



FHWA Updates

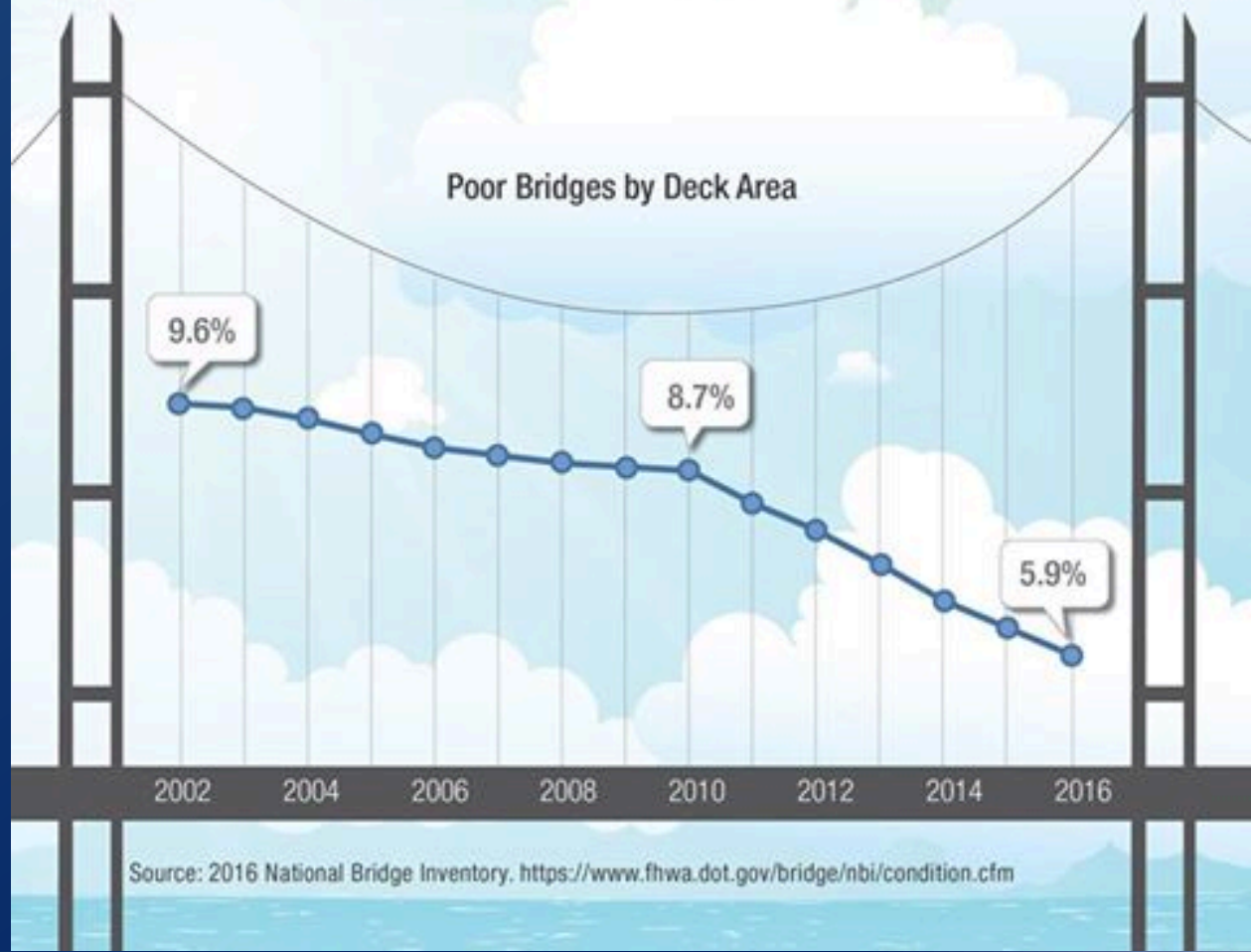
AASHTO (T-18) Technical Committee for
Bridge Management, Evaluation, and
Rehabilitation

June 13, 2017



PERCENT OF BRIDGES IN POOR CONDITION IS DECREASING

Surface area of U.S. bridges rated Poor has decreased by 3.7 percentage points since 2002





Talking Points

1. Regulation Update
2. Coding Guide Update (SNBI)
3. NBIS & NTIS Compliance
4. Bridge Program Language





1. Regulation Update



- National Performance Management Measures
- Asset Management
- National Bridge Inspection Standards



PM2 Overview

- Final rule published January 18, 2017
 - Effective May 20, 2017
- External webinar May 31, 2017
- <http://www.fhwa.dot.gov/tpm/>



PM2 Key Points

Bridge Condition Measures
All NHS Bridges
Percentage of NHS bridges classified as in Good condition
Percentage of NHS bridges classified as in Poor condition



PM2 Key Points

NBI Rating Scale <i>(from 0 – 9)</i>	9	8	7	6	5	4	3	2	1	0
	Good			Fair		Poor				
Deck <i>(Item 58)</i>	≥ 7			5 or 6		≤ 4				
Superstructure <i>(Item 59)</i>	≥ 7			5 or 6		≤ 4				
Substructure <i>(Item 60)</i>	≥ 7			5 or 6		≤ 4				
Culvert <i>(Item 62)</i>	≥ 7			5 or 6		≤ 4				



PM2 Key Points

- Minimum condition provision
 - $\leq 10.0\%$ of total deck area of NHS bridges classified as SD for 3 consecutive years
 - Set aside and obligate
- Area calculation
 - Includes culverts starting in 2018
 - Deck area of border bridges is counted toward both States' totals



PM2 Key Points

- Structurally deficient
 - Definition same as poor condition starting in 2018
- NBI data submission
 - March 15



PM2 Key Dates

May 20, 2017	<ul style="list-style-type: none">• Final rule effective date.
January 1, 2018	<ul style="list-style-type: none">• 4-year performance period begins.
May 20, 2018	<ul style="list-style-type: none">• Initial 2-and 4-year targets established.
October 1, 2018	<ul style="list-style-type: none">• First Baseline Performance Period Report due.<ul style="list-style-type: none">• State DOTs report 2-year and 4-year targets
Within 180 days from target establishment	<ul style="list-style-type: none">• MPOs must commit to support State target or establish separate quantifiable target.



PM2 Key Dates

October 1, 2020	<ul style="list-style-type: none">• First Mid Performance Period Progress Report due. State DOTs report:<ul style="list-style-type: none">• 2-year condition/performance• Progress toward achieving 2-year targets• Adjusted 4-year target, if necessary
December 31, 2021	<ul style="list-style-type: none">• First 4-year performance period ends.
October 1, 2022	<ul style="list-style-type: none">• Full Performance Period Progress Report due. State DOTs report:<ul style="list-style-type: none">• 4-year condition/performance• Progress toward achieving 4-year targets• Investment strategy• Baseline report for 2nd performance period due.



Asset Management Overview

- Final rule published October 24, 2016
 - Effective October 2, 2017
- Resources available at www.fhwa.dot.gov/asset/index.cfm and www.fhwa.dot.gov/tpm/



Asset Management Key Points

- **Minimum plan requirements**
 - Summary listing and condition description of the NHS pavements and bridges
 - NHS pavements and bridges targets
 - Asset management objectives and measures
 - Performance gap analysis
 - Risk analysis
 - Life-cycle planning
 - Financial plan and investment strategies



Asset Management Key Dates

By April 30, 2018	State DOTs submit initial plans describing asset management plan processes.
By June 30, 2019	State DOTs submit fully compliant asset management plans.
Not later than August 31, 2019, and not later than July 31 in each year thereafter	Annual determination by FHWA of whether the State DOT has developed and implemented a State asset management plan consistent with this final rule.
Beginning October 1, 2019, and in each fiscal year thereafter	If a State DOT has not developed and implemented a compliant asset management plan, the maximum Federal share on National Highway Performance Program (NHPP) projects and activities carried out by the State in that fiscal year shall be reduced to 65% for that fiscal year



TPM Implementation Workshops

- Four regional workshops (AM, PM2, PM3)
 - Mid-America: Kansas City, MO, June 20-23, 2017
 - South: Raleigh, NC, July 11-14, 2017
 - North: August
 - West: September



NBIS Rulemaking

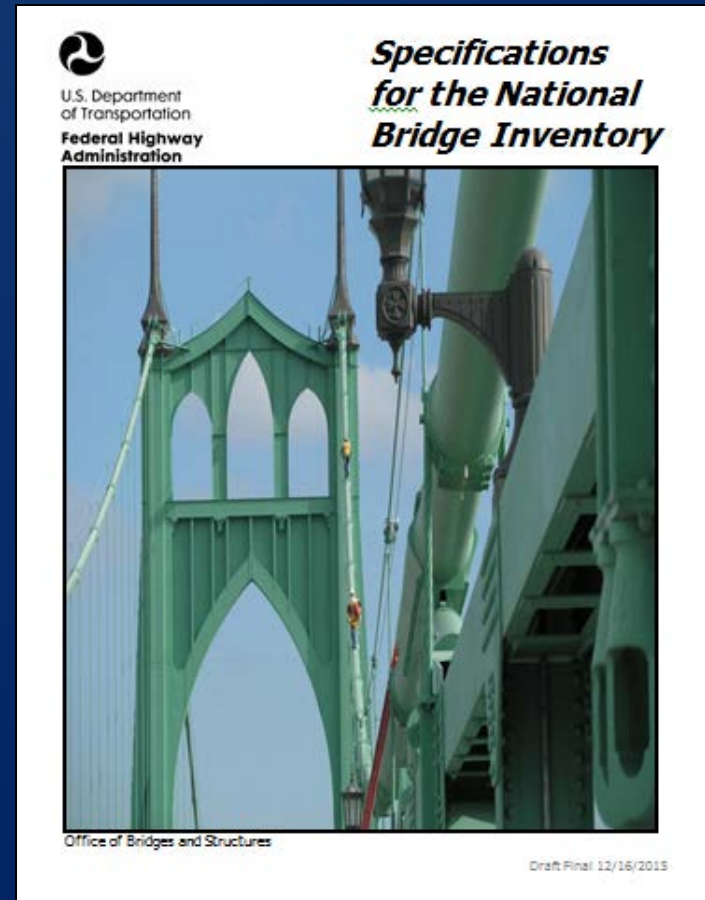
- MAP-21 directed an update
 - Methodology, training, and qualifications of inspectors
 - Frequency of inspections
 - Consider risk-based approach
- Department had multiple priorities
- FHWA's top regulatory priority





2. SNBI Development

- Ensure highway bridge safety
- Allow for monitoring of NBIS
- Accommodate reporting to Congress
- Provide adequate and beneficial information during times of emergency





SNBI Development

- Provide data necessary for the FHWA to administer the Federal-aid bridge program
 - HBP discontinued by MAP-21
 - MAP-21: risk-based, data driven, performance management program
- Utilize data from existing management systems to the maximum extent possible



SNBI Changes

- U.S. customary units
- Grouping of items in sections and sub-sections
 - Initial sections based on SI&A sheet
- One-to-one and many-to-one data sets for bridges





SNBI Changes

- Items IDs
- XML data submittal format
- Consistency with SNTI where possible
- Consistency with HPMS where possible
- Specification/
commentary format





SNBI Next Steps

- Editorial review
- Office of Chief Counsel review
- Public review and comment



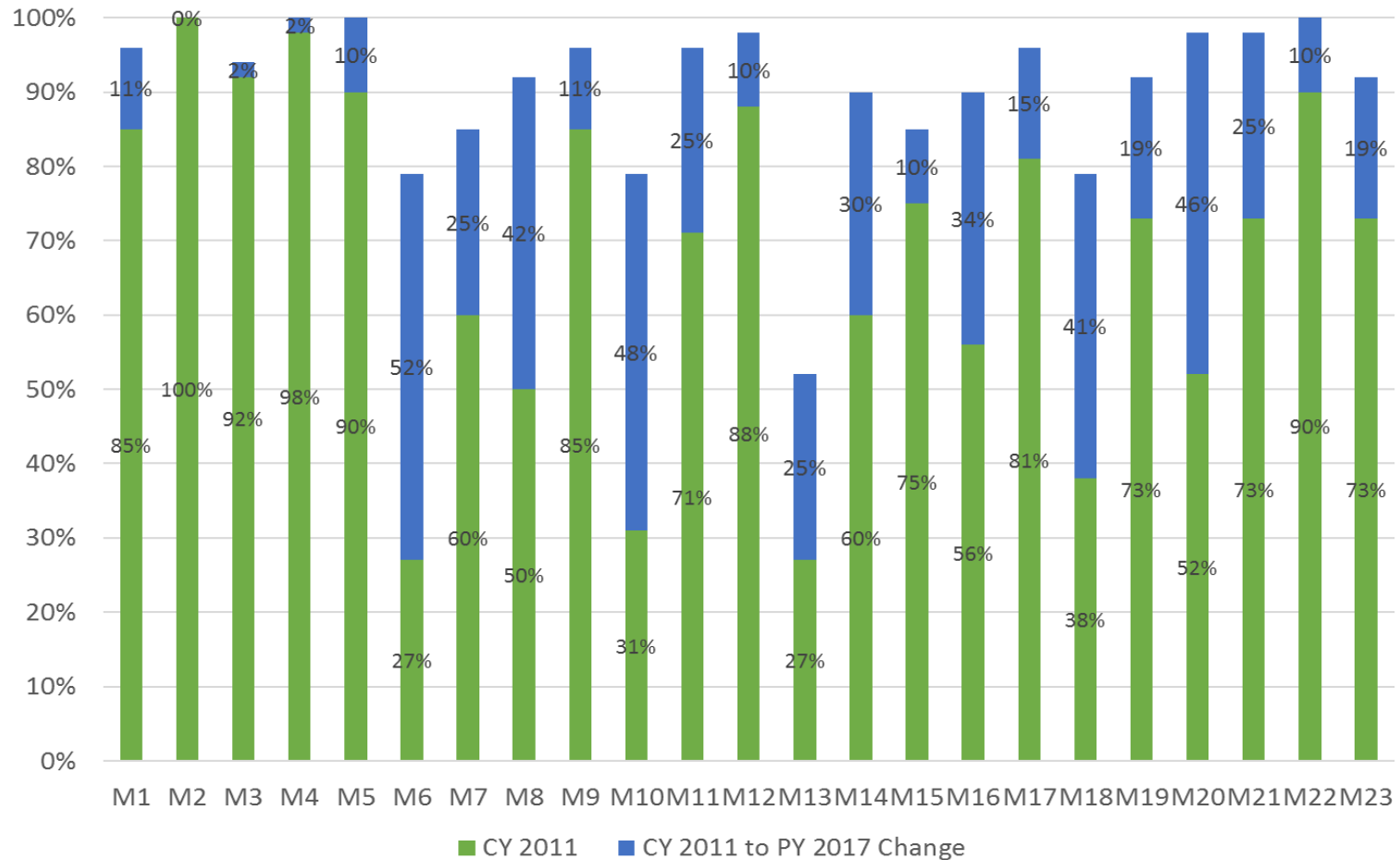


3. NBIS & NTIS Compliance



2017 NBIS Compliance

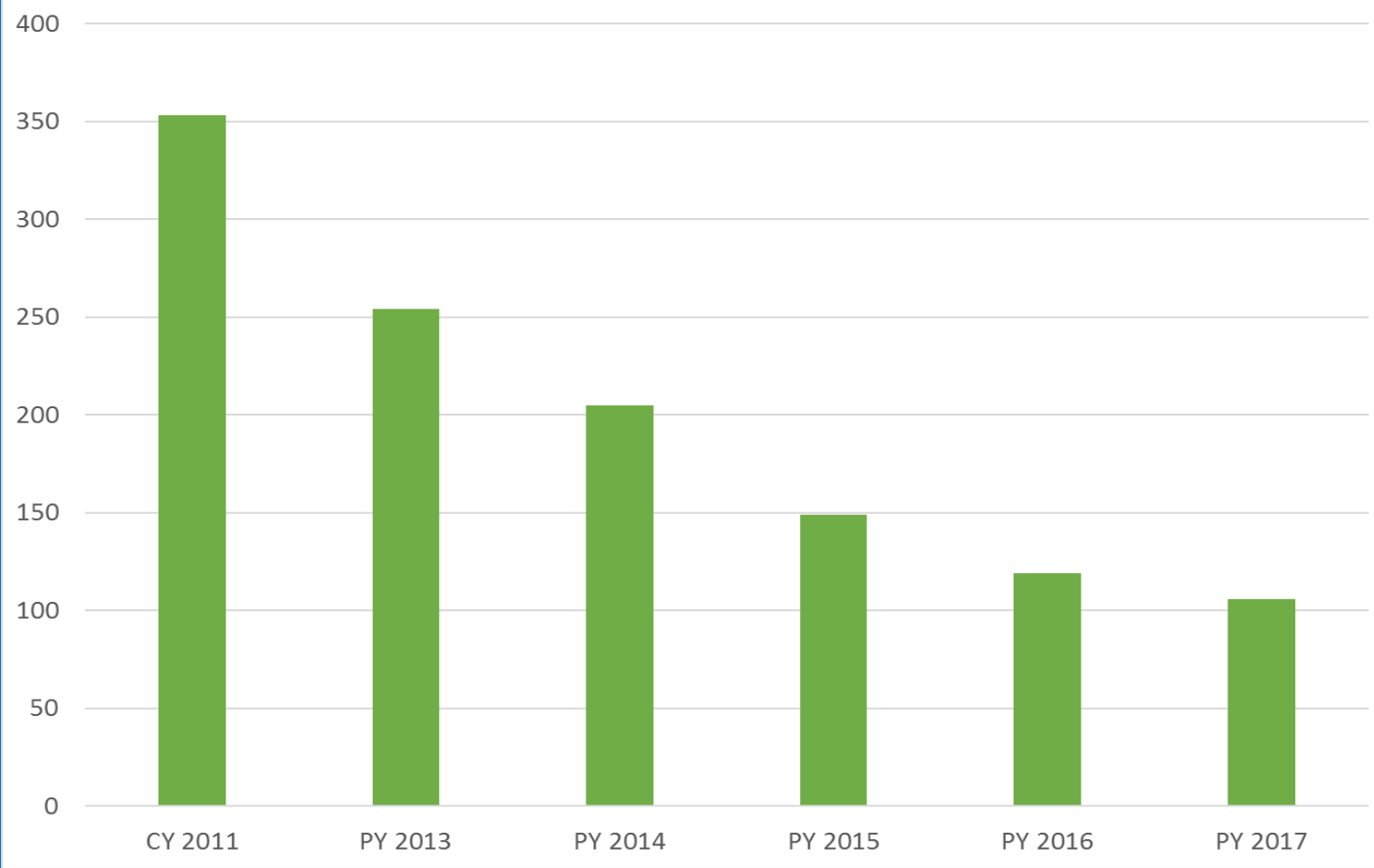
% Satisfactory in PY 2017





2017 NBIS Compliance

of Metrics Conditionally Compliant by Year





NBIS Compliance in the Future

- Minor Changes for PY 2018 (in general)
 - Compliance levels – Substantial compliance
 - Assessment levels
 - Minimum, Intermediate, In-depth
 - Sample size – 80% LOC/15% MOE



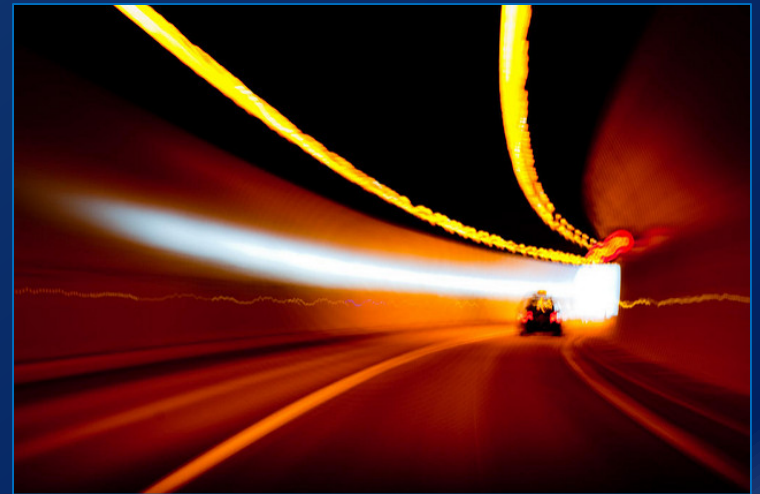
NBIS Compliance in the Future

- **Minor Changes for PY 2018 (by metric)**
 - Metrics 4 & 5 – Load rating engineer & diver
 - Added substantial compliance measure
 - Metrics 6-10 – Frequency
 - Minimum assessment level no longer requires resolution of all data inconsistencies
 - Metric 12 – Quality inspection
 - Modified sample tool to select higher risk bridges
 - Metric 18 – Scour
 - Sample applies to all bridges over water



NTIS Compliance in the Future

- Finalizing metrics
- Need to coordinate with AASHTO





4. Bridge Program Language



- Functionally Obsolete
- Sufficiency Rating
- Structurally Deficient
- Fracture Critical



Thank You

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