



AASHTO TSP-2 Bridge Preservation

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**National Center for Pavement Preservation
Northeast Bridge Preservation Partnership**

Hartford, Conn.

September 28, 2010

AASHTO
THE VOICE OF TRANSPORTATION

TSP-2
Transportation System Preservation
Technical Services Program

Discussion Topics

- Need for a Bridge Preservation Focus
- TSP-2 Bridge Preservation Project Tasks
- Establishing Regional Partnerships
- Sustaining successful partnerships

Welcome from the NCPPP Team!

The National Center for Pavement Preservation:

- Established in 2003
- Affiliated with the MSU College of Engineering
- Quasi-Governmental, Non-Profit Enterprise
- Focused on Outreach, Education, and Research in the area of System Preservation
- Experienced Staff of Practitioners with extensive agency backgrounds
- Principal Clients include: AASHTO, FHWA, NCHRP, State and Local Agencies, Industry

AASHTO TSP-2 Oversight Panel

- John Barton, TXDOT, Chair
- Roy Rissky, KDOT, Mississippi Valley Rep.
- Peter Weykamp, NYSDOT, NASHTO – Rep.
- John Vance, MDOT, SASHTO – Rep.
- Vacant, WASHTO Rep.
- Bruce Johnson, ODOT, Subcommittee on Bridges & Structures
- Judith Corley-Lay, NCDOT, Subcommittee on Design-Joint Technical Committee on Pavements
- Colin Franco, RIDOT, Subcommittee on Materials
- Leonard Evans, ODOT, Subcommittee on Transportation Asset Management
- Butch Wlaschin, FHWA Liaison
- Mark Bush, AASHTO Program Manager

AASHTO TSP-2 Background

- Approved By AASHTO BOD 2005
- Contract with NCPP Executed 2006
- Three Phases- Multiyear Implementation
- Funded Through Voluntary State Contributions of \$20,000 per Year
 - Approved for 100% Federal SP& R Funds
 - Separate Pavement and Bridge Technical Services and Facilitated Regional Partnerships
 - Travel costs covered for 2 State Reps to each

Need for a Bridge Preservation Focus

- Aging Infrastructure
 - Median bridge age approaching 45 years
 - Historical, “Worst First” approach will not address growing needs
 - Decline in the number of deficient bridges reaching plateau
- Asset Management
 - Network vs. individual bridges (project)
 - Management of bridges vs. BMS
 - Bridge Preservation is a key strategy

Need for a Bridge Preservation Focus

- **Declining Revenues**
 - Federal and State level reductions
 - Competition for resources
 - Influenced by economy and fuel efficiency
- **Congress**
 - Calls for increased accountability
 - Mandated performance measures and targets
 - Current focus on reducing deficient bridges

Need for a focus on Bridge Preservation

- Traditional or “Worst First” approach
 - Needs are prioritized based on “worst bridges”
 - Good bridges are generally ignored
 - Corrective maintenance and repairs based on inspections
 - Needs grow, network conditions decline
 - Most agencies follow this approach due to HBP formula
- Preservation approach
 - Keeps good bridges in good condition
 - Balanced program
 - Applied asset mgmt. -Engineering, Business, Economics
 - Checks deterioration and reverses network decline
 - Eligible for HBP funds, incentive needed

Need for a Bridge Preservation Focus

- Support and expand on the activities of the AASHTO SCOM and SCOBS
- Engage a broader group of state practitioners, industry and academics
- Meet critical need for Technology Transfer
- Enhance coordination and avoid duplication of effort by bridge groups
- Provide a “one stop shop” for Bridge Preservation

TSP·2 Project Tasks

- Provide a Registered Professional Engineer with Bridge Maintenance and Preservation Expertise to Serve as a Subject Matter Expert (SME), Oversee Technical Transfer and Support Bridge Preservation Regional Groups
- Integration of the TSP·2 Bridge Preservation Program with Existing TSP·2 Pavement Program, and Website with Research and Resources

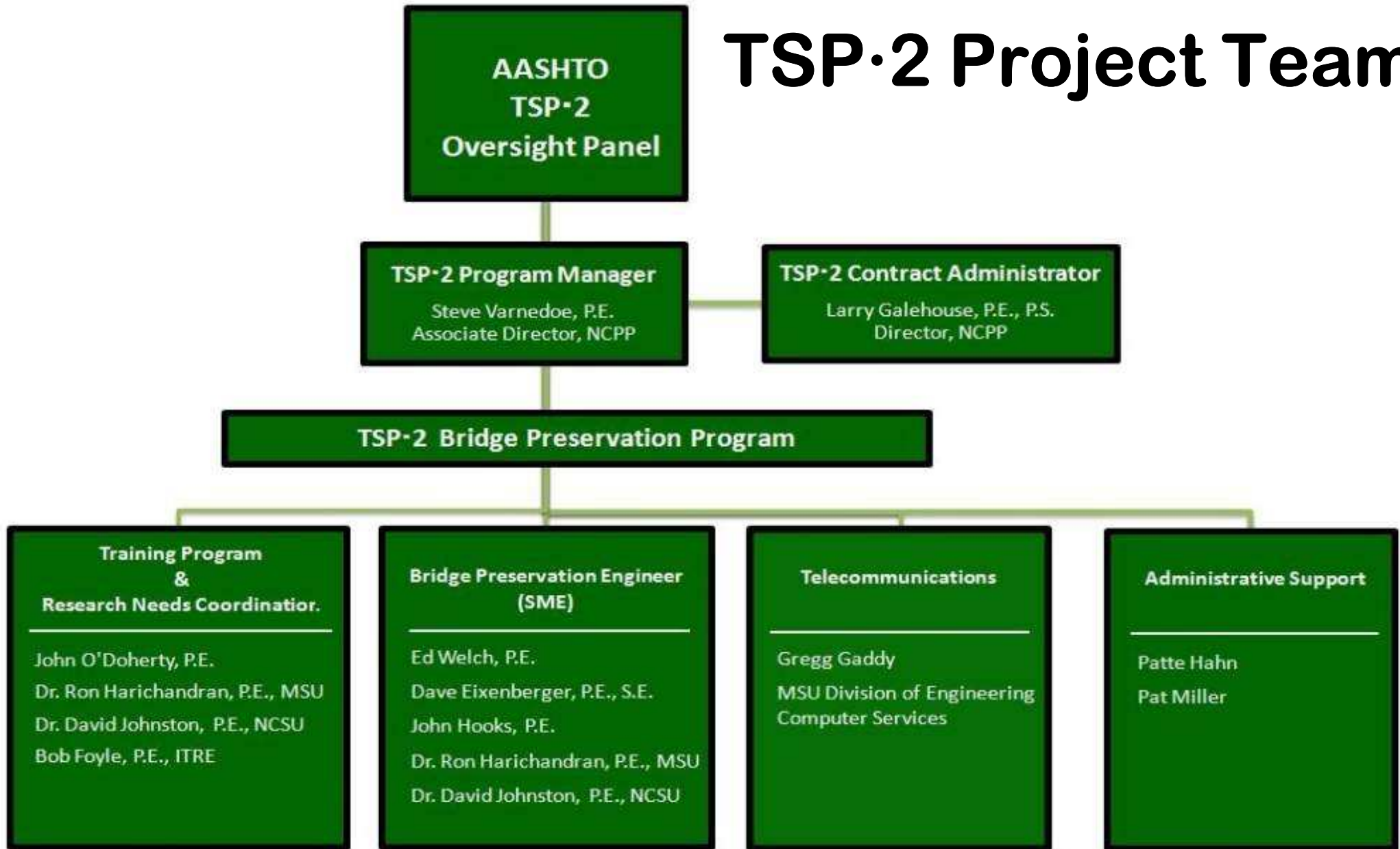
TSP·2 Project Tasks

- **Coordination of Regional Partnerships to identify and develop research needs and topics**
- **Explore and Facilitate Telecommunication and Training Opportunities, Information Exchange, Best Practices and Methods Dissemination**
- **TSP·2 Oversight Panel Support**

TSP·2 Bridge Preservation Priorities –Year 1

- Establish Regional Bridge Preservation Partnerships and conduct initial meetings
- Upgrade the TSP·2 Website to incorporate bridge preservation
- Provide Technical assistance to member agencies

TSP-2 Project Team



Establishing Regional Partnerships



Partnerships and Meeting Schedule for 2010

- **Southeast - April 27 - 29, Orlando**
- **Northeast - September 28 - 30, Hartford**
- **Midwest - October 12 - 14, Detroit**
- **Western - Nov. 30 - Dec. 2, Sacramento**

Partnership Start-Up Process

- Identify regional champions
- Conduct conference calls to generate interest and awareness
- Develop Regional Directories
- Identify host state for initial meeting
- Agenda development (subcommittee)
- Initiate outreach - flyers, invitational letters , phone calls, emails
- Meeting logistics and invitational travel

Bridge Preservation Hot Topics

- Definition of Bridge Preservation
- Performance Measurement
- Funding Eligibility
- Treatment timing and effectiveness
- Transition to AASHTO CoRe Element Inspection process (condition based)
- Communicating the benefits of bridge preservation
- Training (All levels)
- Research
- Testing, evaluating and deploying new materials

Partnership Operations

- **Governance**
 - Adoption of By-laws
 - Election of Steering Committee and Officers
- AASHTO funds participating member agency travel, lodging, meals for 2 participants
- Vendor and other participant registrations fund additional activities and funds remain in the regional partnership

SEBPP Meeting-Orlando

- Excellent attendance
 - Nearly 90 participants
 - 12 of 13 Southeast states participated
 - Strong Industry support-10 Vendors
- Adopted By-laws
- Elected Steering Committee and Officers
- Developed a Work Plan

SEBPP Action Plan 2010-2011

- Identify liaisons and establish linkage to other Bridge Preservation Groups
- Further Bridge Preservation research - advance, follow, support, foster volunteers
- Advance the development of Bridge Preservation performance measures
- Work with industry and agencies to increase uniformity of specifications
- Support development of a Bridge Preservation treatment/strategy toolbox
- Bridge Preservation Advocacy - marketing/education

VDOT Bridge Management Practices

Home ▸ VDOT Bridge Management Practices

Speakers: Anwar Ahmad
Organization:

Anwar Ahmad
Virginia Department of Transportation

VDOT
Virginia Department of Transportation

SEBPP Workshop - Orlando, Florida
VDOT Bridge Management Practices
Anwar S. Ahmad, P.E.
Assistant State Bridge Engineer
April 28, 2010

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*If the video is stuttering, pause it and wait for the blue video bar to load a bit more, then press play again to resume watching

“We are already late;
we don’t have time to stop for gas.”

Sustaining Successful Partnerships

- Recognize and communicate the benefits and opportunities afforded by this unique agency-industry-academic forum
- Ensure that the right agency staff attend and participate
 - Participants should be able to influence agency processes and programs and must be a champion of bridge preservation
- Develop dynamic action plans with deliverables of value to the region-
 - Requires committed leadership and participation
 - Must be able to demonstrate value added by the program

Sustaining Successful Partnerships

- **Follow through and follow up**
 - Scheduled conference calls or webinars
 - Engagement of all members in work activities
- **Ensure Financial sustainability**
 - Program dependent upon state voluntary contributions
 - Active industry, academic and local government participation can significantly enhance partnership capabilities

Are we Preaching to the Choir?

Questions?

Ed Welch

TSP2

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Questions?

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