

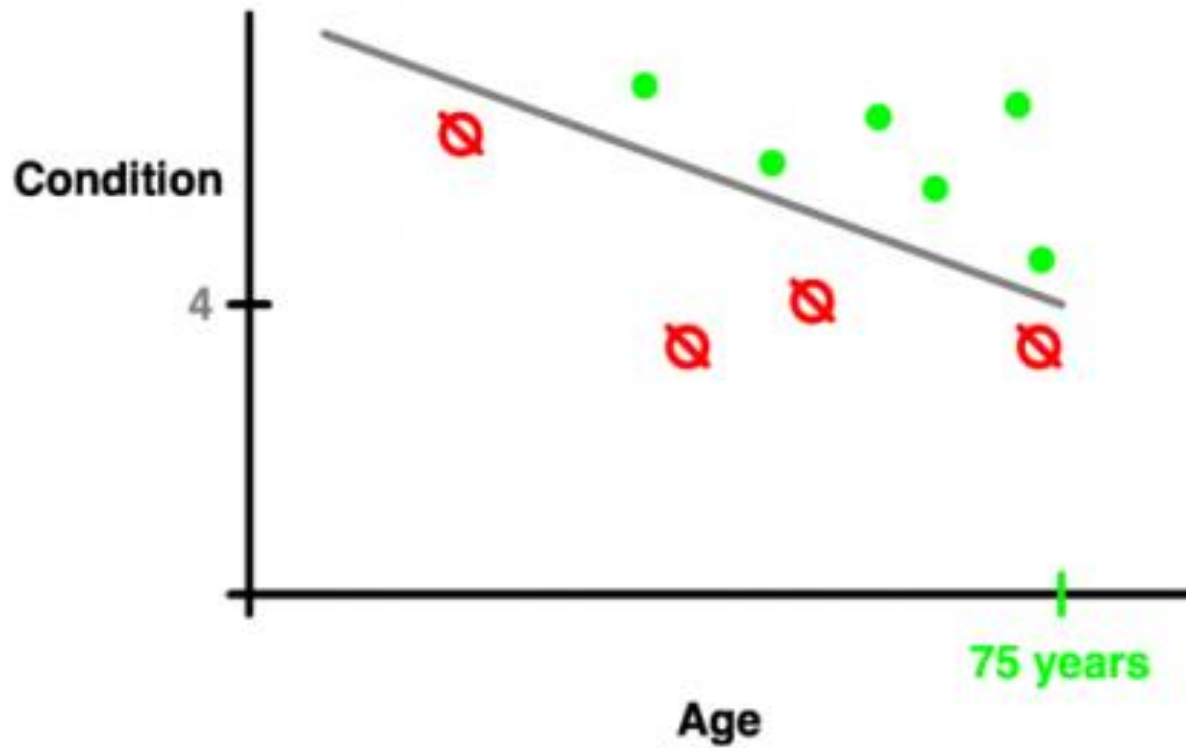
# MAP-21 And Performance Measures In Conjunction With “State Of Good Repair”:

## Introduction

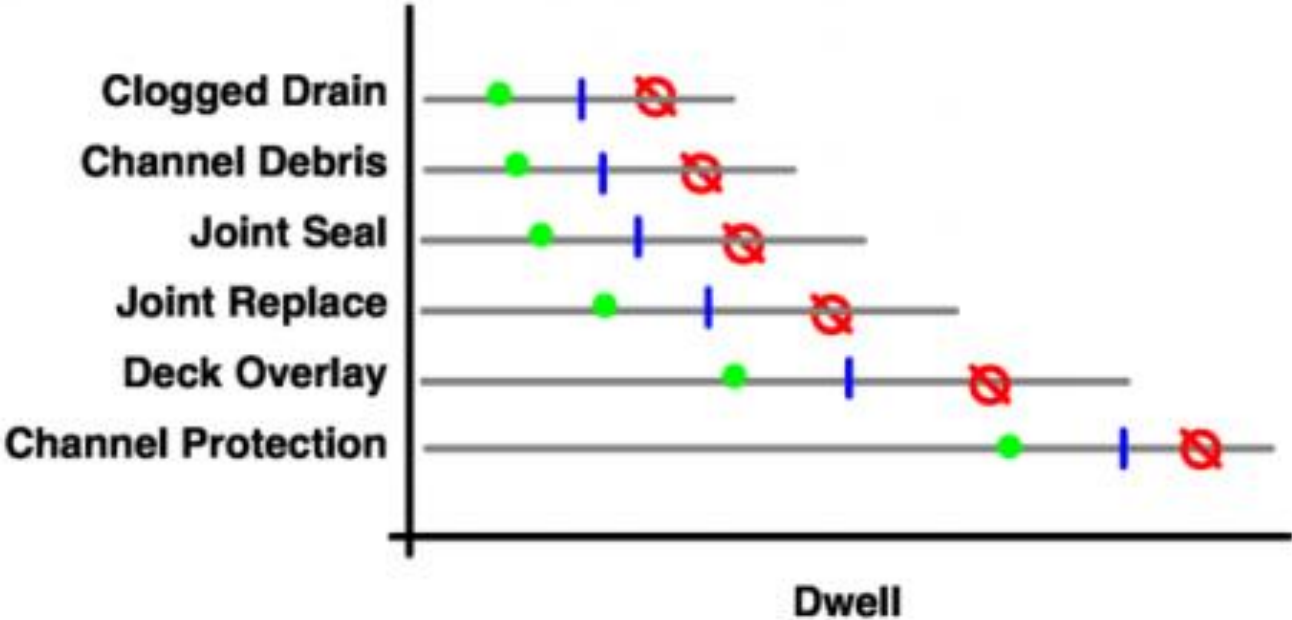




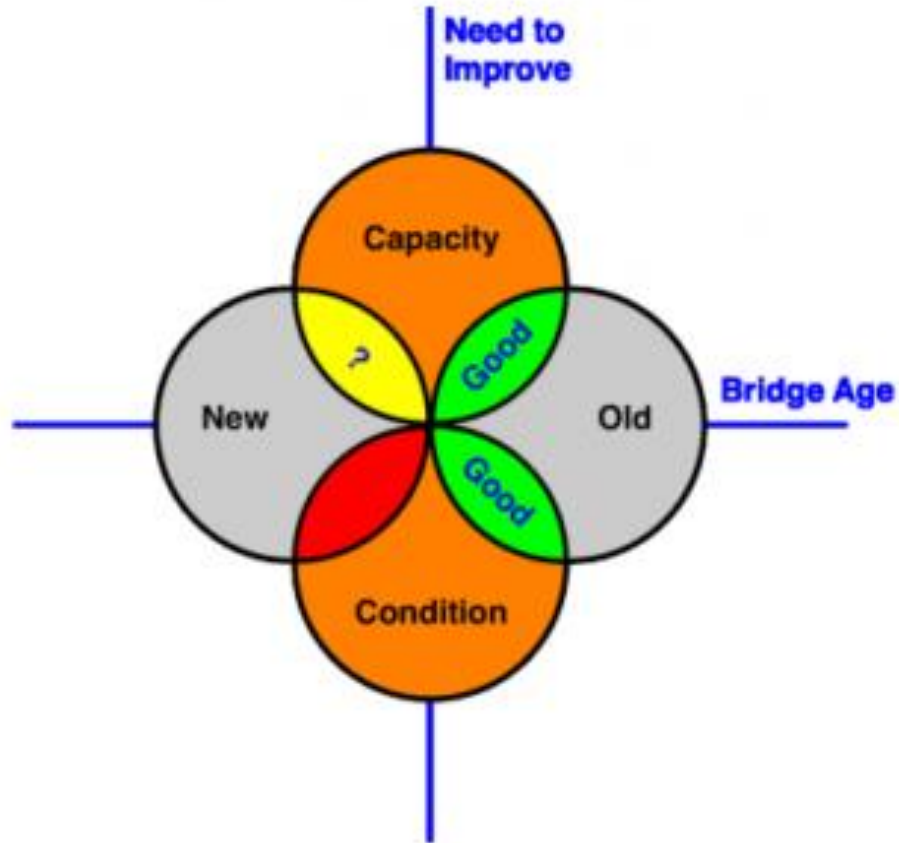
## Good Repair - Bridge Condition



# Good Repair - Maintenance Accomplishment



# Good Repair - Bridge Program



# MAP-21 And Performance Measures In Conjunction With “State Of Good Repair”:



## MAP-21 requires “performance based planning”

- FHWA – what is the criteria for bridges?
- INDUSTRY – what services are provided by suppliers to support tracking condition and performance of products?
- AGENCIES – what are the performance measures that will be used to track performance? Will it have preservation component or just the capital investment (perpetuating the processes of the past)?
- ACADEMIA – what support can the academic community give in tying these requirements together in a streamline working process?

# MAP-21 And Performance Measures In Conjunction With “State Of Good Repair”:



## “State Of Good Repair” Is A Performance Measurement

- FHWA – Will there be a national performance measure(s) that will cover the preservation emphasis along with the capital investment (bridges that are structurally deficient)?
- AGENCIES – Some agencies have developed preservation performance measures. Do/will you have or are you developing additional measures that will support preservation rather than “worst first” capital program?



# MAP-21 And Performance Measures In Conjunction With “State Of Good Repair”:



## “State Of Good Repair” Is A Performance Measurement

- ACADEMIA – In the current performance planning process, what areas need to be revised and updated to have more meaningful performance measures? Will it require changes to the current process for gathering and analyzing information that bridge owners collect?
- INDUSTRY – What additional support can be given to help in the development of performance measures (i.e. condition evaluation parameters for applications, expected life ...)?



# MAP-21 And Performance Measures In Conjunction With “State Of Good Repair”:



Processes are planned for tracking and reporting “state of good repair”:

- AGENCIES – Does your Agency have a systematic process that will fulfill the requirements of the MAP-21 process? If yes what is the process, if no, what is the plan to be in compliance?
- ACADEMIA – What will be the role of the UTC’s and other transportation academia research institutions to support bridge owners that are developing a process or improving existing processes?

# MAP-21 And Performance Measures In Conjunction With “State Of Good Repair”:



Processes are planned for tracking and reporting “state of good repair”:

- FHWA – What guidance will be coming from FHWA on support system that will be required to be in compliance?
- INDUSTRY – In addition to supplying products, what additional support can be given to bridge owners to make accurate and timely assessment of the condition of the bridge?