

AASHTO HIGHWAY SUBCOMMITTEE ON MAINTENANCE
PPR TITLE: SUPPORT OF REST AREA CONFERENCE

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, Management and maintenance of highway rest areas has become an area of increased concern for transportation agencies, and

WHEREAS, Rest areas provide essential services to drivers in terms of safety, comfort, and alertness, and

WHEREAS, Budgets for operation of rest areas have been affected by the current economy, often resulting in their closure or restriction of hours, and NOW, THEREFORE BE IT

RESOLVED, The AASHTO Highway Subcommittee on Maintenance supports the annual Rest Area Conference, and will coordinate technical and policy discussions so that the objectives of both groups can be advanced BE IT FURTHER

RESOLVED, The AASHTO Highway Subcommittee on Maintenance Annual Meeting and the Rest Area Conference should periodically be held concurrently so that the two groups can better exchange ideas and foster interest in mutual programs.

AASHTO HIGHWAY SUBCOMMITTEE ON MAINTENANCE
PPR TITLE: SUPPORT TRANSPORTATION CURRICULUM COORDINATION COUNCIL (TCCC)

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, Construction quality and long term infrastructure performance depend upon a well trained and qualified workforce, and

WHEREAS, The Transportation Curriculum Coordination Council (TCCC) is a partnership between the Federal Highway Administration, State Departments of Transportation, and the highway transportation industry to support training and certification of the technical workforce in construction, materials, and maintenance, and

WHEREAS, The TCCC mission, as chartered by AASHTO, includes development of training courses targeted to industry best practices within these transportation disciplines, and

WHEREAS, Workforce development is a key focus area within the Subcommittee on Maintenance's technical working groups, and

WHEREAS, AASHTO members and affiliated transportation associations have benefited from the instructor led, web conference, and web-based courses developed by the TCCC, and

WHEREAS, AASHTO members and affiliated transportation associations have substantially reduced training expenditures by taking advantage of the more than 70 free web-based courses developed and another 12 in production, and

WHEREAS, Since it's founding in 2000, the TCCC has provided the following benefits to the transportation industry:

- Improved technical skills and capabilities of all transportation partners providing a quality construction and maintenance program
- Support for succession planning by providing continuity between retiring and future workforces
- Enhanced professionalism and productivity through training
- Saved resources through reduced duplication of course development nationwide
- Expedited course development and delivery processes
- Flexible delivery of workforce training at reduced cost
- Clearinghouse for new course development focused on the greatest national needs
- Shared training course materials between AASHTO member transportation associations
- Better resource sharing through coordination with the National Highway Institute (NHI), Local Transportation Assistance Program (LTAP), the National Transportation Training Directors (NTTD) and various industry associations, and

WHEREAS, The TCCC efforts and products have been supported through state contributions to pooled fund TPF-5(209) as well as contributions from FHWA program offices and NHI, and

WHEREAS, The existence and continued success of the TCCC depends upon renewed, sustainable levels of support by AASHTO members and its partners now, therefore, be it

RESOLVED That the AASHTO Subcommittee on Maintenance recognizes the vital TCCC contributions to date and the need to continue its mission, and be it further

RESOLVED That the AASHTO Subcommittee on Maintenance will continue to provide guidance through representation to the TCCC, and be it further

RESOLVED That the AASHTO Subcommittee on Maintenance request the AASHTO Board of Directors to encourage member departments to contribute to the TCCC pooled fund.

AASHTO HIGHWAY SUBCOMMITTEE ON MAINTENANCE
PPR TITLE: ADOPTION OF AN AASHTO BRIDGE PRESERVATION DEFINITION

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, The AASHTO Highway Subcommittee on Maintenance, Bridge Task Force began work on a bridge preservation definition in 2007, and

WHEREAS, The FHWA Bridge Preservation Expert Task Group further developed and approved a bridge preservation definition with commentary, and

WHEREAS, The AASHTO Highway Subcommittee on Bridges and Structures, T-9 Bridge Preservation technical committee unanimously approved without change the bridge preservation definition along with commentary (see attached document) at their 2011 annual meeting, and

WHEREAS, The AASHTO Highway Subcommittee on Bridges and Structures, unanimously approved without change the bridge preservation definition along with commentary (see attached document) at their 2011 annual meeting, and

WHEREAS, The AASHTO TSP2 Southeast, Northeast, Midwest and Western Bridge Preservation Partnerships approved the bridge preservation definition with commentary, and

WHEREAS, The AASHTO Highway Subcommittee on Maintenance, Bridge Technical Working Group unanimously approved the bridge preservation definition with commentary, and

WHEREAS, The AASHTO Highway Subcommittee on Maintenance, Bridge Technical Working Group considers the commentary an integral part that clarifies the definition of bridge preservation and was vital to gaining the support of all the stakeholders, and now, therefore be it

RESOLVED, The AASHTO Highway Subcommittee on Maintenance expresses support for and adoption of the bridge preservation definition along with commentary. be it further

RESOLVED, The AASHTO Highway Subcommittee on Maintenance requests that the AASHTO Standing Committee on Highways and the AASHTO Board of Directors adopt the bridge preservation definition along with commentary; and be it further

RESOLVED, The definition with commentary be included in the next update to the AASHTO Maintenance Manual.

Attachment: *Definition of Bridge Preservation with Commentary*

DEFINITION OF BRIDGE PRESERVATION WITH COMMENTARY

Bridge Preservation

Actions or strategies that prevent, delay or reduce deterioration of bridges or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their useful life. Preservation actions may be preventive or condition-driven.

Commentary:

Effective bridge preservation actions are intended to address bridges while they are still in good or fair condition and before the onset of serious deterioration.

An effective bridge preservation program:

1. employs long-term network strategies and practices that are aimed to preserve the condition of bridges and extends their useful life;
2. has sustained and adequate funding sources;
3. has adequate tools and processes to ensure that the appropriate treatments are applied at the appropriate time.

An effective bridge preservation program may include, but is not limited to, the following components:

- A. Qualifying parameters for bridge types and related conditions, i.e. bridge elements or components that are in fair to good condition such as concrete decks, coated steel elements, substructure elements in a marine environment, etc.
- B. Appropriate treatments such as cleaning, installation of deck overlays, coating of steel elements, installation of cathodic protection and prevention systems, etc.
- C. Regular needs assessment to identify, prioritize, and estimate the cost of planned work

Best practices for Bridge Preservation include:

- The method of identification of needs is uniform, specific and repeatable; and based on element level condition data.
- First level national performance measures are used to set program funding levels and second level agency specific performance measures are used to set objectives for the full range of actions (maintenance, preservation, rehabilitation, and replacement) to optimize bridge conditions.
- Prioritization process integrates agency objectives for network condition levels and individual bridge risk.
- Verification and feedback on work completed.
- A significant portion of resources determined by agency network goals are directed to preservation actions.
- Agency management champions the preservation of assets.