

RESOLUTION 14-01
AASHTO SUBCOMMITTEE ON MAINTENANCE
TECHNICAL SERVICES PROGRAM FEASIBILITY FOR MAINTENANCE QUALITY
ASSURANCE AND MAINTENANCE CONTRACTING

WHEREAS, the AASHTO Subcommittee on Maintenance supports maintenance quality and the increasing use of performance measures to assure that agencies provide their desired level of maintenance activity at the right time, and

WHEREAS, the highway maintenance community has investigated common measurement methods to document the condition and health of its assets and compiled those into a searchable web-based format, and

WHEREAS, peer exchanges have been productive in recent years to build consensus among agency practitioners for methods of measuring asset condition and establishing basic maintenance performance metrics, and

WHEREAS, a recently completed domestic scan identified a need to compile contract maintenance provisions and provide a portal for others to use in building future contracts, and

WHEREAS, it is common and efficient for state agencies to share contract provisions providing similarities for the contracting industry and common understanding across state borders, and

WHEREAS, the use of consistent measures will help an agency to budget and align appropriate resources with anticipated outcomes based on maintenance activities and timing, whether the work is performed using internal or contracted resources;

NOW, THEREFORE, BE IT RESOLVED, that the AASHTO Subcommittee on Maintenance will coordinate with the AASHTO Subcommittee on Bridge, Subcommittee on Asset Management, Subcommittee on Performance Management, Joint Technical Committee on Pavements, and others to assess the vitality of establishing a Technical Services Program for maintenance quality assurance and maintenance contracting, and

THEREFORE, BE IT RESOLVED that the AASHTO Subcommittee on Maintenance will consider in their 2015 meeting in Iowa the feasibility of a Technical Service Program for maintenance quality assurance and maintenance contracting.

July 31, 2014
Charleston, West Virginia

Submitted by:
AASHTO Subcommittee on Maintenance

RESOLUTION 14-02
AASHTO SUBCOMMITTEE ON MAINTENANCE
A RESOLUTION TO CREATE A RESEARCH LIAISON

WHEREAS, the AASHTO Subcommittee on Maintenance has as one of its main Strategic Focus Areas the performance of research to advance their strategic mission, and

WHEREAS, the Subcommittee on Maintenance has been successful in identifying and advancing research items and therefore has a need to identify a position to be dedicated to SCOM research, and

WHEREAS, the position shall be called a Research Liaison and be part of the Leadership Team, and

WHEREAS, the Research Liaison will coordinate the Subcommittee on Maintenance's research efforts among the Technical Working Groups and on behalf of the committee, and

WHEREAS, the Research Liaison would survey the subcommittee annually for items that warrant research, and assist them in the development and prioritization of appropriate research problem statements, and

WHEREAS, the Research Liaison would ensure any research proposal moving forward out of the committee has been vetted as appropriate both internal as well as external to the Subcommittee on Maintenance, and

WHEREAS, the Research Liaison would establish lines of effective communication with research coordinators with the Federal Highway Administration, Transportation Research Board, and other groups (private partnerships, State pooled fund projects, etc.), as needed, and

WHEREAS, the Research Liaison would work with the Secretary of the AASHTO Standing Committee on Research to present research problem statements and synthesis of practice problem statements which have been endorsed by the delegates, and

WHEREAS, the Research Liaison must be able to strategically assess the proposed research and determine which potential funding source represents the greatest possibility of success in getting the research funded, and

WHEREAS, the Research Liaison would ensure the research proposals are submitted on time to the appropriate entities, and

THEREFORE BE IT RESOLVED, the AASHTO Subcommittee on Maintenance endorses the establishment of a Research Liaison position to coordinate and provide leadership of the committee's Strategic Focus Area on research.

July 31, 2014
Charleston, West Virginia

Submitted by:
AASHTO Subcommittee on Maintenance

RESOLUTION 14-03
AASHTO HIGHWAY SUBCOMMITTEE ON MAINTENANCE
FORMALIZING THE ATTENDANCE OF THE TSP-2 REGIONAL BRIDGE
PRESERVATION PARTNERSHIPS AT THE ANNUAL AASHTO SCOM MEETING

WHEREAS, the Subcommittee on Maintenance (SCOM) is the parent organization of the TSP2 Bridge Program, and

WHEREAS, all bridge regions of the country should be involved and attend, and

WHEREAS, bridge preservation and maintenance has dramatically grown in the Subcommittee on Maintenance, and

WHEREAS, the collaboration of state agencies for maintenance and preservation is critical for efficiently maintaining our national infrastructure

WHEREAS, attending the annual AASHTO SCOM meeting is critical for the collaboration to occur.

NOW, THEREFORE, BE IT RESOLVED that the SCOM promote the attendance of the chair of each of the four bridge and pavement partnerships with registration and travel expenses, and

LET IT BE FURTHER RESOLVED that all SCOM state agencies and TSP-2 bridge partnerships further promote the attendance of the chair, vice-chair, and/or other delegated state member of the TSP-2 partnership with registration and travel expenses, and

LET IT BE FURTHER RESOLVED that attendance of bridge practitioners at SCOM is promoted with other agencies and organizations to promote the bridge preservation perspective, and

THEREFORE, BE IT FURTHER RESOLVED that the SCOM develops a process to support the attendance of bridge practitioners at the annual AASHTO SCOM meeting.

July 31, 2014
Charleston, West Virginia

Submitted by:
AASHTO Subcommittee on Maintenance,
Bridge Technical Working Group.

RESOLUTION 14-04
AASHTO SUBCOMMITTEE ON MAINTENANCE
SUPPORT FOR THE FHWA PAVEMENT PRESERVATION EXPERT TASK GROUP

WHEREAS, The AASHTO Highway Subcommittee on Maintenance has been charged with the responsibility of providing technical leadership, guidance and support for protecting, preserving and maintaining of America's transportation infrastructure assets, and protecting this investment is the highest priority of the maintenance and preservation community, and

WHEREAS, Preserving our national highway infrastructure is a high priority for all public agencies and is clearly expressed goal in Federal transportation legislation MAP-21; and

WHEREAS, Members of the AASHTO Subcommittee on Maintenance and the entire pavement preservation community have greatly benefited from the regular and frequent interactions that occurred at the Pavement Preservation Expert Task Group (PPETG); and

WHEREAS, The PPETG is the oldest of all FHWA's Expert Task Groups, and it generally met twice per year from 1992 through 2011; and

WHEREAS, The Emulsion Expert Task Force, a subgroup of the PPETG, has continued to be very active in the development of specifications with the AASHTO process; and

WHEREAS, The AASHTO Subcommittee on Maintenance has previously expressed its support for the continued operation of the PPETG; and

WHEREAS, The AASHTO Subcommittee on Maintenance continues to recognize the value that the FHWA PPETG has brought to the entire pavement community, and to the nation; now, therefore, be it

RESOLVED That the AASHTO Subcommittee on Maintenance reaffirms its support for the Federal Highway Administration's Pavement Preservation Expert Task Group; and be it further

RESOLVED That the AASHTO Subcommittee on Maintenance requests the Standing Committee on Highways to encourage FHWA, industry and state transportation agencies to work together to resume the work of the PPETG.

July 31, 2014
Charleston, West Virginia

Submitted by:
AASHTO Subcommittee on Maintenance
Pavement Technical Working Group

RESOLUTION 14-05
AASHTO SUBCOMMITTEE ON MAINTENANCE
SUPPORT FOR CONTINUING AND EXPANDING PAVEMENT PRESERVATION
RESEARCH

Whereas, the Pavement Technical Working Group of the AASHTO Subcommittee on Maintenance is responsible for advancing research in pavement preservation, and

Whereas, the National Center for Asphalt Testing (NCAT) along with seven state transportation agencies and FP2 have placed numerous pavement preservation test sections on the NCAT Pavement Test Track and Lee County Road 159 in Auburn, AL with low volume ,high ESAL loading, in 2012, also known as the 2012 Preservation Group (PG) experiment, and

Whereas, the experiment and current collection cycle will end in the fall of 2014 and the final report on life extension, condition improvement, trigger values and effectiveness of the applied pavement preservation treatments versus untreated control sections will be presented in March, 2015, and

Whereas, there is a need to continue to monitor the current 2012 PG sections for an extended period through their life extension cycle to return to original untreated condition, and

Whereas, there is a need to expand the research to relate to medium to high levels of traffic volumes under typical highway traffic conditions on a state route and also potentially to include in the research placing the same pavement preservation treatments in a cold weather environment at the MnROAD test facility; now therefore be it

Resolved that the AASHTO Sub Committee on Maintenance endorses this ongoing and continued practical research and data collection of the performance of pavement preservation treatments, and be it further

Resolved that the AASHTO Sub Committee on Maintenance further encourages AASHTO, FHWA , additional states and local governments to participate in this research.

July 31, 2014
Charleston, West Virginia

Submitted by:
AASHTO Subcommittee on Maintenance

Policy Resolution PR-10-14

Title: Fall Protection Requirements for Highway Workers on Existing Bridges

WHEREAS, The safety of highway workers is of paramount importance to every state highway transportation agency, and

WHEREAS, State agency personnel must take into consideration all aspects of the work environment while assessing the overall safety risk to our employees, including work zone hazards created by live traffic, and

WHEREAS, AASHTO/FHWA bridge standards related to rail height have, for the most part, resulted in several hundred thousand existing bridges being constructed around the country with current bridge rail heights at or near 32 inches, and

WHEREAS, OSHA fall protection regulations for work on and around bridges appear to require that bridge rail heights be approximately 42 inches or greater in order for the fall hazard to be considered mitigated, and

WHEREAS, If the bridge rail height is less than 42 inches, OSHA regulations appear to be interpreted that highway workers must stay at least 6 feet away from the rail or mitigate the fall hazard, and

WHEREAS, OSHA fall protection regulations appear to be written around vertical construction activities and do not appear to take into account the multitude and complexity of issues surrounding work on existing bridges including the hazards presented by live traffic in work zones, and

WHEREAS, Every state agency has a multitude of bridge-related maintenance, inspection and construction activities that occur on a daily basis that are non-static and short duration in nature and require employees to work along and across bridges and be closer than 6 feet to the rail, and

WHEREAS, Examples of non-static, short duration activities include, but are not limited to, bridge inspection, river/channel assessments, pavement condition inspection, bridge joint inspection, scupper cleaning, debris removal and cleanup, incident response activities (often in conjunction with law enforcement), accident clean up, catch basin cleaning, bridge cleaning, sweeping, minor pothole patching/crack sealing, vegetation control, asphalt paving and chip seal construction and inspection, and general access and egress across a bridge, and

WHEREAS, Several states are being directed by their respective Department of Labor and Industries (or similar) to ensure that fall protection is provided for non-static short duration type of activities described above on existing structures that have rail heights less than 42 inches, and

WHEREAS, The cost to retrofit the rail height of the hundreds of thousands of existing bridges around the country that have rail heights less than 42 inches would be significant, and

WHEREAS, Employee injury statistics from virtually every DOT clearly indicate that accidents associated with employees involved in traffic-related work zone accidents far exceed fall from height accidents, and

WHEREAS, Unlike static bridge operations, it is not clear how fall protection could otherwise be provided for non-static short duration activities without unduly increasing the risks associated with exposure to live traffic and the fall hazard; and

WHEREAS, Performance measures are a key component to effectively manage toward a Program objectives, and

WHEREAS, Employee injury statistics associated with current AASHTO/FHWA bridge standard are nearly zero incidents; now therefore be it

RESOLVED, That the Board of Directors request that AASHTO convene a team from OSHA, FHWA, AASHTO Subcommittees as appropriate (e.g. Bridges and Structures, Construction, Design, and Traffic Operations), as well as representation from member states to address the interpretation of current fall protection regulations as they relate to existing bridges and non-static short duration maintenance, inspection and construction activities and determine the most appropriate approach moving forward; and, therefore be it further

RESOLVED, That the results of the team be published and then distributed consistently across the national transportation system.

RESOLUTION 14-07
AASHTO SUBCOMMITTEE ON MAINTENANCE
INVITE THE NORTH AMERICAN ASSOCIATION OF TRANSPORTATION SAFETY
AND HEALTH OFFICIALS TO 2015 SCOM MEETING

WHEREAS, the safety of highway workers is of paramount importance to every state highway transportation agency; and

WHEREAS, State agency personnel must be knowledgeable and trained in safety to reduce the overall safety risk to our employees in a dangerous work environment; and

WHEREAS, the North American Association of Transportation Safety & Health Officials (NAATSHO) is dedicated to education, dissemination of information, increased public understanding, and promotion of safety and health practices, laws and programs for transportation industry workers; and

WHEREAS, NAATSHO objectives are the advancement of fundamental knowledge within the transportation industry, basic qualities and physical laws governing its interaction with citizens and workers within all aspects of transportation; and

WHEREAS, NAATSHO objectives are the strengthening and building of alliances with organizations incorporating members of all professions dedicated to the preservation and enhancement of transportation worker health and safety; and

WHEREAS, A NAATSHO objective is the improvement of the professional status of personnel engaged in all aspects of protecting and improving transportation worker health and safety; and

WHEREAS, every state agency has a multitude employees involved daily performing the maintenance and repair of highway features in dangerous conditions; and

WHEREAS, every state agency has the need to preserve and enhance the safety of every transportation worker; and

WHEREAS, AASHTO desires to strengthen and build alliances with organizations dedicated to the preservation and enhancement of transportation worker health and safety; and

NOW THEREFORE BE IT RESOLVED, That the AASHTO Subcommittee on Maintenance invites the NAATSHO Board of Directors, and all members, to meet jointly with AASHTO SCOM at their annual meeting in 2015 ; and be it further

RESOLVED, that all NAATSHO members are invited to fully participate in all technical session for the purpose of building a partnership to improve the knowledge and safety of transportation workers in all states.

July 31, 2014

Charleston, West Virginia

Submitted by:

AASHTO Subcommittee on Maintenance