

**AASHTO HIGHWAYS SUBCOMMITTEE ON MAINTENANCE**  
**Proposed Policy Resolution 2008-02**  
**Title: *Concerns Regarding Raising Truck Weight and Size Limits***

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**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 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 transportation highway network, and

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

**WHEREAS**, Many of our existing roads and bridges were not designed and constructed to handle the truck traffic loads which are currently being placed upon them.

**WHEREAS**, Increasing the truck weight limits 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.

**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.

**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,

**WHEREAS**, Increasing the size and lengths of trucks will impact the necessity of truck routing and distribution schemes within many State and Local jurisdictions,

**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 its concern regarding proposals to increase the truck weight and size limits on our nation's existing roads and bridges; and further be it

**RESOLVED**, The AASHTO Highway Subcommittee on Maintenance urges 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; and further be it

**RESOLVED**, The AASHTO Highway Subcommittee on Maintenance request 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; and finally be it.

**RESOLVED**, That the Highways Subcommittee on Highway Transport extend its support at the time this proposed policy resolution is presented to the Standing Committee on Highways for approval.

**AASHTO HIGHWAYS SUBCOMMITTEE ON MAINTENANCE**  
**Proposed Policy Resolution 2008-03**

**Title: *Encourage The Establishment Of A Public Information Effort To Publicize The Needs And Benefits Of Protecting And Preserving America's Infrastructure Investment***

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**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 with a recommendation for approval by this committee, and the need for public education 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 supports the establishment of an AASHTO public information effort touting the needs and benefits of protecting American's infrastructure investment through timely preservation of roads, bridges and other transportation assets.

**AASHTO HIGHWAYS SUBCOMMITTEE ON MAINTENANCE**  
**Proposed Policy Resolution 2008-04**  
**Title: *Endorsement of FHWA Report "Transportation System Preservation Research, Development, and Implementation Roadmap"***

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**WHEREAS**, There are a significant number of roadways and bridges in the national inventory that require preservation activities to extend their useful service life;

**WHEREAS**, There are other worthwhile needs of value to the public that are competing for scarce highway funding to maintain and rehabilitate pavements and bridges to ensure reliability and safety of bridges to ensure safety and reliability of the highway network;

**WHEREAS**, The FHWA has collaborated with the AASHTO Highway Subcommittees on the Bridges, Maintenance, Materials and Research and the Planning Subcommittee on Asset Management and local agencies, industry and academia through a series of Preservation Workshops to identify and prioritize needed research areas to advance the preservation of pavements and bridges;

**WHEREAS**, The FHWA has consolidated the recommendations of the Preservation Workshops into a "Transportation System Preservation Research, Development, and Implementation Roadmap" of recommended research areas;

**WHEREAS**, The AASHTO Subcommittee on Bridges and Structures, Technical Committee for Bridge Preservation, T-9, and the AASHTO Subcommittee on Bridges and Structures, Technical Committee for Research, T-11, has reviewed the Roadmap and unanimously recommended it be supported and endorsed by the Subcommittee; now, therefore be, it

**RESOLVED**, The AASHTO Highway Subcommittee on Maintenance supports and endorses the recommendations for pavement and bridge preservation research and development contained in the "Transportation System Preservation Research, Development, and Implementation Roadmap;" and finally be it

**RESOLVED**, That the AASHTO Highway Subcommittee on Maintenance urges consideration to these identified priorities in future project requests and approvals for Research and Development (R&D) funding.

**AASHTO HIGHWAYS SUBCOMMITTEE ON MAINTENANCE**  
**Proposed Policy Resolution 2008-05**  
**Title: *Endorsement and Expansion of the***  
***Transportation System Preservation Technical Services Program***

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**WHEREAS**, The AASHTO Board of Directors approved the establishment of a Transportation System Preservation Technical Services Program (TSP-2) in 2005 to support the research, technical, and program needs of the member states in their development and implementation of preservation programs, and

**WHEREAS**, AASHTO in collaboration with the National Center for Pavement Preservation has successfully implemented said technical services program, now known as TSP-2 to assist states with their pavement preservation efforts including the establishment of regional pavement preservation partnerships, and

**WHEREAS**, There are other worthwhile needs of value to the public that are competing for scarce highway funding to maintain, preserve and rehabilitate bridges and pavement to ensure reliability and safety of the road system, and

**WHEREAS**, There are an increasing number of bridges in the national inventory that would benefit from the timely application of preservation activities to extend their useful service life in a manner similar to that being utilized for pavements in the roadway network, and

**WHEREAS**, The TSP-2 Pavement Preservation Program, including regional groups, has been very successful and could be an excellent template for expanding TSP-2 to include bridge preservation, and

**WHEREAS**, An Oversight Panel was appointed by AASHTO to guide the implementation and operation of the TSP-2 program, including representation from the AASHTO subcommittees on Bridges and Structures, Maintenance, Materials, Asset Management, Design-Joint technical Committee on Pavements, as well as members from each of the AASHTO regions, and

**WHEREAS**, The Oversight Panel has reviewed the operational needs of the TSP-2 program and recommended that the voluntary contribution be increased from \$9,500 to \$20,000 from each participating state to fund technical support staff for operation of the TSP-2 as well as regional Groups for both Bridge and Pavement Preservation, and now, therefore, be it

**RESOLVED**, The AASHTO Highway Subcommittee on Maintenance express its support and endorses the expansion of TSP<sup>2</sup> to include Bridge and Pavement Preservation; and be it further

**RESOLVED**, That the AASHTO Highway Subcommittee on Maintenance request an increase in the voluntary contribution of each participating states to \$20,000, as recommended by the Transportation System Preservation Technical Services Program Oversight Panel.

**AASHTO HIGHWAYS SUBCOMMITTEE ON MAINTENANCE**  
**Proposed Policy Resolution 2008-06**  
**Title: *Endorsement of the AASHTO Bridge Preservation Strategic Plan***

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**WHEREAS**, There are a significant number of highway bridges in the national inventory that require preservation activities to extend their useful service life;

**WHEREAS**, There are other worthwhile needs of value to the public that are competing for scarce highway funding to maintain and preserve highway bridges to ensure reliability and safety of highway bridges to ensure safety and reliability of the highway network as well as the safety of the motoring public;

**WHEREAS**, The AASHTO Highway Subcommittee on Maintenance, Bridge Task Force has developed and supports the AASHTO Strategic Plan and unanimously recommended it be supported and endorsed by the Subcommittee; now, therefore, be it

**RESOLVED**, The AASHTO Subcommittee on Maintenance support for and endorse the AASHTO Bridge Preservation Strategic Plan and recommend that the AASHTO Subcommittee on Bridges and Structures (SCOBS) endorse the AASHTO Bridge Preservation Strategic Plan; and finally

**RESOLVE**, That the AASHTO Subcommittee on Maintenance recommends the adoption of the AASHTO Bridge Preservation Strategic Plan as an AASHTO Guide.

**AASHTO SUBCOMMITTEE ON MAINTENANCE  
BRIDGE PRESERVATION STRATEGIC PLAN**  
July 17, 2007 version  
**Recommended Strategy Focus Areas 2008 - 2013**

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**Supporting: Proposed Policy Resolution 2008-06**  
**Title: Endorsement of the AASHTO Bridge Preservation Strategic Plan**

**BACKGROUND**

The VISION of the Highway Sub-Committee on Maintenance is to “be the voice for system preservation and maintenance, and a champion for institutional and technical excellence”<sup>1</sup>.

As the primary group within the AASHTO organization dedicated to the preservation and maintenance of highway assets, the SCOM has taken the lead role in fostering dialogue on bridge preservation and maintenance issues with member States. The five focus areas listed in the SCOM Statement of Direction have proved successful in guiding its’ Bridge Task Force for the last five years. Those include:

- 1) Provide a forum for the interchange of information among the members;
- 2) Promote bridge safety and security through timely inspections and repair;
- 3) Promote bridge preservation through effective preventive and corrective bridge maintenance;
- 4) Increase cooperation between the maintenance, materials, and design areas in order to provide improved maintainability and extended service life;
- 5) Strive to elevate the awareness and importance of adequate bridge maintenance, effective repair and timely replacement.

Bridge preservation and maintenance has evolved with changes in the nation’s bridge population. The Highway Bridge Program (HBP) has been successful in reducing the number of bridges in poor condition. However, the infrastructure continues to deteriorate and operational demands continue to increase. In 2006, according to the NBI<sup>2</sup>, there were approximately 154,000 structurally deficient or functionally obsolete bridges representing some 26% of the inventory. This represents some 88,849,630 square meters of deck for structurally deficient or functionally obsolete bridges. There is widespread concern that the number of deficient bridges will increase because of adverse factors such as: (a) rising traffic demand, (b) continued bridge aging and accelerated deterioration, (c) limited funds for rehabilitation and replacement, and (d) inadequately funded preservation and maintenance programs.

Simultaneously, member states are experiencing: a) reduced revenue streams, (b) diminished buying power and, c) competing cross-asset demands for available funds. To maximize the benefits of systematic preservation and maintenance, transportation agencies (i.e. DOTs, SHAs, turnpike authorities etc.) need to:

- 1) Assess the effectiveness of current preservation, maintenance and improvement strategies,
- 2) Examine strategies, innovations and technologies that lead to improved performance of highway bridges,
- 3) Support research and development to enhance bridge preservation and maintenance.

In the past bridge maintenance was a response/demand-based function. It has evolved to include:

- preservation (i.e. preventive maintenance, service-life extension),
- network level maintenance strategies,
- asset management and bridge management principles,
- updated design procedures,
- modern high-strength materials,
- alternative contracting mechanisms/practices.

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<sup>1</sup>This vision has served as a guide for the Statement of Direction for the Bridge Task Force (BTF) since being established in 1989.

<sup>2</sup> See <http://www.fhwa.dot.gov/bridge/britab.htm> for Tables of Frequently Requested National Bridge Inventory (NBI) Information.

The Bridge Preservation Strategic Plan fulfills the VISION of the AASHTO SCOM and provides a framework for the Bridge Task Force activities over the next five years. This plan builds on past accomplishments and acknowledges the implementation of system preservation principles as common practice employed by many member states. The plan considers the necessity for incorporating bridge preservation and maintenance principles into bridge and asset management decision making.

Five goals have been established within the plan. Each goal is further defined by a strategy containing an action item. Each of the strategies involves communication, coordination, and cooperation among member states.

## **MISSION**

Advance the State of the Practice of Bridge Preservation and Maintenance (BPAM) in State DOT's to optimize the benefits of systematic preservation and maintenance, assess the effectiveness of current strategies, and examine procedures that lead to improved operational performance of highway bridges among member agencies.

## **VISION**

Timely bridge preservation performed today...for a better transportation infrastructure tomorrow.

## **GOALS**

**Goal 1:** Improve bridge preservation and maintenance practices.

**STRATEGY 1:** Evaluate and promote the development, use, and integration of innovative technologies, materials, and design to support bridge preservation and maintenance activities.

**STRATEGY 2:** Develop, improve, promote, and support the use of bridge preservation and maintenance principles for application in bridge management systems, network level programming, and condition assessments.

**STRATEGY 3:** Solicit and provide support for bridge preservation and maintenance research needs from member states, regional working groups, and national committees.

**Goal 2:** Facilitate the exchange of information on bridge preservation and maintenance.

**STRATEGY 1:** Communicate and share information on state-of-the-art practices with member states through mutual participation in regional bridge working groups and national organizations dedicated to bridge preservation and maintenance.

**STRATEGY 2:** Share information (educate) with policy and technical decision makers and elected officials on the benefits of employing bridge preservation strategies to extend the service lives of bridges and employ bridge management and decision-support systems to provide effective use of preservation and maintenance funds.

**Goal 3:** Assist member states in implementing bridge preservation and maintenance practices.

**STRATEGY 1:** Assist in the maintaining and updating the AASHTO Maintenance Manual sections on Bridge Maintenance and Management.

**STRATEGY 2:** Promote the formation and operation of working groups to provide a forum for addressing bridge preservation and maintenance issues.

**STRATEGY 3:** Identify a model to identify the community of practice for bridge preservation and maintenance.

**STRATEGY 4:** Assist in the development of a web site for regional bridge maintenance working groups.

**Goal 4:** Support improvements to the knowledge base related to Bridge Preservation and Maintenance.  
**STRATEGY 1:** Identify knowledge and technology gaps and undertake future research projects through the Transportation Research Board, the FHWA and AASHTO.

**STRATEGY 2:** Plan and undertake appropriate AASHTO/FHWA domestic and international scanning tours, disseminate findings and develop implementation plans as a result of the findings.

**STRATEGY 3:** Identify and address succession planning in the bridge preservation and maintenance arena.

**Goal 5:** Develop partnerships with transportation stakeholders.

**STRATEGY 1:** Interact with and coordinate bridge preservation and maintenance (BPAM) activities within AASHTO, Transportation Research Board (TRB), Federal Highway Administration (FHWA) and with other organizations and Federal agencies that have an interest in highway bridge preservation and maintenance.

**STRATEGY 2:** Promote sustained support for the advancement of highway bridge preservation and maintenance activities and research in cooperation with other organizations.

**STRATEGY 3:** Jointly sponsor and undertake workshops and seminars that focus on highway bridge preservation and maintenance through partnerships with other organizations.

**Bridge Preservation and Maintenance Roadmap:** The attached BPAM roadmap further delineates and details how the strategic plan and goals will be accomplished

**AASHTO HIGHWAYS SUBCOMMITTEE ON MAINTENANCE**  
**Proposed Policy Resolution 2008-07**  
**Title: *Winter Maintenance Technical Service Program (WMTSP)***  
***Four-Year Work Plan (2009-2012)***

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**WHEREAS**, Winter Maintenance is a critical priority in meeting the public's need for safe and efficient transportation regardless of climate or weather; and

**WHEREAS**, The Winter Maintenance Technical Service Program (WMTSP) and the Snow and Ice Cooperative Program (SICOP) originally established by AASHTO Administrative Resolution AR-3-94, "Establishment of Winter Maintenance Program", are now integrated into the Snow and Ice Task Force of the AASHTO Highway Subcommittee on Maintenance; and

**WHEREAS**, The WMTSP has developed the proposed WMTSP Four-Year Work Plan (Attachment A); and

**WHEREAS**, The Snow and Ice Task Force has reviewed and concurs with the Work Plan; therefore be it

**RESOLVED**, That the WMTSP Four-Year Work Plan (2009-2012) is approved by the AASHTO Highway Subcommittee on Maintenance; and be it further

**RESOLVED**, That, as priorities may change, the WMTSP Four-Year Work Plan is subject to annual review and revision as proposed by the WMTSP and the Snow and Ice Task Force and as approved by the AASHTO Highway Subcommittee on Maintenance; and finally be it

**RESOLVED**, That WMTSP actively pursues completion of the WMTSP work plan by the end of calendar year 2012.

## Proposed Four Year Program (2009-2012) Winter Maintenance Technical Service Program (WMTSP)

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### 2009

- Promote comprehensive training and professional development for winter maintenance personnel:
  - 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 the AI/RWIS CBT for use in an interactive computerized classroom.
  - Develop Winter Operations Computer Based Training
    - Obtain user feedback on their successes and problems in implementing the “Equipment Maintenance” CBT distributed in 2007 and the “Proper Plowing Techniques”, “Deicing” and “Blowing Snow Mitigation” CBTs distributed in 2008. Investigate ways to improve this method of training delivery to state and local governments.
    - Finish developing CBT module on:
      - Winter Maintenance Management
  - Evaluate technical papers presented at the 4<sup>th</sup> National Conference on Surface Transportation Weather and the 7<sup>th</sup> International Symposium on Snow Removal and Ice Control Technology held June 16-19, 2008 for material that should be used in future revisions of the above Computer Base Training modules.
- Promote technology transfer:
  - Provide support for the 13<sup>th</sup> Eastern Snow Expo (August 27-28, 2008)
    - 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 4<sup>th</sup> National Conference on Surface Transportation Weather, the 7<sup>th</sup> International Symposium on Snow Removal and Ice Control Technology and the 2007 National Winter Maintenance Peer Exchange
    - 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
  - Assist the FHWA with technology transfer and implementation for:
    - Clarus
      - Participate in the 6<sup>th</sup> Clarus Initiative Coordinating Committee meeting (August 6-7, 2008)
      - Monitor progress in the Multi-state Regional Demonstrations and assist where ever possible and appropriate
      - Encourage development of multi-agency partnerships
    - MDSS
      - Participate in the 10<sup>th</sup> MDSS Stakeholders Meeting (August 4-5, 2008)
      - Participate in the MDSS Show Case, August 27, 2008
      - Evaluate needs to deepen the science
    - MODSS
      - Participate in MODSS Stakeholders Meetings

## **Proposed Four Year Program (2009-2012)**

### **Winter Maintenance Technical Service Program (WMTSP)**

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- Assist with identifying barriers or technology issues and how to overcome these shortfalls
- 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.
    - Evaluate NCHRP 6-17, *Performance Measures for Snow and Ice Control Operations*, for developing appropriate training program or technology transfer techniques and identifying best method practices for posting on the AASHTO Center for Excellence website.
- Promote research and development:
  - Collaborate with Aurora and Clear Roads Consortiums, APWA, NACE, PNS, LTAP, and TRB's Winter Maintenance Committee and the newly formed Surface Transportation Weather Committee to shape the research effort 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.
- Promote Winter Maintenance Domestic Best Method Practices Scan:
  - Organize and evaluate best method practices for winter maintenance operations (operations, equipment, and material selection, storage, blending, performance, etc.) and VII for potential sites to conduct technology scans in the U. S. and Canada.
  - Develop Winter Maintenance Best Practices Speakers Bureau to make presentations at national, state and local winter conferences and snow roadeos

### **2010-2012**

- 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

## **Proposed Four Year Program (2009-2012) Winter Maintenance Technical Service Program (WMTSP)**

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- Work with Clear Roads to assist them with technology transfer for operations training needs
    - Work with APWA on establishing equipment operator certification programs
  - Identify Unmet Maintenance Training Needs and Develop Appropriate Training Programs
- Promote technology transfer:
  - Provide logistical and technical program development support for the World Road Association (formerly PIARC) 13<sup>th</sup> Winter Road Congress, February 8-11, 2010, Quebec City
  - Provide support for Eastern Snow Expos
  - 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>.
  - 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.
- Conduct 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 as of May 19, 2008

DRAFT as of June 4, 2008

DRAFT as of July 1, 2008

**AASHTO HIGHWAYS SUBCOMMITTEE ON MAINTENANCE**  
**Proposed Policy Resolution 2008-08**  
**Title: *Resolution to Support National 511 Coalition***

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**WHEREAS**, Safe and reliable highway transportation depends on timely, accurate and easily accessible traveler information; and

**WHEREAS**, The 511 Coalition was formed to develop and implement this source of traveler information; and

**WHEREAS**, Jim Wright, Director of the National 511 Coalition, provided a July 15, 2008 update on the status of the 511 System to the AASHTO 2008 Joint Meeting of the Subcommittee on Maintenance, the Standing Committee on Environment and the Subcommittee on Asset Management, in Monterey, California; and

**WHEREAS**, His update indicated there were critical gaps of 511 coverage and inconsistent roadway condition descriptions on some major cross country interstate highway corridors; and

**WHEREAS**, Very little progress has been made on closing those gaps during the past year; and

**WHEREAS**, Those gaps caused travelers major route planning problems during the July 2008 flooding in the Midwest U.S. and if not corrected will be a very serious mobility problem in moving large population areas out of harms way of hurricanes, nuclear power plant disasters and homeland security breaches; and

**WHEREAS**, A major effort of the past decade by the surface transportation community has been to design and implement intelligent transportation systems which will utilize 511 to increase the safety and efficiency of road transportation; and

**WHEREAS**, The AASHTO SCOM Snow and Ice Task Force at its meeting on July 16, 2008 discussed this problem and believe 511 needs to be fully supported by all the state DOTs; and now, therefore, be it

**RESOLVED** The Subcommittee on Maintenance should show its support for the establishment of the 511 system nationwide; and be it further

**RESOLVED**, That this support be conveyed to the Subcommittee on Systems Operations and Management and the Standing Committee on Highways; and be it finally

**RESOLVED**, That this support be conveyed to the National 511 Coalition that the Subcommittee on Maintenance stands ready to help the 511 Coalition with implementation and will assist with appropriate support.

**AASHTO HIGHWAYS SUBCOMMITTEE ON MAINTENANCE**  
**Proposed Policy Resolution 2008-09**  
**Title: *Common Performance Measures***

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**WHEREAS**, The AASHTO Highway Subcommittee on Maintenance has recognized the need to identify common maintenance performance measures to be defined and made available to all highway agencies, and

**WHEREAS**, Many state highway agencies have performance measures for maintenance elements and have recognized a need for consistent customer perception nationwide on some key common elements, and

**WHEREAS**, The AASHTO Highway Subcommittee on Maintenance successfully conducted workshops on common performance measures in Scottsdale, Arizona, and a Maintenance Quality Peer Exchange in Madison, Wisconsin, and

**WHEREAS**, These events have demonstrated that many applications such as benchmarking and asset management, as well as the opportunity for standardization of measurement equipment, are handicapped without common measures, and now, therefore, be it

**RESOLVED**, That the AASHTO Highway Subcommittee on Maintenance request SCOH support to appoint a Task Force of state highway agency maintenance personnel and other stakeholders working with FHWA and TRB; and be it further

**RESOLVED**, The Task Force will identify a number of areas to establish common performance measures as we move to more performance standards, and further

**RESOLVED**, The Task Force will identify a number of common performance measures within each of the above established areas along with uniform collection procedures and uniform units of measurement, and finally be it

**RESOLVED**, The AASHTO Highway Subcommittee on Maintenance encourage the use of such measures by all state maintenance agencies in the delivery of improved outcome based maintenance practices.

**AASHTO HIGHWAYS SUBCOMMITTEE ON MAINTENANCE**  
**Proposed Policy Resolution 2008-10**  
**Title: *Support of University Curriculum and Training Development for Infrastructure***  
***Preservation and Management***

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**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

**WHEREAS**, The highway program is changing from one of new design and new construction to one of preservation, maintenance, rehabilitation and reconstruction under traffic; and

**WHEREAS**, Today's college and university engineering programs are not widely equipped to prepare graduating students for the emerging technical areas which will be most important for those pursuing a career in transportation; and

**WHEREAS**, Many professors teaching in the civil engineering field do not have a broad infrastructure management background to develop and teach such a program to address these changing needs facing the highway community; and

**WHEREAS**, Training programs available to contractors and DOT's through DOT training programs, TCCC, NHI, and industry exist which respond to new needs with curricula for preservation and infrastructure management; and

**WHEREAS**, The FHWA intends to use and adapt existing training material to develop an academic training program for university and college professors interested in teaching a curriculum focused in the area of infrastructure management; and now, therefore, be it

**RESOLVED**, That the AASHTO Subcommittee on Maintenance recognizes the need for Infrastructure and Asset Management Curriculum and Training for University Professors and endorses the FHWA in its efforts to design, develop, and deliver the program; and be it further

**RESOLVED**, That the Subcommittee on Maintenance Workforce Development Focus Group will support FHWA in its efforts.

**AASHTO HIGHWAYS SUBCOMMITTEE ON MAINTENANCE**  
**Proposed Policy Resolution 2008-11**  
**Title: *Establish a Technical Service Program to Advance Equipment Technology***

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**WHEREAS**, The Statement of Purpose of the AASHTO Subcommittee on Maintenance states that the Subcommittee shall prepare, publish, and keep current data on new types of equipment that will further mechanize and reduce the costs of maintenance operations, and

**WHEREAS**, A vision of the Highway Subcommittee on Maintenance is it will be the voice for system preservation and maintenance, and a champion for institutional and technical excellence, and

**WHEREAS**, Equipment fleet comprises a significant asset investment and is a large portion of all public works agencies' budgets and expenses, and the effectiveness of such equipment fleet operations affect the public works agencies' ability to adequately perform normal public works activities and successfully respond to emergency events, and

**WHEREAS**, Technology associated with roadway construction and maintenance equipment used by public works agencies is continuously advancing, and

**WHEREAS**, The volume and rate of occurrence of this advancing innovation and technology is such that it is nearly impossible for individual public works agencies' equipment management organizations to stay abreast of the latest technologies, evaluate the technologies, and implement the most cost effective beneficial technologies to gain the advantages that the new technologies provide, and now, therefore, be it

**RESOLVED**, That the AASHTO Subcommittee on Maintenance recommends the establishment of a voluntary AASHTO Technical Services Program for advancing asset management principles in the management of the fleet; and further

**RESOLVED**, To oversee Advancing Equipment Technology, of which the Subcommittee will oversee and of which the Equipment Focus Group will support and coordinate the activities of this program along with the AASHTO staff that manages the administration of the program; and further be it

**RESOLVED**, The Equipment Focus Group report progress and accomplishments of the program to the AASHTO Subcommittee on Maintenance at the future annual summer meetings; and finally

**RESOLVED**, That AASHTO Member Departments will be asked to sponsor this Technical Services Program by contributing a voluntary assessment of \$3,000 per sponsor annually to fund the establishment and ongoing activities of the program.