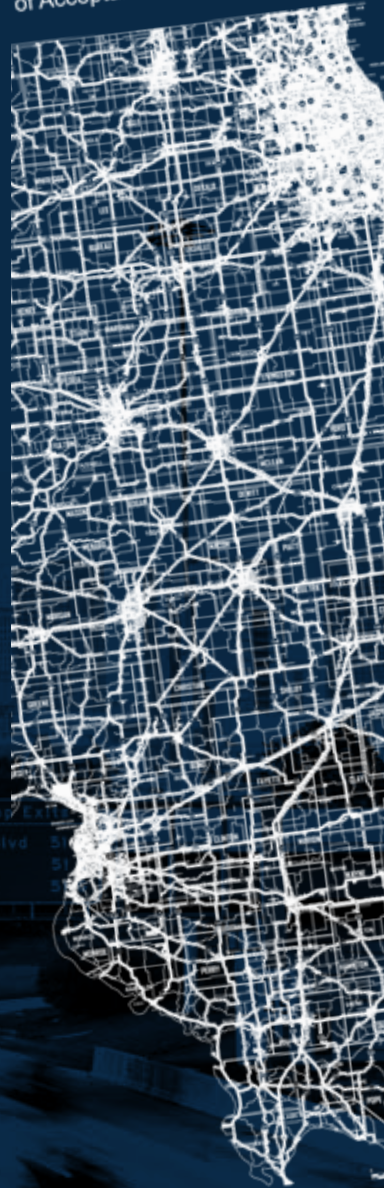




FY2025 CONDITION RATING SURVEY SUMMARY REPORT DECEMBER 2025



Illinois Department
of Transportation

FY 2025
Condition Rating Survey
Summary Report

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1 Condition Rating Survey (CRS)

1.1. 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 (42,142 lane miles) of the state highway system, the over 7,700 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 of the various highway systems the department collects images and condition data of between 15,000 to 25,000 miles annually. This collection includes the state-maintained routes as well as the nearly 500 miles of local government-maintained NHS, approximately 300 miles of toll-maintained interstate, and another 800 miles of locally 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. 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 in 2018 with the FY 2019-2024 Multi-Year Highway Improvement Program and the development of the Transportation Asset Management Plan (TAMP) the CRS value and distress identified through the pavement condition assessment are being used as the primary measures for pavement management. This includes monitoring the department's progress toward asset management and performance management goals. A brief discussion of the TAMP goals are included in this summary. Detailed TAMP information can be found on IDOT's web site at [Transportation Asset Management Plan \(illinois.gov\)](https://www.idot.gov/transportation-asset-management-plan).

1.2. History

The CRS began in 1974 with panels of experts closely inspecting the pavements. This was a 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 distress were 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 methods and 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 distress and sensor data to calculate a CRS value. This program was developed by using historical CRS values, distress, and 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. A version of 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.

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 continue to evaluate the pavement images and identify distresses by using the IDOT Rater program to determine the CRS value of a pavement section.

1.3. 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 hands-on rating. The hands-on portion helps to reinforce the use and functions of the rating software and distress identification.

Throughout the rating cycle a random sample of rating sections are reviewed by experienced raters from the Central Office to ensure rating uniformity and appropriate distress identification

throughout the state. In addition, the Bureau of Programming supplies districts with manuals, guidelines and technical support to assist 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.

- 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 the current year CRS value is calculated. The deterioration deducts, or prediction models are not only used to determine the 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.

1.4. 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 funding and 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 pavements in acceptable condition by doing the right treatment at the right time is now the department's focus. In 2018 pavement preservation and following the life cycle planning approach of the Transportation Asset Management Plan (TAMP) started to play a larger role in meeting this new direction.

Pavements in the *excellent* category, CRS range 9.0 to 7.6, are of 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.



Figure 1-1 - Excellent Pavement

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.



Figure 1-2 - Good Pavement

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 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.



Figure 1-3 - Fair Pavement

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.



Figure 1-4 - Poor Pavement

Table 1-1. Identification of corresponding ranges, categories, and map colors of CRS values

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 centerline and lane miles by the Excellent, Good, Fair and Poor CRS descriptive categories and the State of Acceptable Condition. All data is based on the 2025 CRS results finalized in December 2025.

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

2.Descriptive Categories by District and Statewide FY 2025 CRS

2.1. Centerline Miles Reported

All State Highway - Centerline Miles

Table 2-1. Reported All State Highway CRS values by centerline miles for each district and statewide summary

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	2.34	151.63	685.60	908.27	967.30	2,715.14
2	1.54	325.77	559.37	332.48	389.26	1,608.42
3	0.84	325.54	269.43	426.19	638.82	1,660.82
4	1.86	333.47	757.73	227.43	331.57	1,652.06
5	1.07	149.95	323.75	286.20	534.49	1,295.46
6	1.93	738.13	439.42	321.28	566.45	2,067.21
7	1.78	244.93	302.24	299.21	771.67	1,619.83
8	2.37	412.77	418.50	411.62	559.81	1,805.07
9	0.54	23.14	231.94	393.45	806.74	1,455.81
Statewide	14.27	2,705.33	3,987.98	3,606.13	5,566.11	15,879.82

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

Interstate Highway - Centerline Miles

Table 2-2. Reported Interstate Highway CRS values by centerline miles for each district and statewide summary

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	0.48	37.78	87.01	92.49	217.76
2	0.00	0.00	25.49	100.31	42.99	168.79
3	0.00	21.49	46.43	61.22	120.98	250.12
4	0.00	0.00	25.19	28.28	100.91	154.38
5	0.00	0.00	55.59	51.68	125.91	233.18
6	0.00	9.28	62.26	43.78	138.01	253.33
7	0.00	16.21	16.55	53.54	135.28	221.58
8	0.00	8.13	33.07	85.65	83.20	210.05
9	0.00	0.00	5.06	11.46	167.26	183.78
Statewide	0.00	55.59	307.42	522.93	1,007.03	1,892.97

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

Other Marked Highway - Centerline Miles

Table 2-3. Reported Other Marked Highway CRS values by centerline miles for each district and statewide summary

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	66.46	394.76	604.37	559.77	1,625.36
2	0.13	255.40	478.15	194.87	296.76	1,225.31
3	0.00	252.68	220.46	350.17	490.36	1,313.67
4	0.00	304.82	703.19	187.91	216.14	1,412.06
5	0.00	117.86	205.65	212.70	335.89	872.10
6	0.00	576.09	268.79	226.92	382.13	1,453.93
7	0.00	173.63	210.19	199.89	537.12	1,120.83
8	0.08	289.84	242.51	280.41	441.17	1,254.01
9	0.00	13.79	221.48	357.68	560.89	1,153.84
Statewide	0.21	2,050.57	2,945.18	2,614.92	3,820.23	11,431.11

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

Unmarked Highway - Centerline Miles

Table 2-4. Reported Unmarked Highway CRS values by centerline miles for each district and statewide summary

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	2.34	84.69	253.06	216.89	315.04	872.02
2	1.41	70.37	55.73	37.30	49.51	214.32
3	0.84	51.37	2.54	14.80	27.48	97.03
4	1.86	28.65	29.35	11.24	14.52	85.62
5	1.07	32.09	62.51	21.82	72.69	190.18
6	1.93	152.76	108.37	50.58	46.31	359.95
7	1.78	55.09	75.50	45.78	99.27	277.42
8	2.29	114.80	142.92	45.56	35.44	341.01
9	0.54	9.35	5.40	24.31	78.59	118.19
Statewide	14.06	599.17	735.38	468.28	738.85	2,555.74

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

2.2. CRS - Lane Miles Reported

All State Highway Lane Miles

Table 2-5. Reported All State CRS values by lane miles for each district and statewide summary

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	4.87	490.23	2,298.92	3,297.85	3,355.01	9,446.88
2	3.05	726.36	1,338.76	959.82	1,007.69	4,035.68
3	1.64	715.34	671.53	1,045.98	1,594.27	4,028.76
4	3.88	720.06	1,705.47	636.07	991.19	4,056.67
5	2.16	309.36	838.04	746.03	1,438.32	3,333.91
6	3.79	1,585.56	1,059.26	904.89	1,560.97	5,114.47
7	3.55	557.93	677.72	753.28	1,942.78	3,935.26
8	4.30	954.18	1,049.90	1,101.26	1,542.79	4,652.43
9	1.07	46.28	510.14	863.77	2,116.69	3,537.95
Statewide	28.31	6,105.30	10,149.74	10,308.95	15,549.71	42,142.01

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

Interstate Highway Lane Miles

Table 2-6. Reported Interstate Highway CRS values by lane miles for each district and statewide summary

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	2.88	222.41	538.21	523.81	1,287.31
2	0.00	0.00	101.96	401.58	184.99	688.53
3	0.00	87.03	185.72	244.88	483.92	1,001.55
4	0.00	0.00	101.09	115.25	421.50	637.84
5	0.00	0.00	223.29	206.72	524.99	955.00
6	0.00	37.12	263.92	188.94	591.58	1,081.56
7	0.00	64.84	66.20	214.16	556.46	901.66
8	0.00	48.88	139.74	390.73	377.03	956.38
9	0.00	0.00	20.24	57.32	694.52	772.08
Statewide	0.00	240.75	1,324.57	2,357.79	4,358.80	8,281.91

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

Other Marked Highway Lane Miles

Table 2-7. Reported Other Marked Highway CRS values by lane miles for each district and statewide summary

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	233.25	1,323.89	2,119.17	1,862.03	5,538.34
2	0.26	571.89	1,117.87	475.63	721.04	2,886.69
3	0.00	519.47	480.51	769.62	1,055.23	2,824.83
4	0.00	660.91	1,534.71	495.10	539.09	3,229.81
5	0.00	244.81	487.07	491.41	765.77	1,989.06
6	0.00	1,213.25	566.61	607.31	871.23	3,258.40
7	0.00	377.06	460.26	447.22	1,168.14	2,452.68
8	0.12	653.07	604.61	613.09	1,081.62	2,952.51
9	0.00	27.58	478.53	758.36	1,265.10	2,529.57
Statewide	0.38	4,501.29	7,054.06	6,776.91	9,329.25	27,661.89

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

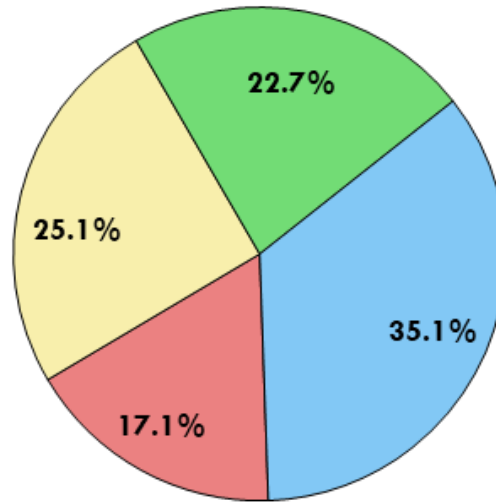
Unmarked Highway Lane Miles

Table 2-8. Reported Unmarked Highway CRS values by lane miles for each district and statewide summary

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	4.87	254.10	752.62	640.47	969.17	2,621.23
2	2.79	154.47	118.93	82.61	101.66	460.46
3	1.64	108.84	5.30	31.48	55.12	202.38
4	3.88	59.15	69.67	25.72	30.60	189.02
5	2.16	64.55	127.68	47.90	147.56	389.85
6	3.79	335.19	228.73	108.64	98.16	774.51
7	3.55	116.03	151.26	91.90	218.18	580.92
8	4.18	252.23	305.55	97.44	84.14	743.54
9	1.07	18.70	11.37	48.09	157.07	236.30
Statewide	27.93	1,363.26	1,771.11	1,174.25	1,861.66	6,198.21

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

Statewide CRS Descriptive Category by Centerline Miles



■ Poor (miles) ■ Fair (miles) ■ Good (miles) ■ Excellent (miles)

Figure 2-1. Graphical Representation of Table 2-9

Statewide Historical Descriptive Category Comparison

Table 2-9. Fifteen years of historical data reflecting the amount of mileage per CRS category

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Poor (miles)	1,301	1,489	1,916	2,289	2,280	2,877	3,050	3,170	3,163	3,031	2,958	2,691	2,769	2,781	2,897	2,705
Fair (miles)	5,400	5,600	5,365	5,358	5,008	4,860	4,858	4,821	4,980	5,317	4,781	4,950	4,694	4,677	4,348	3,988
Good (miles)	3,659	3,304	3,615	4,037	4,574	5,039	4,854	4,615	4,380	4,120	3,954	3,757	3,539	3,459	3,748	3,606
Excellent (miles)	5,655	5,602	5,087	4,300	4,111	3,179	3,147	3,285	3,369	3,368	4,189	4,483	4,878	4,954	4,875	5,566

2.3. 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.

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

In 2025 the statewide weighted average CRS for the state highway system increased favorably to a CRS of 6.5, up from a CRS of 6.3 seen in the previous 4 years. A difference of 2 to 3 tenths of a point from one year to the next is considered a significant change. The 6.5 CRS falls within the good CRS descriptive category, which has a range of 6.1 to 7.5. The state highway system has not been at a 6.5 weighted average CRS since 2012 and within this 13-year timeframe the weighted average dipped to its lowest level, a 6.1 CRS, one of the lowest levels since the late 1980's.

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

Weighted Average Condition Rating All Systems

Table 2-10. Fifteen years of historical data reflecting the weighted average condition rating for All Systems

District	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
1	7.0	7.0	7.0	6.7	6.9	6.6	6.5	6.8	6.8	6.8	6.9	6.9	6.9	6.7	6.7	6.8
2	6.3	6.2	6.0	6.0	6.3	6.3	6.0	6.1	6.0	6.1	6.0	6.0	5.8	5.7	5.8	6.1
3	6.4	6.2	6.0	5.9	6.2	5.8	5.6	5.5	5.3	5.4	5.8	6.2	6.5	6.4	6.4	6.6
4	7.5	7.3	7.0	6.7	6.3	6.1	6.1	5.9	6.1	5.9	6.1	5.9	5.9	5.7	5.6	5.8
5	6.7	6.6	6.4	6.1	5.9	5.9	6.1	6.0	6.1	5.9	6.2	6.2	6.5	6.5	6.7	6.7
6	6.2	6.3	6.3	6.2	6.1	5.9	5.9	5.8	5.6	5.6	5.6	5.6	5.6	5.9	5.8	5.8
7	6.0	6.0	5.9	6.0	6.0	5.7	5.6	5.7	5.5	5.9	6.1	6.4	6.5	6.7	6.7	6.8
8	6.7	6.7	6.6	6.3	6.5	6.3	6.3	6.3	6.3	6.2	6.3	6.3	6.2	6.1	6.1	6.2
9	6.7	6.7	6.6	6.3	6.7	6.5	6.7	6.5	6.4	6.2	6.8	6.8	7.0	6.8	7.1	7.4
Statewide	6.6	6.6	6.5	6.3	6.4	6.1	6.1	6.1	6.1	6.1	6.2	6.3	6.3	6.3	6.3	6.5

Weighted Average Condition Rating Interstate

Table 2-11. Fifteen years of historical data reflecting the weighted average condition rating for only Interstate

District	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
1	7.7	7.9	7.8	7.6	7.5	7.1	7.3	7.0	7.0	6.7	6.6	7.0	7.2	7.2	7.3	7.2
2	6.8	6.4	6.3	6.0	6.7	7.8	7.8	7.6	7.6	7.5	7.5	7.5	7.2	7.1	7.0	7.2
3	6.8	6.6	6.6	6.2	6.6	6.2	6.6	6.4	6.7	6.4	6.5	6.3	6.3	6.4	6.8	7.2
4	6.7	6.6	6.4	6.1	6.1	6.2	6.5	6.5	6.9	6.9	7.3	7.4	7.7	7.8	7.7	7.6
5	7.5	7.3	7.2	6.9	6.6	6.8	7.1	7.1	7.2	7.0	7.3	7.0	7.1	7.1	7.1	7.3
6	7.0	6.9	7.0	6.7	7.0	7.0	7.3	7.1	7.0	6.8	7.1	7.2	6.9	7.0	7.2	7.2
7	6.3	6.2	6.5	6.2	7.0	6.9	7.3	7.0	7.3	7.2	7.0	7.2	7.5	7.6	7.5	7.3
8	6.7	6.9	6.6	6.4	7.5	7.2	7.6	7.4	7.6	7.4	7.6	7.4	7.2	7.0	6.9	6.9
9	7.2	7.1	6.9	6.7	6.6	6.8	7.3	7.2	7.0	7.0	7.0	7.3	7.4	8.0	8.0	8.3
Statewide	7.0	6.9	6.8	6.5	6.8	6.9	7.2	7.0	7.1	7.0	7.1	7.1	7.2	7.2	7.2	7.3

**Weighted Average Condition Rating
Other Marked**

Table 2-12. Fifteen years of historical data reflecting the weighted average condition rating for only Other Marked

District	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
1	7.0	7.0	6.9	6.6	7.0	6.8	6.6	6.9	6.9	7.1	7.1	7.1	7.0	6.8	6.7	6.8
2	6.4	6.3	6.2	6.2	6.4	6.2	5.9	6.0	5.9	6.0	5.9	5.9	5.7	5.7	5.7	6.0
3	6.4	6.2	6.0	5.9	6.2	5.8	5.6	5.4	5.2	5.3	5.8	6.3	6.7	6.6	6.4	6.6
4	7.7	7.4	7.2	6.8	6.3	6.1	6.1	5.9	6.0	5.8	6.0	5.8	5.7	5.5	5.4	5.7
5	6.7	6.6	6.3	6.1	5.8	5.8	6.0	5.9	5.9	5.7	6.0	6.0	6.4	6.4	6.6	6.6
6	6.3	6.4	6.4	6.4	6.2	6.0	5.8	5.7	5.5	5.4	5.4	5.4	5.4	5.8	5.7	5.7
7	6.1	6.1	6.0	6.1	6.0	5.6	5.5	5.6	5.3	5.7	5.9	6.2	6.4	6.7	6.7	6.8
8	6.6	6.6	6.5	6.2	6.3	6.2	6.2	6.1	6.2	6.1	6.3	6.3	6.3	6.2	6.2	6.4
9	6.7	6.7	6.7	6.4	6.8	6.6	6.7	6.5	6.5	6.2	6.8	6.8	6.9	6.6	6.9	7.3
Statewide	6.7	6.6	6.5	6.3	6.4	6.1	6.1	6.0	6.0	6.0	6.2	6.2	6.3	6.0	6.2	6.4

**Weighted Average Condition Rating
Unmarked**

Table 2-13. Fifteen years of historical data reflecting the weighted average condition rating for only Unmarked

District	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
1	7.0	6.9	6.9	6.6	6.6	6.3	6.1	6.6	6.5	6.4	6.6	6.6	6.7	6.5	6.5	6.6
2	5.3	5.3	5.0	5.1	5.3	5.4	5.2	5.7	5.5	5.6	5.5	5.4	5.1	5.1	5.4	5.8
3	5.4	5.4	5.0	4.9	4.7	4.3	4.2	4.1	3.8	4.3	4.3	4.3	4.4	4.4	4.6	5.3
4	6.7	6.5	6.4	6.1	5.7	5.6	5.3	5.0	5.5	5.2	5.3	5.3	5.2	4.9	4.9	5.3
5	5.7	5.6	5.6	5.4	5.4	5.2	5.2	5.3	5.4	5.2	5.6	5.8	6.2	6.0	6.2	6.3
6	5.4	5.6	5.4	5.3	5.2	5.2	5.0	5.3	5.0	5.4	5.2	5.3	5.3	5.3	5.2	5.2
7	5.3	5.5	5.4	5.3	5.2	4.9	4.6	5.2	4.9	5.6	5.9	6.4	6.2	6.1	6.3	6.2
8	7.0	7.0	6.9	6.6	6.5	6.3	6.1	6.1	6.1	5.9	5.6	5.5	5.4	5.2	5.4	5.3
9	5.8	5.7	5.5	5.3	5.2	5.0	5.3	5.1	5.3	5.3	5.8	6.5	7.1	6.8	7.2	7.6
Statewide	6.3	6.2	6.1	5.9	5.9	5.7	5.5	5.8	5.7	5.8	5.9	5.9	5.7	5.9	5.9	6.1

Weighted Average Condition Rating Comparison Statewide

Table 2-14. Fifteen years of historical data reflecting the comparison of weighted average condition ratings between Interstate, Other Marked, Unmarked, and the average of the three

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Interstate	7.0	6.9	6.8	6.5	6.8	6.9	7.2	7.0	7.1	7.0	7.1	7.1	7.2	7.2	7.2	7.3
Other Marked	6.7	6.6	6.5	6.3	6.4	6.1	6.1	6.0	6.0	6.0	6.2	6.2	6.3	6.0	6.2	6.4
Unmarked	6.3	6.2	6.1	5.9	5.9	5.7	5.5	5.8	5.7	5.8	5.9	5.9	5.7	5.9	5.9	6.1
Statewide	6.6	6.6	6.5	6.3	6.4	6.1	6.1	6.1	6.1	6.1	6.2	6.3	6.3	6.3	6.3	6.5

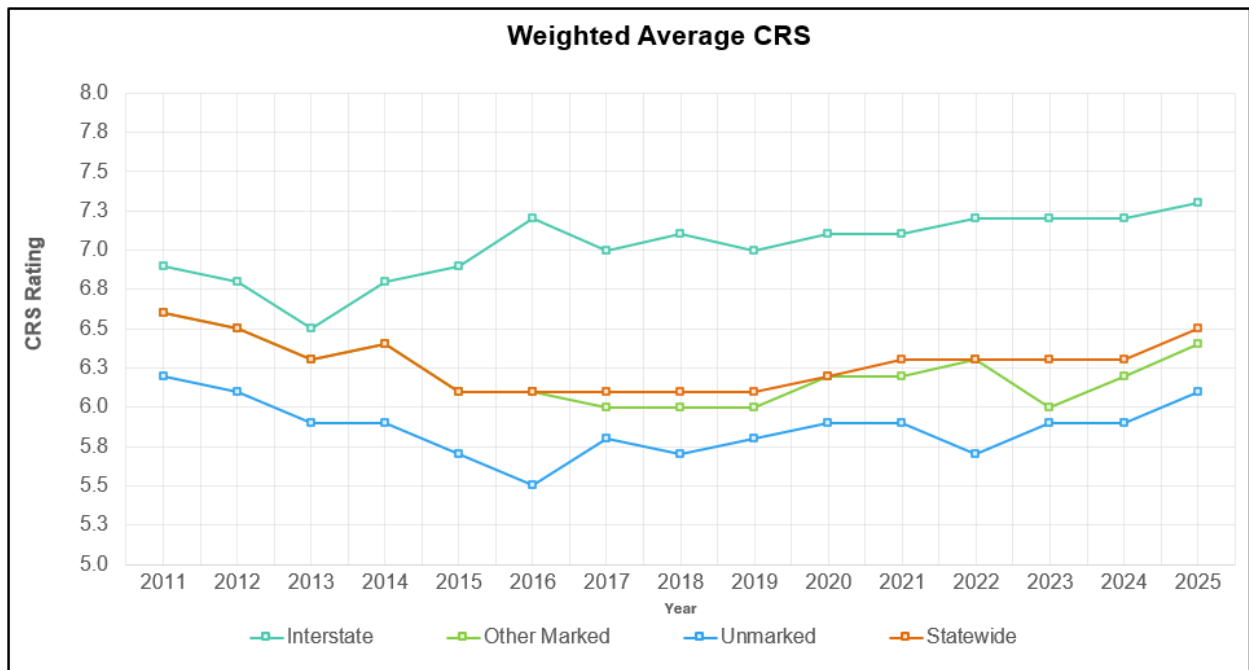


Figure 2-2. Graphical Representation of Table 2-14

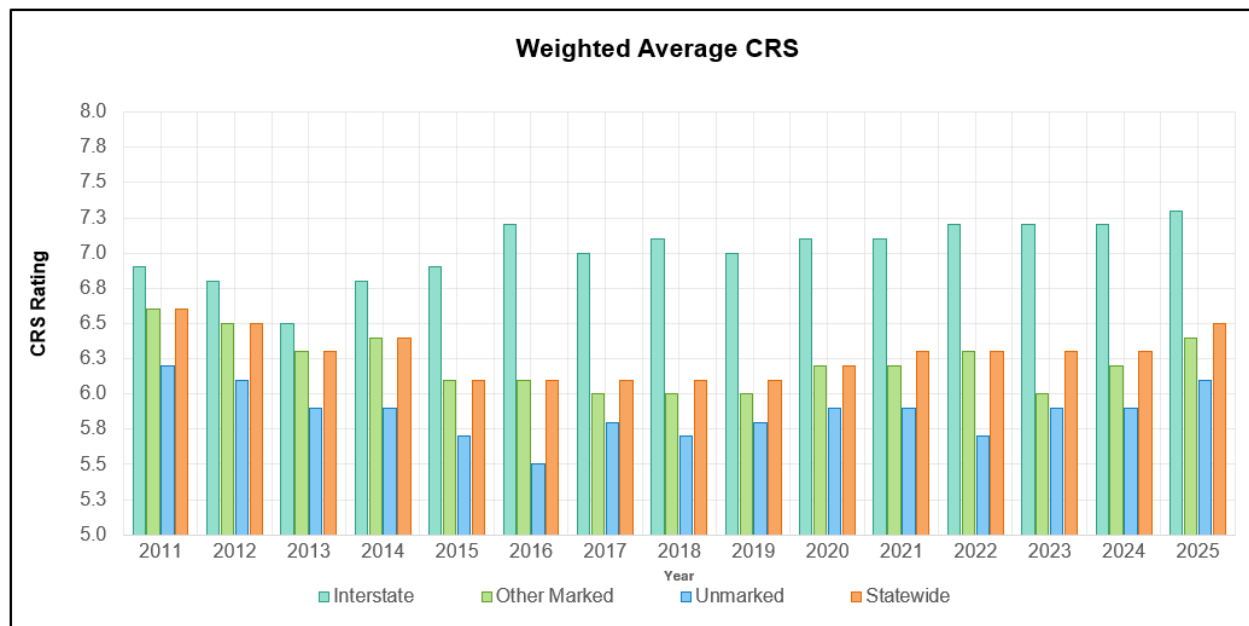


Figure 2-3. Graphical Representation of Table 2-14

3. 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 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 works with local officials and FHWA to review Illinois' NHS and reclassify routes as needed. This NHS reassessment was completed in late summer 2018 and left Illinois with about 7,751 miles of NHS; of this mileage 6,973 miles were under the jurisdiction of IDOT.

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

Illinois - National Highway System Miles

State & Local Jurisdiction

Table 3-1. Current reported Mileage categorized by CRS value of NHS State and Local Jurisdiction by district

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	0.15	92.47	414.65	867.47	870.17	2,244.91
2	0.00	89.19	223.44	265.95	215.29	793.87
3	0.04	62.45	108.56	223.92	272.31	667.28
4	0.00	53.04	198.98	139.05	192.40	583.47
5	0.00	24.07	147.24	158.63	235.73	565.67
6	0.00	194.50	180.58	167.47	285.80	828.35
7	1.01	71.36	118.20	118.69	421.60	730.86
8	0.03	119.28	129.44	212.05	335.07	795.87
9	0.03	1.39	58.19	137.58	334.16	531.35
Statewide	1.26	707.75	1,579.28	2,290.81	3,162.53	7,741.63

*Data not available due to construction or various collection/operating constraints

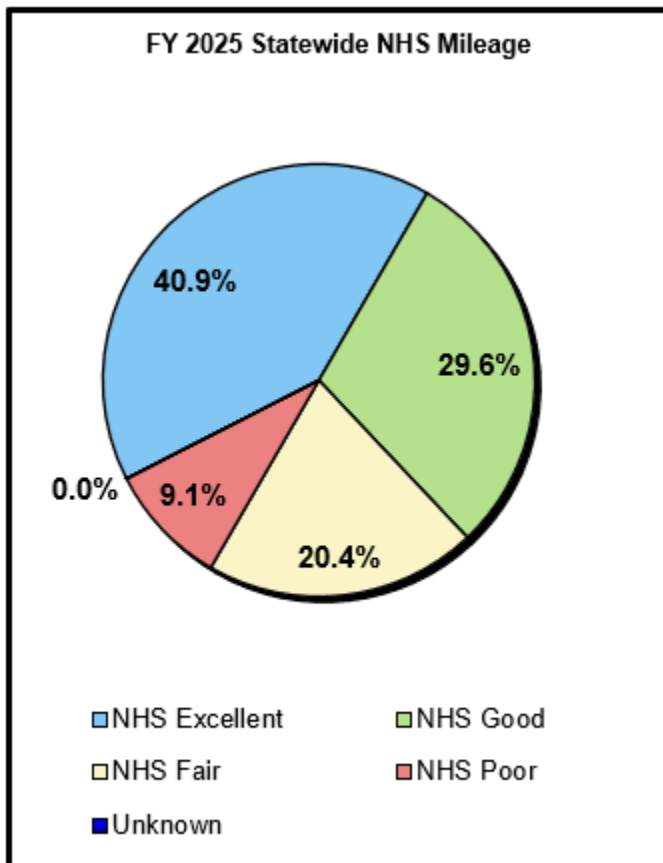


Figure 3-1 Graphical Representation of Data
Table 3-1

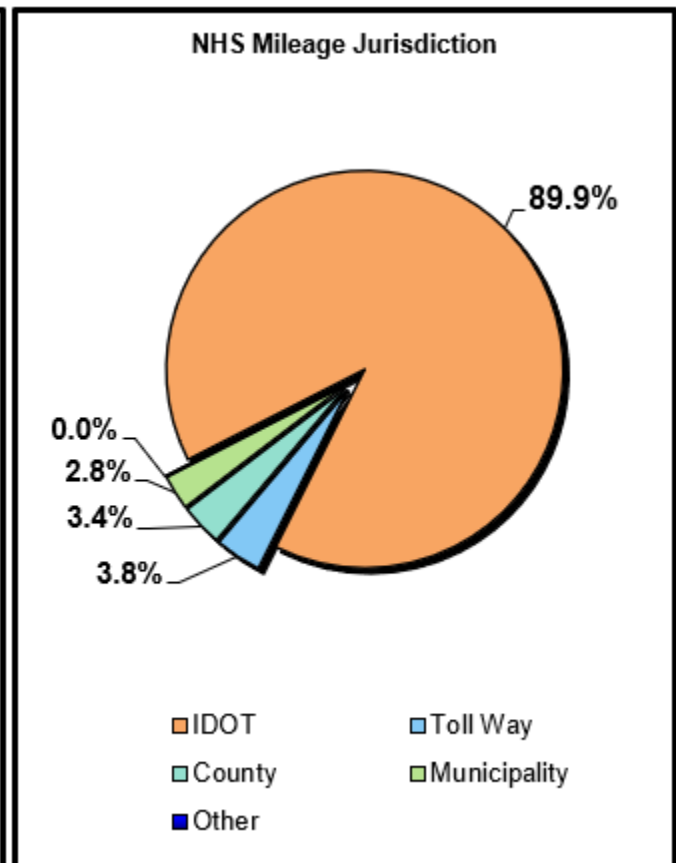


Figure 3-2 Graphical Representation of Total Mileage collected in NHS Jurisdiction

Illinois - National Highway System Miles State Jurisdiction

Table 3-2. Current reported Mileage categorized by CRS value of NHS State Jurisdiction by district

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	0.12	69.49	348.02	619.82	626.05	1,663.50
2	0.00	81.63	204.90	185.42	198.54	670.49
3	0.04	61.66	107.72	220.00	256.55	645.97
4	0.00	51.20	196.45	138.91	189.64	576.20
5	0.00	23.29	142.16	151.50	231.41	548.36
6	0.00	194.28	178.43	164.95	283.85	821.51
7	0.00	71.36	116.36	118.32	421.60	727.64
8	0.03	117.44	123.71	205.73	329.56	776.47
9	0.03	1.39	58.19	135.42	334.16	529.19
Statewide	0.22	671.74	1,475.94	1,940.07	2,871.36	6,959.33

*Data not available due to construction or various collection/operating constraints

Illinois - National Highway System Miles Local Jurisdiction

Table 3-3. Current reported Mileage categorized by CRS value of NHS Local Jurisdiction by district, Tollway included

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	0.03	22.98	66.63	247.65	244.12	581.41
2	0.00	7.56	18.54	80.53	16.75	123.38
3	0.04	0.79	0.84	3.92	15.76	21.31
4	0.00	1.84	2.53	0.14	2.76	7.27
5	0.00	0.78	5.08	7.13	4.32	17.31
6	0.00	0.22	2.15	2.52	1.95	6.84
7	1.01	0.00	1.84	0.37	0.00	3.22
8	0.00	1.84	5.73	6.32	5.51	19.40
9	0.00	0.00	0.00	2.16	0.00	2.16
Statewide	1.04	36.01	103.34	350.74	291.17	782.30

**Data not available due to construction or various collection/operating constraints*

3.1. 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:

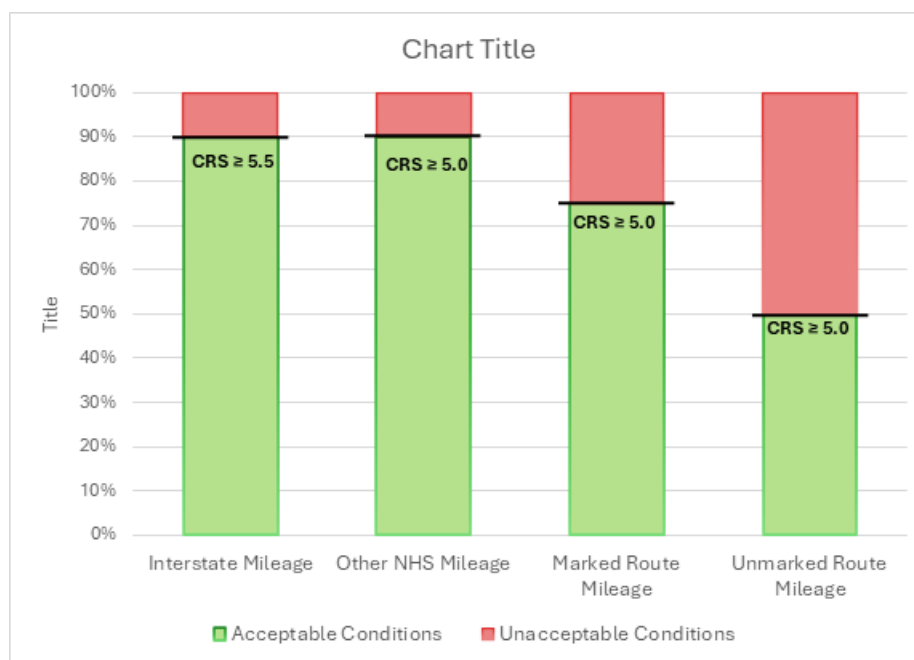


Figure 3-3. Graphical Representation of SOAC Standards in the different Systems

3.2. State of Acceptable Condition

Beginning with the FY 2019-2024 Multi-Year Program (MYP), the department focused on performing treatments in all stages of the system's life cycle. The goal continues to be 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 historic and 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 – Performance Historical - State Jurisdiction – Centerline Miles

Table 3-4 Historical State of Acceptable Conditions (SOAC) By NHS and Non-NHS Systems by year

Year	NHS						Non-NHS					
	Interstate Target: 90%			Other NHS Target: 90%			Marked Target: 75%			Unmarked Target: 50%		
	SOAC Miles	Total Miles	SOAC %	SOAC Miles	Total Miles	SOAC %	SOAC Miles	Total Miles	SOAC %	SOAC Miles	Total Miles	SOAC %
2019	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%
2020	1,598.43	1,892.01	84%	4,113.01	5,079.60	81%	4,466.13	6,568.88	68%	1,595.11	2,340.90	68%
2021	1,595.73	1,892.54	84%	4,144.92	5,079.78	82%	4,510.17	6,568.97	69%	1,607.78	2,340.53	69%
2022	1,624.35	1,892.97	86%	4,144.79	5,078.85	82%	4,509.33	6,568.95	69%	1,593.14	2,338.94	68%
2023	1,652.65	1,892.97	87%	4,120.58	5,077.99	81%	4,398.98	6,568.61	67%	1,513.96	2,332.58	65%
2024	1,668.69	1,892.97	88%	4,063.70	5,076.02	80%	4,409.03	6,568.99	67%	1,511.26	2,329.90	65%
2025	1,684.72	1,892.97	89%	4,113.62	5,066.14	81%	4,566.81	6,580.14	69%	1,529.98	2,326.30	66%



Figure 3-3 Graphical Representation of Historical SOAC Performance by System

**State of Acceptable Condition – Performance
District - State Jurisdiction – Centerline Miles**

Table 3-5 State of Acceptable Condition of State Jurisdiction NHS and Non-NHS systems by District

IDOT District	NHS						Non-NHS					
	Interstate Target: 90%			Other NHS Target: 90%			Marked Target: 75%			Unmarked Target: 50%		
	SOAC Miles	Total Miles	SOAC %	SOAC Miles	Total Miles	SOAC %	SOAC Miles	Total Miles	SOAC %	SOAC Miles	Total Miles	SOAC %
District 1	206.46	217.76	95%	1,324.02	1,445.62	92%	287.55	326.02	88%	594.67	723.40	82%
District 2	168.79	168.79	100%	374.17	501.70	75%	466.45	737.25	63%	119.45	199.14	60%
District 3	210.17	250.12	84%	340.49	395.81	86%	671.93	920.13	73%	44.52	93.92	47%
District 4	143.94	154.38	93%	301.37	421.82	71%	586.89	996.80	59%	37.66	77.20	49%
District 5	201.55	233.18	86%	261.54	315.18	83%	413.58	563.11	73%	114.08	182.92	62%
District 6	201.52	253.33	80%	317.27	568.18	56%	435.64	904.48	48%	157.72	339.29	46%
District 7	194.00	221.58	88%	413.73	506.06	82%	451.91	628.26	72%	179.46	262.15	68%
District 8	174.51	210.05	83%	444.81	566.39	79%	473.89	695.60	68%	176.44	330.66	53%
District 9	183.78	183.78	100%	336.22	345.38	97%	778.97	808.49	96%	105.98	117.62	90%
Statewide	1,684.72	1,892.97	89%	4,113.62	5,066.14	81%	4,566.81	6,580.14	69%	1,529.98	2,326.30	66%

**State of Acceptable Condition – Performance
NHS - by District - State and Local Jurisdiction – Centerline Miles**

Table 3-6. State of Acceptable Condition of State and Local Jurisdiction NHS and Non-NHS systems by District

IDOT District	Interstate* Target: 90%			Marked NHS Target: 90%			Unmarked NHS Target: 90%		
	SOAC Miles	Total Miles	SOAC %	SOAC Miles	Total Miles	SOAC %	SOAC Miles	Total Miles	SOAC %
District 1	413.39	424.69	97%	1,207.17	1,308.97	92%	452.64	511.10	89%
District 2	236.10	236.10	100%	367.43	487.93	75%	49.94	69.84	72%
District 3	228.43	268.38	85%	340.38	393.54	86%	1.88	5.32	35%
District 4	143.94	154.38	93%	298.05	415.26	72%	7.42	13.83	54%
District 5	201.55	233.18	86%	255.41	308.99	83%	22.23	23.50	95%
District 6	201.52	253.33	80%	310.50	551.58	56%	13.02	23.44	56%
District 7	194.00	221.58	88%	404.70	492.57	82%	11.24	15.70	72%
District 8	174.51	210.05	83%	439.77	558.33	79%	21.25	27.46	77%
District 9	183.78	183.78	100%	336.19	345.35	97%	2.19	2.19	100%
Statewide	1,977.22	2,185.47	90%	3,959.60	4,862.52	81%	581.81	692.38	84%

*Interstate includes toll miles

**State of Acceptable Condition – Performance
NHS - by District - State Jurisdiction Lane Miles**

Table 3-7. State of Acceptable Condition of State Jurisdiction Lane Miles NHS and Non-NHS systems by District

IDOT District	NHS				Non-NHS			
	Interstate Target: 90%		Other NHS Target: 90%		Marked Target: 75%		Unmarked Target: 50%	
	Lane Miles	SOAC %	Lane Miles	SOAC %	Lane Miles	SOAC %	Lane Miles	SOAC %
District 1	1,287.31	95%	5,208.04	91%	907.19	89%	2,039.47	82%
District 2	688.53	100%	1,417.46	75%	1,515.21	63%	411.43	59%
District 3	1,001.55	84%	946.80	86%	1,887.05	74%	191.72	48%
District 4	637.84	93%	1,187.30	72%	2,067.77	59%	159.88	49%
District 5	955.00	87%	865.87	85%	1,144.19	74%	366.69	62%
District 6	1,081.56	80%	1,495.62	61%	1,836.82	48%	696.68	46%
District 7	901.66	88%	1,221.37	82%	1,278.19	72%	530.49	69%
District 8	956.38	83%	1,525.36	79%	1,449.70	68%	716.69	53%
District 9	772.08	100%	897.64	98%	1,631.99	96%	235.17	90%
Statewide	8,281.91	90%	14,765.46	81%	13,718.11	71%	5,348.22	62%

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. Preservation treatments will keep the pavement from falling below the State of Acceptable Condition threshold. When pavements fall below this threshold it often leads to more costly treatments. 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 – Performance
NHS – State and Local Jurisdiction & Non-NHS – State Jurisdiction

Table 3-8 State of Acceptable Condition NHS Performance for State and Local Jurisdiction & Non-NHS for the Entire State

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	3,162.53	3,356.10	6,518.63	84%	90%	1,221.74	16%	7,740.37
Interstate	1,145.29	831.93	1,977.22	90%	-	208.25	10%	2,185.47
State	1,007.03	677.69	1,684.72	89%	-	208.25	11%	1,892.97
Toll	138.26	154.24	292.50	100%	-	-	0%	292.50
Non-Interstate	2,017.24	2,524.17	4,541.41	82%	90%	1,013.49	18%	5,554.90
State	1,864.33	2,249.29	4,113.62	81%	-	952.52	19%	5066.14
Local	152.91	274.88	427.79	88%	-	60.97	12%	488.76
Non-NHS	2,694.75	3,402.04	6,096.79	68%	-	2,809.65	32%	8,906.44
Marked	2,030.53	2,536.28	4,566.81	69%	75%	2,013.33	31%	6,580.14
Unmarked	664.22	865.76	1,529.98	66%	50%	796.32	34%	2,326.30
Statewide Total:	5,857.28	6,758.14	12,615.42	76%	-	4,031.39	24%	16,646.81

**District 1 – State of Acceptable Condition
NHS – State and Local Jurisdiction & Non-NHS**

Table 3-9 State of Acceptable Condition NHS for State and Local Jurisdiction & Non-NHS for District 1

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	870.17	1,203.03	2,073.20	92%	90%	171.56	8%	2,244.76
Interstate	205.87	207.52	413.39	97%	-	11.30	3%	424.69
State	92.49	113.97	206.46	95%	-	11.30	5%	217.76
Toll	113.38	93.55	206.93	100%	-	-	0%	206.93
Non-Interstate	664.30	995.51	1,659.81	91%	90%	160.26	9%	1,820.07
State	533.56	790.46	1,324.02	92%	-	121.6	8%	1445.62
Local	130.74	205.05	335.79	90%	-	38.66	10%	374.45
Non-NHS	341.25	540.97	882.22	84%	-	167.20	16%	1,049.42
Marked	83.43	204.12	287.55	88%	75%	38.47	12%	326.02
Unmarked	257.82	336.85	594.67	82%	50%	128.73	18%	723.40
District 1 Total:	1,211.42	1,744.00	2,955.42	90%	-	338.76	10%	3,294.18

**District 2 – State of Acceptable Condition
NHS – State and Local Jurisdiction & Non-NHS**

Table 3-10 State of Acceptable Condition NHS for State and Local Jurisdiction & Non-NHS for District 2

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	215.29	438.18	653.47	82%	90%	140.40	18%	793.87
Interstate	53.22	182.88	236.10	100%	-	-	0%	236.10
State	42.99	125.80	168.79	100%	-	-	0%	168.79
Toll	10.23	57.08	67.31	100%	-	-	0%	67.31
Non-Interstate	162.07	255.30	417.37	75%	90%	140.40	25%	557.77
State	155.55	218.62	374.17	75%	-	127.53	25%	501.7
Local	6.52	36.68	43.20	77%	-	12.87	23%	56.07
Non-NHS	190.72	395.18	585.90	63%	-	350.49	37%	936.39
Marked	142.41	324.04	466.45	63%	75%	270.80	37%	737.25
Unmarked	48.31	71.14	119.45	60%	50%	79.69	40%	199.14
District 2 Total:	406.01	833.36	1,239.37	72%	-	490.89	28%	1,730.26

**District 3 – State of Acceptable Condition
NHS – State and Local Jurisdiction & Non-NHS**

Table 3-11 State of Acceptable Condition NHS for State and Local Jurisdiction & Non-NHS for District 3

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	272.31	298.38	570.69	86%	90%	96.55	14%	667.24
Interstate	135.63	92.80	228.43	85%	-	39.95	15%	268.38
State	120.98	89.19	210.17	84%	-	39.95	16%	250.12
Toll	14.65	3.61	18.26	100%	-	-	0%	18.26
Non-Interstate	136.68	205.58	342.26	86%	90%	56.60	14%	398.86
State	135.57	204.92	340.49	86%	-	55.32	14%	395.81
Local	1.11	0.66	1.77	58%	-	1.28	42%	3.05
Non-NHS	382.27	334.18	716.45	71%	-	297.60	29%	1,014.05
Marked	354.79	317.14	671.93	73%	75%	248.20	27%	920.13
Unmarked	27.48	17.04	44.52	47%	50%	49.40	53%	93.92
District 3 Total:	654.58	632.56	1,287.14	77%	-	394.15	23%	1,681.29

**District 4 – State of Acceptable Condition
NHS – State and Local Jurisdiction & Non-NHS**

Table 3-12 State of Acceptable Condition NHS for State and Local Jurisdiction & Non-NHS for District 4

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	192.40	257.01	449.41	77%	90%	134.06	23%	583.47
Interstate	100.91	43.03	143.94	93%	-	10.44	7%	154.38
State	100.91	43.03	143.94	93%	-	10.44	7%	154.38
Non-Interstate	91.49	213.98	305.47	71%	90%	123.62	29%	429.09
State	88.73	212.64	301.37	71%	-	120.45	29%	421.82
Local	2.76	1.34	4.10	56%	-	3.17	44%	7.27
Non-NHS	141.93	482.62	624.55	58%	-	449.45	42%	1,074.00
Marked	127.82	459.07	586.89	59%	75%	409.91	41%	996.80
Unmarked	14.11	23.55	37.66	49%	50%	39.54	51%	77.20
District 4 Total:	334.33	739.63	1,073.96	65%	-	583.51	35%	1,657.47

**District 5 – State of Acceptable Condition
NHS – State and Local Jurisdiction & Non-NHS**

Table 3-13 State of Acceptable Condition NHS for State and Local Jurisdiction & Non-NHS for District 5

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	235.73	243.46	479.19	85%	90%	86.48	15%	565.67
Interstate	125.91	75.64	201.55	86%	-	31.63	14%	233.18
State	125.91	75.64	201.55	86%	-	31.63	14%	233.18
Non-Interstate	109.82	167.82	277.64	84%	90%	54.85	16%	332.49
State	105.50	156.04	261.54	83%	-	53.64	17%	315.18
Local	4.32	11.78	16.10	93%	-	1.21	7%	17.31
Non-NHS	303.08	224.58	527.66	71%	-	218.37	29%	746.03
Marked	231.60	181.98	413.58	73%	75%	149.53	27%	563.11
Unmarked	71.48	42.60	114.08	62%	50%	68.84	38%	182.92
District 5 Total:	538.81	468.04	1,006.85	77%	-	304.85	23%	1,311.70

**District 6 – State of Acceptable Condition
NHS – State and Local Jurisdiction & Non-NHS**

Table 3-14 State of Acceptable Condition NHS for State and Local Jurisdiction & Non-NHS for District 6

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	285.80	239.24	525.04	63%	90%	303.31	37%	828.35
Interstate	138.01	63.51	201.52	80%	-	51.81	20%	253.33
State	138.01	63.51	201.52	80%	-	51.81	20%	253.33
Non-Interstate	147.79	175.73	323.52	56%	90%	251.50	44%	575.02
State	145.84	171.43	317.27	56%	-	250.91	44%	568.18
Local	1.95	4.30	6.25	91%	-	0.59	9%	6.84
Non-NHS	282.60	310.76	593.36	48%	-	650.41	52%	1,243.77
Marked	238.69	196.95	435.64	48%	75%	468.84	52%	904.48
Unmarked	43.91	113.81	157.72	46%	50%	181.57	54%	339.29
District 6 Total:	568.40	550.00	1,118.40	54%	-	953.72	46%	2,072.12

**District 7 – State of Acceptable Condition
NHS – State and Local Jurisdiction & Non-NHS**

Table 3-15 State of Acceptable Condition NHS for State and Local Jurisdiction & Non-NHS for District 7

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	421.60	188.34	609.94	84%	90%	119.91	16%	729.85
Interstate	135.28	58.72	194.00	88%	-	27.58	12%	221.58
State	135.28	58.72	194.00	88%	-	27.58	12%	221.58
Non-Interstate	286.32	129.62	415.94	82%	90%	92.33	18%	508.27
State	286.32	127.41	413.73	82%	-	92.33	18%	506.06
Local	-	2.21	2.21	100%	-	-	0%	2.21
Non-NHS	350.07	281.30	631.37	71%	-	259.04	29%	890.41
Marked	259.74	192.17	451.91	72%	75%	176.35	28%	628.26
Unmarked	90.33	89.13	179.46	68%	50%	82.69	32%	262.15
District 7 Total:	771.67	469.64	1,241.31	77%	-	378.95	23%	1,620.26

**District 8 – State of Acceptable Condition
NHS – State and Local Jurisdiction & Non-NHS**

Table 3-16 State of Acceptable Condition NHS for State and Local Jurisdiction & Non-NHS for District 8

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	335.07	300.46	635.53	80%	90%	160.31	20%	795.84
Interstate	83.20	91.31	174.51	83%	-	35.54	17%	210.05
State	83.20	91.31	174.51	83%	-	35.54	17%	210.05
Non-Interstate	251.87	209.15	461.02	79%	90%	124.77	21%	585.79
State	246.36	198.45	444.81	79%	-	121.58	21%	566.39
Local	5.51	10.70	16.21	84%	-	3.19	16%	19.40
Non-NHS	230.25	420.08	650.33	63%	-	375.93	37%	1,026.26
Marked	198.03	275.86	473.89	68%	75%	221.71	32%	695.60
Unmarked	32.22	144.22	176.44	53%	50%	154.22	47%	330.66
District 8 Total:	565.32	720.54	1,285.86	71%	-	536.24	29%	1,822.10

**District 9 – State of Acceptable Condition
NHS – State and Local Jurisdiction & Non-NHS**

Table 3-17 State of Acceptable Condition NHS for State and Local Jurisdiction & Non-NHS for District 9

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
NHS	334.16	188.00	522.16	98%	90%	9.16	2%	531.32
Interstate	167.26	16.52	183.78	100%	-	-	0%	183.78
State	167.26	16.52	183.78	100%	-	-	0%	183.78
Non-Interstate	166.90	171.48	338.38	97%	90%	9.16	3%	347.54
State	166.90	169.32	336.22	97%	-	9.16	3%	345.38
Local	-	2.16	2.16	100%	-	-	0%	2.16
Non-NHS	472.58	412.37	884.95	96%	-	41.16	4%	926.11
Marked	394.02	384.95	778.97	96%	75%	29.52	4%	808.49
Unmarked	78.56	27.42	105.98	90%	50%	11.64	10%	117.62
District 9 Total:	806.74	600.37	1,407.11	97%	-	50.32	3%	1,457.43

Historical State of Acceptable Condition State Jurisdiction Centerline Miles – Interstate – Goal of 90%

Table 3-18 Historical State of Acceptable Conditions (SOAC) for State Jurisdiction Interstate Centerline Miles, by Year and District

	2020	2021	2022	2023	2024	2025
District 1	79%	88%	95%	91%	92%	95%
District 2	95%	96%	96%	98%	100%	100%
District 3	75%	69%	71%	75%	81%	84%
District 4	83%	81%	91%	98%	93%	93%
District 5	89%	87%	90%	80%	81%	86%
District 6	91%	91%	80%	83%	81%	80%
District 7	76%	77%	86%	92%	92%	88%
District 8	90%	89%	84%	85%	84%	83%
District 9	84%	84%	85%	93%	96%	100%
Statewide	84%	84%	86%	87%	88%	89%

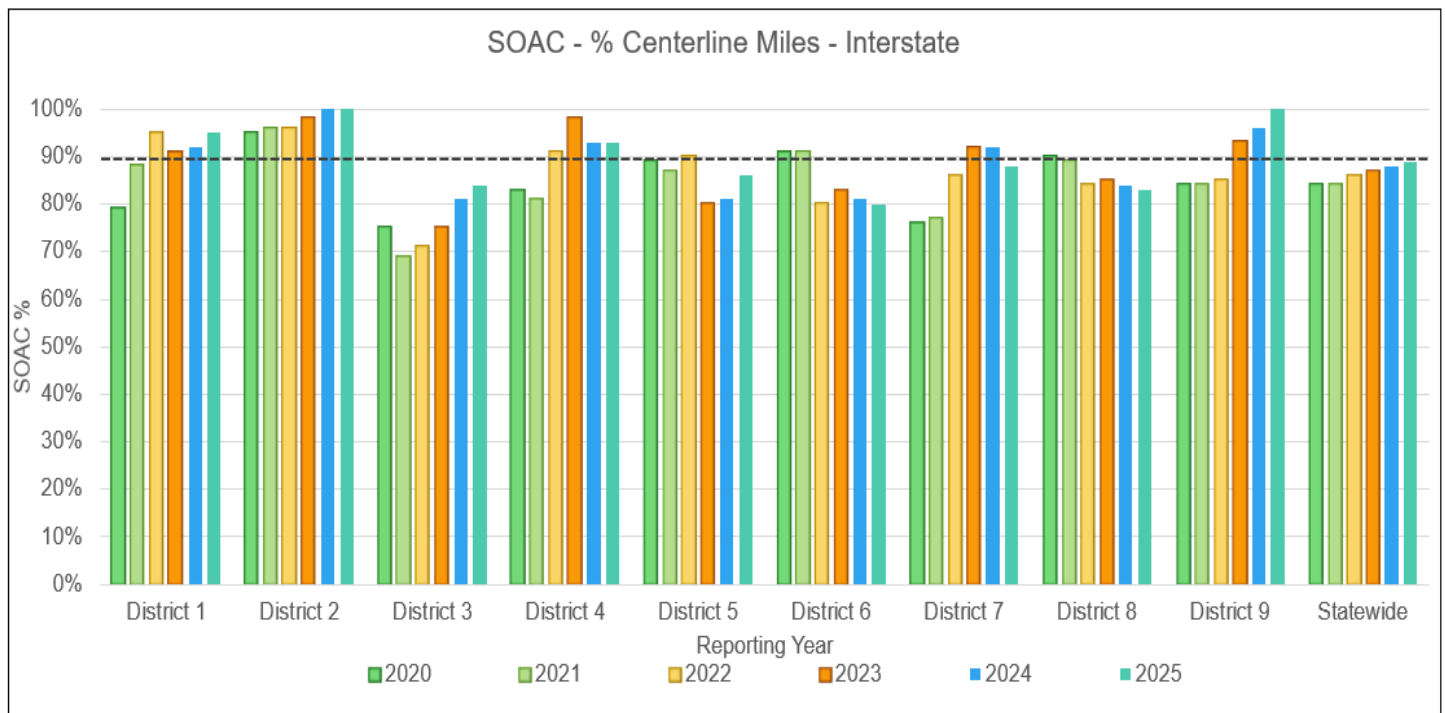


Figure 3-4. Graphical Representation of Data Table 3-17

**Historical State of Acceptable Condition %
State Jurisdiction Centerline Miles – Other NHS – Goal of 90%**

Table 3-19 Historical State of Acceptable Conditions (SOAC) for State Jurisdiction Other NHS Centerline Miles, by Year and District

	2020	2021	2022	2023	2024	2025
District 1	95%	95%	93%	91%	89%	92%
District 2	78%	72%	71%	71%	68%	75%
District 3	79%	84%	92%	91%	86%	86%
District 4	83%	84%	75%	70%	68%	71%
District 5	87%	83%	83%	85%	83%	83%
District 6	63%	63%	63%	63%	61%	56%
District 7	58%	64%	71%	79%	82%	82%
District 8	75%	77%	77%	76%	76%	79%
District 9	96%	94%	96%	95%	99%	97%
Statewide	81%	82%	82%	81%	80%	81%

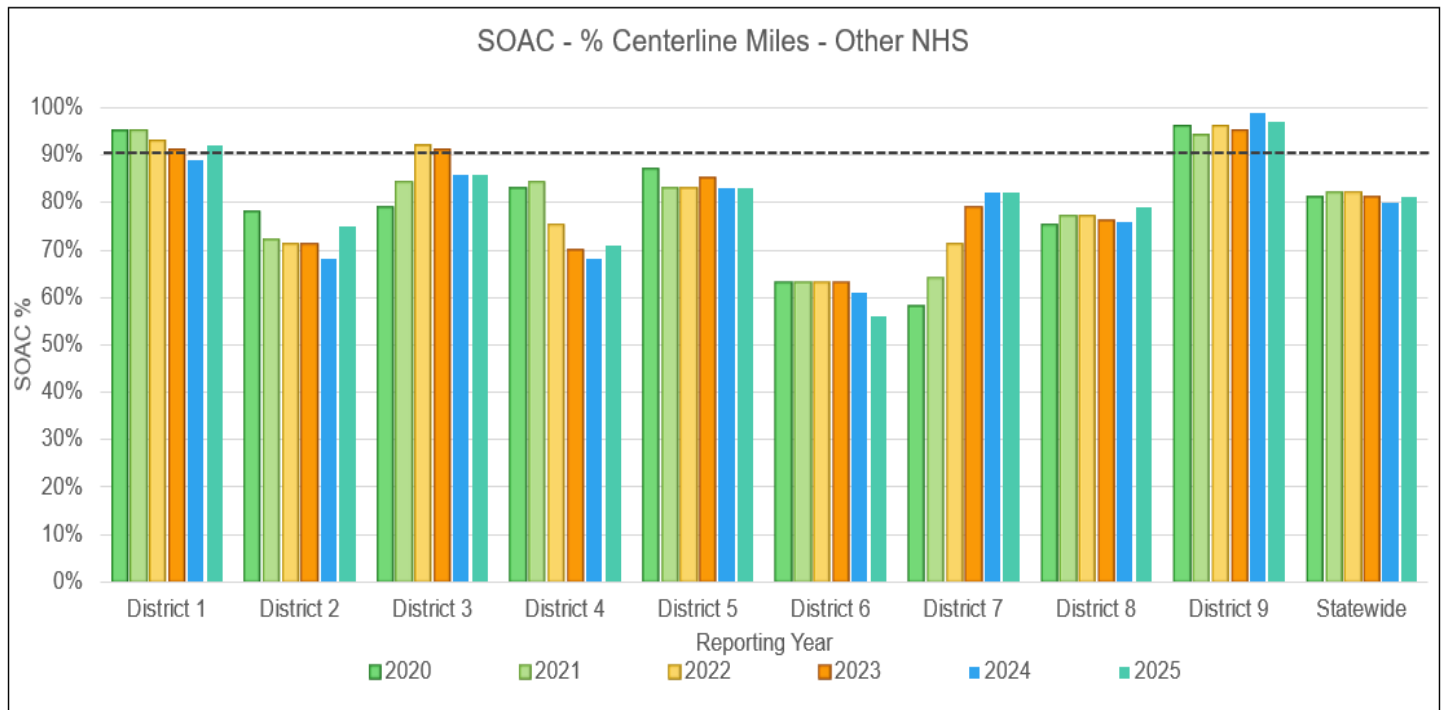


Figure 3-5. Graphical Representation of Data Table 3-18

**Historical State of Acceptable Condition %
State Jurisdiction Centerline Miles – Non-NHS Marked Routes – Goal of 75%.**

Table 3-20 Historical State of Acceptable Conditions (SOAC) for State Jurisdiction Non-NHS Marked Route Centerline Miles, by Year and District

	2020	2021	2022	2023	2024	2025
District 1	97%	95%	98%	93%	93%	88%
District 2	69%	72%	64%	67%	62%	63%
District 3	50%	64%	69%	69%	67%	73%
District 4	79%	73%	66%	55%	57%	59%
District 5	64%	61%	67%	66%	71%	73%
District 6	43%	44%	41%	51%	49%	48%
District 7	71%	72%	74%	68%	69%	72%
District 8	66%	64%	67%	67%	66%	68%
District 9	93%	90%	94%	88%	92%	96%
Statewide	68%	69%	69%	67%	67%	69%

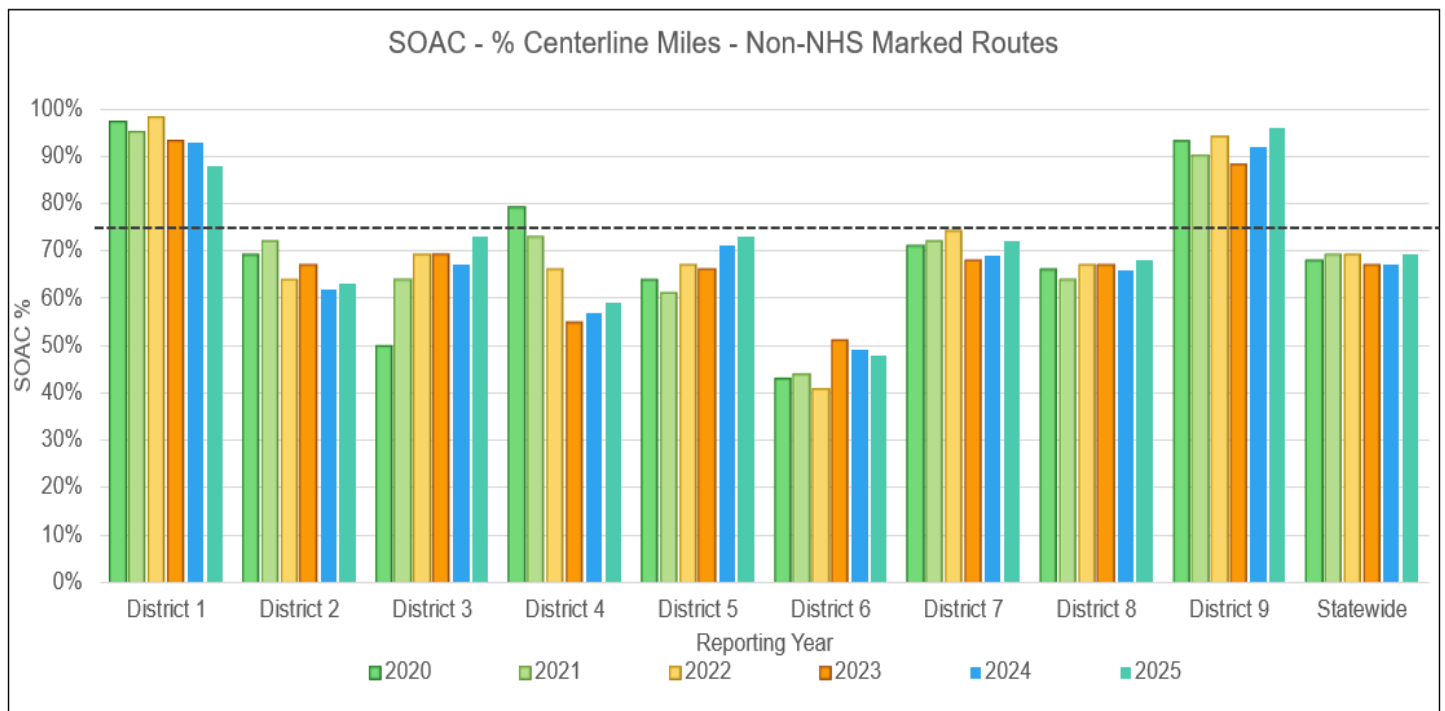


Figure 3-6. Graphical Representation of Data Table 3-19

Historical State of Acceptable Condition % State Jurisdiction Centerline Miles – Non-NHS Unmarked Routes – Goal of 50%

*Table 3-21 Historical State of Acceptable Conditions (SOAC) for State Jurisdiction Non-NHS
Unmarked Route Centerline Miles, by Year and District*

	2020	2021	2022	2023	2024	2025
District 1	89%	86%	86%	82%	83%	82%
District 2	60%	55%	53%	48%	50%	60%
District 3	20%	20%	26%	26%	33%	47%
District 4	60%	63%	52%	49%	40%	49%
District 5	62%	63%	68%	63%	64%	62%
District 6	49%	53%	51%	54%	49%	46%
District 7	62%	76%	70%	69%	68%	68%
District 8	73%	65%	65%	55%	57%	53%
District 9	62%	75%	84%	83%	84%	90%
Statewide	68%	69%	68%	65%	65%	66%

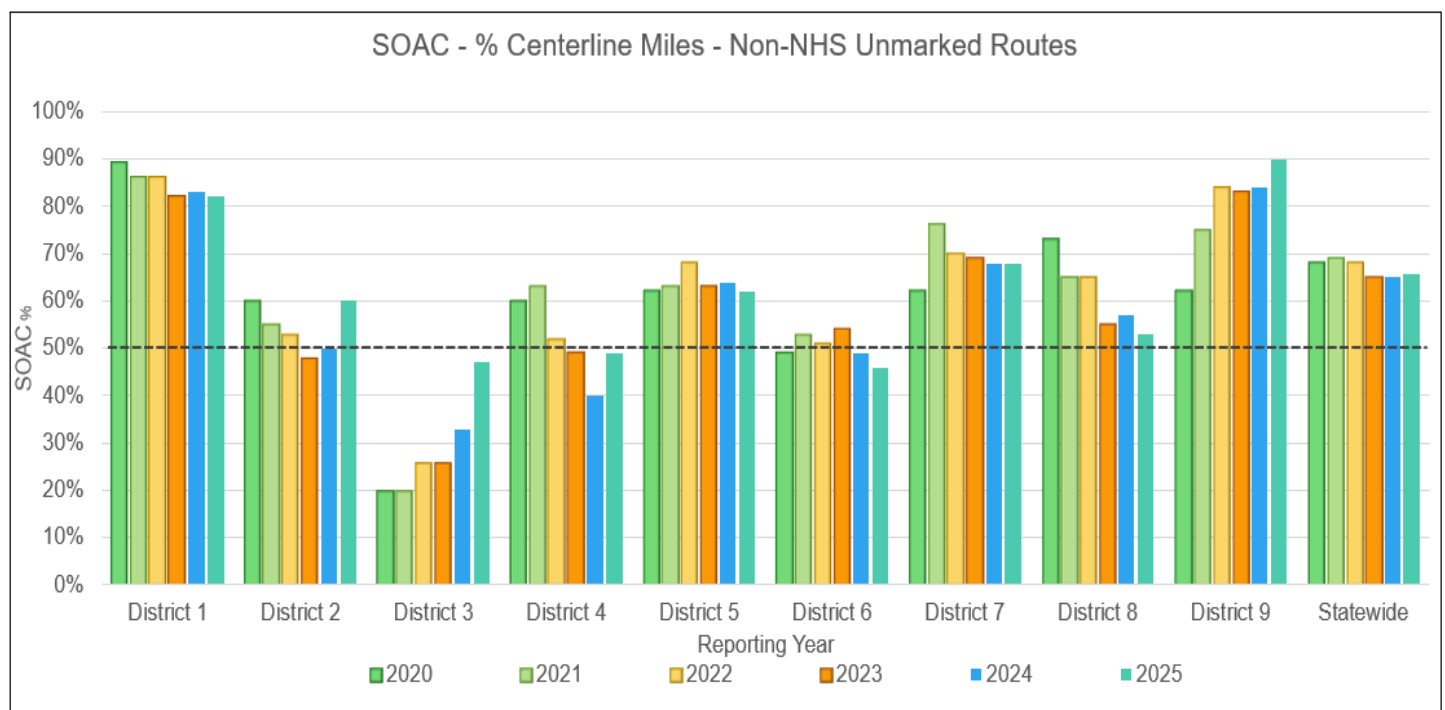
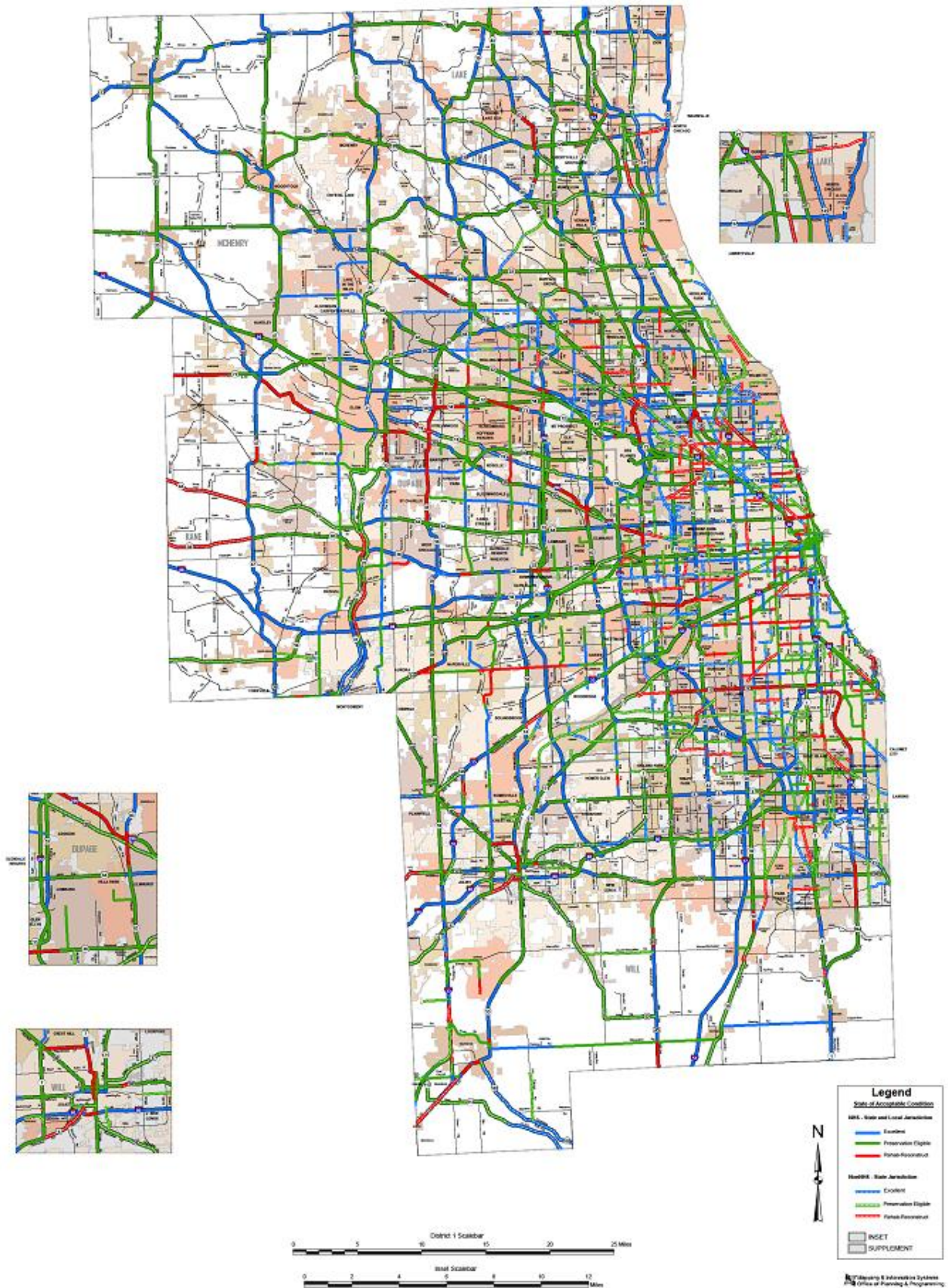


Figure 3-7. Graphical Representation of Data from Table 3-20

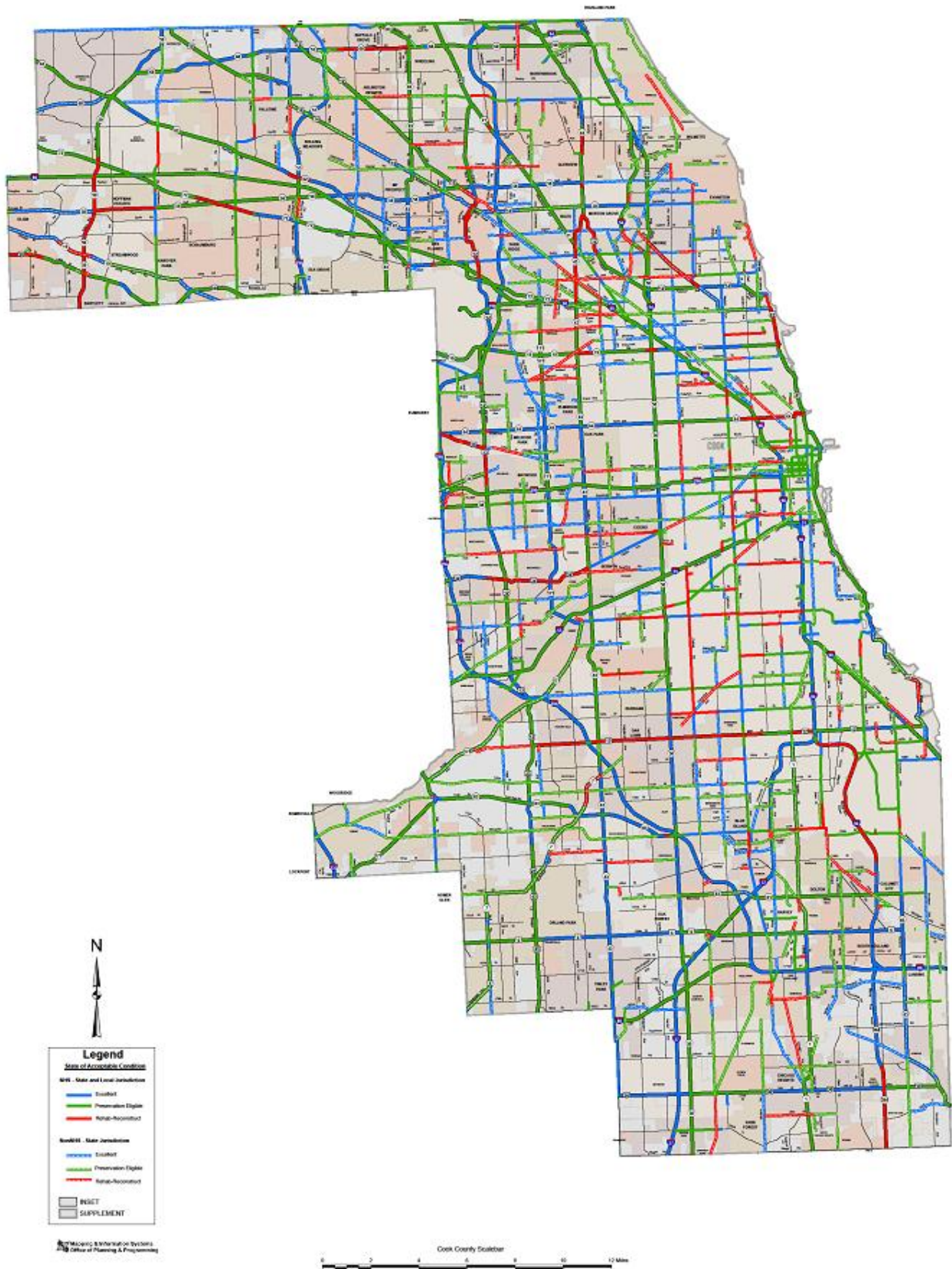
The SOAC maps on the following pages display the SOAC data. This data is the actual SOAC value determined when rated in 2025. The SOAC date is indicated on each map.

Office of Planning & Programming

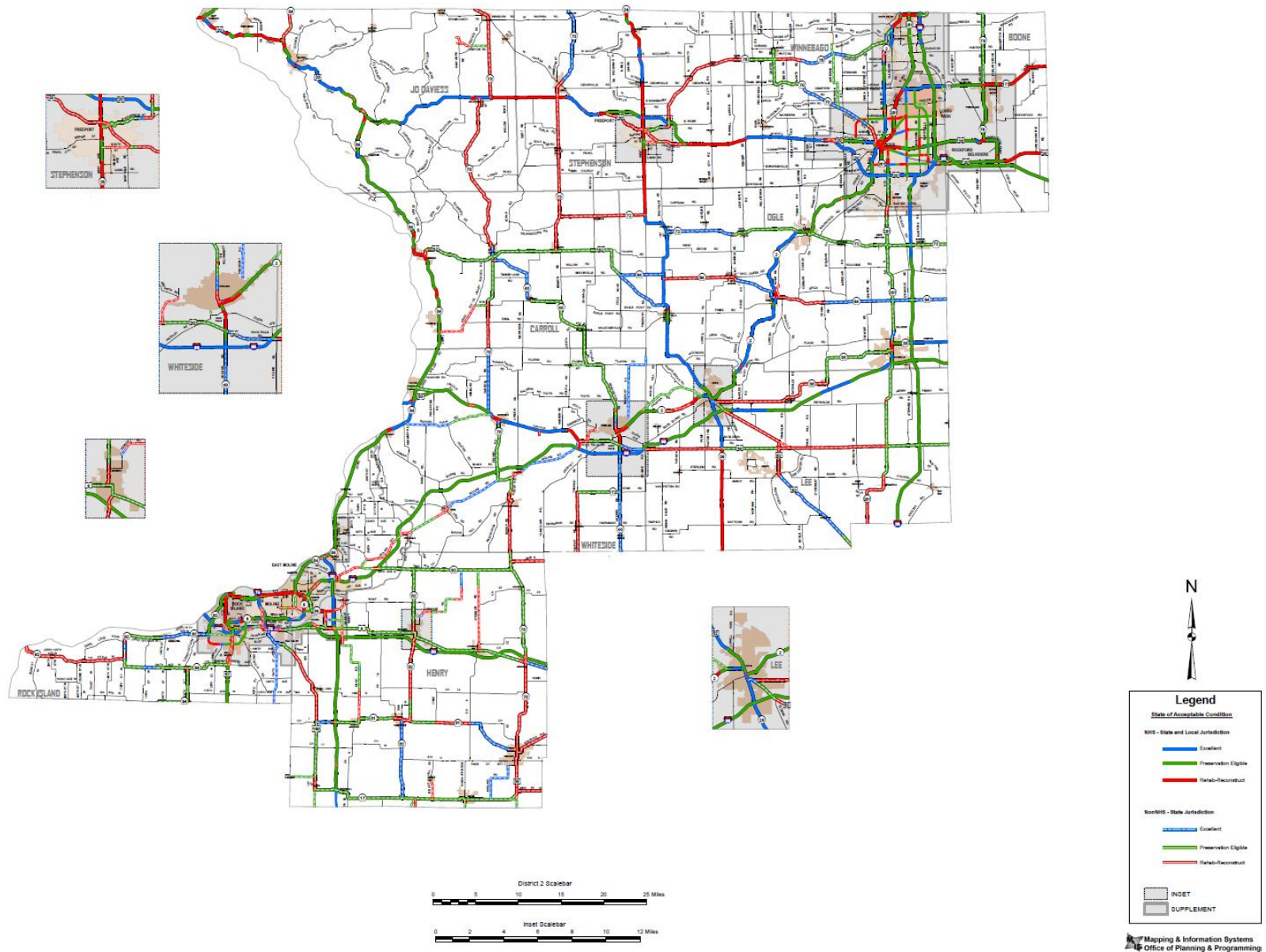
District 1 State of Acceptable Condition - 2025



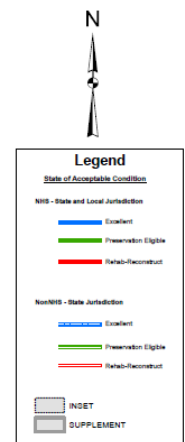
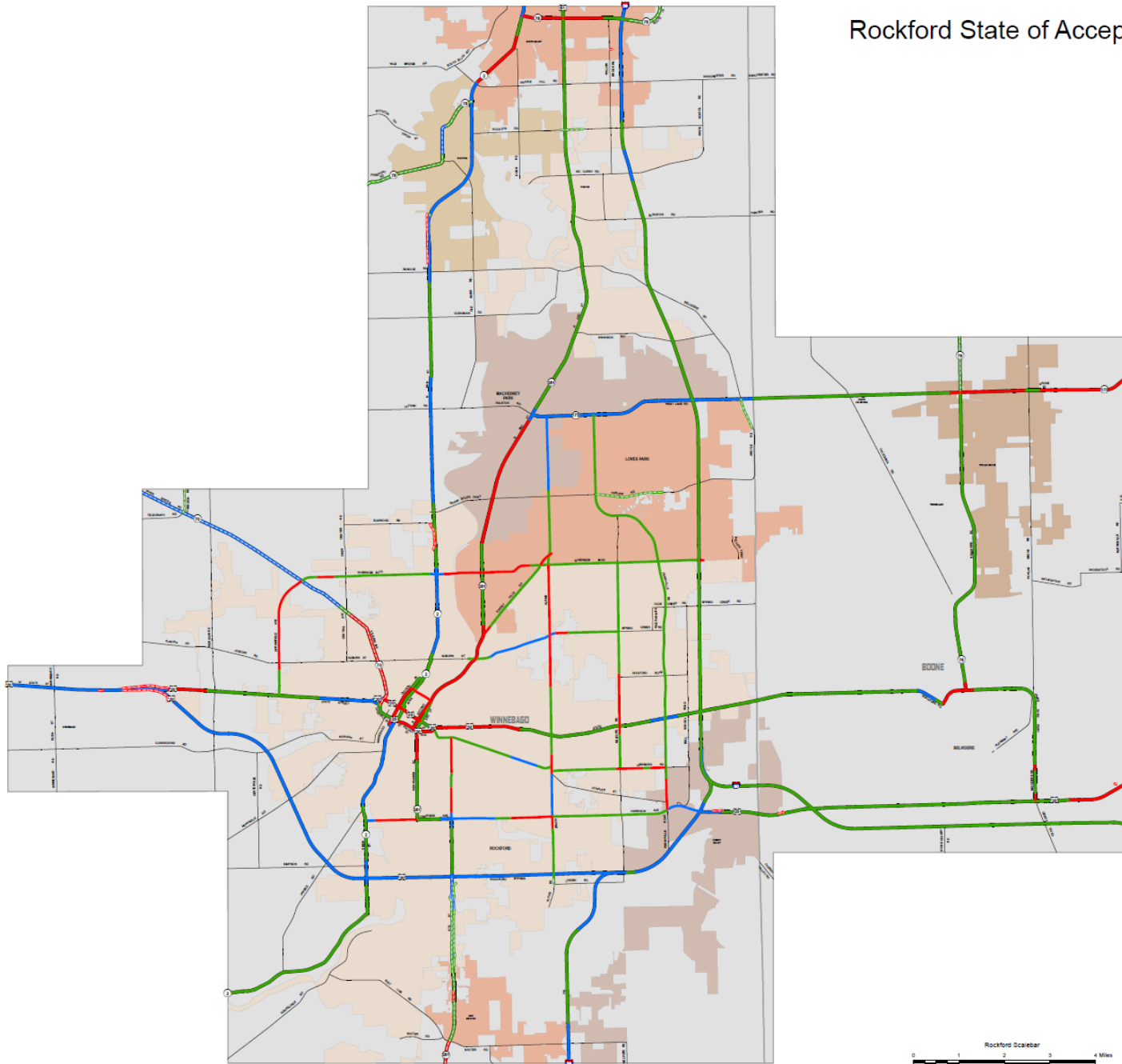
Cook County State of Acceptable Condition - 2025



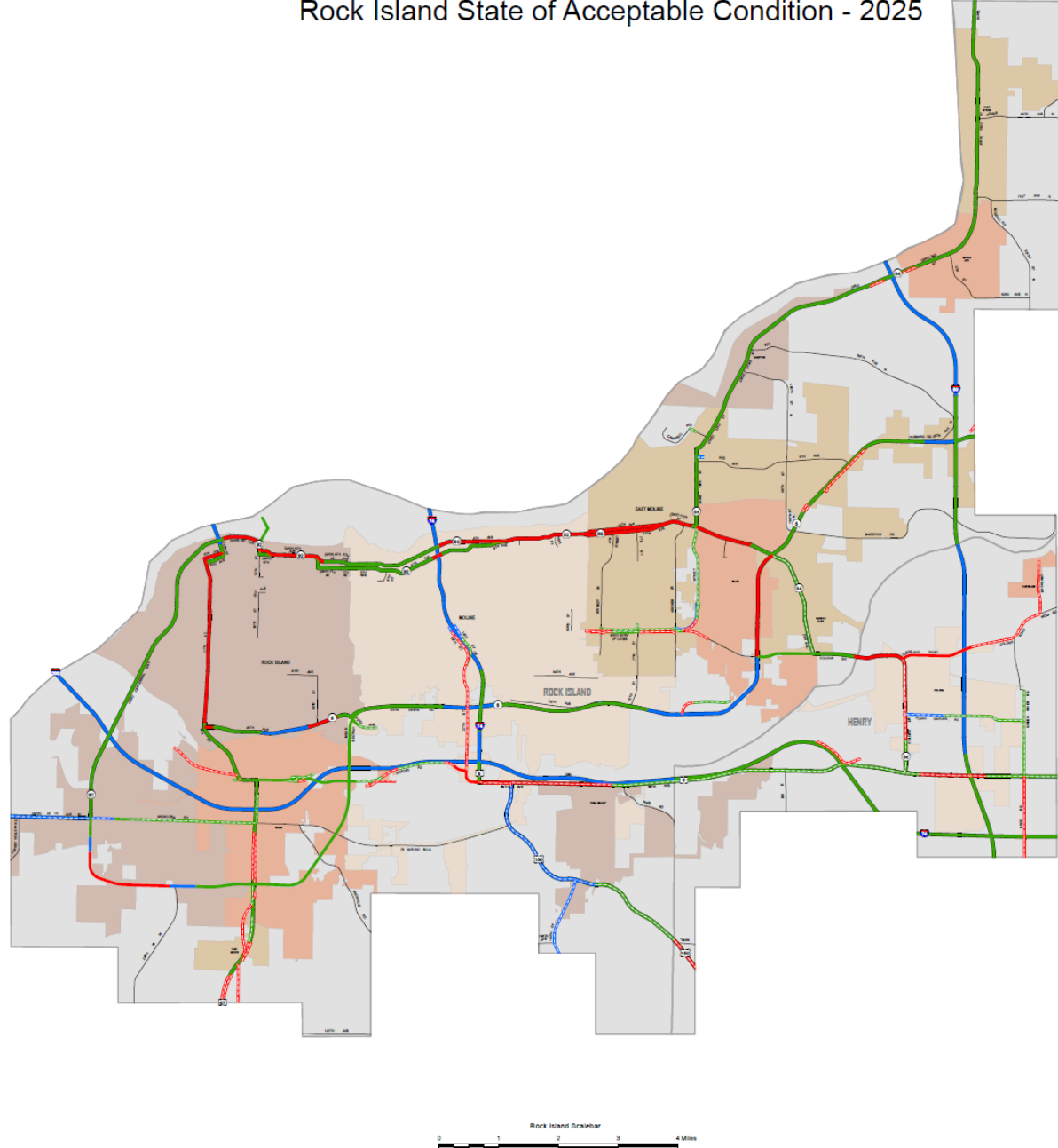
District 2 State of Acceptable Condition - 2025



Rockford State of Acceptable Condition - 2025



Rock Island State of Acceptable Condition - 2025



Legend

State of Acceptable Condition

MHS - State and Local Jurisdiction

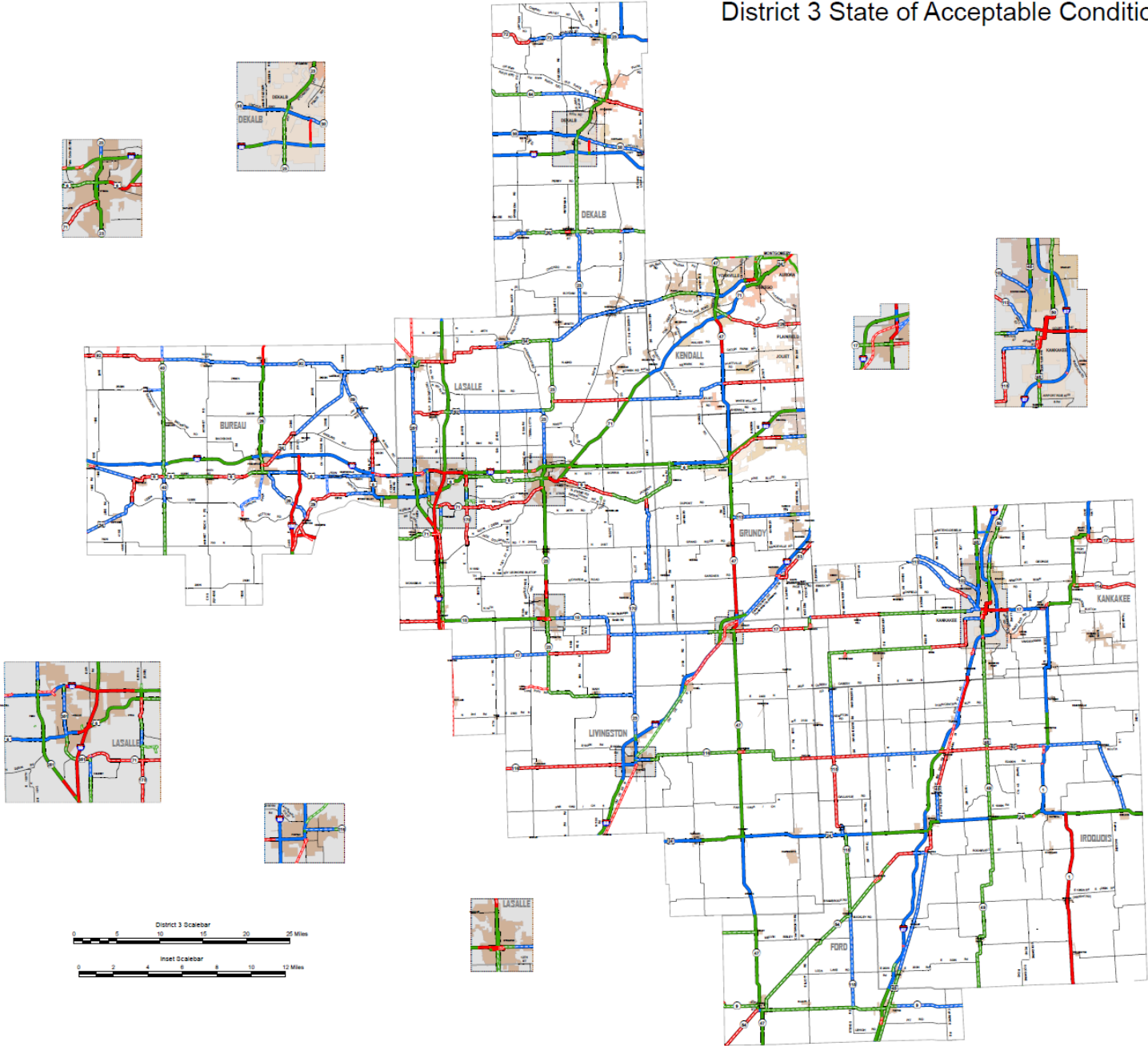
- Excellent
- Preservation Eligible
- Rehab-Reconstruct

NonMHS - State Jurisdiction

- Excellent
- Preservation Eligible
- Rehab-Reconstruct

- INSET
- SUPPLEMENT

District 3 State of Acceptable Condition - 2025



Legend

State of Acceptable Condition

MHS - State and Local Jurisdiction

- Excellent
- Preservation Eligible
- Rehab-Reconstruct

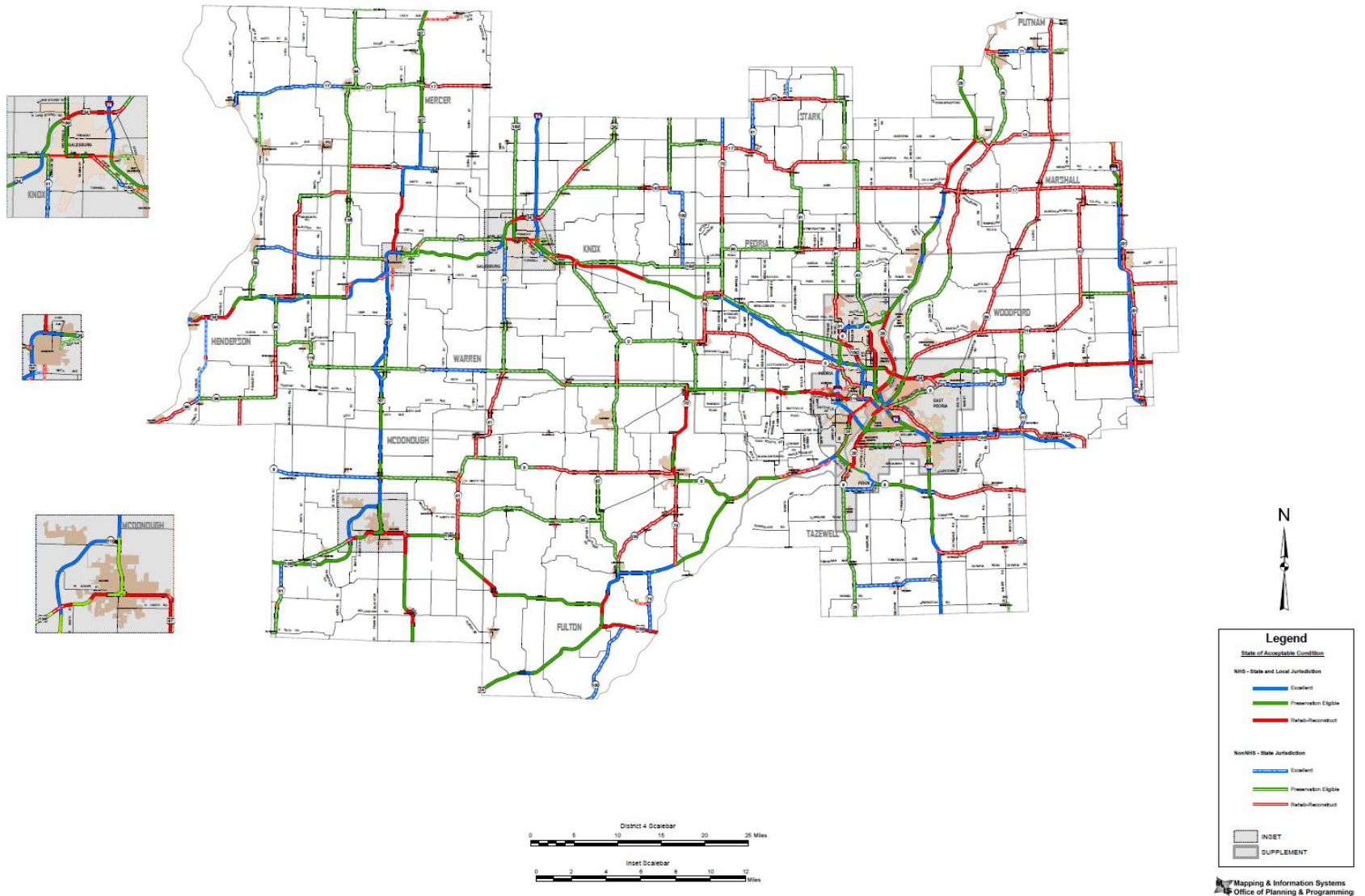
Non-MHS - State Jurisdiction

- Excellent
- Preservation Eligible
- Rehab-Reconstruct

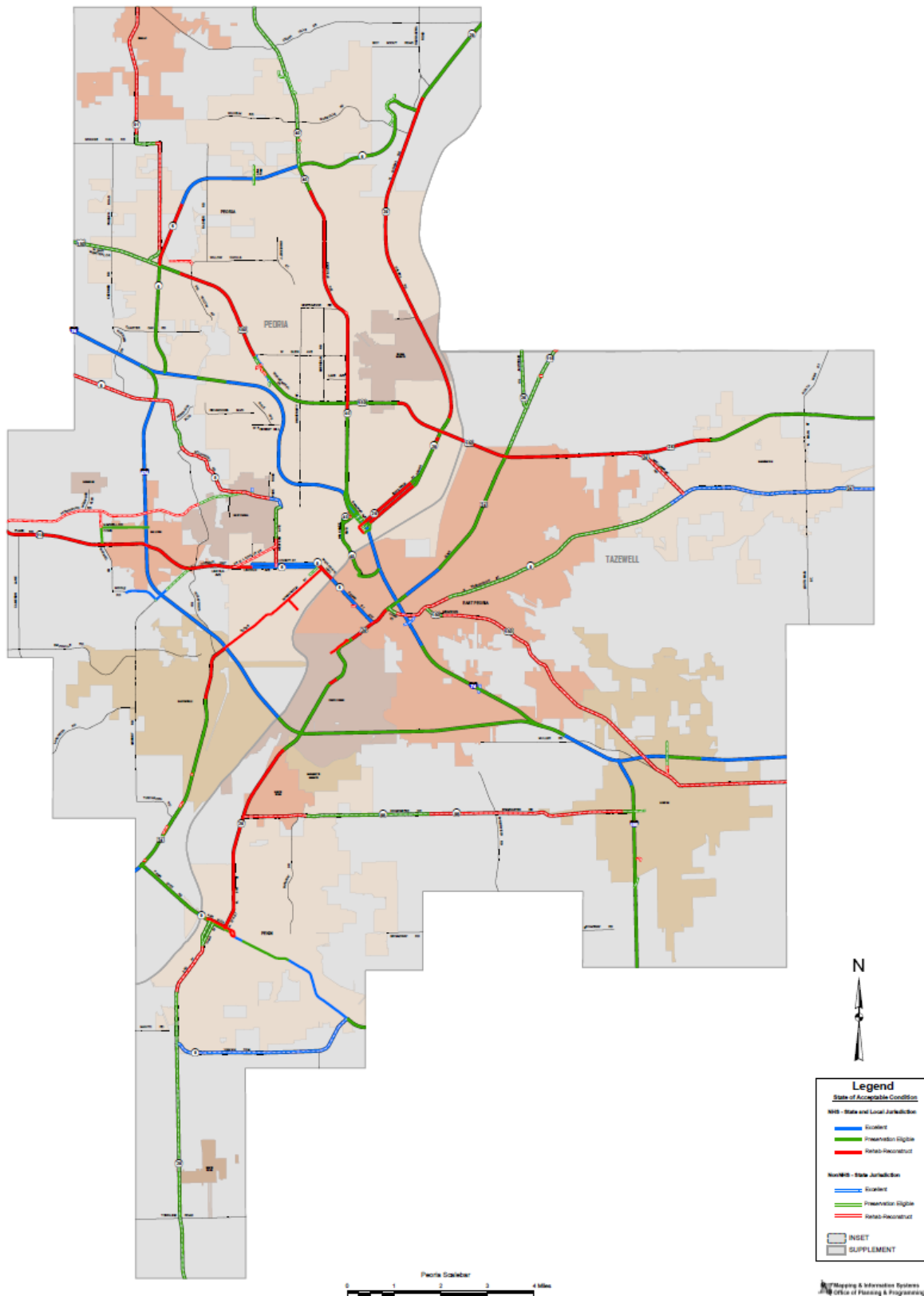
INSET

SUPPLEMENT

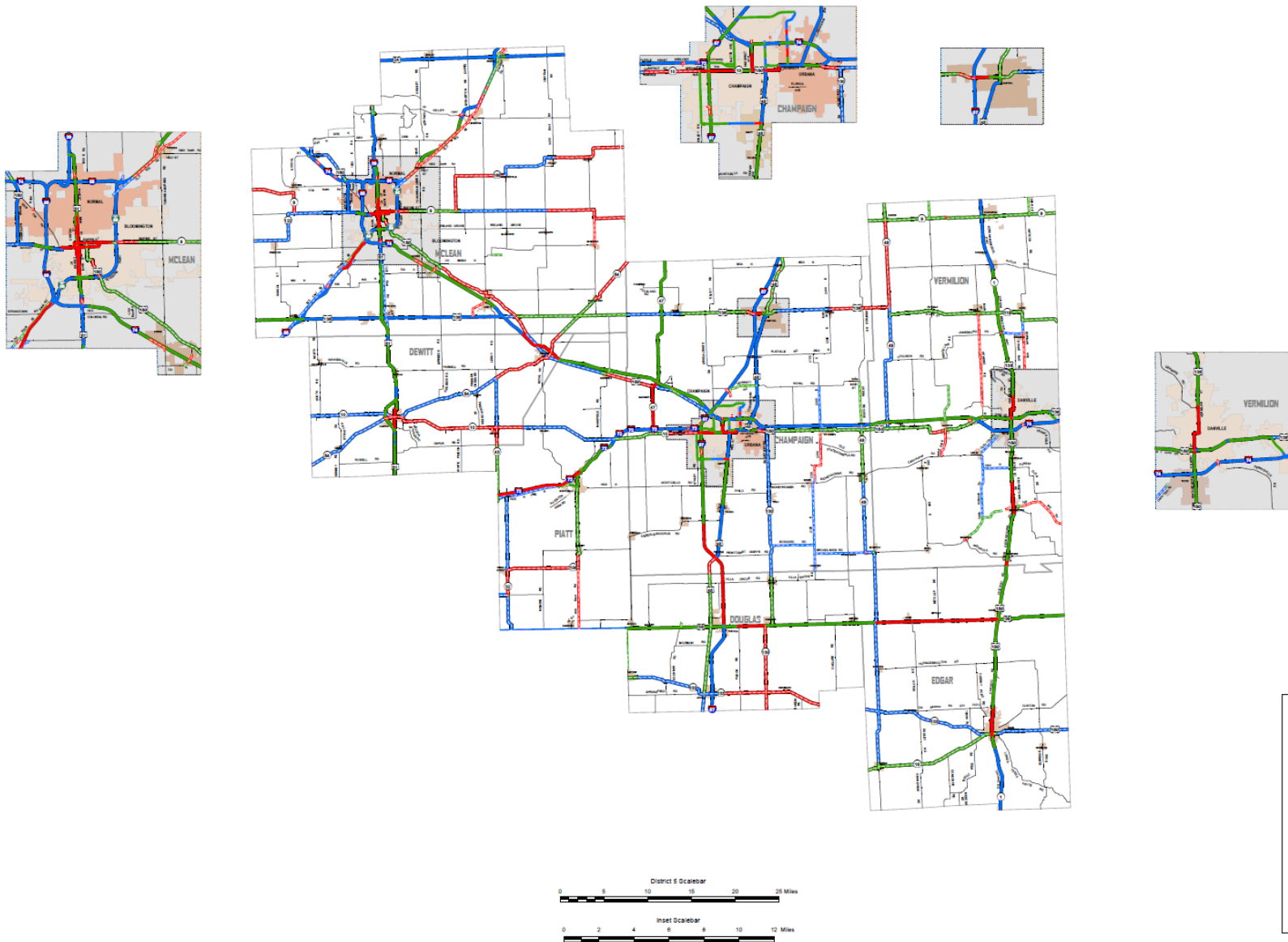
District 4 State of Acceptable Condition - 2025



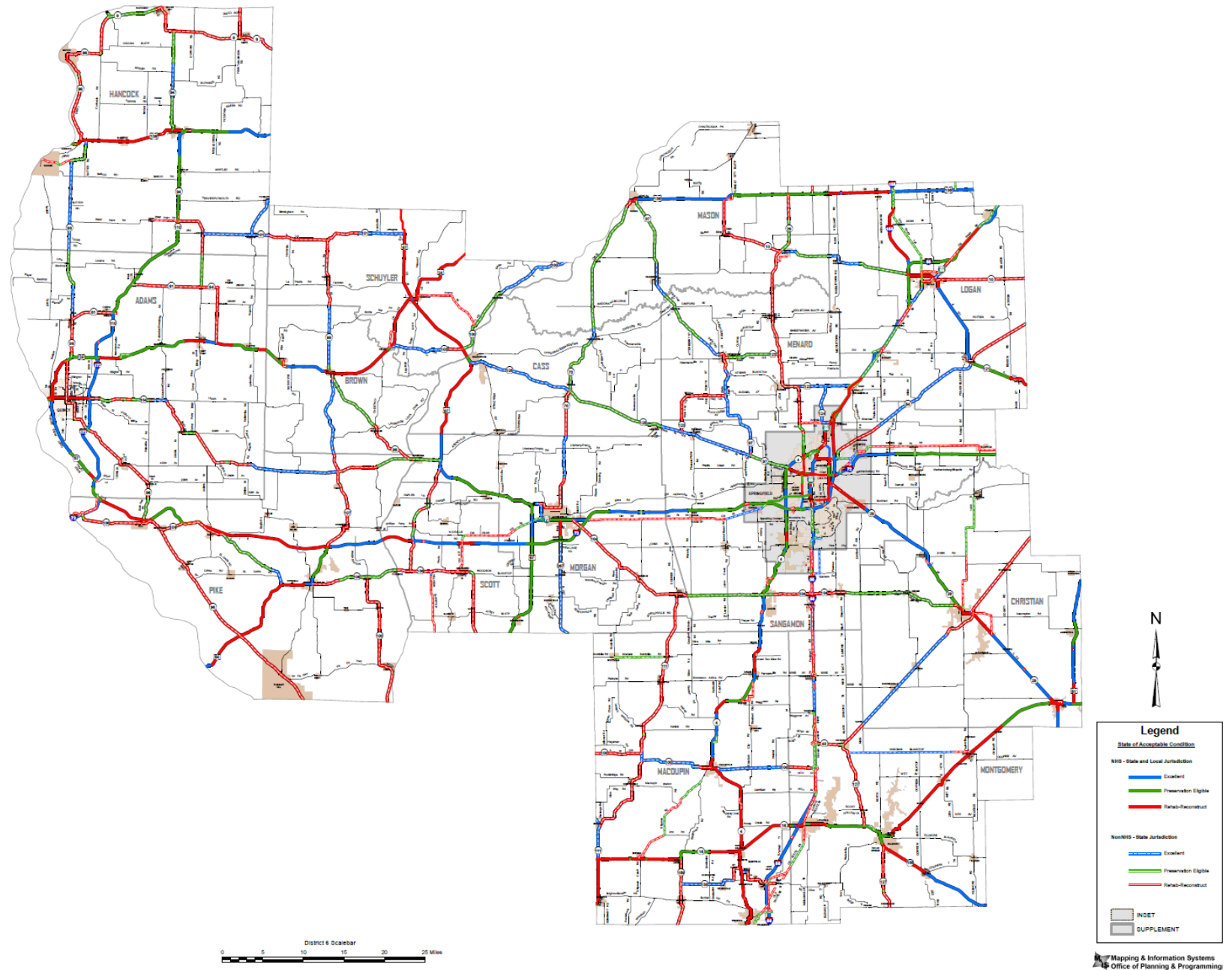
Peoria State of Acceptable Condition - 2025



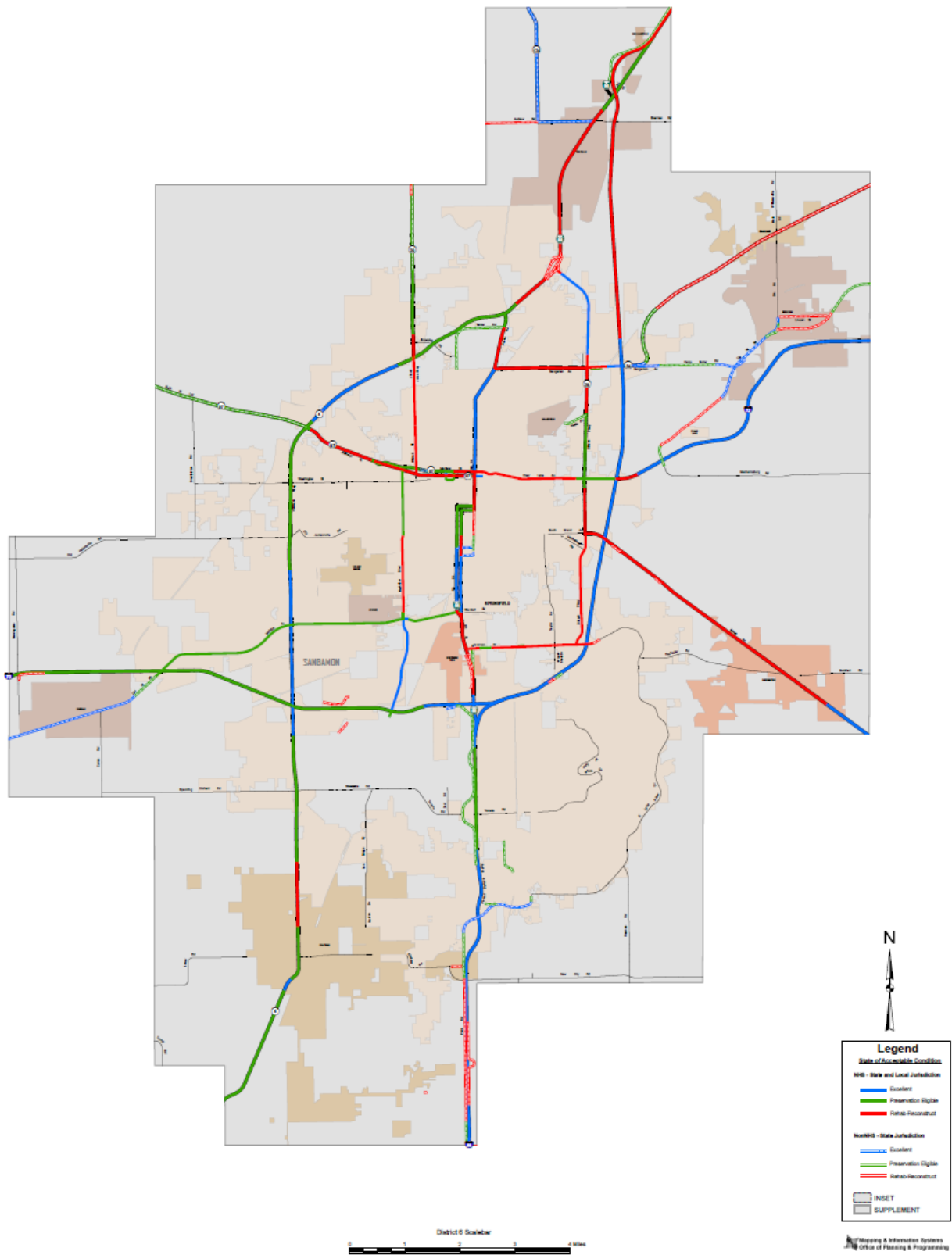
District 5 State of Acceptable Condition - 2025



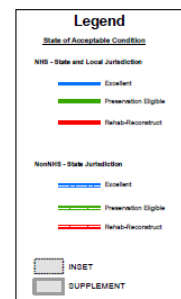
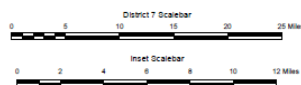
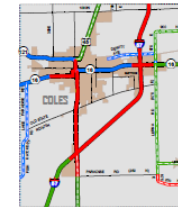
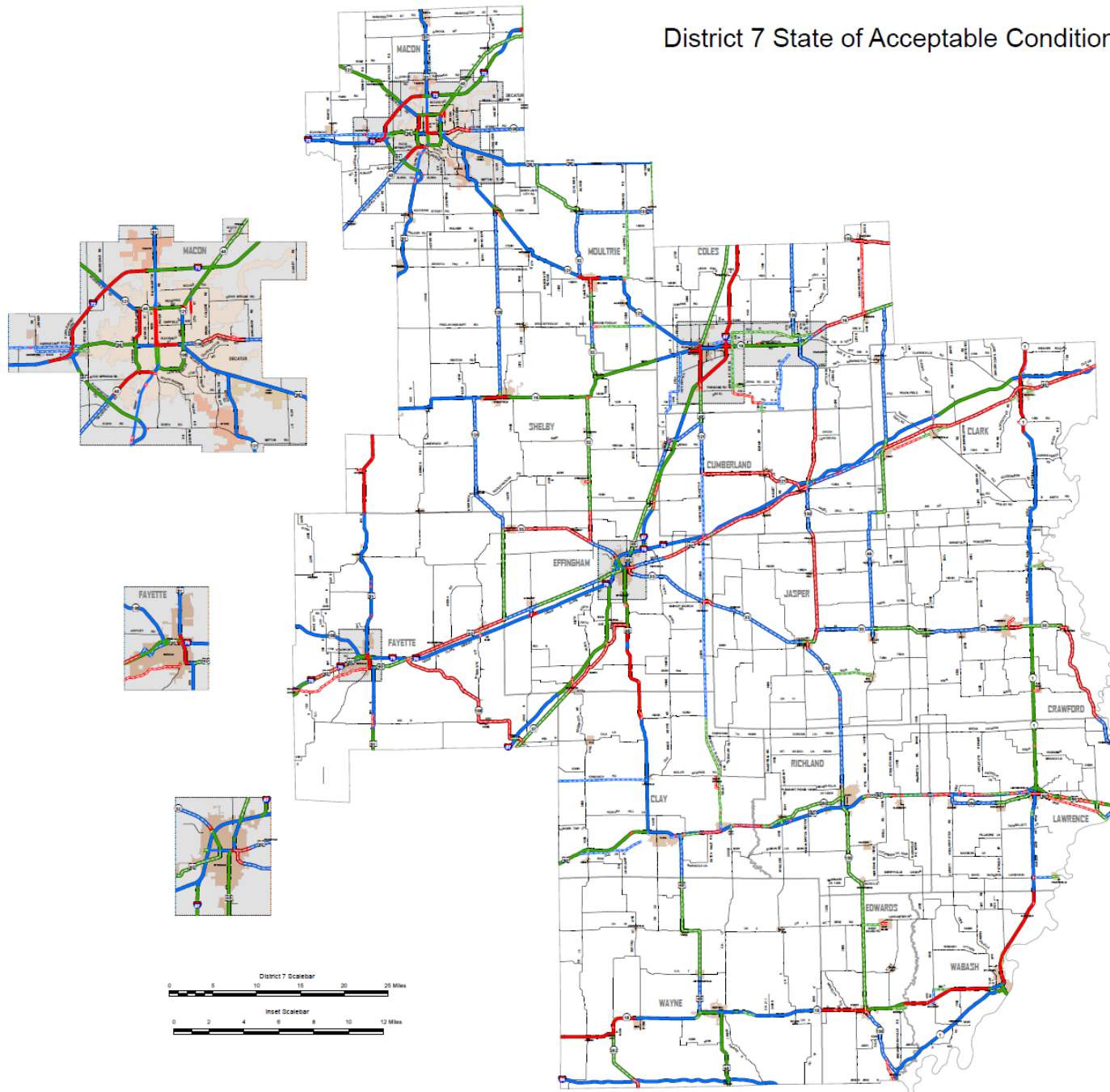
District 6 State of Acceptable Condition - 2025



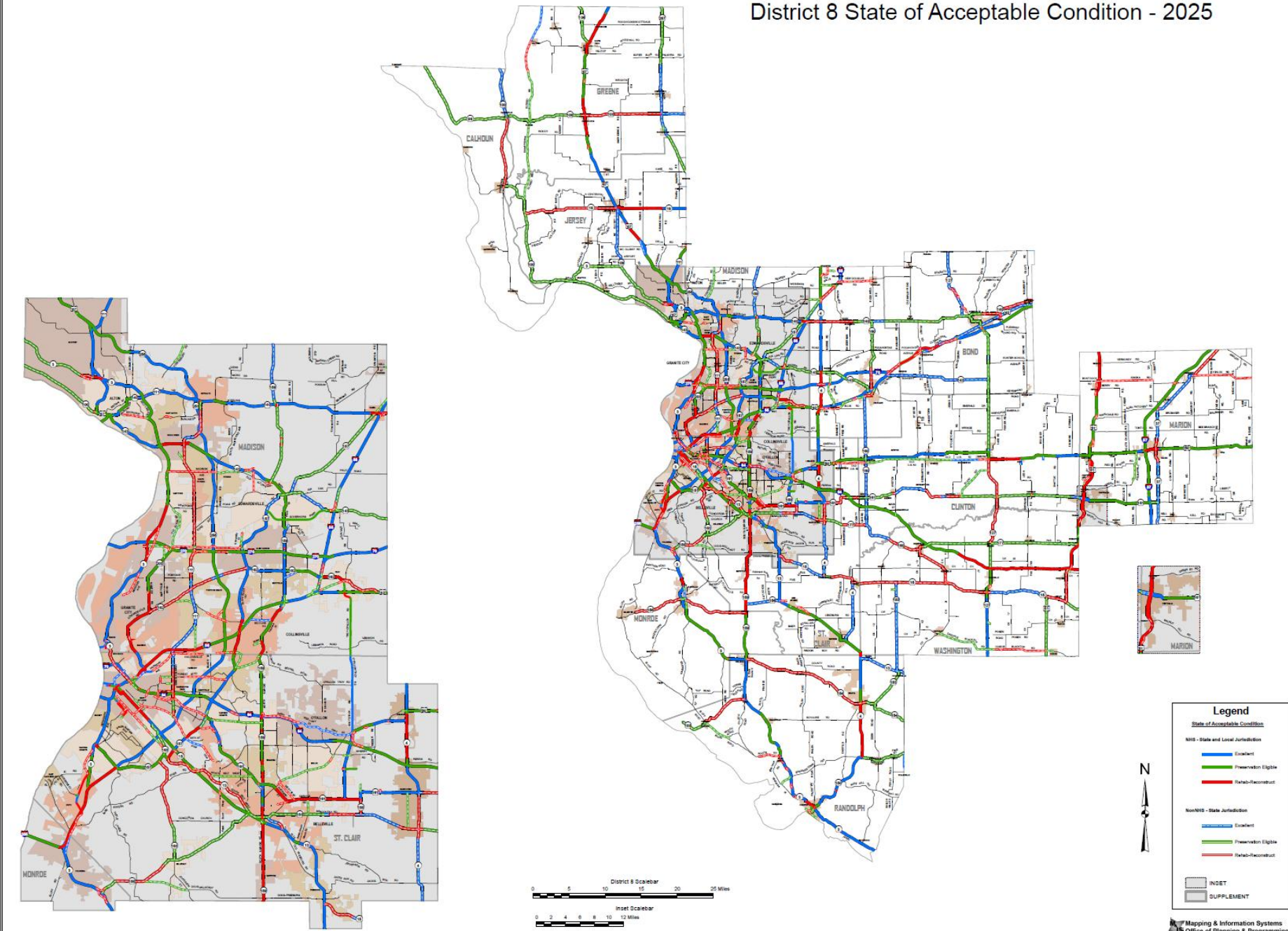
Springfield State of Acceptable Condition - 2025



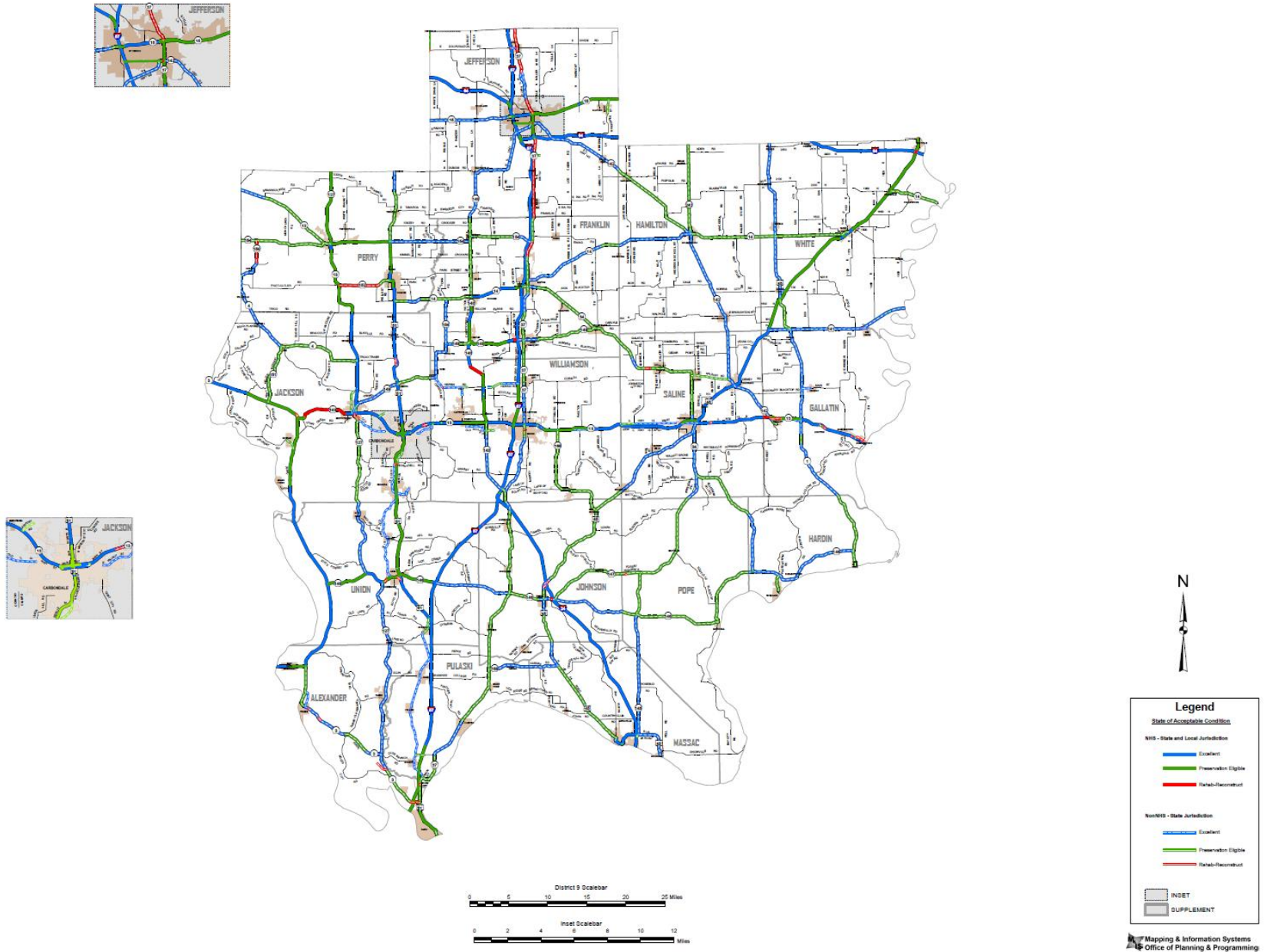
District 7 State of Acceptable Condition - 2025



District 8 State of Acceptable Condition - 2025



District 9 State of Acceptable Condition - 2025



4. 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) and 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 DCVs when performing the CRS collection. IRI is not reported in areas of anomalous road conditions, for example non-final surfaces in construction zones or locations where the DCV is driving at a speed below the operating threshold of the system.

There are roads for which it is not practical for the DCV to collect data. For example, roads with gravel or dirt surface where loose aggregate could damage the equipment or short sections of roadways where the minimum collection speed cannot be reached safely. In such cases, the roads will not have an IRI value.

Roadways resurfaced after CRS collection with an updated 9.0 CRS will have a default IRI value of 50. A measured IRI will be collected in the next CRS cycle.

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 zero IRI are not included.

The following pages provide a breakdown of IRI values.

Table 4-1. Color Classification Key for IRI Values

Category	IRI Value
Good	< 95
Fair	95 – 170
Poor	> 170

4.1. Historic Weighted Average IRI Data

Weighted Average IRI - All Systems

State Jurisdiction

Table 4-2 Historical Weighted Average IRI for All Systems, by Year and District

District	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
1	161	152	150	158	156	155	155	151	149	150	149	149	149	142	147
2	115	110	108	104	111	109	117	115	120	118	115	114	120	113	117
3	97	95	110	100	98	98	106	105	107	107	93	93	87	87	85
4	98	94	84	92	91	98	98	98	98	100	99	104	104	104	108
5	96	96	96	97	97	102	102	101	101	103	103	104	104	94	96
6	102	93	97	97	102	101	107	107	111	111	106	106	108	104	101
7	110	105	101	99	106	106	111	111	111	111	99	99	94	89	91
8	108	98	97	98	98	106	106	97	95	94	94	97	97	93	97
9	91	87	87	89	89	95	95	84	83	79	79	75	75	70	68
Statewide	113	106	106	108	109	111	114	111	112	111	107	108	108	103	105

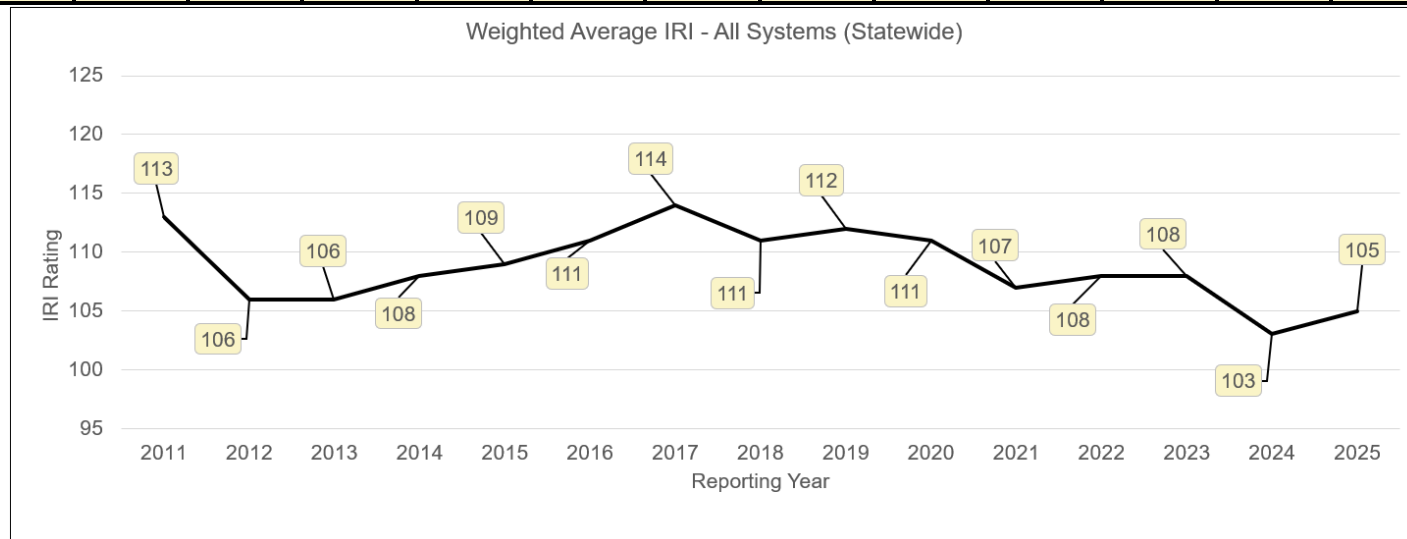


Figure 4-1. Graphical Representation of Data from Table 4-2

Weighted Average IRI – Interstate

Table 4-3. Historical Weighted Average IRI for Interstate, by Year and District

District	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
1	84	68	67	80	80	92	91	86	90	85	85	83	84	83	89
2	71	66	66	66	56	58	58	58	59	53	56	57	57	58	59
3	69	66	66	67	66	67	67	67	68	66	68	69	69	68	69
4	63	61	61	65	65	64	64	61	65	54	52	49	48	49	49
5	66	55	55	55	55	61	61	55	56	51	52	53	54	53	53
6	61	56	56	54	53	53	53	56	57	53	53	54	55	53	52
7	59	65	65	55	53	52	52	55	54	53	51	49	48	47	49
8	75	70	64	68	67	69	69	70	74	64	65	67	67	70	68
9	68	60	60	64	64	57	57	60	60	56	55	54	53	53	59
Statewide	68	63	62	63	62	64	64	63	65	60	60	60	60	60	61

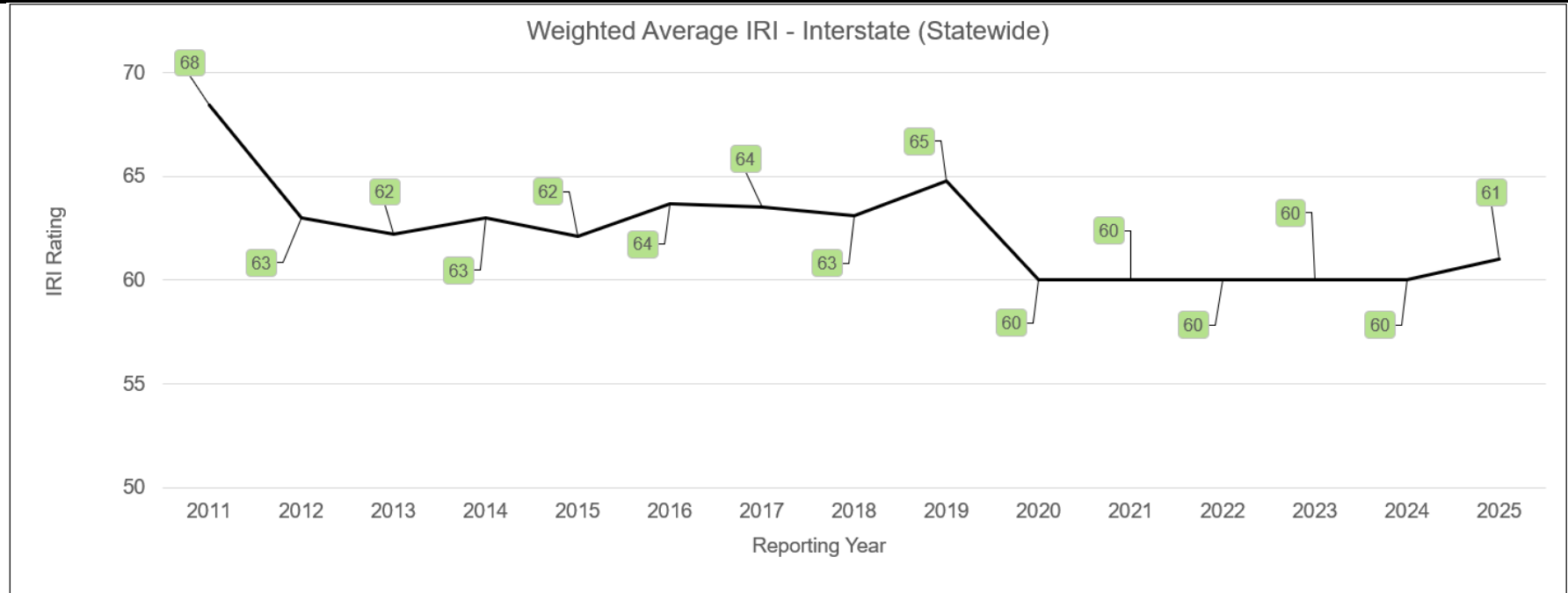


Figure 4-2. Graphical Representation of Data from Table 4-3

Weighted Average IRI - Other Marked

Table 4-4. Historical Weighted Average IRI for Other Marked, by Year and District

District	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
1	148	143	140	142	138	138	141	137	135	134	133	134	133	128	135
2	113	108	106	101	110	109	118	116	121	119	115	114	121	114	118
3	99	97	103	103	99	99	108	108	110	110	92	92	85	85	83
4	98	83	83	90	89	97	97	98	97	100	99	106	106	106	110
5	97	99	99	100	100	106	106	104	104	109	109	112	112	99	103
6	97	85	91	91	97	94	102	102	106	107	101	101	102	98	94
7	107	100	95	95	101	101	107	107	108	108	98	98	89	85	86
8	100	95	95	93	93	104	104	91	91	87	87	89	89	85	89
9	90	85	85	87	87	96	96	81	81	77	77	75	75	70	66
Statewide	107	101	101	102	103	106	110	106	107	107	102	103	102	98	100

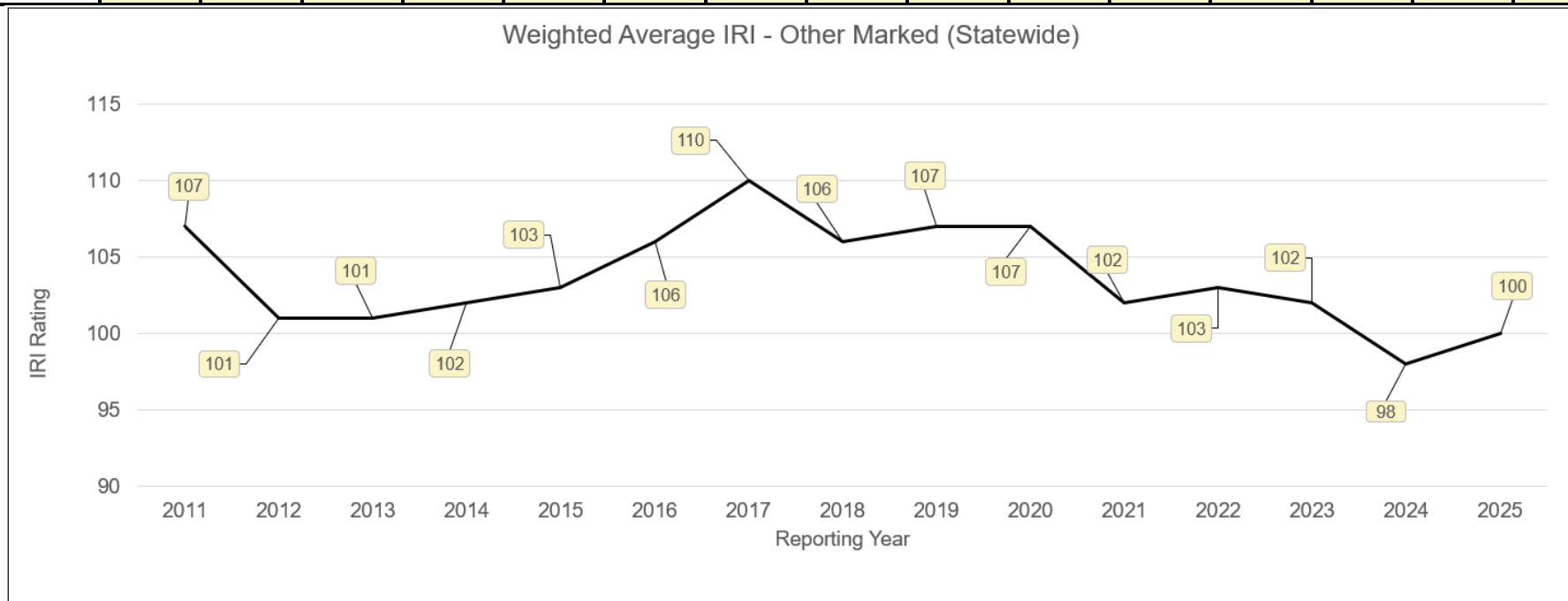


Figure 4-3. Graphical Representation of Data from Table 4-4

Weighted Average IRI – Unmarked

Table 4-5. Historical Weighted Average IRI for Unmarked, by Year and District

District	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
1	201	186	185	203	207	202	195	191	191	194	193	195	195	183	185
2	157	155	151	148	157	152	157	156	162	161	161	161	168	154	157
3	143	141	139	139	170	170	171	171	175	174	170	170	173	173	157
4	160	138	140	165	171	169	169	171	167	179	179	176	176	176	171
5	129	131	131	134	138	135	133	142	140	137	137	129	129	118	119
6	153	150	153	152	162	161	165	165	170	169	165	165	170	167	165
7	159	154	150	151	171	172	177	177	170	170	148	149	156	141	147
8	156	128	128	136	137	136	135	136	124	137	137	143	143	140	145
9	132	142	142	145	148	147	148	145	143	140	140	108	106	97	99
Statewide	168	158	157	166	173	170	169	169	168	170	167	166	168	159	160

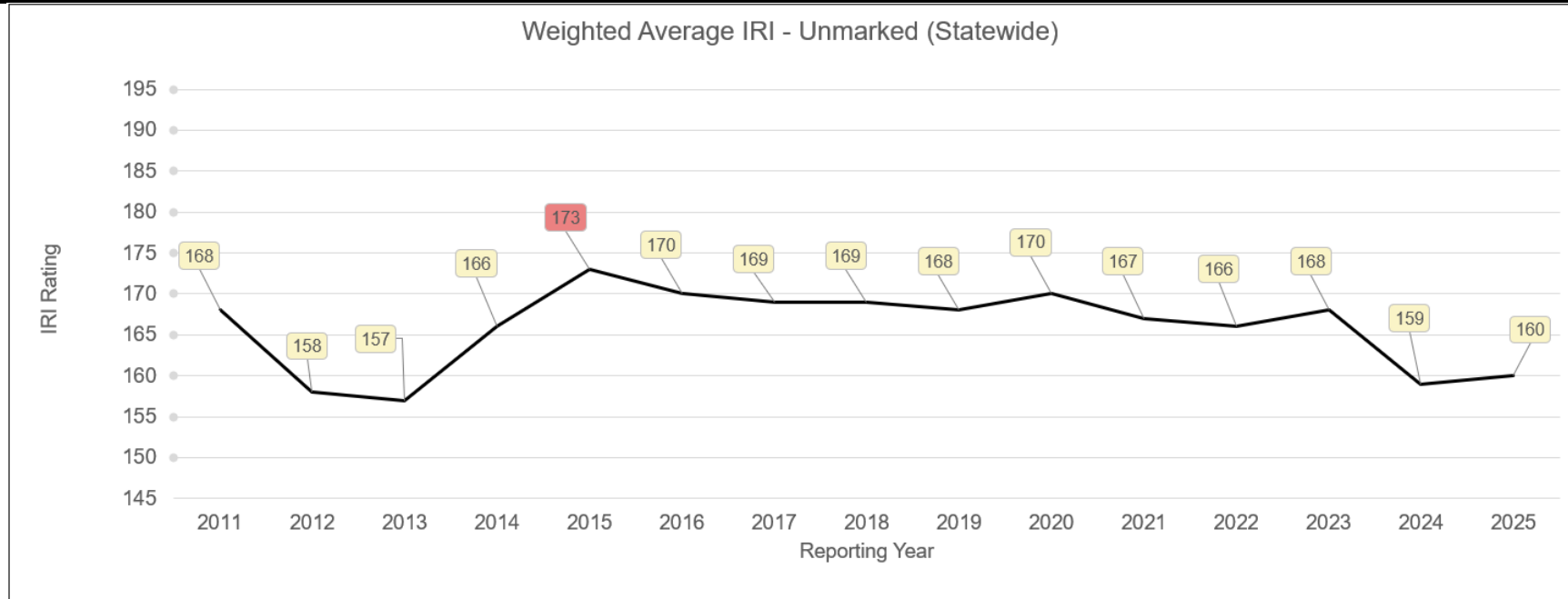


Figure 4-4. Graphical Representation of Data from Table 4-5

4.2. IRI Groupings

Table 4-6. IRI Groupings of Rural Miles and Urban Miles, by Systems and IRI Rating

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	896.29	218.20	82.32	4.90	0.44	0.00	0.00	0.00
Other Marked	0.18	2,485.60	2,310.39	1,558.12	832.77	445.84	248.80	90.03	74.50
Unmarked	34.37	203.72	217.46	131.82	145.07	171.53	99.29	51.23	189.48
Total	34.55	3,585.61	2,746.05	1,772.26	982.74	617.81	348.09	141.26	263.98
Urban Miles - Statewide - IRI Groupings									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.84	264.01	310.86	67.07	35.36	10.92	1.38	0.38	0.00
Other Marked	0.00	409.57	764.45	588.85	602.92	407.76	275.44	139.03	196.86
Unmarked	18.13	115.21	73.33	121.25	162.11	186.80	169.74	140.04	325.16
Total	18.97	788.79	1,148.64	777.17	800.39	605.48	446.56	279.45	522.02
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	53.52	4,374.40	3,894.69	2,549.43	1,783.13	1,223.29	794.65	420.71	786.00
IRI Categories -		Good <95		Fair 95-170			Poor >170		
*Data not available due to various DCV collection/operating constraints									

4.3. Statewide IRI – All System

Table 4-7 Historical Statewide IRI Grouping of All Systems, Rural and Urban, by Year and IRI Rating

Statewide IRI Groupings – All Systems, Rural & Urban Miles									
IRI Categories -		Good		Fair			Poor		
Year	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
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
2020	53.96	2,816.50	4,616.69	2,923.94	1,989.73	1,432.83	800.71	497.96	765.12
2021	52.59	3,377.57	4,560.75	2,920.03	1,684.81	1,368.78	721.90	454.66	752.26
2022	56.77	3,470.37	4,309.87	2,961.54	1,763.23	1,344.81	687.83	509.92	789.33
2023	53.69	3,700.64	4,192.24	2,817.42	1,794.86	1,230.56	748.56	522.64	824.53
2024	66.12	4,526.55	3,970.35	2,635.21	1,659.98	1,184.05	658.92	441.39	742.39
2025	53.52	4374.4	3894.69	2549.43	1783.13	1223.29	794.65	420.71	786.00

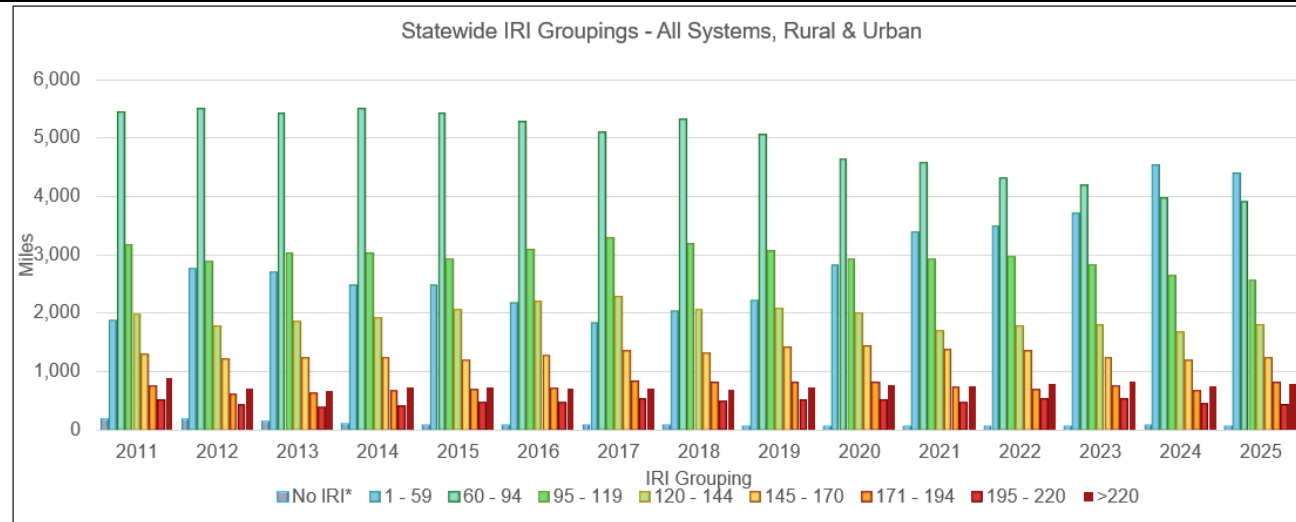


Figure 4-5. Graphical Representation of Data from Table 4-7

4.4. Rural and Urban IRI Groupings by CRS Category

Table 4-8. Rural and Urban IRI Groupings for Excellent Condition CRS by IRI Value and Systems

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	542.38	116.16	2.44	0.00	0.00	0.00	0.00	0.00
Other Marked	0.08	2,028.32	527.91	69.36	16.54	12.26	22.55	12.13	24.00
Unmarked	0.35	197.32	76.77	16.24	18.38	12.70	3.20	1.64	16.93
Total	0.43	2,768.02	720.84	88.04	34.92	24.96	25.75	13.77	40.93
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	0.84	165.18	137.94	29.58	10.54	1.97	0.00	0.00	0.00
Other Marked	0.00	371.70	365.40	147.68	89.27	51.43	48.40	14.08	19.25
Unmarked	0.03	111.50	41.41	28.54	48.60	52.53	37.67	27.89	47.20
Total	0.87	648.38	544.75	205.80	148.41	105.93	86.07	41.97	66.45
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	1.30	3,416.40	1,265.59	293.84	183.33	130.89	111.82	55.74	107.38
IRI Categories -		Good		Fair			Poor		
*Data not available due to various DCV collection/operating constraints									

Table 4-9. Rural and Urban IRI Groupings for Good Condition CRS by IRI Value and Systems

Rural Statewide IRI Groupings – Good Condition CRS (6.1-7.5)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.00	256.70	34.09	11.35	0.91	0.00	0.00	0.00	0.00
Other Marked	0.10	432.06	969.51	212.64	31.00	10.07	3.00	1.57	1.39
Unmarked	1.81	0.04	78.13	38.97	7.67	19.08	7.14	6.12	15.83
Total	1.91	688.80	1,081.73	262.96	39.58	29.15	10.14	7.69	17.22
Urban Statewide IRI Groupings – Good Condition CRS (6.1-7.5)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.00	75.84	115.11	17.80	5.76	5.08	0.29	0.00	0.00
Other Marked	0.00	37.82	275.27	202.80	185.60	116.68	59.84	26.72	48.93
Unmarked	1.18	3.29	22.97	38.46	51.79	52.99	36.89	28.14	57.94
Total	1.18	116.95	413.35	259.06	243.15	174.75	97.02	54.86	106.87
Rural and Urban Statewide IRI Groupings – Good Condition CRS (6.1-7.5)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
All Systems	3.09	805.75	1,495.08	522.02	282.73	203.90	107.16	62.55	124.09
IRI Categories -		Good		Fair			Poor		
*Data not available due to various DCV collection/operating constraints									

Table 4-10. Rural and Urban IRI Groupings for Fair Condition CRS by IRI Value and Systems

Rural Statewide IRI Groupings – Fair Condition CRS (4.6-6.0)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.00	91.01	65.71	48.04	2.99	0.44	0.00	0.00	0.00
Other Marked	0.00	25.22	633.31	842.83	365.71	130.25	51.67	20.17	7.10
Unmarked	8.74	6.36	55.79	54.28	76.16	52.34	36.33	19.31	39.04
Total	8.74	122.59	754.81	945.15	444.86	183.03	88.00	39.48	46.14
Urban Statewide IRI Groupings – Fair Condition CRS (4.6-6.0)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.00	22.99	35.67	19.59	17.25	3.73	0.00	0.00	0.00
Other Marked	0.00	0.05	110.12	168.28	227.29	157.84	89.95	53.85	61.54
Unmarked	1.13	0.42	8.95	40.61	47.43	44.35	62.62	41.95	140.32
Total	1.13	23.46	154.74	228.48	291.97	205.92	152.57	95.80	201.86
Rural and Urban Statewide IRI Groupings – Fair Condition CRS (4.6-6.0)									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
All Systems	9.87	146.05	909.55	1,173.63	736.83	388.95	240.57	135.28	248.00
IRI Categories -		Good		Fair			Poor		
*Data not available due to various DCV collection/operating constraints									

Table 4-11. Rural and Urban IRI Groupings for Poor Condition CRS by IRI Value and Systems

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	6.20	2.24	20.49	1.00	0.00	0.00	0.00	0.00
Other Marked	0.00	0.00	179.66	433.29	419.52	293.26	171.58	56.16	42.01
Unmarked	17.31	0.00	6.74	22.15	42.67	87.31	52.62	23.90	117.15
Total	17.31	6.20	188.64	475.93	463.19	380.57	224.20	80.06	159.16
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	22.14	0.10	1.81	0.14	1.09	0.38	0.00
Other Marked	0.00	0.00	13.66	70.09	100.76	81.81	77.25	44.38	67.14
Unmarked	11.89	0.00	0.00	13.64	14.04	36.78	32.51	42.06	78.40
Total	11.89	0.00	35.80	83.83	116.61	118.73	110.85	86.82	145.54
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	29.20	6.20	224.44	559.76	579.80	499.30	335.05	166.88	304.70
IRI Categories -		Good		Fair			Poor		
*Data not available due to various DCV collection/operating constraints									

4.5. Historical IRI Groupings - CRS Category

Table 4-12. Historical Statewide IRI Groups for Excellent CRS Conditions, by Year and IRI Value

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
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
2020	0.97	2,065.13	982.90	353.95	283.85	191.13	116.27	100.40	94.98
2021	0.56	2,545.99	1,011.82	344.10	192.10	147.34	88.16	50.27	103.18
2022	2.89	2,649.66	1,060.87	373.88	257.54	226.42	103.85	79.73	123.82
2023	1.17	2,890.31	1,180.90	304.60	179.31	121.80	70.59	80.17	117.85
2024	1.25	3,435.45	941.21	161.90	111.09	81.17	39.52	31.88	71.55
2025	1.3	3416.4	1265.59	293.84	183.33	130.89	111.82	55.74	107.38

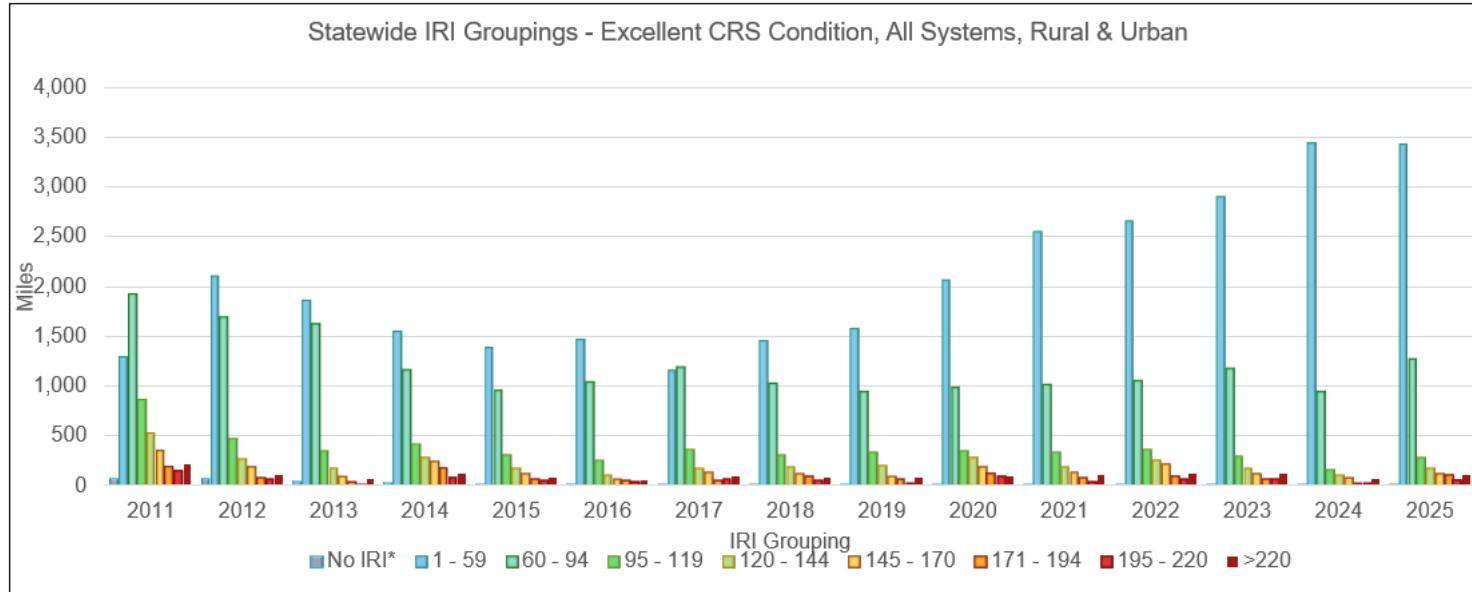


Figure 4-6 Graphical Representation of Table 4-12

Table 4-13. Historical Statewide IRI Groups for Good CRS Conditions, by Year and IRI Value

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
2011	14.77	407.12	1506.85	472.21	317.04	235.2	134.18	93.4	122.97
2012	8.07	484.81	1779.76	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	81.1
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	374.2	203.65	150.42	105.91	113.58
2016	5.63	586.82	2476.46	810.78	404.34	223.83	142.61	104.29	99.22
2017	5.69	520.06	2,192.77	823.43	402.07	255.3	157.69	123.02	135.32
2018	3.47	492.13	2,239.74	701.5	311.45	230.66	148.67	129.75	123.28
2019	1.66	503.92	1,929.32	671.6	360.39	237.64	157.01	119.31	142.84
2020	2.84	598.91	1,772.98	650.47	343.36	207.16	142.29	78.53	157.85
2021	2.87	701.74	1,554.74	619.45	322.58	215.33	130.43	74.91	135.79
2022	3.26	681.63	1,506.42	601.16	281.32	176.91	116.13	55.89	116.22
2023	3.43	710.25	1,463.75	517.9	297.76	188.12	115.09	58.27	105.31
2024	3.29	954.29	1533.87	498.7	296.27	173.08	113.73	65.56	111.67
2025	3.09	805.75	1495.08	522.02	282.73	203.9	107.16	62.55	124.09

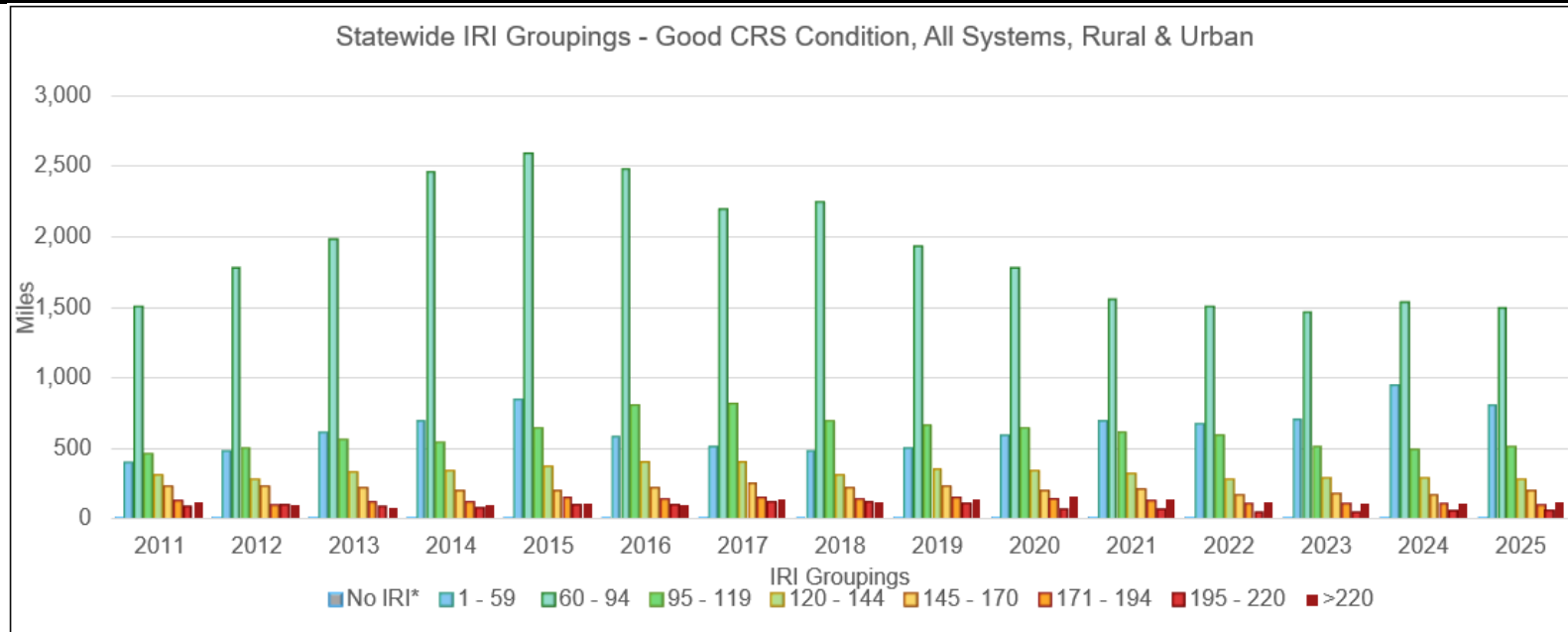


Figure 4-7 Graphical Representation of Table 4-13

Table 4-14. Historical Statewide IRI Groups for Fair CRS Conditions, by Year and IRI Value

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
2011	35.81	172.1	1879.14	1526.45	852.25	463.07	217.57	165.28	287.6
2012	46.0	142.31	1810.09	1453.17	830.64	495.57	202.13	129.56	255.83
2013	24.13	164.44	1,557.40	1651.96	860.19	463.39	228.37	132.35	275.81
2014	23.23	213.24	1,642.54	1462.01	743.86	343.49	174.8	137.5	267.28
2015	21.56	227.78	1,591.91	1291.74	763.74	369.62	183.46	147.9	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	1448.69	803.08	390.9	201.34	147.06	233.66
2018	16.83	71.54	1,815.27	1449.89	720.73	389.05	173.37	126.42	216.71
2019	10.42	113.09	1,945.77	1479.11	749.69	443.44	209.87	139.84	232.97
2020	10.42	142.83	1,657.95	1363.04	640.95	402.25	212.85	136.61	215.26
2021	10.25	128.69	1,772.02	1360.87	723.11	393.04	206.39	137.88	219.02
2022	10.61	131.97	1,510.48	1307.72	746.01	403.21	187.39	171.26	226.63
2023	10.62	90.82	1,332.88	1481.91	778.97	395.08	194.73	166.97	225.77
2024	22.61	126.19	1287.58	1324.61	643.7	373.83	185.98	167.04	217.86
2025	9.87	146.05	909.55	1173.63	736.83	388.95	240.57	135.28	248.0

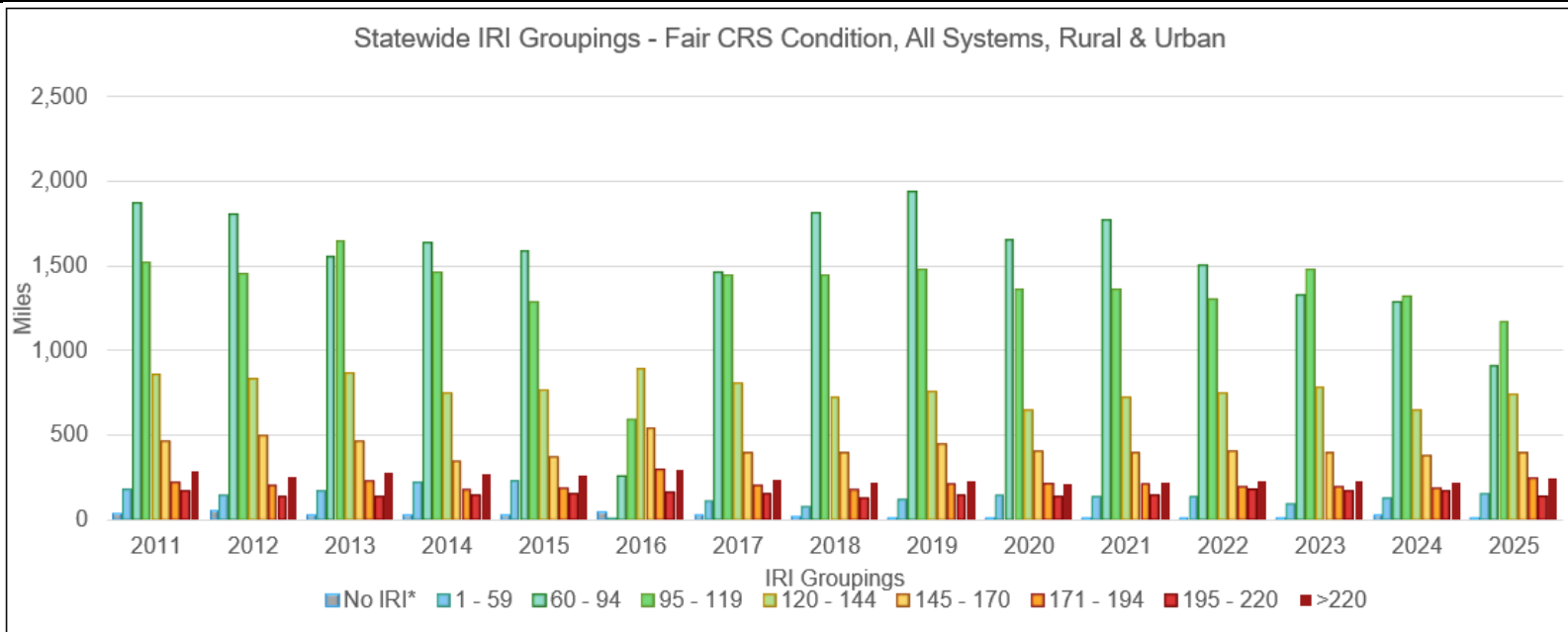


Figure 4-8 Graphical Representation of Table 4-14

Table 4-15. Historical Statewide IRI Groups for Poor CRS Conditions, by Year and IRI Value

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
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	210.8	114.79	232.1
2013	45.99	43.50	272.92	433.13	474.25	431.6	226.59	121.89	239.04
2014	38.06	14.85	221.38	569.59	525.6	416.6	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	625.1	364.72	192.8	260.97
2020	28.83	9.63	202.83	556.34	721.46	632.11	329.21	182.42	295.65
2021	31.12	1.15	222.14	595.51	446.69	612.89	296.92	191.6	293.29
2022	30.77	7.11	232.07	678.68	478.18	538.09	280.46	202.27	320.99
2023	29.37	9.26	206.68	512.91	538.56	525.38	368.15	217.06	374.12
2024	28.85	10.62	207.66	649.81	608.66	555.05	319.64	176.69	339.61
2025	29.2	6.2	224.44	559.76	579.8	499.3	335.05	166.88	304.7

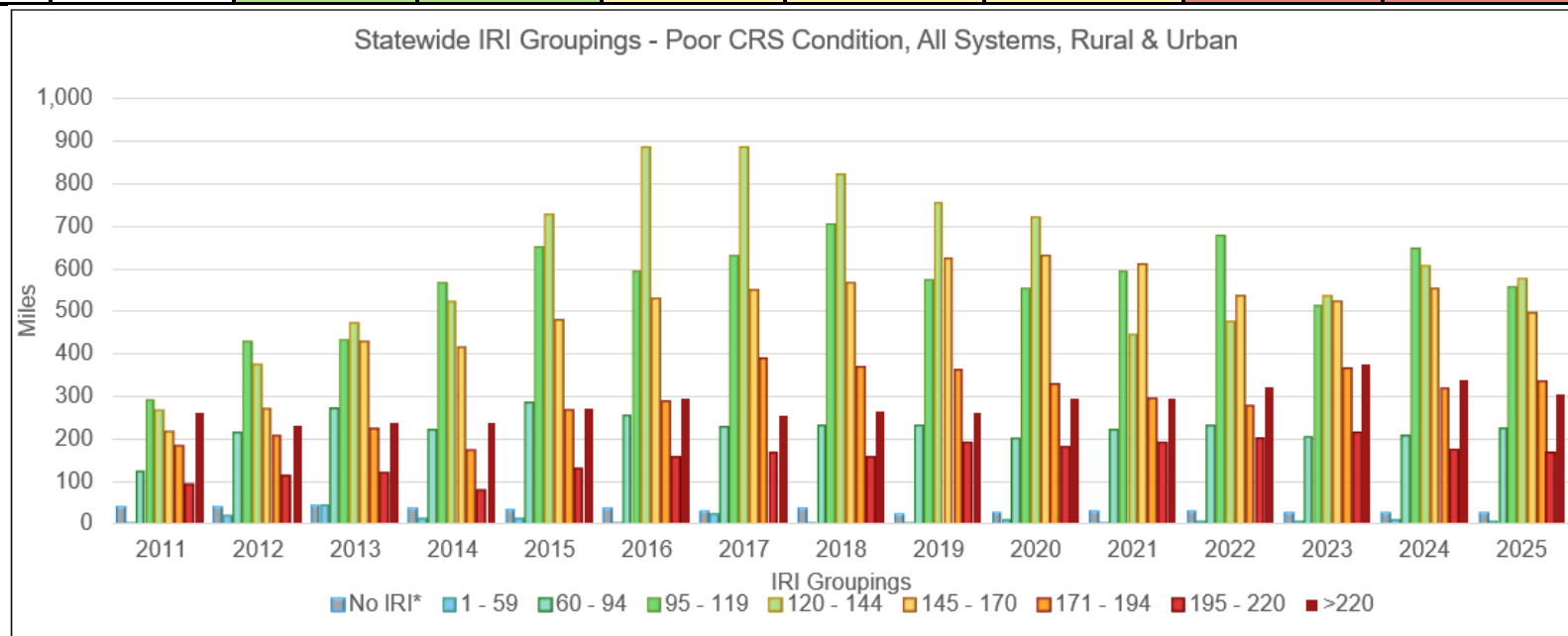


Figure 4-9 Graphical Representation of Table 4-15