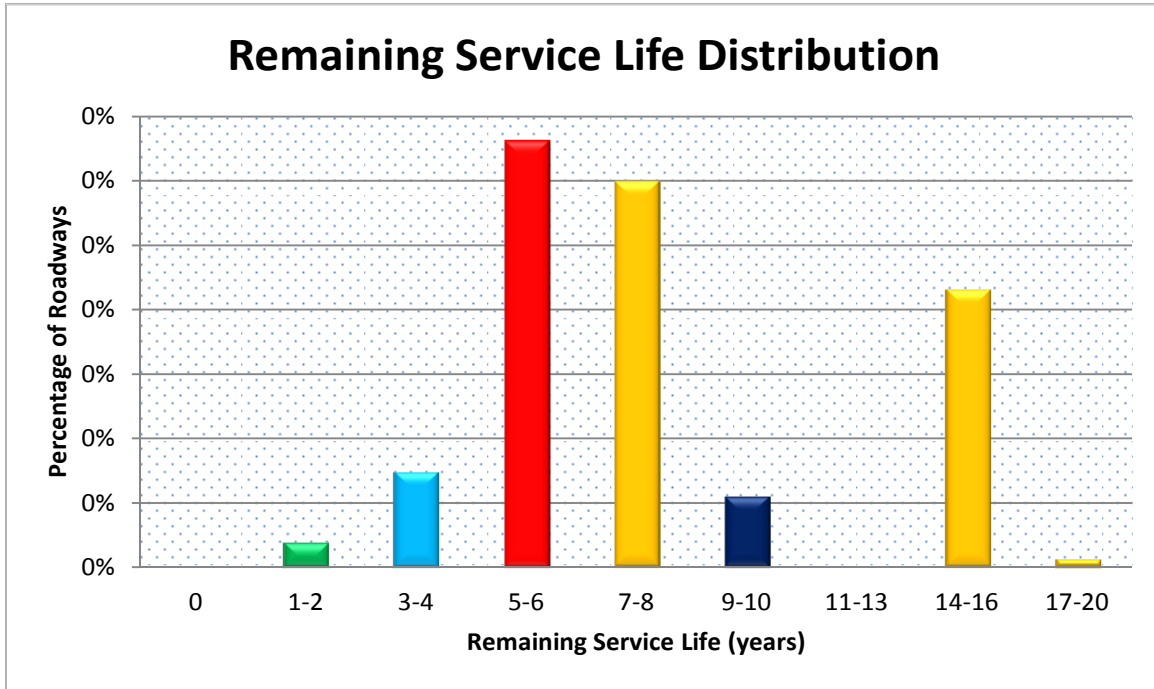
The analysis performed with the pavement management program is the next step to developing a Pavement Management Plan. After the completed pavement inventory information is entered into the software program, the remaining service life (RSL) is calculated for each roadway segment. The RSL represents the “calculated” years remaining until complete failure of the roadway surfacing. The RSL is determined by the governing distress. Governing distress is the surface condition for a given segment that results in the lowest RSL.

Figure 2.1 shows the distribution of the City roads based on the 2005 pavement evaluation as adjusted to 2010. The 2010 RSL was calculated by subtracting 5 years from the 2005 RSL and adjusting for any improvements made to the roadway system since 2005. The 2010 RSL is not based on updated roadway inspections which were beyond the scope of this effort. It is however highly recommended that the City complete an updated inventory to verify the validity of the adjusted 2010 RSL.

The system average RSL for the City at the end of 2010 is calculated to be approximately **7.2 years**.

Based on the governing distress and associated rating, an optimal treatment is recommended by the program. These optimal treatments don't always correspond to the practices or equipment readily available to the City. Therefore, another similar treatment may be entered as a recommended treatment.

Figure 2.1 2010 RSL Distribution for the City of Glenns Ferry



By evaluating the RSL distribution for the road network, the City can begin to allocate funds to the appropriate repair strategies. It is important that the repair strategy is focused on the goal of maintaining an average RSL of 10-12 for the road network. The four categories of repair or maintenance strategies include:

- 1) Routine Maintenance
- 2) Preventative Maintenance
- 3) Rehabilitation
- 4) Reconstruction

The goal of the analysis is to produce an average road system RSL of 10 to 12 years at the least cost. By allocating maintenance funding to the appropriate repair strategies this can be accomplished.

Implementation

The final step is following through with the Pavement Management Plan on an annual basis. This is accomplished by budgeting sufficient funds to allow the implementation of the recommended treatments. These treatments will be applied to the appropriate roadways identified in the analysis. The IWORQ program allows for some flexibility as specific road segments are not identified, only the RSL range and corresponding area of roadway to be treated. This affords the City the

opportunity to meet local demands or schedule roads within a certain geographic area for each year.

Failure to maintain pavement at the necessary levels results in a decrease in the RSL. Correspondingly, costs tend to increase when trying to achieve the desired average RSL. Pavement conditions ***should be re-evaluated in two-three intervals*** to provide an up-to-date inventory for better decision making and allows pavement performance to be tracked over time.

Section 3 – Pavement Condition Inventory

Surface distresses act as the window into the deficiencies of the roadway and are evaluated by visual inspection. A rating scale is used to measure severity and extent of the distress. Severity is rated on the amount of visible deterioration for the road segment. Extent is measured as a percentage of the road segment that the distress has affected.

It is recommended that surface distresses be evaluated once every two to three years at a minimum, with road network surveys updated accordingly. Because there is potential for different personnel to perform data collection, it is important that a clear explanation and evaluation approach is defined. The following sections discuss the procedure for pavement inventory that was used in collecting the initial pavement data and the rating scales for each of the surface distresses.

Pavement Inventory Procedure for Future Updates

The previously completed roadway evaluation was finished in 2005 as a part of LHTAC's statewide evaluation. For future updates, the road network inventory is performed by field data collection which will require the following resources:

- Inventory Personnel
- Local Map
- Vehicle
- Distance Measuring Instrument (DMI)
- Tape measure
- 1 ft. Ruler
- 6 ft. Straight Edge
- Allen Wrench Set - 1/4" to 3/4" sizes (Or other tool for measuring crack width)

Before starting the inventory, a travel plan should be prepared to inspect the road segments in an efficient and effective manner. The procedure for collecting segment data is as follows:

1. Drive the segment at 5 -10 mph.
2. Record pavement distress levels.
3. After driving half to two-thirds of the segment, find a section of the segment that reflects the average condition and pull off the road.
4. At this time field measurements should be taken: lane width, shoulder width and type, drainage type, rutting, crack widths, etc.
5. Continue driving and recording surface distress levels.
6. At the end of the segment, review inventory form and confirm findings with other surveyor. Take note of any items of concern, an example would be poor drainage at a culvert that is flooding or causing erosion at a specific location.

Pavement Distress

There are nine types of pavement distress that are rated for each road segment. The results of the pavement distress ratings determine the RSL of the pavement. Table 3.1 provides a summary of the resulting remaining service life (RSL) associated with the rating for each pavement distress evaluated. The table shows that a similar rating for two different distress types can result in a substantially different RSL. In general, fatigue cracking represents the most significant form of failure and results in the lowest RSL. A comparison of the fatigue to longitudinal cracking for a rating values of 9 shows this difference, with the fatigue rating resulting in a 0 RSL and the longitudinal resulting in a 6 RSL.

Table 3.1 Remaining Service Life (RSL) for Pavement Distress Ratings

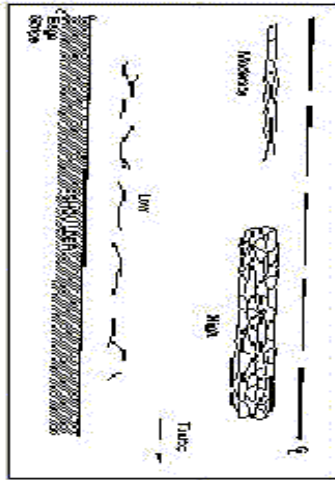
Rating	Remaining Service Life (RSL)							
	Fatigue	Transverse	Longitudinal	Patching	Edge	Block	Rutting	Roughness
0	20	20	20	20	20	20	20	20
1	10	14	14	14	12	12	16	16
2	8	12	12	12	10	10	10	10
3	6	10	10	10	8	8	4	4
4	8	12	12	12	10	10		
5	6	10	10	10	8	8		
6	4	8	8	8	6	6		
7	6	10	10	10	8	12		
8	2	6	8	6	6	6		
9	0	2	6	2	4	2		

Each of the pavement distress criteria are discussed below. An explanation of the distress is included to help understand its appearance on the roadway surface. Also, the rating criteria used for both severity and extent are listed. The ratings for severity and extent result in the final rating used to determine the RSL value.

Fatigue Cracking

Fatigue cracking refers to interconnected crack patterns that resemble alligator skin or chicken wire. Pavement pieces range in size from one to six-inch squares.

FATIGUE CRACKING



Severity

		<u>Extent</u>		
		Low	Medium	High
0	None	1 Crack WP or 1' off C&G Length	2 Crack WP or 1'-2' off C&G Length	30% of Length
Low	Cracks < 1/4"	1	2	3
Medium	Cracks 1/4" to 3/4"	4	5	6
High	Cracks > 3/4"	7	8	9

NO DEFECT:

The road section has no visible fatigue cracking or the total area exhibiting cracking comprises less than 1% of the entire section.

SEVERITY: LOW

Crack pattern is beginning to appear. Width of Cracks measure < 1/4".

MODERATE

Easily discernible cracking with measurable crack widths from 1/4" to 3/4".

HIGH

Wide cracking has resulted with measurable crack widths > 3/4". Loose pieces of pavement may actually be displaced.

EXTENT: LOW

The total area exhibiting fatigue cracking encompasses more than 1% and less than 10% of the road segment.

MODERATE

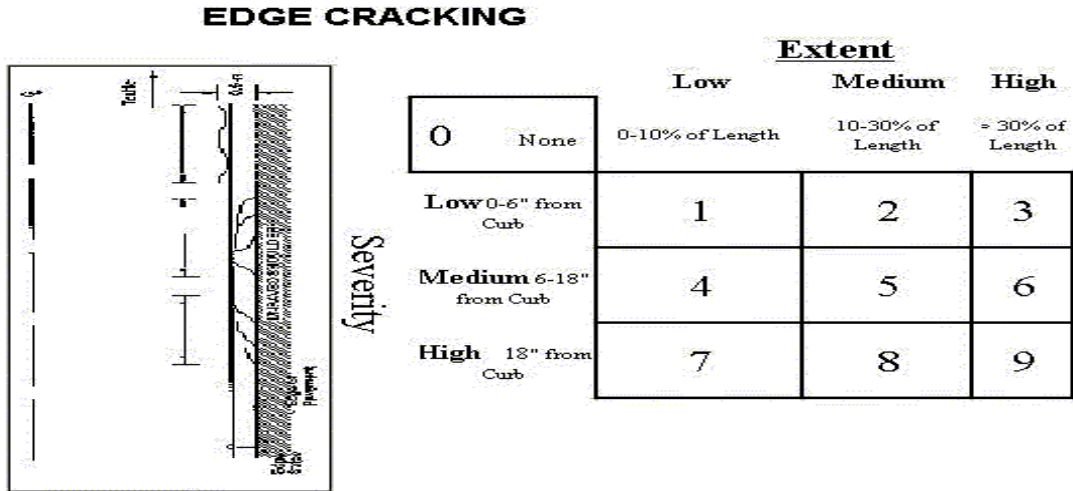
The total area exhibiting fatigue cracking encompasses more than 10% and less than 30% of the road segment.

HIGH

The total area exhibiting fatigue cracking encompasses more than 30% of the road segment.

Edge Cracking

Edge cracking refers to cracks adjacent and parallel to the edge of the pavement. While generally confined to the outer one to two feet of pavement, edge cracking can progress into the travel lane.



NO DEFECT:

The road section has no visible edge cracking.

SEVERITY: LOW

Cracking visible, no breakup. Cracks are confined to within 6" from the edge of pavement or curb/gutter line.

MODERATE

Multiple cracking apparent with some breakup. Cracks occur 6" to 18" from the edge of pavement or curb/gutter line.

HIGH

Extensive cracking occurring more than 18" from the edge of pavement or curb/gutter line.

EXTENT: LOW

The total area exhibiting edge cracking encompasses more than 1% and less than 10% of the road segment.

MODERATE

The total area exhibiting edge cracking encompasses more than 10% and less than 30% of the road segment.

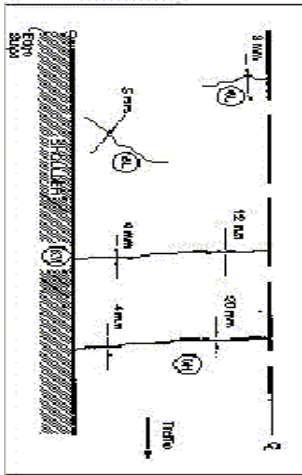
HIGH

The total area exhibiting edge cracking encompasses more than 30% of the road segment.

Transverse Cracking

Transverse cracks run perpendicular to the roadway centerline. Transverse cracks are generally spaced at regular intervals and caused by expansion and contraction of the road surface material.

TRANSVERSE CRACKING



Severity

	<u>Extent</u>		
	<u>Low</u>	<u>Medium</u>	<u>High</u>
0 None	> 200' between Cracks	200'-50' between Cracks	< 50' between Cracks
Low Cracks < 1/4"	1	2	3
Medium Cracks 1/4" to 3/4"	4	5	6
High Cracks > 3/4"	7	8	9

NO DEFECT:

The road section has no visible signs of transverse cracking.

SEVERITY: LOW

Hairline cracks with little or no visible spalling, measurable crack widths < 1/4".

MODERATE

Visible spalling with crack widths measuring 1/4" to 3/4".

HIGH

Well defined cracks filled with foreign material (sand, stones, etc.) measuring greater than 3/4". Extensive spalling and break-up.

EXTENT: LOW

Cracks occur at intervals greater than 200 feet.

MODERATE

Cracks occur at intervals of 50' to 200'.

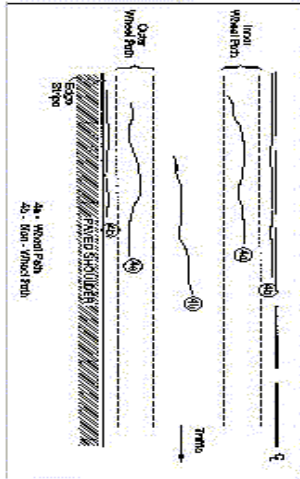
HIGH

Cracks occur at intervals less than 50'.

Longitudinal Cracking

Longitudinal cracks are cracks which run parallel to the roadway centerline. Longitudinal cracks are usually found at construction joints and between lanes.

LONGITUDINAL CRACKING



	<u>Extent</u>		
	Low	Medium	High
0 None	1 Crack Full Length	2 Cracks Full Length	> 2 Cracks Full Length
Low Cracks < 1/4"	1	2	3
Medium Cracks 1/4" to 3/4"	4	5	6
High Cracks > 3/4"	7	8	9

NO DEFECT:

The road section has no visible signs of transverse cracking.

SEVERITY: LOW

Hairline cracks with little or no visible spalling, measurable crack widths < 1/4".

MODERATE

Visible spalling with crack widths measuring 1/4" to 3/4".

HIGH

Well defined cracks filled with foreign material (sand, stones, etc.) measuring greater than 3/4". Extensive spalling and break-up.

EXTENT: LOW

The overall length of longitudinal cracking more than 1% and less than 10% of the road segment.

MODERATE

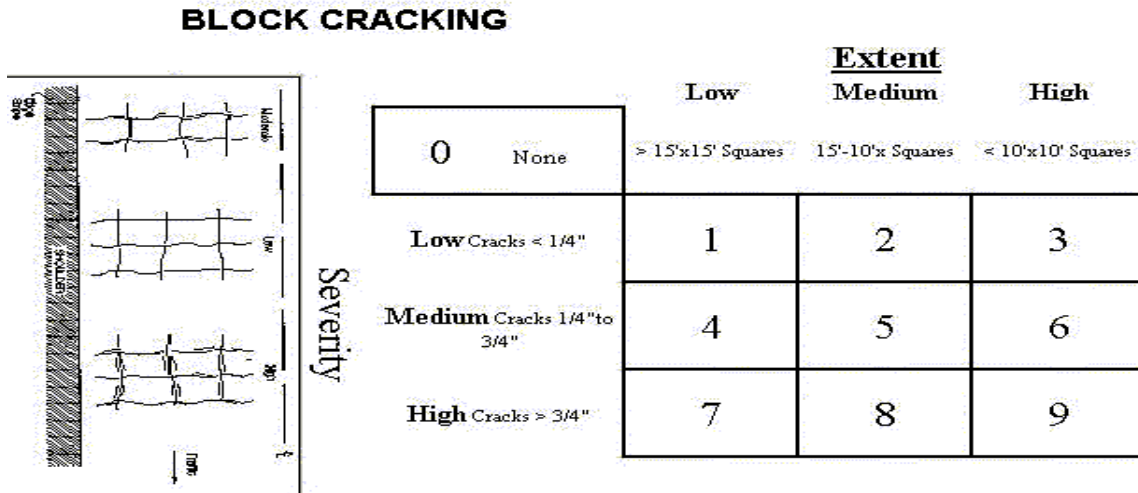
The overall length of longitudinal cracking is between 10% and 30% of the road segment.

HIGH

The overall length of longitudinal cracking is more than 30% of the road segment.

Block Cracking

A pattern of cracks that divides the pavement into approximately rectangular pieces. Rectangular blocks range in size from approximately 1' by 1' squares up to 15' x 15' squares.



NO DEFECT:

The road section has no visible signs of block cracking.

SEVERITY: LOW

Cracks measuring in widths less than 1/4".

MODERATE

Crack widths measuring 1/4" to 3/4".

HIGH

Well defined cracks measuring greater than 3/4".

EXTENT: LOW

The block cracking form a square with sides greater than 15' in length. Visible in less than 10% of the road segment.

MODERATE

The block cracking form a square with sides less than 15' and greater than 5' in length. Visible in 10% to 30% of the road segment.

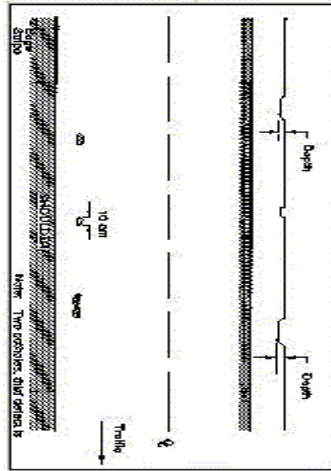
HIGH

The block cracking form a square with sides less than 5' in length. Visible in 30% of the road segment.

Potholes/Patching

Patching refers to areas where the original pavement has been removed and subsequently replaced but is showing deterioration. Potholes are areas where portions of the road pavement have broken and loss of pavement has resulted in a bowl-shaped depression.

UTILITY CUTS



Severity

		<u>Extent</u>		
		Low	Medium	High
0	None	0-10% of Length	10-30% of Length	>30% of Length
Low	Cracks < 1/4"	1	2	3
Medium	Cracks 1/4" to 3/4"	4	5	6
High	Cracks > 3/4"	7	8	9

NO DEFECT:

The road section has no visible patches/potholes.

SEVERITY: LOW

Visible pavement distress within in the repair, width of cracks measure < 1/4".

MODERATE

Cracking with measurable crack widths from 1/4" to 3/4".

HIGH

Wide cracking has resulted with measurable crack widths >3/4".

EXTENT: LOW

The total area affected encompasses more than less than 10% of the road segment.

MODERATE

The total area affected encompasses more than 10% and less than 30% of the road segment.

HIGH

The total area affected is greater than 30%.

Rutting

Rutting refers to the channels in the wheel paths. Rutting causes water to drain along the road surface rather than drain to the edge of the road.

Rutting:
0 = None
1 = Low
2 = Medium
3 = High

Rutting		
Low 0-3/8"	Med 1/2"-3/4"	High >3/4"

CONDITION:	LOW	Rutting may not be clearly visible, depth of rutting is less than 3/8".
	FAIR	Road surface has visible rutting, depth of rutting is measured between 1/2" to 3/4".
	POOR	Highly visible rutting with depth of ruts measuring greater than 3/4".

Roughness/Drainage

Pavement roughness is defined as irregularities in the roadway surface which adversely affect the comfort of the ride.

Drainage:
0 = Very Good
1 = Good
2 = Fair
3 = Poor

Roughness:
0 = Very Good
1 = Good
2 = Fair
3 = Poor

Drainage / Roughness		
Good	Fair	Poor

CONDITION:	GOOD	Road has even surface – ideal for smooth, Undisturbed travel. New roads and recent resurfacing generally fall into this category.
	FAIR	Noticeable unevenness, but the vehicle may continue safely at the posted speed limit.
	POOR	Pavement surface is very uneven, causing a safety hazard for vehicles traveling at the posted speed limit.

Section 4 – Repair Strategies

General

Repair strategies are chosen based on the condition of the road segment. Road surface RSL will dictate the repair strategy that should be used and each repair strategy may have multiple repair methods. The repair method used to implement a repair strategy should be based on the standard practices of the City. There are five generally accepted repair strategies:

- Deferred Action (Do Nothing Approach)
- Routine Maintenance
- Preventative Maintenance
- Rehabilitation
- Reconstruction

Deferred Action

Deferred action is always a viable option when developing a repair strategy. Most road networks are going to include a wide spectrum of RSLs for individual road segments. When road segments RSL becomes less than 3 years, cost for a maintenance treatment does not produce a desirable benefit, and reconstruction becomes the only alternative that will improve the RSL. Costs are very high and often not available in the maintenance funding. Therefore maintenance for certain roadways will be deferred until adequate funds are available. This action will be more beneficial in the long term and result in a healthier road network.

Routine Maintenance

Routine maintenance is usually driven by existing defects in the road surface. This maintenance can be used to prevent further deterioration of the roadway. Road segments that have RSLs greater than 7 to 10 years can benefit from routine maintenance. Examples of possible routine maintenance treatment alternatives include: **crack sealing, cold patches, dig-out and cold patch, and fog coating.**

Preventative Maintenance

Preventative maintenance is used to stop the deterioration on roadways before the surface distresses become a serious problem. This strategy provides the most benefit to a roadway if implemented before the RSL is below 7. Examples of possible preventative maintenance treatment alternatives include: **sand seal, scrub seal, single chip seal, slurry seal, micro-surfacing.**

Rehabilitation

Rehabilitation includes repair alternatives such as overlays and recycling. This strategy should be reserved for road surfaces that have a RSL between 1 to 7 years. The implementation of this strategy can require intense scheduling and will require allocation of a significant portion of the budget. This strategy should be reserved for road segments that fit into a major planning scheme. A possible candidate for such a strategy would be a road segment that is bordered by a newly constructed road segment. Improving the segment would increase the overall performance of the road. Examples of possible rehabilitation strategy treatment alternatives include: **plant mix seal, thin hot mix overlay <2in., hot surface recycling, rotomill and overlay.**

Reconstruction

Reconstruction includes repair alternatives such as complete removal and replacement of a failed pavement section. Improving the road horizontal and vertical alignment, guard rail and drainage are all elements of a reconstruction strategy. This requires considerable funding and lead time to allow for proper design. Reconstruction of a road segment is going to increase the RSL of the road considerably. Therefore, this strategy is reserved for roads that are at the end of their design life. Examples of possible reconstruction strategy treatment alternatives include: **Thick Overlay (3 inch depth), Rotomill & Thick Overlay, Base Repair with Pavement Replacement, Cold Recycling & Thick Overlay, or Base and Pavement Replacement.**

Optimal / Recommended Treatments

The pavement management software has preset treatments for each governing distress rating. These treatments, referred to as optimal treatments, have been developed to represent the best maintenance approach for a given pavement distress depending on the severity and extent. Table 4.1 provides a summary of these optimal treatments for each pavement distress and corresponding rating.

Table 4.1 Pavement Management Optimal / Recommended Treatments

Rating	Fatigue	Transverse	Longitudinal	Patching	Edge	Block	Rutting	Roughness
0	No Maintenance	No Maintenance	No Maintenance	No Maintenance	No Maintenance	No Maintenance	No Maintenance	No Maintenance
1	Crack Seal	Crack Seal	Crack Seal	Crack Seal	No Maintenance	Crack Seal	No Maintenance	No Maintenance
2	Thin Hot Mix Overlay (<2 in.)	Crack Seal	Crack Seal	Crack Seal	No Maintenance	Crack Seal	Micro-surfacing	Rotomill & Thin Overlay (<2 in.)
3	Thin Hot Mix Overlay (<2 in.)	Single Chip Seal	Single Chip Seal	Single Chip Seal	Crack Seal	Single Chip Seal	Rotomill & Thin Overlay (<2 in.)	Rotomill & Thin Overlay (<2 in.)
4	Thin Hot Mix Overlay (<2 in.)	Digout & Hot Patch	Crack Seal	Digout & Hot Patch	Cold Patch	Crack Seal		
5	Thick Overlay (3 in.)	Thin Hot Mix Overlay (<2 in.)	Thin Hot Mix Overlay (<2 in.)	Thin Hot Mix Overlay (<2 in.)	Thin Hot Mix Overlay (<2 in.)	Rotomill & Thin Overlay (<2 in.)		
6	Rotomill & Thick Overlay (3 in.)	Thin Hot Mix Overlay (<2 in.)	Thin Hot Mix Overlay (<2 in.)	Thin Hot Mix Overlay (<2 in.)	Thin Hot Mix Overlay (<2 in.)	Rotomill & Thin Overlay (<2 in.)		
7	Thick Overlay (3 in.)	Digout & Hot Patch	Digout & Hot Patch	Digout & Hot Patch	Cold Patch	Crack Seal		
8	Cold Recycling & Overlay (3 in.)	Rotomill & Thick Overlay (3 in.)	Rotomill & Thick Overlay (3 in.)	Rotomill & Thick Overlay (3 in.)	Rotomill & Thick Overlay (3 in.)	Rotomill & Thick Overlay (3 in.)		
9	Base & Pavement Replacement	Base & Pavement Replacement	Rotomill & Thick Overlay (3 in.)	Base & Pavement Replacement	Base Repair \ Pavement Replacement	Base & Pavement Replacement		

Preferred Treatments

Preferred treatments are strategies that Cities have commonly used for various reasons. Typically these relate to availability and cost. The pavement management software allows the user to input recommended treatments that better reflect these local needs. Table 4.2 displays the benefit different treatment strategies provide in increased RSL over the existing roadway segments RSL. Each treatment type improves the RSL of a segment based on the segments current condition. As an example, crack sealing adds no additional life to a pavement that has a RSL of 9 or less. Above 9, crack sealing adds from 1 to 4 years, depending on the current pavement condition. Another example is chip sealing. Chip sealing is one of the most widely used preventative maintenance treatments. Chip sealing roads with RSL of 7 or greater increases the roads RSL by 5 years. However, applying a chip seal to a road with a 4 to 6 RSL only adds 3 years, and applied to a road with a 1 to 3 RSL only adds 1 year. Applying chip seals to roads with RSLs of 6 or less is not a cost effective approach.

Table 4.2 Common Roadway Preferred Treatments / Corresponding Benefit

TREATMENT TYPE	MAINT. TYPE	BENEFIT OF TREATMENT (in yrs.) BASED ON RSL EXISTING							
		0	1-3	4-6	7-9	10-12	13-15	16-18	19-20
Crack Seal	Routine	0	0	0	0	1	2	3	4
Single Chip Seal	Preventative	0	1	3	5	5	5	5	5
Thin Hot Mix Overlay (<2")	Rehabilitation	0	4	6	7	7	7	7	7
Thick Overlay (3")	Reconstruction	12	12	12	12	12	12	12	12
Base & Pavement Replacement	Reconstruction	20	20	20	20	20	20	20	20

Section 5 – Analysis

Current Conditions

To help understand the current state of the City’s road network, evaluation of the governing distress and the remaining service life (RSL) distribution can provide valuable insight.

Governing Distress

Table 5.1 shows the various governing distress (the distress that results in the lowest RSL for each particular road segment) and the corresponding number of road segments and percent of road area for the City’s system. These values are based on the 2005 inspection completed by LHTAC.

Table 5.1 City of Glenns Ferry Governing Distresses (2005 Evaluation)

GOVERNING DISTRESS	ROADWAY LENGTH (ft.)	PERCENT OF TOTAL ROADWAY LENGTH
Fatigue	31,373	31.5 %
Transverse	12,067	12.1 %
Longitudinal	1,017	1.0 %
Block	0	0.0 %
Edge	41,701	41.9 %
Potholes/Patching	1,186	1.2 %
Roughness	610	0.6 %
None Observed	11,652	11.7 %

These values are calculated by the software, which allows the user to identify the governing distress and surface distress that is predominately reoccurring. Edge Cracking is the most frequently observed governing distress.

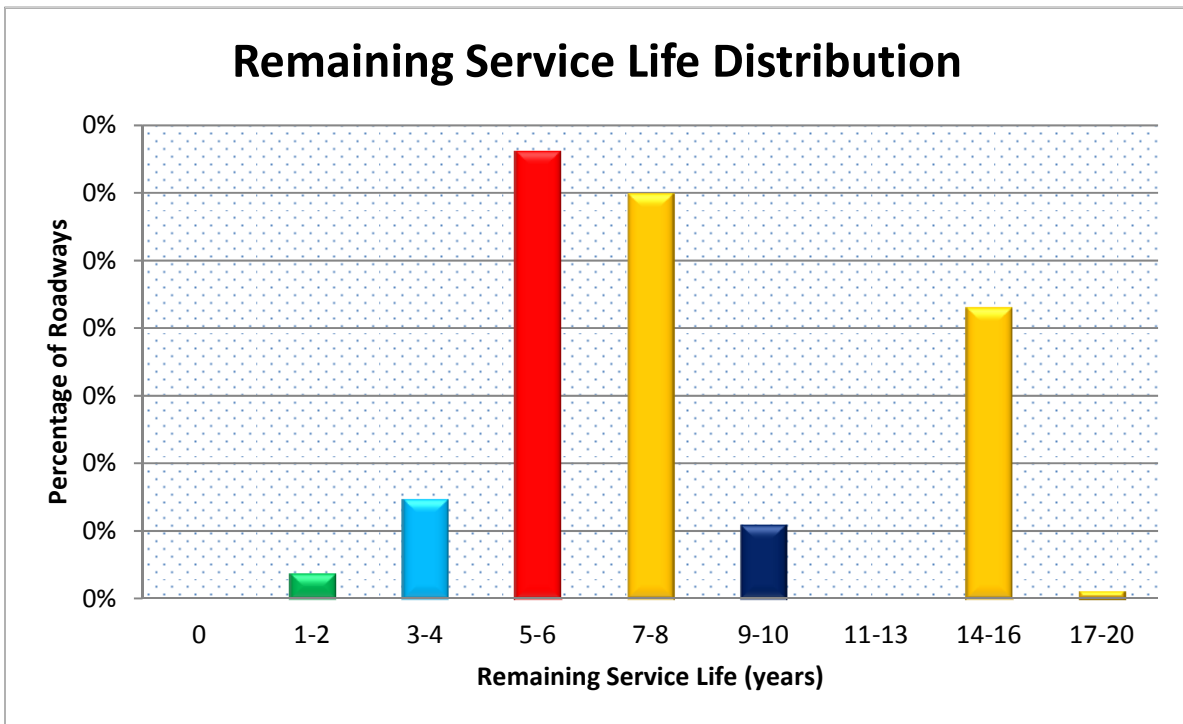
Current RSL Distribution

Figure 5.1 shows the current (2010) Remaining Service Life (RSL) distribution of the City’s paved roads, which results in an average RSL of 7.2 Years. This value falls below the desired RSL range of 10-12 years. This indicates that the City should

evaluate additional funding beyond its current program to address roadway maintenance deficiencies to increase the RSL to the 10-12 year range.

Ideally, this distribution would form a pyramid, with the highest percentage of roads falling in the 10-12 RSL category and decreasing in each direction. The current distribution shows a significant number of roads in the 7 – 9 RSL range. For roads within this RSL range, preventative maintenance strategies could add substantial life to the road network if implemented within the next few years. A pavement management plan allows foresight to identify these potential short falls and time for proper financial planning.

Figure 5.1 –City of Glenns Ferry’s Current (2010) RSL Distribution



Treatment Costs

The goal of a pavement management plan is to ensure the best performance for the entire road network. Maintenance budget should be allocated (if possible) to insure that a goal of 10 to 12 average RSL is met. The target range of 10 to 12 RSL as a system average represents a level that can be reasonably be sustained. A lower average RSL results in a system that requires a significant amount of rehabilitation and reconstruction at a much higher cost than preventative treatments. As discussed in Section 4, preventative treatments become less effective (less added RSL) when the roads existing RSL is low. Respectively, the cost associated with achieving a high RSL is quite high. Table 5.2 provides a summary of the various treatment types and associated costs per square foot.

Table 5.2 Treatment Costs

Treatment Type	Treatment Cost (Per S.F.)
Crack Seal	\$0.11
Slurry Seal	\$0.10
Chip Seal	\$0.15
Patch	\$2.50
Thin Overlay	\$1.75
Overlay	\$2.00
Resurface Shoulder	\$2.00
Mill & Overlay	\$3.00
Reconstruct	\$6.50
Patch / Slurry Seal	\$2.60
Patch / Chip Seal	\$2.65
Patch / Thin Overlay	\$4.25
Patch / Overlay	\$4.50
Crack Seal / Slurry Seal	\$0.21
Crack Seal / Chip Seal	\$0.30

The treatment costs in Table 5.2 were developed with the software. The program does allow for the City to update and modify construction costs to maintain an accurate data base. It is important to know that the treatment costs do not include engineering and design fees.

Treatment Strategy

Determining the most cost effective treatment strategy for any road system is a matter of identifying the general roadway deficiencies and trying several alternatives to find the best fit. The impact of insufficient funding can have a significant and long-term impact on a roadway system.

Funding Impacts

Allocation of funding for different types of repair strategies can affect the overall RSL of a road network. The total costs of maintenance / repairs to the existing roadway

system as shown in Table 5.3 exceeds \$1.05 million as compared to an annual budget of approximately \$115,000.

Table 5.3 Recommended Roadway Treatment Cost Summary

Treatment Type	No. of Roadway Segments	Roadway Length (ft)	Estimated Treatment Cost
Crack Seal	118	45,373	\$179,677
No Maintenance	73	29,272	\$0
Chip Seal	7	2,621	\$14,154
Thin 2" Overlay	18	7,228	\$520,427
Patch / Chip Seal	6	3,487	\$332,701
Totals:	222	87,981	\$1,046,959

Recommended Strategy

Various strategies have been examined. Based on the established budget of approximately \$115,000 per year for pavement maintenance, a strategy and corresponding funding necessary to maintain or improve the current RSL was targeted.

The distribution of funds as pertains to roadways treated and type of surface treatments is critical to achieving the overall pavement management goal. Approximately 77,266 linear feet (88%) of the existing roadway can be maintained with routine and preventative maintenance at a total estimated cost of \$193,831 (18.5% of the total estimated roadway costs). These figures further highlight the cost effectiveness of maintaining the roadway system using preventative maintenance as opposed to rehabilitation / reconstruction.

Table 5.4 shows the recommended distribution of the City funds over the next 4-5 years and also shows the type of surface treatment, and approximate percentage of roadway system to be treated per year. The current budget for roadway maintenance is approximately \$471,000 short of meeting the maintenance / repair recommendations outlined in the pavement management plan, primarily due to costs for rehabilitation / reconstruction. It is recommended that the City pursue additional funding through LHTAC for these more cost prohibitive roadway improvements.

Table 5.4 Recommended Pavement Management Program 2011 to 2015

Maintenance Type	% System	Cost	Annual Quantity (Sq yd)
2011			
Routine - Crack Seal	17	\$59,890	60,496
Preventative - Single Chip Seal	3	\$14,154	10,484
Rehabilitation – Patch / Chip Seal	0.2	\$20,000	838
Rehabilitation – Thin 2” Overlay	0.3	\$21,000	1,167
2011 Total		\$115,044	
2012			
Routine - Crack Seal	21	\$74,050	74,800
Rehabilitation – Patch / Chip Seal	0.2	\$20,000	838
Rehabilitation – Thin 2” Overlay	0.3	\$21,000	1,167
2012 Total		\$115,050	
2013			
Routine - Crack Seal	13	\$45,737	46,200
Rehabilitation – Patch / Chip Seal	0.4	\$34,500	1,447
Rehabilitation – Thin 2” Overlay	0.5	\$34,500	1,917
2013 Total		\$114,737	
2014			
Rehabilitation – Patch / Chip Seal	0.7	\$57,500	2,411
Rehabilitation – Thin 2” Overlay	0.7	\$57,500	1,528
2014 Total		\$115,000	
2015			
Rehabilitation – Patch / Chip Seal	0.7	\$57,500	2,411
Rehabilitation – Thin 2” Overlay	0.7	\$57,500	1,528
2015 Total		\$115,000	

Section 6 – Implementation

Implementation of the pavement management plan involves three essential components:

- Allocating adequate funding and conducting the recommended pavement repair strategy
- Reevaluate roadway conditions
- Develop updated repair strategy

Section 5 includes the recommended pavement repair strategy through 2015. Appendices A through C provide listings of the City's paved roads. These listings have been sorted in various ways (i.e. RSL, Road Name, Recommended Treatment) to allow selection of specific roadways by utilizing a variety of approaches. As the end result, the areas recommended for each surface treatment should be applied to roadways with the corresponding RSL as shown in Table 5.3.

Each year after a condition assessment is performed and no pavement repair strategy is implemented on a roadway segment, the RSL decreases by one year. This is an important factor when considering road treatments in 2011 – roadways that have not had an applied treatment since 2009 will have an RSL reduced by 2 years. Appendix A lists the roads by the end-of-year 2010 RSL. This list should be the most appropriate place to start the planning process, since roadways of similar RSL are grouped together.

The real benefit of a pavement management program is realized through long-term tracking of pavement conditions. It is essential that the pavement be reevaluated in 2 to 3 years. This allows a history of pavement deterioration to be developed and allows the repair strategy to be updated to meet the actual pavement conditions. After 3 or 4 iterations of the pavement evaluations, a powerful tool will be available for pavement management decision making.

Appendix A

Pavement Report – General Information (Sorted by Roadway Name)

RIN_ NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)						Governing Distress	2005 RSL	2010 RSL	
							Fatigue	Transverse	Longitudin	Patching	Edge	Rutting				Roughness
1	1ST AVENUE	NORTH BANNOCK STREET	CITY LIMITS	1180.9	\$4,677	Crack Seal	0:NONE	2:LOW-MED	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Transverse	12	7
2	1ST AVENUE	NORTH KANSAS STREET	NORTH BANNOCK STREET	392.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
3	1ST AVENUE	NORTH ELMORE STREET	NORTH KASNAS STREET	325.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
4	1ST AVENUE	NORTH ALTON STREET	NORTH ELMORE STREET	312.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
5	1ST AVENUE	NORTH OWYHEE STREET	NORTH ALTON STREET	519.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
6	1ST AVENUE	NORTH ADA STREET	NORTH OWYHEE STREET	312.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
9	1ST AVENUE	NORTH ALTURAS STREET	NORTH LOGAN STREET	312.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
10	1ST AVENUE	NORTH ONEIDA STREET	NORTH ALTURAS STREET	281.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
11	1ST AVENUE	NORTH CASSIA STREET	N ONEIDA STREET	336.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
12	1ST AVENUE	ONEIDA STREET	NORTH CASSIA STREET	304.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
13	1ST AVENUE	NORTH ATLANTIC STREET	NORTH CASSTREETSIA	311.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
14	1ST AVENUE	SOUTH NORTH ATLANTIC STREET	NORTH NORTH ATLANTIC STREET	86.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
16	1ST AVENUE	EAST FRONTAGE ROAD	CUSTER STREET	1140.1	\$4,515	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Transverse	14	9
17	1ST AVENUE	OLD HIGHWAY 30	NORTH END OF ROAD	1296.0	\$123,636	Patch / Chip Seal	0:NONE	4:MED-LOW	0:NONE	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Edge	10	5
15	1ST AVENUE	NORTH CUSTER STREET	NORTH ATLANTIC STREET	224.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
7	1ST AVENUE	NORTH COMMERCIAL STREET	NORTH ADA STREET	316.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
8	1ST AVENUE	NORTH LINCOLN STREET	NORTH COMMERCIAL STREET	308.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
18	2ND AVENUE	NORTH ALTURAS STREET	NORTH LOGAN STREET	304.9	\$0	No Maintenance	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
19	2ND AVENUE	NORTH LOGAN STREET	NORTH LINCOLN STREET	318.7	\$0	No Maintenance	3:LOW-HIGH	4:MED-LOW	3:LOW-HIGH	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Fatigue	6	19
20	2ND AVENUE	NORTH LINCOLN STREET	COMMERCIAL STREET	304.5	\$0	No Maintenance	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Patching	12	19
21	2ND AVENUE	NORTH COMMERCIAL STREET	NORTH ADA STREET	315.5	\$0	No Maintenance	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	19
22	2ND AVENUE	NORTH ADA STREET	NORTH OWYHEE STREET	306.7	\$1,214	Crack Seal	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
24	2ND AVENUE	NORTH ELMORE STREET	NORTH KANSAS STREET	329.6	\$1,305	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
25	2ND AVENUE	NORTH KANSAS STREET	NORTH BANNOCK STREET	390.5	\$1,547	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
198	CANYON DRIVE	EAST GARFIELD AVENUE	UNKNOWN	612.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
141	COMMERCIAL AVENUE	OLD HIGHWAY 30	WEST 4TH AVENUE	717.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
142	COMMERCIAL AVENUE	WEST 4TH AVENUE	WEST 2ND AVENUE	366.2	\$26,365	Thin Overlay 2-inch	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
143	COMMERCIAL AVENUE	WEST 2ND AVENUE	WEST 1ST AVENUE	310.3	\$1,229	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
144	COMMERCIAL AVENUE	WEST 1ST AVENUE	WEST IDAHO AVENUE	364.9	\$1,445	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
145	COMMERCIAL AVENUE	WEST IDAHO AVENUE	SHRUM	451.9	\$1,790	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
146	COMMERCIAL AVENUE	SHRUM AVENUE	HARRISON AVENUE	167.8	\$665	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
147	COMMERCIAL AVENUE	HARRISON AVENUE	CLEVELAND AVENUE	308.3	\$1,221	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
148	COMMERCIAL AVENUE	CLEVELAND AVENUE	ARTHUR AVENUE	309.4	\$1,225	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
149	COMMERCIAL AVENUE	ARTHUR AVENUE	GARFIELD AVENUE	313.0	\$1,239	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
150	COMMERCIAL AVENUE	GARFIELD AVENUE	SNAKE RIVER AVENUE	294.3	\$1,166	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
151	COMMERCIAL AVENUE	SNAKE RIVER AVENUE	MADISON AVENUE	314.2	\$1,244	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
41	EAST 5TH AVE	NORTH ATLANTIC AVENUE	NORTH CASSIA STREET	417.4	\$1,653	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Transverse	12	7
42	EAST 5TH AVE	NORTH CASSIA STREET	NORTH ONEIDA STREET	355.7	\$1,409	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
43	EAST 5TH AVE	NORTH ONEIDA STREET	NORTH ALTURAS STREET	314.6	\$1,246	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	Transverse	14	9
44	EAST 5TH AVE	NORTH ALUTRAS STREET	NORTH LOGAN STREET	310.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	0:NONE	Patching	14	9
45	EAST 5TH AVE	NORTH LOGAN STREET	NORTH LINCOLN STREET	305.0	\$1,208	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Transverse	14	9
46	EAST 5TH AVE	NORTH LINCOLN STREET	END ROAD	114.4	\$453	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
47	EAST 6TH AVE	NORTH LOGAN STREET	NORTH ONEIDA STREET	620.0	\$2,455	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
77	EAST GARFIELD AVE	SOUTH CUSTER STREET	SOUTH ATLANTIC STREET	306.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
78	EAST GARFIELD AVE	SOUTH ATLANTIC STREET	SOUTH CASSIA STREET	306.0	\$1,212	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7

RIN_NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)							Governing Distress	2005 RSL	2010 RSL
							Fatigue	Transverse	Longitudin	Patching	Edge	Rutting	Roughness			
79	EAST GARFIELD AVE	SOUTH CASSIA STREET	SOUTH ONEIDA STREET	314.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
80	EAST GARFIELD AVE	SOUTH ONEIDA STREET	SOUTH ALTURAS STREET	299.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
81	EAST GARFIELD AVE	SOUTH ALTURAS STREET	SOUTH LOGAN STREET	319.7	\$1,266	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
82	EAST GARFIELD AVE	SOUTH LOGAN STREET	SOUTH LINCOLN STREET	359.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
83	EAST GARFIELD AVE	SOUTH LINCOLN STREET	SOUTH COMMERCIAL STREET	255.6	\$1,012	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
84	EAST GARFIELD AVE	SOUTH COMMERCIAL STREET	SOUTH ADA STREET	319.6	\$1,266	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
85	EAST GARFIELD AVE	SOUTH ADA STREET	SOUTH OWYHEE STREET	301.8	\$1,195	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
86	EAST GARFIELD AVE	SOUTH OWYHEE STREET	SOUTH OREGON STREET	316.7	\$22,805	Thin Overlay 2-inch	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	3:LOW-HIGH	2:LOW-MED	0:NONE	1:Low	Fatigue	8	3
87	EAST GARFIELD AVE	SOUTH OREGON STREET	SOUTH PACIFIC STREET	304.5	\$21,922	Thin Overlay 2-inch	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	0:NONE	1:Low	Fatigue	8	3
88	EAST GARFIELD AVE	SOUTH PACIFIC STREET	SOUTH BOISE STREET	314.3	\$22,632	Thin Overlay 2-inch	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	2:LOW-MED	0:NONE	1:Low	Fatigue	6	1
89	EAST GARFIELD AVE	SOUTH BOISE STREET	UNKNOWN	1197.0	\$86,183	Thin Overlay 2-inch	4:MED-LOW	3:LOW-HIGH	2:LOW-MED	3:LOW-HIGH	2:LOW-MED	2:Medium	2:Medium	Fatigue	8	3
48	EAST IDAHO AVENUE	NORTH ADA STREET	WEST END OF ROAD	440.1	\$41,989	Patch / Chip Seal	0:NONE	0:NONE	1:LOW-LOW	4:MED-LOW	4:MED-LOW	0:NONE	1:Low	Edge	10	5
49	EAST IDAHO AVE	NORTH ADA STREET	COMMERCIAL STREET	317.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
50	EAST IDAHO AVE	NORTH LINCOLN STREET	COMMERCIAL AVENUE	302.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
51	EAST IDAHO AVE	NORTH LOGAN STREET	NORTH LINCOLN STREET	316.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
52	EAST IDAHO AVE	NORTH LOGAN STREET	NORTH ONEIDA STREET	304.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
53	EAST IDAHO AVE	NORTH ONEIDA STREET	NORTH ALTURAS STREET	305.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
54	EAST IDAHO AVE	NORTH CASSIA STREET	NORTH ONEIDA STREET	312.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
55	EAST IDAHO AVE	NORTH ATLANTIC STREET	NORTH CASSIA STREET	318.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
56	EAST IDAHO AVE	CUSTER STREET	NORTH ALTANTIC STREET	298.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
90	MADISON AVE	WINERY	CANYON DRIVE	1383.1	\$0	No Maintenance	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	2:LOW-MED	0:NONE	2:Medium	Fatigue	6	19
91	MADISON AVE	CANYON DRIVE	SOUTH CANYON STREET	589.6	\$42,454	Thin Overlay 2-inch	0:NONE	5:MED-MED	0:NONE	0:NONE	4:MED-LOW	0:NONE	0:NONE	Transverse	10	5
92	MADISON AVE	SOUTH CANYON STREET	SOUTH BOISE STREET	610.2	\$58,217	Patch / Chip Seal	0:NONE	4:MED-LOW	0:NONE	2:LOW-MED	0:NONE	0:NONE	2:Medium	Roughness	10	5
93	MADISON AVE	CANYON DRIVE	SOUTH BOISE STREET	311.4	\$1,233	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Patching	12	7
94	MADISON AVE	SOUTH BOISE STREET	SOUTH PACIFIC STREET	314.4	\$1,245	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
95	MADISON AVE	SOUTH JOSEPH FERRY DRIVE	SOUTH OWYHEE STREET	307.1	\$1,216	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
96	MADISON AVE	SOUTH OWYHEE STREET	SOUTH ADA STREET	311.4	\$1,233	Crack Seal	0:NONE	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
97	MADISON AVE	SOUTH ADA STREET	SOUTH COMMERCIAL STREET	296.9	\$1,176	Crack Seal	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
202	NORTH ADA STREET	WEST IDAHO AVENUE	WEST 1ST AVENUE	369.8	\$1,464	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
203	NORTH ADA STREET	WEST 1ST AVENUE	WEST 2ND AVENUE	303.1	\$1,200	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
204	NORTH ADA STREET	WEST 2ND AVENUE	WEST 3RD AVENUE	315.8	\$1,251	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
205	NORTH ADA STREET	WEST 3RD AVENUE	WEST 4TH AVENUE	164.0	\$649	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
208	NORTH ALTON STREET	WEST 1ST AVENUE	WEST BOISE IDAHO	399.7	\$1,583	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
209	NORTH ALTON STREET	WEST 2ND AVENUE	WEST 1ST AVENUE	358.7	\$1,420	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
210	NORTH ALTON STREET	WEST 3RD AVENUE	WEST 2ND AVENUE	310.9	\$1,231	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
211	NORTH ALTON STREET	WEST 4TH AVENUE	WEST 3RD AVENUE	245.0	\$970	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Fatigue	10	5
127	NORTH ALTURAS STREET	EAST IDAHO AVENUE	EAST 1ST AVENUE	331.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
128	NORTH ALTURAS STREET	EAST 1ST AVENUE	EAST 2ND AVENUE	338.1	\$1,339	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
129	NORTH ALTURAS STREET	EAST 4TH AVENUE	EAST 5TH AVENUE	369.7	\$1,464	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
122	NORTH ATLANTIC STREET	EAST 5TH AVENUE	EAST 4TH AVENUE	369.8	\$1,465	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
229	NORTH BANNOCK AVENUE	N. BANNOCK STREET/OLD MTN HOME HWY	WEST IDAHO AVENUE	296.1	\$1,173	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	2:LOW-MED	0:NONE	0:NONE	Edge	10	5
230	NORTH BANNOCK AVENUE	WEST IDAHO AVENUE	1ST AVENUE	391.0	\$2,111	Chip Seal	0:NONE	3:LOW-HIGH	0:NONE	2:LOW-MED	4:MED-LOW	0:NONE	0:NONE	Edge	10	5
231	NORTH BANNOCK AVENUE	1ST AVENUE	2ND AVENUE	363.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
232	NORTH BANNOCK AVENUE	2ND AVENUE	WEST 3RD AVENUE	236.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
233	NORTH BANNOCK AVENUE	WEST 3RD AVENUE	OLD HIGHWAY 30	89.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15

RIN_NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)							Governing Distress	2005 RSL	2010 RSL
							Fatigue	Transverse	Longitudinal	Patching	Edge	Rutting	Roughness			
234	NORTH BANNOCK AVENUE	OLD HIGHWAY 30	WEST MOORE AVENUE	1228.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
235	NORTH BANNOCK AVENUE	WEST MOORE AVENUE	BALL PARK	241.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
236	NORTH BANNOCK AVENUE	BALL PARK	ON RAMP	378.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
237	NORTH BANNOCK AVENUE	ON RAMP	NORTH END OF STREET	199.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
222	NORTH BRADBURY STREET	WEST IDAHO AVENUE	UNKNOWN	699.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
120	NORTH CASSIA STREET	EAST 1ST AVENUE	EAST 4TH AVENUE	171.6	\$680	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
121	NORTH CASSIA STREET	EAST 4TH AVENUE	EAST 5TH AVENUE	299.1	\$21,536	Thin Overlay 2-inch	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	8	3
213	NORTH ELMORE STREET	WEST MOORE AVENUE	WEST 4TH STREET	992.4	\$0	No Maintenance	0:NONE	2:LOW-MED	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	0:NONE	0:NONE	Edge	8	16
214	NORTH ELMORE STREET	WEST 4TH STREET	WEST 3RD STREET	250.3	\$1,352	Chip Seal	0:NONE	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	1:LOW-LOW	0:NONE	2:Medium	Transverse	10	5
215	NORTH ELMORE STREET	WEST 3RD STREET	WEST 2ND AVENUE	305.7	\$1,651	Chip Seal	0:NONE	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	2:LOW-MED	0:NONE	1:Low	Transverse	10	5
216	NORTH ELMORE STREET	WEST 2ND AVENUE	WEST 1ST AVENUE	358.5	\$1,420	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
217	NORTH ELMORE STREET	WEST 1ST AVENUE	WEST IDAHO AVENUE	400.0	\$1,584	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Edge	10	5
219	NORTH KANSAS STREET	WEST 1ST AVENUE	WEST 2ND AVENUE	361.8	\$1,433	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	1:Low	Fatigue	10	5
220	NORTH KANSAS STREET	WEST 2ND AVENUE	WEST 3RD AVENUE	308.2	\$1,220	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
218	NORTH KANSAS STREET	WEST IDAHO AVENUE	WEST 1ST AVENUE	400.4	\$1,586	Crack Seal	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Longitudinal	14	9
135	NORTH LINCOLN STREET	EAST IDAHO AVENUE	WEST 1ST AVENUE	360.9	\$25,983	Thin Overlay 2-inch	2:LOW-MED	6:MED-HIGH	6:MED-HIGH	2:LOW-MED	1:LOW-LOW	0:NONE	2:Medium	Transverse	8	3
136	NORTH LINCOLN STREET	WEST 1ST AVENUE	EAST 2ND AVENUE	308.9	\$29,465	Patch / Chip Seal	1:LOW-LOW	4:MED-LOW	4:MED-LOW	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
137	NORTH LINCOLN STREET	EAST 2ND AVENUE	EAST 4TH AVENUE	263.9	\$25,176	Patch / Chip Seal	1:LOW-LOW	4:MED-LOW	4:MED-LOW	3:LOW-HIGH	4:MED-LOW	0:NONE	1:Low	Edge	10	5
138	NORTH LINCOLN STREET	EAST 4TH AVENUE	EAST 5TH AVENUE	312.9	\$1,690	Chip Seal	1:LOW-LOW	2:LOW-MED	3:LOW-HIGH	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Longitudinal	10	5
131	NORTH LOGAN STREET	EAST 5TH STREET	EAST 4TH STREET	303.2	\$1,201	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Longitudinal	12	7
132	NORTH LOGAN STREET	EAST 4TH AVENUE	EAST 2ND AVENUE	165.0	\$0	No Maintenance	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:Low	Transverse	14	19
133	NORTH LOGAN STREET	EAST 2ND STREET	EAST 1ST AVENUE	306.4	\$1,213	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
134	NORTH LOGAN STREET	EAST 1ST AVENUE	EAST IDAHO AVENUE	361.8	\$1,433	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
130	NORTH LOGAN STREET	EAST 6TH AVENUE	EAST 5TH AVENUE	333.2	\$1,320	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
206	NORTH OWYHEE STREET	WEST 3RD AVENUE	2ND AVENUE	311.6	\$22,434	Thin Overlay 2-inch	3:LOW-HIGH	0:NONE	0:NONE	0:NONE	5:MED-MED	0:NONE	0:NONE	Fatigue	6	1
207	NORTH OWYHEE STREET	2ND AVENUE	1ST AVENUE	307.5	\$1,218	Crack Seal	0:NONE	0:NONE	0:NONE	0:NONE	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
221	NORTH PARKSIDE STREET	NORTH BANNOCK STREET	WEST IDAHO AVENUE	620.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
238	OLD HIGHWAY 30	COMMERCIAL AVENUE	NORTH BANNOCK AVENUE	1846.3	\$7,311	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Transverse	12	7
239	OLD HIGHWAY 30	EAST 1ST AVENUE	COMERCIAL AVENUE	3417.0	\$13,531	Crack Seal	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
227	N. BANNOCK STREET/OLD MTN HOME HWY	NORTH BRADBURY STREET	NORTH PARKSIDE STREET	221.0	\$875	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
228	N. BANNOCK STREET/OLD MTN HOME HWY	NORTH BRADBURY STREET	UNKNOWN	57.7	\$229	Crack Seal	0:NONE	2:LOW-MED	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Transverse	12	7
226	N. BANNOCK STREET/OLD MTN HOME HWY	NORTH PARKWAY STREET	NORTH BANNOCK AVENUE	986.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
124	ONEIDA STREET	EAST 5TH AVENUE	EAST 4TH AVENUE	306.5	\$1,214	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
125	ONEIDA STREET	EAST 4TH AVENUE	EAST 1ST AVENUE	273.4	\$1,083	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
126	ONEIDA STREET	EAST 1ST AVENUE	EAST IDAHO AVENUE	358.9	\$1,421	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
57	SHRUM AVE	COMMERCIAL STREET	SOUTH ADA STREET	318.4	\$1,261	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
98	SNAKE RIVER AVE	SOUTH ALTURAS STREET	SOUTH LOGAN STREET	316.0	\$1,251	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
99	SNAKE RIVER AVE	SOUTH LOGAN STREET	SOUTH COMMERCIAL STREET	591.7	\$42,602	Thin Overlay 2-inch	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	0:NONE	1:Low	Fatigue	8	3
100	SNAKE RIVER AVE	SOUTH COMMERCIAL STREET	SOUTH ADA STREET	342.5	\$1,356	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	1:Low	Fatigue	10	5
101	SNAKE RIVER AVE	SOUTH ADA STREET	SOUTH OWYHEE STREET	300.2	\$1,189	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
102	SNAKE RIVER AVE	SOUTH OWYHEE STREET	SOUTH OREGON STREET	318.6	\$1,262	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
103	SNAKE RIVER AVE	SOUTH OREGON STREET	SOUTH PACIFIC STREET	302.1	\$21,754	Thin Overlay 2-inch	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	3:LOW-HIGH	2:LOW-MED	0:NONE	1:Low	Fatigue	10	5
104	SNAKE RIVER AVE	SOUTH PACIFIC STREET	SOUTH BOISE STREET	317.4	\$1,257	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
173	SOUTH ADA STREET	WEST MADISON AVENUE	WEST SNAKE RIVER AVENUE	304.5	\$1,206	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
174	SOUTH ADA STREET	WEST SNAKE RIVER AVENUE	WEST GARFIELD AVENUE	310.5	\$1,229	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5

RIN_ NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)						Governing Distress	2005 RSL	2010 RSL	
							Fatigue	Transverse	Longitudin	Patching	Edge	Rutting				Roughness
175	SOUTH ADA STREET	WEST GARFIELD AVENUE	WEST ALTURAS AVENUE	314.9	\$1,247	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	0:NONE	Transverse	14	9
177	SOUTH ADA STREET	WEST CLEVELAND AVENUE	WEST HARRISON AVENUE	306.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
178	SOUTH ADA STREET	WEST HARRISON AVENUE	SHRUM AVENUE	170.2	\$674	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
179	SOUTH ADA STREET	SHRUM AVENUE	WEST WASHINGTON AVENUE	151.1	\$598	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
176	SOUTH ADA STREET	WEST ARTHUR AVENUE	WEST CLEVELAND AVENUE	311.8	\$1,235	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
157	SOUTH ALTURAS STREET	EAST ARTHUR AVENUE	EAST GARFIELD AVENUE	316.3	\$1,252	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
158	SOUTH ALTURAS STREET	EAST GARFIELD AVENUE	EAST SNAKE RIVER AVENUE	300.9	\$1,191	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
155	SOUTH ALTURAS STREET	EAST CLEVELAND AVENUE	EAST ARTHUR AVENUE	156.4	\$619	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
166	SOUTH ATLANTIC STREET	WEST GARFIELD AVENUE	EAST ARTHUR AVENUE	313.5	\$1,241	Crack Seal	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
167	SOUTH ATLANTIC STREET	EAST ARTHUR AVENUE	EAST CLEVELAND AVENUE	309.4	\$1,225	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
196	SOUTH BOISE STREET	WEST MADISON AVENUE	WEST SNAKE RIVER AVENUE	292.1	\$1,157	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
197	SOUTH BOISE STREET	WEST SNAKE RIVER AVENUE	WEST GARFIELD AVENUE	315.0	\$1,247	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
163	SOUTH CASSIA STREET	EAST CLEVELAND AVENUE	EAST ARTHUR	311.0	\$1,232	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
164	SOUTH CASSIA STREET	EAST ARTHUR AVENUE	EAST GARFIELD AVENUE	315.0	\$1,247	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
169	SOUTH CUSTER STREET	END OF ROAD	EAST CLEVELAND AVENUE	270.3	\$1,070	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
170	SOUTH CUSTER STREET	EAST GARFIELD AVENUE	EAST ARTHUR AVENUE	313.3	\$1,241	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
171	SOUTH CUSTER STREET	EAST ARTHUR AVENUE	EAST GARFIELD AVENUE	316.5	\$1,253	Crack Seal	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
186	SOUTH JOSEPH FERRY	WEST MADISON AVENUE	END OF ROAD	919.2	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
187	SOUTH JOSEPH FERRY	UNKNOWN	UNKNOWN	670.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
240	SOUTH JOSEPH FERRY	WEST ARTHUR AVENUE	EAST GARFIELD AVENUE	311.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
241	SOUTH JOSEPH FERRY	WEST CLEVELAND AVENUE	WEST ARTHUR AVENUE	314.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
242	SOUTH JOSEPH FERRY	WEST HARRISON AVE	WEST CLEVELAND AVENUE	302.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
153	SOUTH LOGAN STREET	EAST GARFIELD AVENUEEAS	EAST ARTHUR AVENUE	316.4	\$1,253	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
154	SOUTH LOGAN STREET	EAST ARTHUR AVENUE	EAST CLEVELAND AVENUE	310.9	\$1,231	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
152	SOUTH LOGAN STREET	WEST SNAKE RIVER AVENUE	EAST GARFIELD AVENUE	308.8	\$1,223	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
160	SOUTH ONEIDA STREET	EAST GARFIELD AVENUE	EAST ARTHUR AVENUE	315.1	\$1,248	Crack Seal	0:NONE	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
161	SOUTH ONEIDA STREET	EAST ARTHUR AVENUE	EAST CLEVELAND AVENUE	309.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
188	SOUTH OREGON STREET	WEST MADISON AVENUE	WEST SNAKE RIVER AVENUE	299.6	\$1,618	Chip Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
189	SOUTH OREGON STREET	WEST SNAKE RIVER AVENUE	WEST GARFIELD AVENUE	311.0	\$1,232	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
190	SOUTH OREGON STREET	WEST GARFIELD AVENUE	WEST ARTHUR AVENUE	318.7	\$1,262	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
191	SOUTH OREGON STREET	WEST ARTHUR AVENUE	WEST CLEVELAND AVENUE	299.4	\$1,185	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
180	SOUTH OWYHEE STREET	WEST WASHINGTON AVENUE	WEST HARRISON AVENUE	334.6	\$1,325	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:Low	Fatigue	10	5
181	SOUTH OWYHEE STREET	WEST HARRISON AVENUE	WEST CLEVELAND AVENUE	310.8	\$0	No Maintenance	0:NONE	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	16
183	SOUTH OWYHEE STREET	WEST ARTHUR AVENUE	WEST GARFIELD AVENUE	313.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
184	SOUTH OWYHEE STREET	EAST GARFIELD AVENUE	SNAKE RIVER AVENUE	312.8	\$22,519	Thin Overlay 2-inch	2:LOW-MED	3:LOW-HIGH	0:NONE	0:NONE	2:LOW-MED	0:NONE	0:NONE	Fatigue	8	3
185	SOUTH OWYHEE STREET	WEST SNAKE RIVER AVENUE	WEST MADISON AVENUE	302.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
182	SOUTH OWYHEE STREET	WEST CLEVELAND AVENUE	WEST ARTHUR AVENUE	303.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
193	SOUTH PACIFIC STREET	WEST GARFIELD AVENUE	WEST SNAKE PARK AVENUE	314.4	\$1,245	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	1:Low	Fatigue	10	5
194	SOUTH PACIFIC STREET	WEST SNAKE river avenue	WEST MADISON AVENUE	297.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
192	SOUTH PACIFIC STREET	WEST ARTHUR AVENUE	WEST GARFIELD AVENUE	314.1	\$1,244	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
26	WEST 3RD AVE	NORTH KANSAS AVENUE	NORTH BANNOCK STREET	399.8	\$1,583	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
27	WEST 3RD AVE	WEST 3RD AVENUE	NORTH ELMORE STREET	333.3	\$1,320	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
28	WEST 3RD AVE	NORTH ELMORE STREET	NORTH ALTON STREET	306.8	\$1,215	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
29	WEST 3RD AVE	NORTH OWYHEE STREET	NORTH ADA STREET	297.5	\$1,178	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
30	WEST 3RD AVE	NORTH ELMORE STREET	COMMERCIAL STREET	314.8	\$1,246	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3

RIN_NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)						Governing Distress	2005 RSL	2010 RSL	
							Fatigue	Transverse	Longitudin	Patching	Edge	Rutting				Roughness
31	WEST 4TH AVE	ELMORE AVENUE	NORTH ALTON STREET	307.0	\$0	No Maintenance	0:NONE	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Transverse	12	16
32	WEST 4TH AVE	NORTH ALTON STREET	N ADA STREET	568.3	\$54,219	Patch / Chip Seal	1:LOW-LOW	4:MED-LOW	4:MED-LOW	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
33	WEST 4TH AVE	NORTH ADA STREET	COMMERCIAL STREET	328.8	\$1,775	Chip Seal	1:LOW-LOW	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	2:LOW-MED	0:NONE	1:Low	Fatigue	10	5
34	WEST 4TH AVE	COMMERCIAL STREET	NORTH LINCOLN STREET	343.2	\$24,711	Thin Overlay 2-inch	1:LOW-LOW	5:MED-MED	4:MED-LOW	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Fatigue	10	5
35	WEST 4TH AVE	NORTH LINCOLN STREET	NORTH LOGAN STREET	325.9	\$23,467	Thin Overlay 2-inch	1:LOW-LOW	5:MED-MED	5:MED-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
36	WEST 4TH AVE	NORTH LOGAN STREET	NORTH ALTURAS STREET	313.9	\$1,695	Chip Seal	0:NONE	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Transverse	10	5
38	WEST 4TH AVE	NORTH ONEIDA STREET	NORTH CASSIA STREET	336.3	\$24,217	Thin Overlay 2-inch	0:NONE	3:LOW-HIGH	3:LOW-HIGH	5:MED-MED	2:LOW-MED	0:NONE	1:Low	Transverse	10	5
39	WEST 4TH AVE	NORTH CASSIA STREET	NORTH ATLANTIC STREET	419.1	\$2,263	Chip Seal	0:NONE	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	2:LOW-MED	0:NONE	1:Low	Transverse	10	5
37	WEST 4TH AVE	NORTH ALTURAS STREET	NORTH ONEIDA STREET	325.1	\$1,287	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
105	WEST ARTHUR AVENUE	SOUTH BOISE STREET	SOUTH PACIFIC STREET	279.8	\$1,108	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
106	WEST ARTHUR AVENUE	SOUTH PACIFIC STREET	SOUTH OREGON STREET	316.5	\$1,253	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
108	WEST ARTHUR AVENUE	SOUTH ADA STREET	SOUTH COMMERCIAL STREET	313.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
109	WEST ARTHUR AVENUE	SOUTH COMMERCIAL STREET	SOUTH LINCOLN STREET	259.5	\$0	No Maintenance	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Patching	12	16
110	WEST ARTHUR AVENUE	SOUTH LINCOLN STREET	SOUTH LOGAN STREET	356.6	\$0	No Maintenance	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	16
111	WEST ARTHUR AVENUE	SOUTH LOGAN STREET	SOUTH ALTURAS STREET	321.0	\$0	No Maintenance	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	16
112	WEST ARTHUR AVENUE	SOUTH ALTURAS STREET	SOUTH ONEIDA STREET	300.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	16
113	WEST ARTHUR AVENUE	SOUTH ONEIDA STREET	SOUTH CASSIA STREET	315.2	\$0	No Maintenance	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	16
114	WEST ARTHUR AVENUE	SOUTH CASSIA STREET	SOUTH ATLANTIC STREET	307.2	\$0	No Maintenance	2:LOW-MED	4:MED-LOW	4:MED-LOW	1:LOW-LOW	2:LOW-MED	0:NONE	2:Medium	Fatigue	8	16
115	WEST ARTHUR AVENUE	SOUTH ATLANTIC STREET	SOUTH CUSTER STREET	311.8	\$0	No Maintenance	1:LOW-LOW	2:LOW-MED	2:LOW-MED	4:MED-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	16
107	WEST ARTHUR AVENUE	SOUTH OREGON STREET	SOUTH OWYHEE STREET	317.2	\$1,256	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
63	WEST CLEVELAND AVE	SOUTH OWYHEE STREET	SOUTH OREGON STREET	313.4	\$1,241	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	1:Low	Transverse	14	9
64	WEST CLEVELAND AVE	SOUTH ADA STREET	SOUTH OWYHEE STREET	305.2	\$0	No Maintenance	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	16
65	WEST CLEVELAND AVE	SOUTH COMMERCIAL STREET	SOUTH ADA STREET	320.2	\$1,268	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
66	WEST CLEVELAND AVE	SOUTH LINCOLN STREET	SOUTH COMERCIAL STREET	270.6	\$1,072	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
67	WEST CLEVELAND AVE	SOUTH LOGAN STREET	SOUTH LINCOLN STREET	342.6	\$1,357	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Edge	10	5
68	WEST CLEVELAND AVE	SOUTH ALTURAS STREET	SOUTH LOGAN STREET	322.1	\$1,275	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	2:LOW-MED	0:NONE	1:Low	Edge	10	5
69	WEST CLEVELAND AVE	SOUTH ONEIDA STREET	SOUTH ALTURAS STREET	299.8	\$1,187	Crack Seal	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	1:Low	Fatigue	10	5
70	WEST CLEVELAND AVE	SOUTH CASSIA STREET	SOUTH ONEIDA STREET	314.5	\$22,640	Thin Overlay 2-inch	2:LOW-MED	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	8	3
71	WEST CLEVELAND AVE	SOUTH ATLANTIC STREET	SOUTH CASSIA STREET	304.2	\$1,204	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	2:LOW-MED	1:LOW-LOW	0:NONE	2:Medium	Fatigue	10	5
72	WEST CLEVELAND AVE	SOUTH CUSTER STREET	SOUTH ATLANTIC STREET	313.6	\$1,242	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	1:Low	Transverse	14	9
73	WEST CLEVELAND AVE	SOUTH CUSTER STREET	EAST GARFIELD AVENUE	1712.9	\$6,783	Crack Seal	0:NONE	2:LOW-MED	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Transverse	12	7
74	WEST CLEVELAND AVE	EAST GARFIELD AVENUE	CURVE	1102.6	\$4,366	Crack Seal	0:NONE	2:LOW-MED	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Transverse	12	7
75	WEST CLEVELAND AVE	EAST PASADENA VALLEY ROAD	UNKNOWN	812.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
59	WEST HARRISON AVE	SOUTH OWYHEE STREET	SOUTH ADA STREET	300.4	\$1,190	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
60	WEST HARRISON AVE	SOUTH ADA STREET	SOUTH COMMERCIAL STREET	319.7	\$1,266	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
61	WEST HARRISON AVE	SOUTH COMMERCIAL STREET	SOUTH LINCOLN STREET	284.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
223	WEST IDAHO AVENUE	NORTH PARKSIDE STREET	NORTH BRADBURY	265.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
224	WEST IDAHO AVENUE	WEST BANNOCK STREET	NORTH PARKSIDE STREET	966.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
225	WEST IDAHO AVENUE	WEST KANSAS STREET	WEST BANNOCK STREET	391.1	\$1,549	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
243	WEST IDAHO AVENUE	NORTH KANSAS STREET	NORTH ELMORE STREET	325.7	\$23,451	Thin Overlay 2-inch	3:LOW-HIGH	0:NONE	0:NONE	0:NONE	6:MED-HIGH	0:NONE	1:Low	Edge	6	1
244	WEST IDAHO AVENUE	NORTH ELMORE STREET	NORTH ALTON STREET	316.0	\$22,750	Thin Overlay 2-inch	3:LOW-HIGH	0:NONE	0:NONE	3:LOW-HIGH	2:LOW-MED	0:NONE	0:NONE	Fatigue	6	1
212	WEST MOORE AVENUE	NORTH BANNOCK STREET	NORTH ELMORE STREET	732.4	\$2,900	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
58	WEST WASHINGTON AVE	SOUTH ADA STREET	S OWYHEE STREET	284.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7

Roads Reconstructed Since 2005 Roadway Inspection

Appendix B

Pavement Report (Sorted by Remaining Service Life)

RIN_NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)						Governing Distress	2005 RSL	2010 RSL	
							Fatigue	Transverse	Longitudin	Patching	Edge	Rutting				Roughness
19	2ND AVENUE	NORTH LOGAN STREET	NORTH LINCOLN STREET	318.7	\$0	No Maintenance	3:LOW-HIGH	4:MED-LOW	3:LOW-HIGH	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Fatigue	6	19
20	2ND AVENUE	NORTH LINCOLN STREET	COMMERCIAL STREET	304.5	\$0	No Maintenance	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Patching	12	19
21	2ND AVENUE	NORTH COMMERCIAL STREET	NORTH ADA STREET	315.5	\$0	No Maintenance	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	19
90	MADISON AVE	WINERY	CANYON DRIVE	1383.1	\$0	No Maintenance	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	2:LOW-MED	0:NONE	2:Medium	Fatigue	6	19
132	NORTH LOGAN STREET	EAST 4TH AVENUE	EAST 2ND AVENUE	165.0	\$0	No Maintenance	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:Low	Transverse	14	19
213	NORTH ELMORE STREET	WEST MOORE AVENUE	WEST 4TH STREET	992.4	\$0	No Maintenance	0:NONE	2:LOW-MED	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	0:NONE	0:NONE	Edge	8	16
181	SOUTH OWYHEE STREET	WEST HARRISON AVENUE	WEST CLEVELAND AVENUE	310.8	\$0	No Maintenance	0:NONE	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	16
31	WEST 4TH AVE	ELMORE AVENUE	NORTH ALTON STREET	307.0	\$0	No Maintenance	0:NONE	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Transverse	12	16
109	WEST ARTHUR AVENUE	SOUTH COMMERCIAL STREET	SOUTH LINCOLN STREET	259.5	\$0	No Maintenance	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Patching	12	16
110	WEST ARTHUR AVENUE	SOUTH LINCOLN STREET	SOUTH LOGAN STREET	356.6	\$0	No Maintenance	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	16
111	WEST ARTHUR AVENUE	SOUTH LOGAN STREET	SOUTH ALTURAS STREET	321.0	\$0	No Maintenance	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	16
112	WEST ARTHUR AVENUE	SOUTH ALTURAS STREET	SOUTH ONEIDA STREET	300.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	16
113	WEST ARTHUR AVENUE	SOUTH ONEIDA STREET	SOUTH CASSIA STREET	315.2	\$0	No Maintenance	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	16
114	WEST ARTHUR AVENUE	SOUTH CASSIA STREET	SOUTH ATLANTIC STREET	307.2	\$0	No Maintenance	2:LOW-MED	4:MED-LOW	4:MED-LOW	1:LOW-LOW	2:LOW-MED	0:NONE	2:Medium	Fatigue	8	16
115	WEST ARTHUR AVENUE	SOUTH ATLANTIC STREET	SOUTH CUSTER STREET	311.8	\$0	No Maintenance	1:LOW-LOW	2:LOW-MED	2:LOW-MED	4:MED-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	16
64	WEST CLEVELAND AVE	SOUTH ADA STREET	SOUTH OWYHEE STREET	305.2	\$0	No Maintenance	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	16
2	1ST AVENUE	NORTH KANSAS STREET	NORTH BANNOCK STREET	392.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
3	1ST AVENUE	NORTH ELMORE STREET	NORTH KASNAS STREET	325.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
4	1ST AVENUE	NORTH ALTON STREET	NORTH ELMORE STREET	312.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
5	1ST AVENUE	NORTH OWYHEE STREET	NORTH ALTON STREET	519.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
6	1ST AVENUE	NORTH ADA STREET	NORTH OWYHEE STREET	312.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
9	1ST AVENUE	NORTH ALTURAS STREET	NORTH LOGAN STREET	312.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
10	1ST AVENUE	NORTH ONEIDA STREET	NORTH ALTURAS STREET	281.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
11	1ST AVENUE	NORTH CASSIA STREET	N ONEIDA STREET	336.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
12	1ST AVENUE	ONEIDA STREET	NORTH CASSIA STREET	304.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
13	1ST AVENUE	NORTH ATLANTIC STREET	NORTH CASSTREETSIA	311.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
14	1ST AVENUE	SOUTH NORTH ATLANTIC STREET	NORTH NORTH ATLANTIC STREET	86.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
15	1ST AVENUE	NORTH CUSTER STREET	NORTH ATLANTIC STREET	224.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
7	1ST AVENUE	NORTH COMMERCIAL STREET	NORTH ADA STREET	316.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
8	1ST AVENUE	NORTH LINCOLN STREET	NORTH COMMERCIAL STREET	308.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
198	CANYON DRIVE	EAST GARFIELD AVENUE	UNKNOWN	612.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
141	COMMERCIAL AVENUE	OLD HIGHWAY 30	WEST 4TH AVENUE	717.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
77	EAST GARFIELD AVE	SOUTH CUSTER STREET	SOUTH ATLANTIC STREET	306.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
79	EAST GARFIELD AVE	SOUTH CASSIA STREET	SOUTH ONEIDA STREET	314.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
80	EAST GARFIELD AVE	SOUTH ONEIDA STREET	SOUTH ALTURAS STREET	299.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
49	EAST IDAHO AVE	NORTH ADA STREET	COMMERCIAL STREET	317.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
50	EAST IDAHO AVE	NORTH LINCOLN STREET	COMMERCIAL AVENUE	302.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
51	EAST IDAHO AVE	NORTH LOGAN STREET	NORTH LINCOLN STREET	316.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
52	EAST IDAHO AVE	NORTH LOGAN STREET	NORTH ONEIDA STREET	304.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
53	EAST IDAHO AVE	NORTH ONEIDA STREET	NORTH ALTURAS STREET	305.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
54	EAST IDAHO AVE	NORTH CASSIA STREET	NORTH ONEIDA STREET	312.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
55	EAST IDAHO AVE	NORTH ATLANTIC STREET	NORTH CASSIA STREET	318.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
56	EAST IDAHO AVE	CUSTER STREET	NORTH ALTANTIC STREET	298.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
127	NORTH ALTURAS STREET	EAST IDAHO AVENUE	EAST 1ST AVENUE	331.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
231	NORTH BANNOCK AVENUE	1ST AVENUE	2ND AVENUE	363.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15

RIN_ NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)							Governing Distress	2005 RSL	2010 RSL
							Fatigue	Transverse	Longitudin	Patching	Edge	Rutting	Roughness			
232	NORTH BANNOCK AVENUE	2ND AVENUE	WEST 3RD AVENUE	236.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
233	NORTH BANNOCK AVENUE	WEST 3RD AVENUE	OLD HIGHWAY 30	89.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
234	NORTH BANNOCK AVENUE	OLD HIGHWAY 30	WEST MOORE AVENUE	1228.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
235	NORTH BANNOCK AVENUE	WEST MOORE AVENUE	BALL PARK	241.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
236	NORTH BANNOCK AVENUE	BALL PARK	ON RAMP	378.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
237	NORTH BANNOCK AVENUE	ON RAMP	NORTH END OF STREET	199.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
222	NORTH BRADBURY STREET	WEST IDAHO AVENUE	UNKNOWN	699.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
221	NORTH PARKSIDE STREET	NORTH BANNOCK STREET	WEST IDAHO AVENUE	620.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
177	SOUTH ADA STREET	WEST CLEVELAND AVENUE	WEST HARRISON AVENUE	306.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
186	SOUTH JOSEPH FERRY	WEST MADISON AVENUE	END OF ROAD	919.2	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
187	SOUTH JOSEPH FERRY	UNKNOWN	UNKNOWN	670.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
240	SOUTH JOSEPH FERRY	WEST ARTHUR AVENUE	EAST GARFIELD AVENUE	311.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
241	SOUTH JOSEPH FERRY	WEST CLEVELAND AVENUE	WEST ARTHUR AVENUE	314.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
242	SOUTH JOSEPH FERRY	WEST HARRISON AVE	WEST CLEVELAND AVENUE	302.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
185	SOUTH OWYHEE STREET	WEST SNAKE RIVER AVENUE	WEST MADISON AVENUE	302.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
182	SOUTH OWYHEE STREET	WEST CLEVELAND AVENUE	WEST ARTHUR AVENUE	303.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
194	SOUTH PACIFIC STREET	WEST SNAke river avenue	WEST MADISON AVENUE	297.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
108	WEST ARTHUR AVENUE	SOUTH ADA STREET	SOUTH COMMERCIAL STREET	313.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
223	WEST IDAHO AVENUE	NORTH PARKSIDE STREET	NORTH BRADBURY	265.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
224	WEST IDAHO AVENUE	WEST BANNOCK STREET	NORTH PARKSIDE STREET	966.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
16	1ST AVENUE	EAST FRONTAGE ROAD	CUSTER STREET	1140.1	\$4,515	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Transverse	14	9
43	EAST 5TH AVE	NORTH ONEIDA STREET	NORTH ALTURAS STREET	314.6	\$1,246	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	Transverse	14	9
44	EAST 5TH AVE	NORTH ALUTRAS STREET	NORTH LOGAN STREET	310.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	0:NONE	Patching	14	9
45	EAST 5TH AVE	NORTH LOGAN STREET	NORTH LINCOLN STREET	305.0	\$1,208	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Transverse	14	9
218	NORTH KANSAS STREET	WEST IDAHO AVENUE	WEST 1ST AVENUE	400.4	\$1,586	Crack Seal	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Longitudinal	14	9
175	SOUTH ADA STREET	WEST GARFIELD AVENUE	WEST ALTURAS AVENUE	314.9	\$1,247	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	0:NONE	Transverse	14	9
63	WEST CLEVELAND AVE	SOUTH OWYHEE STREET	SOUTH OREGON STREET	313.4	\$1,241	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	1:Low	Transverse	14	9
72	WEST CLEVELAND AVE	SOUTH CUSTER STREET	SOUTH ATLANTIC STREET	313.6	\$1,242	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	1:Low	Transverse	14	9
1	1ST AVENUE	NORTH BANNOCK STREET	CITY LIMITS	1180.9	\$4,677	Crack Seal	0:NONE	2:LOW-MED	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Transverse	12	7
24	2ND AVENUE	NORTH ELMORE STREET	NORTH KANSAS STREET	329.6	\$1,305	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
144	COMMERCIAL AVENUE	WEST 1ST AVENUE	WEST IDAHO AVENUE	364.9	\$1,445	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
148	COMMERCIAL AVENUE	CLEVELAND AVENUE	ARTHUR AVENUE	309.4	\$1,225	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
41	EAST 5TH AVE	NORTH ATLANTIC AVENUE	NORTH CASSIA STREET	417.4	\$1,653	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Transverse	12	7
46	EAST 5TH AVE	NORTH LINCOLN STREET	END ROAD	114.4	\$453	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
78	EAST GARFIELD AVE	SOUTH ATLANTIC STREET	SOUTH CASSIA STREET	306.0	\$1,212	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
81	EAST GARFIELD AVE	SOUTH ALTURAS STREET	SOUTH LOGAN STREET	319.7	\$1,266	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
82	EAST GARFIELD AVE	SOUTH LOGAN STREET	SOUTH LINCOLN STREET	359.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
83	EAST GARFIELD AVE	SOUTH LINCOLN STREET	SOUTH COMMERCIAL STREET	255.6	\$1,012	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
93	MADISON AVE	CANYON DRIVE	SOUTH BOISE STREET	311.4	\$1,233	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Patching	12	7
95	MADISON AVE	SOUTH JOSEPH FERRY DRIVE	SOUTH OWYHEE STREET	307.1	\$1,216	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
96	MADISON AVE	SOUTH OWYHEE STREET	SOUTH ADA STREET	311.4	\$1,233	Crack Seal	0:NONE	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
97	MADISON AVE	SOUTH ADA STREET	SOUTH COMMERCIAL STREET	296.9	\$1,176	Crack Seal	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
203	NORTH ADA STREET	WEST 1ST AVENUE	WEST 2ND AVENUE	303.1	\$1,200	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
204	NORTH ADA STREET	WEST 2ND AVENUE	WEST 3RD AVENUE	315.8	\$1,251	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
205	NORTH ADA STREET	WEST 3RD AVENUE	WEST 4TH AVENUE	164.0	\$649	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7

RIN_ NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)						Governing Distress	2005 RSL	2010 RSL	
							Fatigue	Transverse	Longitudin	Patching	Edge	Rutting				Roughness
209	NORTH ALTON STREET	WEST 2ND AVENUE	WEST 1ST AVENUE	358.7	\$1,420	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
128	NORTH ALTURAS STREET	EAST 1ST AVENUE	EAST 2ND AVENUE	338.1	\$1,339	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
122	NORTH ATLANTIC STREET	EAST 5TH AVENUE	EAST 4TH AVENUE	369.8	\$1,465	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
216	NORTH ELMORE STREET	WEST 2ND AVENUE	WEST 1ST AVENUE	358.5	\$1,420	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
131	NORTH LOGAN STREET	EAST 5TH STREET	EAST 4TH STREET	303.2	\$1,201	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Longitudinal	12	7
133	NORTH LOGAN STREET	EAST 2ND STREET	EAST 1ST AVENUE	306.4	\$1,213	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
134	NORTH LOGAN STREET	EAST 1ST AVENUE	EAST IDAHO AVENUE	361.8	\$1,433	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
238	OLD HIGHWAY 30	COMMERCIAL AVENUE	NORTH BANNOCK AVENUE	1846.3	\$7,311	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Transverse	12	7
228	N. BANNOCK STREET/OLD MTN HOME HWY	NORTH BRADBURY STREET	UNKNOWN	57.7	\$229	Crack Seal	0:NONE	2:LOW-MED	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Transverse	12	7
226	N. BANNOCK STREET/OLD MTN HOME HWY	NORTH PARKWAY STREET	NORTH BANNOCK AVENUE	986.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
126	ONEIDA STREET	EAST 1ST AVENUE	EAST IDAHO AVENUE	358.9	\$1,421	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
57	SHRUM AVE	COMMERCIAL STREET	SOUTH ADA STREET	318.4	\$1,261	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
104	SNAKE RIVER AVE	SOUTH PACIFIC STREET	SOUTH BOISE STREET	317.4	\$1,257	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
178	SOUTH ADA STREET	WEST HARRISON AVENUE	SHRUM AVENUE	170.2	\$674	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
158	SOUTH ALTURAS STREET	EAST GARFIELD AVENUE	EAST SNAKE RIVER AVENUE	300.9	\$1,191	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
196	SOUTH BOISE STREET	WEST MADISON AVENUE	WEST SNAKE RIVER AVENUE	292.1	\$1,157	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
197	SOUTH BOISE STREET	WEST SNAKE RIVER AVENUE	WEST GARFIELD AVENUE	315.0	\$1,247	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
163	SOUTH CASSIA STREET	EAST CLEVELAND AVENUE	EAST ARTHUR	311.0	\$1,232	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
170	SOUTH CUSTER STREET	EAST GARFIELD AVENUE	EAST ARTHUR AVENUE	313.3	\$1,241	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
153	SOUTH LOGAN STREET	EAST GARFIELD AVENUEEAS	EAST ARTHUR AVENUE	316.4	\$1,253	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
152	SOUTH LOGAN STREET	WEST SNAKE RIVER AVENUE	EAST GARFIELD AVENUE	308.8	\$1,223	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
160	SOUTH ONEIDA STREET	EAST GARFIELD AVENUE	EAST ARTHUR AVENUE	315.1	\$1,248	Crack Seal	0:NONE	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
161	SOUTH ONEIDA STREET	EAST ARTHUR AVENUE	EAST CLEVELAND AVENUE	309.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
191	SOUTH OREGON STREET	WEST ARTHUR AVENUE	WEST CLEVELAND AVENUE	299.4	\$1,185	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
183	SOUTH OWYHEE STREET	WEST ARTHUR AVENUE	WEST GARFIELD AVENUE	313.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
192	SOUTH PACIFIC STREET	WEST ARTHUR AVENUE	WEST GARFIELD AVENUE	314.1	\$1,244	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
27	WEST 3RD AVE	WEST 3RD AVENUE	NORTH ELMORE STREET	333.3	\$1,320	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
28	WEST 3RD AVE	NORTH ELMORE STREET	NORTH ALTON STREET	306.8	\$1,215	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
29	WEST 3RD AVE	NORTH OWYHEE STREET	NORTH ADA STREET	297.5	\$1,178	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
37	WEST 4TH AVE	NORTH ALTURAS STREET	NORTH ONEIDA STREET	325.1	\$1,287	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
105	WEST ARTHUR AVENUE	SOUTH BOISE STREET	SOUTH PACIFIC STREET	279.8	\$1,108	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
106	WEST ARTHUR AVENUE	SOUTH PACIFIC STREET	SOUTH OREGON STREET	316.5	\$1,253	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
107	WEST ARTHUR AVENUE	SOUTH OREGON STREET	SOUTH OWYHEE STREET	317.2	\$1,256	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
66	WEST CLEVELAND AVE	SOUTH LINCOLN STREET	SOUTH COMERCIAL STREET	270.6	\$1,072	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
73	WEST CLEVELAND AVE	SOUTH CUSTER STREET	EAST GARFIELD AVENUE	1712.9	\$6,783	Crack Seal	0:NONE	2:LOW-MED	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Transverse	12	7
74	WEST CLEVELAND AVE	EAST GARFIELD AVENUE	CURVE	1102.6	\$4,366	Crack Seal	0:NONE	2:LOW-MED	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Transverse	12	7
75	WEST CLEVELAND AVE	EAST PASADENA VALLEY ROAD	UNKNOWN	812.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
60	WEST HARRISON AVE	SOUTH ADA STREET	SOUTH COMMERCIAL STREET	319.7	\$1,266	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
61	WEST HARRISON AVE	SOUTH COMMERCIAL STREET	SOUTH LINCOLN STREET	284.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
225	WEST IDAHO AVENUE	WEST KANSAS STREET	WEST BANNOCK STREET	391.1	\$1,549	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
58	WEST WASHINGTON AVE	SOUTH ADA STREET	S OWYHEE STREET	284.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
17	1ST AVENUE	OLD HIGHWAY 30	NORTH END OF ROAD	1296.0	\$123,636	Patch / Chip Seal	0:NONE	4:MED-LOW	0:NONE	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Edge	10	5
18	2ND AVENUE	NORTH ALTURAS STREET	NORTH LOGAN STREET	304.9	\$0	No Maintenance	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
22	2ND AVENUE	NORTH ADA STREET	NORTH OWYHEE STREET	306.7	\$1,214	Crack Seal	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
25	2ND AVENUE	NORTH KANSAS STREET	NORTH BANNOCK STREET	390.5	\$1,547	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5

RIN_ NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)							Governing Distress	2005 RSL	2010 RSL
							Fatigue	Transverse	Longitudin	Patching	Edge	Rutting	Roughness			
143	COMMERCIAL AVENUE	WEST 2ND AVENUE	WEST 1ST AVENUE	310.3	\$1,229	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
145	COMMERCIAL AVENUE	WEST IDAHO AVENUE	SHRUM	451.9	\$1,790	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
146	COMMERCIAL AVENUE	SHRUM AVENUE	HARRISON AVENUE	167.8	\$665	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
147	COMMERCIAL AVENUE	HARRISON AVENUE	CLEVELAND AVENUE	308.3	\$1,221	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
149	COMMERCIAL AVENUE	ARTHUR AVENUE	GARFIELD AVENUE	313.0	\$1,239	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
150	COMMERCIAL AVENUE	GARFIELD AVENUE	SNAKE RIVER AVENUE	294.3	\$1,166	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
151	COMMERCIAL AVENUE	SNAKE RIVER AVENUE	MADISON AVENUE	314.2	\$1,244	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
42	EAST 5TH AVE	NORTH CASSIA STREET	NORTH ONEIDA STREET	355.7	\$1,409	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
47	EAST 6TH AVE	NORTH LOGAN STREET	NORTH ONEIDA STREET	620.0	\$2,455	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
84	EAST GARFIELD AVE	SOUTH COMMERCIAL STREET	SOUTH ADA STREET	319.6	\$1,266	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
85	EAST GARFIELD AVE	SOUTH ADA STREET	SOUTH OWYHEE STREET	301.8	\$1,195	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
48	EAST IDAHO AVENUE	NORTH ADA STREET	WEST END OF ROAD	440.1	\$41,989	Patch / Chip Seal	0:NONE	0:NONE	1:LOW-LOW	4:MED-LOW	4:MED-LOW	0:NONE	1:Low	Edge	10	5
91	MADISON AVE	CANYON DRIVE	SOUTH CANYON STREET	589.6	\$42,454	Thin Overlay 2-inch	0:NONE	5:MED-MED	0:NONE	0:NONE	4:MED-LOW	0:NONE	0:NONE	Transverse	10	5
92	MADISON AVE	SOUTH CANYON STREET	SOUTH BOISE STREET	610.2	\$58,217	Patch / Chip Seal	0:NONE	4:MED-LOW	0:NONE	2:LOW-MED	0:NONE	0:NONE	2:Medium	Roughness	10	5
94	MADISON AVE	SOUTH BOISE STREET	SOUTH PACIFIC STREET	314.4	\$1,245	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
202	NORTH ADA STREET	WEST IDAHO AVENUE	WEST 1ST AVENUE	369.8	\$1,464	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
208	NORTH ALTON STREET	WEST 1ST AVENUE	WEST BOISE IDAHO	399.7	\$1,583	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
210	NORTH ALTON STREET	WEST 3RD AVENUE	WEST 2ND AVENUE	310.9	\$1,231	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
211	NORTH ALTON STREET	WEST 4TH AVENUE	WEST 3RD AVENUE	245.0	\$970	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Fatigue	10	5
129	NORTH ALTURAS STREET	EAST 4TH AVENUE	EAST 5TH AVENUE	369.7	\$1,464	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
229	NORTH BANNOCK AVENUE	N. BANNOCK STREET/OLD MTN HOME HWY	WEST IDAHO AVENUE	296.1	\$1,173	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	2:LOW-MED	0:NONE	0:NONE	Edge	10	5
230	NORTH BANNOCK AVENUE	WEST IDAHO AVENUE	1ST AVENUE	391.0	\$2,111	Chip Seal	0:NONE	3:LOW-HIGH	0:NONE	2:LOW-MED	4:MED-LOW	0:NONE	0:NONE	Edge	10	5
120	NORTH CASSIA STREET	EAST 1ST AVENUE	EAST 4TH AVENUE	171.6	\$680	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
214	NORTH ELMORE STREET	WEST 4TH STREET	WEST 3RD STREET	250.3	\$1,352	Chip Seal	0:NONE	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	1:LOW-LOW	0:NONE	2:Medium	Transverse	10	5
215	NORTH ELMORE STREET	WEST 3RD STREET	WEST 2ND AVENUE	305.7	\$1,651	Chip Seal	0:NONE	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	2:LOW-MED	0:NONE	1:Low	Transverse	10	5
217	NORTH ELMORE STREET	WEST 1ST AVENUE	WEST IDAHO AVENUE	400.0	\$1,584	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Edge	10	5
219	NORTH KANSAS STREET	WEST 1ST AVENUE	WEST 2ND AVENUE	361.8	\$1,433	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	1:Low	Fatigue	10	5
220	NORTH KANSAS STREET	WEST 2ND AVENUE	WEST 3RD AVENUE	308.2	\$1,220	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
137	NORTH LINCOLN STREET	EAST 2ND AVENUE	EAST 4TH AVENUE	263.9	\$25,176	Patch / Chip Seal	1:LOW-LOW	4:MED-LOW	4:MED-LOW	3:LOW-HIGH	4:MED-LOW	0:NONE	1:Low	Edge	10	5
138	NORTH LINCOLN STREET	EAST 4TH AVENUE	EAST 5TH AVENUE	312.9	\$1,690	Chip Seal	1:LOW-LOW	2:LOW-MED	3:LOW-HIGH	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Longitudinal	10	5
130	NORTH LOGAN STREET	EAST 6TH AVENUE	EAST 5TH AVENUE	333.2	\$1,320	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
239	OLD HIGHWAY 30	EAST 1ST AVENUE	COMERCIAL AVENUE	3417.0	\$13,531	Crack Seal	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
227	N. BANNOCK STREET/OLD MTN HOME HWY	NORTH BRADBURY STREET	NORTH PARKSIDE STREET	221.0	\$875	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
124	ONEIDA STREET	EAST 5TH AVENUE	EAST 4TH AVENUE	306.5	\$1,214	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
125	ONEIDA STREET	EAST 4TH AVENUE	EAST 1ST AVENUE	273.4	\$1,083	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
98	SNAKE RIVER AVE	SOUTH ALTURAS STREET	SOUTH LOGAN STREET	316.0	\$1,251	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
100	SNAKE RIVER AVE	SOUTH COMMERCIAL STREET	SOUTH ADA STREET	342.5	\$1,356	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	1:Low	Fatigue	10	5
101	SNAKE RIVER AVE	SOUTH ADA STREET	SOUTH OWYHEE STREET	300.2	\$1,189	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
102	SNAKE RIVER AVE	SOUTH OWYHEE STREET	SOUTH OREGON STREET	318.6	\$1,262	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
103	SNAKE RIVER AVE	SOUTH OREGON STREET	SOUTH PACIFIC STREET	302.1	\$21,754	Thin Overlay 2-inch	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	3:LOW-HIGH	2:LOW-MED	0:NONE	1:Low	Fatigue	10	5
173	SOUTH ADA STREET	WEST MADISON AVENUE	WEST SNAKE RIVER AVENUE	304.5	\$1,206	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
174	SOUTH ADA STREET	WEST SNAKE RIVER AVENUE	WEST GARFIELD AVENUE	310.5	\$1,229	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
179	SOUTH ADA STREET	SHRUM AVENUE	WEST WASHINGTON AVENUE	151.1	\$598	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
176	SOUTH ADA STREET	WEST ARTHUR AVENUE	WEST CLEVELAND AVENUE	311.8	\$1,235	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
157	SOUTH ALTURAS STREET	EAST ARTHUR AVENUE	EAST GARFIELD AVENUE	316.3	\$1,252	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5

RIN_NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)							Governing Distress	2005 RSL	2010 RSL
							Fatigue	Transverse	Longitudin	Patching	Edge	Rutting	Roughness			
155	SOUTH ALTURAS STREET	EAST CLEVELAND AVENUE	EAST ARTHUR AVENUE	156.4	\$619	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
166	SOUTH ATLANTIC STREET	WEST GARFIELD AVENUE	EAST ARTHUR AVENUE	313.5	\$1,241	Crack Seal	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
167	SOUTH ATLANTIC STREET	EAST ARTHUR AVENUE	EAST CLEVELAND AVENUE	309.4	\$1,225	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
164	SOUTH CASSIA STREET	EAST ARTHUR AVENUE	EAST GARFIELD AVENUE	315.0	\$1,247	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
169	SOUTH CUSTER STREET	END OF ROAD	EAST CLEVELAND AVENUE	270.3	\$1,070	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
171	SOUTH CUSTER STREET	EAST ARTHUR AVENUE	EAST GARFIELD AVENUE	316.5	\$1,253	Crack Seal	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
154	SOUTH LOGAN STREET	EAST ARTHUR AVENUE	EAST CLEVELAND AVENUE	310.9	\$1,231	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
189	SOUTH OREGON STREET	WEST SNAKE RIVER AVENUE	WEST GARFIELD AVENUE	311.0	\$1,232	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
190	SOUTH OREGON STREET	WEST GARFIELD AVENUE	WEST ARTHUR AVENUE	318.7	\$1,262	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
180	SOUTH OWYHEE STREET	WEST WASHINGTON AVENUE	WEST HARRISON AVENUE	334.6	\$1,325	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:Low	Fatigue	10	5
193	SOUTH PACIFIC STREET	WEST GARFIELD AVENUE	WEST SNAKE PARK AVENUE	314.4	\$1,245	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	1:Low	Fatigue	10	5
26	WEST 3RD AVE	NORTH KANSAS AVENUE	NORTH BANNOCK STREET	399.8	\$1,583	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
33	WEST 4TH AVE	NORTH ADA STREET	COMMERCIAL STREET	328.8	\$1,775	Chip Seal	1:LOW-LOW	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	2:LOW-MED	0:NONE	1:Low	Fatigue	10	5
34	WEST 4TH AVE	COMMERCIAL STREET	NORTH LINCOLN STREET	343.2	\$24,711	Thin Overlay 2-inch	1:LOW-LOW	5:MED-MED	4:MED-LOW	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Fatigue	10	5
35	WEST 4TH AVE	NORTH LINCOLN STREET	NORTH LOGAN STREET	325.9	\$23,467	Thin Overlay 2-inch	1:LOW-LOW	5:MED-MED	5:MED-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
36	WEST 4TH AVE	NORTH LOGAN STREET	NORTH ALTURAS STREET	313.9	\$1,695	Chip Seal	0:NONE	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Transverse	10	5
38	WEST 4TH AVE	NORTH ONEIDA STREET	NORTH CASSIA STREET	336.3	\$24,217	Thin Overlay 2-inch	0:NONE	3:LOW-HIGH	3:LOW-HIGH	5:MED-MED	2:LOW-MED	0:NONE	1:Low	Transverse	10	5
39	WEST 4TH AVE	NORTH CASSIA STREET	NORTH ATLANTIC STREET	419.1	\$2,263	Chip Seal	0:NONE	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	2:LOW-MED	0:NONE	1:Low	Transverse	10	5
67	WEST CLEVELAND AVE	SOUTH LOGAN STREET	SOUTH LINCOLN STREET	342.6	\$1,357	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Edge	10	5
68	WEST CLEVELAND AVE	SOUTH ALTURAS STREET	SOUTH LOGAN STREET	322.1	\$1,275	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	2:LOW-MED	0:NONE	1:Low	Edge	10	5
69	WEST CLEVELAND AVE	SOUTH ONEIDA STREET	SOUTH ALTURAS STREET	299.8	\$1,187	Crack Seal	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	1:Low	Fatigue	10	5
71	WEST CLEVELAND AVE	SOUTH ATLANTIC STREET	SOUTH CASSIA STREET	304.2	\$1,204	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	2:LOW-MED	1:LOW-LOW	0:NONE	2:Medium	Fatigue	10	5
59	WEST HARRISON AVE	SOUTH OWYHEE STREET	SOUTH ADA STREET	300.4	\$1,190	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
212	WEST MOORE AVENUE	NORTH BANNOCK STREET	NORTH ELMORE STREET	732.4	\$2,900	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
142	COMMERCIAL AVENUE	WEST 4TH AVENUE	WEST 2ND AVENUE	366.2	\$26,365	Thin Overlay 2-inch	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
86	EAST GARFIELD AVE	SOUTH OWYHEE STREET	SOUTH OREGON STREET	316.7	\$22,805	Thin Overlay 2-inch	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	3:LOW-HIGH	2:LOW-MED	0:NONE	1:Low	Fatigue	8	3
87	EAST GARFIELD AVE	SOUTH OREGON STREET	SOUTH PACIFIC STREET	304.5	\$21,922	Thin Overlay 2-inch	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	0:NONE	1:Low	Fatigue	8	3
89	EAST GARFIELD AVE	SOUTH BOISE STREET	UNKNOWN	1197.0	\$86,183	Thin Overlay 2-inch	4:MED-LOW	3:LOW-HIGH	2:LOW-MED	3:LOW-HIGH	2:LOW-MED	2:Medium	2:Medium	Fatigue	8	3
121	NORTH CASSIA STREET	EAST 4TH AVENUE	EAST 5TH AVENUE	299.1	\$21,536	Thin Overlay 2-inch	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	8	3
135	NORTH LINCOLN STREET	EAST IDAHO AVENUE	WEST 1ST AVENUE	360.9	\$25,983	Thin Overlay 2-inch	2:LOW-MED	6:MED-HIGH	6:MED-HIGH	2:LOW-MED	1:LOW-LOW	0:NONE	2:Medium	Transverse	8	3
136	NORTH LINCOLN STREET	WEST 1ST AVENUE	EAST 2ND AVENUE	308.9	\$29,465	Patch / Chip Seal	1:LOW-LOW	4:MED-LOW	4:MED-LOW	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
207	NORTH OWYHEE STREET	2ND AVENUE	1ST AVENUE	307.5	\$1,218	Crack Seal	0:NONE	0:NONE	0:NONE	0:NONE	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
99	SNAKE RIVER AVE	SOUTH LOGAN STREET	SOUTH COMMERCIAL STREET	591.7	\$42,602	Thin Overlay 2-inch	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	0:NONE	1:Low	Fatigue	8	3
188	SOUTH OREGON STREET	WEST MADISON AVENUE	WEST SNAKE RIVER AVENUE	299.6	\$1,618	Chip Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
184	SOUTH OWYHEE STREET	EAST GARFIELD AVENUE	SNAKE RIVER AVENUE	312.8	\$22,519	Thin Overlay 2-inch	2:LOW-MED	3:LOW-HIGH	0:NONE	0:NONE	2:LOW-MED	0:NONE	0:NONE	Fatigue	8	3
30	WEST 3RD AVE	NORTH ELMORE STREET	COMMERCIAL STREET	314.8	\$1,246	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
32	WEST 4TH AVE	NORTH ALTON STREET	N ADA STREET	568.3	\$54,219	Patch / Chip Seal	1:LOW-LOW	4:MED-LOW	4:MED-LOW	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
65	WEST CLEVELAND AVE	SOUTH COMMERCIAL STREET	SOUTH ADA STREET	320.2	\$1,268	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
70	WEST CLEVELAND AVE	SOUTH CASSIA STREET	SOUTH ONEIDA STREET	314.5	\$22,640	Thin Overlay 2-inch	2:LOW-MED	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	8	3
88	EAST GARFIELD AVE	SOUTH PACIFIC STREET	SOUTH BOISE STREET	314.3	\$22,632	Thin Overlay 2-inch	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	2:LOW-MED	0:NONE	1:Low	Fatigue	6	1
206	NORTH OWYHEE STREET	WEST 3RD AVENUE	2ND AVENUE	311.6	\$22,434	Thin Overlay 2-inch	3:LOW-HIGH	0:NONE	0:NONE	0:NONE	5:MED-MED	0:NONE	0:NONE	Fatigue	6	1
243	WEST IDAHO AVENUE	NORTH KANSAS STREET	NORTH ELMORE STREET	325.7	\$23,451	Thin Overlay 2-inch	3:LOW-HIGH	0:NONE	0:NONE	0:NONE	6:MED-HIGH	0:NONE	1:Low	Edge	6	1
244	WEST IDAHO AVENUE	NORTH ELMORE STREET	NORTH ALTON STREET	316.0	\$22,750	Thin Overlay 2-inch	3:LOW-HIGH	0:NONE	0:NONE	3:LOW-HIGH	2:LOW-MED	0:NONE	0:NONE	Fatigue	6	1

Roads Reconstructed Since 2005 Roadway Inspection

Appendix C

Pavement Report (Sorted by Recommended Treatments)

RIN_NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)						Governing Distress	2005 RSL	2010 RSL	
							Fatigue	Transverse	Longitudin	Patching	Edge	Rutting				Roughness
230	NORTH BANNOCK AVENUE	WEST IDAHO AVENUE	1ST AVENUE	391.0	\$2,111	Chip Seal	0:NONE	3:LOW-HIGH	0:NONE	2:LOW-MED	4:MED-LOW	0:NONE	0:NONE	Edge	10	5
214	NORTH ELMORE STREET	WEST 4TH STREET	WEST 3RD STREET	250.3	\$1,352	Chip Seal	0:NONE	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	1:LOW-LOW	0:NONE	2:Medium	Transverse	10	5
215	NORTH ELMORE STREET	WEST 3RD STREET	WEST 2ND AVENUE	305.7	\$1,651	Chip Seal	0:NONE	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	2:LOW-MED	0:NONE	1:Low	Transverse	10	5
138	NORTH LINCOLN STREET	EAST 4TH AVENUE	EAST 5TH AVENUE	312.9	\$1,690	Chip Seal	1:LOW-LOW	2:LOW-MED	3:LOW-HIGH	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Longitudinal	10	5
33	WEST 4TH AVE	NORTH ADA STREET	COMMERCIAL STREET	328.8	\$1,775	Chip Seal	1:LOW-LOW	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	2:LOW-MED	0:NONE	1:Low	Fatigue	10	5
36	WEST 4TH AVE	NORTH LOGAN STREET	NORTH ALTURAS STREET	313.9	\$1,695	Chip Seal	0:NONE	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Transverse	10	5
39	WEST 4TH AVE	NORTH CASSIA STREET	NORTH ATLANTIC STREET	419.1	\$2,263	Chip Seal	0:NONE	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	2:LOW-MED	0:NONE	1:Low	Transverse	10	5
188	SOUTH OREGON STREET	WEST MADISON AVENUE	WEST SNAKE RIVER AVENUE	299.6	\$1,618	Chip Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
16	1ST AVENUE	EAST FRONTAGE ROAD	CUSTER STREET	1140.1	\$4,515	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Transverse	14	9
43	EAST 5TH AVE	NORTH ONEIDA STREET	NORTH ALTURAS STREET	314.6	\$1,246	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	Transverse	14	9
45	EAST 5TH AVE	NORTH LOGAN STREET	NORTH LINCOLN STREET	305.0	\$1,208	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Transverse	14	9
218	NORTH KANSAS STREET	WEST IDAHO AVENUE	WEST 1ST AVENUE	400.4	\$1,586	Crack Seal	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Longitudinal	14	9
175	SOUTH ADA STREET	WEST GARFIELD AVENUE	WEST ALTURAS AVENUE	314.9	\$1,247	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	0:NONE	Transverse	14	9
63	WEST CLEVELAND AVE	SOUTH OWYHEE STREET	SOUTH OREGON STREET	313.4	\$1,241	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	1:Low	Transverse	14	9
72	WEST CLEVELAND AVE	SOUTH CUSTER STREET	SOUTH ATLANTIC STREET	313.6	\$1,242	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	1:Low	Transverse	14	9
1	1ST AVENUE	NORTH BANNOCK STREET	CITY LIMITS	1180.9	\$4,677	Crack Seal	0:NONE	2:LOW-MED	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Transverse	12	7
24	2ND AVENUE	NORTH ELMORE STREET	NORTH KANSAS STREET	329.6	\$1,305	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
144	COMMERCIAL AVENUE	WEST 1ST AVENUE	WEST IDAHO AVENUE	364.9	\$1,445	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
148	COMMERCIAL AVENUE	CLEVELAND AVENUE	ARTHUR AVENUE	309.4	\$1,225	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
41	EAST 5TH AVE	NORTH ATLANTIC AVENUE	NORTH CASSIA STREET	417.4	\$1,653	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Transverse	12	7
46	EAST 5TH AVE	NORTH LINCOLN STREET	END ROAD	114.4	\$453	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
78	EAST GARFIELD AVE	SOUTH ATLANTIC STREET	SOUTH CASSIA STREET	306.0	\$1,212	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
81	EAST GARFIELD AVE	SOUTH ALTURAS STREET	SOUTH LOGAN STREET	319.7	\$1,266	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
83	EAST GARFIELD AVE	SOUTH LINCOLN STREET	SOUTH COMMERCIAL STREET	255.6	\$1,012	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
93	MADISON AVE	CANYON DRIVE	SOUTH BOISE STREET	311.4	\$1,233	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Patching	12	7
95	MADISON AVE	SOUTH JOSEPH FERRY DRIVE	SOUTH OWYHEE STREET	307.1	\$1,216	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
96	MADISON AVE	SOUTH OWYHEE STREET	SOUTH ADA STREET	311.4	\$1,233	Crack Seal	0:NONE	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
97	MADISON AVE	SOUTH ADA STREET	SOUTH COMMERCIAL STREET	296.9	\$1,176	Crack Seal	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
203	NORTH ADA STREET	WEST 1ST AVENUE	WEST 2ND AVENUE	303.1	\$1,200	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
204	NORTH ADA STREET	WEST 2ND AVENUE	WEST 3RD AVENUE	315.8	\$1,251	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
205	NORTH ADA STREET	WEST 3RD AVENUE	WEST 4TH AVENUE	164.0	\$649	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
209	NORTH ALTON STREET	WEST 2ND AVENUE	WEST 1ST AVENUE	358.7	\$1,420	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
128	NORTH ALTURAS STREET	EAST 1ST AVENUE	EAST 2ND AVENUE	338.1	\$1,339	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
122	NORTH ATLANTIC STREET	EAST 5TH AVENUE	EAST 4TH AVENUE	369.8	\$1,465	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
216	NORTH ELMORE STREET	WEST 2ND AVENUE	WEST 1ST AVENUE	358.5	\$1,420	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
131	NORTH LOGAN STREET	EAST 5TH STREET	EAST 4TH STREET	303.2	\$1,201	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Longitudinal	12	7
133	NORTH LOGAN STREET	EAST 2ND STREET	EAST 1ST AVENUE	306.4	\$1,213	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
134	NORTH LOGAN STREET	EAST 1ST AVENUE	EAST IDAHO AVENUE	361.8	\$1,433	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
238	OLD HIGHWAY 30	COMMERCIAL AVENUE	NORTH BANNOCK AVENUE	1846.3	\$7,311	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Transverse	12	7
228	N. BANNOCK STREET/OLD MTN HOME HWY	NORTH BRADBURY STREET	UNKNOWN	57.7	\$229	Crack Seal	0:NONE	2:LOW-MED	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Transverse	12	7
126	ONEIDA STREET	EAST 1ST AVENUE	EAST IDAHO AVENUE	358.9	\$1,421	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
57	SHRUM AVE	COMMERCIAL STREET	SOUTH ADA STREET	318.4	\$1,261	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
104	SNAKE RIVER AVE	SOUTH PACIFIC STREET	SOUTH BOISE STREET	317.4	\$1,257	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
178	SOUTH ADA STREET	WEST HARRISON AVENUE	SHRUM AVENUE	170.2	\$674	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
158	SOUTH ALTURAS STREET	EAST GARFIELD AVENUE	EAST SNAKE RIVER AVENUE	300.9	\$1,191	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7

RIN_NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)							Governing Distress	2005 RSL	2010 RSL
							Fatigue	Transverse	Longitudin	Patching	Edge	Rutting	Roughness			
196	SOUTH BOISE STREET	WEST MADISON AVENUE	WEST SNAKE RIVER AVENUE	292.1	\$1,157	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
197	SOUTH BOISE STREET	WEST SNAKE RIVER AVENUE	WEST GARFIELD AVENUE	315.0	\$1,247	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
163	SOUTH CASSIA STREET	EAST CLEVELAND AVENUE	EAST ARTHUR	311.0	\$1,232	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
170	SOUTH CUSTER STREET	EAST GARFIELD AVENUE	EAST ARTHUR AVENUE	313.3	\$1,241	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
153	SOUTH LOGAN STREET	EAST GARFIELD AVENUEEAS	EAST ARTHUR AVENUE	316.4	\$1,253	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
152	SOUTH LOGAN STREET	WEST SNAKE RIVER AVENUE	EAST GARFIELD AVENUE	308.8	\$1,223	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
160	SOUTH ONEIDA STREET	EAST GARFIELD AVENUE	EAST ARTHUR AVENUE	315.1	\$1,248	Crack Seal	0:NONE	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
191	SOUTH OREGON STREET	WEST ARTHUR AVENUE	WEST CLEVELAND AVENUE	299.4	\$1,185	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
192	SOUTH PACIFIC STREET	WEST ARTHUR AVENUE	WEST GARFIELD AVENUE	314.1	\$1,244	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
27	WEST 3RD AVE	WEST 3RD AVENUE	NORTH ELMORE STREET	333.3	\$1,320	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
28	WEST 3RD AVE	NORTH ELMORE STREET	NORTH ALTON STREET	306.8	\$1,215	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
29	WEST 3RD AVE	NORTH OWYHEE STREET	NORTH ADA STREET	297.5	\$1,178	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
37	WEST 4TH AVE	NORTH ALTURAS STREET	NORTH ONEIDA STREET	325.1	\$1,287	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
105	WEST ARTHUR AVENUE	SOUTH BOISE STREET	SOUTH PACIFIC STREET	279.8	\$1,108	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
106	WEST ARTHUR AVENUE	SOUTH PACIFIC STREET	SOUTH OREGON STREET	316.5	\$1,253	Crack Seal	0:NONE	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
107	WEST ARTHUR AVENUE	SOUTH OREGON STREET	SOUTH OWYHEE STREET	317.2	\$1,256	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
66	WEST CLEVELAND AVE	SOUTH LINCOLN STREET	SOUTH COMERCIAL STREET	270.6	\$1,072	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
73	WEST CLEVELAND AVE	SOUTH CUSTER STREET	EAST GARFIELD AVENUE	1712.9	\$6,783	Crack Seal	0:NONE	2:LOW-MED	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Transverse	12	7
74	WEST CLEVELAND AVE	EAST GARFIELD AVENUE	CURVE	1102.6	\$4,366	Crack Seal	0:NONE	2:LOW-MED	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Transverse	12	7
60	WEST HARRISON AVE	SOUTH ADA STREET	SOUTH COMMERCIAL STREET	319.7	\$1,266	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
225	WEST IDAHO AVENUE	WEST KANSAS STREET	WEST BANNOCK STREET	391.1	\$1,549	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
22	2ND AVENUE	NORTH ADA STREET	NORTH OWYHEE STREET	306.7	\$1,214	Crack Seal	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
25	2ND AVENUE	NORTH KANSAS STREET	NORTH BANNOCK STREET	390.5	\$1,547	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
143	COMMERCIAL AVENUE	WEST 2ND AVENUE	WEST 1ST AVENUE	310.3	\$1,229	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
145	COMMERCIAL AVENUE	WEST IDAHO AVENUE	SHRUM	451.9	\$1,790	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
146	COMMERCIAL AVENUE	SHRUM AVENUE	HARRISON AVENUE	167.8	\$665	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
147	COMMERCIAL AVENUE	HARRISON AVENUE	CLEVELAND AVENUE	308.3	\$1,221	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
149	COMMERCIAL AVENUE	ARTHUR AVENUE	GARFIELD AVENUE	313.0	\$1,239	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
150	COMMERCIAL AVENUE	GARFIELD AVENUE	SNAKE RIVER AVENUE	294.3	\$1,166	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
151	COMMERCIAL AVENUE	SNAKE RIVER AVENUE	MADISON AVENUE	314.2	\$1,244	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
42	EAST 5TH AVE	NORTH CASSIA STREET	NORTH ONEIDA STREET	355.7	\$1,409	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
47	EAST 6TH AVE	NORTH LOGAN STREET	NORTH ONEIDA STREET	620.0	\$2,455	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
84	EAST GARFIELD AVE	SOUTH COMMERCIAL STREET	SOUTH ADA STREET	319.6	\$1,266	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
85	EAST GARFIELD AVE	SOUTH ADA STREET	SOUTH OWYHEE STREET	301.8	\$1,195	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
94	MADISON AVE	SOUTH BOISE STREET	SOUTH PACIFIC STREET	314.4	\$1,245	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
202	NORTH ADA STREET	WEST IDAHO AVENUE	WEST 1ST AVENUE	369.8	\$1,464	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
208	NORTH ALTON STREET	WEST 1ST AVENUE	WEST BOISE IDAHO	399.7	\$1,583	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
210	NORTH ALTON STREET	WEST 3RD AVENUE	WEST 2ND AVENUE	310.9	\$1,231	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
211	NORTH ALTON STREET	WEST 4TH AVENUE	WEST 3RD AVENUE	245.0	\$970	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Fatigue	10	5
129	NORTH ALTURAS STREET	EAST 4TH AVENUE	EAST 5TH AVENUE	369.7	\$1,464	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
229	NORTH BANNOCK AVENUE	N. BANNOCK STREET/OLD MTN HOME HWY	WEST IDAHO AVENUE	296.1	\$1,173	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	2:LOW-MED	0:NONE	0:NONE	Edge	10	5
120	NORTH CASSIA STREET	EAST 1ST AVENUE	EAST 4TH AVENUE	171.6	\$680	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
217	NORTH ELMORE STREET	WEST 1ST AVENUE	WEST IDAHO AVENUE	400.0	\$1,584	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Edge	10	5
219	NORTH KANSAS STREET	WEST 1ST AVENUE	WEST 2ND AVENUE	361.8	\$1,433	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	1:Low	Fatigue	10	5
220	NORTH KANSAS STREET	WEST 2ND AVENUE	WEST 3RD AVENUE	308.2	\$1,220	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5

RIN_NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)						Governing Distress	2005 RSL	2010 RSL	
							Fatigue	Transverse	Longitudin	Patching	Edge	Rutting				Roughness
130	NORTH LOGAN STREET	EAST 6TH AVENUE	EAST 5TH AVENUE	333.2	\$1,320	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
239	OLD HIGHWAY 30	EAST 1ST AVENUE	COMERCIAL AVENUE	3417.0	\$13,531	Crack Seal	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
227	N. BANNOCK STREET/OLD MTN HOME HWY	NORTH BRADBURY STREET	NORTH PARKSIDE STREET	221.0	\$875	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
124	ONEIDA STREET	EAST 5TH AVENUE	EAST 4TH AVENUE	306.5	\$1,214	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
125	ONEIDA STREET	EAST 4TH AVENUE	EAST 1ST AVENUE	273.4	\$1,083	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
98	SNAKE RIVER AVE	SOUTH ALTURAS STREET	SOUTH LOGAN STREET	316.0	\$1,251	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
100	SNAKE RIVER AVE	SOUTH COMMERCIAL STREET	SOUTH ADA STREET	342.5	\$1,356	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	1:Low	Fatigue	10	5
101	SNAKE RIVER AVE	SOUTH ADA STREET	SOUTH OWYHEE STREET	300.2	\$1,189	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
102	SNAKE RIVER AVE	SOUTH OWYHEE STREET	SOUTH OREGON STREET	318.6	\$1,262	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
173	SOUTH ADA STREET	WEST MADISON AVENUE	WEST SNAKE RIVER AVENUE	304.5	\$1,206	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
174	SOUTH ADA STREET	WEST SNAKE RIVER AVENUE	WEST GARFIELD AVENUE	310.5	\$1,229	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
179	SOUTH ADA STREET	SHRUM AVENUE	WEST WASHINGTON AVENUE	151.1	\$598	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
176	SOUTH ADA STREET	WEST ARTHUR AVENUE	WEST CLEVELAND AVENUE	311.8	\$1,235	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	10	5
157	SOUTH ALTURAS STREET	EAST ARTHUR AVENUE	EAST GARFIELD AVENUE	316.3	\$1,252	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
155	SOUTH ALTURAS STREET	EAST CLEVELAND AVENUE	EAST ARTHUR AVENUE	156.4	\$619	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
166	SOUTH ATLANTIC STREET	WEST GARFIELD AVENUE	EAST ARTHUR AVENUE	313.5	\$1,241	Crack Seal	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
167	SOUTH ATLANTIC STREET	EAST ARTHUR AVENUE	EAST CLEVELAND AVENUE	309.4	\$1,225	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
164	SOUTH CASSIA STREET	EAST ARTHUR AVENUE	EAST GARFIELD AVENUE	315.0	\$1,247	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
169	SOUTH CUSTER STREET	END OF ROAD	EAST CLEVELAND AVENUE	270.3	\$1,070	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
171	SOUTH CUSTER STREET	EAST ARTHUR AVENUE	EAST GARFIELD AVENUE	316.5	\$1,253	Crack Seal	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
154	SOUTH LOGAN STREET	EAST ARTHUR AVENUE	EAST CLEVELAND AVENUE	310.9	\$1,231	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
189	SOUTH OREGON STREET	WEST SNAKE RIVER AVENUE	WEST GARFIELD AVENUE	311.0	\$1,232	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
190	SOUTH OREGON STREET	WEST GARFIELD AVENUE	WEST ARTHUR AVENUE	318.7	\$1,262	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
180	SOUTH OWYHEE STREET	WEST WASHINGTON AVENUE	WEST HARRISON AVENUE	334.6	\$1,325	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:Low	Fatigue	10	5
193	SOUTH PACIFIC STREET	WEST GARFIELD AVENUE	WEST SNAKE PARK AVENUE	314.4	\$1,245	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	1:Low	Fatigue	10	5
26	WEST 3RD AVE	NORTH KANSAS AVENUE	NORTH BANNOCK STREET	399.8	\$1,583	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
67	WEST CLEVELAND AVE	SOUTH LOGAN STREET	SOUTH LINCOLN STREET	342.6	\$1,357	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Edge	10	5
68	WEST CLEVELAND AVE	SOUTH ALTURAS STREET	SOUTH LOGAN STREET	322.1	\$1,275	Crack Seal	0:NONE	1:LOW-LOW	0:NONE	1:LOW-LOW	2:LOW-MED	0:NONE	1:Low	Edge	10	5
69	WEST CLEVELAND AVE	SOUTH ONEIDA STREET	SOUTH ALTURAS STREET	299.8	\$1,187	Crack Seal	1:LOW-LOW	1:LOW-LOW	0:NONE	1:LOW-LOW	0:NONE	0:NONE	1:Low	Fatigue	10	5
71	WEST CLEVELAND AVE	SOUTH ATLANTIC STREET	SOUTH CASSIA STREET	304.2	\$1,204	Crack Seal	1:LOW-LOW	0:NONE	0:NONE	2:LOW-MED	1:LOW-LOW	0:NONE	2:Medium	Fatigue	10	5
59	WEST HARRISON AVE	SOUTH OWYHEE STREET	SOUTH ADA STREET	300.4	\$1,190	Crack Seal	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
212	WEST MOORE AVENUE	NORTH BANNOCK STREET	NORTH ELMORE STREET	732.4	\$2,900	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	5
207	NORTH OWYHEE STREET	2ND AVENUE	1ST AVENUE	307.5	\$1,218	Crack Seal	0:NONE	0:NONE	0:NONE	0:NONE	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
30	WEST 3RD AVE	NORTH ELMORE STREET	COMMERCIAL STREET	314.8	\$1,246	Crack Seal	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
65	WEST CLEVELAND AVE	SOUTH COMMERCIAL STREET	SOUTH ADA STREET	320.2	\$1,268	Crack Seal	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
19	2ND AVENUE	NORTH LOGAN STREET	NORTH LINCOLN STREET	318.7	\$0	No Maintenance	3:LOW-HIGH	4:MED-LOW	3:LOW-HIGH	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Fatigue	6	19
20	2ND AVENUE	NORTH LINCOLN STREET	COMMERCIAL STREET	304.5	\$0	No Maintenance	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Patching	12	19
21	2ND AVENUE	NORTH COMMERCIAL STREET	NORTH ADA STREET	315.5	\$0	No Maintenance	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	19
90	MADISON AVE	WINERY	CANYON DRIVE	1383.1	\$0	No Maintenance	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	2:LOW-MED	0:NONE	2:Medium	Fatigue	6	19
132	NORTH LOGAN STREET	EAST 4TH AVENUE	EAST 2ND AVENUE	165.0	\$0	No Maintenance	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	0:NONE	1:Low	Transverse	14	19
213	NORTH ELMORE STREET	WEST MOORE AVENUE	WEST 4TH STREET	992.4	\$0	No Maintenance	0:NONE	2:LOW-MED	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	0:NONE	0:NONE	Edge	8	16
181	SOUTH OWYHEE STREET	WEST HARRISON AVENUE	WEST CLEVELAND AVENUE	310.8	\$0	No Maintenance	0:NONE	1:LOW-LOW	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	16
31	WEST 4TH AVE	ELMORE AVENUE	NORTH ALTON STREET	307.0	\$0	No Maintenance	0:NONE	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Transverse	12	16
109	WEST ARTHUR AVENUE	SOUTH COMMERCIAL STREET	SOUTH LINCOLN STREET	259.5	\$0	No Maintenance	0:NONE	1:LOW-LOW	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Patching	12	16
110	WEST ARTHUR AVENUE	SOUTH LINCOLN STREET	SOUTH LOGAN STREET	356.6	\$0	No Maintenance	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	16

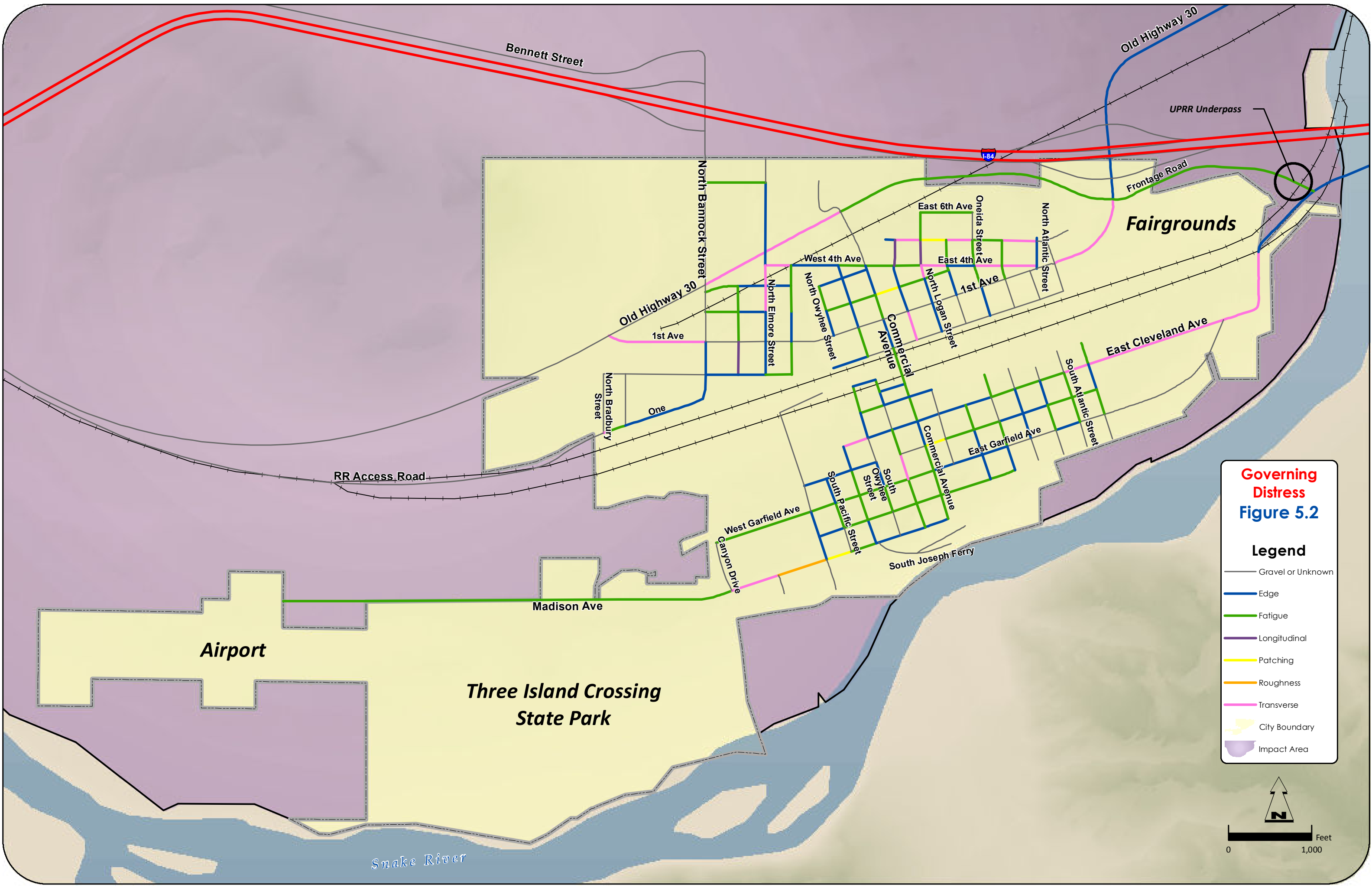
RIN_ NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)						Governing Distress	2005 RSL	2010 RSL	
							Fatigue	Transverse	Longitudin	Patching	Edge	Rutting				Roughness
111	WEST ARTHUR AVENUE	SOUTH LOGAN STREET	SOUTH ALTURAS STREET	321.0	\$0	No Maintenance	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Fatigue	10	16
112	WEST ARTHUR AVENUE	SOUTH ALTURAS STREET	SOUTH ONEIDA STREET	300.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	16
113	WEST ARTHUR AVENUE	SOUTH ONEIDA STREET	SOUTH CASSIA STREET	315.2	\$0	No Maintenance	0:NONE	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	16
114	WEST ARTHUR AVENUE	SOUTH CASSIA STREET	SOUTH ATLANTIC STREET	307.2	\$0	No Maintenance	2:LOW-MED	4:MED-LOW	4:MED-LOW	1:LOW-LOW	2:LOW-MED	0:NONE	2:Medium	Fatigue	8	16
115	WEST ARTHUR AVENUE	SOUTH ATLANTIC STREET	SOUTH CUSTER STREET	311.8	\$0	No Maintenance	1:LOW-LOW	2:LOW-MED	2:LOW-MED	4:MED-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	16
64	WEST CLEVELAND AVE	SOUTH ADA STREET	SOUTH OWYHEE STREET	305.2	\$0	No Maintenance	0:NONE	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	0:NONE	Edge	12	16
2	1ST AVENUE	NORTH KANSAS STREET	NORTH BANNOCK STREET	392.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
3	1ST AVENUE	NORTH ELMORE STREET	NORTH KASNAS STREET	325.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
4	1ST AVENUE	NORTH ALTON STREET	NORTH ELMORE STREET	312.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
5	1ST AVENUE	NORTH OWYHEE STREET	NORTH ALTON STREET	519.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
6	1ST AVENUE	NORTH ADA STREET	NORTH OWYHEE STREET	312.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
9	1ST AVENUE	NORTH ALTURAS STREET	NORTH LOGAN STREET	312.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
10	1ST AVENUE	NORTH ONEIDA STREET	NORTH ALTURAS STREET	281.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
11	1ST AVENUE	NORTH CASSIA STREET	N ONEIDA STREET	336.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
12	1ST AVENUE	ONEIDA STREET	NORTH CASSIA STREET	304.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
13	1ST AVENUE	NORTH ATLANTIC STREET	NORTH CASSTREETSIA	311.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
14	1ST AVENUE	SOUTH NORTH ATLANTIC STREET	NORTH NORTH ATLANTIC STREET	86.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
15	1ST AVENUE	NORTH CUSTER STREET	NORTH ATLANTIC STREET	224.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
7	1ST AVENUE	NORTH COMMERCIAL STREET	NORTH ADA STREET	316.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
8	1ST AVENUE	NORTH LINCOLN STREET	NORTH COMMERCIAL STREET	308.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	None	20	15
198	CANYON DRIVE	EAST GARFIELD AVENUE	UNKNOWN	612.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
141	COMMERCIAL AVENUE	OLD HIGHWAY 30	WEST 4TH AVENUE	717.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
77	EAST GARFIELD AVE	SOUTH CUSTER STREET	SOUTH ATLANTIC STREET	306.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
79	EAST GARFIELD AVE	SOUTH CASSIA STREET	SOUTH ONEIDA STREET	314.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
80	EAST GARFIELD AVE	SOUTH ONEIDA STREET	SOUTH ALTURAS STREET	299.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
49	EAST IDAHO AVE	NORTH ADA STREET	COMMERCIAL STREET	317.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
50	EAST IDAHO AVE	NORTH LINCOLN STREET	COMMERCIAL AVENUE	302.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
51	EAST IDAHO AVE	NORTH LOGAN STREET	NORTH LINCOLN STREET	316.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
52	EAST IDAHO AVE	NORTH LOGAN STREET	NORTH ONEIDA STREET	304.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
53	EAST IDAHO AVE	NORTH ONEIDA STREET	NORTH ALTURAS STREET	305.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
54	EAST IDAHO AVE	NORTH CASSIA STREET	NORTH ONEIDA STREET	312.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
55	EAST IDAHO AVE	NORTH ATLANTIC STREET	NORTH CASSIA STREET	318.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
56	EAST IDAHO AVE	CUSTER STREET	NORTH ALTANTIC STREET	298.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
127	NORTH ALTURAS STREET	EAST IDAHO AVENUE	EAST 1ST AVENUE	331.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
231	NORTH BANNOCK AVENUE	1ST AVENUE	2ND AVENUE	363.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
232	NORTH BANNOCK AVENUE	2ND AVENUE	WEST 3RD AVENUE	236.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
233	NORTH BANNOCK AVENUE	WEST 3RD AVENUE	OLD HIGHWAY 30	89.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
234	NORTH BANNOCK AVENUE	OLD HIGHWAY 30	WEST MOORE AVENUE	1228.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
235	NORTH BANNOCK AVENUE	WEST MOORE AVENUE	BALL PARK	241.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
236	NORTH BANNOCK AVENUE	BALL PARK	ON RAMP	378.8	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
237	NORTH BANNOCK AVENUE	ON RAMP	NORTH END OF STREET	199.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
222	NORTH BRADBURY STREET	WEST IDAHO AVENUE	UNKNOWN	699.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
221	NORTH PARKSIDE STREET	NORTH BANNOCK STREET	WEST IDAHO AVENUE	620.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
177	SOUTH ADA STREET	WEST CLEVELAND AVENUE	WEST HARRISON AVENUE	306.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
186	SOUTH JOSEPH FERRY	WEST MADISON AVENUE	END OF ROAD	919.2	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15

RIN_NO	ROAD NAME	BEGIN SEGMENT	END SEGMENT	LENGTH (ft)	ESTIMATED TREATMENT COST	RECOMMENDED TREATMENT	OBSERVED PAVEMENT CONDITION (2005 INSPECTION)							Governing Distress	2005 RSL	2010 RSL
							Fatigue	Transverse	Longitudin	Patching	Edge	Rutting	Roughness			
187	SOUTH JOSEPH FERRY	UNKNOWN	UNKNOWN	670.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
240	SOUTH JOSEPH FERRY	WEST ARTHUR AVENUE	EAST GARFIELD AVENUE	311.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
241	SOUTH JOSEPH FERRY	WEST CLEVELAND AVENUE	WEST ARTHUR AVENUE	314.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
242	SOUTH JOSEPH FERRY	WEST HARRISON AVE	WEST CLEVELAND AVENUE	302.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
185	SOUTH OWYHEE STREET	WEST SNAKE RIVER AVENUE	WEST MADISON AVENUE	302.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
182	SOUTH OWYHEE STREET	WEST CLEVELAND AVENUE	WEST ARTHUR AVENUE	303.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
194	SOUTH PACIFIC STREET	WEST SNAke river avenue	WEST MADISON AVENUE	297.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
108	WEST ARTHUR AVENUE	SOUTH ADA STREET	SOUTH COMMERCIAL STREET	313.7	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
223	WEST IDAHO AVENUE	NORTH PARKSIDE STREET	NORTH BRADBURY	265.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
224	WEST IDAHO AVENUE	WEST BANNOCK STREET	NORTH PARKSIDE STREET	966.1	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	0:NONE	Fatigue	20	15
44	EAST 5TH AVE	NORTH ALUTRAS STREET	NORTH LOGAN STREET	310.3	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	0:NONE	Patching	14	9
82	EAST GARFIELD AVE	SOUTH LOGAN STREET	SOUTH LINCOLN STREET	359.9	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
226	N. BANNOCK STREET/OLD MTN HOME HWY	NORTH PARKWAY STREET	NORTH BANNOCK AVENUE	986.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
161	SOUTH ONEIDA STREET	EAST ARTHUR AVENUE	EAST CLEVELAND AVENUE	309.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
183	SOUTH OWYHEE STREET	WEST ARTHUR AVENUE	WEST GARFIELD AVENUE	313.5	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
75	WEST CLEVELAND AVE	EAST PASADENA VALLEY ROAD	UNKNOWN	812.6	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
61	WEST HARRISON AVE	SOUTH COMMERCIAL STREET	SOUTH LINCOLN STREET	284.0	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	1:Low	Edge	12	7
58	WEST WASHINGTON AVE	SOUTH ADA STREET	S OWYHEE STREET	284.4	\$0	No Maintenance	0:NONE	0:NONE	0:NONE	0:NONE	1:LOW-LOW	0:NONE	0:NONE	Edge	12	7
18	2ND AVENUE	NORTH ALTURAS STREET	NORTH LOGAN STREET	304.9	\$0	No Maintenance	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
17	1ST AVENUE	OLD HIGHWAY 30	NORTH END OF ROAD	1296.0	\$123,636	Patch / Chip Seal	0:NONE	4:MED-LOW	0:NONE	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Edge	10	5
48	EAST IDAHO AVENUE	NORTH ADA STREET	WEST END OF ROAD	440.1	\$41,989	Patch / Chip Seal	0:NONE	0:NONE	1:LOW-LOW	4:MED-LOW	4:MED-LOW	0:NONE	1:Low	Edge	10	5
92	MADISON AVE	SOUTH CANYON STREET	SOUTH BOISE STREET	610.2	\$58,217	Patch / Chip Seal	0:NONE	4:MED-LOW	0:NONE	2:LOW-MED	0:NONE	0:NONE	2:Medium	Roughness	10	5
137	NORTH LINCOLN STREET	EAST 2ND AVENUE	EAST 4TH AVENUE	263.9	\$25,176	Patch / Chip Seal	1:LOW-LOW	4:MED-LOW	4:MED-LOW	3:LOW-HIGH	4:MED-LOW	0:NONE	1:Low	Edge	10	5
136	NORTH LINCOLN STREET	WEST 1ST AVENUE	EAST 2ND AVENUE	308.9	\$29,465	Patch / Chip Seal	1:LOW-LOW	4:MED-LOW	4:MED-LOW	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
32	WEST 4TH AVE	NORTH ALTON STREET	N ADA STREET	568.3	\$54,219	Patch / Chip Seal	1:LOW-LOW	4:MED-LOW	4:MED-LOW	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
91	MADISON AVE	CANYON DRIVE	SOUTH CANYON STREET	589.6	\$42,454	Thin Overlay 2-inch	0:NONE	5:MED-MED	0:NONE	0:NONE	4:MED-LOW	0:NONE	0:NONE	Transverse	10	5
103	SNAKE RIVER AVE	SOUTH OREGON STREET	SOUTH PACIFIC STREET	302.1	\$21,754	Thin Overlay 2-inch	1:LOW-LOW	2:LOW-MED	1:LOW-LOW	3:LOW-HIGH	2:LOW-MED	0:NONE	1:Low	Fatigue	10	5
34	WEST 4TH AVE	COMMERCIAL STREET	NORTH LINCOLN STREET	343.2	\$24,711	Thin Overlay 2-inch	1:LOW-LOW	5:MED-MED	4:MED-LOW	2:LOW-MED	2:LOW-MED	0:NONE	1:Low	Fatigue	10	5
35	WEST 4TH AVE	NORTH LINCOLN STREET	NORTH LOGAN STREET	325.9	\$23,467	Thin Overlay 2-inch	1:LOW-LOW	5:MED-MED	5:MED-MED	2:LOW-MED	1:LOW-LOW	0:NONE	1:Low	Fatigue	10	5
38	WEST 4TH AVE	NORTH ONEIDA STREET	NORTH CASSIA STREET	336.3	\$24,217	Thin Overlay 2-inch	0:NONE	3:LOW-HIGH	3:LOW-HIGH	5:MED-MED	2:LOW-MED	0:NONE	1:Low	Transverse	10	5
142	COMMERCIAL AVENUE	WEST 4TH AVENUE	WEST 2ND AVENUE	366.2	\$26,365	Thin Overlay 2-inch	1:LOW-LOW	2:LOW-MED	2:LOW-MED	2:LOW-MED	3:LOW-HIGH	0:NONE	1:Low	Edge	8	3
86	EAST GARFIELD AVE	SOUTH OWYHEE STREET	SOUTH OREGON STREET	316.7	\$22,805	Thin Overlay 2-inch	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	3:LOW-HIGH	2:LOW-MED	0:NONE	1:Low	Fatigue	8	3
87	EAST GARFIELD AVE	SOUTH OREGON STREET	SOUTH PACIFIC STREET	304.5	\$21,922	Thin Overlay 2-inch	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	0:NONE	1:Low	Fatigue	8	3
89	EAST GARFIELD AVE	SOUTH BOISE STREET	UNKNOWN	1197.0	\$86,183	Thin Overlay 2-inch	4:MED-LOW	3:LOW-HIGH	2:LOW-MED	3:LOW-HIGH	2:LOW-MED	2:Medium	2:Medium	Fatigue	8	3
121	NORTH CASSIA STREET	EAST 4TH AVENUE	EAST 5TH AVENUE	299.1	\$21,536	Thin Overlay 2-inch	2:LOW-MED	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	8	3
135	NORTH LINCOLN STREET	EAST IDAHO AVENUE	WEST 1ST AVENUE	360.9	\$25,983	Thin Overlay 2-inch	2:LOW-MED	6:MED-HIGH	6:MED-HIGH	2:LOW-MED	1:LOW-LOW	0:NONE	2:Medium	Transverse	8	3
99	SNAKE RIVER AVE	SOUTH LOGAN STREET	SOUTH COMMERCIAL STREET	591.7	\$42,602	Thin Overlay 2-inch	2:LOW-MED	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	1:LOW-LOW	0:NONE	1:Low	Fatigue	8	3
184	SOUTH OWYHEE STREET	EAST GARFIELD AVENUE	SNAKE RIVER AVENUE	312.8	\$22,519	Thin Overlay 2-inch	2:LOW-MED	3:LOW-HIGH	0:NONE	0:NONE	2:LOW-MED	0:NONE	0:NONE	Fatigue	8	3
70	WEST CLEVELAND AVE	SOUTH CASSIA STREET	SOUTH ONEIDA STREET	314.5	\$22,640	Thin Overlay 2-inch	2:LOW-MED	1:LOW-LOW	0:NONE	1:LOW-LOW	1:LOW-LOW	0:NONE	1:Low	Fatigue	8	3
88	EAST GARFIELD AVE	SOUTH PACIFIC STREET	SOUTH BOISE STREET	314.3	\$22,632	Thin Overlay 2-inch	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	3:LOW-HIGH	2:LOW-MED	0:NONE	1:Low	Fatigue	6	1
206	NORTH OWYHEE STREET	WEST 3RD AVENUE	2ND AVENUE	311.6	\$22,434	Thin Overlay 2-inch	3:LOW-HIGH	0:NONE	0:NONE	0:NONE	5:MED-MED	0:NONE	0:NONE	Fatigue	6	1
243	WEST IDAHO AVENUE	NORTH KANSAS STREET	NORTH ELMORE STREET	325.7	\$23,451	Thin Overlay 2-inch	3:LOW-HIGH	0:NONE	0:NONE	0:NONE	6:MED-HIGH	0:NONE	1:Low	Edge	6	1
244	WEST IDAHO AVENUE	NORTH ELMORE STREET	NORTH ALTON STREET	316.0	\$22,750	Thin Overlay 2-inch	3:LOW-HIGH	0:NONE	0:NONE	3:LOW-HIGH	2:LOW-MED	0:NONE	0:NONE	Fatigue	6	1

Roads Reconstructed Since 2005 Roadway Inspection










Appendix D

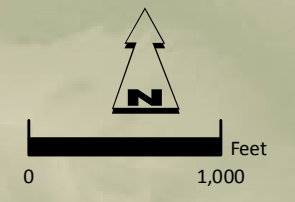
GIS Maps

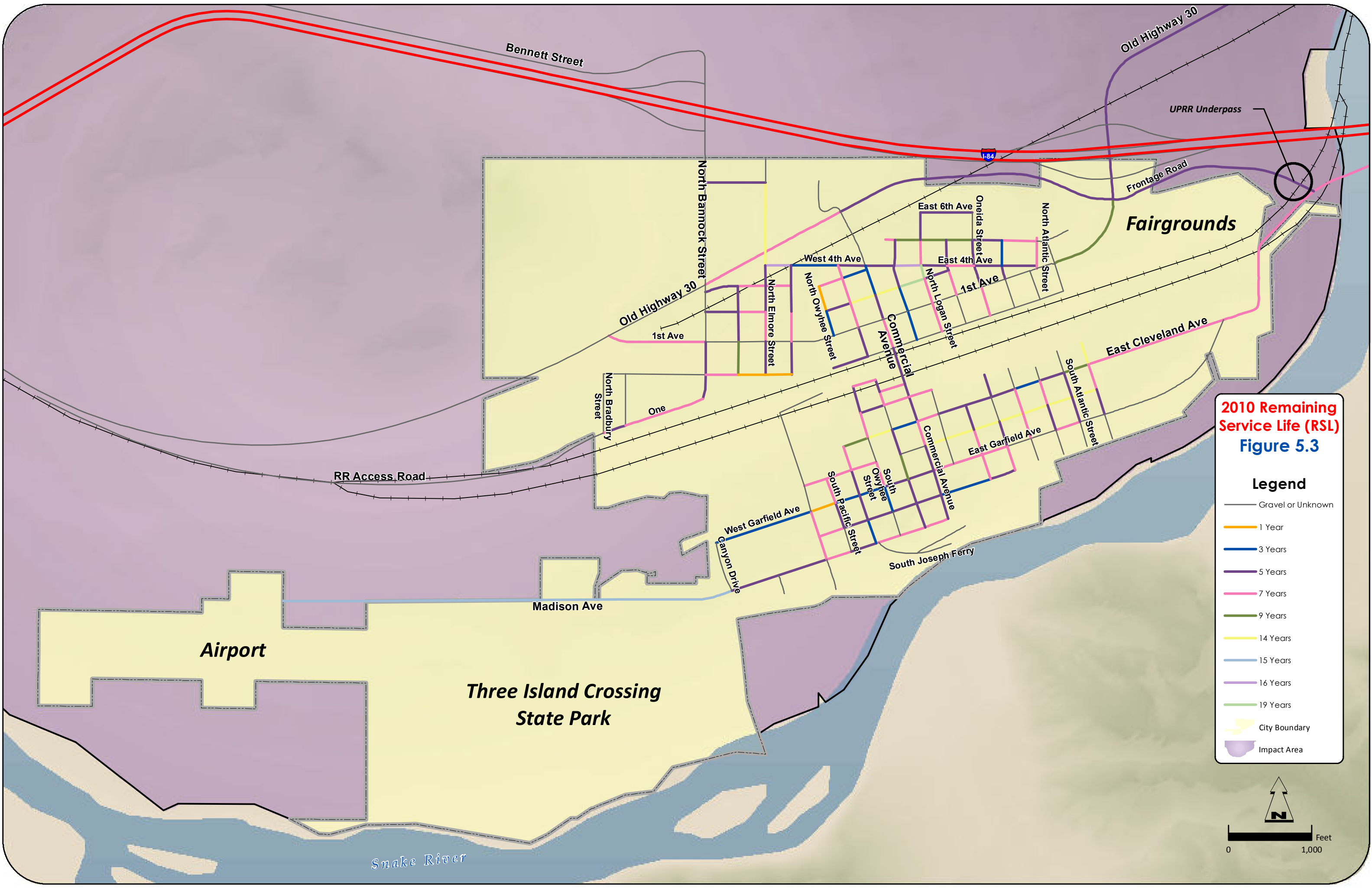


Governing Distress
Figure 5.2

Legend

-  Gravel or Unknown
-  Edge
-  Fatigue
-  Longitudinal
-  Patching
-  Roughness
-  Transverse
-  City Boundary
-  Impact Area

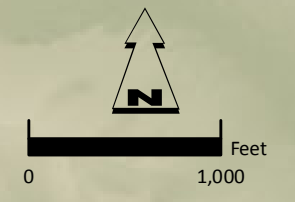


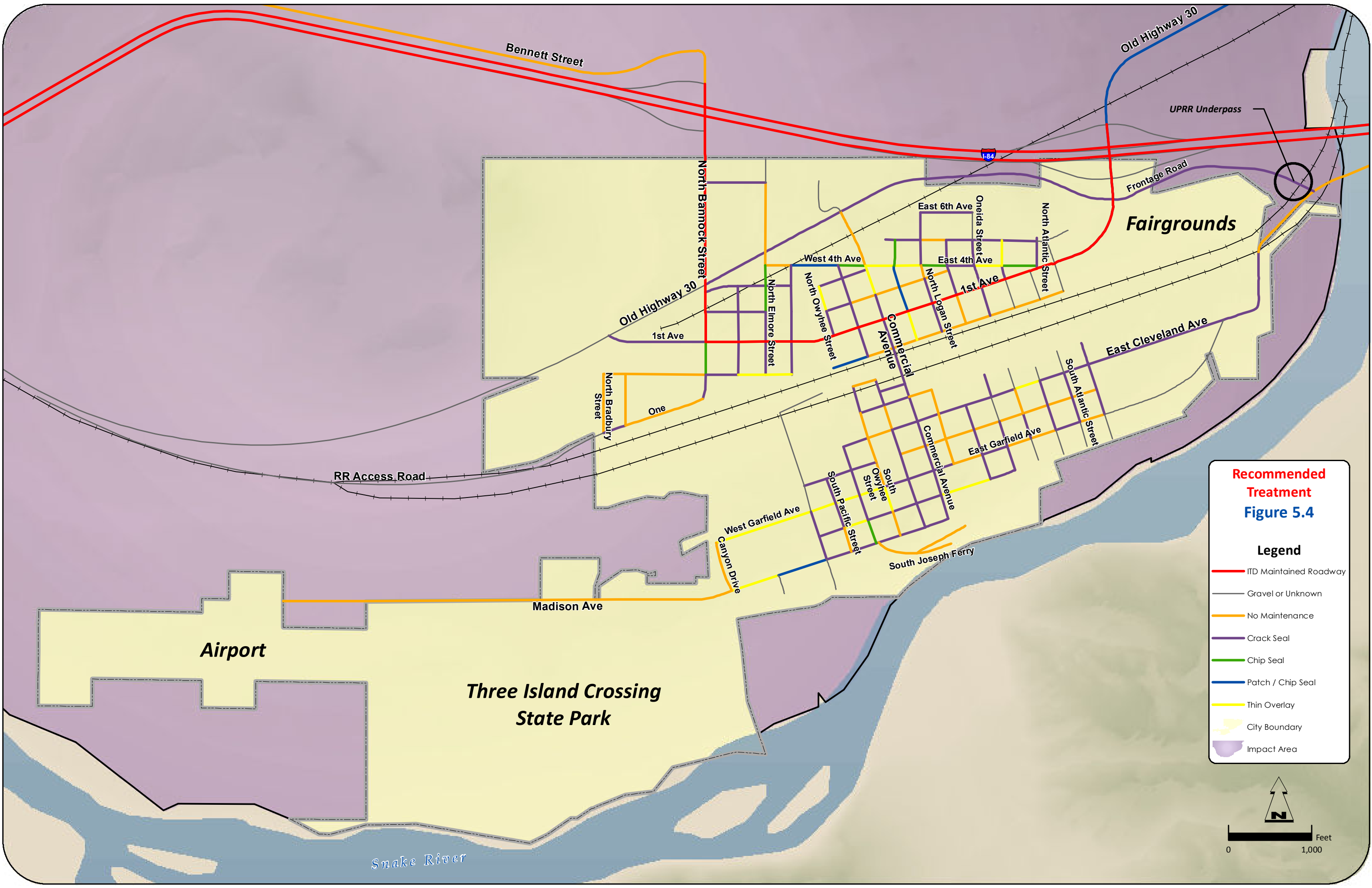


2010 Remaining Service Life (RSL)
Figure 5.3

Legend

- Gravel or Unknown
- 1 Year
- 3 Years
- 5 Years
- 7 Years
- 9 Years
- 14 Years
- 15 Years
- 16 Years
- 19 Years
- City Boundary
- Impact Area

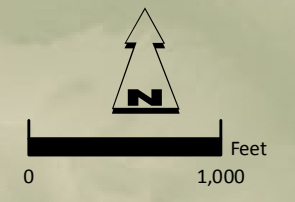


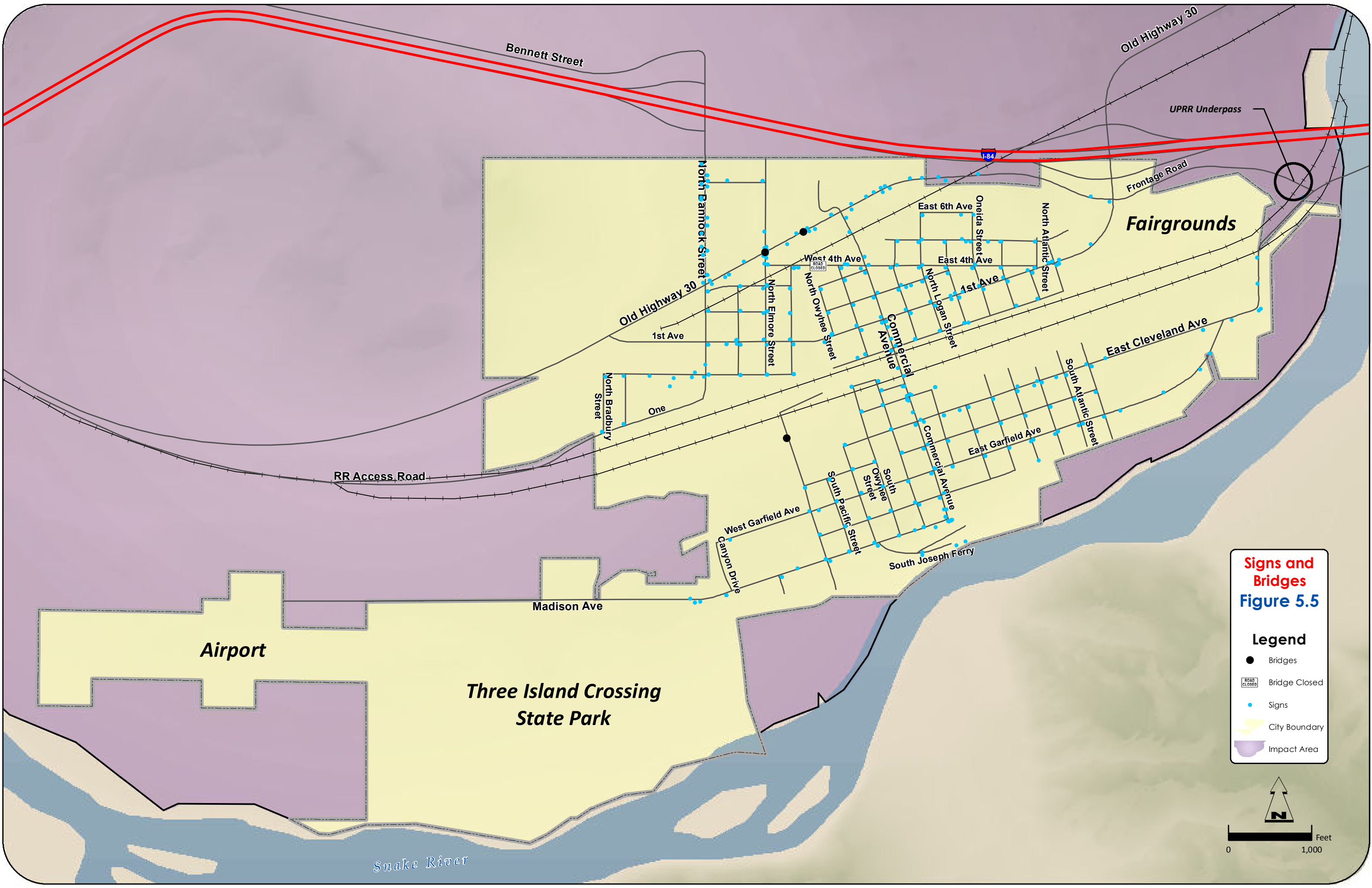


Recommended Treatment
Figure 5.4

Legend

- ITD Maintained Roadway
- Gravel or Unknown
- No Maintenance
- Crack Seal
- Chip Seal
- Patch / Chip Seal
- Thin Overlay
- City Boundary
- Impact Area





Signs and Bridges
Figure 5.5

- Legend**
- Bridges
 - ROAD CLOSED Bridge Closed
 - Signs
 - City Boundary
 - Impact Area

