

STANDING COMMITTEE ON HIGHWAYS – SUBCOMMITTEE ON MAINTENANCE
Proposed Policy Resolution Title:
Continuing Concerns Regarding Raising Truck Weight and Size Limits

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 the America's transportation infrastructure assets, and

WHEREAS, The AASHTO highway subcommittee on maintenance has previously expressed concerns on this topic, however there are continuing efforts by self-interested groups to raise the truck weight and size limits, thereby warranting this additional resolution, and

WHEREAS, America's four million mile highway network and six hundred thousand bridges represents an investment of over \$2 trillion dollars, and

WHEREAS, The economic vitality, security interests, and mobility of the nation depends on this highway network, and

WHEREAS, Protecting this investment is the highest priority of the maintenance community, and

WHEREAS, the many of our existing roads and bridges were not designed and constructed to handle the current truck traffic loads which are being placed upon them, and increasing the allowable loadings and sizes of trucks on the nations highways and bridges will risk the ability of the system to function into the future, and

WHEREAS, Increasing the truck weight limits may cause an exponential increase in the rate of deterioration of our nation's pavements and bridges thereby shortening the useful service life of these pavements and structures, and

WHEREAS, Increasing the truck weight limits will place an increasing financial burden on our nations taxpayers, our member departments, and individual users of these public facilities as our existing infrastructure conditions decline, and

WHEREAS, Increasing the truck weight limits will require additional pavement thickness and structural reinforcements or complete structure reconstruction to safely carry the additional truck loadings, thereby increasing the environmental impacts and carbon footprints of the existing transportation facilities, and

WHEREAS, Increasing the truck weight and size limits presents a safety concern for our nations highways and bridges, and may compromise the safety of our nation's bridges and the public that travels over them, and

WHEREAS, Increasing the loading on our nations bridges will require additional structural engineering analysis on all existing structures to determine their safe load carrying capacities, and may result in many of the structures being posted with new weight restrictions, alternative truck routing, and large local economic impacts, and

WHEREAS, Increasing the size and lengths of trucks will impact the necessity of truck routing and distribution schemes within many State and Local jurisdictions, As well as increasing the number of restricted bridges, and

WHEREAS, Increasing the truck weight and size limits will create additional strains on the already under-funded maintenance budgets of the Departments of Transportation in most States; now, therefore be it

RESOLVED, The AASHTO Highway Subcommittee on Maintenance expresses our concern regarding proposals to increase the truck weight and size limits on our nation's existing roads and bridges; be it further

RESOLVED, The AASHTO Highway Subcommittee on Maintenance requests that the AASHTO Highways Subcommittee on Bridges and Structures, AASHTO Committee on Highways, and the AASHTO Board of Directors support this resolution and direct AASHTO staff in the development of informational brochures and other media in order to explain the damaging impacts of increasing truck weights and sizes on both the physical infrastructure and the DOT budgets, and the associated safety impacts; be it further

RESOLVED, The AASHTO Highway Subcommittee on Maintenance requests that the AASHTO Standing Committee on Highways and the AASHTO Board of Directors urge that any proposed increases in the truck weight and size limits contain appropriate and equal mitigation measures and resources to ensure the protection of our existing infrastructure assets from the additional loading damages and other impacts.

STANDING COMMITTEE ON HIGHWAYS – SUBCOMMITTEE ON MAINTENANCE
Proposed Policy Resolution Title:
Voluntary SICOP Assessment to Develop a Computer Based Training Program

WHEREAS, Administrative Resolution AR3-94 approved by the AASHTO Board of Directors on November 13, 1994 provided for the establishment of a Winter Maintenance Program; and

WHEREAS, The Standing Committee on Highways was to provide oversight of the Program and was given authority to establish and manage the AASHTO Snow and Ice Control Pooled Fund Cooperative Program (SICOP), and

WHEREAS, The Winter Maintenance Program working through the AASHTO Winter Maintenance Technical Service Program (WMTSP) has developed a four year WMTSP Program for the years 2010-2013 (Attachment A) that emphasizes the need to develop and promote performance management and performance measurement, and

WHEREAS, The four year WMTSP 2010-2013 calls for the development of a SICOP performance management computer based training (CBT) course that will provide foundational education and implementation guidance for highway transportation agencies, and

WHEREAS, Financial support for SICOP projects are to be voluntarily provided with public sector funds, and

WHEREAS, The cost for developing the proposed CBT is estimated to be \$40,000 to \$50,000, and

WHEREAS, It is anticipated that 20 to 25 of the snow-belt state DOTs will financially be able to support the project, therefore, be it

RESOLVED, That the AASHTO Highway Subcommittee on Maintenance requests the Standing Committee on Highways to ask member Departments, NACE and APWA for a voluntary assessment of \$2,000 each to support the development of the performance measures and performance management CBT; and be it

RESOLVED, Requests that the Standing Committee on Highways request that the AASHTO Board of Directors approve the continuance of this computer based training program.

**STANDING COMMITTEE ON HIGHWAYS – SUBCOMMITTEE ON MAINTENANCE
Winter Maintenance Technical Service Program (WMTSP)**

Proposed Four Year Program (2010-2013)

2010

Support the new mission and vision of the AASHTO Highway Subcommittee on Maintenance by providing to the winter maintenance workforce: 1) effective and efficient training programs and technology transfer processes; 2) exposure to the latest innovations in equipment, materials, and operational/managerial techniques, and; 3) best method practices, that will improve winter operations "...to preserve and maintain a healthy and reliable highway infrastructure that meets the performance expectations of its customers" by performing the following:

- **Develop and promote performance management & performance measurement**
 - Promote activities by related groups that support performance measurement
 - Develop a performance management computer based training course that will provide foundational education and implementation guidance
 - Evaluate material in the NCHRP 6-17 project, "Performance Measures for Snow and Ice Control Operations" for inclusion in a new CBT
 - Evaluate material in NCHRP Synthesis 389, "Performance-Based Contracting for Maintenance", published in June 2009 for inclusion in a new CBT
 - Evaluate best method practices from the 2009 US Domestic Scan *Best Practices in Winter Maintenance* for inclusion into the CBT
 - Develop metrics to assess the effectiveness of the WMTSP in educating and promoting performance management in winter operations
 - Work with related groups to determine how the activities listed above improve the safety and reliability of the highway system
 - Investigate methods to determine how the cultural, environmental and economic aspects of sustainability should be incorporated into performance management and performance measurement.
- **Promote comprehensive training and professional development** for winter maintenance personnel with Computer-Based Training Programs:
 - Anti-icing/Road Weather Information Systems Computer Based Training
 - Monitor state and local government snow and ice control practices and research programs for material to update Anti-icing/RWIS Version 2 CBT that was distributed on July 9, 2007.
 - Evaluate completed NCHRP winter maintenance research projects for either updating the existing CBT or producing a separate CBT to achieve technology transfer.
 - Work with state DOTs on refining CBTs for use in an interactive computerized classroom.
 - Maintenance Operations Training (Five CBTs developed in collaboration with the Clear Roads Consortium).
 - Obtain user feedback on their successes and problems in implementing the "Equipment Maintenance", "Proper Plowing Techniques", "Deicing", "Blowing Snow Mitigation", and "Winter Maintenance Management" CBTs distributed in 2007 and 2008. Investigate ways to improve this method of training delivery to state and local governments.
 - Evaluate completed NCHRP winter maintenance research projects for either updating the existing CBTs or producing a separate CBT to achieve technology transfer.
 - Work with state DOTs on refining CBTs for use in an interactive computerized classroom.
 - Evaluate technical papers presented at TRB's 88th Annual Meeting held January 11-15, 2009 and the 4th National Conference on Surface Transportation Weather and the 7th International Symposium on Snow Removal and Ice Control Technology held June 16-19, 2008, and also the 12th AASHTO-TRB Maintenance Management Conference held July 19-23, 2009 for material that should be used in future revisions of the above Computer Base Training modules or in developing new CBTs.

- **Promote technology transfer:**

- Provide technical program development and logistical support for the 14th Eastern Snow Expo (August 26-27, 2009 in Madison, Wisconsin)
 - Recruit future host State DOTs
 - Arrange and contract for facilities
 - Assist with technical program development
 - Provide other assistance as required by the AASHTO, Program Director for Engineering
- Provide continuing technology transfer and research support for the 2009 National Winter Maintenance Peer Exchange being held August 25-26, 2009 in Madison, Wisconsin.
 - Work with FHWA, TRB, Aurora, Clear Roads and Pacific Northwest Snowfighters in identifying research and technology gaps
 - Insure research needs and technology gaps are submitted to appropriate groups or agencies for action and assist with appropriate technology transfer methods
 - Assist with program development and contract support for lodging and meeting facilities.
 - Maintain the National Winter Maintenance Peer Exchange website in cooperation with the Western Transportation Institute and update Research Needs Spreadsheet and “Progress Scorecard” as needed.
- Provide logistical and technical program development support for the World Road Association (formerly PIARC) 13th Winter Road Congress, February 8-11, 2010, Quebec City. Present technical papers written by WMTSP members.
- Investigate the feasibility of developing a WIKI site for sharing of individual winter maintenance research efforts underway
- Evaluate NCHRP 6-17, *Performance Measures for Snow and Ice Control Operations*, NCHRP Synthesis 389 *Performance-Based Contracting for Maintenance*, and NCHRP 20-68A US Domestic Scan *Best Practices in Winter Maintenance* to identify best method practices for posting on the AASHTO Center for Excellence website.
- Assist the FHWA Road Weather Management Program (RWMP) with technology transfer, implementation, and performance measures for:
 - Clarus
 - Participate in the 7th Clarus Initiative Coordinating Committee meeting (September 14-15, 2009)
 - Monitor progress and performance in the Multi-state Regional Demonstrations and assist whenever possible and appropriate
 - Encourage development of multi-agency partnerships
 - Promote Clarus successes by writing and presenting technical papers at conferences and workshops
 - MDSS
 - Participate in the 11th MDSS Stakeholders Meeting (September 16-17, 2009)
 - Evaluate needs to assist FHWA to deepen the science and improve the performance of MDSS.
 - Liaison with the Pooled Fund MDSS group and AASHTO TIG
 - Promote the implementation of MDSS to state and local agencies.
 - Monitor performance of MDSS in state and local agencies where MDSS has been implemented
 - Promote MDSS successes by writing and presenting technical papers at conferences and workshops
 - MODSS
 - Participate in MODSS Stakeholders Meetings
 - Assist with identifying barriers or technology issues and how to overcome these shortfalls
 - Promote MODSS success by writing and presenting technical papers at conferences and workshops

- **Promote Winter Maintenance International and Domestic Best Method Practices Scan:**
 - Collaborate with SSOM to organize and evaluate best method practices for winter maintenance operations (operations, equipment, and material selection, storage, blending, performance, etc.) and IntelliDrive™ for potential sites to conduct international and domestic technology scans.
 - Develop Winter Maintenance Best Practices Speakers Bureau to make presentations at national, state and local winter conferences and snow roadeos
- **Promote research and development:**
 - Collaborate with Aurora and Clear Roads Consortiums, FHWA, APWA, NACE, PNS, LTAP, and TRB's Winter Maintenance Committee and the newly formed Surface Transportation Weather Committee to shape the various research efforts to insure it meets the needs of the winter maintenance community.
 - Collaborate with NOAA's Office of the Federal Coordinator for Meteorology (OFCM) and FHWA's Weather Team to explore partnering opportunities for the purpose of building synergy with weather products between transportation sectors.
- **Provide technical assistance to:**
 - State DOTs
 - Maintain contact with research consortiums, state DOT research programs, and TRB to stay current with research underway, proposed or identified in unfunded research problem statements associated with winter maintenance.
 - Assist in locating experienced operational problem solvers
 - SICOP List-serve
 - Archive message strings
 - Develop a Speaker Resource Bank
 - Local Agencies and LTAP
 - Assist by locating experts in their problem areas
 - Develop a Speaker Resource Bank
 - NCHRP
 - Provide technical assistance in maintaining best method practices on AASHTO Center for Excellence website following guidance in NCHRP 25-25(4)
 - Maintain a listing on the SICOP website of AVL and FAST users to keep the findings of NCHRP 20-07(200), *Synthesis of Vehicle Based Winter Maintenance Technologies* current.

2011-2013

- Promote implementation of performance management & performance measurement
 - Promote activities by related groups that support performance measurement
 - Deploy and encourage state and local agencies to use the AASHTO performance management computer based training course material developed in 2010
 - Develop metrics to assess the effectiveness of the WMTSP in educating and promoting performance management in winter operations
 - Work with related groups to determine how the activities listed above improve the safety and reliability of the highway system
 - Promote the incorporation of the cultural, environmental and economic aspects of sustainability into performance management and performance measurement
- Promote comprehensive training and professional development for winter maintenance personnel:
 - Anti-icing/Road Weather Information Systems Computer Based Training
 - Update as required to educate winter maintenance personnel on new materials, methods and equipment
 - Evaluate completed NCHRP winter maintenance research for either updating existing CBTs or producing a separate CBT to achieve technology transfer
 - Winter Operations Computer Based Training
 - Work with Aurora to assist them with technology transfer for completed RWIS research
 - Work with Clear Roads to assist them with technology transfer for operations training needs
 - Work with APWA on establishing equipment operator certification programs

- Performance Management Computer Based Training (finish development and implementation)
 - Identify Unmet Maintenance Training Needs and Develop Appropriate Training Programs
- Promote technology transfer:
 - Provide support for Eastern Snow Expos
 - Promote technology transfer for practice ready papers from PIARC 2010, TRB, and other appropriate sources
 - Provide support for FHWA Road Weather Management Program
 - Assist the FHWA with technology transfer and implementation support for:
 - Clarus
 - MDSS
 - MODSS
- Provide technical assistance to:
 - State DOTs
 - Maintain SICOP website and List-Serve
 - Provide message archiving
 - Offer Speaker Bureau assistance
 - Local Agencies and LTAP
 - Maintain SICOP website and List-Serve
 - Provide message archiving
 - Offer Speaker Bureau assistance
 - NCHRP
 - Provide technical assistance in maintaining best method practices following the guidance from NCHRP 25-25(4)
 - Evaluate completed research and develop appropriate technology transfer methods
- Promote research and development:
 - Follow up on the progress being made on research needs and technology gaps identified in the 2007 National Winter Maintenance Peer Exchange Final Report, <http://www.wti.montana.edu/TechnologyTransfer/2007PeerExchange.aspx>. and other research needs or technology transfer needs identified in the 2009 Peer Exchange
 - Collaborate with Aurora and Clear Roads Consortiums, APWA, NACE, PNS, LTAP, and TRB's Winter Maintenance Committee and the Surface Transportation Weather Task Force to shape the research effort to insure it meets the winter maintenance community needs.
 - Participate with PIARC B-5 Winter Services Committee by coordinating U.S. participation in topics that overlap strategic agenda items for Clear Roads, Aurora, SICOP and other projects.
- Collaborate with SSOM to organize and conduct ITS and Winter Maintenance Domestic and International Technology Scans as deemed appropriate.
 - Best method practices in selected state DOTs and local governments in US
 - Best method practices in salt management and outsourcing in Canada and other countries in the World

DRAFT dated July 19, 2009

STANDING COMMITTEE ON HIGHWAYS – SUBCOMMITTEE ON MAINTENANCE
Proposed Policy Resolution Title:
Guide Document for the Use of HBP Funds for
Preventive Maintenance

WHEREAS, SAFETEA-LU 23 U.S.C. 144(d) made States eligible to use Federal Highway Bridge Program (HBP) funds for bridge preventive maintenance (PM); and

WHEREAS, Preventive maintenance is the most efficient and effective strategy to extend service life and ensure safe operation of the nation's highway bridges; and

WHEREAS, The lack of promulgated federal guidelines has lead to inconsistencies across the nation among member states ability to gain approval to use HBP fund for their PM program by demonstrating a systematic process; and

WHEREAS, Draft guidelines and supporting documents are available including recommendations of the 2009 FHWA Domestic Scan on Best Practices in Bridge Management Decision-Making; and therefore be it

RESOLVED, That AASHTO Highways Subcommittee on Maintenance will work with FHWA to develop guidelines outlining the criteria and process for the timely approval to use HBP funds for preventive maintenance; and be it

RESOLVED, The Subcommittee on Maintenance ask that the AASHTO Standing Committee on Highways support the development of a Guide Document for the Use of HBP Funds for Preventive Maintenance.

HIGHWAYS SUBCOMMITTEE ON MAINTENANCE

Proposed Policy Resolution Title:

Encourage the Establishment of a Public Information Effort to Publicize the Needs and Benefits of Protecting and Preserving America's Infrastructure Investment

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 the America's transportation infrastructure assets, and

WHEREAS, America's four million mile highway network represents an investment of over \$2.0 trillion dollars, and

WHEREAS, The economic vitality, security interests, and mobility of the nation depends on this transportation highway network, and

WHEREAS, The highway network requires special attention to protect America's infrastructure investment, and

WHEREAS, Protecting this investment is the highest priority of the maintenance community, and

WHEREAS, It is widely acknowledged that system preservation practices extend infrastructure service life, improve performance, enhance safety and meet motorist expectations.

WHEREAS, This resolution was originally submitted in 2004, and resubmitted in 2005, 2006, AND 2008 with a recommendation for approval by this committee, and

WHEREAS, The urgency for a public education effort explaining America's need to protect and preserve our nation's investment in the transportation infrastructure is continuing to increase; now, therefore be it

RESOLVED, The AASHTO Highway Subcommittee on Maintenance requests that the Standing Committee on Highways support the establishment of an AASHTO public information effort explaining the relationship between roadway condition and the dollars needed to protect the infrastructure and touting the needs and benefits of protecting America's investment through timely preservation of roads, bridges and other transportation assets; and be it further

RESOLVED, That this effort includes written brochures and handouts demonstrating infrastructure conditions through words and pictures that can be distributed by member departments to various audiences; and be it

RESOLVED, Additional educational materials to be developed for distribution would include items sample brochures for specific preservation projects to individual citizens, sample press releases for member departments, and short public service announcements and scripts for both radio and television stations in the various states; and be it

RESOLVED, The AASHTO Standing Committee on Highways support and request that the AASHTO Board of Directors approve this effort.

HIGHWAYS SUBCOMMITTEE ON MAINTENANCE

Proposed Policy Resolution Title:

Encourage the Establishment of Dedicated Funding to Preserve America's Investment in the Highway Infrastructure

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 the America's transportation infrastructure assets, and

WHEREAS, America's four million mile highway network represents an investment of over \$2.0 trillion dollars, and

WHEREAS, AASHTO has recognized and acknowledged that the economic vitality, security interests, and mobility of the nation greatly depends on the highway network in recent testimony supporting the new Federal authorization, and

WHEREAS, AASHTO has acknowledged that system preservation practices are cost-effective, extend infrastructure service life, improve performance, enhance safety and meet motorist expectations, and in recent testimony has stated that system preservation is AASHTO's top priority in the new Federal authorization, and

WHEREAS, Protecting this investment is the highest priority of the maintenance community, and

WHEREAS, Many member States have recently adopted "Fix-It-First" or similar strategies to help assure that the existing infrastructure assets are properly managed and maintained in good condition, and

WHEREAS, It is the first obligation of good public managers to take good care of the existing assets that have been entrusted to their care, and

WHEREAS, In order to successfully manage our nation's existing infrastructure assets to achieve their full economic benefit to society, adequate and reliable financial resources must be provided to the public managers to properly do their jobs, and

WHEREAS, Deferring maintenance on these assets or other improper management decisions or techniques leads to a decline in the value of the assets and much greater costs to society and individual agencies to restore these assets to good condition in the future; now, therefore be it

RESOLVED, The AASHTO Highway Subcommittee on Maintenance requests that the Standing Committee on Highways support and request that the AASHTO Board of Directors approve the establishment of formal funding policy guidance documents for all public agencies that includes dedicated funding to protect American's infrastructure investments through timely preservation of roads, bridges and other transportation assets.