

The barrier on the Preston Lane, Jr. Memorial Bridge was unique in that the anchor bolts connecting the barrier to the deck were exposed. This exposure allowed inspection of the remaining anchor bolts directly using ultrasonic testing. In contrast, most barriers have configurations where the steel anchorage is completely embedded in the deck and barrier.

Most reinforced concrete barriers are anchored to the deck of a bridge or retaining wall using reinforcing steel protruding from the main structure or by anchored bars or bolts during retrofits. Corrosion of steel bars or bolts can weaken this attachment and reduce the capacity of the barrier. The most direct damage resulting from corrosion is the reduction of steel diameter and cross-sectional area. Steel corrosion in concrete is caused primarily by two reasons: chloride induced corrosion and carbonation induced corrosion. Barriers are generally located at or very near the gutter-line of a roadway and may have significant long-term exposure to corrosive deicing materials.

It is beyond the capacity of visual inspection to identify and evaluate concrete voids and corrosion of anchorage mechanisms embedded in concrete. A literature review revealed that some promising research has been done using NDE methods to evaluate reinforced concrete and the embedded steel reinforcement.

Effective corrosion detection methods are just one piece of the barrier and railing maintenance puzzle. Identification of when to use advanced NDE tools as well as to what level the capacity is likely impacted by the measured deterioration will be examined as a part of this project. In order to most effectively investigate the correct barrier and railing designs, it was noted that input from the state DOTs was required. Thus, a survey to determine what protocols for design, fabrication, installation, and inspection was created and should be disseminated to the 50 state DOTs and also to the DC and Puerto Rico DOTs.

**Respondents:** All 50 state DOTs and also DC and Puerto Rico DOTs. 52 total.

**Frequency:** Once.

**Estimated Average Burden per Response:** Approximately 2 hours to collect the necessary information and 1 hour to fill out the survey.

**Estimated Total Annual Burden Hours:** Approximately 156 hours.

**Public Comments Invited:** You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated

burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: June 17, 2013.

**Michael Howell,**

*Information Collection Officer.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-2013-0034]

#### Agency Information Collection

#### Activities: Request for Comments for a New Information Collection

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by August 20, 2013.

**ADDRESSES:** You may submit comments identified by DOT Docket ID 2013-0034 by any of the following methods:

**Web site:** For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

**Fax:** 1-202-493-2251.

**Mail:** Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

**Hand Delivery or Courier:** U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Mark Ferroni, 202-366-3233, Office of Planning, Environment, and Realty, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 6:00 a.m. to 3:30 p.m., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

**Title:** Noise Barrier Inventory.

**Background:** The basis of the Federal-aid highway program is a strong federal-state partnership. At the core of that partnership is a philosophy of trust and flexibility, and a belief that the states are in the best position to make investment decisions and that states base these decisions on the needs and priorities of their citizens. The FHWA noise regulation (23 CFR part 772) gives each state department of transportation (SDOT) flexibility and reasonableness of noise abatement by balancing of the benefits of noise abatement against the overall adverse social, economic, and environmental effects and costs of the noise abatement measures. The SDOT must base its determination on the interest of the overall public good, keeping in mind all the elements of the highway program (need, funding, environmental impacts, public involvement, etc.).

Reduction of highway traffic noise should occur through a program of shared responsibility with the most effective strategy being implementation of noise compatible planning and land use control strategies by state and local governments. Local governments can use their power to regulate land development to prohibit noise-sensitive land use development adjacent to a highway, or to require that developers plan, design, and construct development in ways that minimize noise impacts. The FHWA noise regulations limit Federal participation in the construction of noise barriers along existing highways to those projects proposed along lands where land development or substantial construction predated the existence of any highway.

The data reflects the flexibility in noise abatement decision-making. Some states have built many noise barriers while a few have built none. Through the end of 2010, 47 SDOTs and the Commonwealth of Puerto Rico have constructed over 2,748 linear miles of barriers at a cost of over \$4.05 billion (\$5.44 billion in 2010 dollars). Three states and the District of Columbia have not constructed noise barriers. Ten SDOTs account for approximately sixty-

two percent (62%) of total barrier length and sixty-nine percent (69%) of total barrier cost. The type of information requested can be found in 23 CFR 772.13(f).

The previously distributed listing can be found at [http://www.fhwa.dot.gov/environment/noise/noise\\_barriers/inventory/summary/sintro7.cfm](http://www.fhwa.dot.gov/environment/noise/noise_barriers/inventory/summary/sintro7.cfm). This listing continues to be extremely useful in the management of the highway traffic noise program, in our technical assistance efforts for State highway agencies, and in responding to inquiries from congressional sources, Federal, State, and local agencies, and the general public. An updated listing of noise barriers will be distributed nationally for use in the highway traffic noise program. It is anticipated that this information will be requested in 2014 (for noise barriers constructed in 2011, 2012 and 2013) and then again in 2017 (for noise barriers constructed in 2014, 2015 and 2016). After review of the "Summary of Noise Barriers Constructed by December 31, 2004" document, a SDOT may request to delete, modify or add information to any calendar year.

**Respondents:** Each of the 50 SDOTs, the District of Columbia, and the Commonwealth of Puerto Rico.

**Frequency:** Every 3 years.

**Estimated Average Burden per Response:** It is estimated that on average it would take 8 hours to respond to this request.

**Estimated Total Annual Burden Hours:** It is estimated that the estimated total annual burden is 139 hours.

**Public Comments Invited:** You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: June 17, 2013.

**Michael Howell,**  
Information Collection Officer.

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-2013-0038]

#### Agency Information Collection Activities: Request for Comments for a New Information Collection

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by August 20, 2013.

**ADDRESSES:** You may submit comments identified by DOT Docket ID 2013-0038 by any of the following methods:

**Web site:** For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

**Fax:** 1-202-493-2251.

**Mail:** Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

**Hand Delivery or Courier:** U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Joseph Cheung, 202-366-6994 or Brian Fouch, 202-366-0744, Office of Safety Design Team, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 7 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**  
**Title:** Roadway Departure Safety Profile.

**Background:** Roadway departure fatalities account for 53 percent of all highway deaths in the United States. Identifying roadway departure crash types and locations is an important part of the FHWA Office of Safety's development of an internal Roadway Departure Strategic Plan. To assist in

this effort, FHWA seeks to focus on the following primary emphasis areas based on crash type: overturning, opposite direction, and fixed-object crashes (particularly trees and utility poles). Recognizing that States face similar issues in preventing such crashes, the FHWA proposes to collect information from each State to identify and document methods and knowledge gained about addressing fixed object crashes. This includes gathering details and descriptions of State policies including design guidance, clear zone policies; case studies, innovative best practices, and notable strategies/projects to address fixed object crashes; studies or data that document the effectiveness of implemented countermeasures, policies, or design guidance in reducing the number and/or severity of vehicle crashes into roadside trees and utility poles and other fixed objects; and lessons learned. In addition to State policies, FHWA is interested in documenting any "special projects" that States have used to enhance roadside safety, such as the Colleton County I-95 Timber Harvest Project. The purpose of the project was to identify areas along interstate highways that would enhance forest health, improve and enhance aesthetics, and improve highway safety. The result of the project culminated in identifying 15 potential forestation thinning sites. By thinning these forested areas, the South Carolina DOT hopes to reduce the incidence of fixed-object crashes involving trees adjacent to the roadway. Such efforts are outside of State's typical design practices but can have a positive effect on roadside safety. Additionally, FHWA would encourage States, as part of the information gathering, to share information about local efforts by cities and counties. Using the information gathered, FHWA will develop a Synthesis of State practices. A part of the survey will involve a set of questions to determine the current "State of the State" regarding Roadway Departure safety. From the information gathered, FHWA will develop a Roadway Departure Safety Profile Report for each State to support future technical assistance to the State DOTs, FHWA Division office, and local agencies.

The survey will be disseminated electronically, enabling respondents to answer questions via a link established specifically for the purposes of this survey.

**Respondents:** Approximately 52 representatives from State DOTs, Washington, DC, and Puerto Rico.

**Frequency:** One time survey.