


David Nicol, Delaware Department of Transportation - Comments

This is a Comment on the **Federal Highway Administration (FHWA)** Proposed Rule: **National Performance Management Measures: Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program**

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Comment

Thank you for the opportunity to comment on the proposed rule, National Performance Management Measures: Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program. The Delaware Department of Transportation offers the following comments:

Section 490.309(b)(1)(i)(E)

For consistency and economy of data collection, we recommend that Interstate System pavement condition data be collected on a biennial basis, which would make it consistent with non-Interstate NHS requirements.

Section 490.313(b)(4)

The condition of roadway sections which are under construction at the time of data collection cannot always be measured. The proposed rule would categorize these sections as Poor. The Delaware DOT disagrees with this provision, as it could negatively affect the overall Interstate pavement condition, particularly in States with a limited amount of Interstate System mileage. We recommend that sections under construction at the time of condition data collection be excluded from the overall system condition calculations.

Sections 490.315 and 490.317

These sections set a maximum of 5% of pavement on the Interstate System rated in Poor condition, and propose penalties for exceeding that limit. This can be problematic for States such as Delaware which contain limited Interstate mileage. With only 41 centerline miles and 256 lane-miles of Interstate, the 5% threshold could be reached without providing an adequate stretch of highway in need of rehabilitation/resurfacing for which it would be feasible to perform construction. We recommend that that the penalty apply only if the 5% threshold is exceeded and there exists at least one contiguous five-mile section of pavement in one direction which is predominately in Poor

condition.

Sections 490.409

While we agree with basing the bridge condition on the ratings of NBI Items 58, 59, and 60, we do not agree with classifying a rating of 6 as Fair. A Fair rating should be reserved for bridges that may need work in the near future. Many culverts and substructures can remain in a condition rating of 6 for a very long time and provide satisfactory service. We recommend that bridges rated 6, 7, 8, or 9 be classified as Good, and bridges rated 5 be classified as Fair.