

Summary of Proposed Rule for Pavement and Bridge Condition Performance Measures

NATIONAL PERFORMANCE MANAGEMENT MEASURES: ASSESSING PAVEMENT AND BRIDGE CONDITION FOR THE NATIONAL HIGHWAY PERFORMANCE PROGRAM

Notice of Proposed Rulemaking (NPRM)

Docket No. FHWA 2013-0053

Overview:

Prior to MAP-21, there were no explicit federal requirements for state DOTs to demonstrate that their transportation program supported national performance outcomes. MAP 21 transformed the federal aid highway program by establishing new requirements for performance management to promote efficient investment of federal funds.

The proposed rule establishes:

- The **performance measures** that state DOTs must to use to carry out the National Highway Performance Program and to assess the condition of pavements on the interstate system, pavements on the non-interstate NHS, and bridges on the NHS.
- The process for state DOTs and MPOs to establish **targets** for each of the measures, including the methodology to be used to determine whether state DOTs have achieved their targets.
- The **minimum levels** for pavement conditions on the interstate system and the NHS, and the minimum level for condition of bridges on the NHS as required by MAP-21’s national performance goals.

Proposed Performance Measures to Assess Bridge Condition:

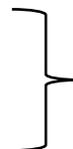
- 1) Percentage of NHS bridges classified as in Good condition
- 2) Percentage of NHS bridges classified as in Poor condition



National Bridge Inventory:
Deck, Superstructure,
Substructure, Culverts

Proposed Performance Measures to Assess Pavement Condition:

- 1) Percentage of pavements on the interstate system in Good condition
- 2) Percentage of pavements on the interstate system in Poor condition
- 3) Percentage of pavements on the non-interstate NHS in Good condition
- 4) Percentage of pavements on the non-interstate NHS Poor condition



Roughness
Cracking
Rutting
Faulting

Timeline of Reporting Period:

State DOTs would establish 2-year and 4-year targets for a 4-year performance period for the condition of infrastructure assets. State DOTs would establish their first statewide targets one year after the effective date of this rule. MPOs would establish targets by either supporting the state DOT or by defining its own pavement and /or bridge targets within 6 months of the time the state DOT establishes its targets.

Bridge Condition Metrics – Proposed Thresholds

Structure	Metric	Metric Range	Proposed Rating
Culvert	National Bridge Inventory	>7	Good
		4-6	Fair
		<4	Poor
Bridge - Deck Bridge - Superstructure Bridge - Substructure	National Bridge Inventory	All 3 elements >7	Good
		Lowest element 4-6	Fair
		Any elements <4	Poor

Pavement Condition Metrics – Proposed Thresholds

Surface Type	Metric	Metric Range	Proposed Rating
All Pavements	International Roughness Index	<95	Good
		95-170 (under 1 mill pop)	Fair
		95-220 (urbanized, over 1 mill pop)	
		>170 (under 1 mill pop)	Poor
		>220 (urbanized, over 1 mill pop)	
Asphalt Pavement, Jointed Concrete	Cracking %	< 5%	Good
		5-10%	Fair
		>10 %	Poor
Asphalt Pavement	Rutting	<.20	Good
		.20-.40	Fair
		>.40	Poor
Jointed Concrete Pavement	Faulting	<.05	Good
		.05-.15	Fair
		>.15	Poor
Continuously Reinforced Concrete Pavement	Cracking %	< 5%	Good
		5-10%	Fair
		>10 %	Poor