

**Bridge Preservation Group Meeting**  
**Seaside, Oregon**  
**Tuesday, October 7, 2008**

**Attendees:**

Archie Allen	Bridge Superintendent	Washington DOT
Gary Bowling	Bridge Operations Engineer	Oregon DOT
Barry Brecto	Division Bridge Engineer	FHWA Washington Division
Harvey Coffman	Bridge Preservation Engineer	Washington DOT
Dave Crumley	Bridge Maintenance Engineer	Montana DOT
Larry Galehouse	Director	NCPP – TSP2
Domingo Galicinao	Bridge Engineer	FHWA Hawaii Division
Grant Griffin	Local Agency Bridge Engineer	Washington DOT
Anthony Gugino	Bridge Engineer	California DOT
Chris Keegan	Operations Engineer	Washington DOT
Greg Kolle	Bridge Engineer	FHWA California Division
David Kosnik	Research Engineer	Northwestern University
Ed Miltner	Division Bridge Engineer	FHWA Idaho Division
Barton Newton	Bridge Engineer	California DOT
Leonard Ruminski	Tech Engineer I	Idaho TD
Glen Scroggins	Bridge Preservation Supervisor	Washington DOT
Drew Sielbach	Bridge Management Engineer	Alaska DOT&PF
Jeff Swanstrom	Senior Bridge Inspector	Oregon DOT

On October 7, 2008, a group of eighteen interested bridge practitioners met at Bigfoot's Steakhouse, Seaside, Oregon, to discuss the feasibility of creating a bridge preservation group in the Pacific Northwest. Chris Keegan initiated the meeting with attendee introductions and a short overview on the status of bridge preservation throughout the country.

Mr. Keegan explained that various bridge groups in specific regions of the nation tend to focus on different aspects of bridge technology. For example, the Northeast and Southwest Groups concentrate their efforts on bridge maintenance, the Southeast Group on inspection, and the Pacific Northwest Group covers all aspects of bridges. Mr. Keegan felt that the attendees should consider launching a dedicated effort to address bridge preservation. Further, the group needed to co-opt other bridge practitioners such as universities, vendors, etc., who have not been involved in the past.

David Kosnik reported on the Midwest Bridge Working Group, an effort funded by the Infrastructure Technology Institute at Northwest University and administered by Ted Hopwood at the University of Kentucky. The Group's first meeting was held in 1995, and had grown to a bi-annual event that sometimes drew more than 150 participants, from up to 15 states. The focus of the Midwest Bridge meetings has been bridge inspection and maintenance. The format of each meeting generally consists of formal presentations on the first day and round table discussions of best practices on the second day.

Larry Galehouse provided an overview of the Transportation System Preservation Technical Services Program (TSP-2). The TSP-2 is the culmination of an effort initiated by the AASHTO Subcommittee on Maintenance to provide technical support and increase awareness of transportation system preservation. The initiative was approved by the AASHTO Standing Committee on Highways (SCOH) in 2005, with implementation to be accomplished in three phases.

Phase I is the establishment a pavement technical services program, consisting of a resource library, help desk, website, and the provision of technical speakers for state-sponsored events. The program's website ( [www.tsp2.org](http://www.tsp2.org) ), contains a downloadable library, bulletin boards, ListServ, calendar of events, and news items of interest. The help desk is staffed by pavement professionals who can answer technical inquiries received via telephone, email, or web.

Phase II is the formation of regional pavement preservation partnerships. The partnerships are formal entities with By-Laws, elected officers, and board members. Each partnership is a collaborative association of state DOTs, local agencies, contractors, suppliers, consultants, universities, and the FHWA, working together to advance the state of the practice and solve current issues in pavement preservation. To date, Phase II had produced 5 partnerships - Midwestern, Northeast, Southeast, Rocky Mountain, and Western. Each partnership holds a two-day meeting with the agenda developed by the elected members.

Phase III is the expansion of the TSP-2 effort to include bridge preservation. At least initially, the bridge preservation effort will be modeled along the lines of the features in Phases I and II. A schematic diagram of the proposed TSP-2 expanded website is shown in the attachment.

The Phase III expansion will be voted upon by SCOH during their annual AASHTO meeting being held October 16-20, 2008, in Hartford, Connecticut. The state members will be asked to approve voluntary contributions of \$20K per member to fund the combined bridge and pavement efforts. This money will provide fully funded travel, registration, and expenses for 4 state members to attend regional partnership meetings (2 for bridges and 2 for pavements). It further establishes a national, one-stop shop for preservation, with expanded web service, library, and a full-time bridge professional to address the needs of the bridge community.

Group members from state agencies were encouraged to provide background information to their respective chief engineers prior to this important meeting and vote.

Barton Newton endorsed the expansion of the TSP-2 into the bridge area and stated that the initiative would elevate the importance of preserving our bridge investment across the country. Mr. Newton felt the proposed expansion complemented the activities of the AASHTO Subcommittee on Bridges and Structures, Technical Committee T-9 (Bridge

Preservation) and Technical Committee T-18 (Bridge Management, Evaluation, and Rehabilitation).

The group discussed various facets of the TSP-2 and the future interaction of the Pacific Northwest Bridge Maintenance Conference and the Western Bridge Engineers' Seminar. Both the conference and seminar are biennial events held in alternating years. The first Pacific Northwest Bridge Maintenance Conference was held in 2000 and serves a different constituency than the Western Bridge Engineers' Seminar. The Pacific Northwest Bridge Maintenance Conference serves the states of Alaska, California, Hawaii, Idaho, Montana, Oregon, and Washington, while the Western Bridge Engineers' member states include Alaska, Arizona, California, Idaho, Nevada, Oregon, and Washington.

After considerable discussion, the attendees chose to keep the existing groups (Northwest Bridge & Western Bridge) with their current formats. The groups have been successful in serving the needs of their respective constituencies. However, the attendees envisioned a need to organize a Western Bridge Preservation Partnership and support the TSP-2 initiative. While the actual geographic boundaries of the Partnership would need to be determined, the alignment should be similar to that of the Western Bridge Engineers with the addition of Hawaii. The attendees also recommended that By-Laws or a Charter should be established in the near future.

Mr. Keegan assigned the following two action items to be accomplished by each attendee by the end of October 2008:

1. Draft a set of goals for the Western Bridge Preservation Partnership, and
2. Develop the key benefits that will result from the formation of the Partnership.

Mr. Keegan requested the attendees to return the requested information to him at his email address: [KeeganC@WSDOT.WA.GOV](mailto:KeeganC@WSDOT.WA.GOV)

The meeting adjourned at 8:30 p.m.

Attachment: Website Schematic

