

Mandate of IRI (International Roughness Index) Data-Collection on paving routes designated as National Highway System (NHS).

The purpose of this announcement is to explain why IRI data is now required to be collected from Local Aid projects on paving routes designated as a part of the National Highway System (NHS).

A biennial Conditions & Performance report of the future highway investment needs of the nation is mandated by Congress ([23 U.S.C. 502\(h\)](#)). To assist in that endeavor, the [Highway Performance Monitoring System](#) (HPMS) data is used for assessing highway system performance under the U.S. DOT (Department of Transportation) and FHWA's (Federal Highway Administration) strategic planning and performance reporting process in accordance with requirements of the Government Performance and Results Act (GPRA, Sections 3 and 4) and for apportioning Federal-aid highway funds in accordance with title 23, U.S.C. To address these needs, the HPMS was first developed in 1978 as a national highway transportation information program.

[23 CFR Part 490](#) is the Highway chapter on National Performance Management Measures in the code of federal regulations published by the Federal Register with approval by the United States government. [23 CFR § 490.103](#) requires State DOTs to document and submit data about routes designated on the Interstate System and the National Highway System (NHS) to the FHWA in accordance with the HPMS Field Manual. [23 CFR § 490.105](#) requires State DOTs to establish performance targets for the condition of pavements on the Interstate System and the NHS. [23 CFR § 490.107\(b\)](#) requires State DOTs to report to FHWA baseline condition/performance data every two years on a biennial basis. [23 CFR § 490.309](#) asserts that IRI data must be collected and contained in the report to the FHWA, along with rutting, faulting and cracking percent.

[23 CFR § 490.313](#) defines IRI ratings as:

IRI < 95 = Good
95 < IRI ≤ 170 = Fair
170 < IRI = Poor

The IRI requirements for any Local Aid project can be found in subsection 401.03.07.J. of the Special Provisions for State Aid Projects.

Current IRI data for paving routes designated NHS or NJDOT jurisdiction can be made available by request by contacting Simon Nwachukwu at Simon.Nwachukwu@dot.nj.gov.

Local Aid projects are required to designate an independent testing agency to perform IRI Testing. The testing agency is required to comply with testing and certification requirements according to NJDOT R-1. The testing agency will use and submit to the RE the [IRI Testing Summary Report](#) form provided from The Local Aid District Office and verify manually the pay adjustment calculation.

[The Pavement Data Quality Management Programs](#) of the New Jersey Transportation Asset Management Plan covers in detail New Jersey's methods of how IRI, rutting, faulting and cracking percent data are collected, what equipment is used and how it is calibrated and certified, the certification process for persons performing data collection, data control measures, data sampling and the review and checking processes, and error resolution procedures. Questions about how New Jersey has been handling the requirements of 23 CFR Part 490 can be answered in the Pavement Data Quality Management Programs. Any other questions can be directed to your regional district Local Aid Office.