

CONDITION RATING SURVEY SUMMARY REPORT

FY2019 • December 2019



Legend

State of Acceptable Condition

NHS - State and Local Jurisdiction

- Above**
- Excellent
 - Preservation Eligible
- Below**

NonNHS - State Jurisdiction

- Above**
- Excellent
 - Preservation Eligible
- Below**

- INSET
- SUPPLEMENT



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Condition Rating Survey (CRS)

CRS Overview

The Illinois Department of Transportation (IDOT), through the Office of Planning and Programming, conducts the Condition Rating Survey (CRS) to assess the pavement condition on the approximate 16,000 centerline miles of the state highway system, the over 7,750 centerline miles of the National Highway System (NHS) and the approximate 2,000 miles of the Highway Performance Monitoring System (HPMS). To complete the assessment on the various highway systems the department collects images and condition data of between 13,000 to 15,000 miles annually. This collection includes the state-maintained routes as well as the nearly 500 miles of local government-maintained NHS and another 800 miles of local maintained HPMS routes.

The CRS is a vital tool used to assist the Department with its pavement management activities and pavement performance measures. The CRS value, along with the predominant distresses for the pavement section, indicates the current condition of the pavement. The CRS is a factor in highway program development: it provides an opportunity to review the highway network, provides overall condition of the state highway system, gives input to the legislative/budgeting process and allows the calculation of the pavement's State of Acceptable Condition.

Starting with the FY 2019-2024 Multi-Year Highway Improvement Program and the development of the Transportation Asset Management Program (TAMP) the CRS value is being used as the primary measure for pavement management and monitoring the department's progress toward asset management and performance management goals and targets. Further discussion is included later in this summary.

History

The CRS began in 1974 with panels of experts closely inspecting the pavements. This was a very labor-intensive effort with the panels driving the entire state highway network at a reduced speed. The panels assigned a numeric rating to each rating section and noted the three predominant distresses affecting the pavement along with the ride quality (perceived roughness). The rating and distresses were then manually entered into the computer database.

This methodology continued for the next 20 years. Then, in 1994 the Department converted to an automated collection methodology by utilizing Video Inspection Vehicles (VIVs) and computerized workstations for pavement analysis. The VIVs collected images of the roadway on videotape as well as sensor data (rutting, faulting, longitudinal profile) at highway speeds. The data was then analyzed at workstations in the office by the rating panels.

To keep consistency between the CRS rating values over the years and to take full advantage of the automated collection technology, modifications have been made to the

CRS process. The modifications enhanced the sensor data by increasing the number of predominant distresses being identified from three to five. A methodology known as the Rater Program was developed to utilize the identified distresses and sensor data to calculate a CRS value. This program was developed by using historical CRS values and distresses, as well as input from experienced rating panels. The program placed an emphasis on distress identification and lessened the degree of subjectivity the individual rater had on the final CRS value. The Rater Program is still in use today.

The videotape system was state-of-the-art technology when it was first implemented by IDOT in 1994. However, by the early 2000's the system was outdated due to advances in collection equipment and computer systems. After investigating newer technologies, the Department elected to switch to digital technology for the FY 2002 CRS. This digital technology enhanced the CRS significantly by replacing videotape with digital images and incorporating previous CRS rating methods (Rater Program) into software that could make the rating process more efficient. The digital collection process utilizes Data Collection Vehicles (DCVs) and workstations for analysis.

The DCVs are high-tech vans that collect digital images of the roadway and record rutting, faulting and roughness at highway speeds using laser sensors and on-board computers. A longitudinal profile of the roadway is also collected by the on-board computers in the DCVs. The DCVs were first used in the FY 2002 CRS and updated versions continue to collect CRS data today.

Beginning with the FY 2008 CRS, the data collection was outsourced to a vendor. The vendor's collection vehicles incorporated the most advanced technology of the time, including higher resolution cameras, a scanning line laser for road profile and a scanning line camera for down views of the pavement.

Outsourcing the collection process has proven to be an economical way to take advantage of advances in technology, namely higher resolution cameras and more sensitive laser sensors. IDOT staff continues to evaluate the pavement images and identify distresses by using the IDOT Rater program to determine the CRS value of a pavement section.

CRS Training & Schedule

To ensure statewide rating consistency, the Bureau of Programming in the Office of Planning and Programming (OPP) conducts training sessions annually before the CRS rating begins. The sessions provide a refresher course for experienced raters and training for new raters. The training consists of both classroom instruction and in-field rating. The field portion helps to relate the actual pavement conditions to the image's raters will be viewing at the workstations.

A random sample of rating sections are reviewed by experienced raters from the Central Office to ensure rating uniformity and proper distress identification throughout the state. The Bureau of Programming supplies districts with manuals and guidelines to assist them in their rating activities.

The CRS is conducted annually on alternating halves of the State except for the interstate system which is reviewed every year for CRS beginning in 2018.

- Even numbered years
 - The non-interstate system is rated in District 1 Cook County, District 4, 5, 8, and 9
 - The interstate system is rated for CRS in all Districts
- Odd numbered years
 - The non-interstate system is rated in District 1 collar counties, District 2, 3, 6, and 7
 - The interstate system is reviewed for both CRS and the Pavement Review Team (PRT) to estimate remaining service life

For districts not rating in a given year, deterioration deducts are applied to the last CRS value and a current year CRS value is calculated. The deterioration deducts, or prediction models are not only used to determine a current year CRS when the actual CRS value is not available but also provide a method to estimate future CRS. The prediction of a future CRS is achieved using statistical models which consider pavement characteristics, the last CRS value and other pavement features. The CRS prediction models were first developed and used by the department in the early 1990's. Later studies in 2000, 2007 and most recently 2018 improved upon the original and successive prediction models.

For additional information concerning the CRS process and/or its history, please contact the System Performance Manager (217) 785-2792 in the Bureau of Programming.

The following pages provide the results of the FY 2019 CRS. All mileage totals are based on centerline mileage.

If you have any questions concerning the data, please contact the Bureau of Programming in the Office of Planning and Programming.

CRS Descriptive Categories

The Excellent, Good, Fair, and Poor descriptive categories are based on CRS values only. IDOT has been collecting data and performing the CRS on the state highway system since 1974. The data is reported on a scale of 1.0 to 9.0, where 1.0 represents a completely failed pavement and a 9.0 represents a pavement in its best/newly constructed condition. The CRS rating value is calculated based on surface type, identified distress, distress severity levels, International Roughness Index (IRI), Rutting and Faulting.

Historically, the department has approached maintaining pavement with a “worst-first,” methodology. Those pavements in the poor to low fair condition, the “worst,” received priority for funding. These repair and reconstruction projects are often very costly and time-consuming. As resources became increasingly limited, this methodology allowed little margin for funding maintenance and preservation treatments that would prevent pavement in good condition from deteriorating to a worse condition.

Maintaining good pavements in acceptable condition by doing the right treatments at the right time is now the department’s focus.

Pavements in the *excellent* category, CRS range 9.0 to 7.6, are in a high quality to new condition. Excellent pavements generally exhibit few if any distress levels, they are smooth pavement and if any cracking is present it is tight. Little if any maintenance is needed for pavements in this group.



Pavements in the *good* category, CRS range 7.5 to 6.1, are in a very good to good condition. These pavements generally exhibit low to medium levels of distress and are not in need of an immediate improvement based on surface condition. Visible tight transverse and longitudinal cracking may be present. Maintenance such as crack sealing may have occurred. Pavements in the good category are commonly prime candidates for preventative maintenance or preservation treatments.



Pavements in the *fair* category, CRS range 6.0 to 4.6, will likely need improvement over the short term. Fair pavements can exhibit moderate rutting, a rougher ride along with more frequent and severe cracking. Pavements rated at the upper end of the fair category, a CRS rating at or above a 5.5 on interstates and 5.0 on all other roads, may be eligible for preservation treatments which are a cost-effective option to maximize the pavement life.



Pavements in the *poor* category, CRS range 4.5 to 1.0, are generally in need of improvement. These pavements will exhibit higher levels of distress over larger areas of the pavement surface. High levels of cracking lead to material loss, patch deterioration and loss of structural integrity. Major rehabilitation or reconstruction is generally the only option for pavement in the poor category.



CRS Range	Descriptive Category	Map Color
9.0 to 7.6	Excellent	Blue
7.5 to 6.1	Good	Green
6.0 to 4.6	Fair	Yellow
4.5 to 1.0	Poor	Red

The following pages offer tables, charts and maps providing a detailed breakdown of the Excellent, Good, Fair and Poor CRS descriptive categories based on the 2019 CRS results.

The CRS data contained in this report was finalized on December 31, 2019.

Descriptive Categories by District and Statewide FY 2019 CRS

All State Highway Miles

District	Unknown*	Poor CRS = 1.0-4.5	Fair CRS = 4.6-6.0	Good CRS = 6.1-7.5	Excellent CRS = 7.6-9.0	Total
1	4.72	114.30	642.41	1,096.12	868.27	2,725.82
2	0.28	324.97	454.81	482.93	345.01	1,608.00
3	0.00	648.59	486.97	250.33	275.38	1,661.27
4	10.02	229.20	745.45	477.01	191.83	1,653.51
5	8.46	204.98	573.69	256.23	252.54	1,295.90
6	0.46	654.45	686.47	399.90	331.10	2,072.38
7	1.02	385.71	635.33	271.29	324.96	1,618.31
8	32.92	291.04	562.38	428.57	488.83	1,803.74
9	5.12	177.55	529.05	457.16	289.91	1,458.79
Statewide	63.00	3,030.79	5,316.56	4,119.54	3,367.83	15,897.72

*Data not available due to various DCV collection/operating constraints

Interstate Highway Miles

District	Unknown*	Poor CRS = 1.0-4.5	Fair CRS = 4.6-6.0	Good CRS = 6.1-7.5	Excellent CRS = 7.6-9.0	Total
1	0.00	15.00	55.66	95.64	51.46	217.76
2	0.00	8.31	4.94	38.26	116.85	168.36
3	0.00	20.12	97.81	60.99	71.20	250.12
4	0.00	5.81	51.77	32.59	64.21	154.38
5	0.00	20.31	28.25	91.48	93.14	233.18
6	0.00	0.00	78.11	80.81	94.41	253.33
7	0.00	11.67	40.76	45.96	123.19	221.58
8	0.00	2.73	26.38	54.56	126.38	210.05
9	0.00	4.25	33.71	69.41	76.41	183.78
Statewide	0.00	88.20	417.39	569.70	817.25	1,892.54

*Data not available due to various DCV collection/operating constraints

Other Marked Highway Miles

District	Unknown*	Poor CRS = 1.0-4.5	Fair CRS = 4.6-6.0	Good CRS = 6.1-7.5	Excellent CRS = 7.6-9.0	Total
1	0.06	44.82	291.08	636.70	652.92	1,625.58
2	0.14	244.07	389.43	402.34	189.27	1,225.25
3	0.00	556.97	377.70	187.20	191.84	1,313.71
4	0.00	199.37	671.73	416.81	124.61	1,412.52
5	0.00	110.93	471.47	148.33	141.37	872.10
6	0.00	536.63	488.84	234.62	193.80	1,453.89
7	0.00	289.90	482.25	195.50	153.18	1,120.83
8	0.10	236.16	408.12	291.79	317.12	1,253.29
9	0.31	127.72	451.10	376.06	198.82	1,154.01
Statewide	0.61	2,346.57	4,031.72	2,889.35	2,162.93	11,431.18

*Data not available due to various DCV collection/operating constraints

Unmarked Highway Miles

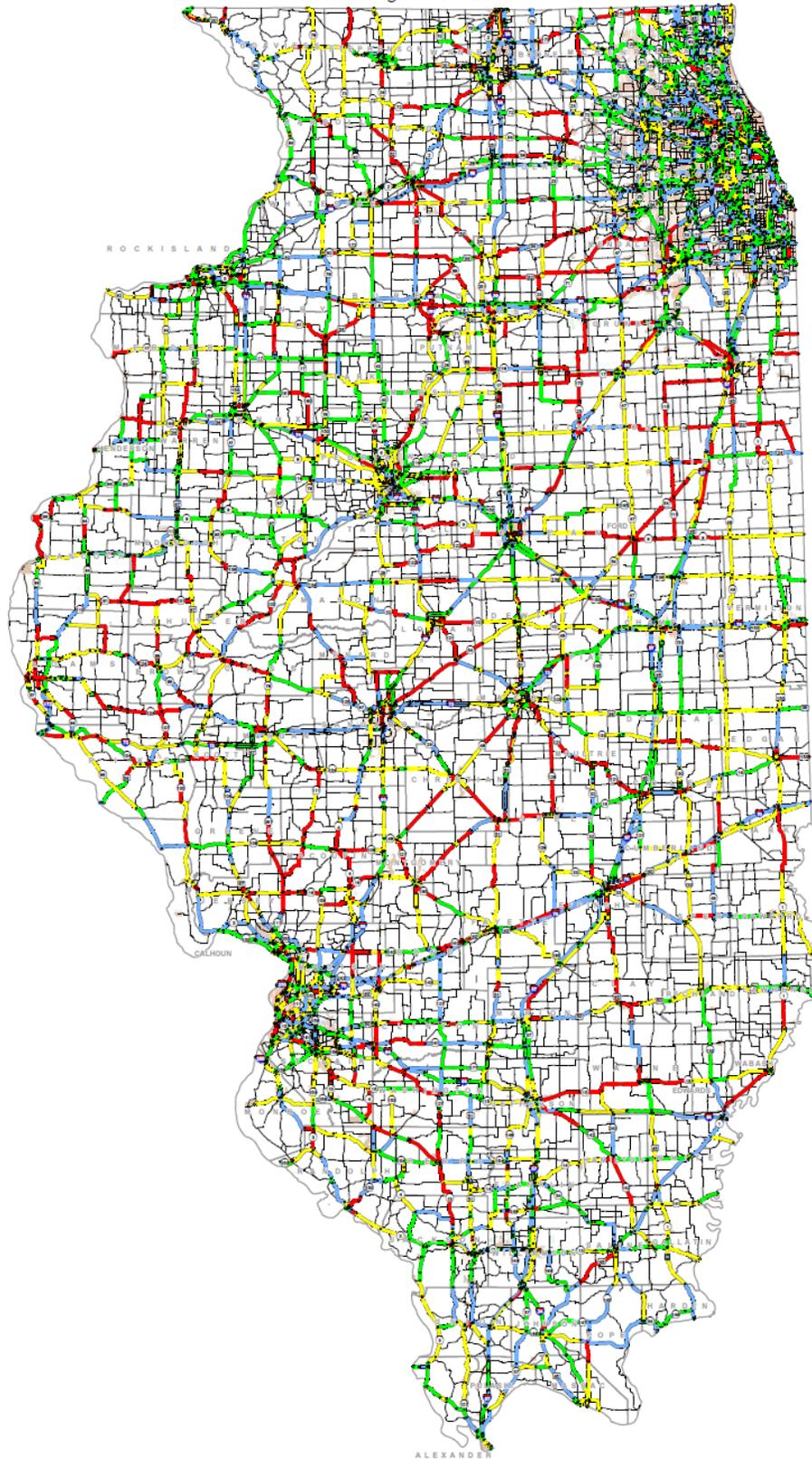
District	Unknown*	Poor CRS = 1.0-4.5	Fair CRS = 4.6-6.0	Good CRS = 6.1-7.5	Excellent CRS = 7.6-9.0	Total
1	4.66	54.48	295.67	363.78	163.89	882.48
2	0.14	72.59	60.44	42.33	38.89	214.39
3	0.00	71.50	11.46	2.14	12.34	97.44
4	10.02	24.02	21.95	27.61	3.01	86.61
5	8.46	73.74	73.97	16.42	18.03	190.62
6	0.46	117.82	119.52	84.47	42.89	365.16
7	1.02	84.14	112.32	29.83	48.59	275.90
8	32.82	52.15	127.88	82.22	45.33	340.40
9	4.81	45.58	44.24	11.69	14.68	121.00
Statewide	62.39	596.02	867.45	660.49	387.65	2,574.00

*Data not available due to various DCV collection/operating constraints

The CRS maps on the following pages display the CRS data. This data is the actual CRS value determined when rated in 2018 or 2019. The CRS date is indicated on each map.

2019 Statewide Marked CRS Features

CRS Ratings as of 12/31/19



N

Legend

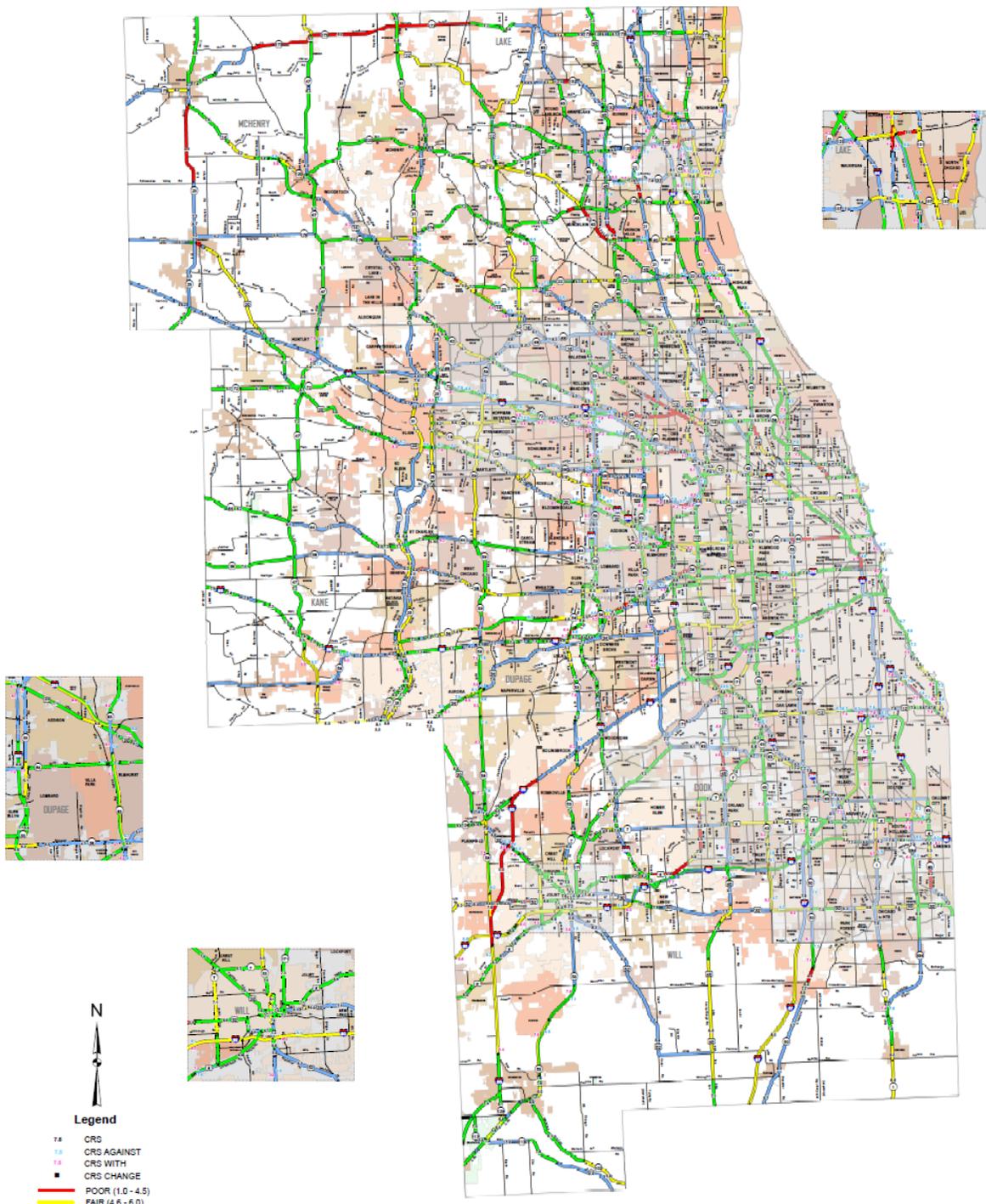
- CRS
- CRS AGAINST
- CRS WITH
- CRS CHANGE
- POOR (1.0 - 4.5)
- FAIR (4.6 - 6.0)
- GOOD (6.1 - 7.5)
- EXCELLENT (7.6 - 9.0)
- INSET
- SUPPLEMENT

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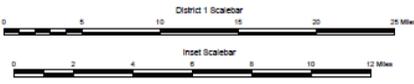
District 1 IRIS Marked Route System - 2019

Interstate CRS Ratings as of 12/31/19
 Non-Interstate CRS Ratings as of 12/31/19



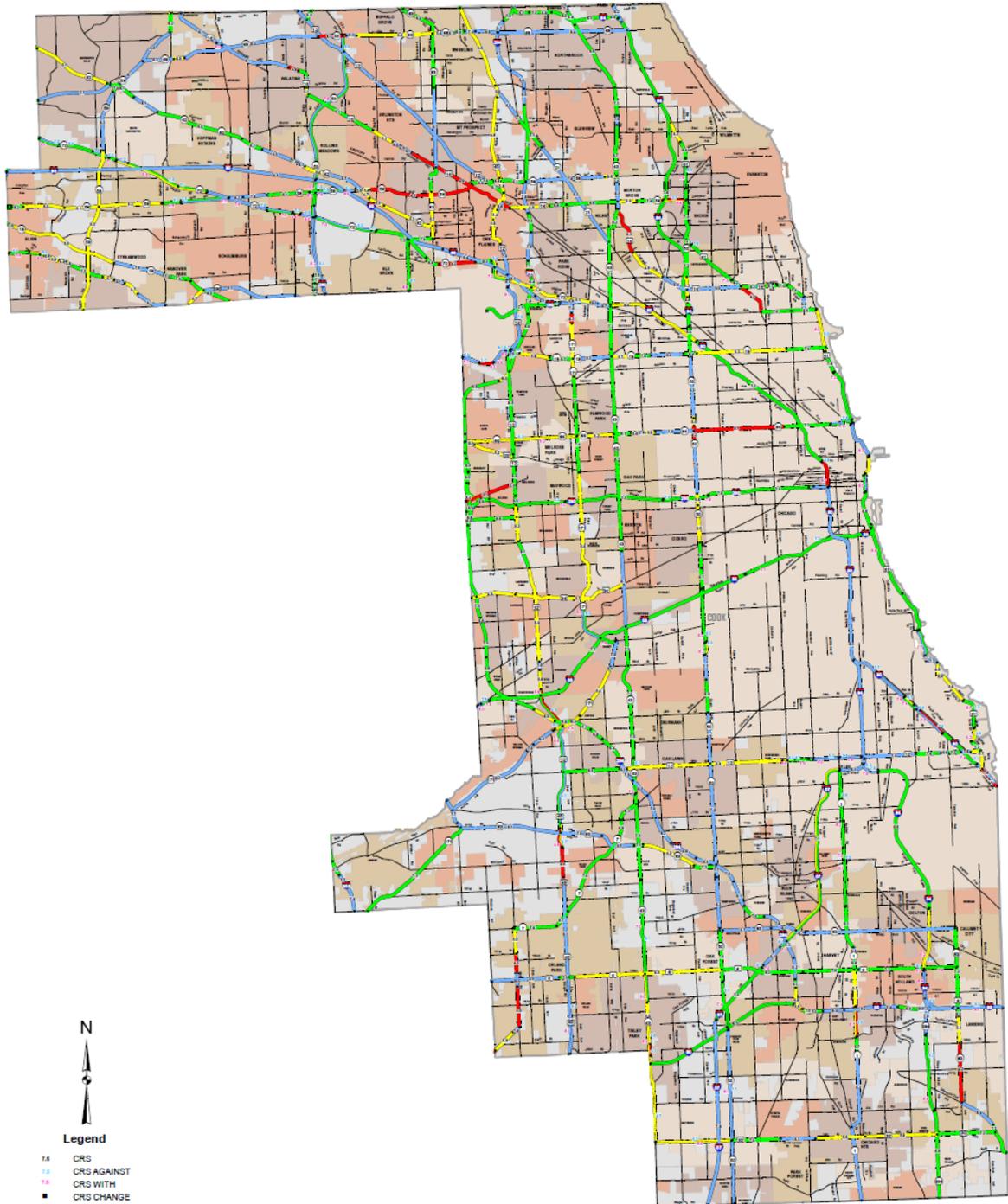
- Legend**
- 7.5 CRS
 - 7.0 CRS AGAINST
 - 6.5 CRS WITH
 - 6.0 CRS CHANGE
 - POOR (1.0 - 4.5)
 - FAIR (4.5 - 6.0)
 - GOOD (6.1 - 7.5)
 - EXCELLENT (7.6 - 9.0)
 - INSET
 - SUPPLEMENT

Mapping & Information Systems
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Cook County IRIS Marked Route System - 2019

Interstate CRS Ratings as of 12/31/19
Non-Interstate CRS Ratings as of 11/04/18



Legend

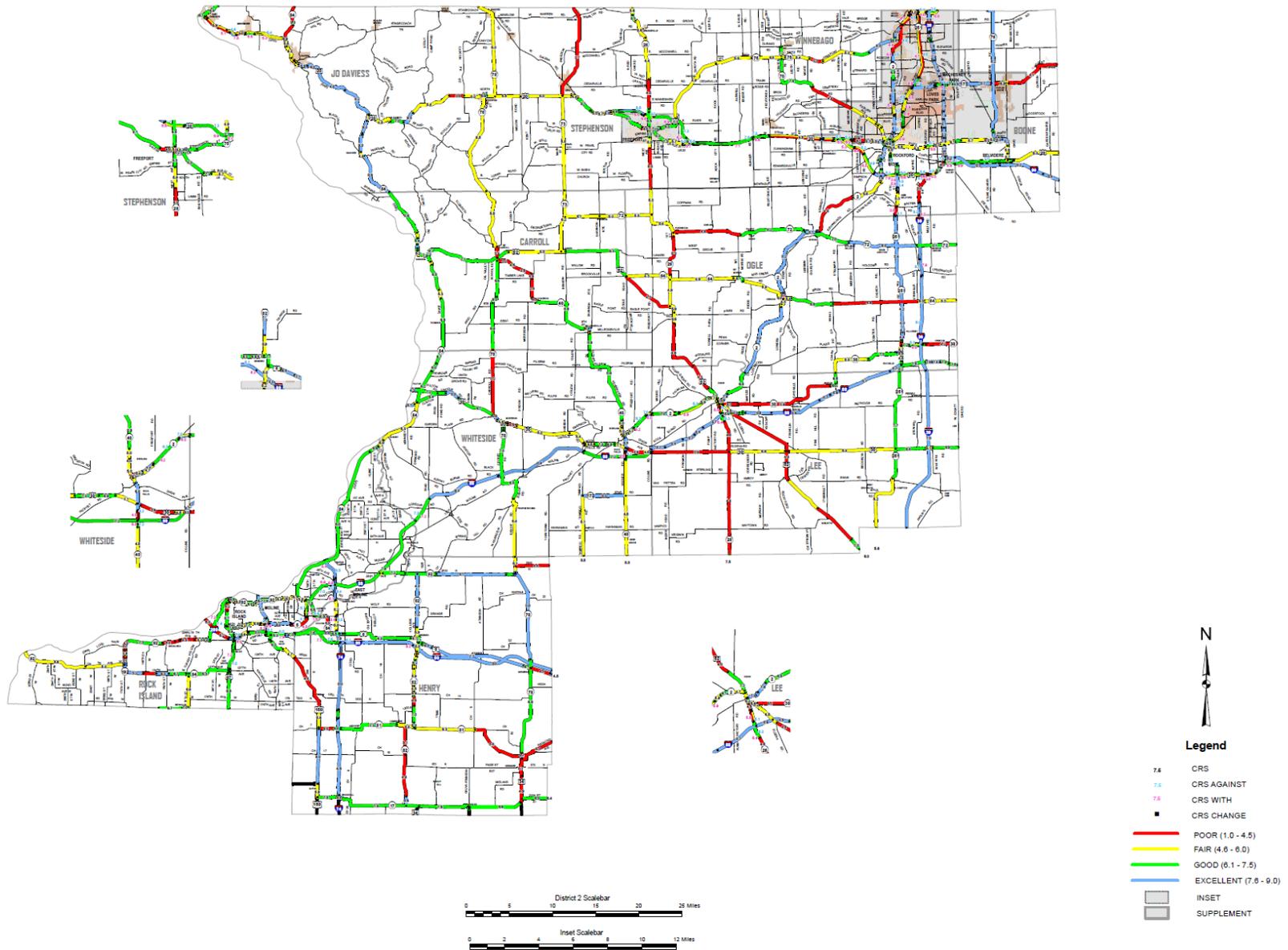
- 1.0 CRS
- 2.0 CRS AGAINST
- 3.0 CRS WITH
- 4.0 CRS CHANGE
- 5.0 POOR (1.0 - 4.5)
- 6.0 FAIR (4.5 - 6.0)
- 7.0 GOOD (6.1 - 7.5)
- 8.0 EXCELLENT (7.5 - 9.0)
- INSET
- SUPPLEMENT

Mapping & Information Systems
Office of Planning & Programming



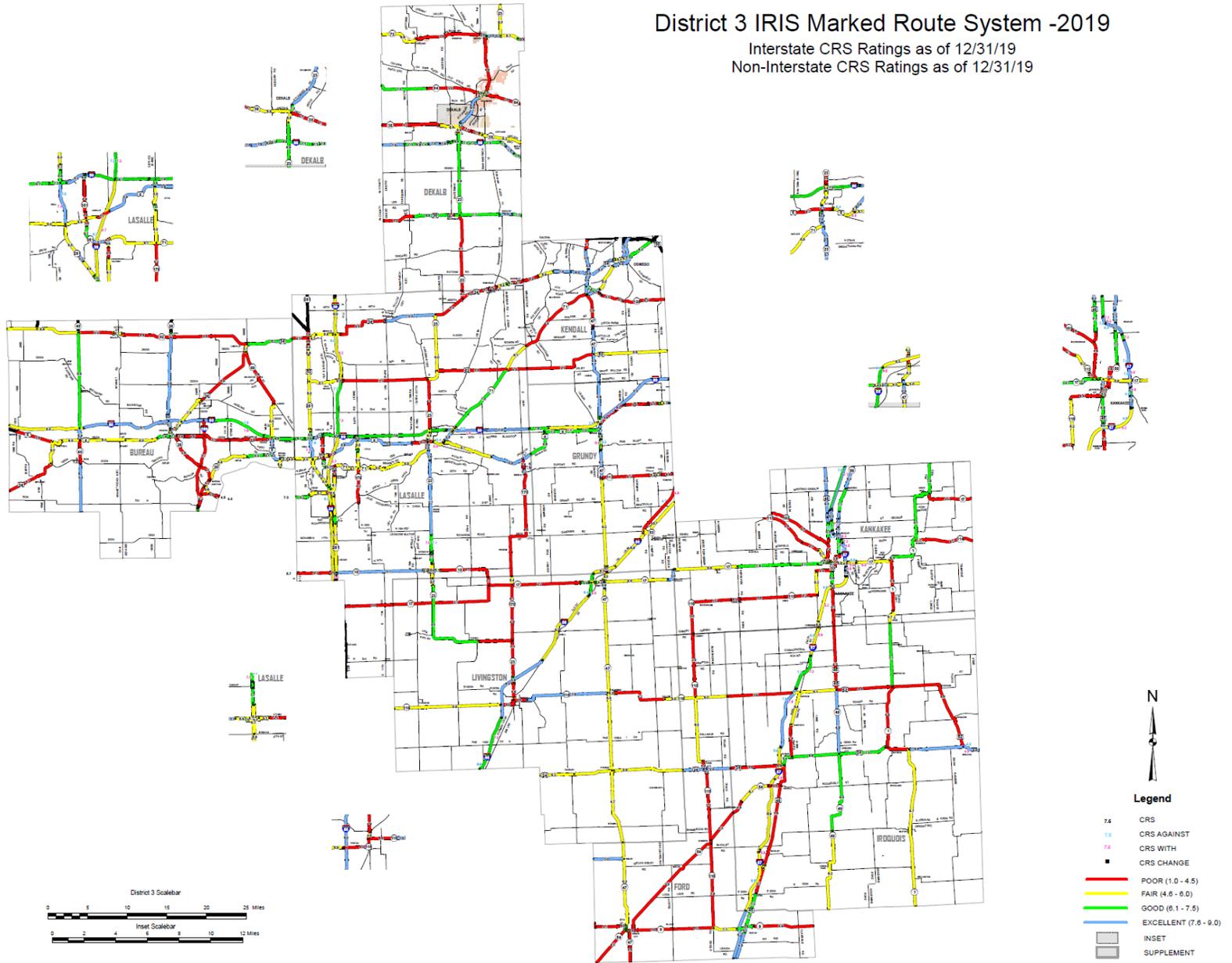
District 2 IRIS Marked Route System - 2019

Interstate CRS Ratings as of 12/31/19
 Non-Interstate CRS Ratings as of 12/31/19



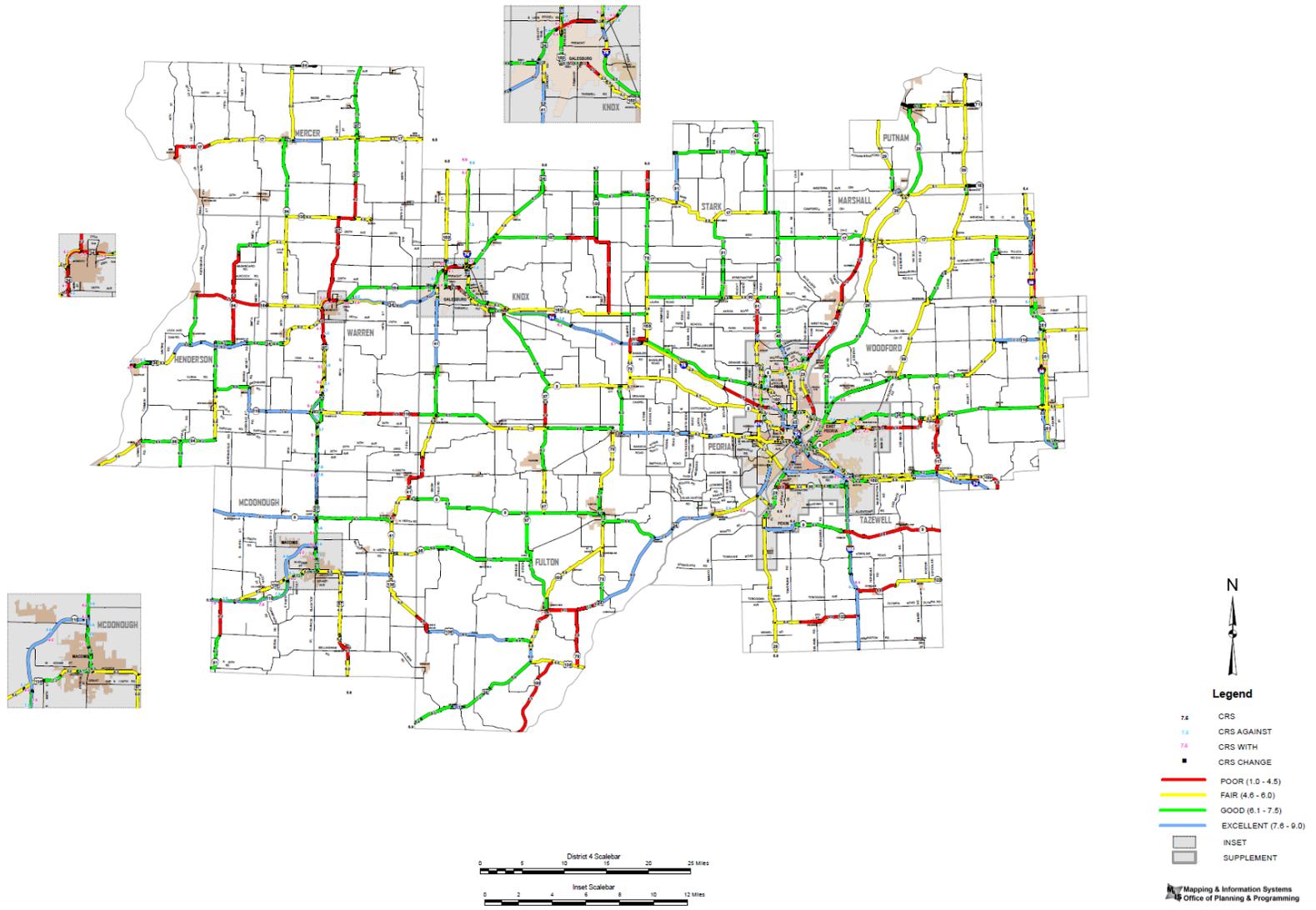
District 3 IRIS Marked Route System -2019

Interstate CRS Ratings as of 12/31/19
 Non-Interstate CRS Ratings as of 12/31/19



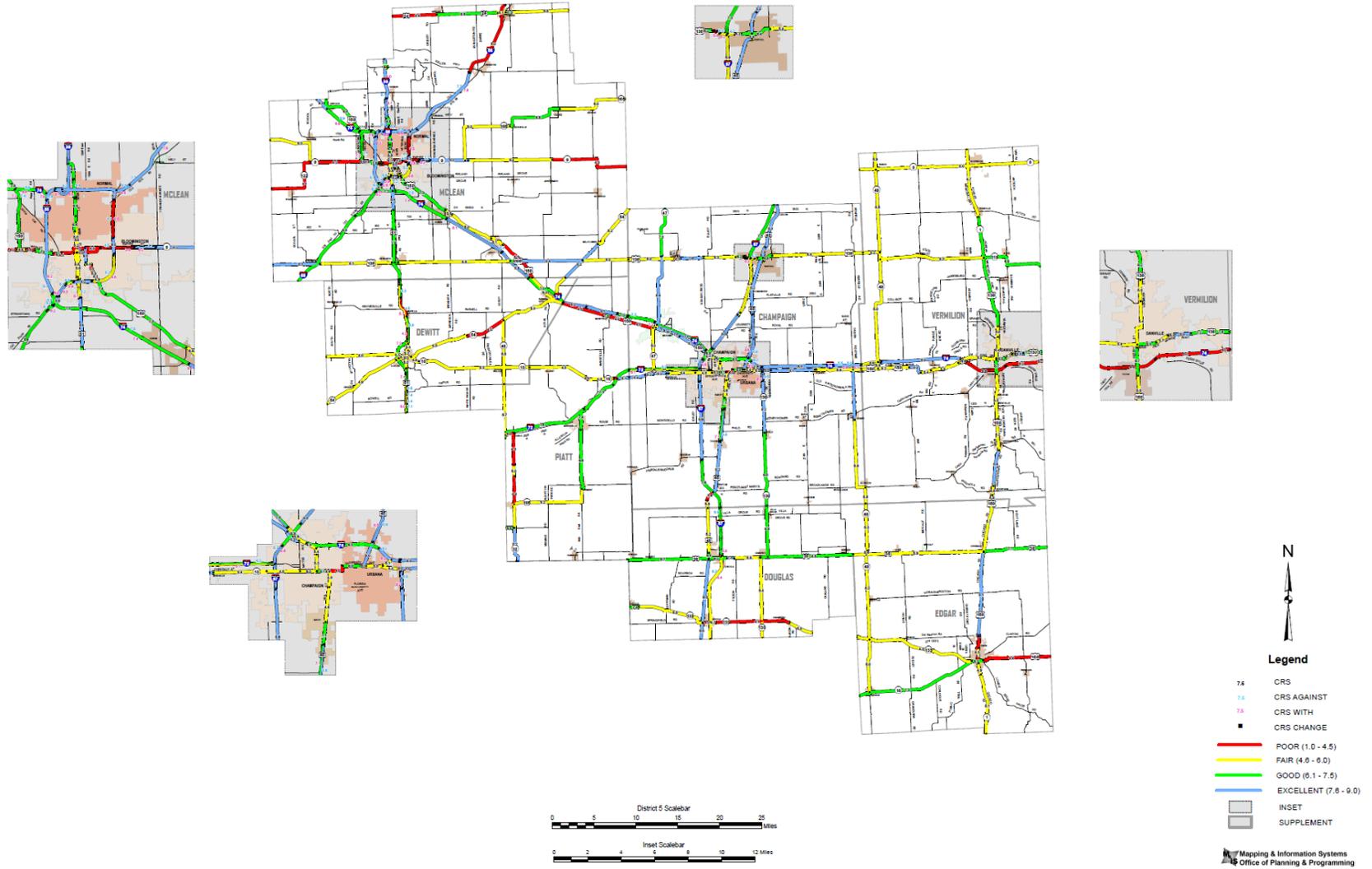
District 4 IRIS Marked Route System - 2019

Interstate CRS Ratings as of 12/31/19
Non-Interstate CRS Ratings as of 11/04/18



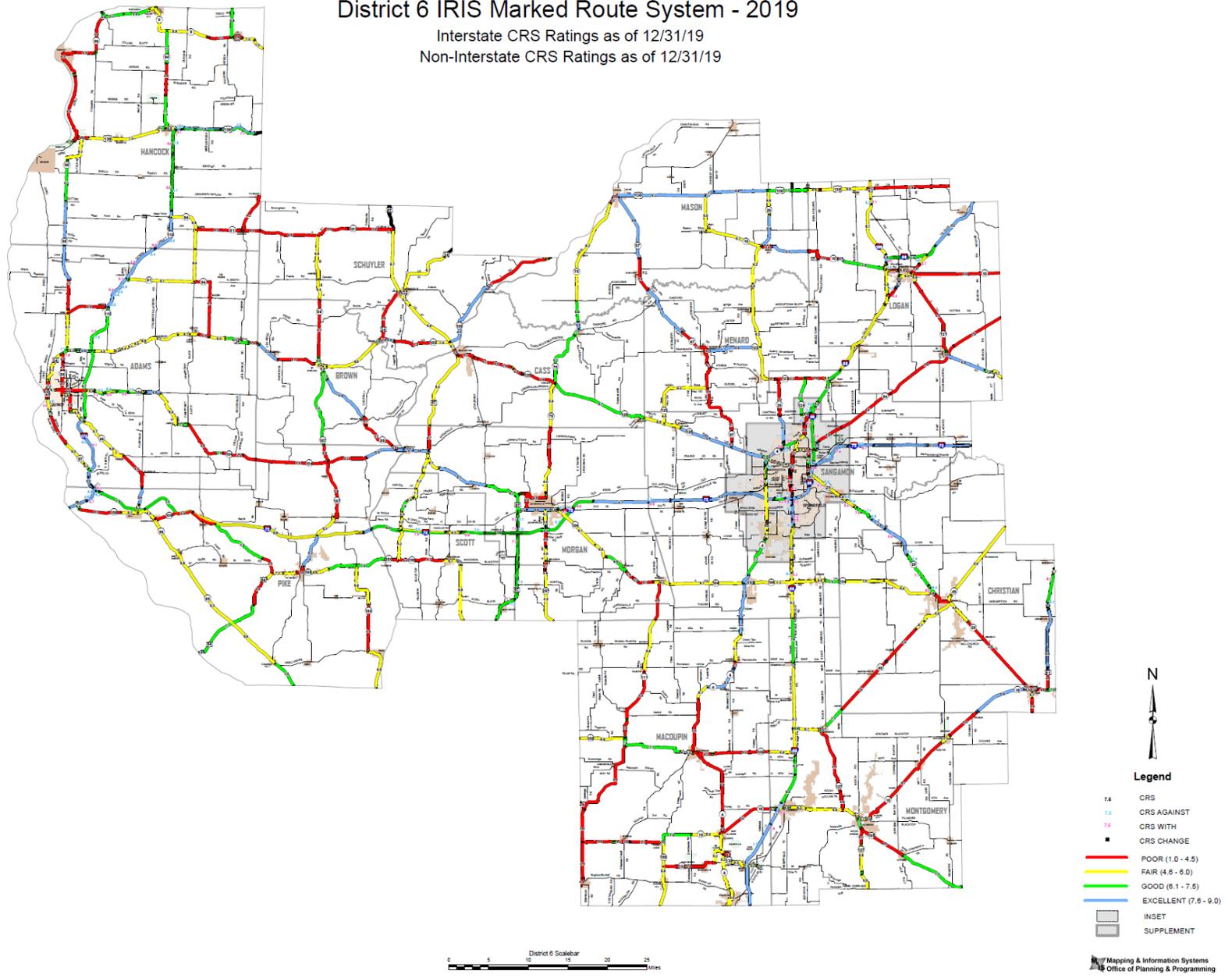
District 5 IRIS Marked Route System - 2019

Interstate CRS Ratings as of 12/31/19
 Non-Interstate CRS Ratings as of 11/04/18



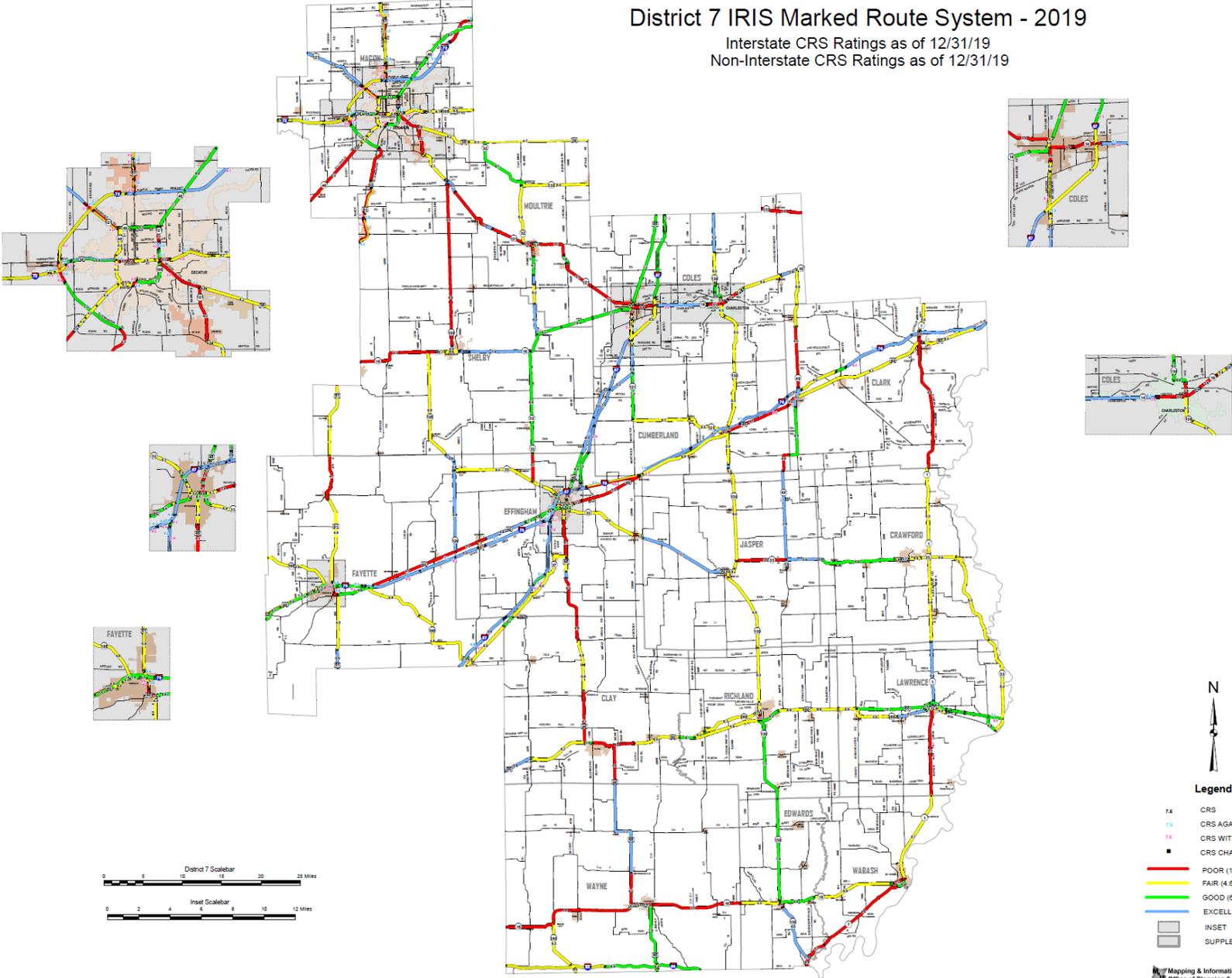
District 6 IRIS Marked Route System - 2019

Interstate CRS Ratings as of 12/31/19
Non-Interstate CRS Ratings as of 12/31/19



District 7 IRIS Marked Route System - 2019

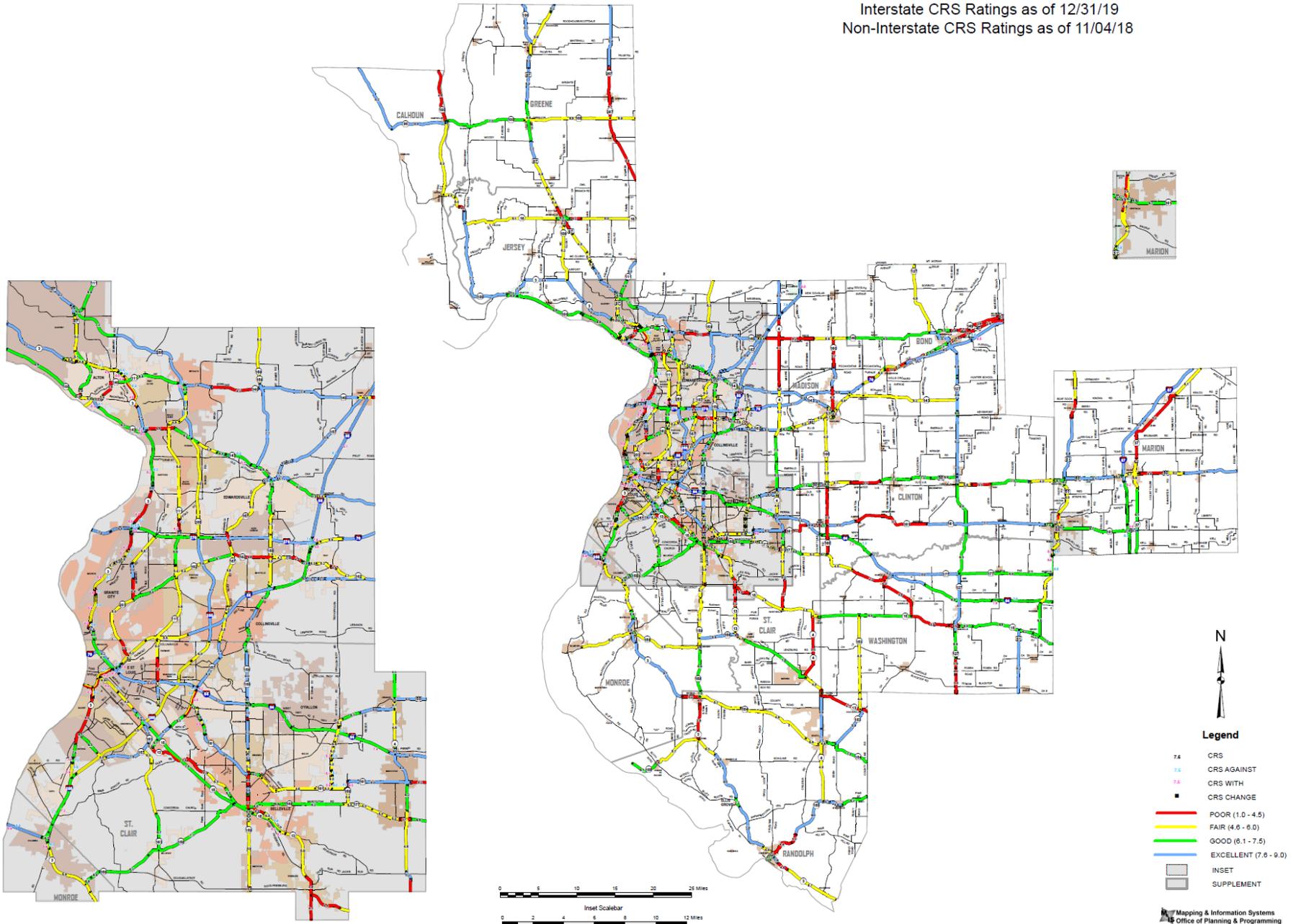
Interstate CRS Ratings as of 12/31/19
 Non-Interstate CRS Ratings as of 12/31/19



Mapping & Information Systems
 Office of Planning & Programming

District 8 IRIS Marked Route System - 2019

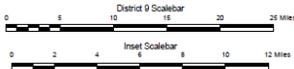
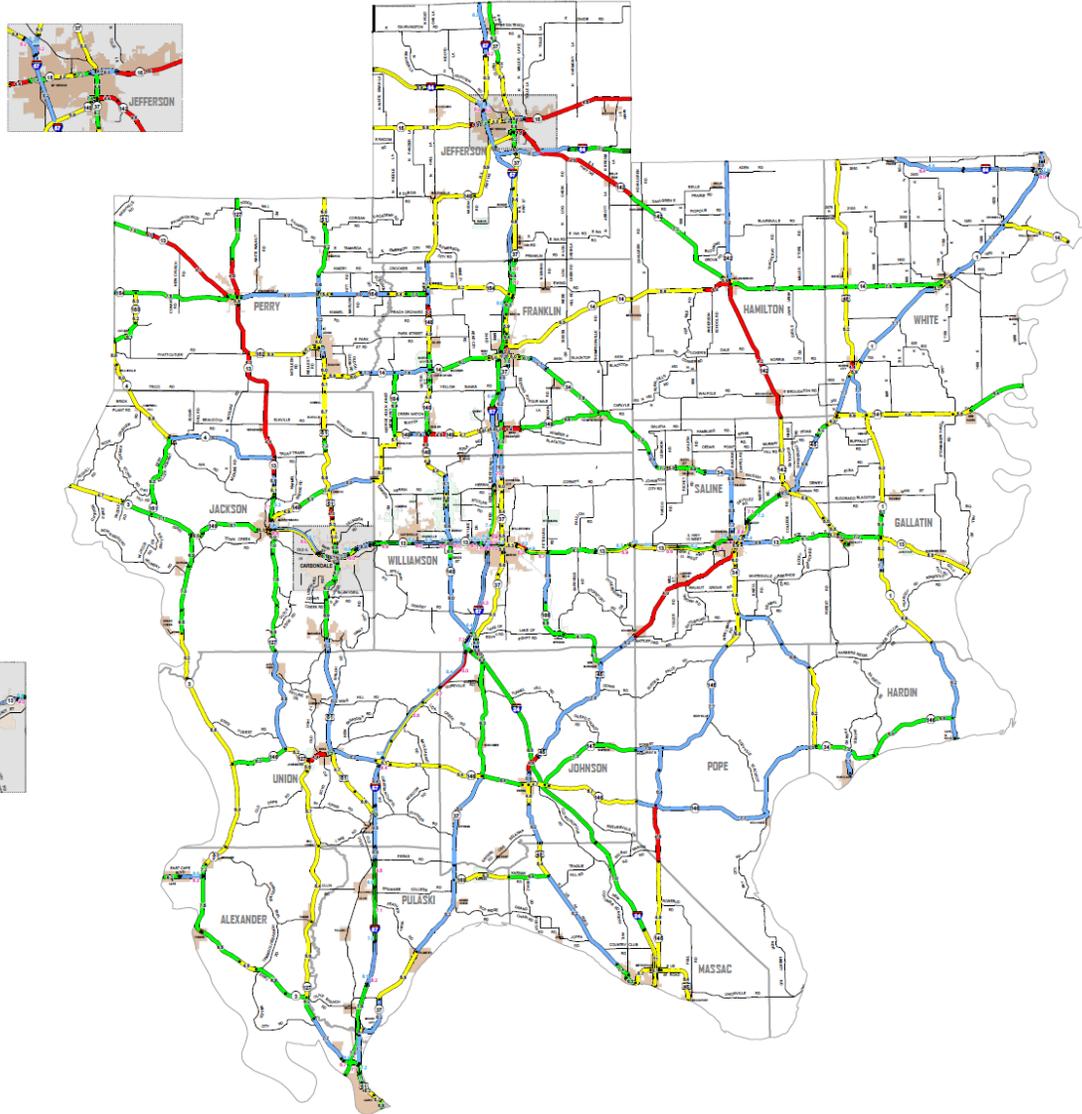
Interstate CRS Ratings as of 12/31/19
Non-Interstate CRS Ratings as of 11/04/18



District 9 IRIS Marked Route System - 2019

Interstate CRS Ratings as of 12/31/19

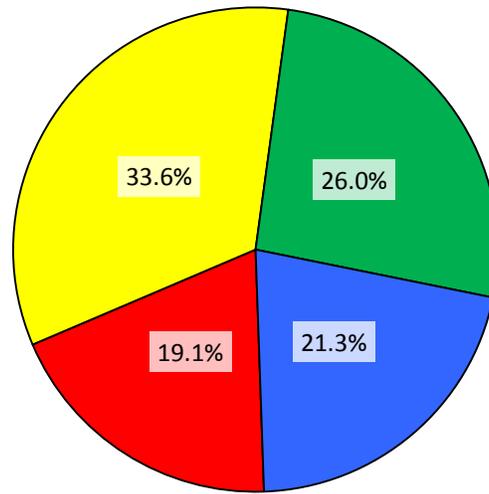
Non-Interstate CRS Ratings as of 11/04/18



Legend

- 7.4 CRS
- 7.6 CRS AGAINST
- 7.8 CRS WITH
- CRS CHANGE
- POOR (1.0 - 4.5)
- FAIR (4.6 - 6.0)
- GOOD (6.1 - 7.5)
- EXCELLENT (7.6 - 9.0)
- INSET
- SUPPLEMENT

Statewide Descriptive Categories All Systems 2019 CRS

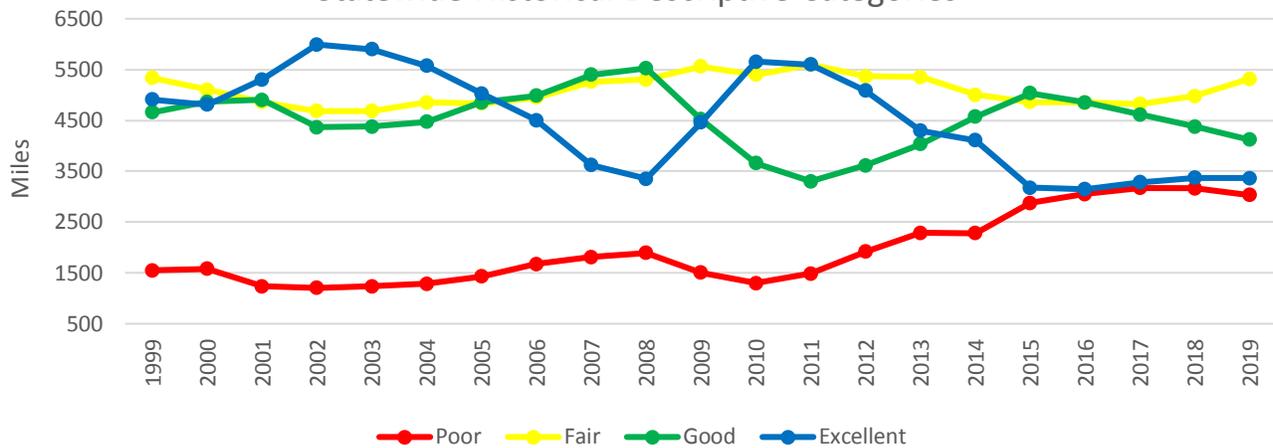


■ Poor
 ■ Fair
 ■ Good
 ■ Excellent

Statewide Historical Descriptive Category Comparison

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Poor (miles)	1,238	1,288	1,428	1,674	1,815	1,892	1,505	1,301	1,489	1,916	2,289	2,280	2,877	3,050	3,170	3,163	3,031
Fair (miles)	4,684	4,853	4,836	4,949	5,261	5,306	5,564	5,400	5,600	5,365	5,358	5,008	4,860	4,858	4,821	4,980	5,317
Good (miles)	4,379	4,470	4,852	4,988	5,400	5,526	4,523	3,659	3,304	3,615	4,037	4,574	5,039	4,854	4,615	4,380	4,120
Excellent (miles)	5,903	5,575	5,030	4,503	3,624	3,350	4,463	5,655	5,602	5,087	4,300	4,111	3,179	3,147	3,285	3,369	3,368

Statewide Historical Descriptive Categories



Weighted Average CRS

The weighted average condition rating is used to indicate the overall condition of the State's highway system. This value is obtained by multiplying miles of a CRS value by that CRS value, totaling these products, and then dividing the sum by total miles.

$$\text{Weighted Average CRS} = \frac{\sum (\text{CRS value of 1.0 to 9.0}) \cdot (\text{miles with each CRS value})}{\text{Total Miles}}$$

The FY 2019 statewide weighted average CRS for the state highway system remained a CRS of 6.1. This falls just within the good CRS descriptive category which has a range of 6.1 to 7.5. The FY 2019 weighted average CRS remained unchanged compared to the previous four years. The FY 2019 weighted average CRS continues to be one of the lowest values seen on the State's highway system in more than 20 years. A difference of 2 to 3 tenths of a point from one year to the next is considered a significant change.

The following pages provide a detailed breakdown of weighted average CRS statewide by highway system.

In 2005, nineteen counties were moved to different Districts as part of IDOT's overall reorganization plan. These moves continued into 2006 when three counties were moved from District 9 to District 7. Any comparison of District data between years needs to take into consideration changes to District boundaries during these years.

**Weighted Average Condition Rating
All Systems**

District	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1	6.7	6.8	6.8	6.6	6.5	6.5	6.4	6.4	6.9	7.0	7.0	7.0	6.7	6.9	6.6	6.5	6.8	6.8	6.8
2	6.3	6.4	6.4	6.3	6.3	6.2	6.0	5.7	6.0	6.3	6.2	6.0	6.0	6.3	6.3	6.0	6.1	6.0	6.1
3	6.5	6.6	6.6	6.7	6.6	6.4	6.2	6.1	6.2	6.4	6.2	6.0	5.9	6.2	5.8	5.6	5.5	5.3	5.4
4	7.0	6.9	6.7	6.0	5.9	5.8	5.6	5.9	6.8	7.5	7.3	7.0	6.7	6.3	6.1	6.1	5.9	6.1	5.9
5	6.5	6.8	6.6	6.6	6.6	6.2	6.1	6.0	6.3	6.7	6.6	6.4	6.1	5.9	5.9	6.1	6.0	6.1	5.9
6	6.5	6.6	6.8	7.1	6.8	6.7	6.4	6.3	6.0	6.2	6.3	6.3	6.2	6.1	5.9	5.9	5.8	5.6	5.6
7	6.7	6.7	6.3	6.3	6.3	6.1	6.1	6.1	6.0	6.0	6.0	5.9	6.0	6.0	5.7	5.6	5.7	5.5	5.9
8	6.8	6.9	6.9	6.9	6.7	6.6	6.6	6.7	6.7	6.7	6.7	6.6	6.3	6.5	6.3	6.3	6.3	6.3	6.2
9	6.7	6.9	6.9	6.9	6.7	6.6	6.4	6.4	6.6	6.7	6.7	6.6	6.3	6.7	6.5	6.7	6.5	6.4	6.2
Statewide	6.6	6.7	6.6	6.6	6.5	6.4	6.2	6.2	6.4	6.6	6.6	6.5	6.3	6.4	6.1	6.1	6.1	6.1	6.1

**Weighted Average Condition Rating
Interstate**

District	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1	7.5	7.7	7.6	7.5	7.2	7.3	7.0	7.1	6.8	7.7	7.9	7.8	7.6	7.5	7.1	7.3	7.0	7.0	6.7
2	7.0	7.9	7.6	7.2	7.2	7.3	6.9	6.4	6.3	6.7	6.4	6.3	6.0	6.7	7.8	7.8	7.6	7.6	7.5
3	7.5	7.8	7.5	7.6	7.3	6.9	6.6	6.2	6.3	6.8	6.6	6.6	6.2	6.6	6.2	6.6	6.4	6.7	6.4
4	6.7	7.3	7.2	7.2	7.1	7.1	6.8	6.7	7.4	6.7	6.6	6.4	6.1	6.1	6.2	6.5	6.5	6.9	6.9
5	7.0	7.2	7.1	6.9	6.9	6.7	6.4	6.2	6.7	7.5	7.3	7.2	6.9	6.6	6.8	7.1	7.1	7.2	7.0
6	7.0	7.5	7.9	7.7	7.4	7.2	6.9	6.7	6.7	7.0	6.9	7.0	6.7	7.0	7.0	7.3	7.1	7.0	6.8
7	7.4	7.7	7.4	7.1	7.1	7.1	7.0	6.7	6.8	6.3	6.2	6.5	6.2	7.0	6.9	7.3	7.0	7.3	7.2
8	7.4	7.4	7.0	7.1	7.0	6.8	6.6	6.7	6.8	6.7	6.9	6.6	6.4	7.5	7.2	7.6	7.4	7.6	7.4
9	7.0	7.3	7.0	7.1	7.1	7.0	6.8	6.7	6.9	7.2	7.1	6.9	6.7	6.6	6.8	7.3	7.2	7.0	7.0
Statewide	7.1	7.5	7.3	7.3	7.2	7.0	6.8	6.6	6.7	7.0	6.9	6.9	6.5	6.9	6.9	7.2	7.0	7.1	7.0

**Weighted Average Condition Rating
Other Marked**

District	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1	6.9	7.0	7.1	6.9	6.7	6.6	6.5	6.5	7.0	7.0	7.0	6.9	6.6	7.0	6.8	6.6	6.9	6.9	7.1
2	6.3	6.2	6.3	6.2	6.2	6.1	6.0	5.7	6.2	6.4	6.3	6.2	6.2	6.4	6.2	5.9	6.0	5.9	6.0
3	6.5	6.5	6.5	6.7	6.6	6.5	6.2	6.1	6.3	6.4	6.2	6.0	5.9	6.2	5.8	5.6	5.4	5.2	5.3
4	7.1	7.0	6.7	5.9	5.8	5.7	5.5	5.8	6.8	7.7	7.4	7.2	6.8	6.3	6.1	6.1	5.9	6.0	5.8
5	6.7	7.0	6.8	6.8	6.8	6.4	6.3	6.0	6.4	6.7	6.6	6.3	6.1	5.8	5.8	6	5.9	5.9	5.7
6	6.6	6.6	6.9	7.3	7.0	6.8	6.5	6.4	6.1	6.3	6.4	6.4	6.4	6.2	6.0	5.8	5.7	5.5	5.4
7	6.7	6.7	6.2	6.3	6.4	6.2	6.1	6.2	6.1	6.1	6.1	6.0	6.1	6.0	5.6	5.5	5.6	5.3	5.7
8	6.9	7.0	7.2	7.1	6.8	6.7	6.8	6.8	6.9	6.6	6.6	6.5	6.2	6.3	6.2	6.2	6.1	6.2	6.1
9	6.7	6.9	6.9	6.9	6.6	6.5	6.4	6.4	6.7	6.7	6.7	6.7	6.4	6.8	6.6	6.7	6.5	6.5	6.2
Statewide	6.7	6.8	6.7	6.7	6.6	6.4	6.3	6.2	6.5	6.7	6.6	6.5	6.3	6.4	6.1	6.1	6.0	6.0	6.0

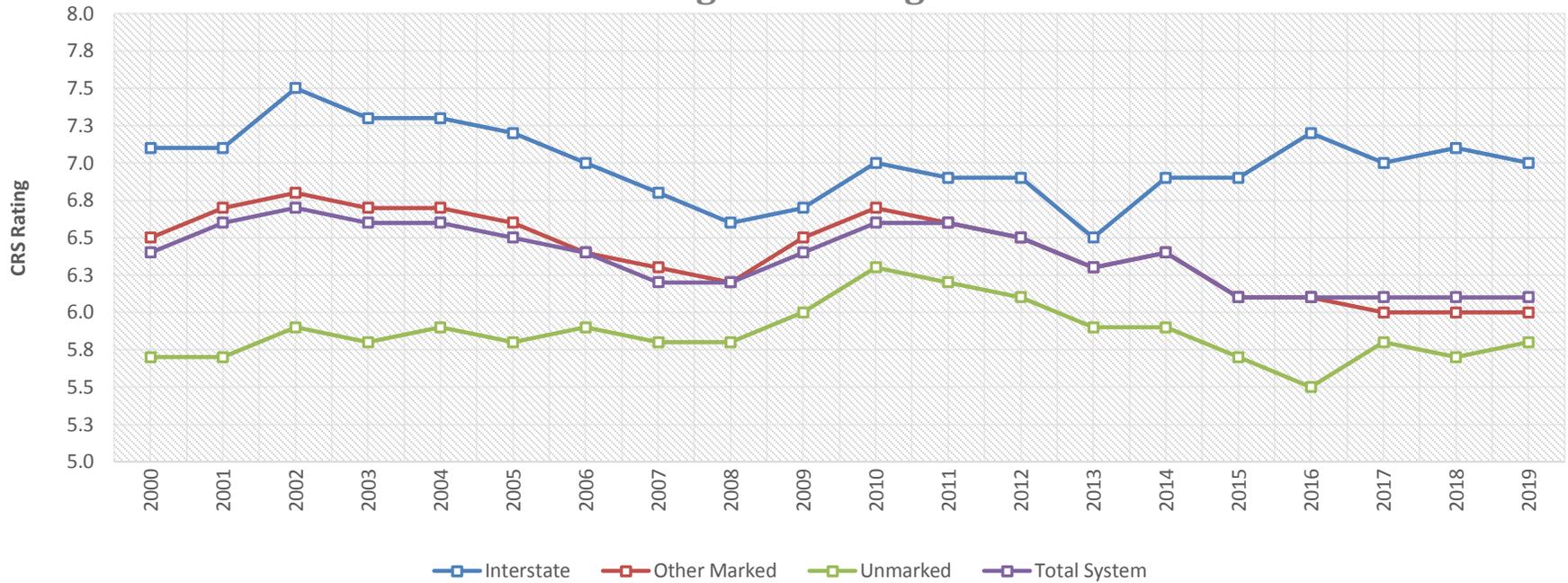
**Weighted Average Condition Rating
Unmarked**

District	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1	6.1	6.8	6.1	6.0	6.0	6.1	6.1	6.2	6.8	7.0	6.9	6.9	6.6	6.6	6.3	6.1	6.6	6.5	6.4
2	5.6	5.7	6.2	6.3	6.0	5.8	5.6	5.3	5.3	5.3	5.3	5.0	5.1	5.3	5.4	5.2	5.7	5.5	5.6
3	5.3	5.2	5.5	5.2	5.5	5.5	5.5	5.3	5.5	5.4	5.4	5.0	4.9	4.7	4.3	4.2	4.1	3.8	4.3
4	5.5	5.6	5.5	5.1	5.0	5.3	5.3	5.7	6.4	6.7	6.5	6.4	6.1	5.7	5.6	5.3	5.0	5.5	5.2
5	5.5	5.6	5.5	5.5	5.5	5.4	5.4	5.3	5.7	5.7	5.6	5.6	5.4	5.4	5.2	5.2	5.3	5.4	5.2
6	5.7	5.7	5.9	5.9	5.9	6.1	5.8	5.6	5.3	5.4	5.6	5.4	5.3	5.2	5.2	5	5.3	5.0	5.4
7	5.9	5.8	5.7	5.9	5.3	5.3	5.2	5.0	5.0	5.3	5.5	5.4	5.3	5.2	4.9	4.6	5.2	4.9	5.6
8	5.8	6.3	5.9	6.0	5.9	6.2	6.1	6.2	6.0	7.0	7.0	6.9	6.6	6.5	6.3	6.1	6.1	6.1	5.9
9	6.2	6.6	6.7	6.5	6.3	6.2	6.0	6.0	5.8	5.8	5.7	5.5	5.3	5.2	5.0	5.3	5.1	5.3	5.3
Statewide	5.7	5.9	5.8	5.9	5.8	5.9	5.8	5.8	6.0	6.3	6.2	6.1	5.9	5.9	5.7	5.5	5.8	5.7	5.8

Weighted Average Condition Rating Comparison Statewide

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Interstate	7.1	7.5	7.3	7.3	7.2	7.0	6.8	6.6	6.7	7.0	6.9	6.9	6.5	6.9	6.9	7.2	7.0	7.1	7.0
Other Marked	6.7	6.8	6.7	6.7	6.6	6.4	6.3	6.2	6.5	6.7	6.6	6.5	6.3	6.4	6.1	6.1	6.0	6.0	6.0
Unmarked	5.7	5.9	5.8	5.9	5.8	5.9	5.8	5.8	6.0	6.3	6.2	6.1	5.9	5.9	5.7	5.5	5.8	5.7	5.8
Statewide	6.6	6.7	6.6	6.6	6.5	6.4	6.2	6.2	6.4	6.6	6.6	6.5	6.3	6.4	6.1	6.1	6.1	6.1	6.1

Weighted Average CRS



National Highway System

The National Highway System (NHS) includes highways important to the nation's economy, mobility and defense. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) required the creation of the NHS and identified certain strategic routes to be part of the network. Over the next several years additional routes were added with the cooperation of state transportation departments, metropolitan planning organizations and other local partners. In 1995 Congress approved the approximate 160,000-mile nationwide NHS, with Illinois' portion of about 5,600 miles. Congress developed the concept of the NHS as a way for states to focus federal resources on the nation's most important roads. The NHS consists of a combination of State, toll, and local jurisdiction miles. The multiple jurisdictions are the reason for the larger number of unknown miles in the following tables.

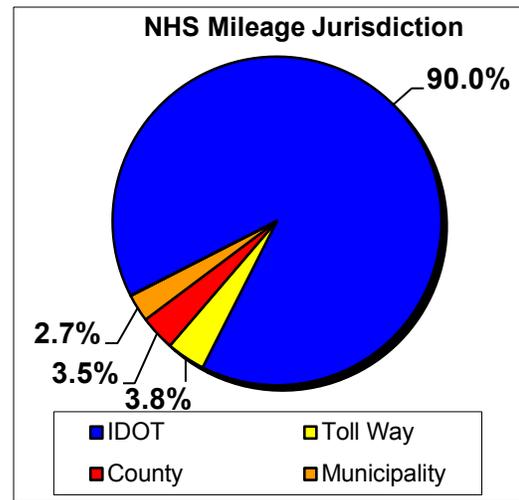
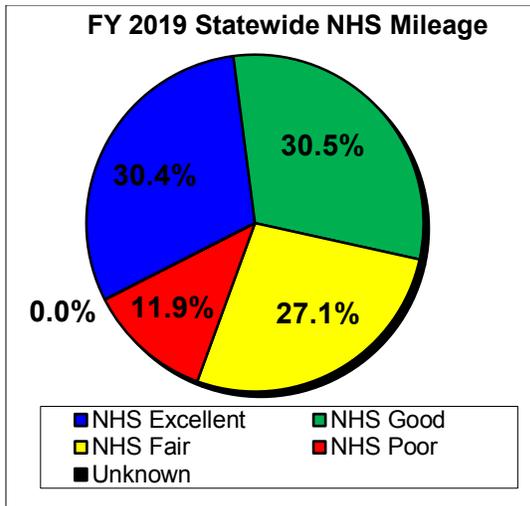
The 2012 legislation, Moving Ahead for Progress in the 21st Century (MAP-21), expanded the miles of NHS by creating an enhanced NHS network. On October 1, 2012 the NHS was expanded to about 230,000 miles nationwide. This expansion added about 2,100 miles to Illinois' existing NHS network, for a total of 7,885 miles statewide. The department has been working with local officials and FHWA to review Illinois' NHS and reclassify routes as needed. This NHS reassessment was completed in late summer 2018 leaving Illinois' NHS with about 7,751 miles; of this mileage 6,973 miles are under the jurisdiction of IDOT.

The tables below provide condition information for the State and Local jurisdiction NHS by district and statewide.

**Illinois - National Highway System Miles
State & Local Jurisdiction**

District	Unknown*	Poor CRS = 1.0-4.5	Fair CRS = 4.6-6.0	Good CRS = 6.1-7.5	Excellent CRS = 7.6-9.0	Total
1	0.52	80.55	421.52	969.78	777.40	2,249.77
2	0.00	110.22	172.34	248.25	263.37	794.18
3	0.00	90.17	242.89	149.06	191.26	673.38
4	0.00	61.78	217.54	152.90	151.34	583.56
5	0.06	57.49	171.94	162.10	174.08	565.67
6	0.00	175.03	250.60	199.62	202.29	827.54
7	0.00	201.49	234.17	125.20	168.99	729.85
8	0.10	91.06	225.29	187.26	291.42	795.13
9	0.00	56.68	164.14	171.06	139.64	531.52
Statewide	0.68	924.47	2,100.43	2,365.23	2,359.79	7,750.60

*Data not available due to various collection/operating constraints or non-state jurisdiction



**Illinois - National Highway System Miles
State Jurisdiction**

District	Unknown	Poor CRS = 1.0 to 4.5	Fair CRS = 4.6 to 6.0	Good CRS = 6.1 to 7.5	Excellent CRS = 7.6 to 9.0	Total
District 1	0.06	61.19	319.48	697.46	590.38	1,668.57
District 2	0.00	98.70	157.30	205.57	209.16	670.73
District 3	0.00	90.17	241.00	129.64	191.26	652.07
District 4	0.00	60.23	213.49	151.96	150.61	576.29
District 5	0.06	55.09	168.45	157.45	167.31	548.36
District 6	0.00	174.79	250.47	199.15	200.05	824.46
District 7	0.00	201.49	234.07	123.46	168.62	727.64
District 8	0.09	88.91	223.36	179.00	284.86	776.22
District 9	0.00	56.68	164.14	168.90	139.64	529.36
Total:	0.21	887.25	1971.76	2012.59	2101.89	6973.70

Asset Management Implementation Transportation Asset Management Plan and State of Acceptable Condition

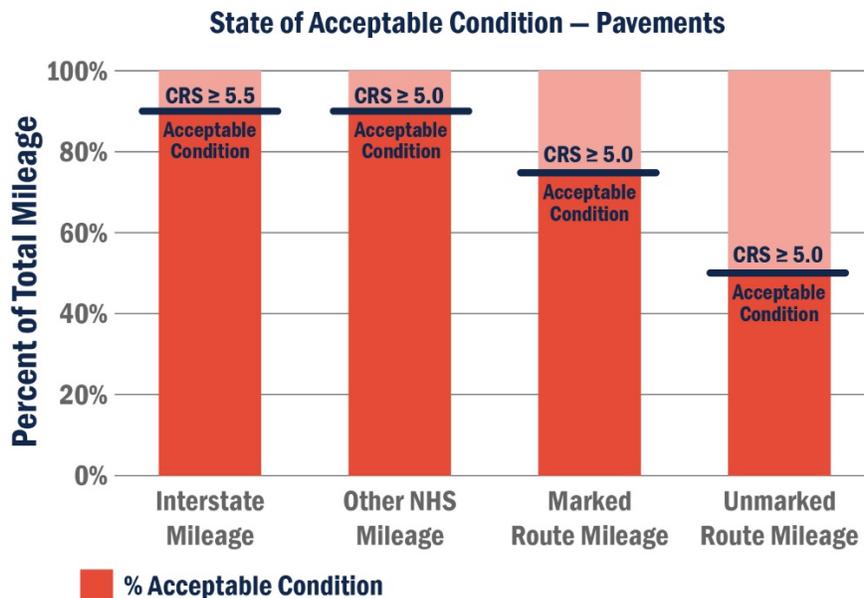
IDOT has developed and implemented a Transportation Asset Management Plan (TAMP) consistent with 23 U.S.C. 119 and 23 CFR part 515. As outlined in the TAMP, the Department has implemented a proactive life cycle planning approach, that recognizes the importance of preservation activities before the pavements deteriorate below an acceptable condition.

This approach uses CRS values to determine the percentage of the highway system that is in a “State of Acceptable Condition,” representing a CRS value of 5.5 or higher for Interstates and 5.0 for Other NHS and Non-NHS routes. These CRS values were selected because they represent the condition at which preservation treatments are considered viable. The preservation work will focus on keeping the good pavements in acceptable condition before they fall to a lower rating and warrant a higher cost improvement.

The State of Acceptable Condition and the percentage goals are as follows:

- 90 percent of interstates at a CRS rating of 5.5 or higher
- 90 percent of non-interstate NHS roads at a CRS rating of 5.0 or higher
- 75 percent of non-NHS marked roads at a CRS rating of 5.0 or higher
- 50 percent of non-NHS unmarked roads at a CRS rating of 5.0 or higher

The chart below shows the State of Acceptable Conditions for each system graphically:



Beginning with the FY 2019-2024 Multi-Year Program (MYP), the department is performing treatments in all stages of the system’s life cycle. The goal is to program 80 percent of the miles in the MYP as reconstruction/rehabilitation work and 20 percent of the miles as preservation work based on the number of miles of roads programmed in each district.

Due to current system conditions, it will take several years to achieve our goals of acceptable condition. Moving in this direction in the long run will provide a more cost-effective and manageable

transportation system. The following summary tables display the current State of Acceptable Condition percentages by centerline miles for each highway district for the interstate, other NHS, marked, and unmarked systems.

State of Acceptable Condition Targets by District - State Jurisdiction

IDOT District	NHS						Non-NHS					
	Interstate Target: 90%			Other NHS Target: 90%			Marked Target: 75%			Unmarked Target: 50%		
	SOAC Miles	Total Miles	SOA C %	SOAC Miles	Total Miles	SOA C %	SOAC Miles	Total Miles	SOA C %	SOAC Miles	Total Miles	SOA C %
1	183.31	217.76	84%	1,378.84	1,450.75	95%	311.33	321.47	97%	640.34	731.12	88%
2	155.11	168.36	92%	368.52	502.37	73%	545.64	736.51	74%	119.54	200.48	60%
3	187.30	250.12	75%	301.78	401.95	75%	384.40	914.00	42%	24.40	95.20	26%
4	126.97	154.38	82%	347.74	421.91	82%	777.82	997.17	78%	43.06	70.03	61%
5	210.89	233.18	90%	263.05	315.12	83%	355.17	563.11	63%	96.52	176.03	55%
6	201.97	253.33	80%	352.96	571.13	62%	417.96	904.48	46%	191.77	342.98	56%
7	169.15	221.58	76%	253.83	506.06	50%	449.60	628.26	72%	168.59	261.39	64%
8	187.33	210.05	89%	424.13	566.08	75%	464.71	695.66	67%	231.09	299.03	77%
9	157.98	183.78	86%	283.66	345.58	82%	688.05	808.12	85%	64.68	116.19	56%
Staterwid	1,580.01	1,892.54	83%	3,974.51	5,080.95	78%	4,394.68	6,568.78	67%	1,579.99	2,292.45	69%

State of Acceptable Condition Targets NHS - by District State and Local Jurisdiction

IDOT District	Interstate Target: 90%			Marked NHS Target: 90%			Unmarked NHS Target: 90%		
	SOAC	Total	SOAC %	SOAC	Total	SOAC %	SOAC	Total	SOAC %
1	415.70	424.69	98%	1,218.98	1,314.18	93%	465.03	505.18	92%
2	217.64	235.67	92%	365.23	488.60	75%	49.71	69.59	71%
3	236.94	268.38	88%	248.39	399.71	62%	2.97	5.29	56%
4	115.47	154.38	75%	342.77	419.47	82%	7.39	10.01	74%
5	209.56	233.18	90%	269.05	308.99	87%	20.53	23.44	88%
6	229.21	253.33	90%	356.54	550.77	65%	14.07	23.44	60%
7	193.61	221.58	87%	223.77	492.57	45%	3.56	15.70	23%
8	194.16	210.05	92%	434.47	557.59	78%	15.81	27.48	58%
9	168.88	183.78	92%	288.99	345.58	84%	2.16	2.16	100%
Statewide	1,981.17	2,185.04	91%	3,748.19	4,877.46	77%	581.23	682.29	85%

*Interstate includes toll miles

The following tables provide further detail of the current State of Acceptable Condition miles both statewide and for each of the nine districts. The State of Acceptable Condition miles are divided by whether the pavement is in excellent condition or if in a preservation eligible condition. The preservation eligible miles are at the opportune time to apply low-cost preservation treatments to maintain the pavement at an acceptable condition. The preservation treatment will keep the pavement from falling below the State of Acceptable Condition threshold and requiring a more costly treatment. The miles currently below the State of Acceptable Condition must be evaluated using the department's decision trees to determine the treatments necessary to maximize the life cycle of the pavement.

Statewide – State of Acceptable Condition

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	2,359.79	3,915.20	6,274.99	81%	90%	1,474.93	19%	7,749.92
Interstate	939.74	929.32	1,869.06	86%	-	315.98	14%	2,185.04
State	817.25	762.76	1,580.01	83%	-	312.53	17%	1,892.54
Toll	122.49	166.56	289.05	99%	-	3.45	1%	292.50
Non-Interstate	1,420.05	2,985.88	4,405.93	79%	90%	1,158.95	21%	5,564.88
State	1,284.64	2,689.87	3,974.51	78%	-	1,106.44	22%	5,080.95
Local	135.41	296.01	431.42	89%	-	52.51	11%	483.93
Non-NHS	1,265.94	4,708.73	5,974.67	67%	NA	2,886.56	33%	8,861.23
Marked	918.08	3,476.60	4,394.68	67%	75%	2,174.10	33%	6,568.78
Unmarked	347.86	1,232.13	1,579.99	69%	50%	712.46	31%	2,292.45
Statewide Total:	3,625.73	8,623.93	12,249.66	74%	NA	4,361.49	26%	16,611.15

District 1 – State of Acceptable Condition

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	777.40	1,334.63	2,112.03	94%	90%	137.22	6%	2,249.25
Interstate	128.54	258.25	386.79	91%	-	37.90	9%	424.69
State	51.46	131.85	183.31	84%	-	34.45	16%	217.76
Toll	77.08	126.40	203.48	98%	-	3.45	2%	206.93
Non-Interstate	648.86	1,076.38	1,725.24	95%	90%	99.32	5%	1,824.56
State	538.92	839.92	1,378.84	95%	-	71.91	5%	1,450.75
Local	109.94	236.46	346.40	93%	-	27.41	7%	373.81
Non-NHS	277.89	673.78	951.67	90%	NA	100.92	10%	1,052.59
Marked	143.26	168.07	311.33	97%	75%	10.14	3%	321.47
Unmarked	134.63	505.71	640.34	88%	50%	90.78	12%	731.12
District 1 Total:	1,055.29	2,008.41	3,063.70	93%	NA	238.14	7%	3301.84

District 2 – State of Acceptable Condition

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	263.37	369.36	632.73	80%	90%	161.45	20%	794.18
Interstate	162.26	60.16	222.42	94%	-	13.25	6%	235.67
State	116.85	38.26	155.11	92%	-	13.25	8%	168.36
Toll	45.41	21.90	67.31	100%	-	0.00	0%	67.31
Non-Interstate	101.11	309.20	410.31	73%	90%	148.20	27%	558.51
State	92.31	276.21	368.52	73%	-	133.85	27%	502.37
Local	8.80	32.99	41.79	74%	-	14.35	26%	56.14
Non-NHS	135.85	529.33	665.18	71%	NA	271.81	29%	936.99
Marked	98.12	447.52	545.64	74%	75%	190.87	26%	736.51
Unmarked	37.73	81.81	119.54	60%	50%	80.94	40%	200.48
District 2 Total:	399.22	898.69	1,297.91	75%	NA	433.26	25%	1,731.17

District 3 – State of Acceptable Condition

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	191.26	317.52	508.78	76%	90%	164.60	24%	673.38
Interstate	71.20	134.36	205.56	77%	-	62.82	23%	268.38
State	71.20	116.10	187.30	75%	-	62.82	25%	250.12
Toll	0.00	18.26	18.26	100%	-	0.00	0%	18.26
Non-Interstate	120.06	183.16	303.22	75%	90%	101.78	25%	405.00
State	120.06	181.72	301.78	75%	-	100.17	25%	401.95
Local	0.00	1.44	1.44	47%	-	1.61	53%	3.05
Non-NHS	84.12	324.68	408.80	41%	NA	600.40	59%	1,009.20
Marked	71.78	312.62	384.40	42%	75%	529.60	58%	914.00
Unmarked	12.34	12.06	24.40	26%	50%	70.80	74%	95.20
District 3 Total:	275.38	642.20	917.58	55%	NA	765.00	45%	1,682.58

District 4 – State of Acceptable Condition

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	151.34	328.06	479.40	82%	90%	104.16	18%	583.56
Interstate	64.21	62.76	126.97	82%	-	27.41	18%	154.38
State	64.21	62.76	126.97	82%	-	27.41	18%	154.38
Non-Interstate	87.13	265.30	352.43	82%	90%	76.75	18%	429.18
State	86.40	261.34	347.74	82%	-	74.17	18%	421.91
Local	0.73	3.96	4.69	65%	-	2.58	35%	7.27
Non-NHS	41.22	779.66	820.88	77%	NA	246.32	23%	1,067.20
Marked	38.94	738.88	777.82	78%	75%	219.35	22%	997.17
Unmarked	2.28	40.78	43.06	61%	50%	26.97	39%	70.03
District 4 Total:	192.56	1,107.72	1,300.28	79%	NA	350.48	21%	1,650.76

District 5 – State of Acceptable Condition

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	174.08	313.74	487.82	86%	90%	77.79	14%	565.61
Interstate	93.14	117.75	210.89	90%	-	22.29	10%	233.18
State	93.14	117.75	210.89	90%	-	22.29	10%	233.18
Non-Interstate	80.94	195.99	276.93	83%	90%	55.50	17%	332.43
State	74.17	188.88	263.05	83%	-	52.07	17%	315.12
Local	6.77	7.11	13.88	80%	-	3.43	20%	17.31
Non-NHS	85.23	366.46	451.69	61%	NA	287.45	39%	739.14
Marked	69.35	285.82	355.17	63%	75%	207.94	37%	563.11
Unmarked	15.88	80.64	96.52	55%	50%	79.51	45%	176.03
District 5 Total:	259.31	680.20	939.51	72%	NA	365.24	28%	1,304.75

District 6 – State of Acceptable Condition

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	202.29	355.48	557.77	67%	90%	269.77	33%	827.54
Interstate	94.41	107.56	201.97	80%	-	51.36	20%	253.33
State	94.41	107.56	201.97	80%	-	51.36	20%	253.33
Non-Interstate	107.88	247.92	355.80	62%	90%	218.41	38%	574.21
State	105.64	247.32	352.96	62%	-	218.17	38%	571.13
Local	2.24	0.60	2.84	92%	-	0.24	8%	3.08
Non-NHS	131.05	478.68	609.73	49%	NA	637.73	51%	1,247.46
Marked	92.46	325.50	417.96	46%	75%	486.52	54%	904.48
Unmarked	38.59	153.18	191.77	56%	50%	151.21	44%	342.98
District 6 Total:	333.34	834.16	1,167.50	56%	NA	907.50	44%	2,075.00

District 7 – State of Acceptable Condition

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	168.99	256.20	425.19	58%	90%	304.66	42%	729.85
Interstate	123.19	45.96	169.15	76%	-	52.43	24%	221.58
State	123.19	45.96	169.15	76%	-	52.43	24%	221.58
Non-Interstate	45.80	210.24	256.04	50%	90%	252.23	50%	508.27
State	45.43	208.40	253.83	50%	-	252.23	50%	506.06
Local	0.37	1.84	2.21	100%	-	0.00	0%	2.21
Non-NHS	156.34	461.85	618.19	69%	NA	271.46	31%	889.65
Marked	108.21	341.39	449.60	72%	75%	178.66	28%	628.26
Unmarked	48.13	120.46	168.59	64%	50%	92.80	36%	261.39
District 7 Total:	325.33	718.05	1,043.38	64%	NA	576.12	36%	1,619.50

District 8 – State of Acceptable Condition

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	291.42	336.05	627.47	79%	90%	167.56	21%	795.03
Interstate	126.38	60.95	187.33	89%	-	22.72	11%	210.05
State	126.38	60.95	187.33	89%	-	22.72	11%	210.05
Non-Interstate	165.04	275.10	440.14	75%	90%	144.84	25%	584.98
State	158.48	265.65	424.13	75%	-	141.95	25%	566.08
Local	6.56	9.45	16.01	85%	-	2.89	15%	18.90
Non-NHS	203.97	491.83	695.80	70%	NA	298.89	30%	994.69
Marked	160.37	304.34	464.71	67%	75%	230.95	33%	695.66
Unmarked	43.60	187.49	231.09	77%	50%	67.94	23%	299.03
District 8 Total:	495.39	827.88	1,323.27	74%	NA	466.45	26%	1,789.72

District 9 – State of Acceptable Condition

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	139.64	304.16	443.80	83%	90%	87.72	17%	531.52
Interstate	76.41	81.57	157.98	86%	-	25.80	14%	183.78
State	76.41	81.57	157.98	86%	-	25.80	14%	183.78
Non-Interstate	63.23	222.59	285.82	82%	90%	61.92	18%	347.74
State	63.23	220.43	283.66	82%	-	61.92	18%	345.58
Local	0.00	2.16	2.16	100%	-	0.00	0%	2.16
Non-NHS	150.27	602.46	752.73	81%	NA	171.58	19%	924.31
Marked	135.59	552.46	688.05	85%	75%	120.07	15%	808.12
Unmarked	14.68	50.00	64.68	56%	50%	51.51	44%	116.19
District 9 Total:	289.91	906.62	1,196.53	82%	NA	259.30	18%	1,455.83

International Roughness Index (IRI)

The International Roughness Index or IRI is a measurement of the longitudinal profile of a pavement surface. The IRI value represents the accumulation in inches of vertical movement per mile of a vehicle driving over a roadway surface.

The higher the IRI values, the rougher the ride. Typical IRI ranges include: Good (below 95), Fair (95-170), Poor (above 170). While lower IRI represents smoother riding pavement, additional measures of pavement distresses are needed to obtain a comprehensive assessment of pavement conditions.

IRI is collected by the DCVs when performing the CRS collection. IRI is not reported in areas of anomalous road conditions (non-final surfaces in construction zones for example), bridges, railroad crossings, or locations where the DCV is driving at rate of speed that is below the operating threshold of the profiler.

There are also roads for which it is not practical for the DCV to collect data. For example, these roads may be of gravel construction or may be in a remote location. In such cases, the roads will not have an IRI value collected by the DCV.

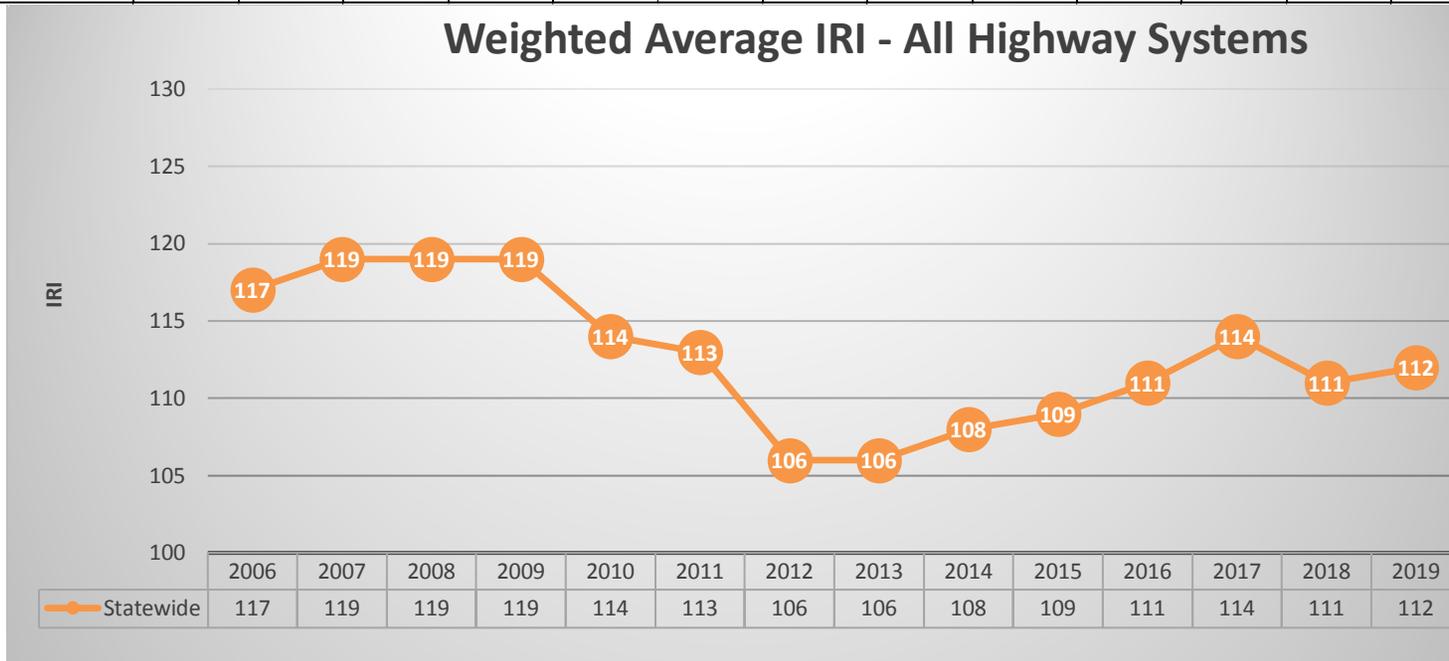
Roadways that were resurfaced after the CRS collection, and the CRS updated in IRIS, will not have an IRI value. The IRI will be collected in the next CRS.

The weighted average IRI is used to indicate the overall ride quality of the state system. This value is obtained by multiplying miles of an IRI value by that IRI value, totaling these products, and then dividing the sum by the total miles. Roadways with a zero IRI are not included.

The following pages provide a breakdown of IRI values.

Weighted Average IRI - All Systems

District	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1	174	185	187	170	161	152	150	158	156	155	155	151	149
2	120	121	126	125	115	110	108	104	111	109	117	115	120
3	104	103	100	99	97	95	100	100	98	98	106	105	107
4	112	109	108	98	98	84	84	92	91	98	98	98	98
5	106	102	101	97	96	96	96	97	97	102	102	101	101
6	104	101	103	103	102	93	97	97	102	101	107	107	111
7	111	110	112	112	110	105	101	99	106	106	111	111	111
8	108	104	104	105	108	98	97	98	98	106	106	97	95
9	89	84	84	86	91	87	87	89	89	95	95	84	83
Statewide	119	119	119	114	113	106	106	108	109	111	114	111	112

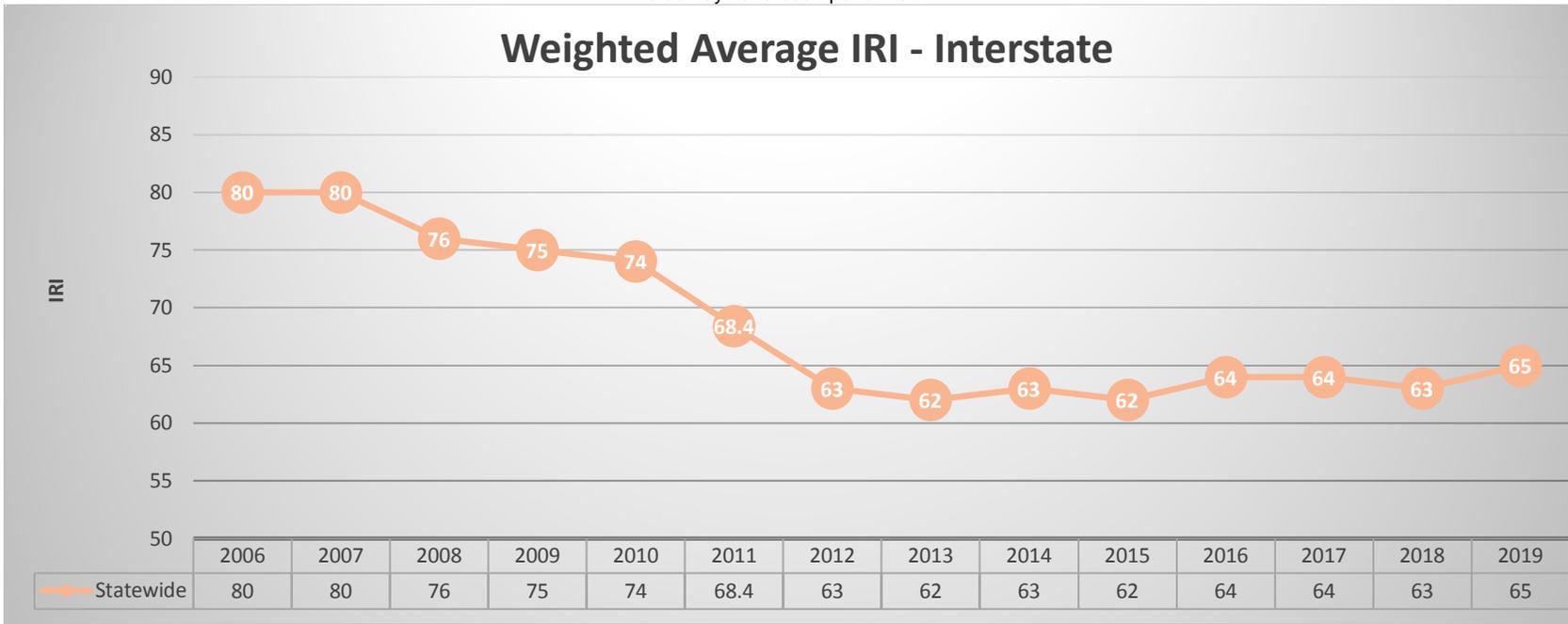


IRI Categories Good = <95 Fair = 95-170 Poor = >170

Weighted Average IRI – Interstate

District	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1	106	96	96	101	84	68	67	80	80	92	91	86	90
2	75	81	81	74	71	66	66	66	56	58	58	58	59
3	78	79	79	75	69	66	66	67	66	67	67	67	68
4	81	79	77	68	63	61	61	65	65	64	64	61	65
5	76	73	73	70	66	55	55	55	55	61	61	55	56
6	72	65	63	64	61	56	56	54	53	53	53	56	57
7	67	63	63	64	59	65	65	55	53	52	52	55	54
8	89	81	81	81	75	70	64	68	67	69	69	70	74
9	79	69	69	69	68	60	60	64	64	57	57	60	60
Statewide	80	76	75	74	68	63	62	63	62	64	64	63	65

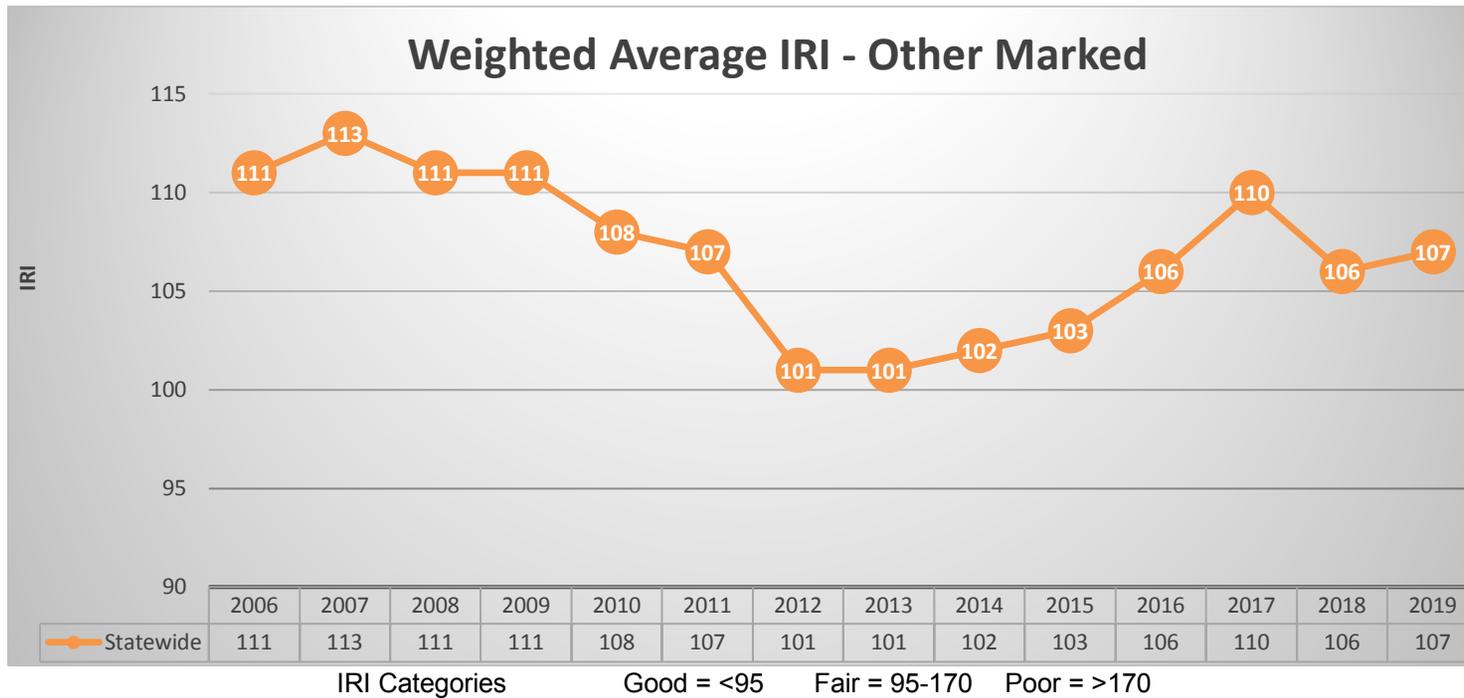
Note: Interstate CRS and IRI data are only collected in the even numbered years for all districts. The odd numbered years reflect the previous year's data and any updates/special collections that may have been performed.



IRI Categories Good = <95 Fair = 95-170 Poor = >170

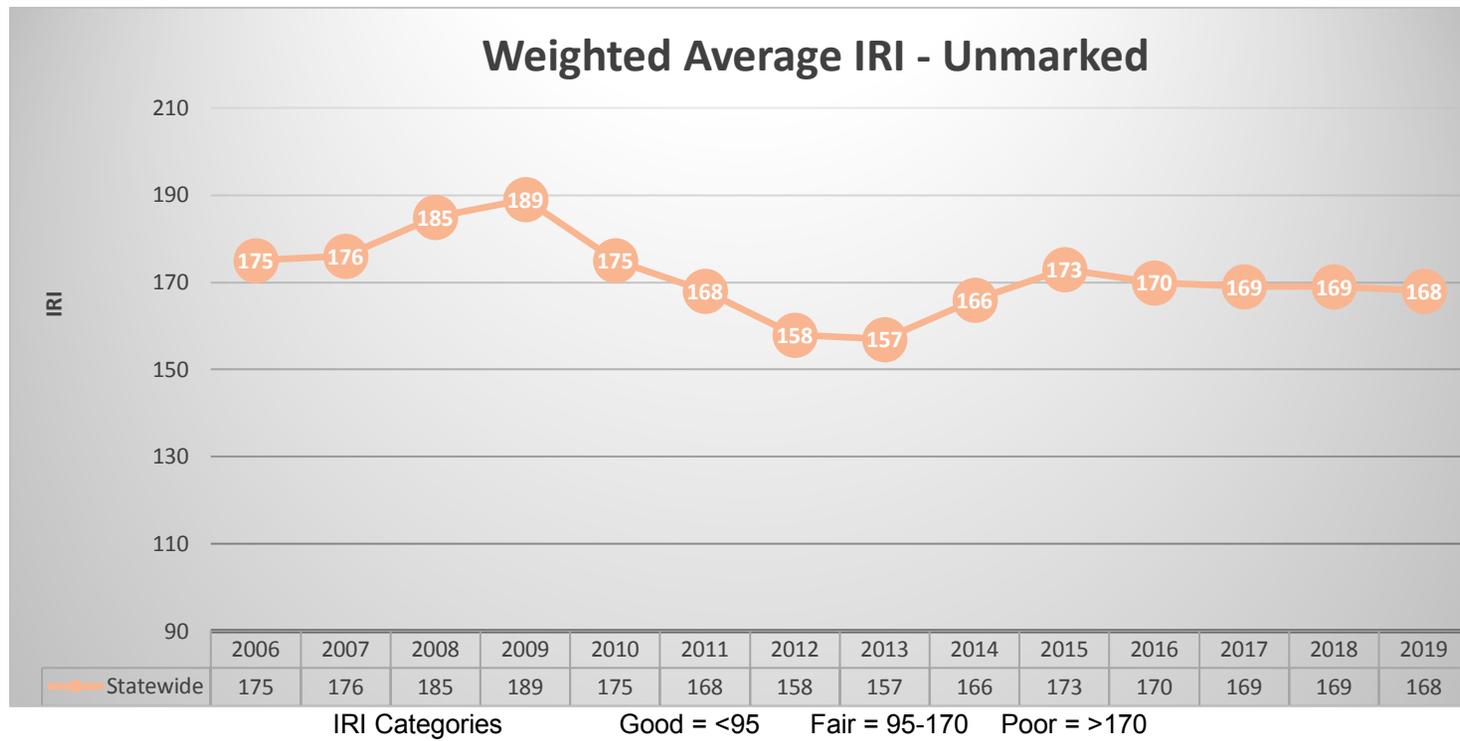
Weighted Average IRI - Other Marked

District	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1	161	166	168	156	148	143	140	142	138	138	141	137	135
2	122	122	127	127	113	108	106	101	110	109	118	116	121
3	102	102	98	98	99	97	103	103	99	99	108	108	110
4	112	108	106	98	98	83	83	90	89	97	97	98	97
5	104	100	100	96	97	99	99	100	100	106	106	104	104
6	100	97	96	97	97	85	91	91	97	94	102	102	106
7	108	108	106	106	107	100	95	95	101	101	107	107	108
8	100	94	94	96	100	95	95	93	93	104	104	91	91
9	88	82	82	84	90	85	85	87	87	96	96	81	81
Statewide	113	111	111	108	107	101	101	102	103	106	110	106	107



Weighted Average IRI - Unmarked

District	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
1	216	241	241	207	201	186	185	203	207	202	195	191	191
2	146	146	156	155	157	155	151	148	157	152	157	156	162
3	178	177	175	171	143	141	139	139	170	170	171	171	175
4	185	194	204	169	160	138	140	165	171	169	169	171	167
5	147	140	140	130	129	131	131	134	138	135	133	142	140
6	146	147	158	159	153	150	153	152	162	161	165	165	170
7	162	162	182	181	159	154	150	151	171	172	177	177	170
8	158	156	156	157	156	128	128	136	137	136	135	136	124
9	124	126	126	130	132	142	142	145	148	147	148	145	143
Statewide	176	185	189	175	168	158	157	166	173	170	169	169	168

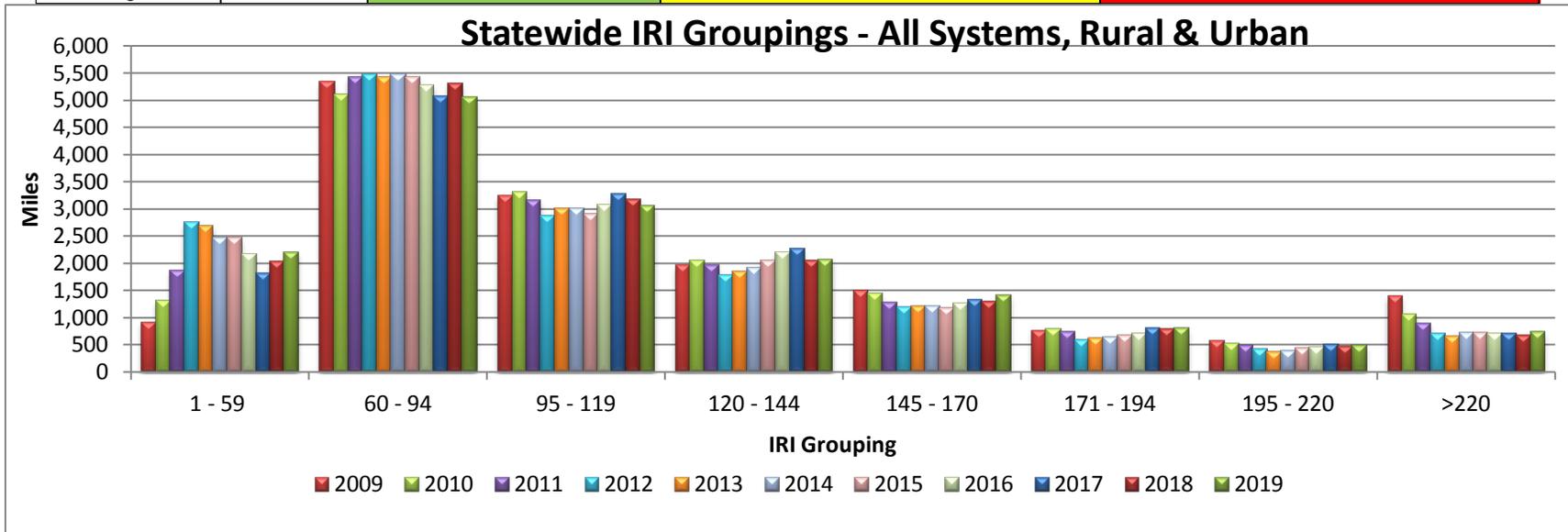


IRI Groupings

Rural Miles - Statewide - IRI Groupings									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.00	719.18	410.07	68.20	4.94	3.93	0.00	0.00	0.00
Other Marked	0.00	933.93	3,234.83	1,748.43	1,043.19	597.44	262.41	128.64	45.64
Unmarked	35.16	80.06	192.41	196.75	181.58	159.12	117.15	77.50	196.23
Total	35.16	1,733.17	3,837.31	2,013.38	1,229.71	760.49	379.56	206.14	241.87
Urban Miles - Statewide - IRI Groupings									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.67	214.53	331.74	97.17	20.68	21.43	0.00	0.00	0.00
Other Marked	1.49	227.46	809.11	796.84	647.48	425.41	225.78	124.84	178.26
Unmarked	23.51	25.83	73.58	157.27	174.93	202.58	200.20	163.15	316.99
Total	25.67	467.82	1,214.43	1,051.28	843.09	649.42	425.98	287.99	495.25
Rural & Urban Miles - Statewide - IRI Groupings									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
All Systems	60.83	2,200.99	5,051.74	3,064.66	2,072.80	1,409.91	805.54	494.13	737.12
*Data not available due to various DCV collection/operating constraints									
IRI Categories -	Good <95	Fair 95-170	Poor >170						

Historical IRI

Statewide IRI Groupings – All Systems, Rural & Urban Miles									
Year	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
2009	352.30	920.48	5,340.29	3,235.76	1,972.71	1,499.11	767.04	570.49	1,396.73
2010	397.26	1,310.81	5,104.80	3,309.46	2,061.40	1,442.22	803.67	517.65	1,067.78
2011	166.57	1,872.46	5,426.35	3,153.45	1,971.39	1,275.76	736.66	502.81	888.77
2012	175.53	2,757.04	5,487.80	2,871.73	1,774.67	1,199.22	601.30	421.16	699.97
2013	132.48	2,686.52	5,420.88	3,012.05	1,852.50	1,222.56	624.54	372.17	660.17
2014	100.07	2,478.20	5,482.06	3,005.80	1,915.76	1,219.19	652.51	392.92	726.51
2015	72.00	2,476.38	5,420.64	2,906.03	2,052.43	1,178.42	675.38	450.15	726.26
2016	69.82	2,174.19	5,268.47	3,074.95	2,195.38	1,260.12	700.22	460.72	710.21
2017	66.56	1,819.95	5,079.33	3,275.76	2,273.95	1,339.96	812.52	510.10	719.18
2018	65.92	2,033.52	5,311.80	3,173.85	2,044.46	1,310.03	796.23	479.13	685.76
2019	60.83	2,200.99	5,051.74	3,064.66	2,072.80	1,409.91	805.54	494.13	737.12
IRI Categories -		Good		Fair			Poor		



Rural and Urban IRI Groupings by CRS Category

Rural Statewide IRI Groupings – Excellent Condition (CRS > 7.5)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.00	497.19	45.73	1.00	0.00	0.00	0.00	0.00	0.00
Other Marked	0.00	652.71	440.20	59.75	18.67	9.29	2.53	0.78	5.91
Unmarked	0.02	68.81	46.01	16.74	17.31	8.30	3.32	1.69	3.02
Total	0.02	1,218.71	531.94	77.49	35.98	17.59	5.85	2.47	8.93
Urban Statewide IRI Groupings – Excellent Condition (CRS >7.5)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.67	129.61	125.79	14.44	2.80	0.02	0.00	0.00	0.00
Other Marked	1.21	211.92	261.01	213.10	123.18	62.34	43.60	23.31	33.42
Unmarked	0.59	23.43	25.71	34.12	42.78	23.59	24.29	11.77	38.17
Total	2.47	364.96	412.51	261.66	168.76	85.95	67.89	35.08	71.59
Rural and Urban Statewide IRI Groupings – Excellent Condition (CRS >7.5)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
All Systems	2.49	1,583.67	944.45	339.15	204.74	103.54	73.74	37.55	80.52
IRI Categories -		Good		Fair			Poor		
*Data not available due to various DCV collection/operating constraints									

Rural Statewide IRI Groupings – Good Condition (6.0 <CRS < 7.6)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.00	151.49	155.81	31.39	0.95	0.00	0.00	0.00	0.00
Other Marked	0.00	271.79	1,248.87	229.26	42.35	10.51	14.17	3.33	3.14
Unmarked	0.75	7.48	60.93	43.46	25.35	17.13	11.75	5.49	26.34
Total	0.75	430.76	1,465.61	304.11	68.65	27.64	25.92	8.82	29.48

Urban Statewide IRI Groupings – Good Condition (6.0 <CRS < 7.6)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.00	61.60	117.40	37.28	7.71	6.07	0.00	0.00	0.00
Other Marked	0.00	9.28	311.63	268.94	230.96	124.45	48.94	32.70	39.07
Unmarked	0.91	2.28	34.68	61.27	53.07	79.48	82.15	77.79	74.29
Total	0.91	73.16	463.71	367.49	291.74	210.00	131.09	110.49	113.36

Rural and Urban Statewide IRI Groupings – Good Condition (6.0 <CRS < 7.6)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
All Systems	1.66	503.92	1,929.32	671.60	360.39	237.64	157.01	119.31	142.84
IRI Categories -		Good		Fair			Poor		

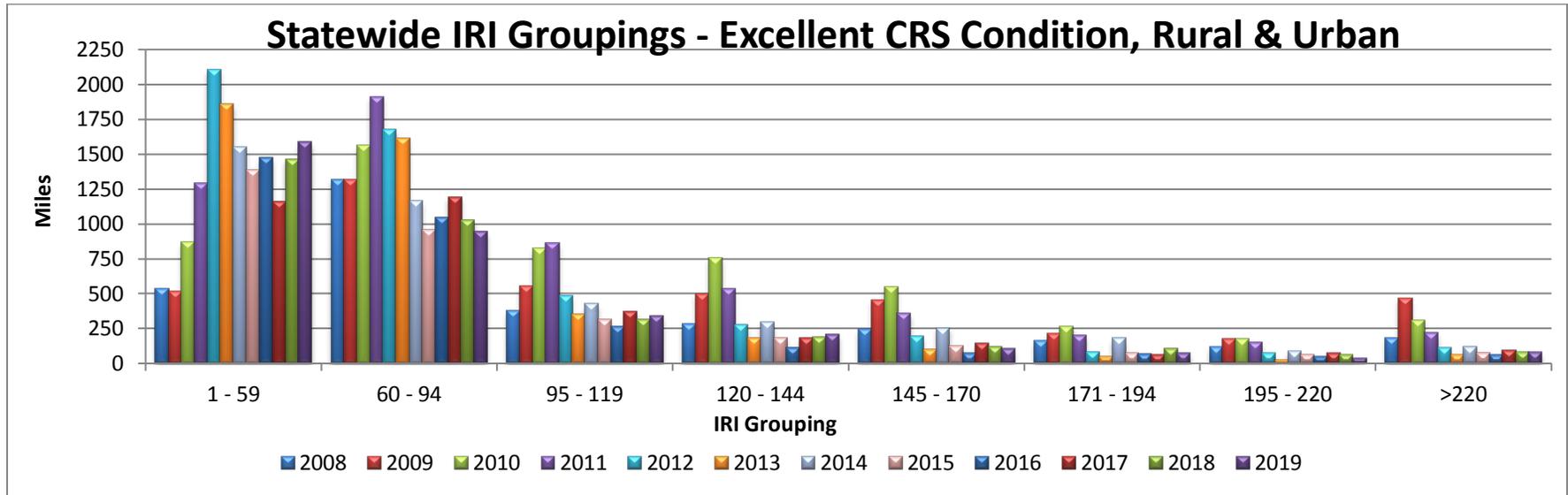
*Data not available due to various DCV collection/operating constraints

Rural Statewide IRI Groupings – Fair Condition (4.5 <CRS < 6.1)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.00	70.40	184.80	17.90	2.99	0.00	0.00	0.00	0.00
Other Marked	0.00	9.43	1,393.58	1,040.91	449.21	117.14	35.99	16.48	10.09
Unmarked	9.35	3.68	80.42	110.68	70.39	76.98	34.50	24.64	19.83
Total	9.35	83.51	1658.80	1169.49	522.59	194.12	70.49	41.12	29.92
Urban Statewide IRI Groupings – Fair Condition (4.5 <CRS < 6.1)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.00	23.32	70.87	25.37	9.13	12.61	0.00	0.00	0.00
Other Marked	0.00	6.26	205.89	234.28	170.27	162.82	69.11	40.98	69.57
Unmarked	1.07	0.00	10.21	49.97	47.70	73.89	70.27	57.74	133.48
Total	1.07	29.58	286.97	309.62	227.10	249.32	139.38	98.72	203.05
Rural and Urban Statewide IRI Groupings – Fair Condition (4.5 <CRS < 6.1)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
All Systems	10.42	113.09	1,945.77	1,479.11	749.69	443.44	209.87	139.84	232.97
IRI Categories -		Good		Fair			Poor		
*Data not available due to various DCV collection/operating constraints									

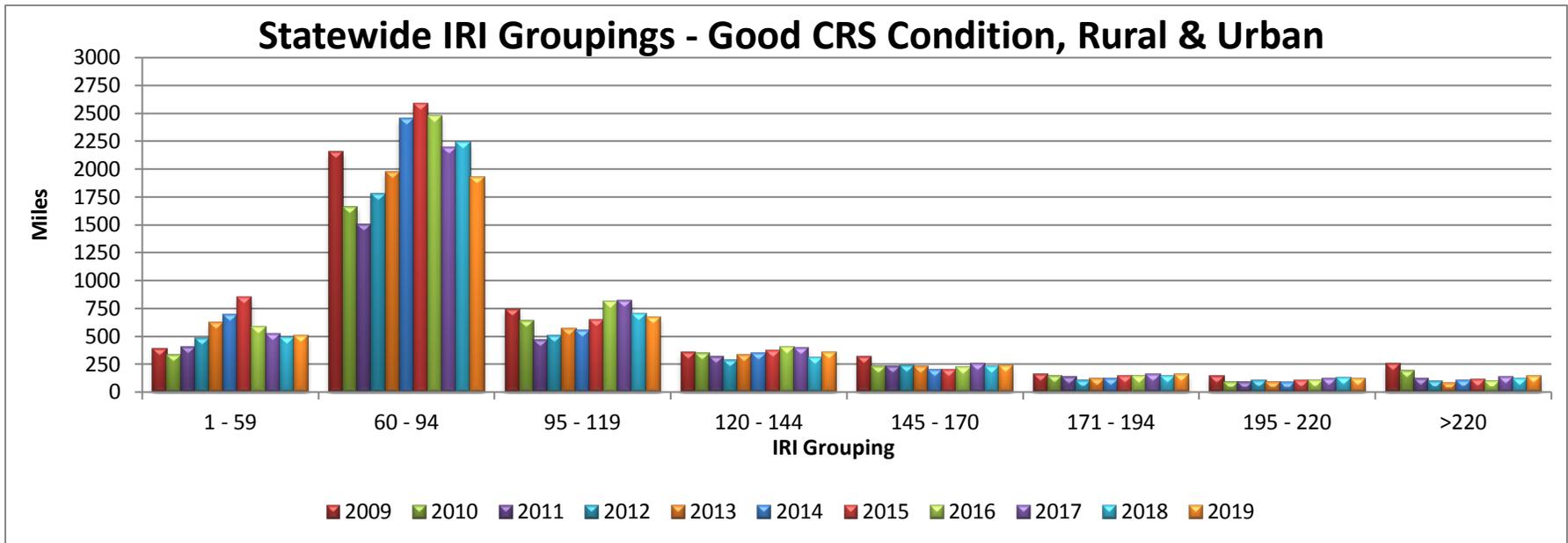
Rural Statewide IRI Groupings – Poor Condition (CRS < 4.6)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.00	0.10	23.73	17.91	1.00	3.93	0.00	0.00	0.00
Other Marked	0.00	0.00	152.18	418.51	532.96	460.50	209.72	108.05	26.50
Unmarked	13.78	0.05	5.05	25.75	67.26	56.52	67.50	41.58	135.69
Total	13.78	0.15	180.96	462.17	601.22	520.95	277.22	149.63	162.19
Urban Statewide IRI Groupings – Poor Condition (CRS < 4.6)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.00	0.00	17.68	20.08	1.04	2.73	0.00	0.00	0.00
Other Marked	0.00	0.00	30.58	80.52	123.07	75.80	64.13	27.85	36.20
Unmarked	9.80	0.00	2.98	11.91	31.26	25.62	23.37	15.32	62.58
Total	9.80	0.00	51.24	112.51	155.37	104.15	87.50	43.17	98.78
Rural and Urban Statewide IRI Groupings – Poor Condition (CRS < 4.6)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
All Systems	23.58	0.15	232.20	574.68	756.59	625.10	364.72	192.80	260.97
IRI Categories -		Good		Fair			Poor		
*Data not available due to various DCV collection/operating constraints									

Historical IRI Groupings by CRS Category

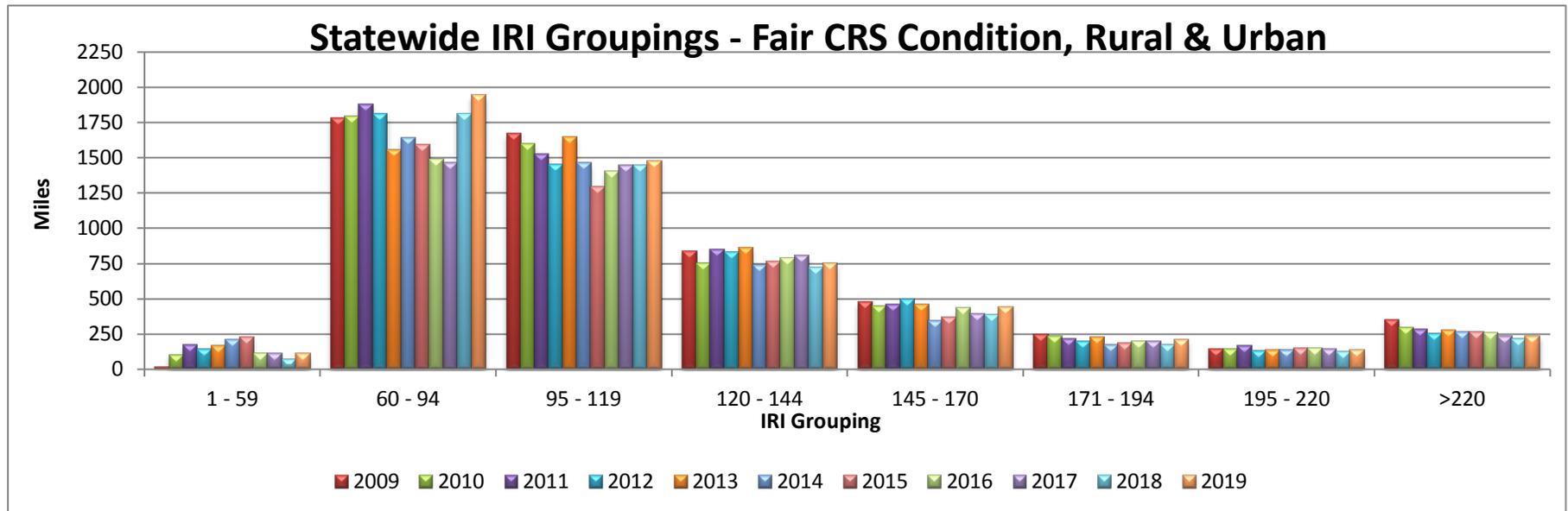
Statewide IRI Groupings – Excellent CRS Condition, All Systems, Rural & Urban									
Year	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
2009	257.62	514.97	1,320.56	552.95	501.24	454.76	213.58	178.17	468.99
2010	312.83	873.10	1,564.12	852.33	756.70	550.03	263.56	171.72	310.59
2011	73.86	1,293.07	1,913.73	862.38	531.36	359.68	199.30	150.57	217.75
2012	73.83	2,107.61	1,679.39	483.07	278.46	194.95	85.55	71.33	112.48
2013	48.33	1,858.34	1,613.45	354.78	184.52	101.16	49.53	25.75	64.22
2014	28.73	1,553.19	1,166.10	426.02	295.42	255.16	180.07	88.96	116.97
2015	5.04	1,383.93	956.81	312.56	183.86	122.74	72.74	63.15	77.76
2016	1.68	1,474.21	1,045.88	265.75	114.32	71.28	66.15	48.46	58.91
2017	1.92	1,163.07	1,193.13	371.32	182.76	143.14	62.76	72.20	94.98
2018	1.65	1,463.92	1,024.12	315.34	190.07	121.89	105.43	64.88	81.56
2019	2.49	1583.67	944.45	339.15	204.74	103.54	73.74	37.55	80.52



Statewide IRI Groupings – Good CRS Condition, All Systems, Rural & Urban									
Year	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
2009	13.71	386.54	2,153.70	741.87	356.96	312.86	159.16	142.96	255.43
2010	7.68	335.63	1,662.79	643.05	349.07	230.25	149.26	94.77	186.70
2011	14.77	407.12	1,506.85	472.21	317.04	235.20	134.18	93.40	122.97
2012	8.07	484.81	1,779.76	504.68	290.03	236.54	102.82	105.48	99.56
2013	14.03	620.24	1,977.11	572.18	333.54	226.41	120.05	92.18	81.10
2014	9.67	696.92	2,452.04	548.18	350.88	203.94	122.05	85.79	104.63
2015	7.38	850.08	2,584.98	649.12	374.20	203.65	150.42	105.91	113.58
2016	5.63	586.82	2,476.46	810.78	404.34	223.83	142.61	104.29	99.22
2017	5.69	520.06	2,192.77	823.43	402.07	255.30	157.69	123.02	135.32
2018	3.47	492.13	2,239.74	701.50	311.45	230.66	148.67	129.75	123.28
2019	1.66	503.92	1929.32	671.6	360.39	237.64	157.01	119.31	142.84



Statewide IRI Groupings – Fair CRS Condition, All Systems, Rural & Urban									
Year	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
2009	34.87	18.97	1,781.62	1,669.07	838.28	476.05	246.23	147.40	351.10
2010	31.11	102.08	1,791.12	1,594.85	754.82	451.82	233.83	141.35	298.65
2011	35.81	172.10	1,879.14	1,526.45	852.25	463.07	217.57	165.28	287.60
2012	46.00	142.31	1,810.09	1,453.17	830.64	495.57	202.13	129.56	255.83
2013	24.13	164.44	1,557.40	1,651.96	860.19	463.39	228.37	132.35	275.81
2014	23.23	213.24	1,642.54	1,462.01	743.86	343.49	174.80	137.50	267.28
2015	21.56	227.78	1,591.91	1,291.74	763.74	369.62	183.46	147.90	262.59
2016	37.42	0.29	254.97	596.24	887.24	532.45	289.38	158.27	293.96
2017	20.77	111.49	1,464.15	1,448.69	803.08	390.90	201.34	147.06	233.66
2018	16.83	71.54	1,815.27	1,449.89	720.73	389.05	173.37	126.42	216.71
2019	10.42	113.09	1945.77	1479.11	749.69	443.44	209.87	139.84	232.97



Statewide IRI Groupings – Poor CRS Condition, All Systems, Rural & Urban									
Year	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
2009	46.10	0.00	84.41	271.87	276.23	255.44	148.07	101.96	321.21
2010	45.64	0.00	86.77	219.23	200.81	210.12	157.02	109.81	271.84
2011	41.51	0.17	126.63	292.41	270.74	217.81	185.61	93.54	260.45
2012	42.54	22.31	215.38	430.81	375.54	272.16	210.80	114.79	232.10
2013	45.99	43.50	272.92	433.13	474.25	431.60	226.59	121.89	239.04
2014	38.06	14.85	221.38	569.59	525.60	416.60	175.59	80.67	237.63
2015	35.13	14.59	286.94	652.61	730.63	482.41	268.76	133.19	272.33
2016	37.42	0.29	254.97	596.24	887.24	532.45	289.38	158.27	293.96
2017	32.97	25.33	229.28	632.32	886.04	550.62	390.73	167.82	255.22
2018	36.68	5.93	232.67	707.12	822.21	568.43	368.76	158.08	263.43
2019	23.58	0.15	232.20	574.68	756.59	625.10	364.72	192.80	260.97

