ACTION ITEMS AND

PROPOSED POLICY RESOLUTIONS FOR REVIEW AND APPROVAL BY THE

STANDING COMMITTEE ON HIGHWAYS
WHEREAS, There is recognized a need for communication between AASHTO Highway Subcommittees on issues concerning the use, design, testing, and installation of all types of drainage pipes and culverts, manholes, catch basins, and liners; and

WHEREAS, There is also recognized a need for peer support when making decisions on recommended standard practices and materials and design specifications dealing with pipe issues; and

WHEREAS, There is also a need for a formal cross-cutting task force to recommend needed research on pipe issues, review ongoing research and current state practices, provide a platform for cooperative review of publications to be balloted by AASHTO, and to provide guidance for the review and approval of new and innovative pipe products and technologies; now, therefore, be it

RESOLVED, On the occasion of the 2009 Subcommittee on Design meeting, the members in attendance express their support for the formation of a Joint Task Force on Pipe that will include members of the Highway Subcommittee on Bridges and Structures, the Highway Subcommittee on Materials, the Highway Subcommittee on Design, the Highway Subcommittee on Construction, and the Highway Subcommittee on Maintenance; and be it further

RESOLVED, That the members of the Joint Task Force on Pipe will be appointed by the chairs of each of the Subcommittees involved. Each subcommittee will appoint up to four (4) members. The chair of the task force shall be appointed by an agreement of all five of the controlling Subcommittee chairs. In order to minimize member travel, most if not all the work will be done by holding conference calls or through other such means. Any need for a face-to-face meeting of this joint task force would be held during one of the three parent Subcommittee summer meetings. This task force will sunset in 2013 unless the supporting subcommittees agree there is a need to continue this joint task force for a specific time period.
PROPOSED POLICY RESOLUTION

TITLE: Establishment and Formation of a Joint Task Force on Pipe Issues

JOINT TASK FORCE ON PIPE – CHARGE STATEMENT

The performance of pipes and pipe installations depends on several characteristics, which include materials strength and durability, construction, design, and hydraulic conveyance. Several AASHTO technical committees prepare and have interest in preparing national pipe standards, to assure these structures perform the intended functions and last. These technical committees plan to work together by forming a joint task force to write, review and improve national standards on pipes as they relate to transportation.

The Proposed Joint Task Force on Pipe is charged with:

1. Improving in the state of the practice
2. Review request for all standards relating to pipe and pipe properties, becoming a clearing house for pipe manufacturers;
3. Coordinate the distribution of the standards among the interested technical committees;
4. Coordinate the collection of comments on new and existing pipe standards;
5. Coordinate the publication of new pipe standards;
6. Review research needs on pipe and pipe related subjects. Draft research problem statements to be advanced to TRB for funding.
7. Review research reports on pipe related subjects for relevance, accuracy and application.

Expected results:

- Ensure that end users have the ability to not only obtain good products, but have procedures that are easy to implement and enforce.
- Enhanced collaboration: internally (among the various affected AASHTO TC’s and Subcommittees) as well as externally (with manufacturers, material suppliers, researchers, DOT’s, etc.) for more consistency of information and overall approach from AASHTO as a whole.
- A Reduction in the level of potentially conflicting information from various separate AASHTO entities.
- Better communications among responsible technical committees;
- Common and unified objectives in preparing and revising pipe standards.
- New pipe standards that will be inclusive of all required pipe characteristics expected performance.
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 Standing Committee on Highways and the Subcommittee on Maintenance have passed resolutions supporting and endorsing the BPSP;

WHEREAS the AASHTO Subcommittee on Bridges and Structures, Technical Committee on Bridge Preservation supports the AASHTO Strategic Plan and unanimously recommended it be supported and endorsed by the Subcommittee;

Now, therefore, be it resolved on the occasion of the 2009 General Meeting of the AASHTO Subcommittee on Bridges and Structures, the members in attendance; Express their support for and endorse the AASHTO Bridge Preservation Strategic Plan and recommend that it be adopted as an AASHTO Plan.
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.
WHEREAS, AASHTO has observed the spring 2009 EPA regulatory agenda plans to issue a propose ruling regarding certain uses of coal waste, with intent to apply to landfill and surface impoundment facilities.

WHEREAS, Fly Ash is a coal combustion byproduct commonly used in highway construction applications such as bridges, pavements, and sub-grades, and could potentially be designated as “hazardous waste” for disposal purposes with exception for certain beneficial uses under the proposed ruling; and

WHEREAS, Even if EPA’s proposed ruling allows for the beneficial use of Fly Ash, the stigma associated with using a “hazardous waste” material could effectively eliminate the use of Fly Ash in highway construction; and

WHEREAS, The May 2000 Federal register notice states “We support increases in these beneficial uses, such as for additions to cement and concrete products”; and

WHEREAS, The benefits of using Fly Ash in concrete to improve durability, ultimate compressive and flexural strengths, reduce permeability, and mitigation of Alkali silica reactivity, will no longer be an option for state DOT’s; and

WHEREAS, The use of Fly Ash in highway construction measurably reduces greenhouse gas emissions through the reduced consumption of Portland cement; and

WHEREAS, The use of Fly Ash in highway construction promotes recycling of a byproduct that would otherwise require disposal; and

WHEREAS, Fly Ash has been used in highway construction for many years without documented adverse environmental impacts, no research exists which conclusively provides a scientific argument to designate Fly Ash as “hazardous waste;” now therefore be it

RESOLVED, That the AASHTO Subcommittee on Materials take action to notify the EPA of the adverse impact this proposed ruling would have on the nation’s infrastructure; and be it further

RESOLVED, That the AASHTO Subcommittee on Materials seeks to protect the use Fly Ash in highway construction and is against any proposed ruling that would impede its use for those purposes.
HIGHWAYS SUBCOMMITTEE ON MATERIALS
PROPOSED POLICY RESOLUTION
TITLE: Establishment of an Expert Task Group on Pavement Performance Data Collection

WHEREAS, The collection of quality pavement performance data is critical for pavement management and design;

WHEREAS, The equipment to collect pavement performance data and software to analyze the data is constantly evolving;

WHEREAS, With the implementation of the new Mechanistic Empirical Pavement Design Guide (MEPDG), quality pavement performance data is required for input into the MEPDG and to evaluate the performance of a pavement design.

WHEREAS, With the additions of new additives to both asphalt and cement, the performance models need to be continually enhanced to include new additives and this requires quality pavement performance data.

WHEREAS, The Federal Highway Administration (FHWA) currently sponsors Expert Task Groups (ETG) for Asphalt Binder, Asphalt Mixture, Asphalt Modeling, RAP and Warm Mix to provide stakeholder technology information and evaluation; now therefore be it

RESOLVED, That the AASHTO Subcommittee of Materials (SOM) recognizes the value of establishing an ETG on Pavement Performance Data Collection; and be it

RESOLVED, Information provided by the ETG would provide FHWA, AASHTO TRB and the Industry with valuable input in the collection of pavement performance data equipment and the development of standards to collect the data; and be it

RESOLVED, Many of these standards will fall within the purview of the SOM; and be it further

RESOLVED, That SOM fully supports the establishment of a Pavement Performance Data Collection ETG and would welcome their input at the annual meeting of the SOM and the appropriate Technical Sections; and finally be it.

RESOLVED, That SOM further recommends that the Standing Committee on Highways encourages the FHWA to establish an ETG on Pavement Performance Data Collection.
HIGHWAYS SUBCOMMITTEE ON MATERIALS
PROPOSED POLICY RESOLUTION

TITLE: Continuing Resolution in Support of the Recycled Materials Resource Center

WHEREAS, the AASHTO Board of Directors (BOD) has adopted a resolution to create an AASHTO policy endorsing the use of recycled materials in a manner that is appropriate from engineering, environmental and economic viewpoints; and

WHEREAS, the FHWA has adopted a similar statement endorsing the use of recycled materials; and

WHEREAS, both the AASHTO Subcommittee on Materials (SOM) and the FHWA have created long-term task forces to take the lead on recycling issues for their respective organizations, including development of specifications, user guidelines, training courses and the sharing of information; and

WHEREAS, the Recycled Materials Resource Center (RMRC) was established under TEA-21 to serve as a national “clearing house” for recycled materials; and

WHEREAS, the RMRC continued after winning new funding through a competitive bid process authorized under SAFETEA-LU; and

WHEREAS, the RMRC has undertaken research and produced products of interest to the SOM, including material specifications and practices that have been adopted by the SOM; and

WHEREAS, the RMRC recently created a new module on recycled materials for the National Highway Institute materials course to educate new engineers about recycled materials; and

WHEREAS, the AASHTO BOD adopted a resolution on September 7, 2003, in support of the reauthorization of the RMRC; and

WHEREAS, the AASHTO SOM adopted a resolution on August 12, 2005, in support of reauthorization of the RMRC; and

WHEREAS, the RMRC will cease operations May 31, 2011, without continued funding; now therefore be it

RESOLVED, That SOM recognizes that the RMRC is a valued resource and partner to the SOM, the States and the FHWA, providing research, technology transfer, specification development, training and the general removal of barriers to the appropriate use of recycled materials; and further be it

RESOLVED, That SOM recognizes the need for continued support of the RMRC, for a minimum of 5 years, for activities of interest to the Subcommittee, the States and the FHWA, including research items specified in the Federal transportation legislation, until recycled materials become standard materials for highway use around the United States; and further be it

RESOLVED, That SOM supports the establishment of sources of dedicated funding in the amount of $ 1.5 million for the RMRC from the States and/or the Federal Highway Administration; and finally be it

RESOLVED, That SOM further recommends that the Standing Committee on Highways support the establishment of dedicated funding sources for the RMRC.
WHEREAS, The Highway Subcommittee on Traffic Engineering was requested to consider the designation of control cities for Interstate Route 86 in the State of New York; and

WHEREAS, The Subcommittee Chairman appointed a task force to review the request for appropriateness and a recommendation for acceptance or denial; and

WHEREAS, The task force is to consider the provisions of the AASHTO “List of Control Cities for Use in Guide Signs on Interstate Highways” guidelines, 2001, in determining such acceptance; and

WHEREAS, The State of New York submitted the destinations of Erie, Corning, Binghamton, and New York City along I-86; and

WHEREAS, The task force considered the request from the State of New York in light of the AASHTO Guidelines and determined that the New York destinations for I-86 of Erie, Corning, Binghamton, and New York City do fulfill the requirements of the AASHTO guidelines; now therefore be it

RESOLVED, The task force recommends that the New York request for a control cities designations Erie, Corning, Binghamton, and New York City for I-86 be approved, and be it further

RESOLVED, The task force recommends that the AASHTO Highway Subcommittee on Traffic Engineering endorse the task force recommendations, and finally be it further

RESOLVED, The task force recommends that the AASHTO Highway Subcommittee on Traffic Engineering endorse the task force recommendations, and forward them to the Standing Committee on Highways for their approval.