**WSDOT's Current Bridge Data Collection**

- WSDOT collects IRI, Cracking, Rutting, and Faulting data for the full extent of the mainline highway in one lane, both directions of travel, annually. If there are more than three roadway lanes in a direction, WSDOT uses lane two. If not, data is recorded in the rightmost lane. WSDOT reports this data in section lengths of 0.1 mile.

**Non-Interstate NHS**

- WSDOT collects IRI, Cracking, Rutting, and Faulting data for the full extent of the mainline highway, annually. If there are more than four lanes, WSDOT collects data in one direction only, from right-most lane. If divided state route or has more than four total lanes in both directions, WSDOT collects data from right-most lane in each direction. WSDOT reports this data in section lengths of 0.1 mile.

**MAP-21 Pavement Reporting Requirements**

- Set 4-year condition Performance Targets for the Interstate System.
- Report 2-year performance condition of the non-Interstate NHS.
- Use 2-year Interstate System and non-Interstate NHS pavement condition to update baseline condition.
- Discuss progress made toward the achievement of 4-year targets.
- Discuss the effectiveness of the investment strategy documented in the State asset management plan.
- Discuss two-year significant progress toward NIPRP targets and summary of accomplishments.
- If no significant progress for two consecutive years, include actions toward achieving NIPRP targets.
- Adjust 4-year targets, as appropriate and include discussion.

**WSDOT’s Current Data Collection**

- WSDOT collects and submits NBI data, including deck, superstructure, substructure, and culverts, twice annual (Interstate System & non-Interstate NHS).
- WSDOT collects IRI, Cracking, Rutting, and Faulting data for the full extent of the mainline highway, and bridges on the NHS that cross a State border, regardless of ownership.
- WSDOT uses lane two. If not, data is recorded in the rightmost lane. WSDOT reports this data in section lengths of 0.1 mile.

**Non-Interstate NHS**

- WSDOT reports this data to the Metropolitan Planning Agreement.

**State Routes:**

- WSDOT collects cracking, rutting and faulting data for the full extent on locally owned roads, biennially.
- WSDOT collects data for the full extent on locally owned roads, biennially.

**State Routes:**

- WSDOT collects IRI data for the full extent on locally owned roads, biennially.
- WSDOT collects data for the full extent on locally owned roads, biennially.

**Non-Interstate NHS**

- WSDOT collects data for the full extent on locally owned roads, biennially.
- WSDOT collects data for the full extent on locally owned roads, biennially.

**MAP-21 Pavement Data Collection Requirements**

- Interstate System:
  - Collect IRI, Cracking, Rutting, and Faulting data for the full extent of the mainline highway, in the rightmost travel lane or one consistent lane, both directions of travel, annually. Data must be reported in section lengths of 0.1 mile.
  - Collect cracking, rutting, and faulting data for the mainline highway by sampling methods outlined in HPMS Field Manual, biennially.

- Non-Interstate NHS:
  - Collect IRI data for the full extent of the mainline highway, in the rightmost travel lane or one consistent lane, one direction of travel, biennially. Data must be reported in section lengths of 0.1 mile.
  - Collect cracking, rutting, and faulting data for the full extent of the mainline highway in one lane, both directions of travel, annually. Data must be reported in section lengths of 0.1 mile.

**MAP-21 Bridge Data Collection Requirements**

- NHS Bridges:
  - Submit NHS data items 59, 60, 79, 86, 99, 105, and 125, annually. NHS items apply to NHS bridges and ramp bridges connecting to the NHS, and bridges on the NHS that cross a State border, regardless of ownership.

- Non-Interstate NHS:
  - WSDOT reports this data to the Metropolitan Planning Agreement.

**MAP-21 Pavement Reporting Requirements**

- Use 4-year Interstate System and non-Interstate NHS pavement condition to update baseline condition.
- Discuss progress made toward the achievement of 4-year targets.
- Discuss the effectiveness of the investment strategy documented in the State asset management plan.
- Discuss 4-year significant progress toward NIPRP targets and summary of accomplishments.
- If no significant progress for two consecutive years, include actions toward achieving NIPRP targets.
- WSDOT will report progress toward the achievement of 4-year targets to DOT in a manner that is agreed upon by both parties and documented in the Metropolitan Planning Agreement.

**MAP-21 Bridge Reporting Requirements**

- Use 4-year condition to update baseline condition of NHS Bridges.
- Discuss progress, achievements, planned activities, and circumstances that led to actual performance.
- Discuss effectiveness of the investment strategy documented in the State asset management plan.
- Discuss progress made toward the achievement of 4-year NIPRP targets.
- WSDOT will report progress toward the achievement of 4-year targets to DOT in a manner that is agreed upon by both parties and documented in the Metropolitan Planning Agreement.

**Handout: Proposed Measures and Reporting Requirements for Bridge and Pavement Draft NPRMs (Released January 5, 2014)**

- Discuss how targets support longer term performance expectations in other performance related plans.
- Set 2-year and 4-year bridge Performance Targets for NHS Bridges.
- Describe how the established targets support expectations documented in longer range plans.
- Establish additional targets for urbanized and non-urbanized areas, if desired.

- Describe the urbanized area boundaries within the State boundary based on decennial census data.

- Describe the NHS limits within the State Boundary based on HPMS data.

- Discuss progress, achievements, planned activities, and circumstances that led to actual performance.

- Discuss 4-year targets, as appropriate and include discussion.

**Data Collection Cycle**

- Pavement: January 1, 2014 - December 31, 2015
- Bridge: January 1, 2015 - December 31, 2015

- Pavement: January 1, 2016 - December 31, 2017
- Bridge: January 1, 2015 - December 31, 2017

- Pavement: January 1, 2018 - December 31, 2019
- Bridge: January 1, 2017 - December 31, 2017

- Pavement: January 1, 2020 - December 31, 2021
- Bridge: January 1, 2018 - December 31, 2018

**Timeline**

<table>
<thead>
<tr>
<th>Year</th>
<th>NH Report</th>
<th>HPMS Report</th>
<th>MPO Report</th>
<th>DOT Report</th>
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**Handout: Proposed Measures and Reporting Requirements for Bridge and Pavement Draft NPRMs (Released January 5, 2014)**

- Discuss how targets support longer term performance expectations.
- Set 2-year and 4-year bridge Performance Targets for NHS Bridges.
- Describe how the established targets support expectations documented in longer range plans.
- Establish additional targets for urbanized and non-urbanized areas, if desired.

- Describe the urbanized area boundaries within the State boundary based on decennial census data.

- Describe the NHS limits within the State Boundary based on HPMS data.

**WSDOT’s Current Bridge Data Collection**

- WSDOT collects and submits NHS data, including deck, superstructure, substructure, and culverts, twice annual (Interstate System & non-Interstate NHS), biennially.

**MAP-21 Bridge Reporting Requirements**

- Use 2-year condition to update baseline condition of NHS Bridges.
- Discuss progress made toward the achievement of 2-year targets.
- Discuss progress, achievements, planned activities, and circumstances that led to actual performance.
- Adjust 4-year targets, as appropriate and include discussion.

**Data Collection Cycle**

- Pavement: January 1, 2014 - December 31, 2015
- Bridge: January 1, 2015 - December 31, 2015

- Pavement: January 1, 2016 - December 31, 2017
- Bridge: January 1, 2015 - December 31, 2017

- Pavement: January 1, 2018 - December 31, 2019
- Bridge: January 1, 2017 - December 31, 2017

**Data Collection Cycle**

- Pavement: January 1, 2014 - December 31, 2025
- Bridge: January 1, 2015 - December 31, 2015

- Pavement: January 1, 2016 - December 31, 2017
- Bridge: January 1, 2015 - December 31, 2017

- Pavement: January 1, 2018 - December 31, 2019
- Bridge: January 1, 2017 - December 31, 2017

**Timeline**

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**Data Collection Cycle**

- Pavement: January 1, 2014 - December 31, 2015
- Bridge: January 1, 2015 - December 31, 2015

- Pavement: January 1, 2016 - December 31, 2017
- Bridge: January 1, 2015 - December 31, 2017

- Pavement: January 1, 2018 - December 31, 2019
- Bridge: January 1, 2017 - December 31, 2017

**Data Collection Cycle**

- Pavement: January 1, 2014 - December 31, 2025
- Bridge: January 1, 2015 - December 31, 2015

- Pavement: January 1, 2016 - December 31, 2017
- Bridge: January 1, 2015 - December 31, 2017

- Pavement: January 1, 2018 - December 31, 2019
- Bridge: January 1, 2017 - December 31, 2017
Targeted Performance Measures, Minimum Condition and Penalties for Bridge and Pavement Draft NPRMs (Released January 5, 2014)

**PAVEMENT**

**Targeted Performance Measures (see definitions below)**
- Interstate - Percentage of pavement in good condition
- Interstate - Percentage of pavement in poor condition
- Non-Interstate (NHS) - Percentage of pavement in good condition
- Non-Interstate (NHS) - Percentage of pavement in poor condition

**Minimum Condition - Interstate only**
- Interstate not to exceed 5% in poor condition
- Interstate not to exceed 3% in poor condition

**Minimum Condition Penalty - Interstate Only**
- 1st penalty assessed by October 1, 2018 based on two years (2016, 2017) condition data, and assessed each fiscal year thereafter
- Compliancy: Penalty applied if out of compliance for the most recent two calendar years. First penalty assessment in 2018 (Federal FY2019), results delivered to DOT by FHWA before October 1.
- Penalty: Obligate certain NHPP funds for the purposes described in 23 USC 119 and increased by an amount each year after Fiscal Year 2013. Transfer certain apportioned Surface Transportation Program for the purposes described in 23 USC 119. Penalty stays in effect until the Interstate pavement condition exceeds the minimum condition level established by the NPRM. WSDOT currently meets the threshold with 3.8% in poor condition.

**Condition Metrics (WSDOT criteria is less conservative)**
- IRI (inches/mile): Good <95, Fair 95-170 (95-220*), Poor >170 (>220*)
- Cracking (%): Good <5, Fair 5-10, Poor >10
- Baring (inches): Good <0.05, Fair 0.05-0.40, Poor >0.40
- Faulting (inches): Good <0.05, Fair 0.05-0.15, Poor >0.15
- *Population >1M

**Minimum Condition for Interstate pavement**
- Interstate not to exceed 5% in poor condition

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<td>Penalty</td>
<td>Assessed October 2018</td>
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<tr>
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<td>No penalty</td>
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**BRIDGE**

**Targeted Performance Measures**
- NHS Bridges - Percentage of Bridges in good condition
- NHS Bridges - Percentage of Bridges in poor condition

**Minimum Condition - NHS Bridges**
- NHS Bridges not to exceed 10% structurally deficient, by bridge deck area

**Minimum Condition Penalty - NHS Bridges**
- 1st penalty assessed by October 1, 2016 based on three years (2013-2015) condition data, and assessed each fiscal year thereafter
- Compliancy: Penalty applied if out of compliance for the most recent three calendar years. First penalty assessment in 2016 (Federal FY2017), results delivered to DOT by FHWA before October 1.
- Penalty: Obligate a set aside amount equal to 50 percent of the funds apportioned to the State for fiscal year 2009 to carry out the Highway Bridge Program. Obligate a set-aside amount of certain NHPP funds during the fiscal year following the determination. Penalty stays in effect until the NHS bridge condition exceeds the minimum condition level established by the NPRM.

**Condition Metrics**
- Deck: Good ≥7, Fair 5 or 6, Poor ≤4
- Superstructure: Good ≥7, Fair 5 or 6, Poor ≤4
- Substructure: Good ≥7, Fair 5 or 6, Poor ≤4
- Culvert: Good ≥7, Fair 5 or 6, Poor ≤4

**Minimum Condition for NHS bridges**
- NHS Bridges not to exceed 10% structurally deficient, by bridge deck area

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**EXAMPLE**

- Years prior to 2016 not used for determining penalty
- Penalty Assessment October 2018
- No Penalty