FY 2018-2023 Proposed Highway Improvement Program

Spring 2017

Published by the
Illinois Department of Transportation
Springfield, Illinois 62764

Printed by authority of State of Illinois, May 2017.
This document is printed on recycled paper. This document is available online at
http://www.idot.illinois.gov/MYP2018-2023

Program Overview

Each year the Illinois Department of Transportation (IDOT) develops a fiscally constrained six-year program that details how it will invest transportation dollars in the state and local highway system. The Fiscal Year (FY) 2018-2023 Proposed Highway Improvement Program (sometimes referred to as the Multi-Year Plan, or MYP) totals $11.65 billion and includes a FY 2018 annual highway program of $2.2 billion.

The priorities of this program are to improve the National Highway System (NHS) and structurally deficient bridges on the NHS. There are more than 7,000 miles of state-maintained roads on the NHS and 4,092 bridges on the NHS. The department's focus on the NHS is due in large part to new federal performance rules that require state departments of transportation to prioritize the condition of the NHS system. New federal performance measures were developed as a way to, "*increase the accountability and transparency of the federal-aid highway program and provides for a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals."*[1]

Like many states, Illinois does not have enough resources to maintain our existing system of roads and bridges. Illinois' 19 cents per gallon motor fuel tax has remained the same since 1991. Without additional revenues, our system continues to deteriorate at a greater rate than the state can keep up with. Therefore, the department must find ways to further prioritize needed investments to make certain each dollar is spent wisely.

To ensure the projects selected for the program continue to meet our objectives, the department has developed a new tool that evaluates the expected benefits of congestion mitigation and expansion projects. This tool, further discussed in the Value-Driven Project Selection section, is assisting IDOT in evaluating these types of projects in a performance-based, data-driven manner. For the FY 2018-2023 program, the department embarked on an in-depth analysis to determine whether or not it will have financial resources to continue funding early phases of projects that don't have construction funds identified.

Also of note this year, in the fall of 2016, voters in Illinois were asked to vote on a proposed constitutional amendment that would essentially require all transportation funding to be placed in a "lockbox" where revenues could not be used for anything other than transportation investments. Based upon preliminary analysis, the constitutional amendment provides for no new revenues for transportation. It simply protects existing revenue streams. The department is actively working to develop guidelines that will assist in implementation of the amendment.

The success of the "lockbox" amendment shows the public believes that transportation revenues should be used to support transportation investment. There are many facets of Illinois' transportation system – roads and bridges, transit, freight rail, passenger rail, ports and waterways, and bicycle and pedestrian infrastructure. While the Multi-Year Plan focuses on roads and bridges, the research, planning and programming process is a critical part of investing in our infrastructure. Therefore, the department is taking a comprehensive approach to defining what transportation means.

Moving forward, IDOT is continuing to work to ensure we invest our limited resources wisely, and that the resources we do have help communities meet local goals and support the growth of Illinois' economy.

[1] https://www.fhwa.dot.gov/tpm/rule.cfm

Program Accomplishments

The Proposed Highway Improvement Program includes funding for both the state maintained system of roads and bridges and funding for roads and bridges that are maintained by local agencies. While this program includes funding amounts and anticipated accomplishments for both the state and local program, through this planning effort, the department is primarily focused on the decisions made on the state system.

This section details how the program is developed, presents the federal and state funds that are available for this program, and provides an overview of the funding allocations for the local program.

It is anticipated that the FY 2018-2023 Proposed Highway Improvement Program will:

- Provide funding to maintain 2,463 miles of state maintained roads and replace or rehabilitate 707 bridges.
- Provide funding to maintain 743 miles and 274 bridges on the locally maintained system.
- Provide funding for railroad crossing safety improvements throughout the state.
- Provide funding for traffic and safety improvements that further enhance highway safety as part of IDOT's regular highway improvement program by targeting specific fatal and severe crash locations.
- Enhance public right-of-way accessibility as part of IDOT's regular highway improvement program by removing barriers to accessibility as identified in IDOT's Americans with Disabilities Act (ADA) Transition Plan.

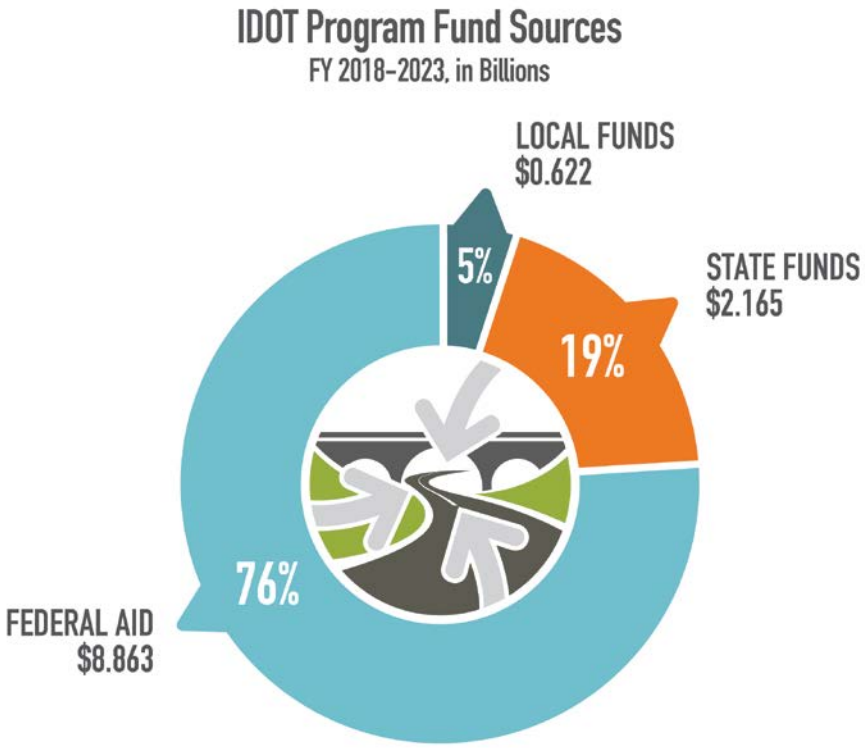
Throughout past programs, IDOT focused on four core areas by which projects are categorized: system maintenance, bridge maintenance, congestion mitigation and system expansion. Frequently the solution to congestion mitigation is strategic system expansion. Therefore, the categories of Congestion Mitigation and Expansion are combined in this program, which better aligns with the federal performance measures regarding asset management to categorize improvements into preservation, modernization and expansion. While the department may consider changing the categories to better match federal performance measures in the future, this program focuses on three primary areas.

- **Road Maintenance** includes reconstruction, resurfacing/widening and safety projects.
- **Bridge Maintenance** consists of bridge replacement and rehabilitation projects and minor structure repairs.
- **Congestion Mitigation** and **Expansion** is made up of major projects that reduce traffic congestion in urban areas and projects that improve traffic flow. As funds are available, this category also includes a limited number of new roads and other projects that increase access and promote economic development.

Federal Funds

The most recent Federal Transportation Bill – Fixing America's Surface Transportation (FAST) Act – delivers approximately $7.5 billion in federal funding for highways and bridges over five years, which equates to an average of $1.5 billion per year. Illinois continues to rank sixth in the nation in terms of aggregate federal funding for highways and bridges under the FAST Act.

Figure 1



Source: Illinois Department of Transportation, 2017.

State Funds

State funds are primarily generated from state motor fuel taxes and motor vehicle registration fees. Because of a lack of new revenues, the majority of funding in this program will be used to maintain the state's existing system of roads and bridges.

IDOT sets performance targets for each program, but due to a lack of resources, these targets are essentially aspirational goals. These targets are to have 90 percent of roads in acceptable condition and 93 percent of bridges in acceptable condition. Today, 83 percent of the state-maintained highway system mileage and 92 percent of our bridges are in acceptable condition. Six years from now, in FY 2023, if the current rate of investment and deterioration remain the same, the state-maintained mileage will drop from 83 percent to 65 percent acceptable condition and state-maintained bridges are anticipated to drop to 87 percent acceptable condition.

The $11.65 billion available for the FY 2018-2023 program includes $8.02 billion for improvements to the state highway system. It is estimated that the proposed six-year program will maintain 2,463 miles of highways and rehabilitate 707 bridges,[2] or 9 percent of bridges on the state-maintained system. A further breakdown of the anticipated program accomplishments are shown below by funding area.

Table 1. FY 2018-2023 Anticipated State Highway System Program Accomplishments

System Maintenance	
NHS miles	1,465
Non-NHS miles	975
Safety locations addressed	29
Bridge Maintenance	
NHS bridges	447
Non-NHS bridges	235
New bridges	25
Minor structural repairs on bridges	240
Expansion/Congestion Mitigation	
NHS miles	19
Non-NHS miles	4
Traffic improvements/locations	116

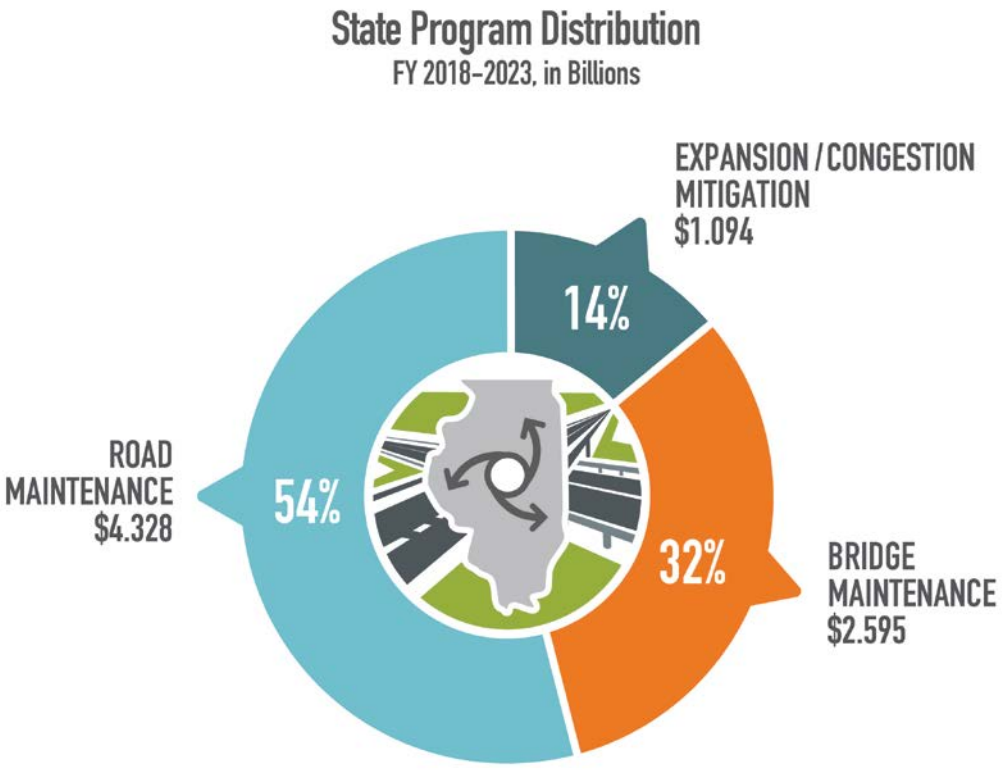
[2] Minor structural repairs on bridges are not included in this number.

The FY 2018-2023 state program includes:

- **Roadway Maintenance.** $4.33 billion is scheduled for reconstruction, resurfacing/widening and safety projects. This includes $730 million for interstate resurfacing projects and $466 million for safety improvements. ADA Transition Plan work is included in system maintenance with projects targeted at removing barriers to access.
- **Bridge Maintenance.** $2.6 billion is scheduled to address bridge needs across the state.
- **Congestion Mitigation and Expansion.** $1.09 billion is scheduled to address traffic congestion by building new infrastructure that increases access and supports economic development. This includes $326 million for construction of the new Interstate 74 bridge over the Mississippi River and connecting roadways in the Quad Cities and $12 million for Phase II engineering for additional capacity on Interstate 39 from north of Blackhawk Road to Interstate 90.

Approximately 86 percent of the state program is allocated to maintaining Illinois roads and bridges. The remaining 14 percent is for projects that reduce congestion and strategically expand the system in places where the return on investment is high. The distribution of these major priorities can be seen in the Figure 2, below.

Figure 2



Source: Illinois Department of Transportation, 2017.

Local Program

The multi-year program provides for $3.63 billion for improvements to an estimated 743 miles and 274 bridges. Funding for local projects includes federal, state and local funds for highway improvements selected by local units of government. The funding described in this document is in addition to the funds allocated directly to the local agencies through the state motor fuel tax allotments. The department also provides local governments funding for the following special programs, which total $431 million.

- $131 million for the county consolidated program
- $24 million for high-growth cities
- $60 million for needy townships
- $90 million for the township bridge program
- $42 million for upgrading local truck routes
- $24 million for state matching assistance
- $60 million to foster economic development

Performance Metrics and System Condition

IDOT uses a considerable number of measures to evaluate projects and develop the program. Through the most recent federal transportation bill – FAST Act – federal highway authorizations have placed a greater emphasis on the condition and performance of the NHS as a performance metric for the states. Additionally, the department looks at road condition data, bridge inspection data, safety data, traffic data, and ADA needs to evaluate priorities in each program. All of this data is used by the department to establish program goals, measure accomplishments and describe the overall state highway condition to the general public. The information provided below is not all-inclusive with respect to how projects are selected or prioritized, but it does provide some insight into the department's program development process.

In addition to setting performance measures on the NHS, recent transportation bills have also established requirements on asset management. Each state is required to develop an asset management plan that addresses the condition of NHS assets and the overall performance of the system of NHS roads and bridges. IDOT is actively engaged in developing an asset management plan to identify how we will determine maintenance, preservation, repair, rehabilitation, and replacement of infrastructure. The goal of this plan is to ensure that investments made achieve and sustain a desired state of good repair over the life cycle of existing assets. It is anticipated that this plan and the associated strategies will help the department shift from a worst-first approach to a balanced approach to investment – whereby the state will see its infrastructure last longer.

Another important consideration in the programming process is making improvements to infrastructure to meet the Americans with Disabilities Act (ADA) requirements. The department conducted a self-evaluation to identify access barriers in IDOT's programs and services. The results of the self-evaluation were incorporated into the department's ADA Transition Plan and set a benchmark from which to determine annual barrier removal goals and accomplishments. The self-evaluation also identified and analyzed IDOT's policies, practices and procedures that impact accessibility in the public right of way.

Road Conditions and Pavement Needs

Every year, the department conducts a Condition Rating Survey (CRS) to assess pavement condition on the approximately 16,000-mile state highway system. This information is an important tool to assist the department with its pavement management activities. The CRS assigns a value to each segment of roadway that indicates the current condition of the pavement. A lower CRS value means the pavement is in worse condition; a higher CRS value means the pavement is in better condition. The department began collecting CRS in 1974 and has collected the data annually on alternating halves of the state, with data collected on the interstates every year.

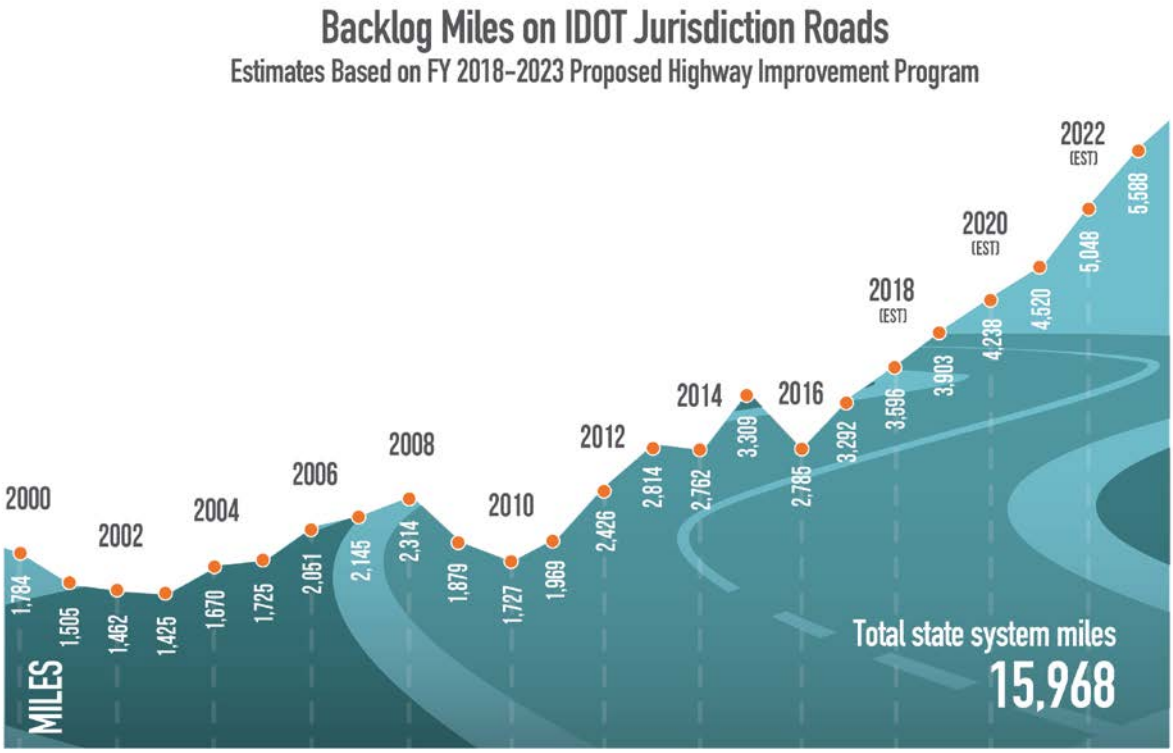
In addition to collecting condition data, the department also collects data on the number of cars traveling on each state-maintained road. This measure is the Average Annual Daily Traffic, or AADT. Last year, the department reviewed the AADT on state roads and adjusted the grouping of roads by AADT to better assess needs. The existing methodology had been in place since the early 1980s. Vehicle miles traveled (VMT) in Illinois has increased 50 percent, from 70 billion annually to 105 billion annually, since the last time AADT methodology was adjusted. The revised AADT methodology allows the department to evaluate roads with low traffic volumes, mid-range traffic volumes and high traffic volumes separately.

The general need categories used by the department are Backlog, Accruing and Adequate, and are defined below.

- Adequate. The condition of the highway ranges from good to excellent; no improvements are needed at this time.
- Accruing. The condition of the highway is expected to deteriorate to backlog condition within the next six years.
- Backlog. The condition of the highway has deteriorated to the point where an improvement is needed now.

The following chart compares historical backlog needs for IDOT-maintained roads beginning in 2000 with estimated backlog needs through the FY 2018-2023 program timeframe.

Figure 3



Source: Illinois Department of Transportation, 2016.

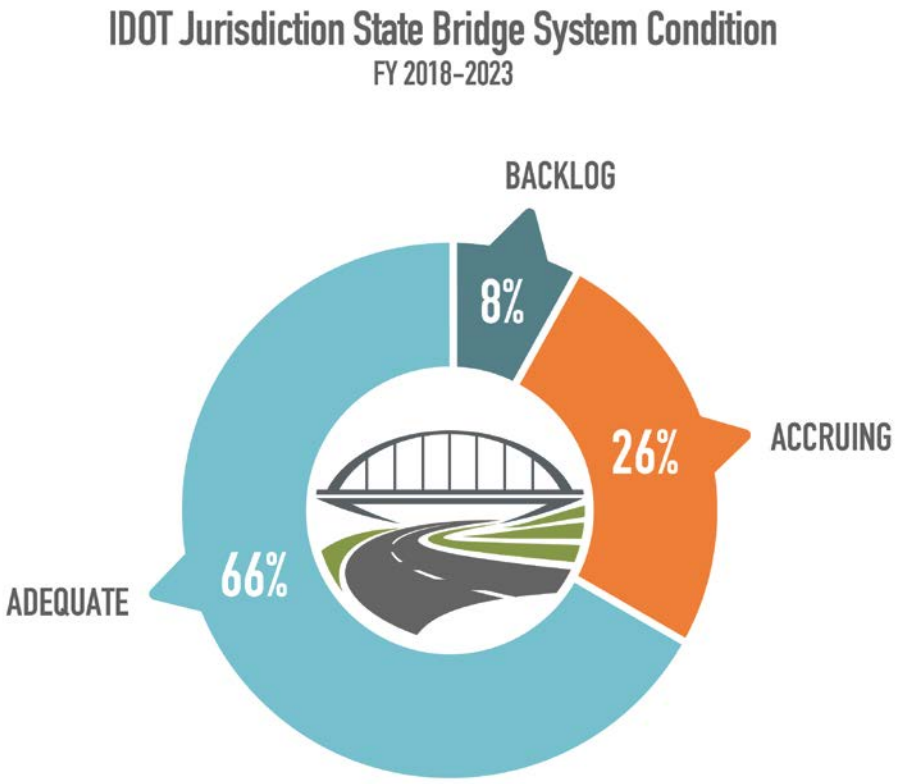
Bridge Needs

The department manages the state bridge system using a wide-ranging process that incorporates inspection and inventory data, needs analysis and funding allocation methods in order to maximize the use of available funds to address the assigned condition goal. Each bridge is examined by using the structure inspection rating and appraisal data and other criteria such as accident data, load limits, and traffic volume. The timely and accurate assessment of bridge condition is critical to the identification, selection and prioritization of bridge needs in the programming process. For each program development cycle, the bridge inventory is re-evaluated for additional candidate bridges for inclusion in the multi-year and annual programs

and to verify changes in the condition and status of the bridges that were included in the previous MYP. Once bridges are evaluated, they are grouped into categories similar to roads: backlog, short-term accruing, long-term accruing, and adequate condition. The table below, MYP 2018-2023 Overall State Bridge System, combines the long term and short term accruing categories.

- Backlog. The condition of the bridge has deteriorated to the point where an improvement is needed now.
- Accruing. The bridge is expected to need improvements during and subsequent to the current MYP time frame (includes both short- and long-term accruing).
- Adequate. The condition of the bridge ranges from good to excellent; no improvements are needed at this time.

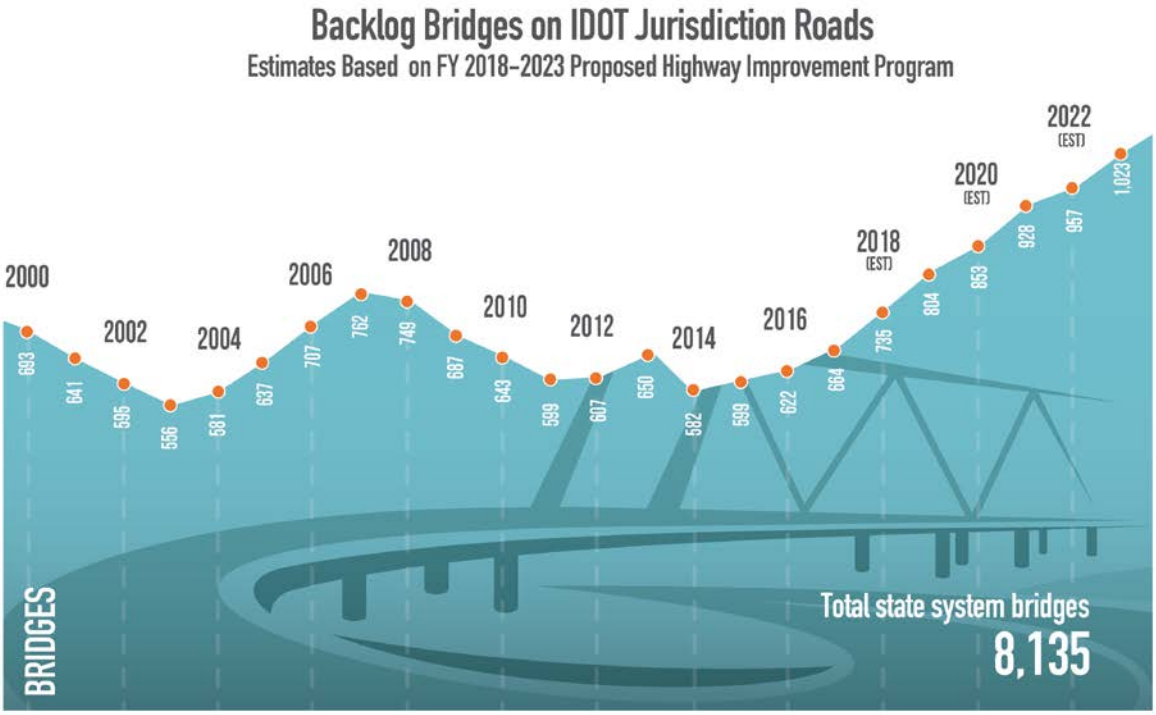
Figure 4



Source: Illinois Department of Transportation, 2017.

Figure 5, Backlog Bridges on IDOT Jurisdiction Roads, compares historical backlog needs for IDOT-maintained bridges beginning in 2000 with estimated backlog needs through the FY 2018-2023 program timeframe. It is anticipated that if program funding levels continue at today's rate, bridges in the backlog category will continue to grow.

Figure 5



Source: Illinois Department of Transportation, 2016.

Value-Driven Project Selection and Expedited Project Delivery

IDOT has used goals developed for the state's long-range transportation plan, which is due at the end of 2017, to identify performance measures to help prioritize expansion projects. The performance measures and goals listed below will be used to quantify the benefits of each project and is flexible enough to take into consideration the unique needs of communities across the state. When funding becomes available, this will allow the Department to move forward with those projects that provide the most benefit for the cost. While there is not substantial funding available for expansion projects in this program, the tool will be a resource to help identify projects for "expedited project delivery." The goal of this process is to determine if long-languishing expansion projects can be re-evaluated to identify the primary need of the expansion to see if a majority of the need can be accomplished at a significantly reduced cost. The tool can be helpful in identifying what factors are most critical in driving need and could help IDOT move forward with targeted spot improvements that deliver a portion of the original project's intended benefit for less money. We anticipate the performance measures and related weights used within the tool will evolve as we gain more experience with its use, as well as based on feedback received during our outreach efforts.

Improved Traffic Operations / Congestion Reduction			Safety		Economic Development				Livability				Regional Input
AADT	Volume/Capacity Ratio	Hours of Delay	Safer Road Index	Safety Benefit	Travel Time Reliability	Freight Hours of Delay	Intermodal Accessibility	Economic Development Proximity Index	Access to Jobs	Access to Multimodal Choices	Active Transportation Accessibility	Environmental Impact	Regional Ranking

Other Programs

Statewide Line Items
Funds are set aside in the six-year program for specified projects and programs. IDOT also sets aside some funding for work for which there is an anticipated need but exact locations or other details are not known during the program's development. These are categorized into four main funding groups: engineering and environmental services, construction, maintenance and repairs, and federal programs and non-highway items. For FY 2018, $207 million has been reserved for the state program and $90.1 million has been reserved for local projects. In addition to these funds, the department manages a number of other specially funded programs. These programs include:

Highway Safety Improvement Program
This year's program includes $610 million for safety construction activities, including roadside safety improvements and rail-highway crossings. Projects are identified on an annual basis to correct severe accident locations and protect rail grade crossings. These funds are from the federal Highway Safety Improvement Program and may be used on state and local roads. These funds are able to be used in stand-alone projects or for safety features incorporated in department projects.

Illinois Transportation Enhancement Program (ITEP)
The Illinois Transportation Enhancement Program (ITEP) is funded using federal dollars from a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives authorized under Section 1109 of the FAST Act. Project sponsors are required to keep projects on track toward implementation or risk loss of enhancement funds. The next call for projects will be in October 2017 and be awarded on a two-year cycle.

Congestion Mitigation/Air Quality (CMAQ) Program
The Congestion Mitigation Air Quality Improvement Program provides federal funds exclusively for specific traffic congestion and mitigation and air quality projects in the northeastern Illinois and Metro East areas in accordance with federal legislation. Eligible projects are developed to meet air quality standards and can include traffic flow improvements, public transportation projects and non-motorized transportation projects. A substantial amount of these funds will be used for public transportation projects. Local metropolitan planning organizations select the projects. The program has a total of $674 million available for CMAQ projects.

Major Bridge Program
IDOT's Illinois Major Bridge Program targets deficient highway bridge projects that exceed replacement or rehabilitation costs of $7.5 million for state bridges and $1 million for local bridges. The Major Bridge Program provides federal National Highway Performance Program funds and/or Surface Transportation Program funds for up to 80 percent of eligible project costs; a 20-percent non-federal match is required. The FY 2018-2023 program identifies $1.12 billion for 39 local projects and 32 state projects.

Public Involvement

Public involvement is an important component of all transportation system plans and programs. In Illinois, public input on transportation issues is fundamental to the success of all transportation programs. Every year, IDOT solicits feedback on the Multi-Year Plan and considers these comments during development of the next six-year program cycle. The public is encouraged to participate in the planning and development of transportation planning across the state.

For more information on this and past programs, please visit the multi-year program webpage: http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/multi-modal-transportation-improvement-program/index

This document also includes a public comment form on the following page. The completed form can be sent to the appropriate district office at the address listed on the Illinois Department of Transportation region and district boundaries map found on page 19 or you may send the completed form to IDOT's Central Office at:

Illinois Department of Transportation
Office of Planning and Programming
Bureau of Programming
2300 South Dirksen Parkway, Room 307
Springfield, Illinois 62764

Individuals can also contact IDOT by phone concerning planning, programming and public involvement issues at 1-800-493-3434. Hearing-impaired persons can comment by phone through the Ameritech Illinois relay number 1-800-526-0844.

Illinois Department of Transportation

Public Review and Comment
Transportation Issues

Issue / Comment

Questions / Comments

Please Print

Submitted By		Telephone ( )	
Street Address	City	State	Zip Code
E-mail Address			

For Office Use Only Detailed Location Description

Return To:
Illinois Department of Transportation
Bureau of Programming
Room 307
2300 South Dirksen Parkway
Springfield, Illinois 62764
Printed 4/26/2017 OPP 2241 (Rev. 04/01/16)

Date Received:	
Reviewed By:	

GLOSSARY

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
AVE/AV	Avenue
BI-DIRECT	Bi-Directional
BLDG	Building
BLVD	Boulevard
BUS/BUSN	Business Route
BYP	Bypass
CAA	Clean Air Act
CC	Community College
CD	Collector-Distributor
CDOT	Chicago Department of Transportation
CH	County Highway
CMAQ	Congestion Mitigation Air Quality
CO	County
CRS	Condition Rating Survey
CT	Court
CTA	Chicago Transit Authority
DEMO	Demonstration
DIST	District
DR	Drive
E	East
E-W	East-West
EB	Eastbound
ECL	East Corporate Limit
EIS	Environmental Impact Statement
EXPWY	Expressway
EXT	Extension
FAP	Federal-aid Primary
FAS	Federal-aid Secondary
FAU	Federal-aid Urban
FR	Frontage Road
FT	Feet
FY	Fiscal Year(s)
HGTS	Heights
HPP	High Priority Projects Program
HS	High School
HWY	Highway
I	Interstate Route
ICC	Illinois Commerce Commission
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
JCT	Junction
LN	Lane
MAP-21	Moving Ahead for Progress in the 21st Century
METRA	Rail Transit System
MI	Mile(s)
MO	Missouri
MRB	Mississippi River Bridge
MT	Mount
MYP	Multi-Year Program
N	North
NB	Northbound
NCL	North Corporate Limit
NCIIP	National Corridor Infrastructure Improvement Program
NE	Northeast
NW	Northwest
NHS	National Highway System
OR	Other Road
P.E.	Preliminary Engineering
PE (PHASE I)	Location Studies
PE (PHASE II)	Plan Preparation
PK	Park
PKWY	Parkway
PL	Place
PNRS	Projects of National and Regional Significance
RD	Road
REHAB	Rehabilitation
ROW	Right of Way
RR	Railroad
S	South
SAFETEA-LU	Safe Accountable Flexible and Efficient Transportation Equity Act – Legacy for Users
SB	Southbound
SBI	State Bond Issue
SCL	South Corporate Limit
SE	Southeast
ST	Street
STA	Station
STR	Structure
SW	Southwest

IHPA	Illinois Historic Preservation Agency
ILL	Illinois Route
I&M	Illinois & Michigan
INCL	Including
INT	Intersection
INTCHG	Interchange
IRI	International Roughness Index
ITEP	Illinois Transportation Enhancement Program
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ISTHA	Illinois State Toll Highway Authority
TEA-21	Transportation Equity Act for the 21st Century
TI	Transportation Improvements
TR	Township Road
TRAF	Traffic
TRIB	Tributary
TSL	Type, Size and Location Plans
US	US Route
W	West
WB	Westbound
WCL	West Corporate Limit

PROJECT LISTING INDEX

ILLINOIS DEPARTMENT OF TRANSPORTATION
REGION and DISTRICT BOUNDARIES

Region 1

DISTRICT 1
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096
PHONE: 847/705-4000

Region 2

DISTRICT 2
819 DEPOT AVENUE
DIXON, ILLINOIS 61021-3546
PHONE: 815/284-2271

DISTRICT 3
700 EAST NORRIS DRIVE
OTTAWA, ILLINOIS 61350-1628
PHONE: 815/434-6131

Region 3

DISTRICT 4
401 MAIN STREET
PEORIA, ILLINOIS 61602-1111
PHONE: 309/671-3333

DISTRICT 5
13473 IL Hwy. 133
P. O. BOX 610
PARIS, ILLINOIS 61944-0610
PHONE: 217/465-4181

Region 4

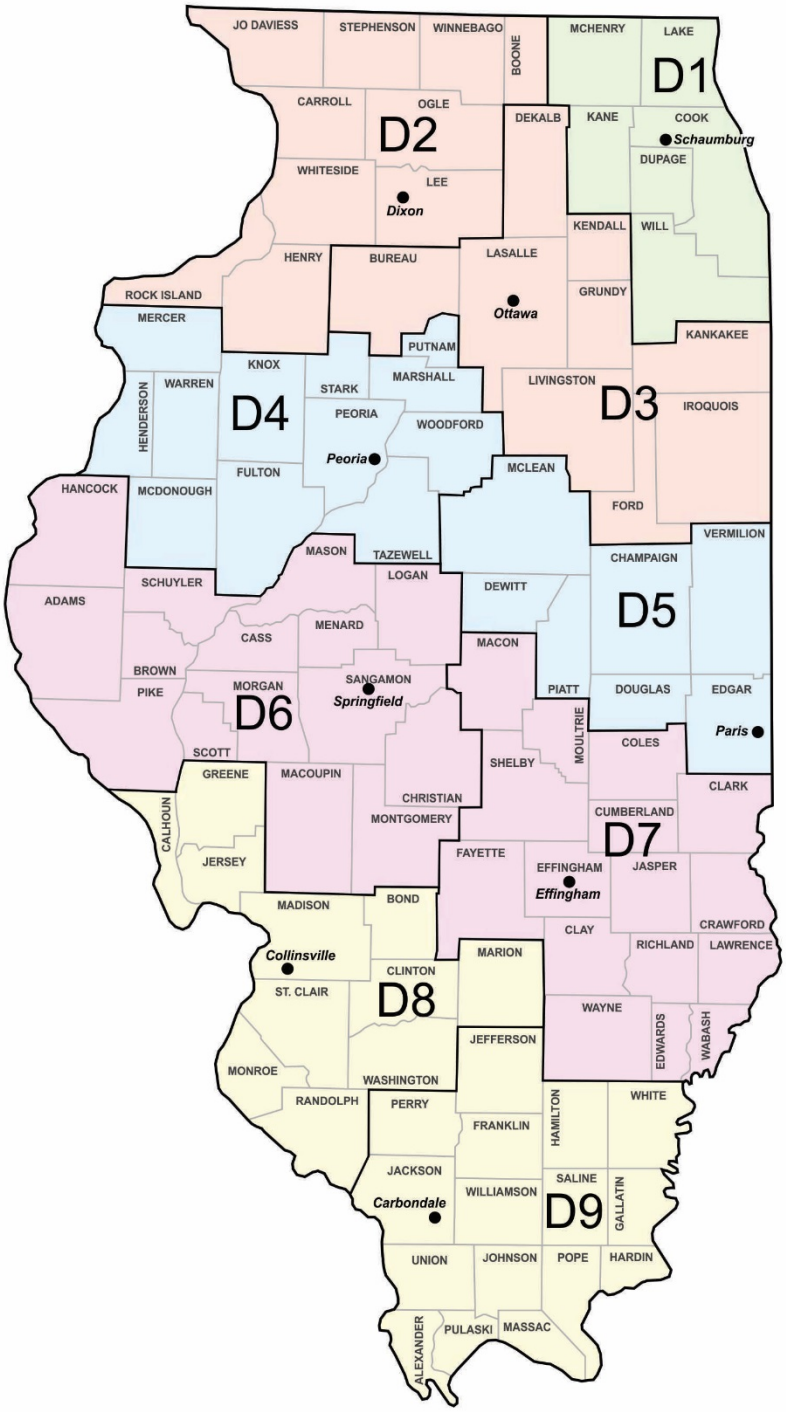
DISTRICT 6
126 EAST ASH STREET
SPRINGFIELD, ILLINOIS 62704-4792
PHONE: 217/782-7301

DISTRICT 7
400 WEST WABASH
EFFINGHAM, ILLINOIS 62401-2699
PHONE: 217/342-3951

Region 5

DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINSVILLE, ILLINOIS 62234-6198
PHONE: 618/346-3100

DISTRICT 9
STATE TRANSPORTATION BUILDING
P. O. BOX 100
CARBONDALE, ILLINOIS 62903-0100
PHONE: 618/549-2171



Mapping & Information Systems
Office of Planning & Programming

April 2014

GUIDE TO HIGHWAY PROJECT LISTINGS

Projects on the state highway system identified for the FY 2018-2023 Proposed Highway Improvement Program are listed on the following pages. The lists are identified within IDOT's nine geographic highway districts. The map on the previous page shows individual highway district boundaries.

The following sequence is used within the district project listing:

Interstate-marked routes in ascending numerical order

U.S.-marked routes in ascending numerical order

Illinois-marked routes in ascending numerical order

Unmarked routes in alphabetical order by street name starting with numbered streets

The estimated cost of each project is shown. The actual cost of a project listed for FY 2018-2023 can vary depending on when it is implemented in the multi-year period.

The listing of projects is arranged in eight columns:

						MYP Years	
Route/Street	Location	Improvements	Objectives	Est. Cost	County	Past	Current

Route/Street – Identifies the marked route(s) and street name
Location – Identifies project limits, length and vital element
Improvements – identifies type of improvement
Objectives – Identifies the department's Long-Term State Transportation Plan objective that this project addresses
Est. Cost – identifies the estimated project cost
County – identifies county
MYP Years Past – identifies the number of years a project has appeared in the multi-year program. FY 2018-2023 is year one.
MYP Years Current – identifies projects scheduled for FY 2018 and those scheduled for FY 2019-2023.
Project footnotes denote special fund sources, participation requirements, and other important, project-specific information.

Needs Category	Miles	Roughness(IRI)	Rutting	AADT	Truck Pct	NHS
BACKLOG	1.75	NOT ACCEPTABLE	0.09	97,529	12.1	Y

Needs Category – Provides an overall condition of a route. This condition is based on multiple factors including the Condition Rating Survey (CRS), the traffic a highway carries (ADT), the highway's functional classification, pavement width and the highway's geographic location (northern or southern and urban or rural). This categorization is divided into three subcategories, allowing the department to describe the condition in terms of adequate, accruing or backlog.

ADEQUATE – The condition of the highway ranges from good to excellent; no improvements are needed at this time.
ACCRUING – The condition of the highway is expected to deteriorate to backlog condition within the next six years.
BACKLOG – The condition of the highway has deteriorated to the point where an improvement is needed now.

Miles – Identifies project length.
International Roughness Index (IRI) – A measured value that is used to determine the roughness or ride quality of a section of highway. It is the accumulation of the inches of vertical movement of a vehicle over a highway surface adjusted to reflect the rate per mile. The lower the value the smoother the ride; higher values indicate a rougher ride. This category is divided into three subcategories, allowing the department to describe the condition in terms of GOOD (rating range is below 95), ACCEPTABLE (equal to fair, rating range is 95-170), and NOT ACCEPTABLE (equal to poor, rating range is above 170).
Rutting – A measured value of the longitudinal surface depressions in the highway wheel path. It is measured in inches and averaged over the highway section. Rutting is caused by compaction or lateral movement of materials due to traffic load.
AADT – Identifies the average volume of traffic for one day (24 hour period).
Truck Pct – Identifies the percentage of the average volume of total trucks compared to the average volume of total vehicles for an average day.
NHS – Shows if this route is designated as part of the National Highway System.

Structure Status	AADT	Truck Pct	Str Number	NHS
STRUCTURAL BACKLOG	61,700	8.1	0060036	N

Structure Status – Designation of the overall condition of the structure. This is divided into six subcategories –

ADEQUATE – Structures that do not meet the criteria for a BAMS table, are not structurally deficient (SD) or functionally obsolete (FO) and not in any needs category for backlog or accruing.
FUNCTIONAL LONG TERM - BAMS tables 15 & 16 are functionally obsolete and needs category of long-term accruing.

FUNCTIONAL ACCRUING - BAMS table 14 is functionally obsolete and needs category of short-term accruing.
STRUCTURAL ACCRUING - BAMS tables 10-13 are structurally deficient and needs category of short-term accruing.
FUNCTIONAL BACKLOG - BAMS tables 7-9 are functionally obsolete and needs category of other backlog.
STRUCTURAL BACKLOG - BAMS tables 1-6 are all structurally deficient and have a needs category of critical backlog for BAMS 1-4 and other backlog for BAMS 5 & 6.

AADT – Annual Average Daily Traffic

Truck Pct – Identifies the percentage of the average volume of total trucks compared to the average volume of total vehicles for an average day.

Str Number – Unique identification number assigned to each structure.

NHS – Shows if this route is designated as part of the National Highway System.