### § 490.103 Data Requirements

**(a)** In general, unless otherwise noted below, the data requirements in this section apply to the measures identified in subpart C of this part. Additional data requirements for specific performance measures are identified in 23 CFR sections—

- 490.307(a)(3) and 490.307(a)(4) for the condition of pavements on the Interstate System;
- 490.309 for the condition of pavements on the non-Interstate NHS.

**(b)** The State DOTs shall submit certain data, including baseline condition data, in accordance with the HPMS Field Manual requirements by June 15th annually.

### § 490.105 Establishment of Performance Targets

**(a)** The State DOTs and MPOs establish performance targets for all measures specified in paragraph (b) of this section, and in the Metropolitan Planning Organizations (MPOs) that establish performance targets for all measures specified in paragraph (c) of this section with the requirements specified in paragraph (a) of this section with the requirements specified in paragraph (f) of this section.

**(b)** Applicable measures. State DOTs and MPOs, in addition to those required by paragraphs (a) and (d) of this section, may establish and report targets for the measures in 23 CFR sections—

- 490.307(a)(3) and 490.307(a)(4) for the condition of pavements on the Interstate System;
- 490.309 for the condition of pavements on the non-Interstate NHS.

The measures are:

- Percentage of Interstate pavements in good condition
- Percentage of Interstate pavements in fair condition
- Percentage of non-Interstate NHS pavements in good condition
- Percentage of non-Interstate NHS pavements in fair condition

**(c)** Target scope. Targets established by the State DOTs and MPOs shall reflect the geographic boundaries of their respective planning areas, and shall be mutually agreed upon by the MPO and DOT.

**(d)** Time horizon for targets. State DOTs shall establish targets for a performance period as follows:

- 2-year targets: 2-year performance period ending on December 31st of the year in which the Baseline Performance Period Report is due to FHWA and will extend for a duration of 2 years for the measures in 23 CFR sections 490.307(a)(3) through (a)(5) of this section, and the MPOs shall establish targets for each performance period in the State.
- 4-year targets: 4-year performance period ending on December 31st of the year in which the Mid Performance Period Progress Report is required under 23 CFR section 490.307(a)(6).

**Target adjustment.** The MPOs shall establish targets and may adjust their targets in accordance with 23 C.F.R. Part 490, as applicable, to reflect any change in the scope of the target.

**(e)** MPO reporting. The MPOs shall report 2-year targets, 4-year targets, and any changes to their targets in accordance with 23 C.F.R. Part 490, as applicable, to report any change in the scope of the target.

**Target adjustment.** The MPOs shall report any changes to their targets in accordance with 23 C.F.R. Part 490, as applicable, to report any change in the scope of the target.

**Target establishment options.** For each performance measure identified in paragraph (a) of this section, MPOs shall establish a target by 30 days after the target establishment deadline.

- 2-year targets: Each MPO shall establish targets not later than 30 days after the issuance of the State DOTs establishment targets, described in paragraph (a) of this section.
- 4-year targets: Each MPO shall establish targets to reflect the anticipated condition/performance level at the midpoint of each performance period, described in paragraph (e)(4)(ii) of this section.

### § 490.107 Reporting on performance targets

- Before 30 days after the State DOTs establish the tools, MPOs may establish a target for the respective performance measure identified in paragraph (a) of this section, as applicable, to reflect any change in the scope of the target.
- 4-year targets: The MPOs shall report any changes to their targets in accordance with 23 C.F.R. Part 490, as applicable, to report any change in the scope of the target.

§ 490.309

Assessing significant progress toward achieving the performance targets for the National Highway Performance Program.

(a) In general. At the midpoint of the first performance period and every 4 years thereafter, the FHWA will make a determination of whether significant progress toward the achievement of each 2-year or 4-year target for Interstate System pavement condition measures has been made.

(b) Significance determinations for individual NHPP targets.

(1) In general. The FHWA will make a determination of significance for each individual NHPP target at the midpoint of the first performance period and every 4 years thereafter.

(2) In general. The FHWA will make a determination of whether the State DOT has achieved or made significant progress toward each target established by the State DOT for the NHPP measures described in § 490.105(e)(7).

(3) The FHWA will not make a determination of whether the State DOT has achieved or made significant progress toward each 2-year or 4-year NHPP target as described in paragraph (b)(2) of this section and the end of each performance period.

(c) Significant progress determination for individual NHPP targets.

(1) In general. The FHWA will determine whether the State DOT has achieved or made significant progress toward each target established by the State DOT for the NHPP measures described in § 490.105(e)(7).

(2) The FHWA will make a determination of whether the State DOT has achieved or made significant progress toward each target established by the State DOT for the NHPP measures described in § 490.105(e)(7).

(3) The FHWA will make a determination of whether the State DOT has achieved or made significant progress toward each target established by the State DOT for the NHPP measures described in § 490.105(e)(7).

§ 490.111

Incorporation by reference

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register under 44 U.S.C. 1507 and 1513 part 15. To enforce any edition after that specified in this section, FHWA must publish a notice of change in the Federal Register and the material must be available free of charge at the location given.

(b) Highway Performance Monitoring System (HPMS) Electronic Template. The FHWA will make a determination of significant progress toward the achievement of each 2-year or 4-year NHPP target at the midpoint and the end of each performance period.

Subpart C - NPM Measure for Assessing Pavement Condition

SECTION | REGULATION | Key Component Synopses | Key Dates

| § 490.301 | Purpose | | |

| § 490.303 | Applicability | | |

§ 490.309 Data Requirements

(a) Data collection methods for each of the condition metrics shall conform to the following:

(1) The Pavement Serviceability (PSR) shall be determined as a value from 0 to 5 per the procedures prescribed in the HPMS Field Manual;

(2) The Pavement Condition Index (PCI) shall be determined as a value from 0 to 100 per the procedures prescribed in the HPMS Field Manual;

(3) The rutting metric shall be determined as per AASHTO R57-14;

(4) The data collection methods for the cracking percent, rutting, and faulting pavement condition metrics, in paragraphs (b)(2) and (c) of this section, shall follow the following requirements:

(1) State DOTs shall collect data using the methods described in § 490.309 and will process these data to calculate individual pavement metrics for each section of pavement that will be reported to FHWA as described in § 490.311. State DOTs and FHWA shall use the reported pavement metrics to compute an overall performance index of fair, poor, or very poor for each section of pavement as described in § 490.310.

§ 490.311 Calculation of Pavement Metrics

(a) State DOTs shall collect data in accordance with the following relevant HPMS requirements to report: IRI, rutting (asphalt pavements), cracking, and faulting; PCI will be provided in the report processes?if not available, the IRI shall be calculated using the road classification system that conforms to the final rule.

(b) Data collection: Begin January 1, 2018 for Interstate highways and January 1, 2019 for non-Interstate National Highway System routes shall meet the requirements of this section.

(c) The Pavement Serviceability (PSR) shall be determined as a value from 0 to 5 per the procedures prescribed in the HPMS Field Manual.

(d) The Pavement Condition Index (PCI) shall be determined as a value from 0 to 100 per the procedures prescribed in the HPMS Field Manual.

(e) The rutting metric shall be determined as per AASHTO R57-14.

(f) Data collection methods for the cracking percent, rutting, and faulting pavement condition metrics, in paragraphs (b)(2) and (c) of this section, shall follow the following requirements:

(1) State DOTs shall collect data in accordance with the following relevant HPMS requirements to report: IRI, rutting (asphalt pavements), cracking, and faulting; PCI will be provided in the report processes?if not available, the IRI shall be calculated using the road classification system that conforms to the final rule.

§ 490.309 HMAPS Data Collection and Submittal Requirements: Interstate pavements

(a) Data collection methods for each of the condition metrics shall conform to the following:

(1) The Pavement Serviceability (PSR) shall be determined as a value from 0 to 5 per the procedures prescribed in the HPMS Field Manual;

(2) The Pavement Condition Index (PCI) shall be determined as a value from 0 to 100 per the procedures prescribed in the HPMS Field Manual;

(3) The rutting metric shall be determined as per AASHTO R57-14;

(4) The data collection methods for the cracking percent, rutting, and faulting pavement condition metrics, in paragraphs (b)(2) and (c) of this section, shall follow the following requirements:

(1) State DOTs shall collect data using the methods described in § 490.309 and will process these data to calculate individual pavement metrics for each section of pavement that will be reported to FHWA as described in § 490.311. State DOTs and FHWA shall use the reported pavement metrics to compute an overall performance index of fair, poor, or very poor for each section of pavement as described in § 490.310.

§ 490.311 Calculation of Pavement Metrics

(a) State DOTs shall collect data in accordance with the following relevant HPMS requirements to report: IRI, rutting (asphalt pavements), cracking, and faulting; PCI will be provided in the report processes?if not available, the IRI shall be calculated using the road classification system that conforms to the final rule.

(b) Data collection: Begin January 1, 2018 for Interstate highways and January 1, 2019 for non-Interstate National Highway System routes shall meet the requirements of this section.

(c) The Pavement Serviceability (PSR) shall be determined as a value from 0 to 5 per the procedures prescribed in the HPMS Field Manual.

(d) The Pavement Condition Index (PCI) shall be determined as a value from 0 to 100 per the procedures prescribed in the HPMS Field Manual.

(e) The rutting metric shall be determined as per AASHTO R57-14.

(f) Data collection methods for the cracking percent, rutting, and faulting pavement condition metrics, in paragraphs (b)(2) and (c) of this section, shall follow the following requirements:

(1) State DOTs shall collect data in accordance with the following relevant HPMS requirements to report: IRI, rutting (asphalt pavements), cracking, and faulting; PCI will be provided in the report processes?if not available, the IRI shall be calculated using the road classification system that conforms to the final rule.

§ 490.309 HMAPS Data Collection and Submittal Requirements: Non-Interstate Pavements

(a) Data collection methods for each of the condition metrics shall conform to the following:

(1) The Pavement Serviceability (PSR) shall be determined as a value from 0 to 5 per the procedures prescribed in the HPMS Field Manual;

(2) The Pavement Condition Index (PCI) shall be determined as a value from 0 to 100 per the procedures prescribed in the HPMS Field Manual;

(3) The rutting metric shall be determined as per AASHTO R57-14;

(4) The data collection methods for the cracking percent, rutting, and faulting pavement condition metrics, in paragraphs (b)(2) and (c) of this section, shall follow the following requirements:

(1) State DOTs shall collect data using the methods described in § 490.309 and will process these data to calculate individual pavement metrics for each section of pavement that will be reported to FHWA as described in § 490.311. State DOTs and FHWA shall use the reported pavement metrics to compute an overall performance index of fair, poor, or very poor for each section of pavement as described in § 490.310.

§ 490.311 Calculation of Pavement Metrics

(a) State DOTs shall collect data in accordance with the following relevant HPMS requirements to report: IRI, rutting (asphalt pavements), cracking, and faulting; PCI will be provided in the report processes?if not available, the IRI shall be calculated using the road classification system that conforms to the final rule.

(b) Data collection: Begin January 1, 2018 for Interstate highways and January 1, 2019 for non-Interstate National Highway System routes shall meet the requirements of this section.

(c) The Pavement Serviceability (PSR) shall be determined as a value from 0 to 5 per the procedures prescribed in the HPMS Field Manual.

(d) The Pavement Condition Index (PCI) shall be determined as a value from 0 to 100 per the procedures prescribed in the HPMS Field Manual.

(e) The rutting metric shall be determined as per AASHTO R57-14.

(f) Data collection methods for the cracking percent, rutting, and faulting pavement condition metrics, in paragraphs (b)(2) and (c) of this section, shall follow the following requirements:

(1) State DOTs shall collect data in accordance with the following relevant HPMS requirements to report: IRI, rutting (asphalt pavements), cracking, and faulting; PCI will be provided in the report processes?if not available, the IRI shall be calculated using the road classification system that conforms to the final rule.

§ 490.309 HMAPS Data Collection and Submittal Requirements: Interstate Pavements

(a) Data collection methods for each of the condition metrics shall conform to the following:

(1) The Pavement Serviceability (PSR) shall be determined as a value from 0 to 5 per the procedures prescribed in the HPMS Field Manual;

(2) The Pavement Condition Index (PCI) shall be determined as a value from 0 to 100 per the procedures prescribed in the HPMS Field Manual;

(3) The rutting metric shall be determined as per AASHTO R57-14;

(4) The data collection methods for the cracking percent, rutting, and faulting pavement condition metrics, in paragraphs (b)(2) and (c) of this section, shall follow the following requirements:

(1) State DOTs shall collect data using the methods described in § 490.309 and will process these data to calculate individual pavement metrics for each section of pavement that will be reported to FHWA as described in § 490.311. State DOTs and FHWA shall use the reported pavement metrics to compute an overall performance index of fair, poor, or very poor for each section of pavement as described in § 490.310.
§ 490.313 Calculation of performance management measures

The condition metrics and inventory data elements needed to calculate the pavement performance measures shall be calculated in accordance with the HPMS Field Manual (incorporated by reference, see § 490.111), except as otherwise provided for in this section.

The performance measure for pavements shall be calculated based on the data collected in § 490.309 and pavement condition determinations specified in §§ 490.109 and 490.317, respectively.

The three inventory data elements shall be reported to the HPMS for the Interstate System by April 15 of each year for the data collected during the previous calendar year.

(a) For CRCP sections:

(i) The cracking percent metric shall be computed as the percentage of the area of the section to the nearest whole percent containing cracks.

(ii) For jointed concrete pavement:

(A) If the faulting value of a section is less than 0.10 inches, the faulting rating for the pavement section is Good.

(B) If the rutting value of a section is equal to or greater than 0.20 inches and less than or equal to 0.40 inches, the rutting rating for the pavement section is Fair.

(C) If the cracking percent value of a section is greater than 20 percent the cracking rating for the pavement section is Poor.

(b) The performance measure for pavements shall be calculated in accordance with this section and used by State DOTs and MPOs to carry out the pavement condition-related requirements of this part, and by FHWA to make the significant progress and minimum condition determinations specified in § 490.307 and 490.311, respectively.
§ 490.315 Establishment of minimum level for condition of pavements.

For the purpose of complying with the requirements of 23 U.S.C. 119(f)(1), the percentage of lane-miles of Interstate System in Good condition shall not exceed 4.0 percent.

Penalties

If FHWA determines through conduct of paragraph (d) of this section a State DOT to be out of compliance with 23 U.S.C. 119(f)(1) from the State DOT shall, during the following fiscal year:

(1) Reimburse FHWA for the amount of funds appropriated to the State for Federal Fiscal Year 2016 under the Interstate Maintenance Program for the purposes described in 23 U.S.C. 119(f) and transfer a portion of its Surface Transportation Program (STP) funds to address Interstate pavement conditions.

§ 490.317 Other requirements.

(a) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report the following to the HPMS no later than April 15 each year:

(1) The condition ratings for the Interstate pavement system.

(b) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition ratings for the Interstate pavement system.

(c) Each State DOT shall develop and maintain a State Quality Management Program, approved by FHWA, that addresses the quality of data collection, data elements, and data integration, including:

(1) The overall condition for implicit and explicit coarse-pavement sections shall be determined based on the ratings for roughness, cracking, percent rutting and faulting, as described in paragraphs (b)(1), (b)(2), (b)(3), and (b)(4) of this section, respectively, for each section as follows:

(i) A pavement section shall be rated as overall condition of Good if all of the sections in the pavement section are rated Good (Cracking, Percent Rutting, and Percent Faulting).

(ii) A pavement section shall be rated as overall condition of Fair if at least two of the conditions are rated Fair (Cracking, Percent Rutting, and Percent Faulting).

(iii) A pavement section shall be rated as overall condition of Poor if no two or more of the three conditions are exhibiting Fair ratings.

(iv) A pavement section shall be rated as overall condition of Fail if it does not meet the criteria in paragraphs (c)(1), (c)(2), or (c)(3) of this section.

(v) For pavement sections that are on roadways with a posted speed limit of less than 40 MPH where the State DOT reported the PSR rating for the pavement sections as Poor or Fail, the PSR rating for the pavement section is Fair.

(vi) For pavement sections that are on roadways with a posted speed limit of less than 40 MPH where the State DOT reported the PSR rating for the pavement sections as Poor or Fail, the PSR rating for the pavement section is Fair.

(d) For pavement sections that are on roadways with a posted speed limit of less than 40 MPH where the State DOT reported the PSR rating for the pavement sections as Poor or Fail, the PSR rating for the pavement section is Fair.

(e) For pavement sections that are on roadways with a posted speed limit of less than 40 MPH where the State DOT reported the PSR rating for the pavement sections as Poor or Fail, the PSR rating for the pavement section is Fair.

(f) For pavement sections that are on roadways with a posted speed limit of less than 40 MPH where the State DOT reported the PSR rating for the pavement sections as Poor or Fail, the PSR rating for the pavement section is Fair.

(g) For pavement sections that are on roadways with a posted speed limit of less than 40 MPH where the State DOT reported the PSR rating for the pavement sections as Poor or Fail, the PSR rating for the pavement section is Fair.

(h) For pavement sections that are on roadways with a posted speed limit of less than 40 MPH where the State DOT reported the PSR rating for the pavement sections as Poor or Fail, the PSR rating for the pavement section is Fair.

(i) For pavement sections that are on roadways with a posted speed limit of less than 40 MPH where the State DOT reported the PSR rating for the pavement sections as Poor or Fail, the PSR rating for the pavement section is Fair.

(j) For pavement sections that are on roadways with a posted speed limit of less than 40 MPH where the State DOT reported the PSR rating for the pavement sections as Poor or Fail, the PSR rating for the pavement section is Fair.

**For applicable equations, refer to the HPMS Final Manual.**

§ 490.319 Other requirements.

(a) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(b) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(c) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(d) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(e) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(f) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(g) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(h) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(i) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(j) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(k) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(l) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(m) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(n) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(o) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(p) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(q) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(r) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(s) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(t) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(u) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(v) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(w) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(x) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(y) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

(z) In accordance with the HPMS Final Manual (incorporated by reference, see § 490.111), each State DOT shall report to the HPMS no later than April 15 each year:

(1) The condition rating for the Interstate pavement system.

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