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# COMMENTS ON THE NPRM FOR CONDITION OF PAVEMENTS AND BRIDGES

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# 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>**

# PAVEMENT CONDITION MEASURES

## INTERSTATES

## NON-INTERSTATE NHS

% of “Good”  
Pavements

% of “Good”  
Pavements

% of “Poor”  
Pavements

% of “Poor”  
Pavements

# TENTH-MILE SEGMENT LENGTH

- 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

	<b>Good</b>	<b>Fair</b>	<b>Poor</b>
IRI	<95	95-170	>170*
% Cracking	<5%	5% - 10%	>10%
Rutting (Asphalt)	<0.20	0.20 – 0.40	>0.40
Faulting (Concrete)	<0.05	0.05 – 0.15	>0.15

\*IRI threshold of 220 for areas with population greater than 1 million.

# DETERMINING PAVEMENT CONDITION

## Metric Rating Results

## Overall Section Rating

All three metrics  
rated "Good"

Good

2 or more metrics  
rated "Poor"

Poor

All other  
combinations

Fair

# REQUIRED THRESHOLD AND PENALTIES

- 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

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