

AASHTO Highway Subcommittee on Maintenance
PPR: Support the Development of a Pilot Certification Program for Pavement Preservation

WHEREAS, the AASHTO Highway Subcommittee on Maintenance has recognized the tremendous value of cost-effective pavement preservation programs to extend pavement life, enhance safety, and meet motorist expectations; and

WHEREAS, protecting the highway investment is the highest priority of the maintenance community, and

WHEREAS, pavement preservation treatments are currently utilized by local, state, Federal highway agencies; and

WHEREAS, pavement preservation treatments are commonly placed utilizing contracts that are under the control of the State Construction Engineer; and

WHEREAS, it is desired to improve the quality and consistency of all pavement preservation treatments to achieve higher levels of performance, predictability, and effectiveness; and

WHEREAS, the hot-mix asphalt industry and the concrete pavement industry have developed a number of certification programs in the various states and nationally, and

WHEREAS, the AASHTO Highway Subcommittee on Maintenance desires to provide support and encouragement to develop pilot certification programs for pavement preservation;

THEREFORE, BE IT RESOLVED that the AASHTO Highway Subcommittee on Maintenance requests that Subcommittee on Construction identify two individuals to work with two individuals from the Subcommittee on Maintenance and others as appropriate to pursue the development of a pavement preservation pilot certification program that may be utilized by Member departments.

Approved by Maintenance on September 24, 2010

Approved by SCOH on October 22, 2010 by eBallot

42 out of 52 voted affirmative

0 out of 52 voted negative with comments (attached)

10 out of 52 did not vote

Comment: Should the JTCOP and SOM be included in this? (ND)

AASHTO Highway Subcommittee on Maintenance
PPR: Revision to Existing Federal Law on Commercialization or Privatization of Rest Areas on the National High System (NHS)

WHEREAS, Highway rests areas are of great benefit to all users of the highway system, and

WHEREAS, Highway rests areas require significant resources to maintain but generate no revenue, and

WHEREAS, The current weakened economy and a decline in transportation revenues across most states has forced many transportation agencies to reduce expenditures in highway maintenance programs, including the closing of some rest areas, and

WHEREAS, Current federal law prohibits states with post-1956 interstates from privatizing or commercializing rest areas on those routes, and

WHEREAS, Allowing the commercialization or privatization of rest areas would provide states a viable option for providing this much-needed service in the face of challenging economic times,

BE IT HEREBY RESOLVED, That the Subcommittee on Maintenance requests that AASHTO support a revision to existing federal law that would allow states to pursue the commercialization or privatization of rest areas on the National Highway System where this is a practical option.

Approved by Maintenance on September 24, 2010

Approved by SCOH on October 22, 2010 by eBallot

38 out of 52 voted affirmative

3 out of 52 voted negative with comments (attached)

11 out of 52 did not vote

AASHTO Highway Subcommittee on Maintenance
PPR: Voluntary SICOP One-Time Assessment to Support the Conversion of AI/RWIS CBT to an Internet Browser Format

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 that emphasizes the need to promote comprehensive training and professional development for winter maintenance personnel with Computer-Based Training Programs, and

WHEREAS, The first of those CBTs were designed in 2002 and distributed in 2003, at a time when high-speed Internet connections were not widely available and web deployment would have meant limiting the type and quality of media (photographs, video, narration, etc.) in the course, and

WHEREAS, Today, high-speed Internet connections are common place and development tools and media formats have evolved to permit more efficient transmission of media-rich applications on the Internet, and

WHEREAS, SCORM-compliance is a globally recognized online training administration standard and many agencies are now implementing SCORM-compliant learning management systems (LMS), and

WHEREAS, Several state DOTs have requested the eight CBTs suites be made SCORM-compliant so they could install the CBTs on their own LMS, and

WHEREAS, The cost for conversion of the AI/RWIS CBT to an Internet Browser Format and making the eight CBTs SCORM-compliant is estimated to be \$170,000, and

WHEREAS, The Clear Roads Consortium has approved \$25,000 and the Aurora Consortium has approved \$50,000 for the proposed project,

THEREFORE, BE IT RESOLVED That the AASHTO Highway Subcommittee on Maintenance requests the Standing Committee on Highways approve, and forward on to the Board of Directors for final approval, to ask member Departments, NACE and APWA for a voluntary, one-time assessment of \$3,750 each to support the conversion of the AI/RWIS CBT to an Internet Browser Format and make all eight CBTs SCORM-complaint.

Approved by SCOH on **October 22, 2010 by eBallot**
35 out of 52 voted affirmative
2 out of 52 voted negative with comments (attached)
15 out of 52 did not vote

AASHTO Highway Subcommittee on Maintenance
PPR: Support of The Subcommittee on Traffic Seeking Changes to the Manual On Uniform Traffic Control Devices Concerning Allowances for Engineering Judgment and the Revised Definition of a Standard

WHEREAS, the Manual on Uniform Traffic Control Devices provides a common set of traffic control devices that are easily recognized and understood, significantly increasing roadway safety and driver comfort, and

WHEREAS, significant changes were made in the December 2009 Edition removing allowance for Engineering Judgment, which creates undue liability for the member states and local agencies who adopt the Manual, and

WHEREAS, a revision to SECTION 1.A.09 eliminated the following provision “Thus, while this Manual provides Standards, Guidance, and Options for design and application of traffic control devices, this Manual should not be considered a substitute for engineering judgment”, and

WHEREAS, a revision to SECTION 1.A.13 provided that “Standard statements shall not be modified or compromised based on engineering judgment or an engineering study”, and

WHEREAS, the Highway Subcommittee on Traffic has provided expert opinion and examples of the unintended consequences of the significant changes, and is working with the FHWA to issue an amendment to the MUTCD, or another functional solution, and

NOW, THEREFORE, BE IT RESOLVED that the Highway Subcommittee on Maintenance supports the efforts by the Highway Subcommittee on Traffic in cooperation with the FHWA to revise the Manual on Uniform Traffic Control Devices to again substantiate the use of engineering judgment and engineering studies to apply where the safety and movement of road users would be improved.

Approved by Maintenance on September 24, 2010
Approved by SCOH on October 22, 2010 by eBallot
Affirmative: 40 out of 52
Negative: 0 out of 52
No Vote: 12 out of 52

AASHTO Highway Subcommittee on Maintenance

PPR: Support the Implementation of Asset Management Principles through the Supplement to the AASHTO Transportation Asset Management Guide: Volume 2 - a Focus on Implementation

WHEREAS, the AASHTO Highway Subcommittee on Maintenance recognizes the tremendous value of using Asset Management concepts and principles in managing, maintaining, and preserving the nation's highway infrastructure; and

WHEREAS, the mission of the AASHTO Highway Subcommittee on Maintenance is to provide technical and policy guidance to the member states and support to the AASHTO organization to preserve and maintain a healthy highway infrastructure that meets the performance expectations of its customers, and

WHEREAS, America's four million mile highway network and more than six hundred thousand highway bridges represents a capital investment of over \$2 trillion dollars with intrinsic value woven deep into the nation's economic vitality, security, and constitutional liberties of freedom, and

WHEREAS, the AASHTO Highway Subcommittee on Maintenance supports the concepts of performance based pavement and bridge preservation programs to extend life of these assets, enhance safety, and meet motorist expectations which are foundation concepts of Asset Management; and

WHEREAS, protecting the highway investment is the utmost importance of the maintenance community, and

WHEREAS, the "Supplement to the AASHTO Transportation Asset Management Guide: Volume 2 – A Focus on Implementation" developed under the guidance of the AASHTO Subcommittee on Asset Management, provides guidance for implementation of asset management concepts, principles, performance targets, strategies, tools, analysis methods, data collection, and application of management system information based on the framework presented in the earlier AASHTO Asset Management Guide, and

THEREFORE, BE IT RESOLVED that the AASHTO Highway Subcommittee on Maintenance supports the AASHTO Subcommittee on Asset Management in the adoption of the "Supplement to the AASHTO Transportation Asset Management Guide: Volume 2 – A Focus on Implementation" and supports the dissemination and distribution of the guide to member highway agencies and departments.

Approved by Maintenance on September 24, 2010

Approved by SCOH on October 22, 2010 by eBallot

Affirmative: 41 out of 52

Negative: 1 out of 52 (North Dakota Negative: No need for this SCOH already voted to approve it (????))

No Vote: 12 out of 2

AASHTO Highway Subcommittee on Maintenance
PPR: Continuing Concerns Regarding Raising Truck Weight and Size Limits

WHEREAS, the AASHTO Highway Subcommittee on Maintenance has previously expressed a number of concerns on the topic of raising truck weight and size limits, and

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 protecting this investment is the highest priority of the maintenance and preservation community, and

WHEREAS, America's four million mile highway network and more than six hundred thousand highway bridges represents an investment of over \$2 trillion dollars, and the economic vitality, security interests, and mobility of the nation depends on this highway network, and

WHEREAS, increasing the truck weight limits may place additional financial burdens on our nation's taxpayers, our member departments, and individual users of these public facilities as our existing infrastructure conditions decline, and

WHEREAS, 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 nation's highways and bridges will risk the ability of the system to function into the future, and

WHEREAS, increasing the truck weight limits without major modifications to either the affected vehicles or to our existing public highway assets will 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, additional pavement thickness, structure reinforcements, and reconstruction activities that would be required to safely support heavier trucks will require additional materials and energy for their production, thereby creating additional environmental impacts and an increase in the carbon footprint of the existing transportation facilities, and

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

WHEREAS, increasing the truck 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 load posted with new weight restrictions, and may increase the need for alternative truck routing thereby resulting in 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 load restricted bridges on local routes, and

WHEREAS, increasing the truck weight and size limits will create additional strains on the already under-funded preservation and maintenance budgets of the Departments of Transportation in most States and create an additional burden on load-posted bridge and truck weight enforcement personnel.

NOW, THEREFORE BE IT RESOLVED, the AASHTO Highway Subcommittee on Maintenance expresses our on-going concern regarding proposals to increase the truck weight and size limits on our nation's existing roads and highway bridges.

BE IT FURTHER RESOLVED, the AASHTO Highway Subcommittee on Maintenance requests that the AASHTO Highways Subcommittee on Bridges and Structures, the AASHTO Highways Subcommittee on Highway Transport, the AASHTO Committee on Highways, and the AASHTO Board of Directors support this resolution to express concerns about increasing truck weight and size limitations.

BE IT FURTHER RESOLVED, the AASHTO Highway Subcommittee on Maintenance requests that the AASHTO Board of Directors direct the appropriate AASHTO Committees to collaborate with the AASHTO Subcommittee on Highway Transport to develop a uniform guideline document for use by State DOT member agencies and other affected parties regarding truck weight and size limitation considerations, uniform vehicle modification recommendations, mitigation techniques for the issues described in this resolution, uniform cost allocation recommendations, and uniform enforcement recommendations to help prevent unnecessary damage to our existing highway and bridge infrastructure, and to further explain the damaging impacts of increasing truck weights and sizes on both the physical infrastructure and the DOT budgets, the associated safety risks to the motoring public, and the complete environmental consequences of increasing allowable weights and sizes of trucks.

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

Approved by Maintenance on September 24, 2010
Approved by SCOH on October 22, 2010 by eBallot
Affirmative: 37 out of 52
Negative: 5 out of 52
No Vote: 10 out of 52

Policy Resolution PR-8-10
Title: Addressing Issues Arising from Possible Changes in Federal Law
Relating to Truck Size and Weight

WHEREAS, Reauthorization policy approved by the Board of Directors of the American Association of State Highway and Transportation Officials addresses the current national limit of 80,000 pounds gross vehicle weight (GVW) on Interstate highways as follows:

“States, in collaboration with the freight transportation industry and the federal government, should investigate the feasibility of regional adjustments in truck size and weight in particular corridors that demonstrate important economic benefits and meet safety, pavement/bridge impact and financing criteria”; and

WHEREAS, Industry, shippers, and carriers have proposed increases in federal weight limits on Interstate highways with a focus on 97,000 pounds GVW on six axles, to be approved either nationally or as a state option; and

WHEREAS, There are multiple bills that have been introduced in Congress that would either: (1) allow for increasing truck weight on Interstate highways; (2) maintain, strengthen, and expand the current 80,000-pound ceiling to the entire National Highway System; or, (3) provide exceptions to the federal ceiling for an individual state; and

WHEREAS, Two states requested and received authority in the FY 2010 federal transportation appropriations law to conduct pilots allowing trucks up to 100,000 pounds GVW on their Interstate highways with reports to be submitted to Congress by the Federal Highway Administration; and

WHEREAS, In recent years a number of states have conducted comprehensive assessments of the effects of possible changes in truck size and weight, including infrastructure, safety, finance, and economic impacts; and

WHEREAS, The Transportation Research Board (TRB) has, over several decades, issued a series of general reports on truck size and weight and a number of reports focused in specific areas related to truck size and weight, including infrastructure, safety, and traffic; and

WHEREAS, At the request of the Standing Committee on Highways (SCOH), an NCHRP 20-7 project has been initiated to produce “a brief, well-organized summary/directory of significant research relating to truck size and weight for use by those involved in considering possible changes in laws setting limits on commercial vehicle weights and dimensions”; and

WHEREAS, The SCOH Subcommittee on Highway Transport, which has truck size and weight issues as part of its charge, has had ongoing meetings with industry representatives and with federal government officials pursuant to the Board policy to discuss possible legislative proposals for changes in size and weight law in the next authorization and how to assess their impact on highway facilities, operations, safety and resources; and

WHEREAS, The SCOH Subcommittee on Maintenance, as part of its charge, has expressed concerns regarding the cost impacts of possible increases in truck weight and size; and

WHEREAS, The SCOH Subcommittee on Materials has expressed the importance of freight movement as essential to the nation's economy and security, and the need to assess the infrastructure costs and economic benefits of changes to national truck size and weight laws in the context of a robust national freight policy; and

WHEREAS, The Special Committee on Intermodal Transportation and Economic Expansion has recommended "that steps be taken to guarantee that the movement of freight on highways is as efficient and productive as possible and has called for an assessment of alternatives, including costs and benefits of adjustments in truck size and weight limits as it relates to an overall productive highway goal.

NOW, THEREFORE BE IT RESOLVED THAT, The Standing Committee on Highways requests the AASHTO Board of Directors to establish a Truck Size and Weight Working Group to coordinate the effort needed to: (1) develop recommendations to carry out existing AASHTO policy; (2) develop additional policy recommendations as deemed necessary; and (3) develop the capacity needed by AASHTO and member state DOTs to assess and respond to proposals for changes in truck size and weight laws; and

BE IT FURTHER RESOLVED THAT, The Truck Size and Weight Working Group shall be composed of representatives of the AASHTO Committees and Subcommittees cited above and others whose charges establish a significant responsibility related to truck size and weight issues, and shall be coordinated and directed through the SCOH Subcommittee on Highway Transport.