June 23, 2025

VIA UPS NEXT DAY AIR

Prairie County, Montana Road Department Attn: Todd Henry, Foreman PO Box 568 Terry, MT 59349

Re: Petition for Permit for Approach

Dear Mr. Henry:

Enclosed with this letter, you will find a copy of the draft Road Use Agreement that was previously submitted to the County Commissioners for their consideration. We appreciate the County's effort in reviewing and commenting on Glendive Wind's proposed Road Use Agreement. We are hopeful that this Road Use Agreement can serve as a starting point for moving forward with the project.

As a next step in the process, Glendive Wind hereby submits its Petition for Permit for Approach to your department. This application should help advance the necessary approvals and move the project forward in a coordinated manner. To support your evaluation of the permit application and the accompanying Road Use Agreement, we have also included a preliminary route map and a preliminary load analysis. These materials are intended to provide clarity on the proposed use of the road system, including the expected transportation routes, vehicle types, and anticipated loads. We believe this additional information will be helpful in assessing the scope of road impacts and in guiding any further discussion about road maintenance, safety considerations, and mitigation measures. For the avoidance of doubt, the application only requests the County's approval as it pertains to county rights-of-way, and any necessary approvals from adjacent property owners or the Montana Department of Transportation will be sought separately.

Also, as you may know, Glendive Wind has previously submitted a proposed Development Agreement to the County on December 30, 2024. While not necessary to allow the project to move forward, the Development Agreement is an option for capturing some of the terms between Glendive Wind and the County. We are happy to discuss the best process at any time.

Re: Petition for Permit for Approach

Our goal is to work collaboratively with your department to reach agreement on the Road Use Agreement and the related permit in a way that meets the County's standards while also addressing the logistical needs of the project. We believe the proposed approach represents a fair and constructive path forward—balancing the County's interest in protecting public infrastructure with the practical requirements of project access.

We sincerely appreciate your time and attention to this matter, and we welcome the opportunity to engage in further discussion. Please do not hesitate to contact us with any questions, feedback, or requests for additional information. We look forward to working together to achieve a successful and well-coordinated outcome. I can be reached directly at (561) 608-4030 or by email at Ross.Feehan@NextEraEnergy.com.

Sincerely,

Ross Feehan

NextEra Energy Resources Telephone: (561) 608-4030

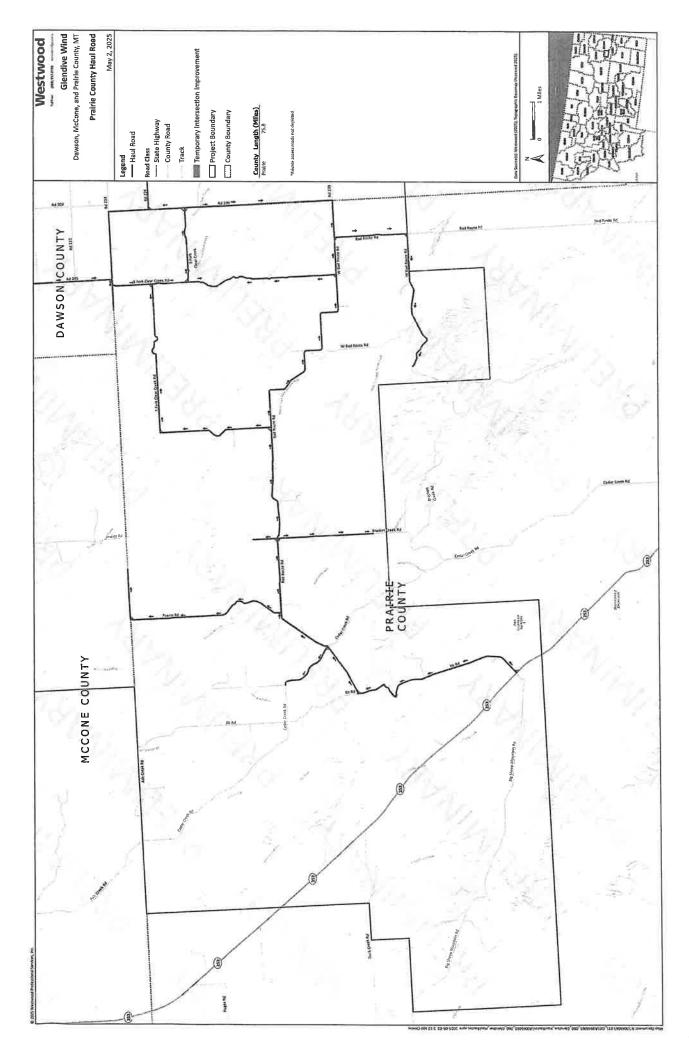
Email: ross.feehan@nexteraenergy.com

Enclosures

Road Use Agreement (Draft)
Petition for Permit for Approach
Preliminary Route Map
Preliminary Load Analysis

Copy to:

County Commission, Prairie County, Montana



Glendive Wind, LLC Exhibit A to Petition for Permit for Approach (Prairle County, Montana)

				Location				
Approach	Road	Length of Excavation	Pinin Language Description	atratr S	Section Township	Range	Latitude	Longitude
		Americanian 450 Good	Northeast Comerol Intersection	Southeast	3 T16N	RSOE	47,166285*	-105.368177*
	Intersection of South Fork Clear Creek Road and North Bad Roule Road	Aproximately 100 teet	Molineasi collici ol linei ducinoli		44 T46N	DEOF	47 151019"	-105 366678°
	South End Clear Creak Road	Aproximately 150 feet	Northeast side of road (at turn from N/S to E/W)	Southwest	NO.	NOOL I	71010111	200000
	Occupant of the second of the	Annovimately 150 faet	Northwest corner of intersection	Southeast	12/T16N	RSOE	47.151950"	-105.32594 I
4	3 Intersection of South Fork Clear Creek Road and Road Cos	Accountable 450 feet	Coulbused corner of intersection	Northeast	13 T16N	RSOE	47,150581°	-105,325614°
×	Intersection of South Fork Clear Creek Road and Koad 209	Aproximately 100 feet	Commercial Company of Information	Northeast	2 T15N	RSOE	47.092757*	-105.346618°
43	Intersection of W Bad Route Road and Bad Roule Road	Aproximately 130 leet	Marking a parent of inferencian	Southeast	34 T16N	R50E	47.093849*	-105,368021°
9	6 Intersection of W Bad Route Road and Chester Lane Road	Aproximately 130 feet	Note the second	Coulhand	24TTISN	R49E	47.122874*	-105,453600°
	7 Intersection of Bad Route Road and North Bad Route Road	Aproximately 150 feet	Northwest corner of intersection	Conthones	24 T46M	BAGE	1	-105 517100"
	Intersection of Bad Route Road and Private Road	Aproximately 150 feet	Northwest corner of intersection	Sportings	101	1070	1	105 5170BR*
0	o Interception of Rad Route Road and Bracket Creek Road	Aproximately 150 feet	Southwest corner of intersection	Northeast	NO. 107	2000	1	20070000
1	to late at Bad Double Dood and Drains Dood	Aproximately 150 feet	Northwest corner of intersection	Southeast	19 1 10N	K49E	1	-103.333481
11	Intersection of ped Notice Area and Charles Noted	Annovimately 150 feet	West comer of intersection	Northeast	36 T16N	R48E	47,104572"	-105.580594*
1	11 Intersection of Bad Koute Koad, Cedar Creek Koad and An Abad	The second second	UNIVERSITY OF THE PARTY OF THE	Northonet	2 TTISM	RARE	47 093141	-105.606365°
2	12 Xit Road	Aproximately 150 feet	East side of road (at lum from N/S to NE/SW)	Southeast	35 T16N	R48E		
	A Market Care Colored	Approximately 150 feet	Fact and west side of road (at turn from NE/SW to NW/SE)	Southeast	2 T15N	R48E	47.082983°	-105,803,186"
	13 Xit Road	The second secon	MINISTER OF THE PARTY AND PROPERTY OF MELICIAN	Northeast	11 T15N	R48E	47.078879°	-105.609688°
1,	14 Xit Road	Aproximately 150 feet	West aide of four (at the party of the party	Southeast	2 T15N	R48E	- 1	
		Annyimately 150 feet	Southeast corner of intersection	Northwest	25 T15N	R48E	47,031028°	-105,598360*
1	15 Intersection of Highway 203 and All Kodu	tool Oth Marketing	Morthwest corner of intersection	Southeast	11 T15N	R50E	47,064887"	-105.346729°
fe.	16 Intersection of West Bad Route Road and Bad Route Road	Aploximately 100 teel	Comment of the form we to make	Modhwast	7 T16N	R50E	47.165267	-105,451897°
17	17 North Bad Route Road	Aproximately 150 feet	Southerst side of four (at full ficial world or 1977)	The state of the s	E TABNI	DAGE		-105 557479°
18	18 Draide Board	Aproximately 150 feet	Southeast side of road (at furn from N/S to E/W)	Normwest	NOI ION	INTOF	7	-

PETITION FOR PERMIT FOR APPROACH

The undersigned, on behalf of Glendive Wind, LLC, hereby petitions the Board of Prairie County Commissioners to cross Prairie County property described as follows:

See attached Exhibit A	
generate energy. Due t	leveloping the Glendive Wind energy project, which will use wind turbines to o their length, the trucks transporting turbine blades to the turbine sites need wider county road intersections in order to turn safely and effectively.
Composition of Road:	Gravel
Length of Excavation:	See attached Exhibit A
Amount of Deposit Required:	\$2,700.00
DATED this <u>23</u> day of	June , 2025.
	By: Ross Feehan, its authorized agent
	nty Commissioners hereby approve/disapprove (circle one) the above request this
	Chairman
	Member

Member

Hetera Nexturas Version

ROAD USE AND MAINTENANCE AGREEMENT

		THI	S RO	AD U	SE AND	MAINT)	ENANCE.	AGRE	EEMENT	("Agre	eemen	t") is ent	ered in	ıto
as	of	this		_ day	of		, 202	25 ("I	Effective	Date") by a	and betw	veen t	he
					County,	whose	address	for	purpose	es of	this	Agreer	nent	is
								("Co	unty")	and Glo	endive	Wind,	LLC,	a
De	lav	vare li	mited	l liabili	ty compa	any, who	se address t	for pui	poses of	this Ag	reeme	nt is 700	Univer	se
Bo	ule	vard,	Juno	Beach	, Florida	33408 ("	Glendive	Wind	" and, wi	th Cour	ity, the	e "Partie	es").	

RECITALS

WHEREAS, Glendive Wind is developing a commercial wind turbine electrical generation facility commonly referred to as the Glendive Wind Project ("Project") on a site located in Prairie, Dawson, McCone, Garfield, and Rosebud Counties, Montana, with an expected total nameplate capacity of approximately 800 megawatts ("MW"); and

WHEREAS, Glendive Wind intends to obtain the necessary approvals to build, operate and maintain the Project; and

WHEREAS, in connection with the construction, operation and maintenance of the Project, the Parties desire to address certain issues relating to the roads owned, operated and maintained by the County (collectively, the "Roads") over which it will be necessary for Glendive Wind and Glendive Wind's Representative(s) to, among other things: (i) transport heavy equipment and materials which may be in excess of local design limits of certain Roads, (ii) transport locally sourced materials, such as concrete and gravel, on the Roads; (iii) make specific modifications and improvements (both temporary and permanent) to the Roads (including various associated culverts, bridges, road shoulders and other fixtures) to permit such equipment and materials to pass; and (iv) place overhead and underground electrical and communication cables (collectively "Cables") for the Project adjacent to, along, under or across such Roads; and

WHEREAS, Glendive Wind and the County wish to set forth their understanding and agreement relating to the use of Roads during the construction and operation of the Project; and

NOW, THEREFORE, in consideration of the mutual terms and conditions set forth in this Agreement, and for other good and valuable consideration, receipt of which is hereby acknowledged, the Parties agree as follows:

TERMS AND CONDITIONS

- 1. Glendive Wind will undertake the following activities in accordance with the terms of this Agreement:
- a. Designate a company representative with authority to represent Glendive Wind. As of the date of the Agreement, the company representative is Ross Feehan, with a telephone number of (561) 608-4030 and an email of ross.feehan@nexteraenergy.com.

- b. At least sixty (60) days prior to beginning construction of the Project, provide the County with a preliminary site plan identifying turbine locations, site access points, and road crossings, to be attached as **Exhibit A**, along with the preliminary transportation route for the Project equipment attached as **Exhibit B**, subject to amendment;
- c. Provide plans to the County for the widening of any corner radius necessary to facilitate the turning movements of the transport trucks used by Glendive Wind during construction of the Project; make any necessary improvements; and at the conclusion of construction, remove any such improvements as the County directs and restore the affected property to its original condition;
- d. Erect permanent markers indicating the presence of the Cables and install tape in any trench in which Glendive Wind has placed or will place Cables in a County right-of-way. All Cables shall be buried at a minimum depth of forty-eight (48) inches below the road surface;
- e. Notify the County Highway Superintendent in advance of all oversize transportation and crane crossings over, across or along any Road;
- f. Transport or cause to be transported the tower segments and other oversize loads in a reasonable effort to minimize adverse impact on the local traffic;
- g. Provide reasonable advance notice to the County when it is necessary for a Road to be closed due to a crane crossing or for any other reason relating to the construction of the Project. Notwithstanding the foregoing, Glendive Wind will provide no less than twenty-four (24) hours notice when reasonably practicable and will provide all materials necessary to close the Road;
- h. Provide signage of all road closures and work zones in compliance with the Manual on Uniform Traffic Control Devices and as may be required by the County;
- i. Purchase and deliver applicable road materials for repairs to Roads that are damaged by Glendive Wind and/or a Glendive Wind Representative during the hauling of materials and/or construction of the Project and bear the reasonable costs to restore any Roads that are damaged by Glendive Wind and/or an Glendive Wind Representative during the hauling of materials and/or construction of the Project to the condition enjoyed immediately prior to such damage occurring, to the extent reasonably possible;
- j. Cables may cross a road, in which case, these Cables will be bored under the road, buried at a minimum depth of forty-eight (48) inches below the road surface and the crossing shall be restored promptly to its pre-construction condition;
 - 2. The County, in accordance with the terms of this Agreement, agrees that it shall:

a.	Within fifteen (15) days following the Effective Date of this Agreement, designate
a County re	presentative with a	uthority to represent the County. As of the date of the Agreement
the County	representative is	with a telephone number of (406)
	and an email of	*

- b. Timely perform routine and regular maintenance of the Roads including: grading, snow removal, striping, routine signage, and regularly scheduled maintenance and repair;
- c. Timely review and approve all Project-related access points and road crossings, which are submitted by Glendive Wind in **Exhibit A and B**;
- d. Timely review and approve plans for all Project-related utility encroachments on County rights-of way; which are submitted by Glendive Wind in accordance with **Exhibit A and B**;
- e. Authorize the designated County representative to agree on behalf of County to revisions to **Exhibit A and B** and the final location of Road crossings, access points, and utility encroachments as revisions are submitted to the County by or on behalf of Glendive Wind.
 - 3. Planning Inventory
 - a. Road Inventory
- 1. Pre-Construction Inventory. At least sixty (60) days prior to beginning construction of the Project, the Parties shall jointly perform a survey to record the condition of the pavement surface of the Roads which will be used in the transport of equipment to the Project. During this survey, the entire length of the roads shall be videotaped and if deemed necessary by the parties, photographs may also be taken. In addition, the County will provide Glendive Wind, if available, with copies of any plans, cross-sections and specifications relevant to the existing Roads structure. Copies of all pre-construction documentation shall be provided to each of the Parties. Glendive Wind will reimburse the County for all costs associated with the Pre-Construction Inventory.

2. Post-Construction Inventory

- i. Upon completion of construction of each phase of the Project, representatives of the County and Glendive Wind will perform a post-construction inventory, the methods of which shall be similar to those of the Pre-Construction Inventory described above. The two sets of pre and post-construction data will be compared and if there is any wheel lane rutting, cracking or other damage in excess of the original survey, the County and Glendive Wind will determine the extent of the repairs or improvements needed to return the roads to a pre-construction condition. All costs associated with the Post-Construction Inventory shall be borne solely by Glendive Wind.
- ii. Glendive Wind shall be obligated to make any or all repairs necessary to return the roads to a pre-construction condition, at its sole cost and expense. Within ten (10) calendar days following the completion of the Post-Construction Inventory, Glendive Wind shall provide notice to the County identifying those repairs which Glendive Wind agrees to undertake and the expected date by which such repairs shall be completed.

- b. Routing and Access Approval. As soon as practical after execution of this Agreement and as necessary throughout the construction of the Project, Glendive Wind and County shall meet to discuss routing for the transportation of equipment to the Project, Project-related access points, road crossings and Cable locations and the County shall review and approve the same in accordance with Sections 2.
 - 4. Mutual Indemnification/Hold Harmless and Liability Insurance Provisions.
- a. Indemnity. Each Party (the "Indemnifying Party") agrees to indemnify, defend and hold harmless the other Party and such other Party's mortgagees, lenders, officers, employees and agents (the "Indemnified Party") against any and all losses, direct or indirect damages (including consequential damages), claims, expenses, and other liabilities, including, without limitation, attorneys' fees, resulting from or arising out of (i) any negligent act or negligent failure to act on the part of the Indemnifying Party or anyone else engaged in doing work for the Indemnifying Party, or (ii) any breach of this Agreement by the Indemnifying Party. This indemnification shall not apply to losses, damages, claims, expenses and other liabilities to the extent caused by any negligent or willful act or omission on the part of the Indemnified Party.
- b. Limitations of Liability. In no event shall Glendive Wind or any of its members, officers, directors or employees or the County or any of its Boards, officers or employees be liable (in contract or in tort, involving negligence, strict liability, or otherwise) to any other Party or their contractors, suppliers, employees, members and shareholders for indirect, incidental, consequential or punitive damages resulting from the performance, non-performance or delay in performance under this Agreement.
- c. Required Insurance. Glendive Wind shall upon commencement of construction of the Project and for the period of construction of the Project, maintain in full force and effect commercial general liability insurance, in the aggregate amount equal to Three Million Dollars (\$3,000,000). Glendive Wind may utilize any combination of primary and/or excess insurance to satisfy this requirement and may satisfy this requirement under existing insurance policies for the Project.

5. Miscellaneous

a. Remedies and Enforcement. The Parties acknowledge that money damages would not be an adequate remedy for any breach or threatened breach of this Agreement. Each of the parties hereto covenant and agree that in the event of default of any of the terms, provisions or conditions of this Agreement by any Party (the "Defaulting Party"), which default is not caused by the Party seeking to enforce said provisions (the "Non-Defaulting Party") and after notice and reasonable opportunity to cure has been provided to the Defaulting Party, then in such an event, the Non-Defaulting Party shall have the right to seek specific performance and/or injunctive relief to remedy or prevent any breach or threatened breach of this Agreement. The remedies of specific performance and/or injunctive relief shall be exclusive of any other remedy available at law or in equity.

- b. Due Authorization. Glendive Wind hereby represents and warrants that this Agreement has been duly authorized, executed and delivered on behalf of Glendive Wind. The County hereby represents, and warrants that this Agreement has been duly authorized, executed and delivered on behalf of the County.
- c. Severability. If any provision of this Agreement proves to be illegal, invalid, or unenforceable, the remainder of this Agreement will not be affected by such finding, and in lieu of each provision of this Agreement that is illegal, invalid, or unenforceable a provision shall be deemed added as may be possible to accurately reflect the intentions of the Parties and so as to make the unenforceable provision legal, valid, and enforceable.
- d. Amendments. This Agreement constitutes the entire agreement and understanding of the parties and supersedes all offers, negotiations and other agreements. There are no representations or understandings of any kind not set forth herein. No amendment or modification to this Agreement or waiver of a Party's rights hereunder shall be binding unless it shall be in writing and signed by both Parties to this Agreement.
- e. Notices. All notices shall be in writing and sent (including via email or facsimile transmission) to the Parties hereto at the addresses set forth in the Preamble (or to such other address as either such Party shall designate in writing to the other Party at any time).
- f. Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be deemed an original, with the same effect as if the signatures thereto and hereto were upon the instrument. Delivery of an executed counterpart of a signature page to this Agreement by email or facsimile shall be as effective as delivery of an originally signed counterpart to this Agreement.
- g. Governing Law. This Agreement shall be governed by and interpreted in accordance with the laws of the State of Montana, irrespective of any conflict of laws provisions. Both parties desire that the transactions contemplated hereby be effected and carried out in a manner that is in compliance with all laws.
- h. Successor and Assigns. This Agreement shall inure to the benefit of and shall be binding upon the Parties hereto, their respective successors, permitted assignees, and legal representatives. This Agreement may not be assigned without the written consent of the Parties, which consent shall not be unreasonably withheld. Notwithstanding the foregoing, Glendive Wind may assign this Agreement to its affiliates and may collaterally assign this Agreement to any lender in support of the Project.
- i. Waiver. If either Party waives any term or provision of this Agreement at any time, that waiver will be effective only for the specific instance and specific purpose for which the waiver was given. If either Party fails to exercise or delays exercising any of its rights or remedies under this Agreement, then that Party retains the right to enforce that term or provision at a later time.

- j. Further Assurances. Whenever in this Agreement the approval or consent of either County or Glendive Wind is required or contemplated, unless otherwise specifically stated, such approval or consent shall not be made the subject of a demand for additional compensation, nor otherwise unreasonably conditioned, withheld or delayed.
- k. Waiver of Jury Trial. In any litigation arising from or related to this Agreement, the parties hereto each hereby knowingly, voluntarily and intentionally waive the right each may have to a trial by jury with respect to any litigation based hereon, or arising out of, under or in connection with this Agreement.

[signature page follows]

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed in their respective names by their duly authorized officers.

Glendive Wind:		
Glendive Wind, LLC a Delaware limited liability company		
By: Name: Title:	=	
Approved as to Form:	- - -	
By: Name:	_	
Title: Counsel for Glendive Wind, LLC		
	County:	
		County, Montana
2	Deve	
	By: Name:	
	Title:	
	ATTEST	i
	By:	
	Name:	
	Title:	County Clerk
	Approved	l as to Form:
	By:	
	Name: Title:	County Attorney
	TILIC.	County Attorney

EXHIBIT A

Preliminary Site Plan

EXHIBIT B

Preliminary Transportation Route



12701 Whitewater Drive, Suite 300 Minnetonka, MN 55343

Westwood

main (952) 937-5150

fax (952) 937-5822

MEMORANDUM

Date:

May 27, 2025

Re:

Preliminary Construction Traffic Estimates for the Glendive Wind Project

To:

Ross Feehan,

NextEra Energy Resources

Senior Project Manager - Development

From:

Westwood Professional Services

NextEra Energy Resources (NextEra) is developing the Glendive Wind project located within Prairie, Dawson and McCone Counties in Montana. NextEra contracted Westwood Professional Services (Westwood) to estimate the construction-related truck counts, and the associated Equivalent Single Axle Load (ESAL) values, which are anticipated on local roads. This memo provides an overview and summary of this analysis.

Equivalent Single Axle Loads (ESALs) are a measurement used by pavement engineers to represent traffic impacts on pavement. ESAL calculations consider factors such as axle configuration, total weight, and traffic volume to provide a standardized measure of pavement wear and tear. One ESAL is defined as the damage caused by a single axle load of 18,000-pounds.

Methodology:

Westwood performed the following general steps:

- 1. Analyze the preliminary project layouts to estimate the material/equipment required to construct the project, and the resulting number of construction-related truck loads.
- 2. Analyze the existing public road network and identify public road segments anticipated to be used for project truck traffic. Approximately 110 miles of public roads were evaluated across multiple counties.
- 3. Model the estimated truck traffic on the existing public road network, resulting in an estimated number of trucks for each segment of public road.
- 4. Calculate the ESALs on each road segment using established Load Equivalency Factors (LEFs) and various engineering assumptions.

12701 Whitewater Drive, Suite 300 Minnetonka, MN 55343

Westwood

main (952) 937-5150 fax (952) 937-5822

MEMORANDUM

Results:

Glendive Wind Project

- 1. Estimated ESALs are divided primarily between two project entrance locations
 - a) From the east off State Highway 200S using road FAS 467 approximately 68.000 ESALs
 - b) From the west from Highway 235N approximately 125,000 ESALs.
- 2. ESAL estimates include the construction of 204 primary turbine locations, 3 substation locations, O&M facility, batch plant, 3 laydown yards, approximately 102 miles of proposed access roads, various intersection improvements, and public road improvements (assumed 2" gravel overlay depth on public roads).
- 3. Refer to Attachment E for a map with anticipated ESALs.
- 4. Refer to Attachment F for a table of truck counts and ESALs by road segment.

Summary:

Westwood Professional Services has estimated the construction-related truck counts, and the associated Equivalent Single Axle Load (ESAL) values anticipated on local roads resulting from the project. This information can be used for discussion with local authorities to support project permitting, and in various future analyses to support the design/construction of this project.

Attachments:

- E. Glendive Wind ESAL Map (Glendive Wind ESAL.pdf)
- F. Glendive Wind Truck Count and ESAL Table (Glendive Wind ESAL Export.xlsx)

Delivery Truck Counts
Project Name: Glendive Wind Project
Project Number: 46065.01
Date: 5/15/2025

Other Trucks Fribation RTCrane FEAL ESAL ESAL ESAL Bass 2241 535 150 40 3316 10 4418 833 2241 535 150 40 3316 10 4418 833 2241 535 150 40 2533 10 3398 823 2341 535 110 40 2533 10 3398 823 7341 535 110 40 2533 10 2594 468 1317 330 10 40 1337 10 2584 468 1317 336 20 40 1537 10 2584 468 1317 336 20 40 1537 10 2584 168 331 468 20 40 1537 10 2584 10 2584 468 1317 336 20 40		_			ű	Cumulative Los	Loads on Segment								ESALS				
Marie Mari				Turbine				Crawler								Crawler			
Systematical (1964) Track Track <th></th> <th></th> <th>Angregate</th> <th>Delivery</th> <th>Concrete</th> <th>Water</th> <th></th> <th>Crane</th> <th>Empty</th> <th></th> <th>Aggregate</th> <th>Turbine</th> <th>Concrete</th> <th></th> <th>_</th> <th>Crane Truck</th> <th>Empty</th> <th>RTCrane</th> <th></th>			Angregate	Delivery	Concrete	Water		Crane	Empty		Aggregate	Turbine	Concrete		_	Crane Truck	Empty	RTCrane	
	Road Name	Segment Label	Trucks	Trucks	Trucks	Trucks	Other Trucks	Trucks	Trucks	RTCrane	ESAL	ESAL	ESAL	Water ESAL (_	ESAL	ESAL	ESAL	Total ESAL
5300 1186 <th< td=""><td>Road 201</td><td>S89</td><td>1880</td><td>160</td><td>880</td><td>196</td><td>160</td><td>40</td><td>3316</td><td>10</td><td>4418</td><td>833</td><td>2341</td><td>535</td><td>378</td><td>94</td><td>828</td><td>089</td><td>10613</td></th<>	Road 201	S89	1880	160	880	196	160	40	3316	10	4418	833	2341	535	378	94	828	089	10613
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545 586 10 10 60 1128 110 1128 110 1128 1112 110 1128 1112 110 1128 110 110 1112 1112 110 1112 1112 110 1112 110 110 1112 110 <	Road 201	S94	988	70	385	98	70	40	1537	10	2082	364	1024	235	165	94	384	089	5280
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5476 4489 249 249 249 249 249 100 6874 10 10080 5551 710 510 6849 10 10080 5551 710 510 6849 10 10080 5551 710 510 6849 10 10080 5551 510 680 475 580 960 680 680 475 580 960 680 680 475 580 680 680 680 680 475 580 680	Bad Route Rd	S61	923	20	110	25	20	40	1138	10	2169	104	293	89	47	94	285	680	3927
547 4447 720 1765 2842 200 6894 10 10 </td <td>Bad Route Road</td> <td>S45</td> <td>4590</td> <td>240</td> <td>1320</td> <td>294</td> <td>240</td> <td>40</td> <td>6724</td> <td>10</td> <td>10787</td> <td>1249</td> <td>3511</td> <td>803</td> <td>995</td> <td>94</td> <td>1681</td> <td>089</td> <td>20339</td>	Bad Route Road	S45	4590	240	1320	294	240	40	6724	10	10787	1249	3511	803	995	94	1681	089	20339
5586 4408 520 110 244 120 244 400 524 110 524 520 110 244 120 140 520 110 524 400 4653 110 7788 1317 200 212 94 110 680 41 110 200 400 410 410 400 410 110 5644 468 111 300 212 94 116 680 5550 1007 200 110 200 400 410 110 200 110 200 40 400 2121 104 200 40 400 400 400 220 100 200 40 400 200 100 200 400 400 200 100 200 400 200 400 200 400 200 400 200 400 200 400 200 400 200 400 200 400 <td>Bad Route Road</td> <td>S47</td> <td>4447</td> <td>230</td> <td>1265</td> <td>282</td> <td>230</td> <td>40</td> <td>6494</td> <td>10</td> <td>10450</td> <td>1197</td> <td>3365</td> <td>770</td> <td>543</td> <td>94</td> <td>1624</td> <td>089</td> <td>19659</td>	Bad Route Road	S47	4447	230	1265	282	230	40	6494	10	10450	1197	3365	770	543	94	1624	089	19659
SSG 25.63 25.64 11.44 11.64 41.66 41.64 11.64 41.66 11.64 41.66 11.64 41.66 11.74 40.66 40.67 40.66 40.67 4	Bad Route Road	S48	4086	200	1100	245	200	40	5871	10	9602	1041	2926	699	472	94	1468	089	17799
SSG 2583 290 486 110 90 440 3418 10 6464 486 1317 300 212 94 487 189 480 1817 300 212 94 480 180 680 27 94 480 180 880 281 480 181 300 212 94 480 180 94 880 94 880 94 880 94 880 94 880 94 880 94 880 94 880 94 880 94 880 94 880 94 880 94 880 94 880 94 880 94 880 94 94 880 94 94 880 94	Bad Route Road	S49	3314	150	825	184	150	40	4663	10	7788	781	2195	502	354	94	1166	089	14237
SSG 110 250 400 1245 110 5544 466 110 257 110 250 400 1245 110 5541 110 552 110 400 1245 110 252 110 252 110 252 110 252 110 252 110 252 110 252 110 252 110 262 110 262 110 252 110 26	Bad Route Road	\$50	2593	90	495	110	90	40	3418	10	6094	468	1317	300	212	94	855	089	10521
SSE 1077 20 110 255 20 40 1222 10 2531 104 285 40 4120 2531 104 285 68 47 94 317 680 S64 1760 20 110 255 20 40 27051 110 255 86 40 91 317 680 S65 1800 50 3135 1191 3866 40 2201 110 44770 2867 816 91 317 680 S65 1800 375 1818 3866 40 22841 10 4477 2847 110 4670 829 91 480 80 40 22841 10 4470 2846 10 2840 40 22841 10 4470 2840 40 2841 10 4470 2840 40 2841 10 4470 2840 40 2861 10 4470<	Bad Route Road	S51	2321	06	495	110	90	40	3146	10	5454	468	1317	300	212	94	787	089	9778
Sed 1100 2.0 110 2.0 10 2.0 10 2.0 10 2.0 110 2.0 110 2.0 110 2.0 110 2.0 110 2.0 110 2.0 110 2.0	Bad Route Road	\$52	1077	20	110	25	20	40	1292	10	2531	104	293	89	47	94	323	089	4347
SAG 17660 SGA 17670 GBO SGA 17670 SGA 17670 SGA <	Bad Route Road	Se0	1030	20	110	25	20	40	1245	10	2421	104	293	89	47	94	311	089	4219
556 18076 590 2245 1815 3805 40 27221 10 42361 3671 8682 9675 971 9875 670 8787 971 9870 7724 680 680 680 880	Bad Route Road	S64	17660	570	3135	1791	3885	40	27081	10	41501	2967	8339	4889	9169	94	0229	089	78130
SKE 1185 650 3575 1889 3865 40 22814 10 44370 3817 94 3724 680 SKF 11955 650 4355 111 3865 410 2887 9510 940 7724 680 SKF 11957 650 4400 200 4115 2024 11 44470 4847 1704 94 7724 890 ST7 2134 800 4400 200 410 2014 410 2014 4170 94 94 94 860 ST7 2104 410 200 410 200 410 200 410 200 410 200 410 200 410 200 410 200 410 200 410 200 410 200 410 200 410 200 410 200 410 200 410 200 410 200 410 200	Bad Route Road	265	18026	590	3245	1815	3905	40	27621	10	42361	3071	8632	4955	9216	94	6905	089	79709
SF7 19651 670 3888 1913 3985 40 29344 10 44770 3487 9802 5222 9405 94 1736 680 577 21034 800 470 2072 4115 40 22461 10 4470 5787 9183 94 7136 680 573 21034 820 4750 2072 4115 40 23461 178 4789 565 9111 94 7136 680 583 21667 860 4730 2346 4135 40 33818 10 5089 94 4055 690 583 2406 6100 5770 2347 4135 40 33813 20 51780 589 94 40 3481 9 40 3481 9 40 3481 9 40 3481 9 40 3481 9 40 3481 9 40 3481	Bad Route Road	366	18695	650	3575	1889	3965	40	28814	10	43933	3383	9510	5157	9357	94	7204	089	83284
572 21034 BDO 4400 2072 4115 40 32461 10 49430 4164 11704 65671 971 11704 65671 971 971 94 8115 680 573 21341 860 4730 22445 4136 10 5072 4136 40 32443 10 61387 4768 11997 5175 9149 860 80 581 21867 21867 10 5670 2342 435 40 3741 20 6662	Bad Route Road	292	19051	670	3685	1913	3985	40	29344	10	44770	3487	9802	5222	9405	94	7336	089	84836
573 21341 820 4510 2087 4135 40 32943 10 61051 4266 11987 6752 9158 94 8256 600 574 21341 820 4475 2146 4175 40 32943 10 61040 61040 91040	Rad Route Road	215	21034	800	4400	2072	4115	40	32461	10	49430	4164	11704	5657	9711	94	8115	680	94033
Sy4 21867 860 4730 2246 4175 40 33818 10 51387 4476 12882 6859 9853 94 845 860 SSP 24405 1020 5610 2342 4355 40 37441 20 56782 5394 10278 94 9460 660 SSB 24405 1050 5775 2875 6682 10201 94 9460 660 SSB 24549 1050 5775 2879 4365 40 37441 20 5662 10201 94 9460 660 SSB 24549 1050 5775 2879 4865 40 37441 20 66415 1060 6629 1070 3848 4605 40 37441 20 6645 10204 40 8746 40 5735 4667 40 38482 40 38482 40 4866 40 38484 40 <td< td=""><td>Bad Route Road</td><td>573</td><td>21341</td><td>820</td><td>4510</td><td>2097</td><td>4135</td><td>40</td><td>32943</td><td>10</td><td>50151</td><td>4268</td><td>11997</td><td>5725</td><td>9759</td><td>94</td><td>8236</td><td>680</td><td>95455</td></td<>	Bad Route Road	573	21341	820	4510	2097	4135	40	32943	10	50151	4268	11997	5725	9759	94	8236	680	95455
SBG CARDA TORD SEGIO CARDA TORD STATE 4.335 4.0 37441 2.0 SERST 5.809 1492.3 6530 10278 94 9580 ERD SSR 2.4045 10.00 577.2 2.367 4.355 4.0 3778.2 2.4 9 4.0 377.2 1.0 9 4.0 9	Rad Route Road	\$74	21867	860	4730	2146	4175	40	33818	10	51387	4476	12582	5859	9853	94	8455	089	98055
SEG 2440 1040 5775 2347 4355 40 37927 20 57820 5443 1620 5775 2349 4365 40 37527 5780 57820 6495 10371 94 9486 1360 660	Bad Route Road	SB1	24094	1020	5610	2342	4335	40	37441	20	56621	5309	14923	6394	10231	94	9360	089	108792
863 24549 1050 5775 2279 4365 40 38168 20 57690 5465 15362 6495 1073 94 9640 660 584 2673 1050 5775 2379 4565 40 36343 20 6465 1674 6628 10773 94 9640 1676 588 2676 1050 5396 2428 4605 40 2553 10 6648 1794 94 680 170 360 860 1789 868 47 94 680 180 80 180 80 86 47 94 680 180 80 80 80 80 80 40 2553 10 3654 57 160 94 66 94 100 80 80 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40	Bad Route Road	SB2	24405	1040	5720	2367	4355	40	37927	20	57352	5413	15215	6462	10278	94	9482	1360	110938
584 26734 1050 5775 2379 4565 40 39543 20 60475 5466 15362 6486 1073 94 1806 1300 586 587 1050 6395 2428 4665 40 2653 1694 562 1086 94 1306 680 586 1553 110 605 132 10 255 20 40 519 10 714 104 283 68 47 94 130 680 559 304 20 110 25 20 40 519 10 714 104 283 68 47 94 130 680 570 10 40 2114 10 3029 468 137 300 272 488 47 94 96 680 80 580 653 40 250 40 214 40 145 27 <td< td=""><td>Bad Route Road</td><td>SB3</td><td>24549</td><td>1050</td><td>5775</td><td>2379</td><td>4365</td><td>40</td><td>38158</td><td>20</td><td>57690</td><td>5465</td><td>15362</td><td>6495</td><td>10301</td><td>94</td><td>9540</td><td>680</td><td>110908</td></td<>	Bad Route Road	SB3	24549	1050	5775	2379	4365	40	38158	20	57690	5465	15362	6495	10301	94	9540	680	110908
SB6 2670 CP176 1090 5895 2428 4605 40 40334 20 61514 5673 15847 662B 10084 1350 1350 1350 1350 1350 1350 1350 130 869 1350 130 869 130 869 1350 140 1353 140 3650 14	Bad Route Road	\$84	25734	1050	5775	2379	4565	40	39543	20	60475	5465	15362	6495	10773	94	9886	1360	115405
SEB 1553 110 605 135 110 40 2553 10 3650 573 1609 369 260 94 630 680 SSB 304 20 110 25 20 40 519 10 714 104 293 68 47 94 130 680 S70 1289 304 20 410 519 10 40 214 104 293 68 47 94 130 680 680 86 47 94 120 680 680 86 47 94 94 80 680 86 87 146 33 24 94 80 680 86 86 47 94 40 1042 20 1520 1042 104 40 1525 20 1585 149 94 80 80 80 S8 244 40 40 40 144	Bad Route Road	S85	26176	1090	5995	2428	4605	40	40334	20	61514	5673	15947	6628	10868	94	10084	1360	117776
SEG 304 20 110 25 40 519 10 714 104 293 66 47 94 130 680 S70 1289 90 495 110 90 40 2114 10 468 1317 300 212 94 120 680 80 S71 1289 90 495 110 40 31 10 468 137 300 212 94 94 680 80 S86 653 653 40 20 40 1042 20 152 20 158 134 94 94 150 680 S87 653 653 67 40 40 622 20 956 140 94 150 94 94 94 150 80 S84 653 653 65 12 40 40 14145 10 14145 120 120 <td>Bracket Creek Rd</td> <td>S68</td> <td>1553</td> <td>110</td> <td>605</td> <td>135</td> <td>110</td> <td>40</td> <td>2553</td> <td>10</td> <td>3650</td> <td>573</td> <td>1609</td> <td>369</td> <td>260</td> <td>94</td> <td>638</td> <td>980</td> <td>8265</td>	Bracket Creek Rd	S68	1553	110	605	135	110	40	2553	10	3650	573	1609	369	260	94	638	980	8265
570 1289 90 495 110 90 40 2114 10 3829 468 1317 300 212 94 559 680 571 194 10 55 12 10 40 321 10 456 52 146 33 24 94 569 680 586 653 40 220 40 40 1042 20 1535 208 586 134 94 94 560 580 58 134 94 560 1800 588 244 10 40 40 171 10 572 146 33 24 94 580 180 58 180 480 180 40 1572 260 732 167 180 40 14145 10 4372 1289 280 94 580 94 580 98 280 180 580 580 98 580	Bracket Creek Rd	898	304	20	110	25	20	40	519	10	714	104	293	89	47	94	130	089	2237
S71 194 10 55 12 10 40 327 10 456 52 146 33 24 94 94 80 680 S86 653 40 220 40 1042 20 1535 208 585 134 94 94 94 261 1360 S87 407 20 110 25 20 40 622 20 585 124 94 94 261 1360 S88 244 10 55 12 40 40 171 10 40 171 10 40 1872 260 732 167 118 94 58 680 58 S1 52 124 40 40 23141 10 4372 1289 280 94 5765 680 S2 1450 40 23141 10 3614 4372 12289 280 94 </td <td>Bracket Creek Rd</td> <td>S70</td> <td>1289</td> <td>06</td> <td>495</td> <td>110</td> <td>06</td> <td>40</td> <td>2114</td> <td>10</td> <td>3029</td> <td>468</td> <td>1317</td> <td>300</td> <td>212</td> <td>94</td> <td>529</td> <td>089</td> <td>6961</td>	Bracket Creek Rd	S70	1289	06	495	110	06	40	2114	10	3029	468	1317	300	212	94	529	089	6961
SB6 653 40 220 40 40 1042 20 1555 20B 5B5 134 94 94 2b1 1360 SB7 407 20 110 25 20 40 652 20 956 104 293 68 47 94 156 1360 SB8 244 10 110 25 10 40 1145 10 560 732 167 118 94 94 156 1300 80 S16 689 50 275 61 10 40 1572 260 732 167 118 94 286 680 80 S2 15372 80 40 1445 10 36124 4372 1289 286 94 5765 680 80 S4 13572 80 40 2278 10 34086 4372 1289 289 94 546	Bracket Creek Rd	S71	194	10	55	12	10	40	321	10	456	52	146	33	24	94	80	089	1643
SB 407 20 110 25 20 40 622 20 956 104 293 6B 47 94 156 1360 SBB 244 10 55 12 10 40 371 10 573 52 146 37 12 94 156 1360 S16 689 50 275 61 50 40 1445 10 4372 12289 2809 2926 94 5785 680 680 S4 14509 840 4620 1240 40 22144 10 3472 12289 2809 2926 94 5785 680 S5 1357 840 4520 107 1240 40 2767 2086 4372 12289 2809 2926 94 5714 1360 S5 4771 1350 40 2767 20 3269 396 394 144	Cedar Creek Rd	286	653	40	220	49	40	40	1042	20	1535	208	585	134	94	94	767	1360	4484
S88 244 10 56 12 10 40 371 10 573 52 146 33 24 94 93 680 S16 669 50 275 61 50 40 1145 10 1572 260 732 160 732 146 34 58 680 S2 15372 840 4620 1240 40 2374 10 362 167 178 280 2926 94 578 680 S4 14509 840 4620 1029 1240 40 22278 10 3686 4372 12489 2860 294 5770 680 S5 13975 830 4650 1017 1230 40 21657 20 3284 4320 11493 2776 2903 94 5414 1360 S5 4718 270 4718 470 470 7367 270	Cedar Creek Rd	287	407	20	110	25	20	40	622	20	926	104	293	89	47	94	156	1360	3232
S16 669 50 275 61 50 40 1145 10 1572 260 732 167 118 94 286 680 680 S2 15372 840 4820 1029 1240 40 23141 10 36124 4372 12289 2805 2926 94 5785 680 S4 14509 840 4650 1029 1240 40 22278 10 32841 4372 12289 2926 94 5716 680 680 S5 13975 820 4656 1017 1230 40 21657 20 12143 2716 290 94 1360 80 S6 4711 270 1485 31 470 40 7367 20 1067 1301 368 835 1062 94 1360 80 S8 4518 250 137 290 40 5535	Cedar Creek Rd	288	244	10	55	12	10	40	371	10	573	52	146	33	24	94	93	089	1780
S2 15372 840 4620 1240 40 23141 10 36124 4372 12289 2809 2826 94 5785 680 80 S4 14509 840 4620 1029 1240 40 22278 10 34096 4372 12289 2809 94 5570 680 80 S5 13975 830 456 1017 1230 40 7367 20 11212 1405 3903 94 1842 1360 80 S6 4771 250 1485 470 40 7367 20 11212 1405 3958 835 1662 94 1360 80 S8 4718 250 40 6939 20 17187 1301 3658 835 590 94 1360 80 S9 3314 250 40 6334 20 7450 1249 3511 803 566 <td>Circle Tower</td> <td>S16</td> <td>699</td> <td>50</td> <td>275</td> <td>61</td> <td>50</td> <td>40</td> <td>1145</td> <td>10</td> <td>1572</td> <td>260</td> <td>732</td> <td>167</td> <td>118</td> <td>94</td> <td>286</td> <td>089</td> <td>4104</td>	Circle Tower	S16	699	50	275	61	50	40	1145	10	1572	260	732	167	118	94	286	089	4104
S4 14509 840 4620 120 120 400 22278 10 34056 4372 12289 2809 2926 94 5570 680 780 780 7130 780	Fas 467	S2	15372	840	4620	1029	1240	40	23141	10	36124	4372	12289	2809	2926	94	5785	089	68334
56 13975 630 4665 1017 1230 40 21667 20 32841 4320 12443 2776 2903 94 544 1360 1360 S6 4771 270 1485 331 470 40 6839 20 11212 1405 3850 90 1109 94 1360 1360 S8 4718 250 1375 306 40 6839 20 7788 1301 3658 835 590 94 1380 1360 S9 3314 250 1326 20 40 5304 20 7459 3511 803 566 94 1384 1360 S10 3170 240 40 5304 20 7450 1249 3511 803 566 94 1360 360	Fas 467	S4	14509	840	4620	1029	1240	40	22278	10	34096	4372	12289	2809	2926	94	5570	089	65978
S6 4771 270 1485 331 470 40 7367 20 11712 1405 3950 904 1109 94 1842 1360 S8 4518 250 1375 306 450 40 6939 20 10617 1301 3658 835 1062 94 1735 1360 S9 3314 250 1375 306 250 40 5535 20 7788 1301 3658 835 590 94 1364 1360 S10 3170 240 40 5304 20 7488 1301 3658 835 590 94 1360 360 S10 3170 240 40 5304 20 7450 1249 3511 803 566 94 1326 1360	Fas 467	\$5	13975	830	4565	1017	1230	40	21657	20	32841	4320	12143	2776	2903	94	5414	1360	64944
S8 451 250 1375 306 450 40 6939 20 10617 1301 3658 835 1062 94 1735 1360 S9 3314 250 1375 306 250 40 5535 20 7788 1301 3658 835 590 94 1364 1360 S10 3170 240 1320 240 40 5304 20 7450 1249 3511 803 566 94 1326 1350	Fas 467	98	4771	270	1485	331	470	40	7367	20	11212	1405	3950	904	1109	94	1842	1360	22970
S9 3314 250 1375 306 250 40 5535 20 7788 1301 3658 835 590 94 1364 1360 S10 3170 240 1320 240 40 5304 20 7450 1249 3511 803 566 94 1326 1360	Fas 467	S8	4518	250	1375	306	450	40	6639	20	10617	1301	3658	835	1062	94	1735	1360	21695
S10 3170 240 1320 294 240 40 5304 20 7450 1249 3511 803 566 94 1326 1350	Fas 467	6S	3314	250	1375	306	250	4D	5535	20	7788	1301	3658	835	290	94	1384	1360	17860
	Fas 467	S10	3170	240	1320	294	240	40	5304	20	7450	1249	3511	803	999	94	1326	1360	17171

				ŭ	Cumulative Loa	oads on Segment								ESALs				
			Turbine				Crawler							\vdash	Crawler			
Road Name	Seament Label	Aggregate Trucks	Delivery Trucks	Concrete	Water	Other Trucks	Crane	Empty Trucks	RTCrane	Aggregate ESAL	Turbine ESAL	Concrete	Water ESAL Other ESAL	_	Crane Truck ESAL	Empty ESAL	RT Crane ESAL	Total ESAL
Fas 467	ST1	2604	190	1045	233	190	40	4302	20	6119	686	2780	636	448	94	1076	1360	14177
Fas 467	S12	2424	180	066	122	180	40	4035	20	9699	937	2633	603	425	94	1009	1360	13395
Prairie Rd	S75	2190	160	880	196	160	40	3626	10	5147	833	2341	535	378	94	206	089	11459
Prairie Rd	S76	1926	140	770	172	140	40	3188	10	4526	729	2048	470	330	94	797	680	10158
Prairie Rd	S78	1653	120	099	147	120	40	2740	10	3885	625	1756	401	283	94	685	089	8829
Prairie Rd	S79	1513	110	605	135	110	40	2513	10	3556	573	1609	369	260	94	829	089	8156
Prairie Rd	S80	1258	06	495	110	90	40	2083	10	2956	468	1317	300	212	94	521	089	9/89
Prairie Road	S77	1797	130	715	159	130	40	2971	10	4223	677	1902	434	307	94	743	089	9512
Road 201	S13	2387	180	066	221	180	40	3998	10	5609	937	2633	603	425	94	1000	089	12580
Road 201	S14	2212	170	935	208	170	40	3735	10	5198	885	2487	568	401	94	934	989	11809
Road 201	S15	1933	160	880	196	160	40	3369	10	4543	833	2341	535	378	94	842	989	10757
Road 205	S20	6321	390	2145	478	390	40	9764	20	14854	2030	5706	1305	920	94	2441	089	29432
Road 205	521	5837	380	2090	466	380	40	9193	10	13717	1978	5559	1272	897	94	2298	089	27820
Road 205	S7	2578	170	935	208	370	40	4301	20	6058	885	2487	568	873	94	1075	1360	14071
Road 205	S17	2365	160	880	196	360	40	4001	10	5558	B33	2341	535	850	94	1000	089	12485
Road 205	S18	1673	150	825	184	150	40	3022	10	3932	781	2195	502	354	94	756	089	9757
Road 205	S19	1442	130	715	159	130	40	2616	10	3389	677	1902	434	307	94	654	089	8543
Road 209	\$25	607	10	55	12	10	40	734	10	1426	52	146	33	24	94	184	089	1777
Road 209	S26	442	10	55	12	10	40	569	10	1039	52	146	33	24	94	142	989	2320
Road 209	S62	274	10	55	12	10	40	401	10	644	52	146	33	24	94	100	680	1862
Road 2224	\$22	4824	360	1980	441	360	40	8005	10	11336	1874	5267	1204	850	94	2001	089	24471
Road 2224	523	963	20	110	25	20	40	1178	10	2263	104	293	99	47	94	582	089	4036
Road 2224	S24	803	10	55	12	10	40	930	10	1887	52	146	33	24	94	233	089	3306
Road 2224	S32	2052	180	066	221	180	40	3663	10	4822	937	2633	603	425	94	916	089	11666
Road 2224	S34	1883	170	935	208	170	40	3406	10	4425	885	2487	568	401	94	852	089	10911
S Fork Clear Creek	527	0	0	0	0	0	40	40	10	0	0	0	0	0	94	10	089	823
S Fork Clear Creek	\$28	477	30	165	37	30	40	779	10	1121	156	439	101	7.1	94	195	089	2999
S Fork Clear Creek Rd	535	665	40	220	49	40	40	1054	10	1563	208	582	134	94	94	264	089	3803
S Fork Clear Creek Rd	536	246	20	110	25	20	40	461	20	578	104	293	68	47	94	115	1360	2792
S Fork Clear Creek Rd	537	0	0	0	0	0	40	40	20	0	0	0	0	0	94	10	1360	1537
S Fork Clear Creek Rd	\$38	312	20	110	25	20	40	527	50	733	104	293	89	47	94	132	1360	2973
S Fork Clear Creek Rd	539	9047	30	165	1129	3345	40	13756	20	21260	156	439	3082	7894	94	3439	1360	39611
S Fork Clear Creek Rd	S40	9783	80	440	1190	3395	40	14928	20	22990	416	1170	3249	8012	94	3732	1360	43075
S Fork Clear Creek Road	S29	1053	70	385	98	70	40	1704	10	2475	364	1024	235	165	94	426	089	5736
S Fork Clear Creek Road	230	1272	80	440	98	80	40	2010	10	2989	416	1170	268	189	94	503	089	6624
S Fork Clear Creek Road	S31	2542	170	935	208	170	40	4065	10	5974	885	2487	568	401	94	1016	089	12710
S Fork Clear Creek Road	533	2754	180	066	221	180	40	4365	9	6472	937	2633	603	425	94	1097	089	13582
Unnamed	S41	9944	08	440	1190	3395	90	15089	2 2	23308	410	2241	3549	2100	94	27770	000	42600
Unnamed	542	11301	190	1045	1225	3473	9	17396	2 2	26510	080	2780	3617	8272	76	4347	680	49653
Unnamed	543	11291	100	1045	1225	3505	0,0	17420	2 5	26590	989	2780	3617	8272	76	4355	680	49746
Unnamed	544	11742	130	1910	1363	2525	9 8	18110	2 5	96522	1145	3219	3718	R343	94	4528	680	51788
Ounamed	340	1110	077	200	86	2000	40	1761	2,0	2609	364	1024	235	165	94	440	680	5892
Unnamed	233	1000	2 6	200	90	0, 0,	40	1651	10	2350	36.4	1024	235	165	94	413	680	5591
Onnamed	254	1000	0 8	200	00 5	2 5	40	1919	2 2	1758	312	878	2002	142	76	328	680	4613
Unnamed	SSS	/48	2 2	220	+ 5	00 5	9	1007	2 5	1436	212	732	167	118	2 9	27.5	680	3946
Unnamed	S56	10	20	6/7	0	200	40	40	100	0	0 0	0	ò	0	94	10,	089	823
Unnamed	337	163	2 5	2 2	12	2 5	40	289	10	381	52	146	33	24	94	72	089	1556
Unnamed	220	102	2	3	1	2	25	200										

				Ö	umulative Lo.	ads on Segmen	ţ							ESALs				
			Turbine				Crawler								Crawler			
		Aggregate	Delivery	Concrete	Water		Crane	Empty		Aggregate	Turbine	Concrete			Crane Truck	Empty	RTCrane	
Road Name	Segment Label	Trucks	Trucks	Trucks	Trucks	Other Trucks	Trucks	Trucks	RTCrane	ESAL	ESAL	ESAL	Water ESAL	Other ESAL	ESAL	ESAL	ESAL	Total ESAL
Unnamed	\$59	317	20	110	25	20	40	532	10 T	745	104	293	68	47	94	133	680	2272
W Bad Route Rd	S63	636	20	110	25	20	40	B51	10	1495	104	293	89	47	94	213	680	3143
Xit Road	S1	28292	1130	6215	2477	4845	40	42999	20	66486	5882	16532	6762	11434	94	10750	1360	125265
10 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1																		