COMMENTS ON THE NPRM FOR CONDITION OF PAVEMENTS AND BRIDGES

JON WILCOXSON, PE
KENTUCKY TRANSPORTATION CABINET
DIRECTOR OF MAINTENANCE
NPRM FOR PAVEMENT AND BRIDGE CONDITIONS

- Published January 5, 2015
- Establishes Required Performance Measures and Targets for National Highway System
- Comment period ended May 8, 2015

http://federalregister.gov/a/2014-30085
<table>
<thead>
<tr>
<th>Pavement Condition Measures</th>
<th>INTERSTATES</th>
<th>NON-INTERSTATE NHS</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of “Good” Pavements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of “Poor” Pavements</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
- Report in 0.1 – mile sections.
- Sections shall not exceed 0.1 mile in length.
- Shorter sections are permitted only
  - at the beginning of a route,
  - end of a route, or
  - where a section length of 0.1 mile is not achievable.
## PAVEMENT METRICS

<table>
<thead>
<tr>
<th></th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
</tr>
</thead>
<tbody>
<tr>
<td>IRI</td>
<td>&lt;95</td>
<td>95-170</td>
<td>&gt;170*</td>
</tr>
<tr>
<td>% Cracking</td>
<td>&lt;5%</td>
<td>5% - 10%</td>
<td>&gt;10%</td>
</tr>
<tr>
<td>Rutting (Asphalt)</td>
<td>&lt;0.20</td>
<td>0.20 – 0.40</td>
<td>&gt;0.40</td>
</tr>
<tr>
<td>Faulting (Concrete)</td>
<td>&lt;0.05</td>
<td>0.05 – 0.15</td>
<td>&gt;0.15</td>
</tr>
</tbody>
</table>

*IRI threshold of 220 for areas with population greater than 1 million.
<table>
<thead>
<tr>
<th>Metric Rating Results</th>
<th>Overall Section Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>All three metrics rated “Good”</td>
<td>Good</td>
</tr>
<tr>
<td>2 or more metrics rated “Poor”</td>
<td>Poor</td>
</tr>
<tr>
<td>All other combinations</td>
<td>Fair</td>
</tr>
</tbody>
</table>
No more than 5% of Interstate Pavements allowed in Poor Condition

If 5% target is not attained for two consecutive years, state must obligate funds to improve the measure.
PERFORMANCE TARGETS

- Established by states
- Required for each of 4 measures
- Must include entire NHS regardless of ownership
- 4 year performance period with 2-year interim targets
- States must coordinate with MPOs
REPORTING

- Every 2 years beginning October 1, 2016 (Initial Baseline)
- Mid Performance Period progress report in 2018
  - Interstate – June 15
  - Non-Interstate – August 15
- End Period report in 2020
  - Interstate – June 15
  - Non-Interstate – August 15
COMMENTERS

- 128 Total Comment Submittals
- 38 State Transportation Agencies
- AASHTO/TSP2 Partnerships
- ASCE
- Multiple Cities/Counties/MPOs
- Industry Members/Consultants
- Advocacy Groups
- Individuals
COMMON CONCERNS

- Added burden to collect full extent
- 0.1 mile segment length
- Annual testing on interstates
- Sealed cracks count in Cracking_Percent
- Missing data treated as poor
- Assets not owned by state
WORST FIRST APPROACH

- Concern about 5% poor limit and sealed crack issue
- May encourage focus on worst condition pavements
- Numerous commenters expressed concern

Options

- Minimum Good
- Ratio of Good to Poor
- More time to address deficiencies
NEXT STEPS

- USDOT Response/Modifications
- Possibility of further comments based on modifications
- Final rule not likely before summer 2016
QUESTIONS

Jon Wilcoxson, PE
KY Transportation Cabinet
Jon.wilcoxson@ky.gov
502-782-5615