### Functional Class Miles By Pavement Roughness Index (IRI)

<table>
<thead>
<tr>
<th>Year 2008</th>
<th>IRI VALUE</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>&lt; 60</td>
<td>&gt;=60&lt;95</td>
</tr>
<tr>
<td>Interstate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Principal Arterial</td>
<td>2.16</td>
<td>99.25</td>
</tr>
<tr>
<td>Minor Arterial*</td>
<td>0.00</td>
<td>71.64</td>
</tr>
<tr>
<td>Major Collector*</td>
<td>8.78</td>
<td>251.37</td>
</tr>
<tr>
<td>Minor Collector (Note 1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local (Note 1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rural Total</td>
<td>10.94</td>
<td>422.26</td>
</tr>
</tbody>
</table>

* Expanded standard sample data used for these systems.

### Functional Class Miles By Present Serviceability Rating (PSR)

<table>
<thead>
<tr>
<th>Year 2008</th>
<th>PSR VALUE</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>&gt; 3.9</td>
<td>3.5-3.9</td>
</tr>
<tr>
<td>Interstate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Principal Arterial</td>
<td>57.98</td>
<td>27.89</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>14.09</td>
<td>46.17</td>
</tr>
<tr>
<td>Major Collector</td>
<td>89.79</td>
<td>110.15</td>
</tr>
<tr>
<td>Minor Collector</td>
<td>37.79</td>
<td>53.99</td>
</tr>
<tr>
<td>Local</td>
<td>216.48</td>
<td>347.85</td>
</tr>
<tr>
<td>Rural Total</td>
<td>416.13</td>
<td>586.05</td>
</tr>
</tbody>
</table>

1) Data not Required for these Functional Classes
NOTES

**IRI:** International Roughness Index (IRI) represents the pavement surface roughness along the longitudinal profile of a traveled wheel track on a roadway, expressed in inches/mile. Lower IRI implies smoother riding surface.

**PSR:** The Present Serviceability Rating (PSR) is a subjective, ride-based observation on the roughness of the pavement to estimate deterioration, deficiencies, and needed improvements based on early AASHO Road Tests. The higher the PSR value, the smoother the riding surface.

To obtain a more comprehensive assessment of pavement condition, additional measurements of pavement distress associated with rutting, shoving, faulting, and cracking are needed.

### The Correlation Between IRI and PSR

<table>
<thead>
<tr>
<th>Ride Quality</th>
<th>IRI</th>
<th>PSR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Good</td>
<td>&lt; 60</td>
<td>&gt;3.9</td>
</tr>
<tr>
<td>Good</td>
<td>60-94</td>
<td>3.5-3.9</td>
</tr>
<tr>
<td>Fair</td>
<td>95-170</td>
<td>2.6-3.4</td>
</tr>
<tr>
<td>Mediocre</td>
<td>171-220</td>
<td>2.1-2.5</td>
</tr>
<tr>
<td>Poor</td>
<td>&gt;220</td>
<td>&lt;=2.0</td>
</tr>
</tbody>
</table>

DelDOT Division of Planning  [www.deldot.gov/information/projects/hpms](http://www.deldot.gov/information/projects/hpms)