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**Nashua Regional Planning Commission  
Pavement and Bridge Condition Performance Targets**

**Background**

In 2012 Congress passed the surface transportation legislation known as MAP-21, which introduced the requirement that states and MPOs use performance measures to work towards specific goals and targets. Subsequent transportation legislation, the FAST Act, modified the time frames for these requirements. A series of final rules by FHWA and FTA provided further definition to the required performance targets.

It should be noted that although Performance Measures and Targets are mandated by federal law for States and MPOs, there is no penalty or mandated action that would be triggered should future data indicate targets are not being met. Prolonged periods of not meeting targets could result in States being required to target highway funds to remedy deficient performance.

The Pavement & Bridge Condition (PM2) targets include the following federally required performance measures:

- Percentage of pavements on the Interstate System in Good condition (none in NRPC region).
- Percentage of pavements on the Interstate System in Poor condition (none in NRPC region).
- Percentage of pavements on the non-Interstate National Highway System in Good condition.
- Percentage of pavements on the non-Interstate National Highway System in Poor condition.
- Percentage of National Highway System bridges classified as in Good condition; and
- Percentage of National Highway System bridges classified as in Poor condition.

MPOs have the option of adopting statewide targets as detailed by NHDOT in a State Performance Report. The applicable targets for the Nashua Region MPO are shown below, with data developed by NHDOT shown in yellow that provides the basis for setting these targets. For each performance measure NHDOT has provided a cushion to allow some slippage in performance and still meet the target.

<b>NHDOT STATEWIDE PERFORMANCE TARGETS for 2022-2026</b>					
<b><u>PM2</u></b>		<b>Baseline Estimate</b>	<b>2-Year Target</b>	<b>4-Year Target</b>	<b>State-of-good-repair</b>
Pavement Condition	Non-Interstate NHS: Good	39.4%	35%	35%	35%
	Non-Interstate NHS: Poor	3.6%	7%	7%	5%
Bridge Condition	NHS: Good	58.4%	57%	57%	39.4%
	NHS: Poor	4.3%	5%	5%	5%

State DOTs have some flexibility and may use the simple IRI measure for the first reporting period to allow them time to collect any additional data needed for a more thorough analysis. MPOs are required to use the combined factors even for the initial performance period. In the past there was a discrepancy between the pavement condition metrics being used between MPOs and the NHDOT. Since then, both groups have adopted the same methodology and there is compatibility between the State and NRPC pavement targets.

The pavement measures are defined as the overall roadway condition based on several factors: the International Roughness Index (IRI), cracking, and rutting. Each of these three distresses are measured

independently and graded on a Poor/Fair/Good scale based on specific values. For this broad reporting of pavement condition a road segment is considered in *Good* condition if it scores good for all three types of distresses. A road segment is considered *Poor* if it scores poor on two or more types of distresses. The rest of the road segments are considered *Fair*.

The PM2 conditions for the non-interstate NHS network statewide and for the NRPC region are shown below. NRPC pavement conditions are within the NHDOT Targets with 40% of pavement considered *Good* and 3% considered *Poor* in 2021. This is the most recent available data from NHDOT and reflects what NHDOT was able to provide NRPC, which excluded years 2018, 2019, and statewide statistics for 2021.

<b>PAVEMENT CONDITION FOR NASHUA MPO</b>						
<b>Non-Interstate Pavement Condition - NHDOT</b>						
	2016		2017		2020	
	Miles	%	Miles	%	Miles	%
Good	472	27%	372	22%	898	44%
Fair	1,225	71%	1,331	78%	1,098	54%
Poor	25	1%	13	1%	38	2%
<b>Total</b>	<b>1,722</b>		<b>1,716</b>		<b>2,034</b>	

  

<b>Non-Interstate Pavement Condition - NRPC</b>								
	2016		2017		2020		2021	
	Miles	%	Miles	%	Miles	%	Miles	%
Good	74	33%	136	50%	107	36%	117	40%
Fair	140	63%	124	46%	179	60%	169	57%
Poor	8	4%	12	4%	10	3%	9	3%
<b>Total</b>	<b>222</b>		<b>272</b>		<b>296</b>		<b>295</b>	

As shown below, bridges score more favorable in the NRPC region than statewide. Of NRPC’s Bridges, 73% scored *Good* and only 1% scored *Poor*. These numbers are significantly better than the NHDOT Targets of 58.4% *Good* and 4.3% *Poor*.

<b>BRIDGE CONDITION DATA FOR NASHUA MPO</b>										
<b>NHDOT PM2 Bridge Conditions</b>										
	2018		2019		2020		2021		2022	
	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%
Good	631,927	56%	664,925	58%	662,472	58%	658,752	57%	650,078	56%
Fair	404,980	36%	404,075	35%	409,498	36%	421,946	36%	433,948	37%
Poor	93,318	8%	79,375	7%	78,378	7%	76,698	7%	75,142	6%
<b>Total</b>	<b>1,130,225</b>		<b>1,148,375</b>		<b>1,150,349</b>		<b>1,157,396</b>		<b>1,159,168</b>	
<b>NRPC PM2 Bridge Conditions</b>										
	2018		2019		2020		2021		2022	
	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%
Good	49,952	85%	47,771	81%	47,771	81%	46,099	76%	44,055	73%
Fair	8,151	14%	10,333	18%	10,369	18%	13,503	22%	15,542	26%
Poor	791	1%	791	1%	805	1%	805	1%	805	1%
<b>Total</b>	<b>58,894</b>		<b>58,894</b>		<b>58,945</b>		<b>60,407</b>		<b>60,402</b>	