

Project	Project No.	Lane #	Length (mile)	Initial Ave MRI (in/mile)	Final Ave MRI (in/mile)	Final Profile Date	Average Project MRI
25093	IM 0251-357	NB Lt Ln	15.54	47.3	47.3	10/28/2024	45.5
25093	IM 0251-357	NB Rt Ln	15.537	39.4	39.4	10/28/2024	
25093	IM 0251-357	SB Lt Ln	15.563	51.2	51.2	10/28/2024	
25093	IM 0251-357	SB Rt Ln	15.562	43.8	43.8	10/28/2024	
24905	NHPP 0705-089	WB Ln1 S	8.841	45.8	45.8	9/4/2024	45.8
24905	NHPP 0705-089	WB Ln2 S	8.846	50.7	50.7	9/4/2024	
24905	NHPP 0705-089	WB Ln1 S	10.706	52.2	42.9	10/13/2024	
24905	NHPP 0705-089	WB Ln2 S	10.707	49.9	44.6	10/13/2024	
23862	IM 0252-497	NB Lt	5.271	48.1	48.1	9/19/2024	46.5
23862	IM 0252-497	NB Rt	5.268	46.6	46.6	9/19/2024	
23862	IM 0252-497	SB Lt	5.267	47.0	47.0	9/19/2024	
23862	IM 0252-497	SB Rt	5.267	44.3	44.3	9/19/2024	
25542	STR 1604-016	EB Ln Ou	26.53	46.8	46.8	8/7/2024	46.8
25542	STR 1604-016	WB Ln O	26.556	44.6	45.6	8/22/2024	
25542	STR 1604-016	EB Ln Th	1.579	54.7	54.7	8/22/2024	
25542	STR 1604-016	WB Ln Th	1.578	58.5	58.4	8/22/2024	
25859	IM 0252-497	NB Lt Ln	6.739	48.6	48.6	9/20/2024	46.9
25859	IM 0252-497	NB Rt Ln	6.736	44.4	44.4	9/20/2024	
25859	IM 0252-497	SB Lt Ln	6.816	49.1	49.1	9/20/2024	
25859	IM 0252-497	SB Rt Ln	6.798	45.9	45.7	10/9/2024	
25036	STM 061A-002	NB Ln	8.654	62.5	61.8	10/14/2024	57.0
25036	STM 061A-002	SB Ln	8.67	52.4	52.2	10/14/2024	
21907	NHPP 0853-107	44 EB Ln	0.448	79.9	61.3	5/23/2024	57.0
21907	NHPP 0853-107	44 EB Ln	0.295	69.8	68.7	5/23/2024	
21907	NHPP 0853-107	44 WB Ln	0.389	70.4	53.9	5/23/2024	
21907	NHPP 0853-107	44 WB Ln	0.307	74.2	74.7	5/23/2024	
21907	NHPP 0853-107	SB Ln2	1.43	43.7	43.7	5/24/2024	
21907	NHPP 0853-107	SB Ln3 P	0.589	68.8	57.2	5/24/2024	
21907	NHPP 0853-107	NB Ln1	1.325	54.0	52.2	6/10/2024	
21907	NHPP 0853-107	NB Ln2	1.324	54.2	52.1	6/10/2024	
21907	NHPP 0853-107	NB Ln3	0.705	79.7	72.6	6/10/2024	
21907	NHPP 0853-107	NB Ln4	0.377	121.2	120.9	6/10/2024	
21907	NHPP 0853-107	SB Ln1	1.429	50.0	48.2	6/10/2024	
23601	C 5502-110	EB Pass	0.835	48.7	48.7	10/24/2024	59.5
23601	C 5502-110	EB Shrt	0.147	95.5	95.5	11/14/2024	
23601	C 5502-110	WB Shrt	0.146	134.4	85.4	11/14/2024	
24208	STA 0711-021	NB Ln	5.158	56.8	55.7	5/29/2024	60.3
24208	STA 0711-021	SB Ln	5.149	65.8	65.0	5/29/2024	
23592	NH 050A-039	EB Lt	0.811	47.8	47.8	10/18/2024	61.9
23592	NH 050A-039	EB Rt	0.811	69.9	69.9	10/18/2024	
23592	NH 050A-039	WB Lt	0.797	55.4	55.4	10/18/2024	
23592	NH 050A-039	WB Rt	0.797	74.6	74.6	10/18/2024	
24889	NHPP 0701-255	EB Ln2	5.58	66.4	64.0	10/8/2024	62.1
24889	NHPP 0701-255	EB Ln1	5.58	52.4	53.2	10/9/2024	
24889	NHPP 0701-255	WB Ln1	5.568	60.9	60.8	10/9/2024	
24889	NHPP 0701-255	WB Ln2	5.568	74.7	70.4	10/9/2024	
22350	FBR 025A-045	SB Rt Ln	0.378	72.2	72.2	10/24/2024	68.5
22350	FBR 025A-045	SB Lt Ln	0.378	84.0	64.9	11/16/2024	
23861	NH 0501-074	EB 1st	6.861	71.3	71.3	7/11/2024	68.9
23861	NH 0501-074	WB 1st	6.864	66.1	66.1	7/11/2024	
23861	NH 0501-074	WB 3rd	0.146	65.4	65.4	9/8/2024	
23861	NH 0501-074	EB 2nd	9.436	74.8	69.7	10/11/2024	
23861	NH 0501-074	WB 2nd	9.295	76.5	68.3	10/17/2024	72.7
23861	NH 0501-074	WB 3rd	0.146	65.4	65.4	9/8/2024	
23861	NH 0501-074	EB 2nd	9.436	74.8	74.8	10/11/2024	
23861	NH 0501-074	EB 1st	6.861	71.3	71.3	10/17/2024	
23861	NH 0501-074	WB 1st	6.864	66.1	66.1	10/17/2024	69.5
23861	NH 0501-074	WB 2nd	9.295	76.5	76.5	10/17/2024	
24039	FSA 0661-017	EB Ln	0.458	89.7	63.6	6/12/2024	
24039	FSA 0661-017	WB Ln	0.458	90.1	75.5	6/12/2024	
22903	STM 1151-038	115 NB2	1	69.1	69.1	8/20/2024	70.8
22903	STM 1151-038	115 SB2	1.665	72.1	72.1	8/20/2024	
22903	STM 1151-038	115 SB1	7.771	76.6	69.9	10/3/2024	
22903	STM 1151-038	115 SB2	1.092	66.3	62.3	10/3/2024	
22903	STM 1151-038	115 SB2	1.185	81.2	76.0	10/3/2024	
22903	STM 1151-038	115 NB1	7.606	70.7	68.0	11/14/2024	
22903	STM 1151-038	115 SB2	1.621	67.1	63.8	11/14/2024	
22903	STM 1151-038	115 NB1-	3.167	81.5	73.8	11/14/2024	
22903	STM 1151-038	115 NB2-	3.003	77.6	73.2	11/14/2024	
22903	STM 1151-038	115 SB1	3.171	76.0	73.0	11/14/2024	
22903	STM 1151-038	115 SB2	3.172	79.9	77.4	11/14/2024	
22420	NHPP 5501-029	NB Lt Ln	2.494	50.8	72.7	7/26/2024	
22420	NHPP 5501-029	NB Rt Ln	2.601	56.6	76.3	7/26/2024	

22420	NHPP 5501-029	SB Lt Ln	4.074	80.9	73.7	7/26/2024	71.9
22420	NHPP 5501-029	SB Rt Ln	4.076	71.9	68.6	7/26/2024	
22420	NHPP 5501-029	NB Rt Ln	1.435	68.6	66.7	7/27/2024	
24199	STA 052A-055	EB Ln	5.208	74.5	70.4	10/4/2024	72.0
24199	STA 052A-055	WB Ln	5.207	80.0	73.7	10/4/2024	
20907	STA 385A-016	NB Ln	0.601	112.4	77.1	6/1/2024	72.6
20907	STA 385A-016	SB Ln	0.6	123.1	68.1	6/1/2024	
22381	NHPP 0702-383	EB Lt Ln	3.425	74.2	70.5	11/14/2024	73.7
22381	NHPP 0702-383	EB Md Ln	3.432	78.1	74.4	11/14/2024	
22381	NHPP 0702-383	EB Rt Ln	3.406	84.8	76.3	11/14/2024	
21603	FSA 050A-032	NB Ln	0.084	133.5	83.6	7/24/2024	85.4
21603	FSA 050A-032	SB Ln	0.083	152.9	87.2	7/24/2024	
25447	FBR 061A-003	NB Ln	0.116	143.3	100.8	6/1/2024	92.0
25447	FBR 061A-003	SB Ln	0.116	121.4	83.2	6/1/2024	
21472	STA 0141-029	EB Ln	10.698	95.7	95.7	10/13/2024	93.1
21472	STA 0141-029	WB Ln	10.7	90.4	90.4	10/13/2024	
23558	FBR R200-266	350 EB M	0.057	211.7	95.5	3/6/2024	94.0
23558	FBR R200-266	350 WB M	0.057	167.3	85.1	3/6/2024	
23558	FBR R200-266	24 WB I1	0.202	129.2	78.8	3/6/2024	
23558	FBR R200-266	350 EB O	0.115	152.5	91.2	4/4/2024	
23558	FBR R200-266	350 WB C	0.117	135.5	96.4	4/4/2024	
23558	FBR R200-266	350 EB M	0.186	130.9	130.9	4/24/2024	
23558	FBR R200-266	350 WB M	0.187	136.9	136.9	4/24/2024	
23558	FBR R200-266	350 EB N	0.168	164.2	164.2	4/24/2024	
23558	FBR R200-266	350 WB N	0.168	142.7	142.7	4/24/2024	
23558	FBR R200-266	24 EB H1	0.184	104.5	80.2	5/21/2024	
23558	FBR R200-266	24 WB H1	0.185	100.2	70.2	5/21/2024	
23558	FBR R200-266	350 EB 3	0.073	162.2	102.3	5/24/2024	
23558	FBR R200-266	350 WB 3	0.073	131.7	91.9	5/24/2024	
23558	FBR R200-266	350 EB 2	0.061	170.0	74.6	5/24/2024	
23558	FBR R200-266	350 WB 2	0.061	217.4	93.8	5/24/2024	
23558	FBR R200-266	350 EB 1	0.056	148.3	89.5	5/24/2024	
23558	FBR R200-266	350 WB 1	0.056	183.0	98.3	5/24/2024	
23558	FBR R200-266	9 NW J15	0.099	106.9	84.5	6/15/2024	
23558	FBR R200-266	9 SE J15	0.099	133.3	92.5	6/15/2024	
23558	FBR R200-266	24 EB I13	0.137	131.2	74.6	7/10/2024	
23558	FBR R200-266	9 NB J14	0.113	146.7	78.3	8/17/2024	
23558	FBR R200-266	9 SB J14	0.112	136.9	65.4	8/17/2024	
23558	FBR R200-266	350 EB M	0.077	177.0	82.3	9/29/2024	
23558	FBR R200-266	350 WB M	0.077	190.7	87.0	9/29/2024	
23558	FBR R200-266	350 EB N	0.083	233.5	112.7	9/29/2024	
23558	FBR R200-266	350 WB N	0.083	224.5	104.0	9/29/2024	
23558	FBR R200-266	9 NB G12	0.191	144.8	78.1	10/26/2024	
23558	FBR R200-266	9 SB G12	0.191	159.5	76.3	10/26/2024	
23558	FBR R200-266	24 EB I15	0.133	122.3	58.1	11/15/2024	
23558	FBR R200-266	24 WB I1	0.133	116.5	83.4	11/15/2024	
23558	FBR R200-266	24 EB I15	0.117	133.5	66.6	11/15/2024	
23605	FBR 0252-493	NB Lt	0.101	96.0	96.0	11/3/2024	97.4
23605	FBR 0252-493	NB Rt	0.102	93.8	93.8	11/3/2024	
23605	FBR 0252-493	SB Lt	0.094	99.2	99.2	11/3/2024	
23605	FBR 0252-493	SB Rt	0.094	100.9	100.9	11/3/2024	
20638	STA M420-001	NB Lt Ln	0.071	76.1	76.1	10/31/2024	139.2
20638	STA M420-001	NB Rt Ln	0.071	101.9	101.9	10/31/2024	
20638	STA M420-001	SB Lt Ln	0.619	142.5	142.5	10/31/2024	
20638	STA M420-001	SB Rt Ln	0.59	138.7	138.7	10/31/2024	
20638	STA M420-001	9 EB Thr	0.134	146.9	146.9	10/31/2024	
20638	STA M420-001	9 WB Lt	0.138	147.3	147.3	10/31/2024	
20638	STA M420-001	9 WB Rt	0.071	184.7	184.7	10/31/2024	
2024 HMA Category II Summary			434.0	61.2	59.2		