

# CONDITION RATING SURVEY SUMMARY REPORT

FY2024 – December 2024



## Legend

### State of Acceptable Condition

#### NHS - State and Local Jurisdiction

- Excellent
- Preservation Eligible
- Rehab-Reconstruct

#### NonNHS - State Jurisdiction

- Excellent
- Preservation Eligible
- Rehab-Reconstruct

- INSET
- SUPPLEMENT



Illinois Department  
of Transportation

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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 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, 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. 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 in 2018 with the FY 2019-2024 Multi-Year Highway Improvement Program and the development of the Transportation Asset Management Program (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 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. 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.

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.

### 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 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.

## 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 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.



Figure 1-1.4-1 - 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 1-1.4-2 - 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 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.



Figure 1-1.4-3 - 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 1-1.4-4 - 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 the Excellent, Good, Fair and Poor CRS descriptive categories based on the 2024 CRS results finalized in December 2024.

The 2024 CRS proved to be a uniquely challenging year. The pavement data collection vendor under contract since 2013 ran into difficulties, was unable to complete the full collection and fulfill their contractual obligations. This resulted in only 6,466 miles of the 16,160 miles identified for collection being delivered for CRS. This small batch of mileage was rated for CRS by the districts; this data along with the two previous years of CRS ratings with deterioration deducts applied to estimate the CRS value for the current year was used to compile the CRS report for the non-interstate routes. The Department ended the original collection contract in late fall 2024 due to the collection vendor's default and was able to quickly enter an emergency contract with a new vendor to collect only the interstate system. Annual collection of pavement condition data on the interstate system is vital as State DOTs are required to report the interstate pavement condition annually to FHWA. The interstate data collected through the emergency contract was also rated for CRS and used to compile the charts on the following pages.

All mileage totals are based on centerline mileage unless noted otherwise.

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 2024 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	6.33	166.85	742.72	1,058.25	746.57	2,720.72
2	1.54	376.80	570.80	343.39	315.85	1,608.38
3	0.66	346.58	325.17	387.31	600.93	1,660.65
4	1.97	387.78	779.37	219.65	263.29	1,652.06
5	0.89	156.05	341.13	288.46	508.93	1,295.46
6	1.69	715.91	485.81	312.55	551.11	2,067.07
7	1.14	259.01	318.75	301.73	739.22	1,619.85
8	2.39	442.16	436.32	433.43	490.76	1,805.06
9	0.47	45.45	348.25	403.36	658.18	1,455.71
Statewide	17.08	2,896.59	4,348.32	3,748.13	4,874.84	15,884.96

\*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	2.43	35.92	92.03	87.38	217.76
2	0.00	0.00	19.34	111.39	38.06	168.79
3	0.00	29.43	53.07	84.37	83.25	250.12
4	0.00	0.00	10.44	42.83	101.11	154.38
5	0.00	5.33	53.39	54.29	120.17	233.18
6	0.00	9.28	62.97	48.81	132.27	253.33
7	0.00	16.21	13.44	47.12	144.81	221.58
8	0.00	8.28	36.42	91.56	73.79	210.05
9	0.00	4.18	6.70	23.98	148.92	183.78
Statewide	0.00	75.14	291.69	596.38	929.76	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	1.32	92.95	412.34	691.56	427.35	1,625.52
2	0.17	291.33	497.59	194.13	241.39	1,224.61
3	0.00	252.63	269.65	288.28	503.15	1,313.71
4	0.11	353.36	737.87	166.11	154.66	1,412.11
5	0.00	114.66	222.97	211.07	323.40	872.10
6	0.00	548.03	323.52	208.99	373.39	1,453.93
7	0.00	183.49	228.35	217.58	491.41	1,120.83
8	0.17	329.52	250.01	295.24	379.07	1,254.01
9	0.00	28.91	328.51	358.61	437.85	1,153.88
<b>Statewide</b>	<b>1.77</b>	<b>2,194.88</b>	<b>3,270.81</b>	<b>2,631.57</b>	<b>3,331.67</b>	<b>11,430.70</b>

\*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	5.01	71.47	294.46	274.66	231.84	877.44
2	1.37	85.47	53.87	37.87	36.40	214.98
3	0.66	64.52	2.45	14.66	14.53	96.82
4	1.86	34.42	31.06	10.71	7.52	85.57
5	0.89	36.06	64.77	23.10	65.36	190.18
6	1.69	158.60	99.32	54.75	45.45	359.81
7	1.14	59.31	76.96	37.03	103.00	277.44
8	2.22	104.36	149.89	46.63	37.90	341.00
9	0.47	12.36	13.04	20.77	71.41	118.05
<b>Statewide</b>	<b>15.31</b>	<b>626.57</b>	<b>785.82</b>	<b>520.18</b>	<b>613.41</b>	<b>2,561.29</b>

\*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

IDOT 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	20.57	527.28	2,449.50	3,845.53	2,621.53	9,464.41
2	3.05	836.92	1,376.05	981.95	837.63	4,035.60
3	1.32	770.54	797.17	1,017.08	1,442.35	4,028.46
4	4.10	847.02	1,735.90	664.07	805.58	4,056.67
5	1.80	349.03	860.25	774.22	1,348.61	3,333.91
6	3.31	1,536.02	1,174.74	862.61	1,538.67	5,115.35
7	2.27	584.89	713.04	724.30	1,910.84	3,935.34
8	4.23	1,047.09	1,092.43	1,190.52	1,318.15	4,652.42
9	1.00	99.67	766.06	911.05	1,760.04	3,537.82
<b>Statewide</b>	<b>41.65</b>	<b>6,598.46</b>	<b>10,965.14</b>	<b>10,971.33</b>	<b>13,583.40</b>	<b>42,159.98</b>

\*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

IDOT 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	14.58	207.31	568.51	496.91	1,287.31
2	0.00	0.00	77.36	446.18	164.99	688.53
3	0.00	118.79	212.28	337.48	333.00	1,001.55
4	0.00	0.00	41.76	173.78	422.30	637.84
5	0.00	21.32	212.91	217.16	503.61	955.00
6	0.00	37.12	266.22	206.00	572.22	1,081.56
7	0.00	64.84	53.76	188.48	594.58	901.66
8	0.00	49.78	159.56	423.30	323.74	956.38
9	0.00	16.72	26.80	98.52	630.04	772.08
<b>Statewide</b>	<b>0.00</b>	<b>323.15</b>	<b>1,257.96</b>	<b>2,659.41</b>	<b>4,041.39</b>	<b>8,281.91</b>

\*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

IDOT 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	4.71	315.90	1,355.38	2,458.48	1,404.26	<b>5,538.73</b>
2	0.34	652.05	1,181.84	454.51	596.55	<b>2,885.29</b>
3	0.00	516.61	579.99	648.18	1,080.13	<b>2,824.91</b>
4	0.22	776.45	1,619.67	466.55	367.02	<b>3,229.91</b>
5	0.00	255.62	514.74	506.38	712.32	<b>1,989.06</b>
6	0.00	1,151.53	694.16	538.62	874.09	<b>3,258.40</b>
7	0.00	395.68	505.10	461.40	1,090.54	<b>2,452.72</b>
8	0.21	764.73	613.06	666.12	908.39	<b>2,952.51</b>
9	0.00	58.23	713.21	770.92	987.29	<b>2,529.65</b>
<b>Statewide</b>	<b>5.48</b>	<b>4,886.80</b>	<b>7,777.15</b>	<b>6,971.16</b>	<b>8,020.59</b>	<b>27,661.18</b>

\*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

IDOT 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	15.86	196.80	886.81	818.54	720.36	<b>2,638.37</b>
2	2.71	184.87	116.85	81.26	76.09	<b>461.78</b>
3	1.32	135.14	4.90	31.42	29.22	<b>202.00</b>
4	3.88	70.57	74.47	23.74	16.26	<b>188.92</b>
5	1.80	72.09	132.60	50.68	132.68	<b>389.85</b>
6	3.31	347.37	214.36	117.99	92.36	<b>775.39</b>
7	2.27	124.37	154.18	74.42	225.72	<b>580.96</b>
8	4.02	232.58	319.81	101.10	86.02	<b>743.53</b>
9	1.00	24.72	26.05	41.61	142.71	<b>236.09</b>
<b>Statewide</b>	<b>36.17</b>	<b>1,388.51</b>	<b>1,930.03</b>	<b>1,340.76</b>	<b>1,521.42</b>	<b>6,216.89</b>

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

## Statewide CRS Descriptive Category

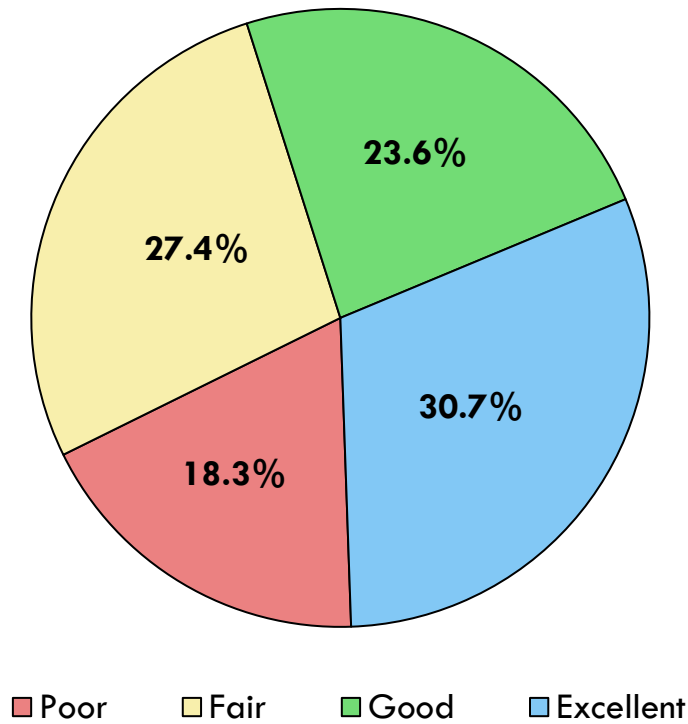


Figure 2.2-1. Graphical Representation of Table 2-9

## 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
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
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
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
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

## 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.

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

The 2024 statewide weighted average CRS for the state highway system continues to be a CRS of 6.3. This falls just within the good CRS descriptive category which has a range of 6.1 to 7.5. The 2024 weighted average CRS remained unchanged from what it has been since 2021. The 2015 to 2019 weighted average CRS of 6.1 was 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.

## 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
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
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
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
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	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	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
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
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
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
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

## 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
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
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
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
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
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
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	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
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
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
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

### 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
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
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
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
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	6.7	6.6	6.3	6.1	5.8	5.8	6	5.9	5.9	5.7	6.0	6.0	6.4	6.4	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
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
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
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
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

### Weighted Average Condition Rating Unmarked

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

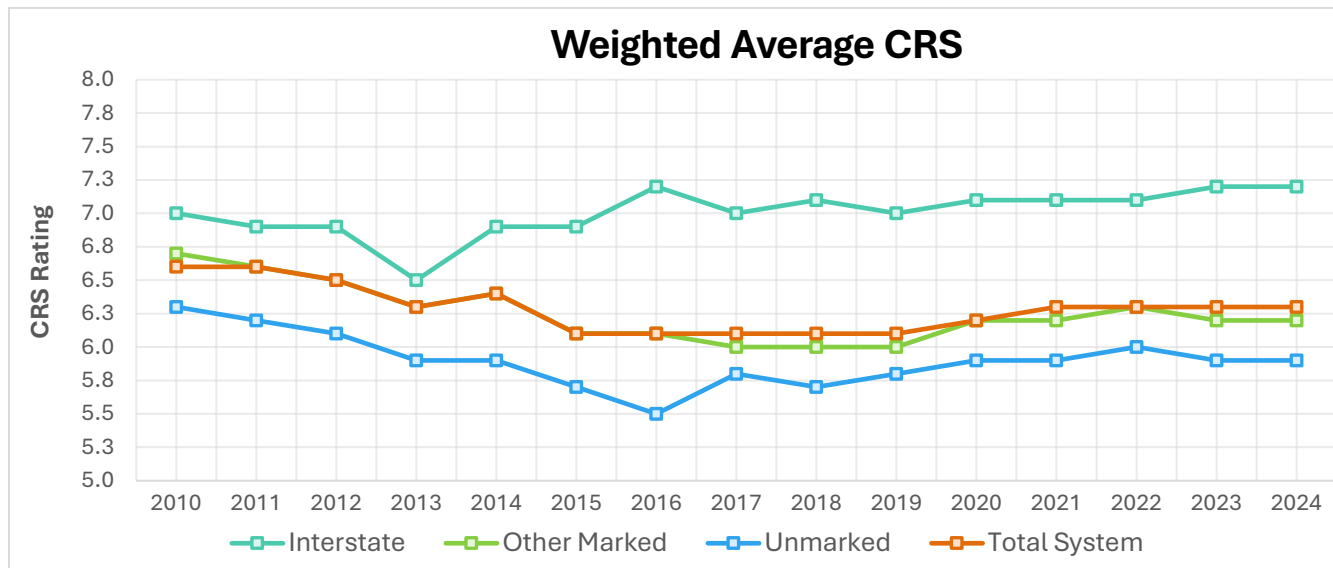
District	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	7.0	6.9	6.9	6.6	6.6	6.3	6.1	6.6	6.5	6.4	6.6	6.6	6.7	6.5	6.5
2	5.3	5.3	5.0	5.1	5.3	5.4	5.2	5.7	5.5	5.6	5.5	5.4	5.1	5.1	5.4
3	5.4	5.4	5.0	4.9	4.7	4.3	4.2	4.1	3.8	4.3	4.3	4.3	4.4	4.4	4.6
4	6.7	6.5	6.4	6.1	5.7	5.6	5.3	5.0	5.5	5.2	5.3	5.3	5.2	4.9	4.9
5	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	5.4	5.6	5.4	5.3	5.2	5.2	5	5.3	5.0	5.4	5.2	5.3	5.3	5.3	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
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
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
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



## Weighted Average Condition Rating Comparison Statewide

*Table 2-14. Fifteen years of historical data reflecting the comparison of weighted average condition rating between Interstate, O.M., Unmarked, and the average of the three*

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
<b>Interstate</b>	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
<b>Other Marked</b>	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
<b>Unmarked</b>	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
<b>Statewide</b>	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



*Figure 2.3-1. Graphical Representation of Table 2-14*

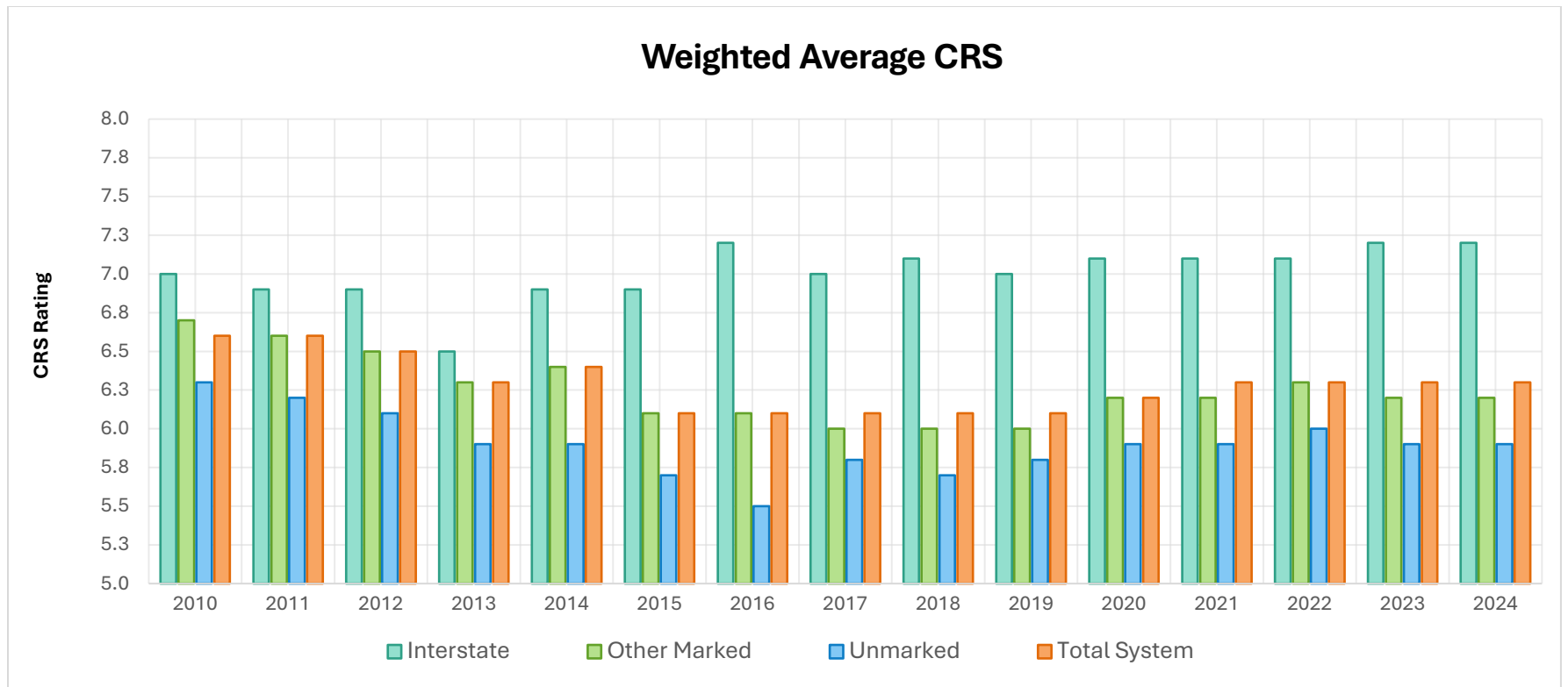


Figure 2.3-2. Graphical Representation of Table 2-14

### 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 21<sup>st</sup> 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	1.53	142.05	508.73	995.11	602.56	2,249.98
2	0.04	126.59	219.32	282.60	166.22	794.77
3	0.00	54.85	144.81	224.65	249.07	673.38
4	0.11	83.89	195.86	147.69	155.92	583.47
5	0.00	37.02	147.46	164.81	216.38	565.67
6	0.00	179.24	205.04	164.72	279.35	828.35
7	1.01	72.60	116.83	118.06	422.36	730.86
8	0.12	133.09	139.62	234.85	288.19	795.87
9	0.00	5.10	89.32	140.65	296.24	531.31
<b>Statewide</b>	<b>2.81</b>	<b>834.43</b>	<b>1,766.99</b>	<b>2,473.14</b>	<b>2,676.29</b>	<b>7,753.66</b>

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

**FY 2024 Statewide NHS Mileage**

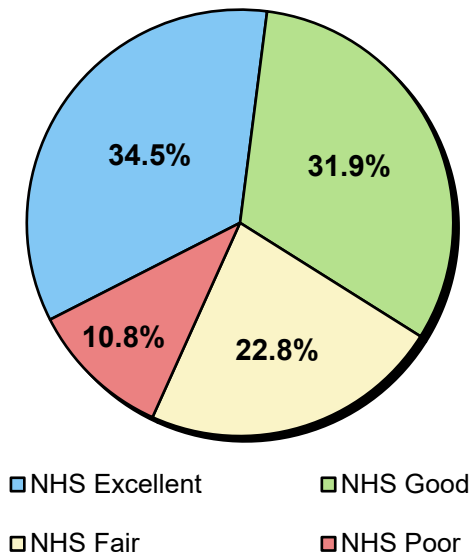


Figure 2.3-2. Graphical Representation of Data  
Table 3-1

**NHS Mileage Jurisdiction**

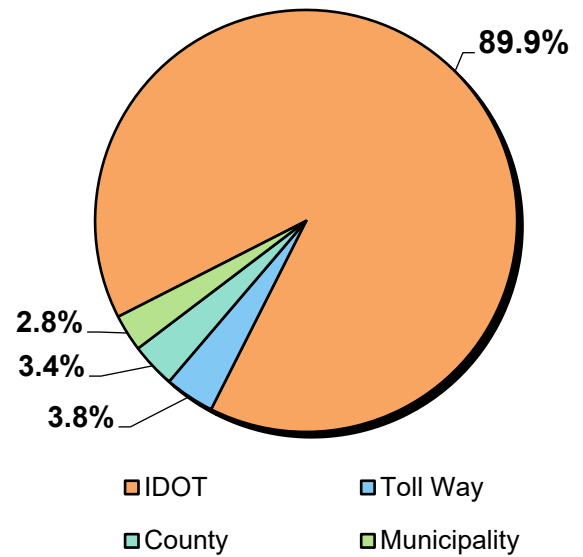


Figure 2.3-1. Graphical Representation of Total  
Mileage collected in NHS Jurisdiction

### 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	1.46	88.30	379.45	692.34	506.38	1,667.93
2	0.04	117.30	200.77	195.44	157.84	671.39
3	0.00	54.85	143.98	205.58	247.66	652.07
4	0.11	81.08	194.37	147.55	153.09	576.20
5	0.00	36.14	142.44	155.43	214.35	548.36
6	0.00	179.17	202.69	160.83	278.82	821.51
7	0.00	72.60	114.99	117.69	422.36	727.64
8	0.12	130.40	137.66	225.32	282.97	776.47
9	0.00	5.10	89.32	140.65	294.08	529.15
Statewide	1.73	764.94	1,605.67	2,040.83	2,557.55	6,970.72

\*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:

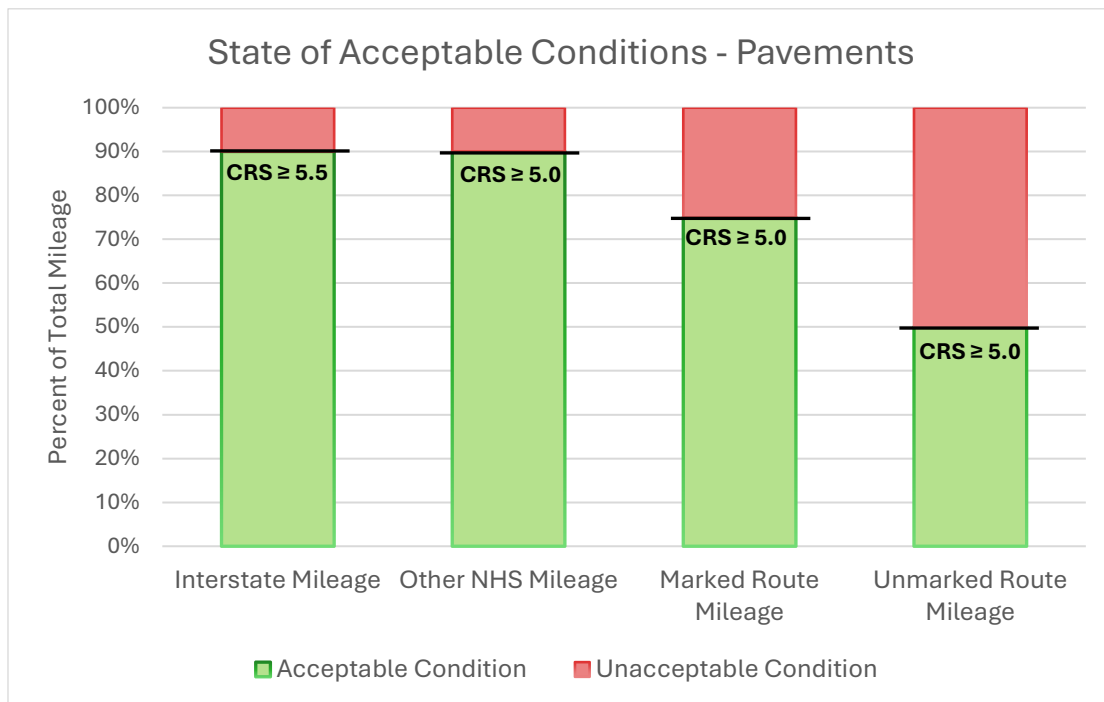


Figure 3-3. Graphical Representation of SOAC Standards in the different Systems

### 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 3-3 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%



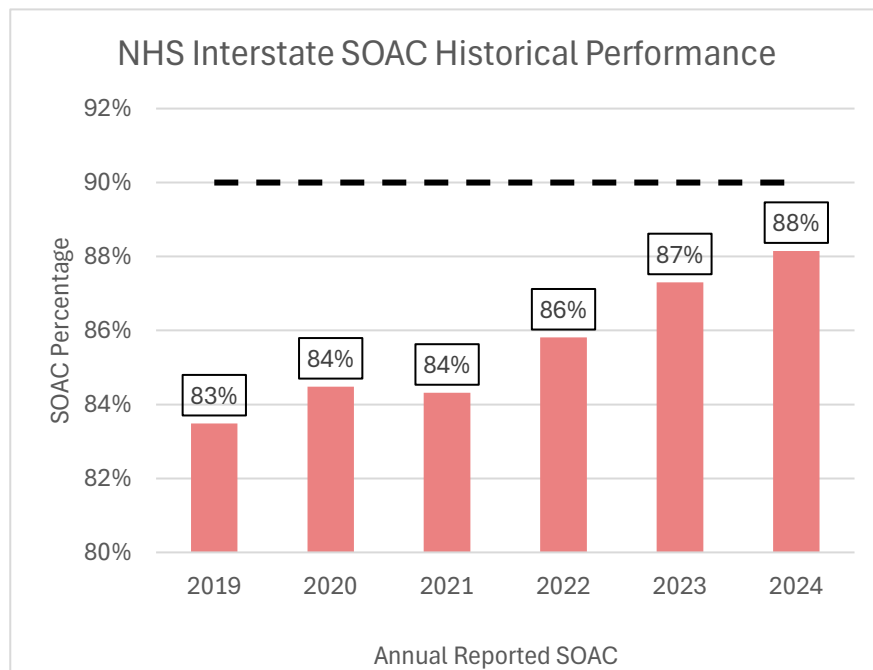


Figure 3.2-3 Graphical Representation of NHS Historical Performance

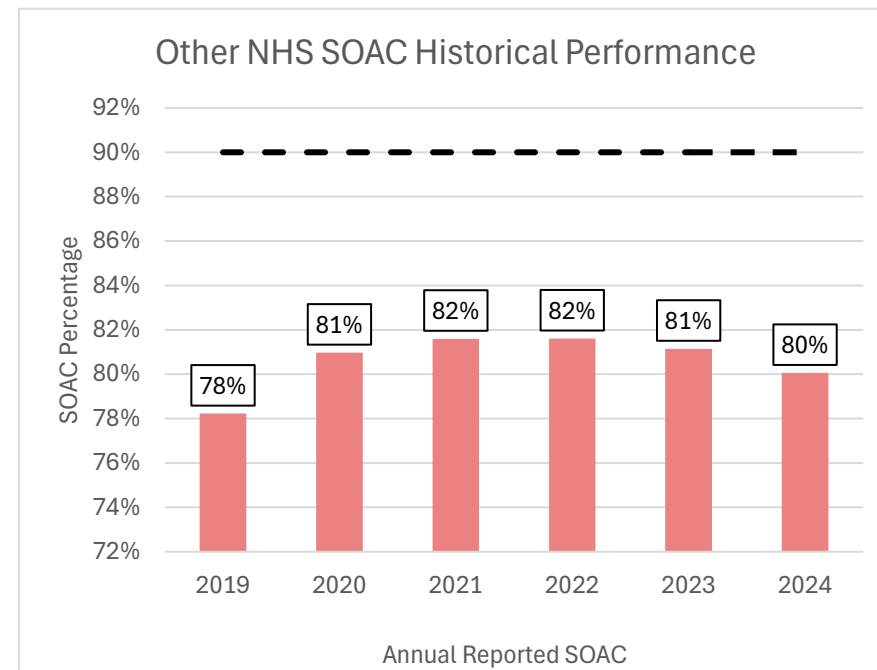


Figure 3.2-2 Graphical Representation of Other NHS Historical Performance

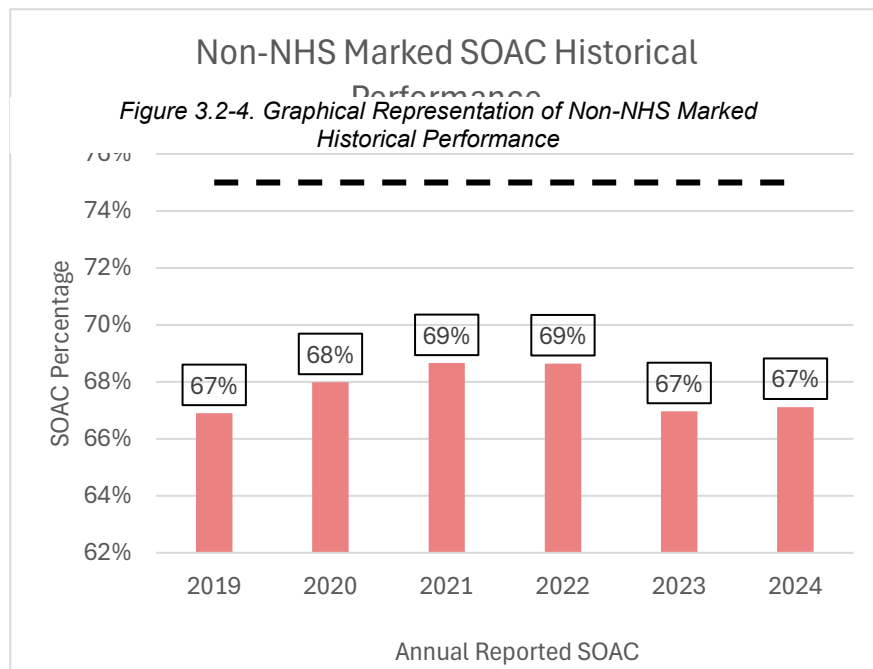


Figure 3.2-4. Graphical Representation of Non-NHS Marked Historical Performance

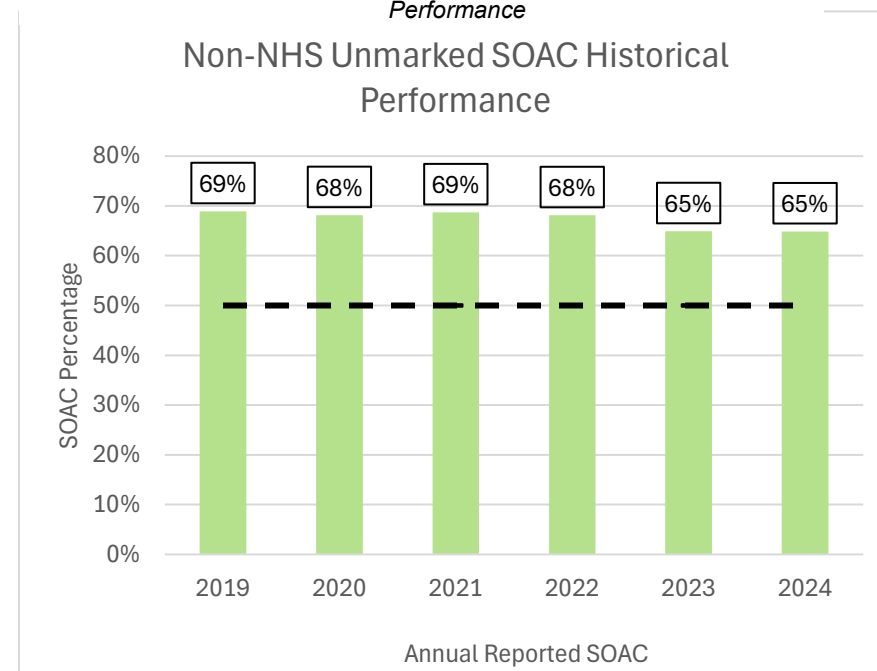


Figure 3.2-1 Graphical Representation of Non-NHS Unmarked Historical Performance

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

*Table 3-4 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	201.19	217.76	92%	1,293.96	1,448.71	89%	298.16	321.40	93%	604.21	726.52	83%
District 2	168.79	168.79	100%	344.07	502.56	68%	458.57	736.31	62%	99.42	199.18	50%
District 3	202.23	250.12	81%	347.57	401.95	86%	610.61	914.00	67%	31.37	93.92	33%
District 4	143.94	154.38	93%	285.60	421.71	68%	565.19	997.35	57%	30.35	76.65	40%
District 5	188.86	233.18	81%	262.68	315.18	83%	399.26	563.11	71%	116.86	183.10	64%
District 6	205.88	253.33	81%	344.19	568.18	61%	442.11	904.48	49%	165.06	339.39	49%
District 7	204.89	221.58	92%	413.74	506.06	82%	435.34	628.26	69%	178.59	262.81	68%
District 8	177.40	210.05	84%	429.81	566.30	76%	459.93	695.57	66%	186.98	330.75	57%
District 9	175.51	183.78	96%	342.08	345.37	99%	739.86	808.51	92%	98.42	117.58	84%
Statewide	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%

\*Interstate includes toll miles

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

Table 3-5. 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	392.79	424.69	92%	1174.88	1312.99	89%	422.07	510.77	83%
District 2	236.10	236.10	100%	337.96	488.13	69%	47.45	70.50	67%
District 3	220.49	268.38	82%	347.49	399.71	87%	3.13	5.29	59%
District 4	143.94	154.38	93%	281.82	414.65	68%	6.87	14.33	48%
District 5	188.86	233.18	81%	257.00	308.99	83%	21.68	23.50	92%
District 6	205.88	253.33	81%	339.07	551.58	61%	11.52	23.44	49%
District 7	204.89	221.58	92%	404.66	492.57	82%	11.29	15.70	72%
District 8	177.40	210.05	84%	425.25	558.27	76%	20.30	27.43	74%
District 9	175.51	183.78	96%	342.08	345.37	99%	2.16	2.16	100%
Statewide	1,945.86	2,185.47	89%	3,910.21	4,872.26	80%	546.47	693.12	79%

\*Interstate includes toll miles

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

Table 3-6. 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	93%	5,213.16	90%	897.18	94%	2,046.19	84%
District 2	688.53	100%	1,420.98	71%	1,511.53	62%	411.51	49%
District 3	1,001.55	81%	971.38	87%	1,862.49	67%	191.72	34%
District 4	637.84	93%	1,187.08	68%	2,068.87	57%	158.78	41%
District 5	955.00	82%	865.87	84%	1,144.19	71%	367.05	64%
District 6	1,081.56	81%	1,495.62	65%	1,836.82	49%	698.04	48%
District 7	901.66	93%	1,221.37	82%	1,278.23	69%	531.81	68%
District 8	956.38	83%	1,525.27	75%	1,449.67	66%	716.87	56%
District 9	772.08	96%	897.62	99%	1,632.03	92%	235.09	84%
Statewide	8,281.91	89%	14,798.35	80%	13,681.01	70%	5,357.06	59%

\*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 – Performance**  
**NHS – State and Local Jurisdiction & Non-NHS – State Jurisdiction**

*Table 3-7 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
<b>NHS</b>	2,676.29	3,726.25	6,402.54	83%	90%	1,348.31	17%	7,750.85
Interstate	949.23	996.63	1,945.86	89%	-	239.61	11%	2,185.47
State	929.76	738.93	1,668.69	88%	-	224.28	12%	1,892.97
Toll	19.47	257.70	277.17	95%	-	15.33	5%	292.50
<b>Non-Interstate</b>	1,727.06	2,729.62	4,456.68	80%	90%	1,108.70	20%	5,565.38
State	1,627.79	2,435.91	4,063.70	80%	-	1,012.32	20%	5,076.02
Local	99.27	293.71	392.98	80%	-	96.38	20%	489.36
<b>Non-NHS</b>	2,317.29	3,603.00	5,920.29	67%	-	2,978.60	33%	8,898.89
Marked	1,762.97	2,646.06	4,409.03	67%	75%	2,159.96	33%	6,568.99
Unmarked	554.32	956.94	1,511.26	65%	50%	818.64	35%	2,329.90
<b>Statewide Total:</b>	<b>4,993.58</b>	<b>7,329.25</b>	<b>12,322.83</b>	<b>74%</b>	<b>-</b>	<b>4,326.91</b>	<b>26%</b>	<b>16,649.74</b>

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

*Table 3-8 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
<b>NHS</b>	602.56	1,387.18	1,989.74	88%	90%	258.71	12%	2,248.45
Interstate	106.62	286.17	392.79	92%	-	31.90	8%	424.69
State	87.38	113.81	201.19	92%	-	16.57	8%	217.76
Toll	19.24	172.36	191.60	93%	-	15.33	7%	206.93
<b>Non-Interstate</b>	495.94	1,101.01	1,596.95	88%	90%	226.81	12%	1,823.76
State	419.00	874.96	1,293.96	89%	-	154.75	11%	1,448.71
Local	76.94	226.05	302.99	81%	-	72.06	19%	375.05
<b>Non-NHS</b>	240.19	662.18	902.37	86%	-	145.55	14%	1,047.92
Marked	54.34	243.82	298.16	93%	75%	23.24	7%	321.40
Unmarked	185.85	418.36	604.21	83%	50%	122.31	17%	726.52
<b>District 1 Total:</b>	<b>842.75</b>	<b>2,049.36</b>	<b>2,892.11</b>	<b>88%</b>	<b>-</b>	<b>404.26</b>	<b>12%</b>	<b>3,296.37</b>



**District 2 – 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 2*

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
<b>NHS</b>	166.22	455.29	621.51	78%	90%	173.22	22%	794.73
Interstate	38.29	197.81	236.10	100%	-	-	0%	236.10
State	38.06	130.73	168.79	100%	-	-	0%	168.79
Toll	0.23	67.08	67.31	100%	-	-	0%	67.31
<b>Non-Interstate</b>	127.93	257.48	385.41	69%	90%	173.22	31%	558.63
State	119.78	224.29	344.07	68%	-	158.49	32%	502.56
Local	8.15	33.19	41.34	74%	-	14.73	26%	56.07
<b>Non-NHS</b>	158.01	399.98	557.99	60%	-	377.50	40%	935.49
Marked	122.81	335.76	458.57	62%	75%	277.74	38%	736.31
Unmarked	35.20	64.22	99.42	50%	50%	99.76	50%	199.18
<b>District 2 Total:</b>	<b>324.23</b>	<b>855.27</b>	<b>1,179.50</b>	<b>68%</b>	<b>-</b>	<b>550.72</b>	<b>32%</b>	<b>1,730.22</b>

**District 3 – 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 3*

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
<b>NHS</b>	249.07	322.04	571.11	85%	90%	102.27	15%	673.38
Interstate	83.25	137.24	220.49	82%	-	47.89	18%	268.38
State	83.25	118.98	202.23	81%	-	47.89	19%	250.12
<b>Non-Interstate</b>	165.82	184.80	350.62	87%	90%	54.38	13%	405.00
State	164.41	183.16	347.57	86%	-	54.38	14%	401.95
Local	1.41	1.64	3.05	100%	-	-	0%	3.05
<b>Non-NHS</b>	353.27	288.71	641.98	64%	-	365.94	36%	1,007.92
Marked	338.74	271.87	610.61	67%	75%	303.39	33%	914.00
Unmarked	14.53	16.84	31.37	33%	50%	62.55	67%	93.92
<b>District 3 Total:</b>	<b>602.34</b>	<b>610.75</b>	<b>1,213.09</b>	<b>72%</b>	<b>-</b>	<b>468.21</b>	<b>28%</b>	<b>1,681.30</b>

**District 4 – 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 4*

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
<b>NHS</b>	155.92	276.71	432.63	74%	90%	150.73	26%	583.36
Interstate	101.11	42.83	143.94	93%	-	10.44	7%	154.38
State	101.11	42.83	143.94	93%	-	10.44	7%	154.38
<b>Non-Interstate</b>	54.81	233.88	288.69	67%	90%	140.29	33%	428.98
State	51.98	233.62	285.60	68%	-	136.11	32%	421.71
Local	2.83	0.26	3.09	43%	-	4.18	57%	7.27
<b>Non-NHS</b>	110.20	485.34	595.54	55%	-	478.46	45%	1,074.00
Marked	103.24	461.95	565.19	57%	75%	432.16	43%	997.35
Unmarked	6.96	23.39	30.35	40%	50%	46.30	60%	76.65
<b>District 4 Total:</b>	<b>266.12</b>	<b>762.05</b>	<b>1,028.17</b>	<b>62%</b>	<b>-</b>	<b>629.19</b>	<b>38%</b>	<b>1,657.36</b>

**District 5 – 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 5*

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
<b>NHS</b>	216.38	251.16	467.54	83%	90%	98.13	17%	565.67
Interstate	120.17	68.69	188.86	81%	-	44.32	19%	233.18
State	120.17	68.69	188.86	81%	-	44.32	19%	233.18
<b>Non-Interstate</b>	96.21	182.47	278.68	84%	90%	53.81	16%	332.49
State	94.18	168.50	262.68	83%	-	52.50	17%	315.18
Local	2.03	13.97	16.00	92%	-	1.31	8%	17.31
<b>Non-NHS</b>	294.58	221.54	516.12	69%	-	230.09	31%	746.21
Marked	229.87	169.39	399.26	71%	75%	163.85	29%	563.11
Unmarked	64.71	52.15	116.86	64%	50%	66.24	36%	183.10
<b>District 5 Total:</b>	<b>510.96</b>	<b>472.70</b>	<b>983.66</b>	<b>75%</b>	<b>-</b>	<b>328.22</b>	<b>25%</b>	<b>1,311.88</b>

**District 6 – 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 6*

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
<b>NHS</b>	279.35	277.12	556.47	67%	90%	271.88	33%	828.35
Interstate	132.27	73.61	205.88	81%	-	47.45	19%	253.33
State	132.27	73.61	205.88	81%	-	47.45	19%	253.33
<b>Non-Interstate</b>	147.08	203.51	350.59	61%	90%	224.43	39%	575.02
State	146.55	197.64	344.19	61%	-	223.99	39%	568.18
Local	0.53	5.87	6.40	94%	-	0.44	6%	6.84
<b>Non-NHS</b>	272.29	334.88	607.17	49%	-	636.70	51%	1,243.87
Marked	227.50	214.61	442.11	49%	75%	462.37	51%	904.48
Unmarked	44.79	120.27	165.06	49%	50%	174.33	51%	339.39
<b>District 6 Total:</b>	<b>551.64</b>	<b>612.00</b>	<b>1,163.64</b>	<b>56%</b>	<b>-</b>	<b>908.58</b>	<b>44%</b>	<b>2,072.22</b>

**District 7 – 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 7*

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
<b>NHS</b>	422.36	198.48	620.84	85%	90%	109.01	15%	729.85
Interstate	144.81	60.08	204.89	92%	-	16.69	8%	221.58
State	144.81	60.08	204.89	92%	-	16.69	8%	221.58
<b>Non-Interstate</b>	277.55	138.40	415.95	82%	90%	92.32	18%	508.27
State	277.55	136.19	413.74	82%	-	92.32	18%	506.06
Local	0.00	2.21	2.21	100%	-	0.00	0%	2.21
<b>Non-NHS</b>	316.86	297.07	613.93	69%	-	277.14	31%	891.07
Marked	222.84	213.50	436.34	69%	75%	192.92	31%	629.26
Unmarked	94.02	84.57	178.59	68%	50%	84.22	32%	262.81
<b>District 7 Total:</b>	<b>739.22</b>	<b>495.55</b>	<b>1,234.77</b>	<b>76%</b>	<b>-</b>	<b>386.15</b>	<b>24%</b>	<b>1,620.92</b>

**District 8 – 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 8*

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
<b>NHS</b>	288.19	334.76	622.95	78%	90%	172.80	22%	795.75
Interstate	73.79	103.61	177.40	84%	-	32.65	16%	210.05
State	73.79	103.61	177.40	84%	-	32.65	16%	210.05
<b>Non-Interstate</b>	214.40	231.15	445.55	76%	90%	140.15	24%	585.70
State	209.18	220.63	429.81	76%	-	136.49	24%	566.30
Local	5.22	10.52	15.74	81%	-	3.66	19%	19.40
<b>Non-NHS</b>	207.79	439.12	646.91	63%	-	379.41	37%	1,026.32
Marked	170.94	288.99	459.93	66%	75%	235.64	34%	695.57
Unmarked	36.85	150.13	186.98	57%	50%	143.77	43%	330.75
<b>District 8 Total:</b>	<b>495.98</b>	<b>773.88</b>	<b>1,269.86</b>	<b>70%</b>	<b>-</b>	<b>552.21</b>	<b>30%</b>	<b>1,822.07</b>

**District 9 – 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 9*

Route Type	Excellent	Preservation Eligible	SOAC Miles	SOAC %	Target SOAC %	Below Miles	Below %	Total
<b>NHS</b>	296.24	223.51	519.75	98%	90%	11.56	2%	531.31
Interstate	148.92	26.59	175.51	96%	-	8.27	4%	183.78
State	148.92	26.59	175.51	96%	-	8.27	4%	183.78
<b>Non-Interstate</b>	147.32	196.92	344.24	99%	90%	3.49	1%	347.73
State	145.16	196.92	342.08	99%	-	3.49	1%	345.57
Local	2.16	0.00	2.16	100%	-	0.00	0%	2.16
<b>Non-NHS</b>	364.10	474.18	838.28	91%	-	87.81	9%	926.09
Marked	292.69	447.17	739.86	92%	75%	68.65	8%	808.51
Unmarked	71.41	27.01	98.42	84%	50%	19.16	16%	117.58
<b>District 9 Total:</b>	<b>660.34</b>	<b>697.69</b>	<b>1,358.03</b>	<b>93%</b>	<b>-</b>	<b>99.37</b>	<b>7%</b>	<b>1,457.40</b>

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

Table 3-17 Historical State of Acceptable Conditions (SOAC) for State Jurisdiction Interstate Centerline Miles, by Year and District

	2019	2020	2021	2022	2023	2024
District 1	84%	79%	88%	95%	91%	92%
District 2	92%	95%	96%	96%	98%	100%
District 3	75%	75%	69%	71%	75%	81%
District 4	82%	83%	81%	91%	98%	93%
District 5	90%	89%	87%	90%	80%	81%
District 6	80%	91%	91%	80%	83%	81%
District 7	76%	76%	77%	86%	92%	92%
District 8	89%	90%	89%	84%	85%	84%
District 9	86%	84%	84%	85%	93%	96%
<b>Statewide</b>	<b>83%</b>	<b>84%</b>	<b>84%</b>	<b>86%</b>	<b>87%</b>	<b>88%</b>

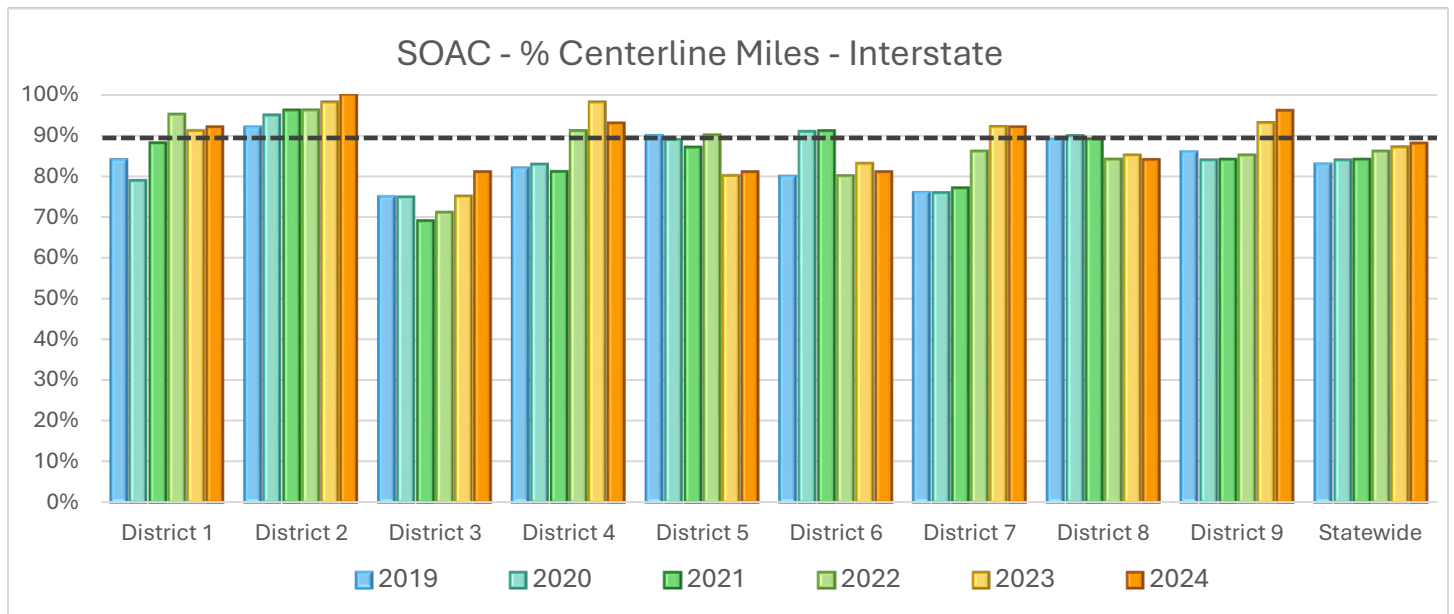


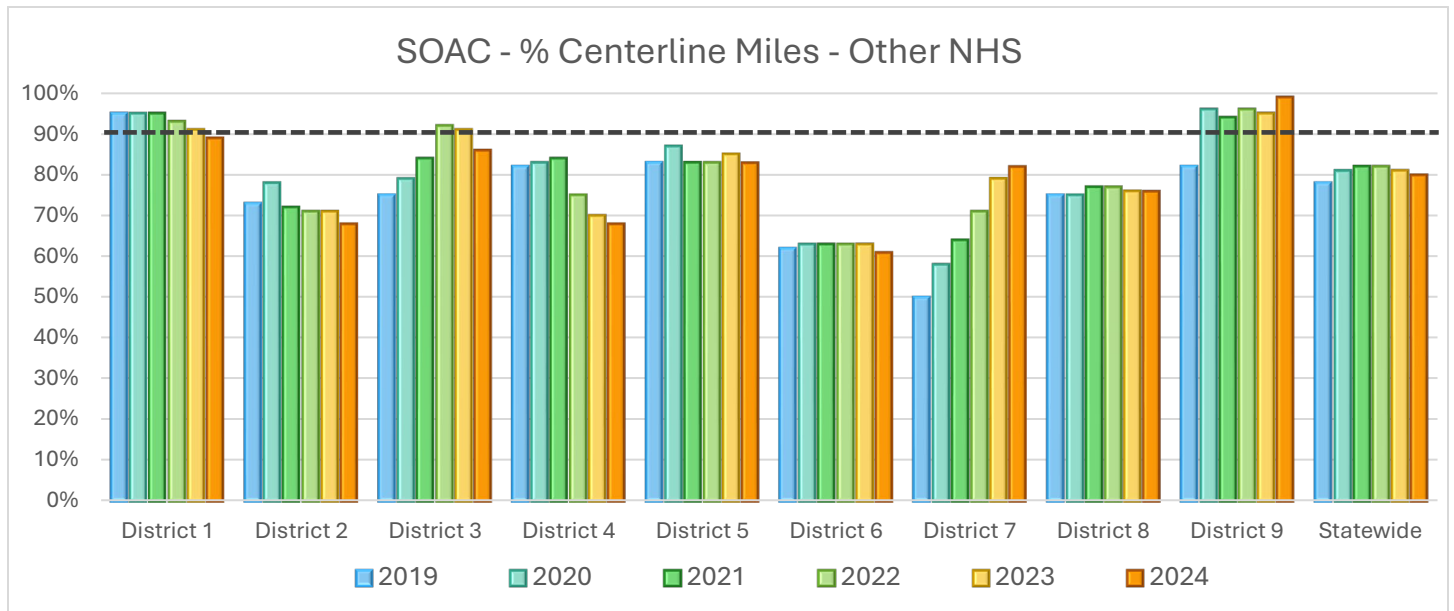
Figure 3.2-5. Graphical Representation of Data Table 3-17



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

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

	2019	2020	2021	2022	2023	2024
District 1	95%	95%	95%	93%	91%	89%
District 2	73%	78%	72%	71%	71%	68%
District 3	75%	79%	84%	92%	91%	86%
District 4	82%	83%	84%	75%	70%	68%
District 5	83%	87%	83%	83%	85%	83%
District 6	62%	63%	63%	63%	63%	61%
District 7	50%	58%	64%	71%	79%	82%
District 8	75%	75%	77%	77%	76%	76%
District 9	82%	96%	94%	96%	95%	99%
<b>Statewide</b>	<b>78%</b>	<b>81%</b>	<b>82%</b>	<b>82%</b>	<b>81%</b>	<b>80%</b>

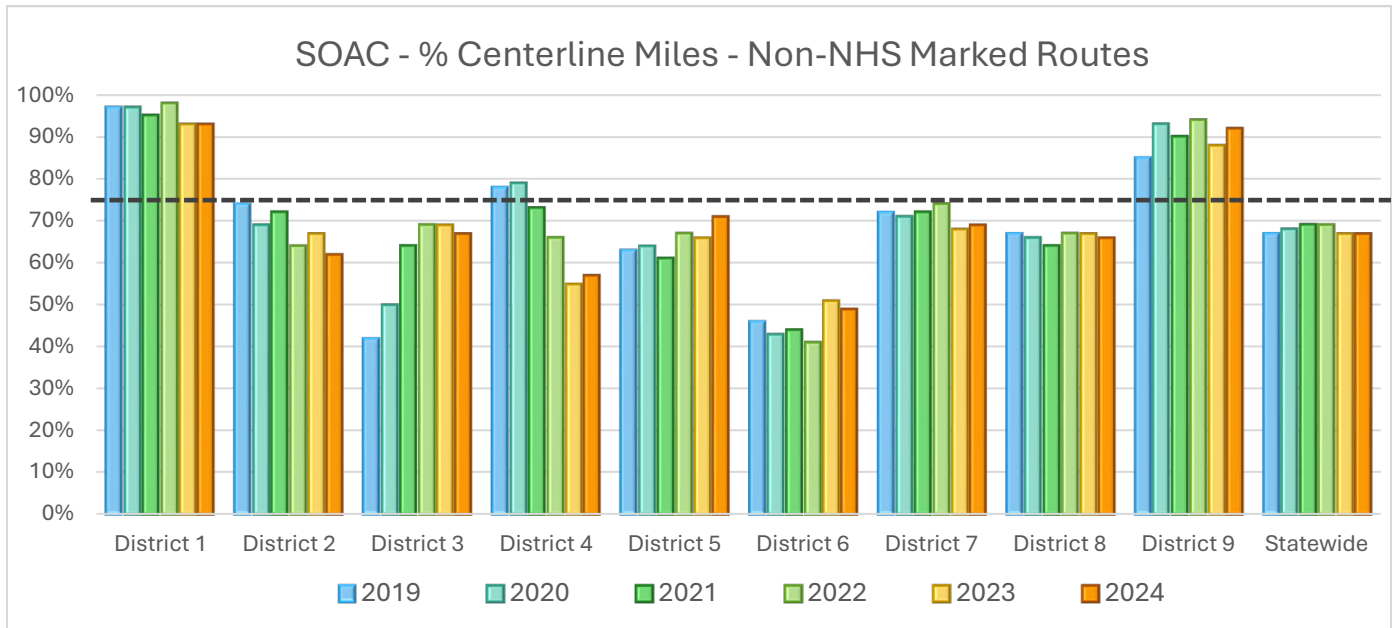


*Figure 3.2-6. Graphical Representation of Data Table 3-18*

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

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

	2019	2020	2021	2022	2023	2024
District 1	97%	97%	95%	98%	93%	93%
District 2	74%	69%	72%	64%	67%	62%
District 3	42%	50%	64%	69%	69%	67%
District 4	78%	79%	73%	66%	55%	57%
District 5	63%	64%	61%	67%	66%	71%
District 6	46%	43%	44%	41%	51%	49%
District 7	72%	71%	72%	74%	68%	69%
District 8	67%	66%	64%	67%	67%	66%
District 9	85%	93%	90%	94%	88%	92%
<b>Statewide</b>	<b>67%</b>	<b>68%</b>	<b>69%</b>	<b>69%</b>	<b>67%</b>	<b>67%</b>

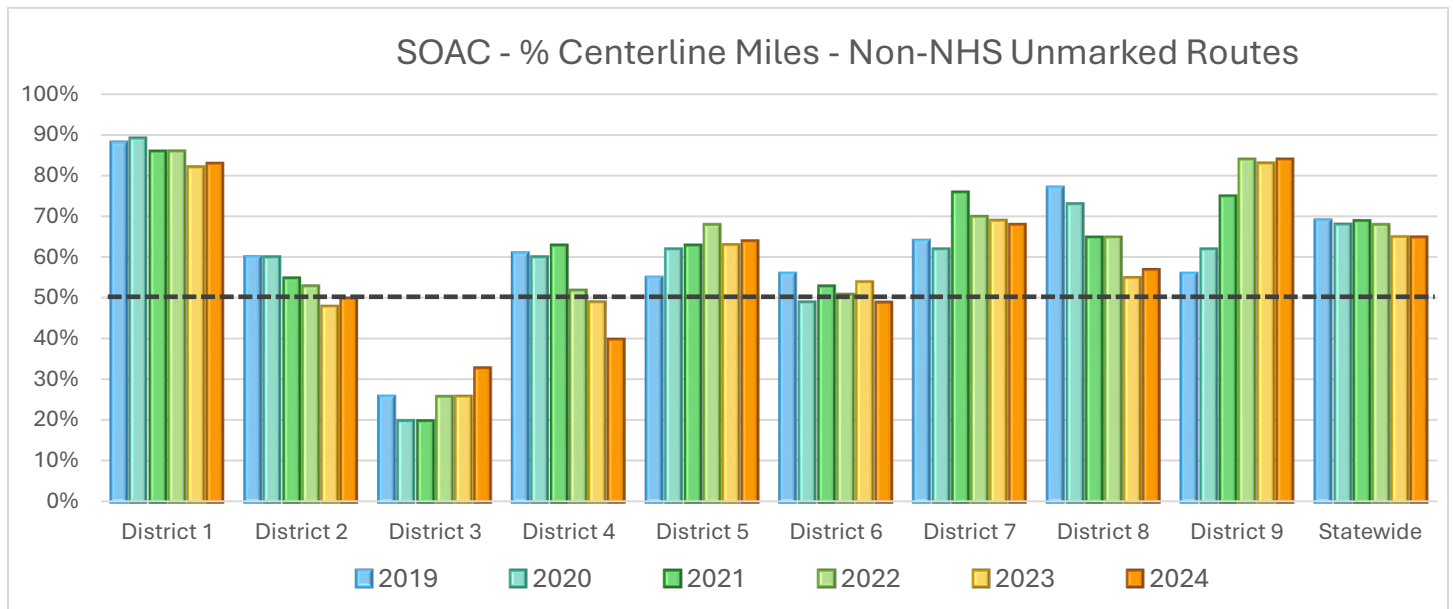


*Figure 3.2-7. Graphical Representation of Data Table 3-19*

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

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

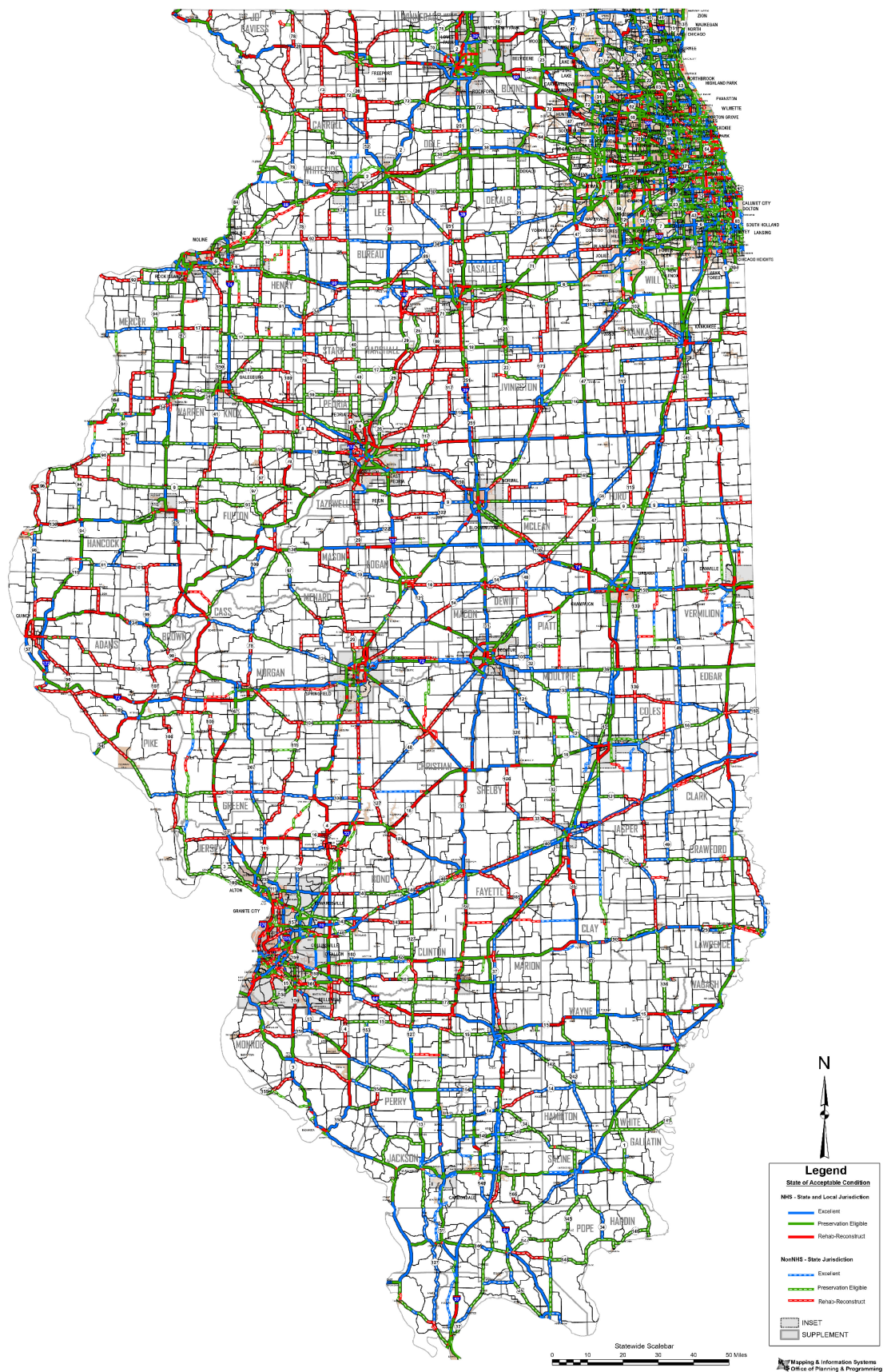
	2019	2020	2021	2022	2023	2024
District 1	88%	89%	86%	86%	82%	83%
District 2	60%	60%	55%	53%	48%	50%
District 3	26%	20%	20%	26%	26%	33%
District 4	61%	60%	63%	52%	49%	40%
District 5	55%	62%	63%	68%	63%	64%
District 6	56%	49%	53%	51%	54%	49%
District 7	64%	62%	76%	70%	69%	68%
District 8	77%	73%	65%	65%	55%	57%
District 9	56%	62%	75%	84%	83%	84%
<b>Statewide</b>	<b>69%</b>	<b>68%</b>	<b>69%</b>	<b>68%</b>	<b>65%</b>	<b>65%</b>



*Figure 3.2-8. Graphical Representation of Data from Table 3-20*

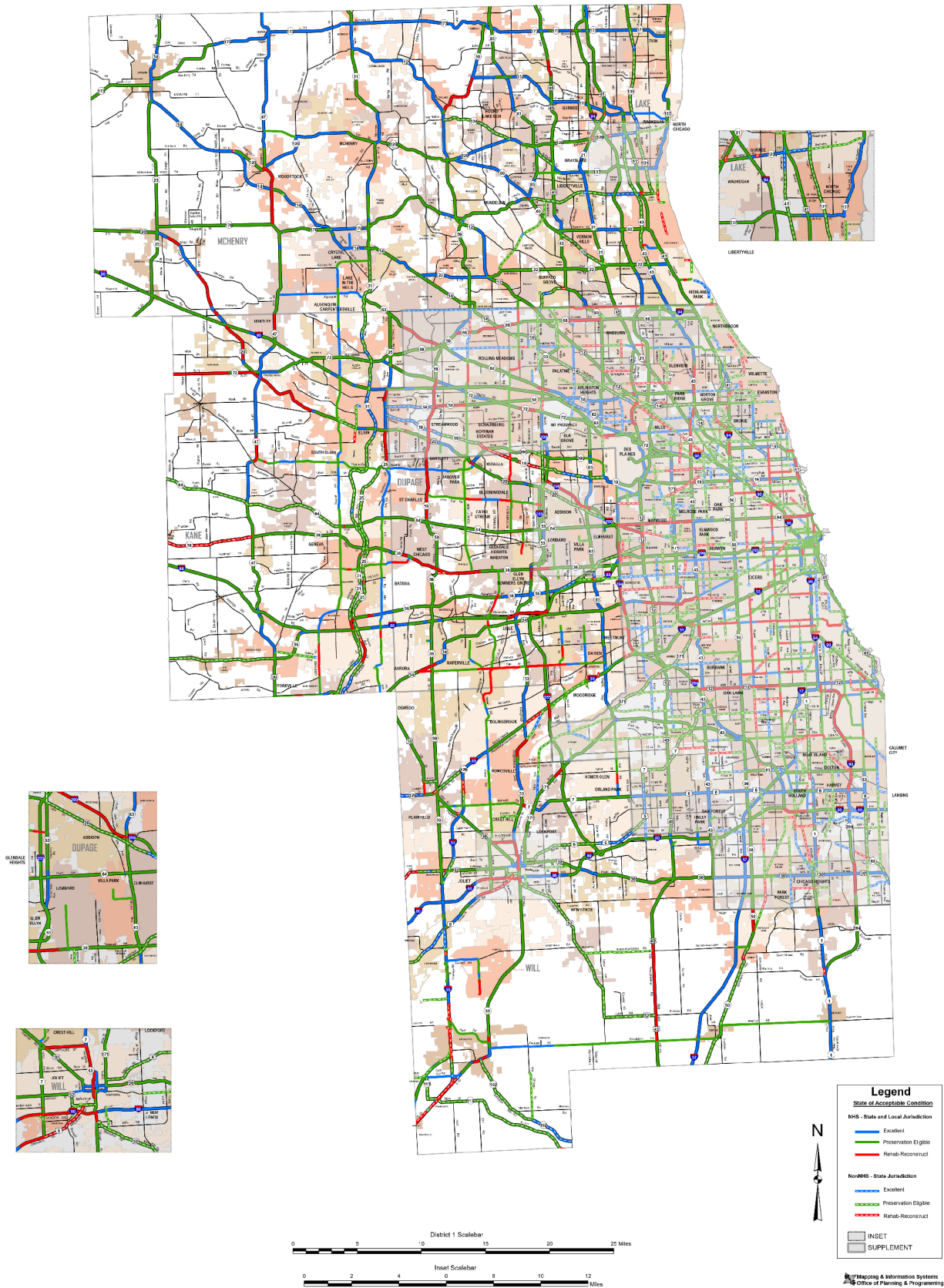
The SOAC maps on the following pages display the SOAC data. This data is the actual SOAC value determined when rated in 2024. The SOAC date is indicated on each map.

# Statewide State of Acceptable Condition - 2024

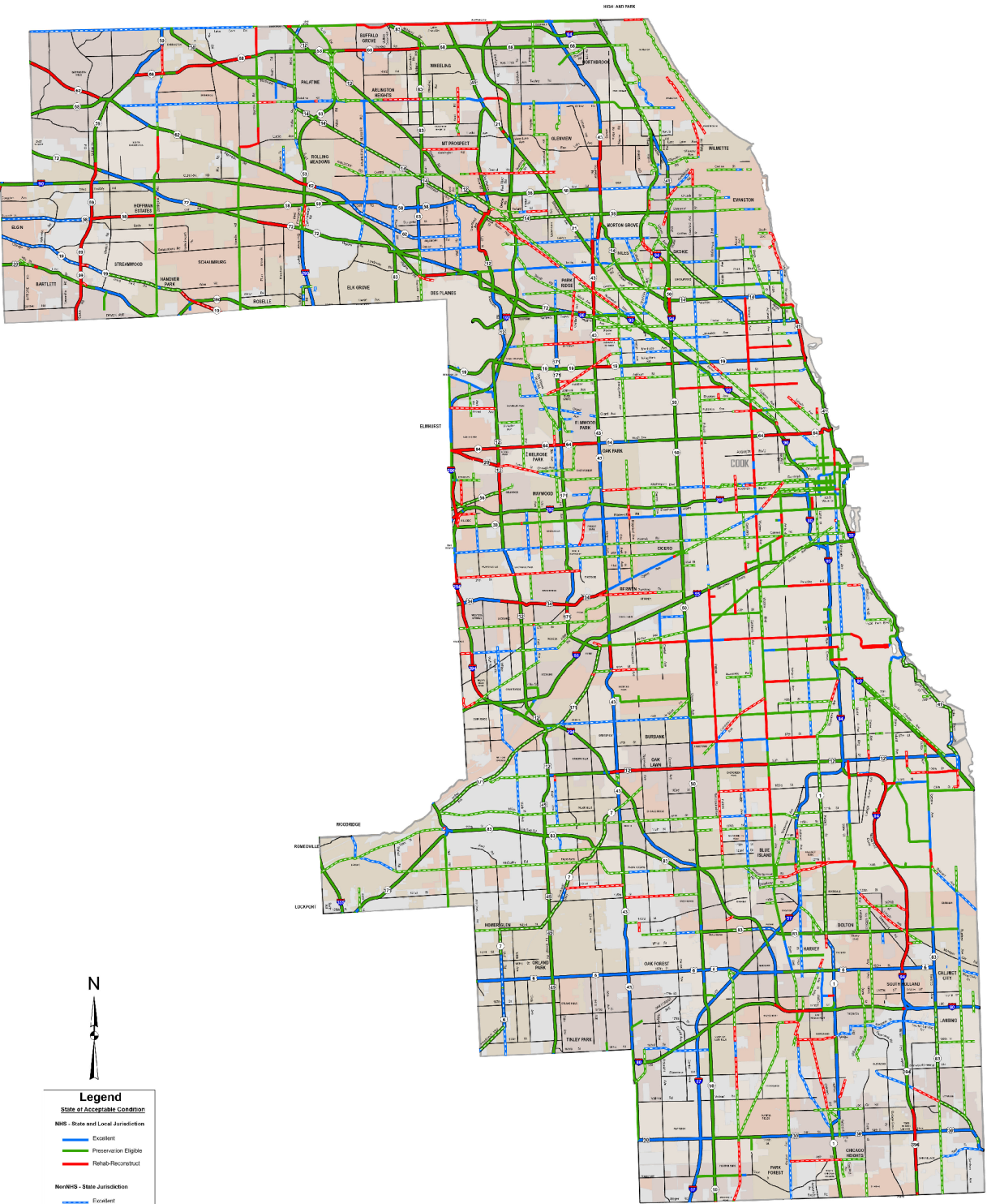




# District 1 State of Acceptable Condition - 2024



# Cook County State of Acceptable Condition - 2024



**Legend**

**State of Acceptable Condition**

**NRHS - State and Local Jurisdiction**

- Excellent
- Preservation Eligible
- Rehab-Reconstruct

**Numbers - State Jurisdiction**

- Excellent
- Preservation Eligible
- Rehab-Reconstruct

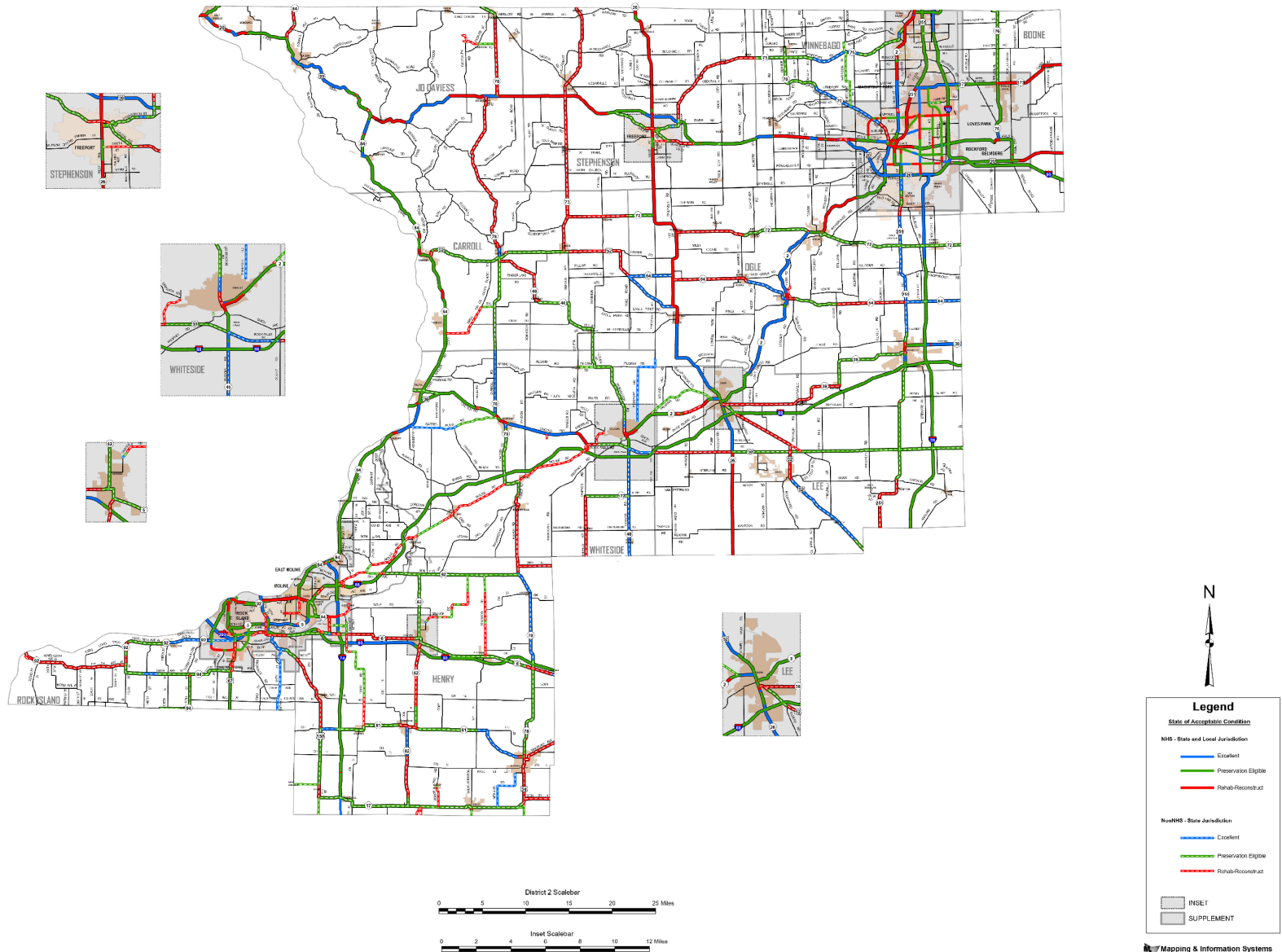
**INSET**

**SUPPLEMENT**

**Mapping & Information Systems**  
**Office of Planning & Programming**

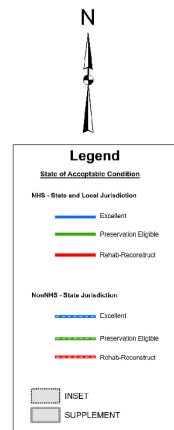
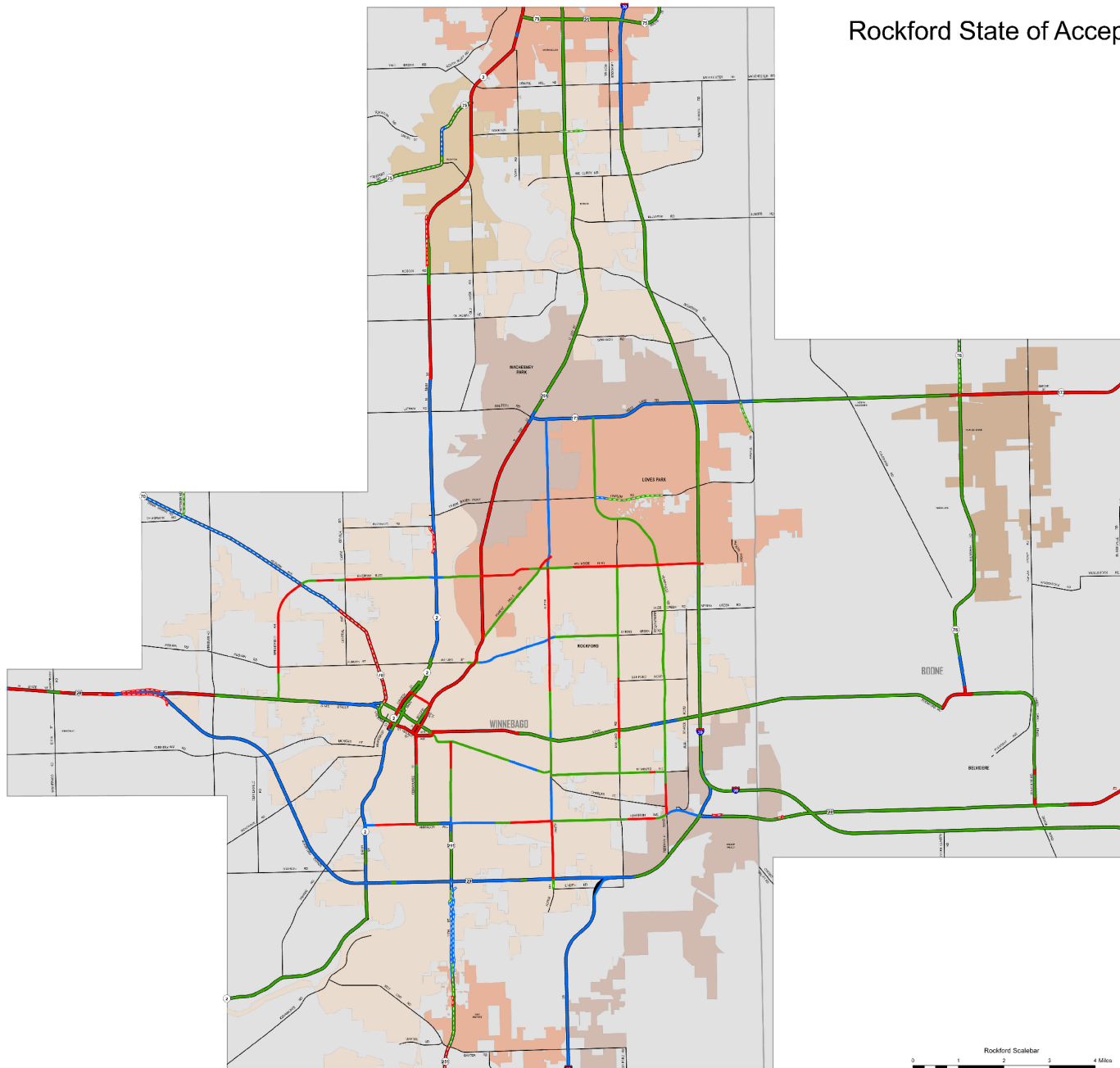


## District 2 State of Acceptable Condition - 2024

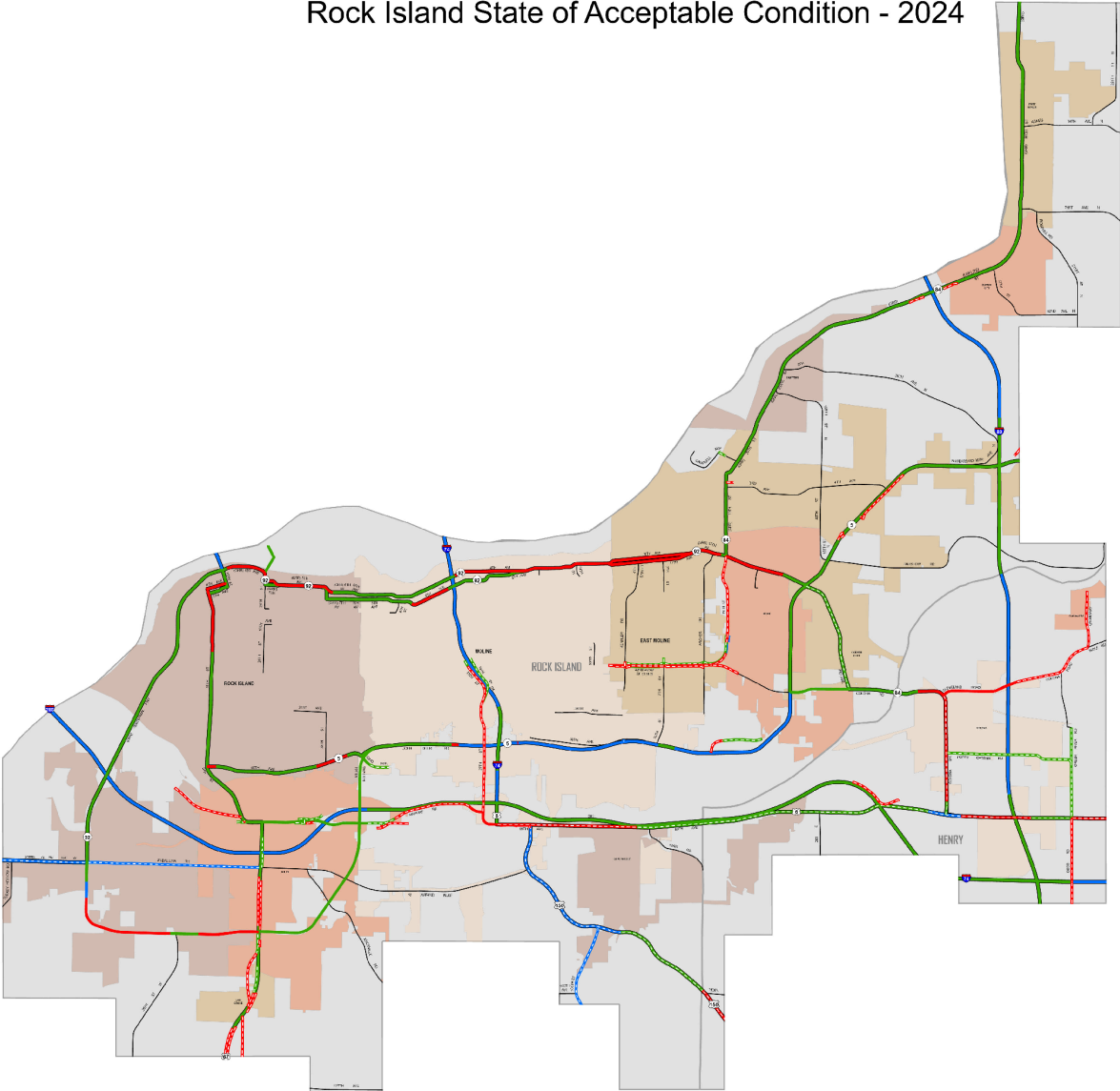




# Rockford State of Acceptable Condition - 2024



# Rock Island State of Acceptable Condition - 2024



Rock Island Scalebar  
0 1 2 3 4 5 6 Miles

**Legend**  
State of Acceptable Condition

**NHS - State and Local Jurisdiction**

- Excellent
- Preservation Eligible
- Rehab-Reconstruct

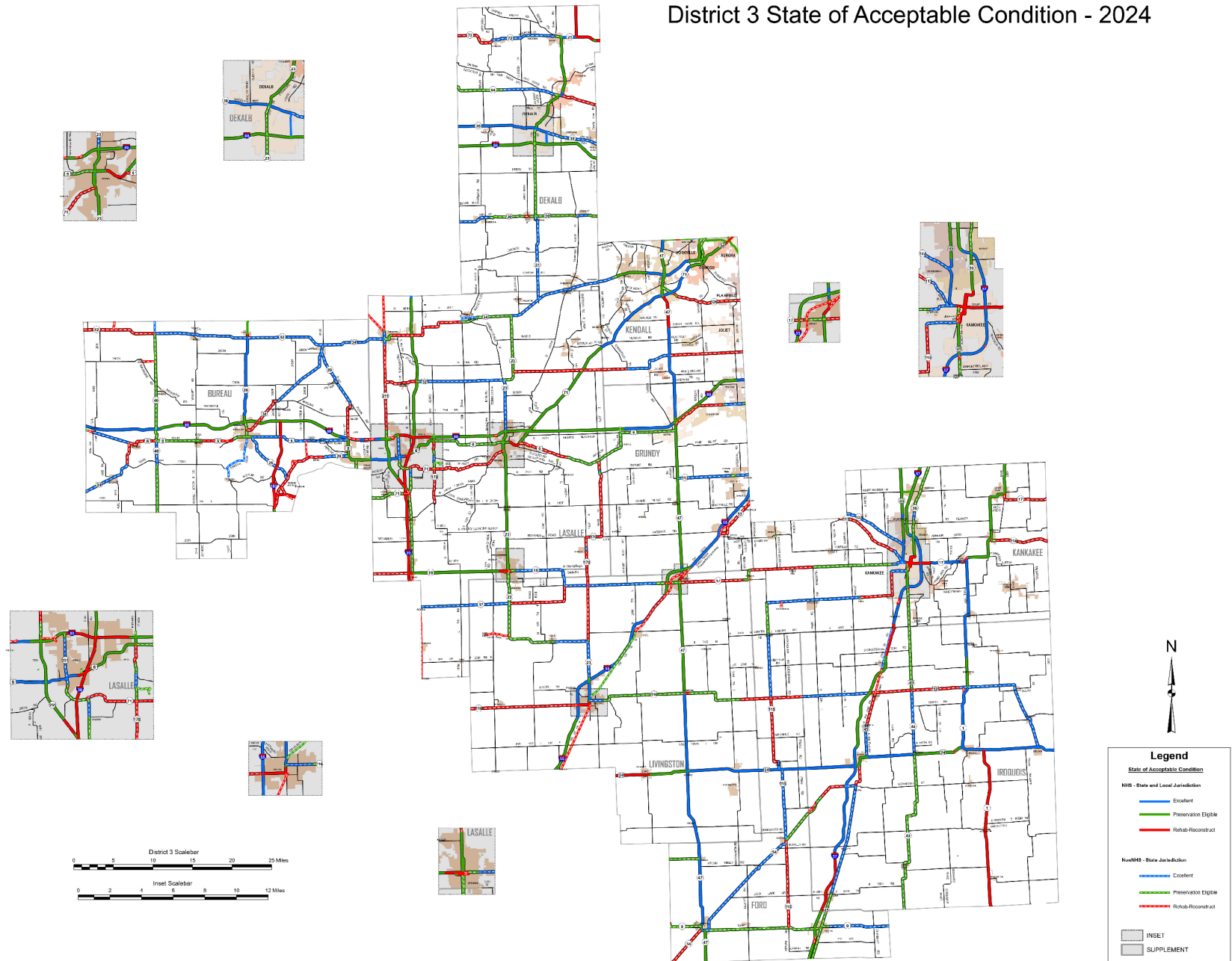
**NonNHS - State Jurisdiction**

- Excellent
- Preservation Eligible
- Rehab-Reconstruct

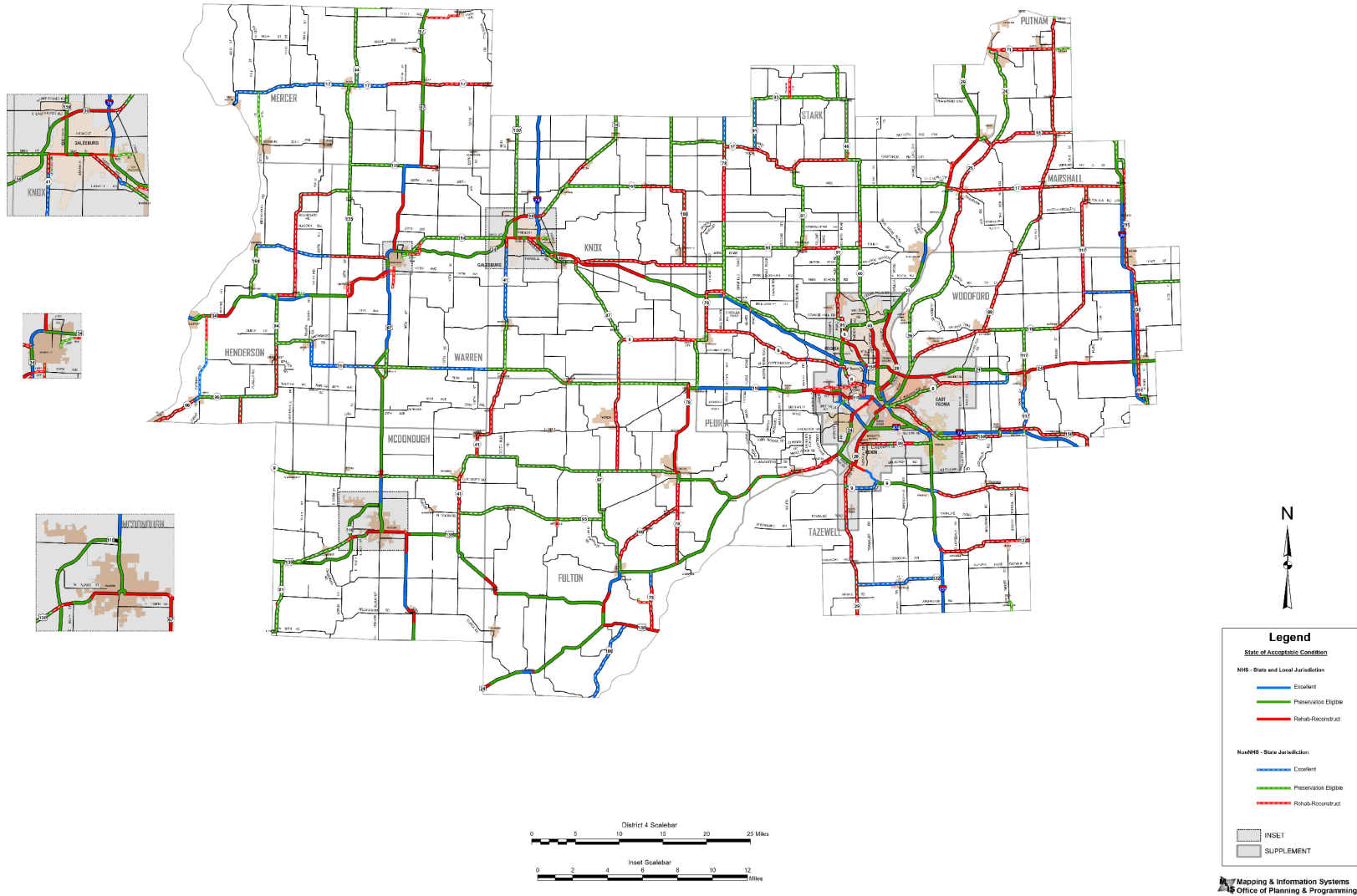
**INSET**

**SUPPLEMENT**

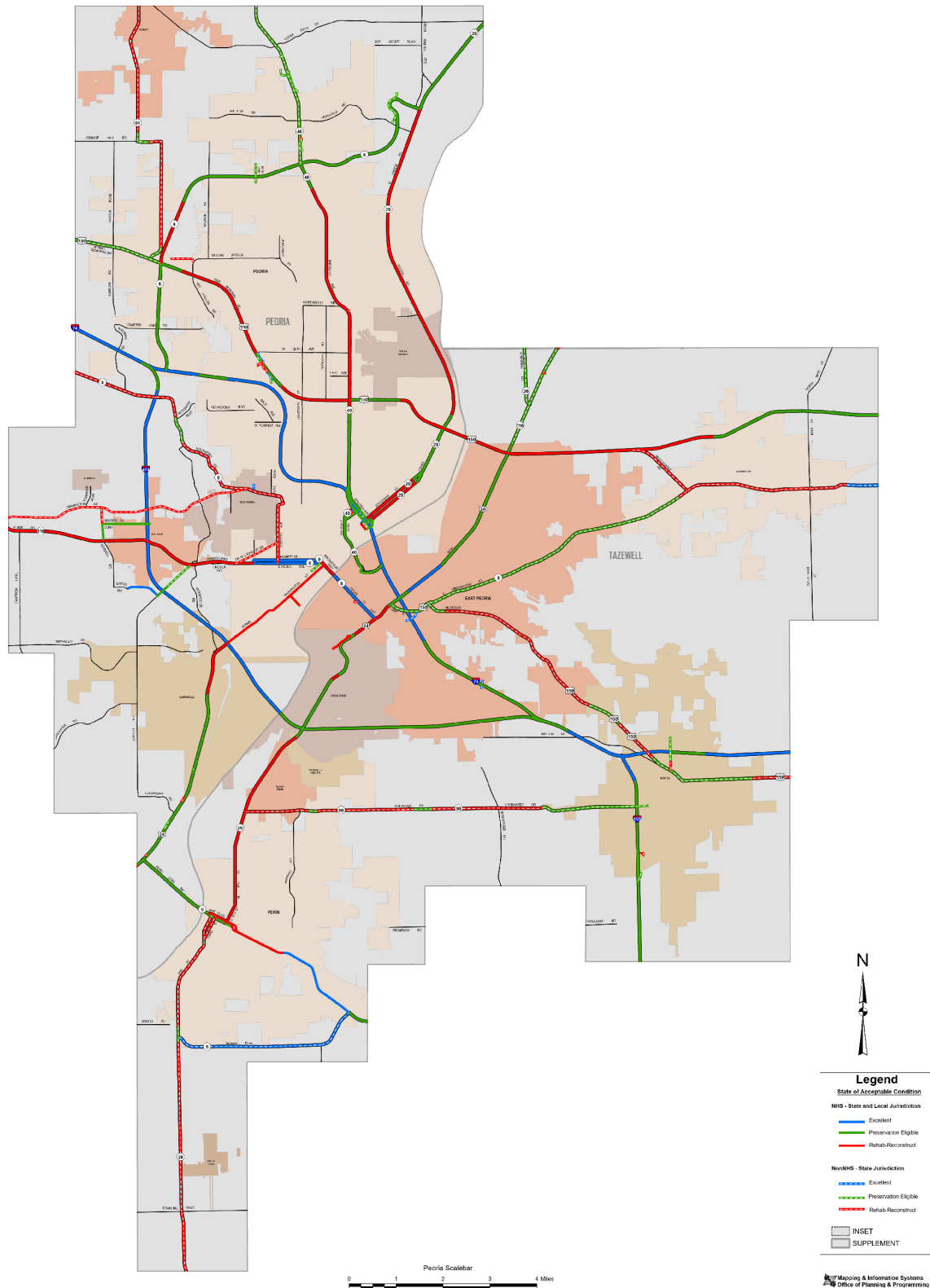
## District 3 State of Acceptable Condition - 2024



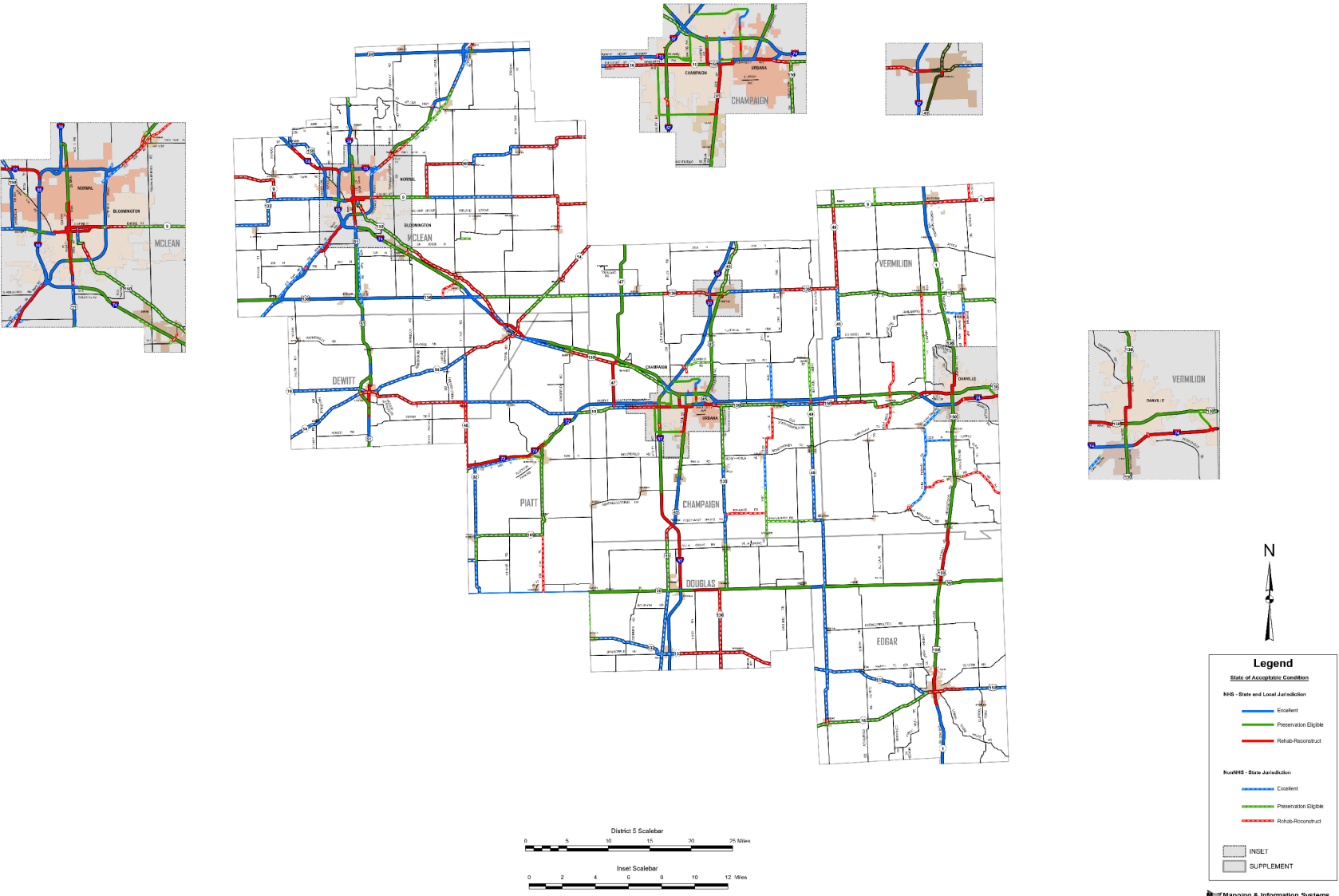
District 4 State of Acceptable Condition - 2024



# Peoria State of Acceptable Condition - 2024

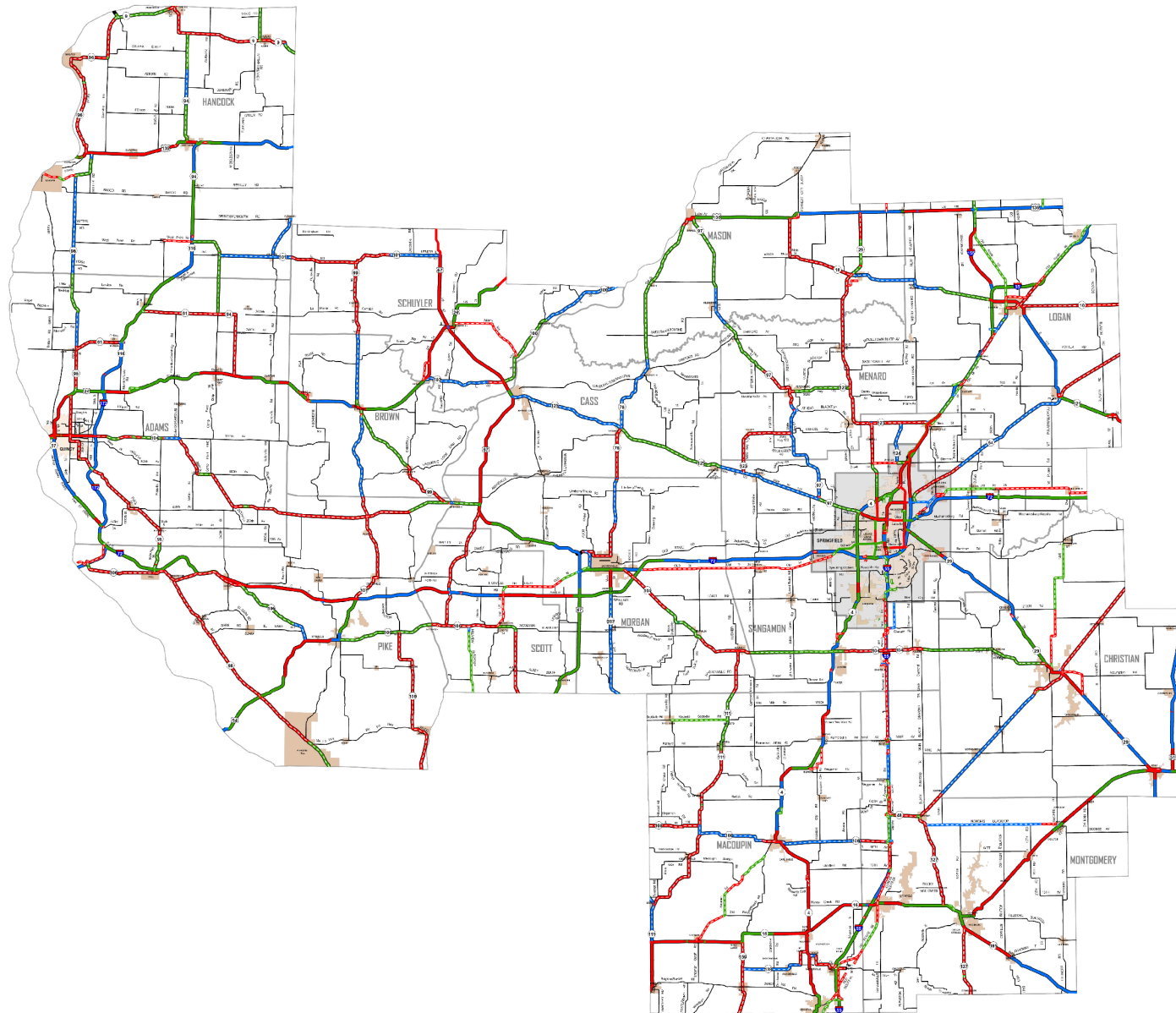


District 5 State of Acceptable Condition - 2024

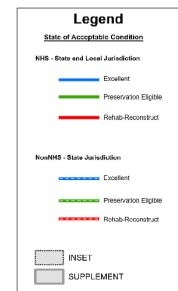




## District 6 State of Acceptable Condition - 2024

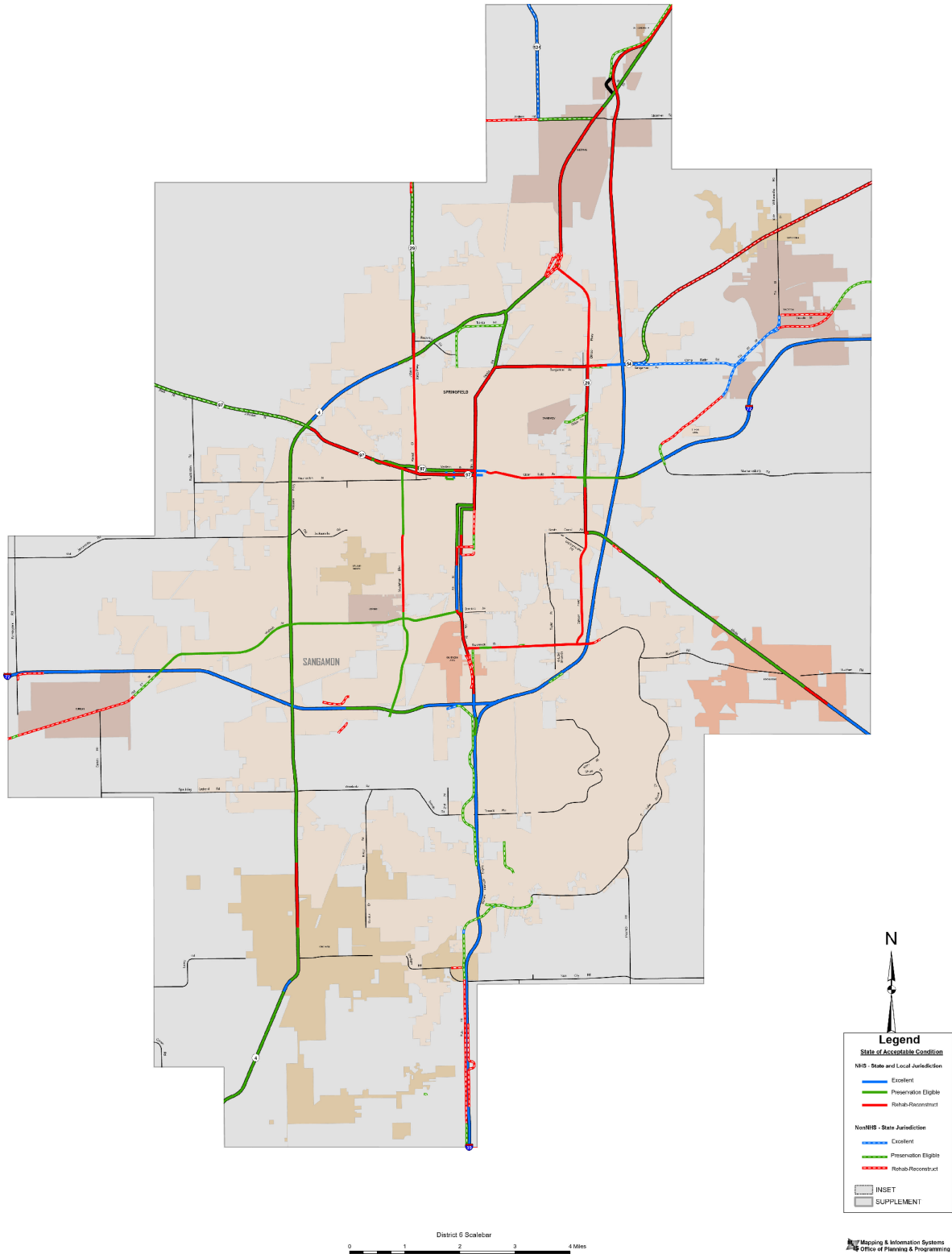


District 6 Scalebar  
0 5 10 15 20 25 Miles

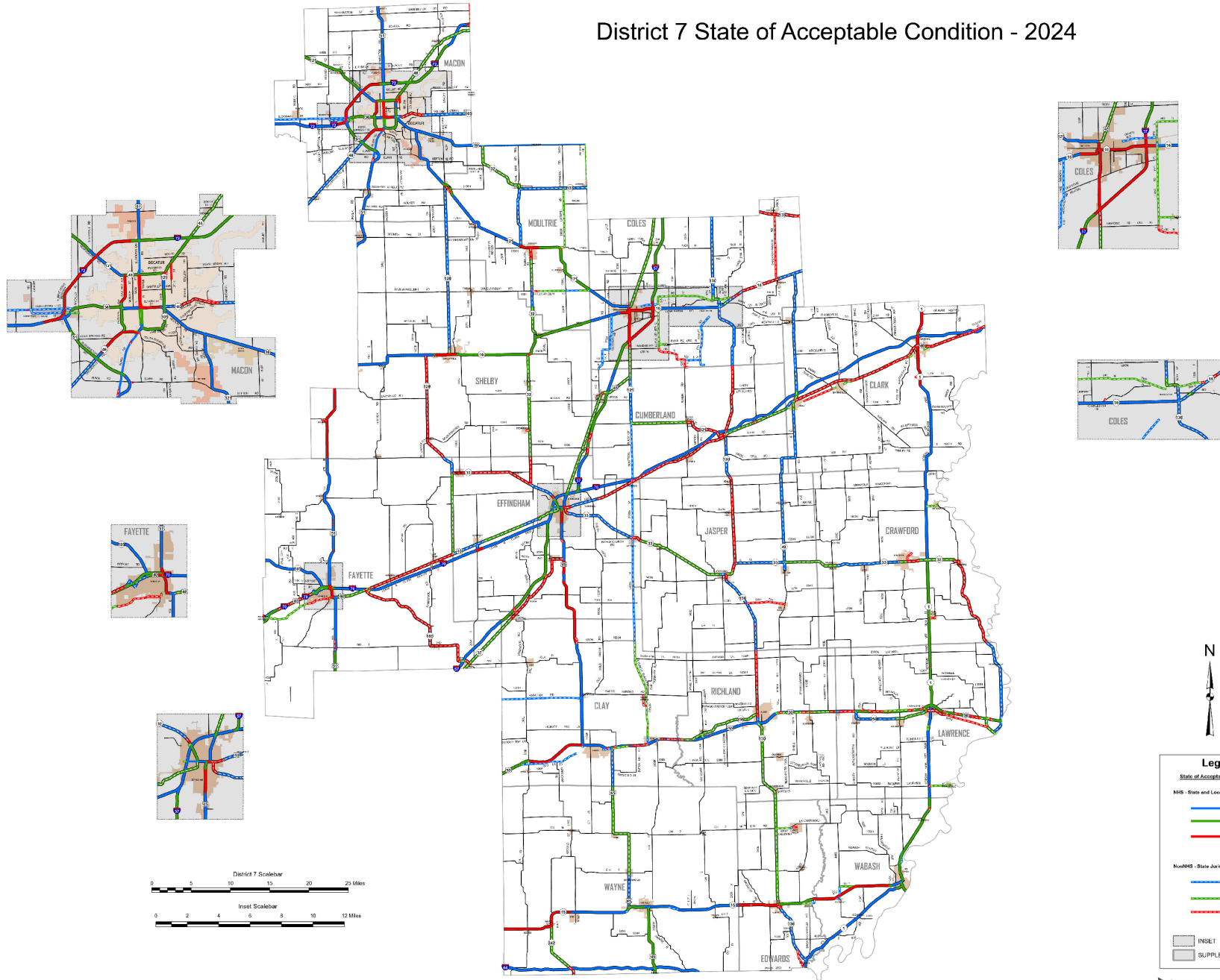




# Springfield State of Acceptable Condition - 2024



# District 7 State of Acceptable Condition - 2024



**Legend**

**State of Acceptable Condition**

**NHS - State and Local Jurisdiction**

- Excellent
- Preservation Eligible
- Rehab/Reconstruct

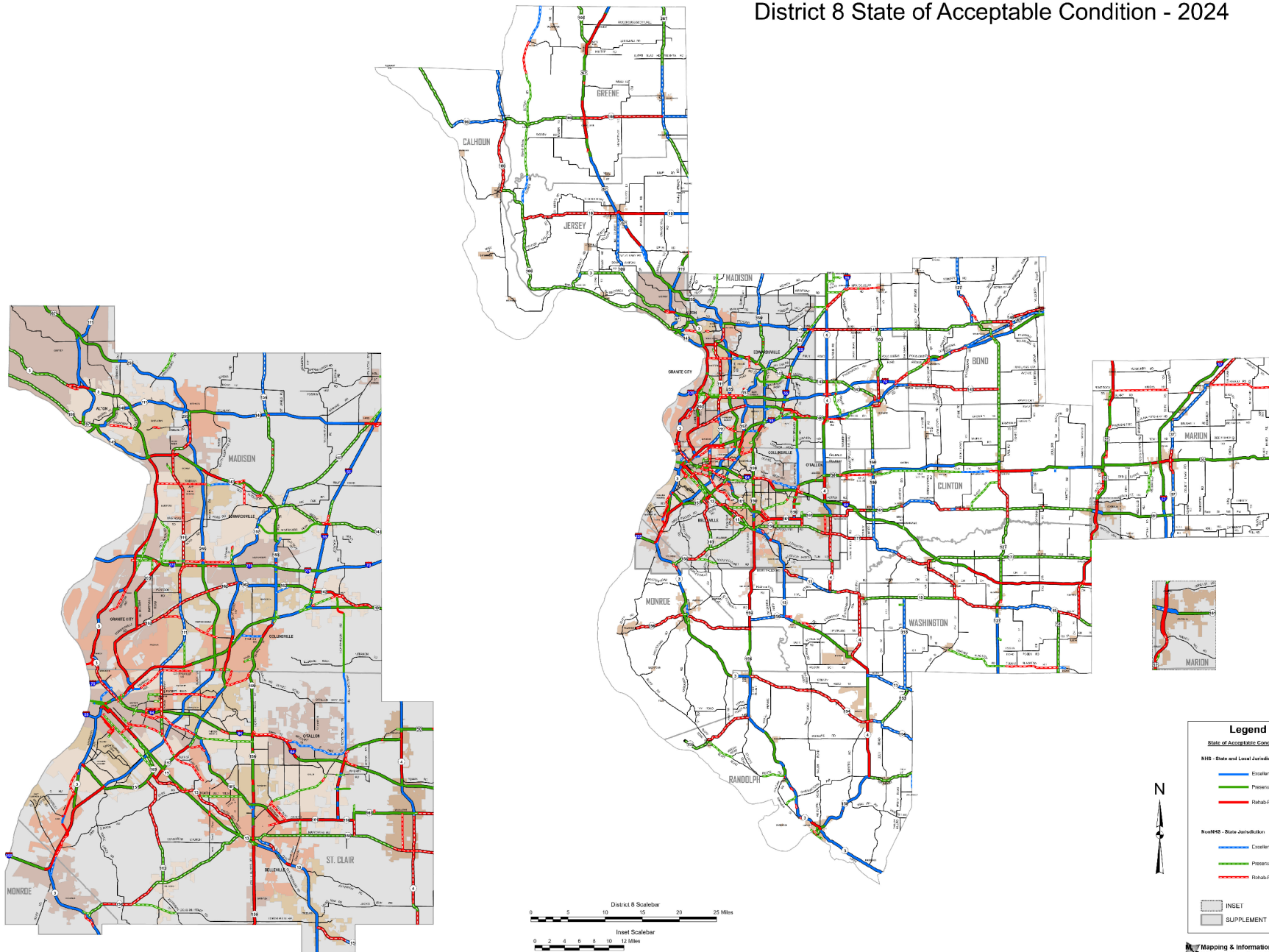
**NonNHS - State Jurisdiction**

- Excellent
- Preservation Eligible
- Rehab/Reconstruct

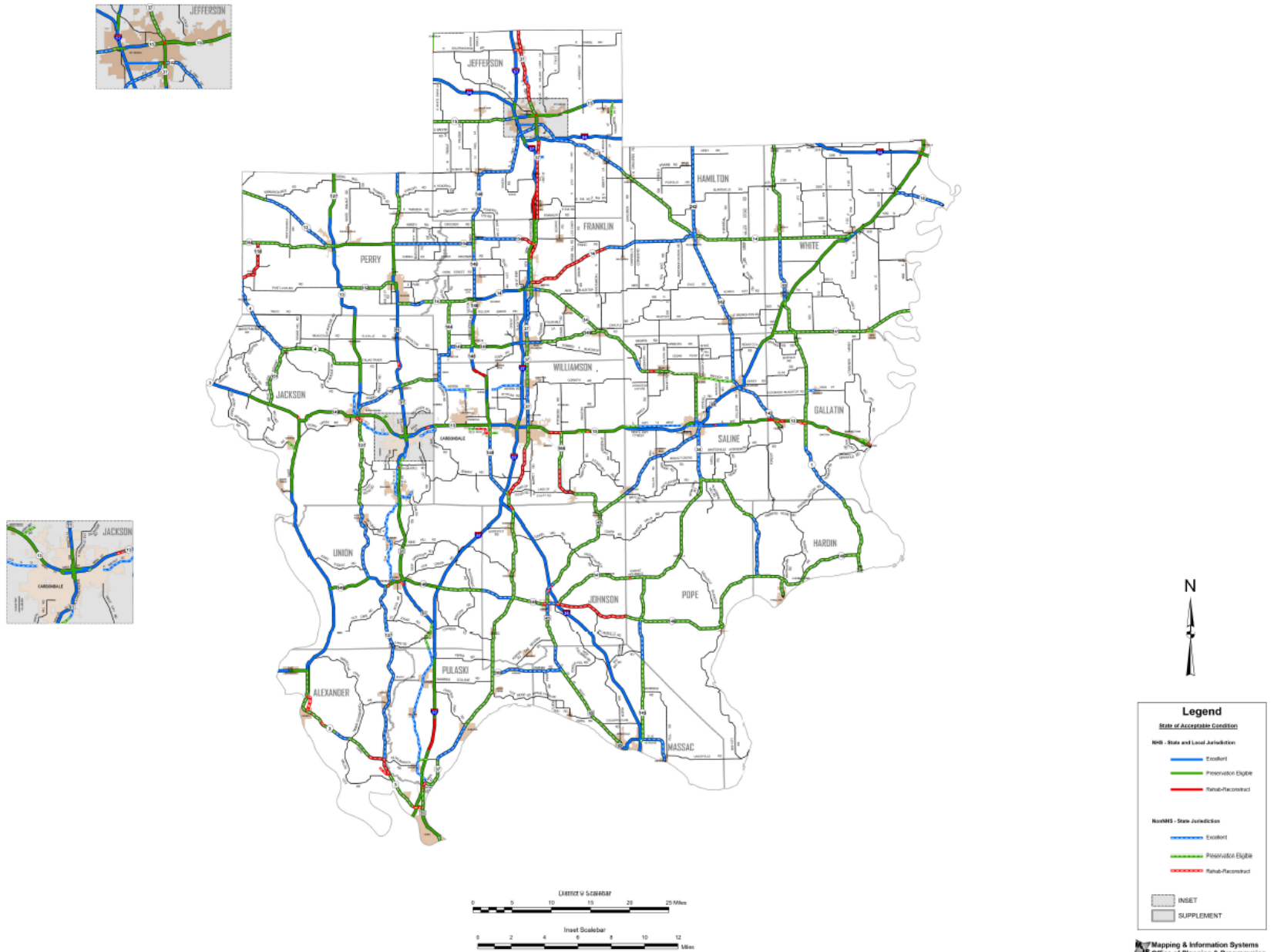
**INSET**

**SUPPLEMENT**

# District 8 State of Acceptable Condition - 2024



## District 9 State of Acceptable Condition - 2024



## 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 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) or locations where the DCV is driving at rate of speed that is 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 a gravel or dirt surface or roads 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 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 a 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 within State Jurisdiction, by Year and District

District	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	170	161	152	150	158	156	155	155	151	149	150	149	149	149	142
2	125	115	110	108	104	111	109	117	115	120	118	115	114	120	113
3	99	97	95	110	100	98	98	106	105	107	107	93	93	87	87
4	98	98	94	84	92	91	98	98	98	98	100	99	104	104	104
5	97	96	96	96	97	97	102	102	101	101	103	103	104	104	94
6	103	102	93	97	97	102	101	107	107	111	111	106	106	108	104
7	112	110	105	101	99	106	106	111	111	111	111	99	99	94	89
8	105	108	98	97	98	98	106	106	97	95	94	94	97	97	93
9	86	91	87	87	89	89	95	95	84	83	79	79	75	75	70
Statewide	114	113	106	106	108	109	111	114	111	112	111	107	108	108	103

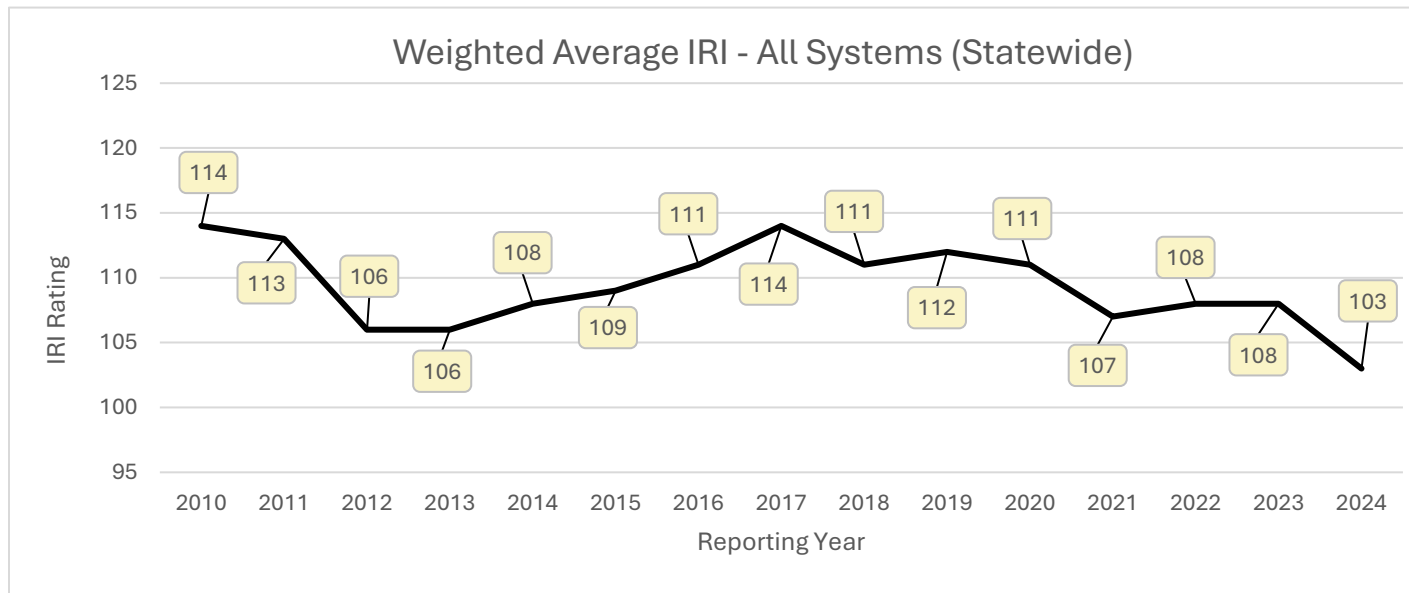


Figure 4.1-1. Graphical Representation of Data from Table 4-2



## Weighted Average IRI – Interstate

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

District	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	101	84	68	67	80	80	92	91	86	90	85	85	83	84	83
2	74	71	66	66	66	56	58	58	58	59	53	56	57	57	58
3	75	69	66	66	67	66	67	67	67	68	66	68	69	69	68
4	68	63	61	61	65	65	64	64	61	65	54	52	49	48	49
5	70	66	55	55	55	55	61	61	55	56	51	52	53	54	53
6	64	61	56	56	54	53	53	53	56	57	53	53	54	55	53
7	64	59	65	65	55	53	52	52	55	54	53	51	49	48	47
8	81	75	70	64	68	67	69	69	70	74	64	65	67	67	70
9	69	68	60	60	64	64	57	57	60	60	56	55	54	53	53
Statewide	74	68	63	62	63	62	64	64	63	65	60	60	60	60	60

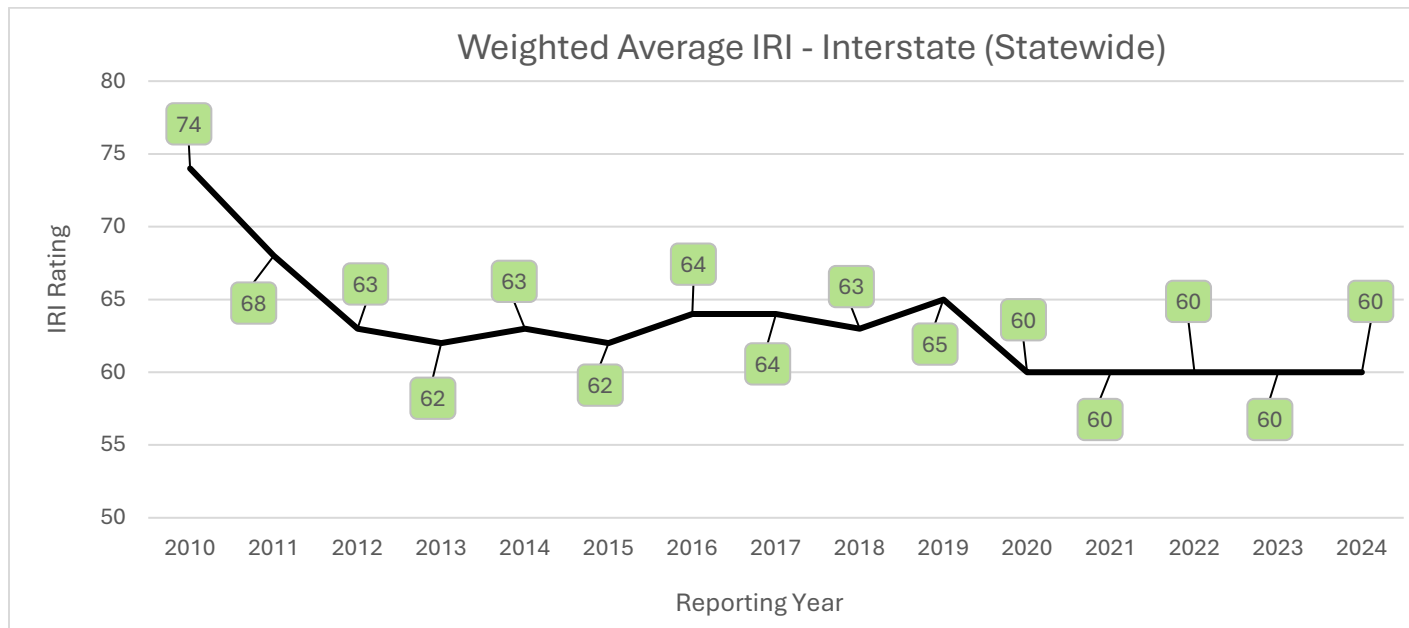


Figure 4.1-2. Graphical Representation of Data from Table 4-3



## Weighted Average IRI - Other Marked

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

District	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	156	148	143	140	142	138	138	141	137	135	134	133	134	133	128
2	127	113	108	106	101	110	109	118	116	121	119	115	114	121	114
3	98	99	97	103	103	99	99	108	108	110	110	92	92	85	85
4	98	98	83	83	90	89	97	97	98	97	100	99	106	106	106
5	96	97	99	99	100	100	106	106	104	104	109	109	112	112	99
6	97	97	85	91	91	97	94	102	102	106	107	101	101	102	98
7	106	107	100	95	95	101	101	107	107	108	108	98	98	89	85
8	96	100	95	95	93	93	104	104	91	91	87	87	89	89	85
9	84	90	85	85	87	87	96	96	81	81	77	77	75	75	70
Statewide	108	107	101	101	102	103	106	110	106	107	107	102	103	102	98

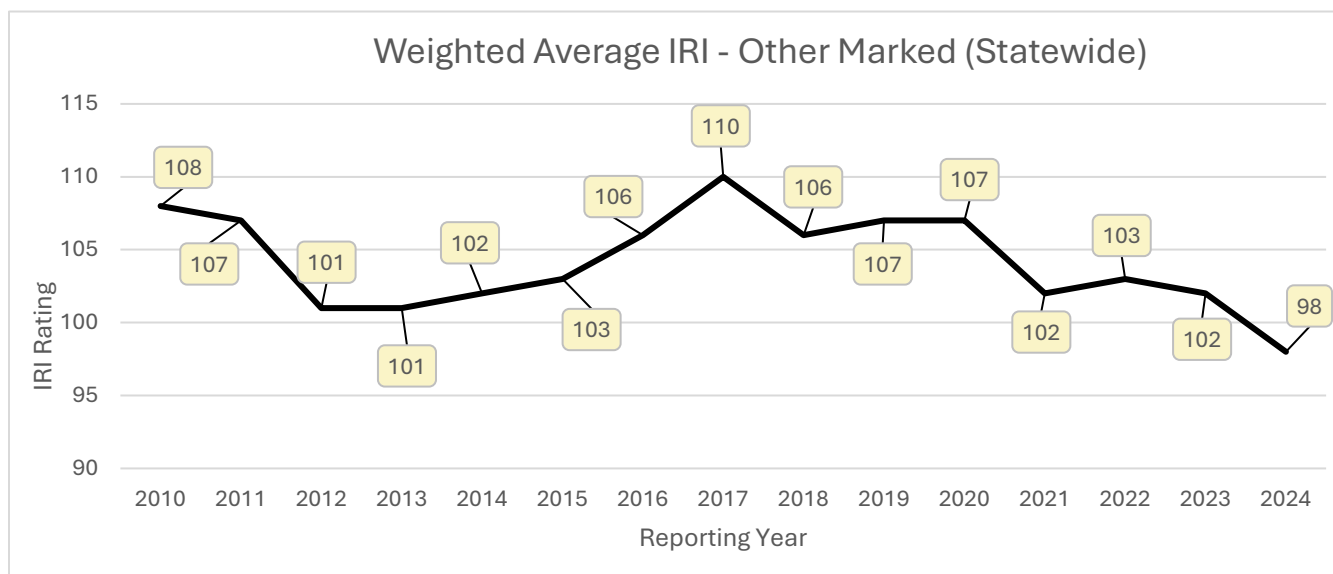


Figure 4.1-3. Graphical Representation of Data from Table 4-4

## Weighted Average IRI – Unmarked

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

District	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	207	201	186	185	203	207	202	195	191	191	194	193	195	195	183
2	155	157	155	151	148	157	152	157	156	162	161	161	161	168	154
3	171	143	141	139	139	170	170	171	171	175	174	170	170	173	173
4	169	160	138	140	165	171	169	169	171	167	179	179	176	176	176
5	130	129	131	131	134	138	135	133	142	140	137	137	129	129	118
6	159	153	150	153	152	162	161	165	165	170	169	165	165	170	167
7	181	159	154	150	151	171	172	177	177	170	170	148	149	156	141
8	157	156	128	128	136	137	136	135	136	124	137	137	143	143	140
9	130	132	142	142	145	148	147	148	145	143	140	140	108	106	97
Statewide	175	168	158	157	166	173	170	169	169	168	170	167	166	168	159

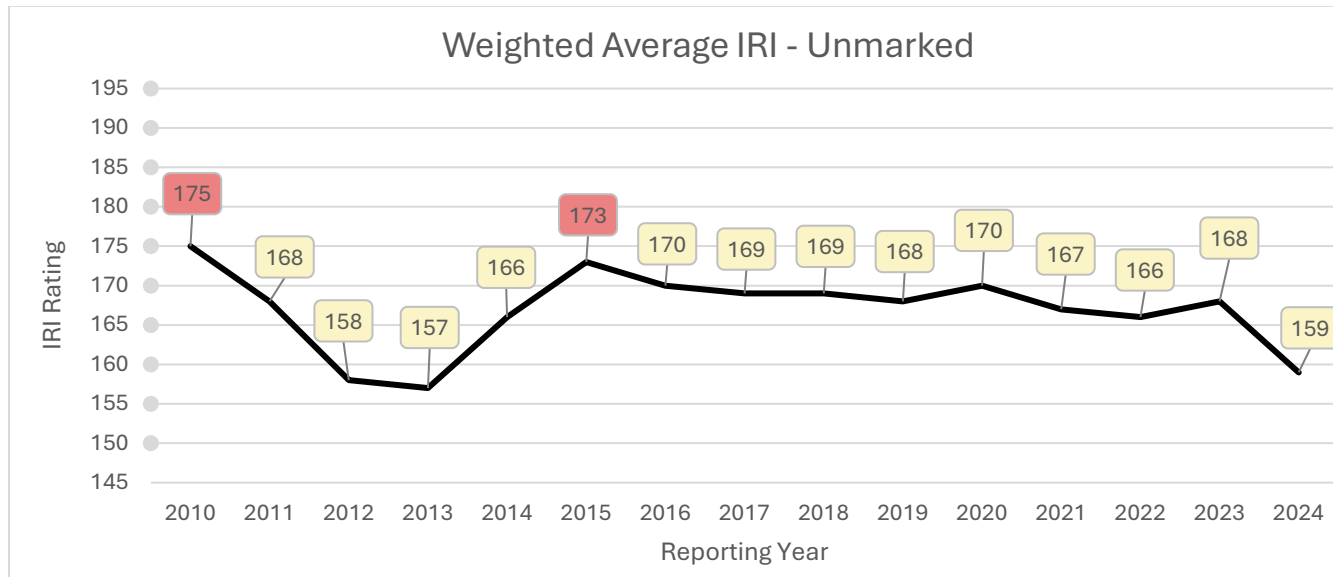


Figure 4.1-4. Graphical Representation of Data from Table 4-5

## 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	915.24	207.22	75.35	4.34	0.00	0.00	0.00	0.00
Other Marked	12.25	2,507.36	2,395.77	1,527.72	743.66	452.98	235.22	97.86	72.84
Unmarked	33.25	215.44	191.15	149.98	169.46	140.70	103.16	52.43	188.42
<b>Total</b>	<b>45.50</b>	<b>3,638.04</b>	<b>2,794.14</b>	<b>1,753.05</b>	<b>917.46</b>	<b>593.68</b>	<b>338.38</b>	<b>150.29</b>	<b>261.26</b>
Urban Miles - Statewide - IRI Groupings									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
Interstate	0.00	278.71	310.91	72.54	13.25	14.32	1.09	0.00	0.00
Other Marked	1.74	492.08	794.45	684.26	536.98	389.16	179.41	134.62	172.34
Unmarked	18.88	117.72	70.85	125.36	192.29	186.89	140.04	156.48	308.79
<b>Total</b>	<b>20.62</b>	<b>888.51</b>	<b>1,176.21</b>	<b>882.16</b>	<b>742.52</b>	<b>590.37</b>	<b>320.54</b>	<b>291.10</b>	<b>481.13</b>
Rural & Urban Miles - Statewide - IRI Groupings									
	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
<b>All Systems</b>	<b>66.12</b>	<b>4,526.55</b>	<b>3,970.35</b>	<b>2,635.21</b>	<b>1,659.98</b>	<b>1,184.05</b>	<b>658.92</b>	<b>441.39</b>	<b>742.39</b>
*Data not available due to various DCV collection/operating constraints									
IRI Categories -		Good <95		Fair 95-170			Poor >170		

### 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									
Year	No IRI*	1 - 59	60 - 94	95 - 119	120 - 144	145 - 170	171 - 194	195 - 220	>220
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
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
IRI Categories -		Good		Fair			Poor		

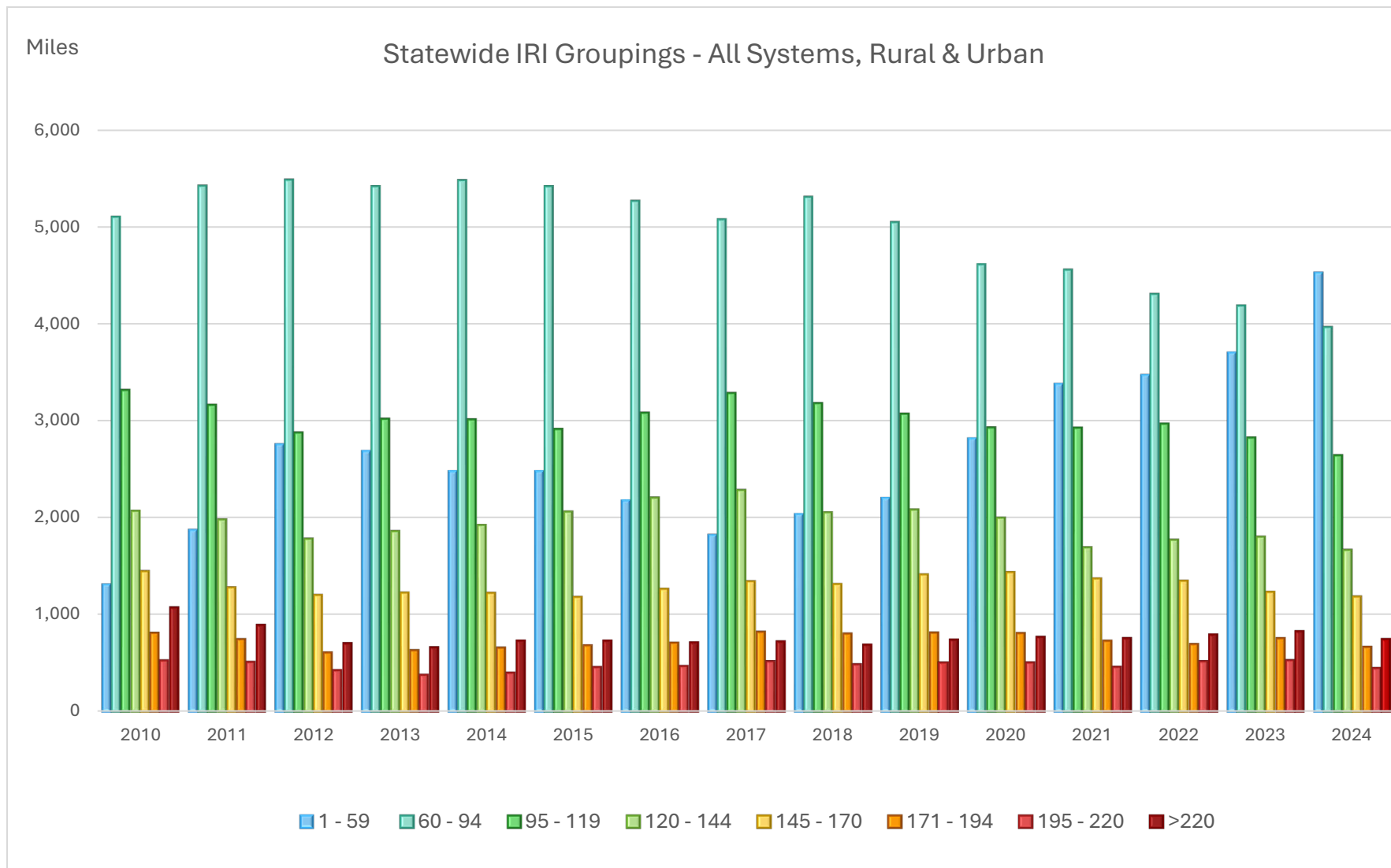


Figure 4.3-1. Graphical Representation of Data from Table 4-7

#### 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	557.30	58.45	2.44	0.00	0.00	0.00	0.00	0.00
Other Marked	0.12	1,977.39	414.34	19.79	9.02	21.50	0.91	0.10	0.20
Unmarked	1.01	199.85	56.83	8.60	2.22	4.50	12.22	5.93	9.51
Total	1.13	2,734.54	529.62	30.83	11.24	26.00	13.13	6.03	9.71
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	0.00	173.28	120.14	9.10	5.56	3.49	0.00	0.00	0.00
Other Marked	0.00	411.86	260.35	102.98	44.46	31.55	7.38	8.15	21.70
Unmarked	0.12	115.77	31.10	18.99	49.83	20.13	19.01	17.70	40.14
Total	0.12	700.91	411.59	131.07	99.85	55.17	26.39	25.85	61.84
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	1.25	3,435.45	941.21	161.90	111.09	81.17	39.52	31.88	71.55
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	287.19	51.50	16.03	0.91	0.00	0.00	0.00	0.00
Other Marked	0.10	488.87	926.07	114.08	21.04	8.56	3.61	0.71	1.22
Unmarked	1.81	12.00	62.61	42.69	16.68	19.84	15.41	1.28	11.14
Total	1.91	788.06	1,040.18	172.80	38.63	28.40	19.02	1.99	12.36
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	84.85	124.22	22.70	3.98	5.00	0.00	0.00	0.00
Other Marked	0.16	79.58	346.54	262.73	176.96	86.80	51.57	31.24	31.84
Unmarked	1.22	1.80	22.93	40.47	76.70	52.88	43.14	32.33	67.47
Total	1.38	166.23	493.69	325.90	257.64	144.68	94.71	63.57	99.31
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	3.29	954.29	1,533.87	498.70	296.27	173.08	113.73	65.56	111.67
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	60.25	87.21	35.39	3.43	0.00	0.00	0.00	0.00
Other Marked	12.03	41.10	913.91	893.95	300.71	118.35	32.86	20.42	6.38
Unmarked	8.69	3.59	64.94	63.31	90.26	41.64	31.86	21.41	28.48
Total	20.72	104.94	1,066.06	992.65	394.40	159.99	64.72	41.83	34.86

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	20.58	44.41	35.41	1.28	3.73	0.00	0.00	0.00
Other Marked	0.20	0.52	160.29	247.96	206.98	143.08	64.66	50.76	56.73
Unmarked	1.69	0.15	16.82	48.59	41.04	67.03	56.60	74.45	126.27
Total	1.89	21.25	221.52	331.96	249.30	213.84	121.26	125.21	183.00

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	22.61	126.19	1,287.58	1,324.61	643.70	373.83	185.98	167.04	217.86
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	21.49	10.50	10.06	0.00	0.00	0.00	0.00	0.00
Other Marked	0.00	0.00	141.45	499.90	412.89	304.57	197.84	76.63	64.93
Unmarked	16.85	0.00	6.74	35.19	60.11	74.62	43.67	23.64	138.94
Total	16.85	10.50	158.25	556.58	473.00	379.19	241.51	100.27	203.87

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	5.33	2.43	2.10	1.09	0.00	0.00
Other Marked	0.06	0.12	27.27	70.59	108.58	127.73	55.80	44.45	62.07
Unmarked	11.94	0.00	0.00	17.31	24.65	46.03	21.24	31.97	73.67
Total	12.00	0.12	49.41	93.23	135.66	175.86	78.13	76.42	135.74

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	28.85	10.62	207.66	649.81	608.66	555.05	319.64	176.69	339.61
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
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	1,583.67	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

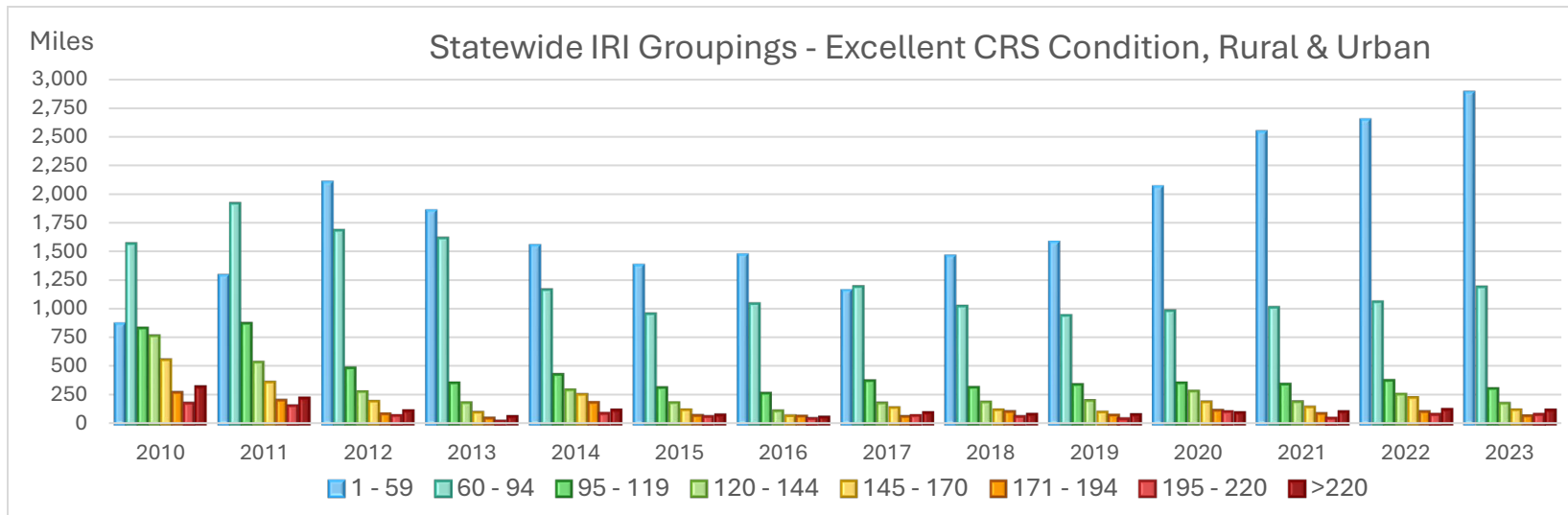


Figure 4.5-1 Graphical Representation of Table 4-12

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
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	1,929.32	671.60	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	517.90	297.76	188.12	115.09	58.27	105.31
2024	3.29	954.29	1,533.87	498.70	296.27	173.08	113.73	65.56	111.67

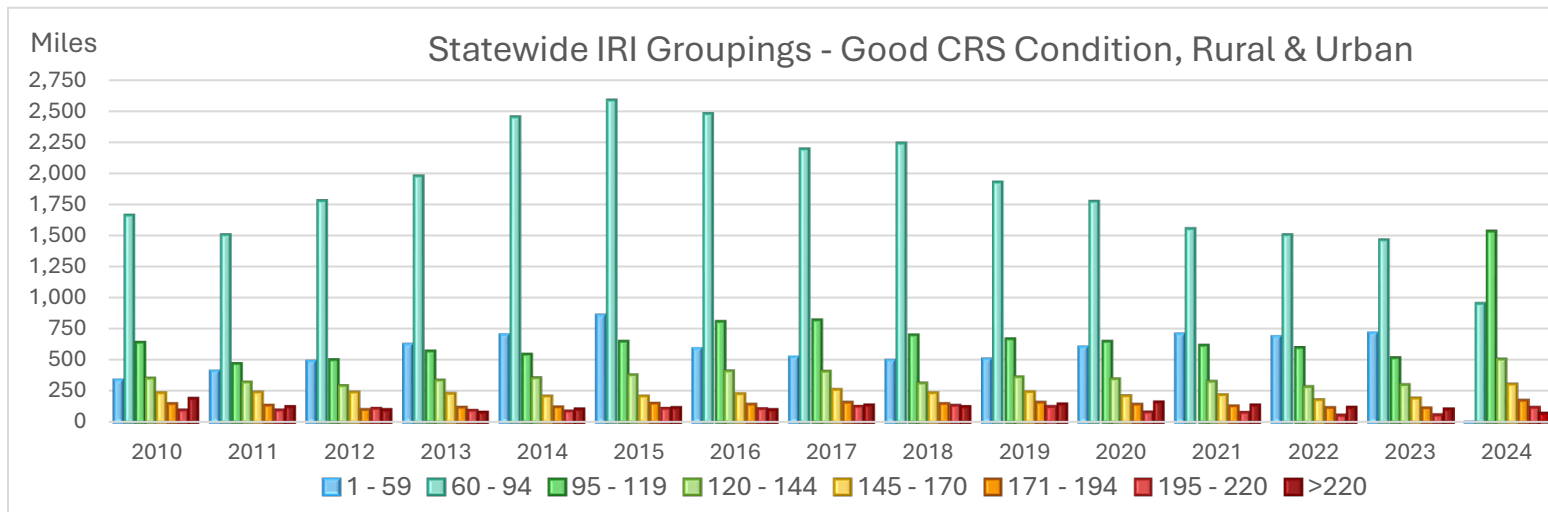


Figure 4.5-2 Graphical Representation of Table 4-13

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
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	1,945.77	1,479.11	749.69	443.44	209.87	139.84	232.97
2020	10.42	142.83	1,657.95	1,363.04	640.95	402.25	212.85	136.61	215.26
2021	10.25	128.69	1,772.02	1,360.87	723.11	393.04	206.39	137.88	219.02
2022	10.61	131.97	1,510.48	1,307.72	746.01	403.21	187.39	171.26	226.63
2023	10.62	90.82	1,332.88	1,481.91	778.97	395.08	194.73	166.97	225.77
2024	22.61	126.19	1,287.58	1,324.61	643.70	373.83	185.98	167.04	217.86

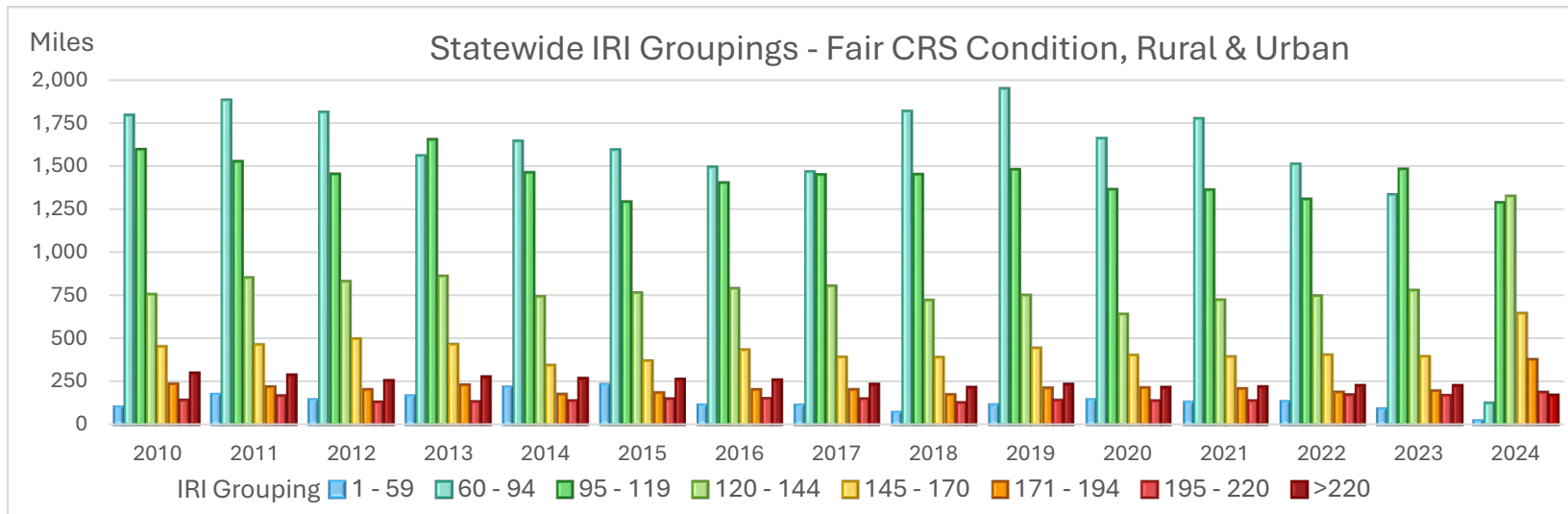


Figure 4.5-3 Graphical Representation of Table 4-14

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
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
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	191.60	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

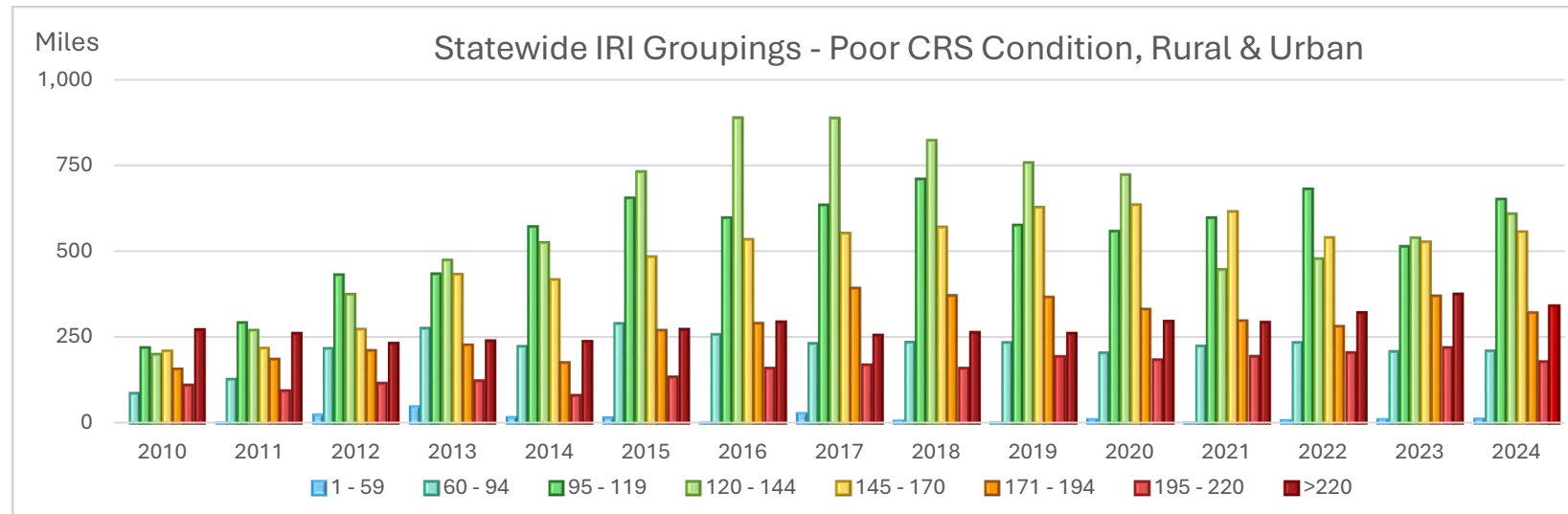


Figure 4.5-4 Graphical Representation of Table 4-15