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, to assist states with their preservation efforts including the establishment of regional bridge preservation partnerships, and

WHEREAS, AASHTO SCOM in collaboration with AASHTO SCOBS has adopted an AASHTO Bridge Preservation Strategic Plan as well as roadmap that promotes advancement of 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, and

WHEREAS, State departments of transportation and other highway bridge owners are faced with significant challenges in addressing the Nation’s highway bridge preservation needs, and

WHEREAS, The average age of the Nation’s 600,000 bridges is more than 40 years old, and

WHEREAS, A successful highway bridge program seeks a balanced approach to maintenance, rehabilitation, and replacement, and

WHEREAS, A good highway bridge preservation program employs cost effective strategies and actions to maximize the useful life of bridges, and

WHEREAS, Applying appropriate highway bridge preservation treatments and activities at the appropriate time can extend bridge useful life at lower lifetime cost, and

WHEREAS, The Moving Ahead for Progress in the 21st Century (MAP-21) Highway Transportation Bill places emphasis on performance based management principles, data driven risk based program and now, therefore be it

RESOLVED, The AASHTO Highway Subcommittee on Maintenance and the members in attendance express their support for and endorse the use of bridge condition assessment criteria that are based on bridge element level inspection condition information, and, using this element level inspection condition information, allows for classification of bridges under categories that are easily understood by the general public, facilitates the achievement of a state of good repair, and extended service life. Condition categories such as “Good, Fair, and Poor”, or condition based health index, or a grading system, etc.