Committee Officers:

Chair       Malcolm T. Kerley (Virginia)
Vice Chair  Kevin Thompson (California)
Secretary   M. Myint Lwin (FHWA)
Assistant Secretary  Raj Ailaney (FHWA)
AASHTO Liaison   Kelley Rehm

Summary of Activities and Accomplishments:

The 2010 Annual Subcommittee on Bridges and Structures (SCOBS) Meeting was held in Sacramento, California on May 23-27, 2010. During this meeting, the twenty (20) SCOBS Technical Committees met to conduct technical committee business, followed by a two-day general session meeting of the full Subcommittee to review ballot required changes, additions to the design specifications, and guide documents maintained by the Subcommittee. The Subcommittee also hosted a Chairman’s lecture by Dr. Man-Chung Tang, Chairman of the Board of T. Y. Lin International.

During the general session, members of the Subcommittee leaving the Subcommittee, either retiring or promoted, were recognized for their service. Also during the general session meeting, the full Subcommittee voted on 39 technical agenda items, of which five were withdrawn and remaining were passed.

The Subcommittee has addressed recommendations H-08-21, H-08-22, H-08-24, and H-08-25 from National Transport Safety Board (NTSB) concerning the I35W accident. The remaining two recommendations, which are to update the “Manual of Bridge Evaluation” after the joint research study on gusset plate become available (H-08-20) and to develop and implement a “Bridge Design Quality Assurance/Quality Control Program” (H-08-23) will be addressed in the near future in coordination with the Federal Highway Administration. A letter outlining AASHTO’s progress on the NTSB recommendations resulting from the I-35W Bridge investigation was signed by AASHTO’s Executive Director and sent to the Acting Director of the NTSB in August, 2009.

The Subcommittee voted and adopted the first edition of “AASHTO Bridge Element Inspection Manual” (BEM-1) approved by Technical Committee for Bridge Management, Evaluation and Rehabilitation (T-18). The goal of the AASHTO Bridge Element Inspection Manual is to capture the condition of bridges in a simple way that can be standardized across the nation while providing the flexibility to be adapted to both large and small agency settings. The Subcommittee also voted and adopted first edition of “Bridge Aesthetics Sourcebook – Practical Ideas for Short and Medium Span Bridges” approved by the Technical Committee on Bridge Preservation (T-9). The goal of this guide is to emphasize that aesthetics shouldn’t be an afterthought or intimidating or dismissed as an inconvenience but should be an integral part of design of our bridges and determined through a collaborative process with all relevant stakeholders.

The Executive Committee held its third meeting. This Committee, which is comprised of the SCOBS officers and technical committee chairs and chaired by SCOBS Chair, was formed to assist the SCOBS Officers in making business decisions, planning, and setting priorities, as well as to improve communications between the technical committee leadership and chairs and resolve issues of importance to SCOBS. The Committee discussed several issues including strategic plan developed by Subcommittee on Highways (SCOH) and prioritizing the publication of the specifications and other documents.

SCOBS has made significant steps towards the implementation of the Load and Resistance Factor Rating (LRFR) methodology for rating bridges designed with the LRFD specifications, and for improving the ratings of existing bridges. FHWA has set a date requiring all new bridges designed by LRFD to be load rated using LRFR by October 2010, and will be encouraging the rating of existing bridges using LRFR whenever a new load rating is performed.

SCOBS will continue to focus on the development and deployment of new technologies and materials to better utilize investments in the nation’s bridges and other highway structures. High performance materials (including high performance steel, concrete, and fiber reinforced polymer composites), accelerated construction methods (using prefabricated components and systems), and rapid foundation excavation and construction technologies are among the innovative features which should be considered in bridge design and construction practices and
specifications. SCOBS will also work to ensure the use of improved bridge inspection, evaluation, and management technologies for the existing inventory of bridges and other highway structures. Among these are improved technologies related to non-destructive evaluation and assessment of bridge components, and in data acquisition and management.

The next annual meeting will be held in Norfolk, Virginia on May 15 – 19, 2010. Other future meetings of the Subcommittee have been scheduled in the following states: 2012 in Texas, 2013 in Oregon and 2014 in Ohio.

Schedule on New/Recent/Updated Publications

Below is a table showing the publication schedule of new, recent, and updated bridge publications:

<table>
<thead>
<tr>
<th>Queue Order</th>
<th>Publication</th>
<th>New Title/ New Edition/ Interim</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>2010 Interim Revisions to AASHTO LRFD Bridge Construction Specs.</td>
<td>Interim</td>
<td><strong>In production 6/29.</strong> Est. to tech rev. 7/2. Est. to press 7/14 if 1-wk. rev. is OK.</td>
</tr>
<tr>
<td>4</td>
<td>AASHTO LRFD Movable Bridge Design Specs., 3rd ed.</td>
<td>Interim</td>
<td>Approved by T-8; in queue Est. project start 7/2; est. to tech rev. 6/2; est. to press 7/14 if 1-wk. rev. is OK</td>
</tr>
<tr>
<td>5</td>
<td>2010 Interim Revisions to Std. Specs. for Structural Supports for Hwy. Signs, Luminaries, and Traffic Signals</td>
<td>Interim</td>
<td>Approved by T-12; in queue Est. project start 7/6; est. to tech rev. 7/9; est. to press 7/19 if 1-wk. rev. is OK</td>
</tr>
<tr>
<td>6</td>
<td>2010 Interim Revisions to AASHTO LRFD Bridge Design Specs.</td>
<td>Interim</td>
<td>Approved (T-2, T-4, T-10, T-13, T-14); in queue Est. project start 7/6; est. to tech rev. 7/12; est. to press 7/20 if 1-wk. rev. is OK</td>
</tr>
<tr>
<td>7</td>
<td>AASHTO Guide Specifications and Commentary for Vessel Collision Design of Highway Bridges</td>
<td>Interim</td>
<td>Editorial changes only; in queue Est. project start 7/13; est. to tech rev. 7/13; est. to press 7/20 if 1-wk. rev. is OK</td>
</tr>
<tr>
<td>9</td>
<td>AASHTO Bridge Element Inspection Manual</td>
<td>First Edition</td>
<td>Approved by T-18; in queue Est. project start 8/1; est. to tech rev. early Sept.; est. to press late Nov.</td>
</tr>
<tr>
<td>10</td>
<td>Bridge Aesthetics</td>
<td>First Edition</td>
<td>Approved by T-9; in production</td>
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</tbody>
</table>


* New titles and new editions must be reviewed and approved by SCOH.
## Committee Officers

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chair</td>
<td>Lewis, Michael</td>
<td>RIDOT</td>
</tr>
<tr>
<td>Vice Chair</td>
<td>Claude Oie</td>
<td>Nebraska, DOR</td>
</tr>
<tr>
<td>Secretary</td>
<td>Julius (Butch) Wlaschin</td>
<td>FHWA</td>
</tr>
<tr>
<td>AASHTO Liaison</td>
<td>Greta Smith</td>
<td>AASHTO</td>
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## Summary of Activities and Accomplishments from October, 2009 to September, 2010

### General

1. The SOC continues to participate in expert task groups, national task force, FHWA, AASHTO, industry, and other joint committees.
2. Meeting agenda was developed for SOC annual meetings.

### Contract Administration Section

1. **Railroad Company Coordination Survey.** Completed a survey to identify and share best practices and lessons learned associated with project development, contract administration and construction related activities in working with Railroad Companies. The survey results are available and will be submitted to AASHTO staff for posting on the SOC web site.
2. **No Excuse Incentive provision Survey.** Completed a survey which summarized the current use, procedures, advantages and disadvantages of this provision. The survey is available and will be submitted to AASHTO staff for posting on the SOC web site.
3. Updated the AASHTO/FHWA spreadsheet on price adjustment clauses and was posted on the FHWA web site at the following address: [http://www.fhwa.dot.gov/programadmin/contracts/aashto.cfm](http://www.fhwa.dot.gov/programadmin/contracts/aashto.cfm).
5. Continue to work survey on sharing lessons learned in the enforcement of warranty contract provisions (increase/decrease use, enforcement, claims, monitoring, state maintenance, types of work, types of warranties performance/workmanship; bonding issues)
6. Continue to work survey on sharing lessons learned for value engineering/change proposal use (use, limits, definitions, restrictions, shared savings, risk distribution, acceleration).

### Computers and Technology Section

1. Completed the survey on Electronic documents storage and posted results on (SOC).
2. Completed the survey on Smoothness testing/acceptance and posted results on (SOC) National website.
3. Completed the survey on Innovative construction/material testing practices and posted results on (SOC) National website.
4. Continued to provide leadership, and guidance for enhancements of the AASHTO Trans
5. Port software suite, with emphasis on the Civil Rights and Labor Management System (CRLMS) module.
6. Provided representation to the following committees:
   b. Participated in AASHTO TIG (Douglas Townes – Federal Highway Administration Resource Center)
   c. Participated in NCHRP 10-77 Use of Automated Machine Guidance (AMG) within the Transportation Industry (Douglas Townes – Federal Highway Administration Resource Center)
7. Developed, disseminated, compiled results and presented findings at the 2010 Meeting for the following surveys:
   a. Programmatic Approaches to Address Cost Containment
   b. Proprietary Document Management Software Systems Utilized by Consultant Construction Management Firms
   c. Greenhouse Gas Reduction Strategies (Cooperative effort with Environmental Section and University of Maryland)
Roadway & Structures Section

1. Completed draft guidelines for the Transportation Construction Quality Assurance Program. In 2011 the program will be complete. We will coordinate with ISO to determine if certification is possible.
2. Completed a survey of best practices for constructability reviews, value engineering, contractor solicited input and post construction feedback. The overall goal is to improve the quality and effectiveness of plans. Survey results are available on the AASHTO Subcommittee on Construction website.
3. Participated in the Transportation System Preservation Program. States which contribute receive access to the bulletin board, library and working groups. They can also attend regional partnership meetings and access regional experts who will assist in bridge and pavement preservation.
4. Completed a survey of states to determine if they are experiencing cracking on long prestressed concrete beams and if they have implemented solutions to the problem. Survey results are available on the AASHTO SOC website.
5. Completed a survey to address how states pay for stockpiled materials, including location requirements. Survey results are available on the AASHTO SOC website.
6. Reviewed the use of safety edge technology and recommended that the SOC support the concept but not recommend full implementation until pilot projects and product reviews are complete.
7. Reviewed the Subcommittee on Materials standards for ride quality measurement. The committee will update the Guide Specification for Construction to include the new standards in 2011.

Environment and Human Resources Section

1. Completed a survey of State DOT’s to see who has already developed training for SWPPP and NPDES. Will evaluate training available and make recommendations.
2. Completed survey of State DOT’s to see who and what is being done concerning the prevention of spreading noxious & non-native weed/species by construction equipment. Effective process for cleaning equipment, other related concerns.
4. Completed a survey of different States Invasive species requirements - what requirements are they complying with and what special means or methods are required.
5. Attend meetings and provide guidance for Transportation Curriculum Coordination Council (TCCC) and coordinate issues of interest.
6. Participate on a pilot panel for a new National Highway Institute (NHI) class on “Environmental Factors in Construction”.

Research Steering Committee

The following research proposals were brought by the SOC task forces:

1. Impact of incentive/disincentive clauses on long term performance
2. Synthesis: Current practices for Construction Manager/General Contractor (CM/GC) –
3. HEC2 does not address channel migration and scour depths require deep foundations. Broaden HEC2 to address channel migration and look at the determination of scour depths because of concerns with excessive pile lengths
4. Synthesis of mass pour concrete specifications
5. Grading of recycled materials (shingles, CRM) in asphalt binder, particularly for the low end of the binder specification
6. Research -High performance concrete – High early strength is leading to a lot of cracking. This research would look at the amount of pozzolans so that it doesn’t crack as much.
7. Synthesis: Forecasting construction staffing to predict future in house staff or to make plans to bring others on board.
8. Training and workforce development of SHA personnel

The committee prioritized the research topics that had been put forth. And the following two topics would be submitted for the Synthesis program:

1. Staffing forecasting (Hood), and
2. Management for remote locations (Greuel).
The following two Research Needs topics will also be advanced through the SOC:

1. Strategies to deal with reduced workforce size, and
2. Development of a warm mix asphalt technology evaluation program.

**Subcommittee Report Questions to Consider:**

1. What are the 3 to 5 major issues that your subcommittee is dealing with right now?
   - Training of SHA staff
   - The time it takes to get projects on the street
   - Lack of cooperation with resource agencies

2. Which of these issues is cross-cutting, and with which other subcommittee(s) or committee(s) would it be helpful to collaborate?
   - Training of SHA staff --- Materials --- design

3. In general, how might your SCOH subcommittee more effectively coordinate with other subcommittees or committees?
   - Joint meetings

4. What kind of strategic planning is your subcommittee doing and how are you using (or how do you intend to use) the SCOH Strategic Plan?
   - We are forming a task force of key members to develop a strategic plan using SCOH current plan

5. What strategic direction does your subcommittee need or want from SCOH?
   - As long as we know the direction SCOH is going we can accommodate
Proposed resolutions:

1. Resolution on proposed EPA effluent regulations – Stormwater Turbidity Limitations
   a. Proposed rule is unreasonable
   b. 280 NTU is difficult to attain and does not take into account background NTU in receiving waters
   c. Rule does not take into account linear nature of highway projects
   d. SCOD wants the ability to comment during rulemaking process
   e. Update since Annual Meeting: US EPA has been forced to withdraw this key portion of the
      Construction & Development Effluent Limitation Guidelines (ELGs) Rule which was finalized in
      December of 2009. The decision results from a lawsuit filed by National Association of Home
      Builders (NAHB) and petitions regarding the rule, filed by NAHB and the Small Business
      Administration (SBA) Office of Advocacy, asking that EPA revise the rule in light of flawed data
      analysis and incorrect determinations on existing technologies for addressing sediment in
      stormwater runoff. The motion filed requests that the rule be set aside until February 15, 2012
      while EPA seeks to make corrections in the published rule. This means that EPA will reexamine
      the proposed 280 NTUs turbidity limit in the rule for sites disturbing 10 acres or more. The 280
      NTUs turbidity limit would be impossible to meet for many sites without the use of coagulates,
      which themselves are problematic for builders. Therefore SCOD will not be moving this resolution
      forward at this time.

2. Resolution on requirement to address climate change in NEPA process
   a. Not enough current knowledge or science at this time on how to deal with climate change within the
      NEPA process for a project
   b. Update since Annual Meeting: The draft SCOD resolution requests that the consideration be
      tabled. The Council on Environmental Quality (CEQ) released their “Draft NEPA Guidance on
      Consideration of the Effects of Climate Change and Greenhouse Gas Emissions,” on February 18,
      2010. AASHTO has already commented on the draft NEPA guidance with a comprehensive letter
      on May 24, 2010 and is therefore already engaged in the discussion. SCOD will not be moving this
      resolution forward at this time.

Review of SCOH Strategic Plan

An overview was presented on the SCOH Strategic Plan and the SCOH Implementation Plan:

As outlined in the SCOH Implementation Plan 2010 (Draft: Version 3), the Subcommittee on Design reviewed
key elements of the SCOH Strategic Plan which are related to the jurisdiction of the Subcommittee on
Design. SCOD herein provides input on those actions in the Implementation Plan where SCOD has been
identified as having “lead” or “joint” responsibility.

1.1 Technical Services Objective – Develop and disseminate standards, etc.

SCOD Technical Committees have published the following design guides in the past year:
- Update of the AASHTO Transportation Glossary – Technical Committee on Geometric Design
  Committee on Roadside Safety
- Update of the Guidelines for Value Engineering -- Technical Committee on Value Engineering
SCOD Technical Committees will have the following new or updated publications come forward for balloting in the next year:

- Update of the AASHTO Green Book -- Technical Committee on Geometric Design
- Update of the Roadside Design Guide -- Technical Committee on Roadside Safety
- Update of the AASHTO Bicycle Guide -- Technical Committees on Nonmotorized Transportation and Geometric Design

1.2 Governance Objective – Ensure coordination and collaboration with subcommittees and others

At their annual meeting in July 2008, SCOD completed work on and adopted a Strategic Plan for the AASHTO Subcommittee on Design. Goal 6 of the Strategic Plan, "Foster collaboration within AASHTO and with other organizations and disciplines," resonates well with SCOH’s Governance objective. The SCOD Strategic Plan and subsequent actions are also being used to provide a stronger link and better communication between the Design Subcommittee and the Design Technical Committees.

2.0 Freight Objective – Support improvement of the national freight network.

Subcommittee Assignment:

Under Task 2.2, “Address bottlenecks and operational problems with freight movement on the transportation system,” subcommittees are to “identify modifications necessary to design standards and operational procedures to accommodate freight”.

SCOD Comment: While the Subcommittee on Design (SCOD) will assign specific responsibilities to the Technical Committee on Geometric Design, SCOD needs input from the others, such as the Subcommittee on Highway Transport and the TRB Committee on Geometric Design (AFB10), on what existing design standards need to be addressed to better accommodate freight.

The Technical Committee on Geometric Design needs to take the lead on this for SCOD. Items to consider: What research has been done that relates to, or identifies, geometric deficiencies that impact freight movement? Other issues to check into: Truck facility design (marshalling yards, truck-only ramps, etc.); truck speed prediction models; minimum vertical clearance; etc. Are there Green Book modifications that need to be made in the next update?

5.0 Climate Change Objective – Support technical and policy changes on Climate Change and GHG.

Subcommittee Assignments:

Under Task 5.4, “Promote climate change in SCOH’s research Proposals,” subcommittees are to “identify gaps in current standards and guidelines pertaining to climate change.” The Subcommittee on Design (SCOD) understands this task to be focused on adaptation to climate change. The Technical Committee on Hydrology and Hydraulics will take the lead on this for SCOD.

Under Task 5.5, Subcommittees are to “evaluate design standards, policy development, technical standards, infrastructure planning, design and development and identify gaps in addressing GHG.” SCOD understands this task to be focused on actions that will potentially reduce greenhouse gases (climate change mitigation). SCOD will ask for input on this task from the Technical Committee on Environmental Design, the Technical Committee for Geometric Design, the Technical Committee for Highway Lighting (soon to be reactivated), the Technical Committee on Nonmotorized Transportation, the Joint Technical Committee on Pavements, and the Technical Committee on Preconstruction Engineering Management.

9.0 Workforce Planning and Development Objective – Address workforce planning and development (recruitment, retention, succession planning, core competencies and professional development) in highway-related disciplines.
Under Task 9.4, Subcommittees are to “identify priorities for current training needs”. The intent from the SCOH Implementation Plan is to survey members, consolidate the results, and then provide that information to the Workforce Liaison (Pam Hutton, Colorado DOT) for collaboration with the Subcommittee on Human Resources. SCOD will need to conduct this survey and provide the results to Workforce Liaison.

10.0 Project Delivery Objective – Support and promote changes to accelerate project delivery.

Under Task 10.3, appropriate subcommittees are to “examine and recommend changes to standards, policies, etc. to promote collaborative project delivery and accelerate the design, construction and inspection of projects.” This is one of the key focus areas of all SCOD technical committees and is captured in the SCOD Strategic Plan under Goal 1, “Improve the timely delivery of projects.” In addition to emphasizing this objective in all work done by SCOD Technical Committees, SCOD will assign lead responsibility for this area to the Technical Committee on Preconstruction Engineering Management. SCOD has identified two members from the subcommittee to serve on the Joint Technical Committee for Project Delivery, as requested in the July 18, 2010 memorandum from Neil Pedersen, SCOH Vice Chair. Finally, SCOD will be having a joint annual meeting in Spring 2011 with the Subcommittee on Right-of-Way and Utilities to collaborate on opportunities to further accelerate project delivery.

11.0 System Preservation Objective – Advance technology and techniques to improve system conditions and adopt measures that provide intelligence on system performance

Under Task 11.1, subcommittees are to “identify and promote primary technologies, strategies, etc, to support rapid construction, rehabilitation, preservation and maintenance of the highway system and improve system conditions”. In addition to emphasizing this objective in all work done by SCOD Technical Committees, SCOD will assign lead responsibility for this area to the Joint Technical Committee on Pavements.

Managing Administrative Matters and Projects
1. Joint Task Force on Pipe established
2. Technical Committee on Highway Lighting needs to address LED issue
3. Implement new balloting system – eBalloting
4. Examine DOT membership on Technical Committees to determine active versus non-active State memberships
5. Begin using “Live Meeting” on a trial basis instead of face-to-face meetings for Technical Committees
   a. Technical Committee on Project Estimating is using with good success

The SCOD 2010 annual meeting agenda and presentation materials may be viewed at http://design.transportation.org/Pages/SCOD%27sPastMeetings.aspx

Completed Tasks or Activities

Future Events

The next meeting of SCOD is scheduled for St. Louis, Missouri in 2011.
Activities from October 2009 to October 2010:

The following topics will be highlighted:

- SCOHT Executive Board Washington DC Reconnaissance Visit—The SCOHT Executive Board conducted its annual Reconnaissance visit to Washington in March of this year.

- 2010 Annual Meeting—of the Subcommittee was held in Portland, Maine. The Subcommittee took advantage of the site to get briefings on the tour the intermodal operations at the Port of Savannah, one of the fastest growing container ports in the United States. The program also included speakers representing FMCSA, FHWA, the American Trucking Associations.

- Coordinated Size and Weight Enforcement—As a follow-up to the European Size and Weight Scan a number of activities have been carried out to strengthen the capacity of state DOTs to carry out coordinated size and weight enforcement programs.

- Assessing Proposals for Changes in Vehicle Size and Weight Limits—SCOHT members and staff have met with industry representatives, with federal government officials, and with other SCOH Subcommittees to discuss possible proposals for changes in size and weight law in the next authorization and how to assess them.

Other topics:

- Reauthorization Policy—SCOHT staff and members have monitored activity on reauthorization related to commercial vehicles. There were no significant developments in 2010.

- Performance Measures—Staff and members have participated in the development of performance measures for freight movement on highway freight corridors.

- Guide for Vehicle Weights and Dimensions—The guide, which is updated every two years, is currently in review and will be printed and distributed in 2011.

SCOHT Executive Board Washington DC Reconnaissance Visit

The SCOHT Executive Board conducted its annual Reconnaissance visit to Washington in March of this year. At the U.S. DOT they engaged in briefings and discussion on a wide range of commercial vehicle issues, including:

- Size and weight – current issues
- Size and weight—reauthorization
- Maine and Vermont Reports
- Performance Measures
- Disaster response
- Distracted Driving
- Hours of Service
- Intellidrive
- Truck Parking
- CVISN
- CSA
- Highway/Rail Grade Crossing Safety
- HazMat Transport
Border Issues

They also met with House and Senate staff to discuss the commercial vehicle congressional agenda this year and beyond. They discussed matters of mutual interest with the Commercial Vehicle Safety Association and met with representations of:

- The American Trucking Associations
- The Specialized Carriers and Rigging Association
- Americans for Safe and Efficient Transportation
- The Council for Highway Productivity
- The Coalition Against Bigger Trucks

The Executive Board also met with AASHTO engineering staff to discuss how to coordinate internally on the issue of truck size and weight.

SCOHT Annual Meeting: Portland, Maine

The Subcommittee on Highway Transport, AASHTO’s trucking committee, met in Portland, Maine, in June of this year. The meeting was hosted and organized by the Maine DOT and the participants were welcomed by Maine DOT Commissioner, David Cole. The meeting had strong participation from both the member states and the trucking industry. Total registration exceeded 60.

A half-day workshop was organized around the Maine truck weight pilot program, authorized by the FY10 U.S. DOT appropriations law, that allows trucks up to 100,000 gross vehicle weight to operate on a portion of the state’s interstate system, previously limited by the federal ceiling of 80,000 pounds. The workshop included briefings on engineering and operations issues and a site visit to compare the state roads used previously by the 100,000 pound trucks. The legislation required FHWA to issue a report on the pilot (and the similar pilot in Vermont) last summer. The report has not yet been released. The Maine DOT prepared a white paper, which is attached.

FHWA and FMCSA provided briefings on their priority commercial vehicle activities. The Agenda also included sessions on proposals for raising the federal limit on truck weight, conducting state cost allocation studies, managing divisible loads, and state and industry efforts to coordinate the movement of manufactured housing in New England. Jim Lynch, Director of the Montana DOT and Chair of SCOHT, described the efforts being undertaken by the Montana DOT to develop a high, wide, and heavy corridor for the transport of Alberta oil shale equipment across Montana. Susi Derrah, the Assistant Director of the New Brunswick DOT discussed commercial vehicle coordination at and beyond the U.S./Canadian border.

Jodi Carson of the Texas Transportation Institute conducted a workshop on coordinated size and weight enforcement.

Coordinated Size and Weight Enforcement

The work based on the findings and conclusions of the European Scan on Commercial Vehicle Size and Weight Enforcement was concluded: Most recently workshops were conducted in Louisiana and Ohio and at meetings of the Subcommittee by consultants from the Texas Transportation Institute. Previously information briefs were prepared on:

- Commercial Motor Vehicle Size and Weight Enforcement
- Weigh-in-motion System Calibration
- Oversize/Overweight Vehicle Permitting, Routing, and Monitoring
- Bridge Infrastructure Preservation

The project, funded through NCHRP 20-07, which was advocated by SCOHT Chair Jim Lynch, has provided to DOT CEOs and senior staff information and analysis demonstrating the importance of size and weight enforcement relative to general transportation objectives, such as safety and infrastructure preservation. The information briefs have been distributed to all AASHTO members.
Assessing Proposals for Changes in Vehicle Size and Weight Limits

AASHTO's Board-approved reauthorization policy declares that,

“States, in collaboration with the freight transportation industry and the federal government, should investigate the feasibility of regional adjustments in truck size and weight in particular corridors that demonstrate important economic benefits and meet safety, pavement/bridge impact and financing criteria,”

SCOHT staff and members have had numerous meetings with industry representatives and with federal government officials to discuss possible legislative proposals for changes in size and weight law in the next authorization and how to assess them. The discussions have focused on the proposal of the American Trucking Association (ATA) to enable states to exercise the option of raising the federal freeze to 97,000 pounds on six axles, also supported by the Coalition for Transportation Productivity. Meetings have also been held with opponents to change, including the Coalition Against Bigger Trucks. The 2010 Annual Meeting, described above provided an opportunity to focus on the Maine Pilot allowing 100,000 pound trucks on the state’s interstate. Within AASHTO coordination and communication has been undertaken between SCOHT and other SCOH subcommittees, including bridge and maintenance. As a result of discussion at SCOH on this subject at the Spring Meeting an NCHRP 20-7 project has been initiated to produce a user-friendly compendium of research results in the area of truck size and weight to provide a common base of information and analysis for those involved with this subject. Work will continue in order to provide a unified response to any proposals advanced, consistent with Board policy.

Future meetings:

- The Executive Board of SCOHT will meet in Washington in February of 2011. The site and date for the 2011 Annual Meeting has not yet been set.
The 2010 Summer Meeting of the Highway Subcommittee on Maintenance (SCOM) was held in Savannah, Georgia on July 11 - 15. The meeting was attended by a total 156 registrants including 45 delegates representing 30 states, AASHTO and FHWA, and 84 participants representing the industry associations, vendors, academia and representatives from Canada and South Korea.

This is the first year the SCOM has operated under the new organizational structure approved by SCOH last year which more closely aligns with the strategic plan developed by SCOH and focuses on the major issues facing our nation. The reduction from 11 sub-groups into 5 Technical Working Groups (TWG) within the SCOM improved the richness and depth of the discussion during the TWG’s breakout meetings. The SCOM continues to work on efforts that will better align the work activities of its TWG’s with SCOH goals and objectives with focus on performance management, workforce development, environmental, and research.

Some of the interesting topics that attracted attentions and lively exchange of ideas were the issue on increasing truck weights and sizes, possible commercialization of some selected rest areas, the new issue of the MUTCD, and other topics related to the Technical Services Programs being supported by the Subcommittee.

The following resolutions were developed during the meeting but due to lack of quorum during the election process, these resolutions are being forwarded to the Subcommittee members for balloting:

- Resolution 10-03 Continuing Concerns Regarding Increasing Truck Weights and Size Limits
- Resolution 10-04 Preservation Certification Pilot Program
- Resolution 10-05 Support for Safety Edge Implementation Efforts
- Resolution 10-06 Commercialization/Privatization of Rest Areas
- Resolution 10-07 Voluntary SICOP Assessment
- Resolution 10-08 Reconsideration of Proposed Changes to the MUTCD

Following the summer meeting, Subcommittee on Asset Management contacted SCOM leadership to request SCOM’s support of the draft “Supplement to the AASHTO Transportation Asset Management Guide: Volume 2 – A Focus on Implementation” manual developed through NCHRP. SCOM leadership, in coordination with SCOAM prepared Resolution 10-09 “Resolution to Support the Implementation of asset management principles through the Supplement to the AASHTO Transportation Asset Management Guide: Volume 2 - A Focus on Implementation” which has also been forwarded to the Subcommittee members for balloting.

The PowerPoint presentations given at the General Session and Technical Sessions are posted on the Maintenance meeting webpage:

Completed Tasks or Activities:

Pavements Technical Working Group

Presentations:
- NCDOT made a presentation on the new HPMS pavement requirements and how it will affect state agency’s workload and equipment needs.
- Updates on available NHI training courses and the use of web based training to reach more agencies.
• Ongoing research concerning energy usage in pavement maintenance and green house gasses

Research:
• NCHRP Project 14-20 “LOS on Interstate” which is just being completed. The Pavement TWG will review this final research report to determine if it is suitable for publication by AASHTO.
• NCHRP Project 14-24 “Convincing Stakeholders; Developing a Guide for Communicating Maintenance and Preservation Needs” has begun its work. Several Pavement TWG committee members are on this panel. This research seeks to improve efforts to communicate the effects of reduced funding, increased traffic and increased public demand more effectively to elected officials, decision makers, other stakeholders and the public.
• NCHRP Project 20-5 “Sustainable Pavement Maintenance Practices” is underway. Pavement TWG committee members are on this panel as well. This research seeks to gather current pavement maintenance practices and determine sustainable maintenance specifications and guidelines for long term pavement performance.
• Submitted two research problem statements: Defining the Benefits and Expected Performance of Pavement Preservation Treatments and Evaluating the Safety Benefits of Pavement Preservation Treatments

Other:
• Continuously supporting TSP2, NCPP, TRB, NHI and other partner efforts and activities.

Bridges Technical Working Group

Completed Activities:
• Coordinated with SCOBs on FHWA Heat Straightening Guide and the Manual on QC/QA Bridge Inspection
• BTWG reviewed “Selection of Deck Treatment Overlays” for AASHTO sponsorship
• Comparison of Research Completed/Underway and the Suggested Topics from the National Conference – Ted Hopwood, University of Kentucky
• State maintenance engineer contact list updated
• Training Survey
• Developed a position on performance measures for the NCHRP Study on comparative performance measures with BTWG recommendations included in final draft
• Various maintenance issues coordinated via informal network throughout the year

Ongoing activities:
• Underway -- Deck Joints survey of Maintenance & Construction engineers.
• Definition(s) -- Coordination with Bridge Preservation ETG and SCOBS T-9
• Expect further efforts in regard to size and weight
• On-going support for the Bridge Preservation ETG, and Bridge preservation partnerships (TSP2)
• On-going support for TRB AHD30 Structures maintenance Committee and TRB AHD00 Bridge Preservation subcommittee
• On-going support for AASHTO SCOBS T-9 Bridge Preservation

Research:
• Improved Corrosion Inspection Techniques for ducted strands for cable stayed, and post tensioned concrete bridges
• Best practices in preserving bridge decks has been incorporated into NCHRP 14-23

Roadway/Roadsides Technical Working Group

Ongoing Activities
• Market the NHI Maintenance Leadership Academy (course #134063)
• Member of the Joint Task Force on Pipe
• Providing comments on the AASHTO stance on the NPA for Retroreflectivity
• UDOT - wet night reflectivity and the effect of different bead products
• Work with the AASHTO Subcommittee on Materials to address questions of arsenic levels in glass beads
• Tony Sullivan serves as a liaison to the AASHTO Subcommittee on Traffic Safety
• Research problem statement identified for Pavement Markings Under Wet-night Road Conditions
- Identify best practices for wet-night visibility including rain, mist/fog, and winter conditions
- Identify effective wet-night visibility systems, devices, and products and conditions where they work best.
- Identify promising emerging wet-night visibility technologies
- Recommend further research, development, or field testing to advance the science of wet-night visibility

**Resolutions**
- Resolution on Commercialization or Privatization of Rest Areas

**Equipment Technical Working Group**
- The 2010 AASHTO Equipment Reference Book was updated and placed on the SCOM Webpage (UDOT completed this again for us this year.)
- The AASHTO Guide, *Guidelines for Selection and Application of Warning Lights on Roadway-Operations Equipment*, was published this year. (This guide is the results from NCHRP Project 13-02, Guidelines for Selection and Application of Warning Lights on Roadway-Operations Equipment.)
  - The project panel reviewed the interim report for the project.
  - Identified and discussed items from the interim report that needed to be addressed with the research team members.
  - The research team presented information on the project status and their future plans for completion of the project.
  - The final report on the project is expected by the end of December, 2010.
- Collaborated with the Safety & Reliability TWG
  - How the two TWGs can begin working together on national issues affecting both groups
  - Identify current needs of each group
  - Identifying overlap areas, current practices, future needs
  - Related Technical Presentations during joint TWG meetings
    - Presentation: Vehicle Telemetrics, SAE Protocols, and SAE Technical Standards Development Program – Erle Potter, VDOT
    - Presentation: Mobile Data Platforms and Interfaces on DOT Vehicles - Mohammed Fotouhi, Director, Public Sector, Telogis, Inc.
    - Identifying overlap areas, current practices, future needs
    - “Tow Plow” presentation.
- Oversee, support, and coordinate the activities of Equipment Management Technical Services Program (EMTSP).
  - Established a Program Oversight Panel (Erle Potter, VDOT, Chair) with regional representation- Fall ’09
  - Launched program website- www.emtsp.org winter ’10
  - Conducted a Strategic Planning Workshop with Oversight Panel in Montgomery, AL, Winter ‘10
  - Developed Program Vision, Mission and Strategic Goals (posted on website)
  - Identified Topical Areas of Focus
  - Identified Website Enhancements
  - Planned the joint Northeast and Midwest Equipment Management Partnership meeting fall ’10 in Pittsburgh, Pa
  - Presentations made to the Southeastern States Equipment Managers Conference and Western States Highway Equipment Managers Association to encourage membership in AASHTO EMTSP
  - Strategic Action Plan on going activities
    - Oversight Panel and program contractor developing/updating action plan
    - Conducting monthly conference calls with panel members
    - Assignments made to individuals or groups with target completion dates
    - Developing and updating directory of State Equipment Managers
  - On-going Outreach activities
    - Developed EMTSP Brochure for distribution at conferences and meetings
Coordinating with AASHTO SICOP program—ongoing conference calls
Coordinating with TRB AHD 60 Equipment Management—future national workshop

Highway Safety & Reliability Technical Working Group

- Submitted a research problem statement entitled "Update Chapter 8 (Winter Operations) of the Environmental Stewardship Manual" produced for the AASHTO Center for Environmental Excellence.
- Submitted a research problem statement entitled "Applying Asset Management Principles to Winter Maintenance.
- Participated in an NCHRP workshop entitled "Challenges and Opportunities: A Strategic Plan for Winter Maintenance Research" to prepare a Long-Range Research Roadmap.
- Conducted a National Winter Maintenance Peer Exchange on August 25-26, 2009 to chart progress on research needs, identify new research problem needs and share best practices in winter maintenance.
- Prepared a four year work plan for the AASHTO Winter Maintenance Technical Service Program with a focus on supporting the new mission and vision of the AASHTO Highway Subcommittee on Maintenance and integrating sustainability into winter maintenance operations.
- Developed and distributed a computer-based training program entitled "Performance Measures for Snow and Ice Control Operations".
- Submitted a resolution for a voluntary SICOP Assessment for converting all eight computer-based training programs to an internet browser format and making them SCORM-Compliant (SCORM is an acronym for Sharable Content Object Reference Model) which will ensure they are compatible with state DOT training management systems.
- Presented technical papers at and participated in the World Road Association (formerly PIARC) 13th Winter Road Congress held on February 8-11, 2010 in Quebec City.
- Leading efforts on the I-80 Winter Maintenance Corridor Coalition with the States of California, Utah, Nevada, Wyoming and Nebraska to improve traveler and freight safety and mobility by sharing best practices, improving communication and data sharing and leveraging funding for research, implementing new technology and improving training.
- Held two joint conference calls in the spring of 2010 with Equipment Management Technical Services Program (EMTSP) members. Also, at the AASHTO SCOM Meeting in Savannah, continued liaison activities with EMTSP by sharing time during our TWG breakout sessions to share information on Equipment Management and Snow & Ice Control.

Future Events

- The 2011 Subcommittee on Maintenance Meeting is scheduled July 17-21, 2011 in Louisville, Kentucky
Committee Officers

Chair: Grant Levi, ND  
Vice Chair: Mark Felag, RI  
Secretary: Jack Springer, FHWA  
AASHTO Liaison: Greta Smith

Summary of Activities and Accomplishments from October 2009 to October 2010:

The SOM held its 96th Annual Meeting in Madison, WI on August 8 - 13, 2010. The 21 Technical Sections, the Executive and AASHTO Products Evaluation List (APEL) Councils; and the AMRL Administrative Task Group (ATG) all met during the period. In the opening plenary session, Mr. Greg Nadeau, Deputy Administrator, Federal Highway Administration (FHWA), spoke about the initiative underway at FHWA called “Every Day Counts (EDC).” The program focuses on a few items that are ready to be implemented and that can make an impact on transportation. Following his presentation were the presentation about the two material related EDC initiatives, warm mix asphalt and safety edge.

There were three major topics of discussion at this year’s meeting. Two of them concerned notice of proposed rule makings that are currently opened and the third concerned congressional action. The two rule making items concerned fly ash and the EPA’s proposals to regulate the disposal of fly ash and FHWA’s proposed rules on the retroreflectivity of stripping. The third item concerned proposed regulation on glass beads and the study currently underway in New Jersey looking at contamination from glass beads. The research was not complete at the time of the SOM meeting but the researcher did make a presentation at the meeting on the findings to date.

Representatives from 40 States plus NCHRP, academia and industry participated in the meeting. As in the past, the FHWA headquarters and field office Materials Engineers met concurrently with the SOM and participated in the Roundtable and Technical Section meetings. Jeff Miles from Idaho DOT was nominated and approved to be the Region IV Vice-Chairman.

The 30th Edition of AASHTO Materials, which includes all of the SOM's standard tests and specifications, was published in a five-volume paper version in July and as a single-user CD-ROM in September.

The AMRL's laboratory inspection and proficiency sample programs continue to grow, as does the AASHTO Accreditation Program (AAP). As of July 2010, 1434 labs held AASHTO accreditation. This is a 7% increase over the past year and a 40% increase over the last 5 years. The 27th assessment tour is currently underway and should be completed in September 2010. In this tour over 1450 labs will have been visited which is a 7% increase over the previous tour and a 27% increase in the past 5 years. There continues to be concern over the possibility of another accreditation agency being found to be comparable to the AMRL and allowed to conduct assessments and accreditations of labs. The committee that oversees the AMRL is composed of members of AASHTO members from the SOM and there is concern that the SOM would not have the same type of involvement with another accreditation body. A resolution addressing this issue was approved at the SOM annual meeting.

The SOM continues to look at ways of taking advantage of developments in electronic information technology. Updates have been made to the e-ballot website and most technical sections now use the e-ballot system for tech section ballots. A new version of the electronic ballot system and the SOM website went on line in 2010.

The Executive Council has also held discussions concerning the relationship between AASHTO and ASTM. There appears to still be some disagreement between the 2 bodies as far as which standards are soley owned and jointly owned. The SOM members of the workgroup will continue to work with ASTM to resolve the issues.

The membership of the Joint Technical Committee on Pavements (JTCP) was also discussed during the meeting. There is still concern with the JTCP being under the subcommittee on Design while over 50 percent of the members of the SOM have responsibility for pavement design.
There were three resolutions passed at this year’s meeting. The resolutions were as follows:

- Support of AASHTO Accreditation Program
- Support a full and open consideration of any proposed change in national freight policy.
- Support the delay of legislative action concerning glass beads

Presentations of interest at the Plenary Sessions included a presentation on Every Day Counts as previously discussed, SHRP 2, glass beads ongoing research, recycling and thin overlays by NAPA, APCA publications and concrete overlays database, updates by the Recycling Center, the AMRL, NCHRP and other groups. A copy of the agenda is attached.

**Names of Other Committees Involved or with an Interest in Each Activity:** Joint Technical Committee on Pavements, Subcommittee on Design, Subcommittee on Construction; Subcommittee on Maintenance

**Dates and Locations of Future Committee Meetings:** The 97th annual meeting of the SOM will be held July 31 to August 5, 2011, in Burlington, VT. The proposed location of the 98th meeting of the SOM is Mississippi. Planning for the 100th meeting of the SOM will begin in 2011.
Committee Officers

Chair: John P. Campbell, P.E., SR/WA, Texas DOT
Vice-Chair, Right of Way: Matt DeLong, Michigan DOT
Vice-Chair, Utility: Chuck Schmidt, P.E., New Hampshire DOT
Secretary: Janis Gramatins, FHWA HQ, Washington, D.C.
FHWA Utility Liaison: Jeffrey Zaharewicz, FHWA HQ, Washington, D.C.
AASHTO Liaison: Keith Platte, P.E., AASHTO, Washington, D.C.

Leadership Changes:
Subcommittee membership activity reflected the transitional nature of the past year and an optimistic future outlook. The strategic advancement of some key r/w way and utility members into project development positions foretells a more promising future in which right of way considerations are integrated into preliminary planning and project scoping.

Effective April 19, 2010, Tony Tavares, PE, PMP, California was appointed to serve on the subcommittee executive board as a Region 4 Utilities Representative. Tony has been an active member of the subcommittee since his June 22, 2009 appointment as the Chief, Division of Right of Way and Land Surveys, for the California Department of Transportation. Tony has been with CalTrans for 21 years and prior to the right of way appointment, he served as the Director of CalTrans District 10. A former construction engineer, Tony led the CalTrans team that hosted the very successful 2010 annual membership meeting in San Diego, CA, “Leveraging Scarce Resources - Leading the Drive to Economic Recovery”.

Effective April 19, 2010, Joe Miklochik, Maryland was appointed to serve on the subcommittee executive board as a Region 1 Right of Way Representative. Joe has been an active member of the subcommittee since his May 2006 appointment as the Director, Office of Real Estate, for the Maryland State Highway Administration. Joe has been with MD SHA for 22 years and prior to his current assignment, served as Deputy Director, Office of Real Estate. Joe was in place as the Deputy Director of Real Estate to assist Chris Larson with the successful 2006 annual membership meeting in Baltimore, Maryland, “Accelerated Project Delivery: It’s Time”.

Effective April 19, 2010, Dan Smith, Mississippi was appointed to serve on the subcommittee executive board as a Region 2 Right of Way Representative. Dan has been an active member of the subcommittee since his 2004 appointment as the Right of Way Director for the Mississippi Department of Transportation. Dan has been with MS DOT for 13 years and prior to the appointment as the Right of Way Director, Dan served as the Senior Attorney responsible for eminent domain. Dan represented the subcommittee and delivered the 2010 Work Plan to the Standing Committee on Highways (SCOH) at the Spring Meeting in Natchez, Mississippi.

New Subcommittee Members:
The Right of Way and Utilities Subcommittee welcomes the appointment of the following new addition to the subcommittee membership.

Effective February 12, 2010, Ken Feaster, South Carolina was appointed to the position of the Director, Rights of Way. Ken succeeds Oscar Rucker who retired from this position last year. Ken’s program areas of responsibility include right of way, utilities and railroad.

2010 Executive Board Business and Planning Session:
The Executive Board of the R/W and Utilities Subcommittee met in San Diego, California January 5-7, 2010 to conduct mid-year business, identify emerging issues, and collaborate with FHWA leadership on anticipated federal program changes. The planning session in preparation for the 2010 annual conference and meeting of the full subcommittee membership was conducted at the Westin Gaslamp Quarter Hotel which then served as the host facility for the 2010 annual meeting of the full subcommittee membership.

2010 Spring Membership Meeting and Conference:
The Highway Subcommittee on Right of Way and Utilities met in San Diego, California April 18 – 22, 2010. The theme for the 2010 conference was “Leveraging Scarce Resources - Leading the Drive to Economic Recovery.”
2010 FHWA Excellence in Right of Way Awards:

Congratulations to the 2010 recipients of the FHWA “Excellence in Right of Way Accommodation and Relocation” awards. The FHWA awards for “Excellence in Right of Way” were presented by Gerry Solomon, FHWA, at the Awards Luncheon on April 19, 2010, at the AASHTO/FHWA Right of Way and Utility Conference in San Diego, California. The “Excellence in Right of Way” awards program is conducted biennially by the FHWA to honor outstanding achievement in the right of way arena and to honor those who excel in improving the real property acquisition process while ensuring that property owners and tenant’s rights are protected. These awards recognize outstanding innovations that enhance the right of way professional's ability to meet the challenges associated with acquiring real property for a Federal-aid project.

- **Leadership Award:** Georgia DOT, “Right of Way Quality Assurance Program”
  This award recognizes Phil Copeland of the Georgia Department of Transportation's (GDOT) Right of Way Program for being the engine behind the recent overhaul of GDOT's Right of Way Quality Assurance Program. Under Phil's direction, the GDOT Right of Way Department improved its project-review process by implementing a "grass roots team" approach to identify best practices and multi-disciplined training programs. Congratulations to Phil, individual recipient of the leadership award.

- **Innovation Award:** Alaska DOT, “GIS & ROW Maps”
  This Award recognizes the Alaska Department of Transportation & Public Facilities for its development of Right of Way Mapping (ROW-MAP) software that allows managers and staff the ability to visualize aerial imagery and three-dimensional terrain. The contributors to the award winning project included Robert Wright, Rachel Shoemake, Angela Parsons, Andrew Pavey, Anna Ferntheil, Tim Sprout, and Kathy Wickham

- **Streamlining & Integration Award:** Texas DOT, “Comprehensive Development Agreement (CDA) Projects”
  This award recognizes the Texas Department of Transportation (TxDOT) and the Texas Turnpike Authority Division for driving the real estate acquisition and utility accommodation efforts on statewide comprehensive development agreement (CDA) projects. This project is TxDOT's first true facility concession agreement that allows for innovative project financing and delivery methods resulting in a more streamlined and project-delivery approach. The contributors to the award winning project included Donald C. Toner, Jr., SR/WA; Kerry K. Fulton, SR/WA; and John S. Breed, SR/WA.

- **Technical Specialty Award:** Missouri DOT, “Realty to Roads Program”
  This award recognizes the Missouri Department of Transportation (MoDOT) Realty to Roads Program for taking an aggressive and rational approach to selling excess property. The Realty to Roads Program is furthering MoDOT's goal of reducing the inventory of excess real property and generating revenue to enhance maintenance and construction programs. The contributors to the award winning project included Missouri Department of Transportation right of way staff Kelly Lucas and Gregory S. Woods.

- **Stewardship Award:** Massachusetts DOT, “Local Public Agency Training”
  This award recognizes the Massachusetts Department of Transportation (MassDOT) Right of Way Bureau for its local public agency (LPA) training program that provides information and guidance to LPAs to ensure compliance with the Uniform Relocation Assistance and Real Property Acquisition Act. The MassDOT staff trained more than 1,000 individuals statewide and provided a basic understanding of how the LPA process works. The contributors to the award winning project included Thomas Gray, Pamela Marquis and Linda Walsh.

- **Technical Specialty Award:** Ohio DOT, “Relocation Newsletter”
  This honorable mention award recognizes the Ohio Department of Transportation (ODOT), for the publication of the newsletter to supplement policy and procedures contained within the ODOT Relocation Manual. The newsletter is a successful communication tool that clarifies issues, reduces the number of policy interpretation meetings, is interactive and informative and shares relocation best practices on the ODOT website. The contributors to the award winning project included Andy Teater, Jack Hughes and Alana Donely.

- **Stewardship Award:** Louisiana DOT, “Outdoor Advertising Control”
  This honorable mention award recognizes the Louisiana Department of Transportation Right of Way Division for advancement in their outdoor advertising control (OAC) program. The OAC program continually updates the right of way procedural manual and provides annual training interactions for vendors, municipalities, and those involved in the management of statewide programs. The OAC program is a model of uniformity and demonstrates effective stewardship and quality assurance during program delivery. Congratulations to Marian Patton, individual recipient of the Excellence in Right of Way Stewardship award.
For additional information about this year’s award recipients and their winning efforts, please visit the FHWA website at http://www.fhwa.dot.gov/realestate/rowea.htm

In 2011, the subcommittee will again host presentation of the “Excellence in Utility Awards” at the AASHTO/FHWA Right of Way and Utilities Subcommittee Conference, to be conducted with the Subcommittee on Design, in St. Louis, Missouri.

Summary of Subcommittee Activities and Publications for 2010:

1. NCHRP Project Panel 20-36, - International Programs
Integrating R/W and Utility Processes with Project Development

The field work for the International Scan entitled “Integrating and Streamlining R/W and Utility Processes with Planning, Environment and Design” was completed in September 2008. The implementation team, lead by Jeffrey Zaharewicz, FHWA, developed the implementation plan from a comprehensive list of 20 ideas from which the scan team identified the following key ideas for priority implementation:

- Develop and pilot the use of the “Alliance Contract” approach, to integrate the advance planning of right of way acquisition and utility accommodation in the scoping phase of transportation project planning. The “Alliance Contract” concept seeks to facilitate collaboration of the interested and affected parties in the scoping of the project objectives. Anticipated benefits include enhanced and more cooperative relationships with property owners to facilitate equitable and timely property acquisitions, expanded use of communications and visualization techniques to more effectively engage property owners in the project planning dialog and better communicate anticipated project impacts.
- Develop a standard framework for the requirements and qualifications of proficiency for right of way and utility professionals in core disciplines.
- Promote the use of incentive payments in utility accommodations to facilitate more effective partnerships with utility providers in transportation project development.
- Pursue strategies to facilitate corridor preservation and secure advance property interests for future use.
- Promote the use of a tiered, multiple-level Memorandum of Understanding (MOU) structure among transportation and utility partners.
- Develop GIS-based right of way project and asset management systems.
- Promote the expanded use of best practices in utility coordination during the construction phase to streamline project delivery.

The final scan report was published by the FHWA Office of International Programs in June 2009 and is available online at http://international.fhwa.dot.gov/pubs/pl09011/

A detailed “Scan Implementation Plan” supporting each of these goals was developed for implementation during 2010. Highlights of the implementation effort to date include the design-build peer exchange conducted in Austin, Texas. The Implementation Plan identifies a number of activities including pilot programs and further research to achieve the over-arching objectives of the international scan.

An important finding of the international scan and a key element for implementation is the expansion of outreach efforts and the enhancement of professional education and information resources. The Scan findings and implementation goals have been presented at the following forums and events:

- January 2009: Transportation Research Board Meeting (a panel session and a workshop with utility community; overview summary provided to TRB Utilities Subcommittee);
- January and June 2009: International Right of Way Association conferences;
- April 2009: AASHTO Right of Way and Utilities Subcommittee Conference;
- May 2009: American Road and Transportation Builders Association Conference (overview discussion);
- May and August 2009: Informal discussions with other international scan Expert Task Groups and working groups that have identified similar implementation goals; and
- July 2009: TRB Legal Workshop

Of particular note is the continuing partnership throughout the implementation phase with Alan Hartley of the Department for Transport, Energy, and Infrastructure (DTEI), Adelaide, South Australia. Alan continues to provide documents and materials regarding the alliance contracting and DTEI development of early contractor involvement policies and practices.
Another significant accomplishment resulting from the international scan is the formation of the right of way and utilities Expert Task Group (ETG) with the specific goal to facilitate continued implementation of scan recommendations in practical practice across the member agencies of the AASHTO R/W and Utility Subcommittee. The International Scan ETG will:

- Provide necessary management and technical structure to follow through on the Scan Implementation Plan and eventually become a resource for continuous support of R/W and Utility project and program initiatives;
- Conduct continued outreach and facilitate communications to promote the R/W and Utility Scan findings and implementation ideas; and
- Establish contacts and a liaison with other similar efforts to support and advance common goals and initiatives (e.g. Alliance Contracting with the Construction Management and PPP Scan groups).

The core membership of the ETG has been identified as: Gerry Solomon, FHWA (Scan Co-Chair), John P. Campbell, Texas DOT (Scan Co-Chair); Ray Lorello, Ohio DOT; Ben Ward, PBS&J; and Jeffrey Zaharewicz, FHWA. Each of the other scan team members (Gary Fawver, Pennsylvania DOT; Dan Mathis, FHWA; Cesar Quiroga, Texas Transportation Institute; Bimla Rhinehart, California DOT; and Nick Zembillas, CardnoTBE, have also agreed to participate in the ETG on activities related to their professional expertise. The first meeting of the ETG occurred November 2009 in Austin, TX, in conjunction with a right of way and utilities design-build peer exchange.

2. Best Practices in Outdoor Advertising Control

NCHRP Project Panel 20-36 – International Programs

In March 2010 the team for the International Scan on Outdoor Advertising Control visited Australia, Sweden, The Netherlands, and the United Kingdom to learn how other countries regulate outdoor advertising within and adjacent to the roadway right of way. The study team examined new techniques to enforce laws, balance competing interests (including public involvement, and what factors to consider when developing policy, regulations, and enforcement mechanisms, such as safety, environmental concerns, and revenue generation.

The international scan is co-chaired by:
Mary Jane Daluge, Senior Realty Specialist, FHWA, Co-Chair
Matt DeLong, Real Estate Division Administrator, Michigan DOT, Co-Chair

Scan Team members include:
- Cesar Quiroga, Ph.D., P.E., Research Engineer and Manager, Infrastructure Management Program, Texas Transportation Institute, Report Facilitator
- Hari Kalla, MUTCD Team Leader, FHWA
- Susan Klekar, FHWA Division Administrator, Nevada Division
- Lyle McMillian, Director, Right of Way, Utah DOT
- Barbara Wessinger Attorney, South Carolina DOT
- Laurie Hanig, Assistant Attorney General, Maryland State Highway Administration
- Charlie Klauer, Ph.D., Senior Research Associate Virginia Tech Transportation Institute
- Ken Klein, Executive Vice President, Government Relations, Outdoor Advertising Association of America
- Jeff Soule, Director, Outreach and International Programs, American Planning Association
- Mary Tracy, President, Scenic America

The final report for the Scan is being circulated among scan team members and host counties and, after final edit, is expected to be published in the fall of 2010. Next steps include the development of a Scan Implementation Plan, selection of specific topics and recommendations to promote as best practices for improving outdoor advertising control in the United States. Presentations on the Scan will be made at different programs and conferences such as the AASHTO subcommittee on Right of Way and Utilities meetings and at the Transportation Research Board.

3. “Turbo Relocation” AASHTOWare Product Development

Turbo Relocation Update September 2010

The Turbo Relocation Task Force met at the Developer’s Offices in Chatham New Jersey on June 23rd and 24th to review and accept the Alpha Testing results. Alpha Testing was done by Universal Field Services during May.

Notes from the June meeting:
Arizona and Mississippi have agreed to beta test Turbo relocation. Beta testing will start on August 17th. BEM will provide the software and user installation information and other relative materials and each Beta Tester is to install everything and begin using the software in a real world environment. Testers should try to “break” the software. We will review and reaffirm the requirements for the testing and answer any questions.

The Beta version of Turbo Relocation was delivered to Arizona and Mississippi on August 17th. Beta testing will run through October 8th. It is expected that the final version will be available for licensing through AASHTOWare catalog in November or December.

Licensing options are presented in the AASHTOWare catalog found on-line at http://www.aashtoware.org/Pages/default.aspx

4. NCHRP 20-05, SYNTHESIS 405, “Utility Location and Highway Design” was funded at $35,000 on 10/01/08 and published in the summer of 2010. This study explored current practices in use by transportation agencies for consideration of utilities during the project development process. The synthesis included the process by which utility impacts are assessed and accommodation decisions made; what policies, regulations, manuals, and guidelines are in common practice; and how design decisions are influenced by utilities. The study included consideration of both above-ground and below-ground utility facilities.

Please visit the Transportation Research Board (TRB) site to review the Synthesis 405 report.

5. NCHRP 08-49 (2) Report 625 “Procedures Guide for Right of Way Cost Estimation and Cost Management” was funded at $100,000 on 09/30/06 and was published in 2009. The objectives of this research were to: (1) further refine right of way cost estimate and management methods and tools, with a focus on methods and tools that would be useful in the planning process; and (2) provide specific guidance to state departments of transportation on how to implement such methods and tools in practice.

Please visit the Transportation Research Board (TRB) site to review the Report 625.

Research Studies and Pilot Project Initiatives:
National Cooperative Highway Research Program (NCHRP), 20-07 Project Panel

NCHRP was created in 1962 as a means to accelerate research on acute problems that affect highway planning, design, construction, operation, and maintenance nationwide. The Right of Way and Utilities subcommittee recommends research topics for consideration by the 20-07 research panel twice each year. At the 2008 annual meeting of the Standing Committee on Highways (SCOH) the right of way and utilities subcommittee was appointed to the 20-07 project selection panel.

1. NCHRP 20-07, Task 247 – “Outdoor Advertising Sign Regulation Study” was funded at $60,000 and the project initiated effective 05/29/2008. The primary research was conducted by Clyde B. Johnson, SR/WA, R/W-RAC. The final report was submitted and accepted effective 06/01/2009. The objective of the research was to identify, compile and report on the standards, measures, and current enforcement practices in use throughout the states for the regulatory control of outdoor advertising signs. The results of this investigation were of value to prepare the international scan team with a concise understanding of nationwide practices, providing the foundation for comparison of US practices in advance of the scan tour. Right of Way and Utility Subcommittee participants to the research initiative included:

   ➢ John Garner - Florida DOT
   ➢ Matt DeLong - Michigan DOT
   ➢ Lyle McMillan - Utah DOT

Please visit the Transportation Research Board (TRB) site for additional information regarding the status of Task 247.

2. NCHRP 20-07, Task 248 – “Utility Encasement Policy for Highway Crossings”, was funded at $50,000 and approved effective 03/09/2009. The primary research was conducted by Khalid A. Farrag, Ph.D., P.E., Gas
Technology Institute of Des Plaines, Illinois. The final report has been completed and submitted for publication by NCHRP. The objective of this research was to review the current DOT encasement policies in practice nationwide, and determine the feasibility of a safe alternative to encased crossings at highway/utility intersections. The research also proposed to include criteria and specifications for an uncased crossing alternative, if so indicated by the findings. Right of Way and Utility Subcommittee participants to the research initiative included:

- Chuck Schmidt, P.E., New Hampshire DOT
- Ray Lorrello, Ohio DOT
- Robert Memory, North Carolina DOT
- Robert Lee, Alabama DOT

Please visit the Transportation Research Board (TRB) site for additional information regarding the status of Task 248

3. NCHRP 20-07/Task 269 – “Feasibility of Using Incentives to Facilitate Utility Relocations” was funded at $75,000 and approved effective July 30, 2010, with an anticipated completion date of April 29, 2011. The primary research will be conducted by Paul Scott, P.E. of Cardno - TBE. The objectives of this research project are to: (a) document state DOT experiences using incentives for utility relocations; (b) investigate how incentives have been used to accelerate other critical construction-related activities; and (c) recommend incentives State DOTs may want to consider. Right of Way and Utility Subcommittee participants to the research initiative include:

- Nelson Smith, P.E., Maryland, SHA
- Chuck Schmidt, P.E., New Hampshire DOT
- Ray Lorrello, Ohio DOT
- Jeffrey Zaharewicz, FHWA
- Mark Attaway, South Carolina SCDOT

Please visit the Transportation Research Board (TRB) site for additional information regarding the status of Task 269

The Subcommittee will be submitting proposals for the upcoming program call due October 14, 2010.

National Cooperative Highway Research Program (NCHRP), 20-84 Project Panel

1. NCHRP 20-84, “Improved Right of Way Procedures and Business Practices” was funded at $500,000. The contract to perform the research has been awarded to the Texas Transportation Institute. The principal research engineer will be Cesar Quiroga, PhD, P.E. The objectives of this research are to develop: (1) improved right of way procedures and business practices for the project development and delivery process and (2) best practices for the long-term management of right of way assets. This research should compare a typical right of way business model currently in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) and federal regulations with an improved model based on an objective analysis of key elements including, but not limited to: (a) project scoping; (b) cost and duration budgets; (c) contracting for services; (d) mapping and geographic information systems (GIS); (e) utility adjustment and accommodation; (f) relocation planning and eligibility determination; (g) appraisal; (h) appraisal review; (i) relocation assistance and payments; (j) acquisition and negotiations; (k) titles and closing; (l) eminent domain; (m) legal settlements; (n) property and asset management; (o) encroachment remediation; and (p) administrative costs (including training).

Work on this project has begun. The first quarterly progress report is anticipated to be published in October 2010. Please visit the Transportation Research Board (TRB) site for additional information regarding the status of 20-84

FHWA Surface Transportation Environment and Planning (STEP) Research Program

Section 5207 of SAFETEA-LU established the Surface Transportation Environment and Planning cooperative research program (STEP). The general objective of STEP is to improve understanding of the complex relationship between surface transportation, planning and the environment. The proposed FY2011 STEP funding levels are subject to the completion of the FY2011 Department of Transportation (DOT) appropriations process.
1. Support of Stakeholder and Partner Outreach and Informational Dissemination Programs
This research effort will involve several new components, including:
- Website support and development. Websites are key tools for disseminating information and outreach with stakeholders.
- Support for the realty competency building navigator. The purpose of the realty competency building program is to develop and maintain a high level of r/w and outdoor advertising control expertise for transportation agencies and partners.

2. Voluntary Acquisition Best Practices and Implementation
This research will identify the benefits and possible consequences of carrying out voluntary acquisition of r/w for a federally aided project or program. The effort will involve researching the use, implementation, and best practices of the voluntary acquisition requirements of 49 CFR 24.101(b)(1)-(5). Research results could be used to help increase consistency in interpreting and implementing the voluntary acquisition requirements under the “Uniform Act”.

3. Coordination with Railroads to Facilitate Acquisition of R/W
This research will identify methods to implement the findings and recommendations of Strategic Highway Research Program, “SHRP 2”, Implementation Project R16, “Strategies to Improve Institutional Relationship between DOTs and Railroads”. Coordination will be facilitated among the Federal Railroad Administration, FHWA offices and State DOTs. The expected outputs will be a memorandum of understanding to facilitate future acquisitions of railroad property r/w for federally aided projects and programs.

4. Relocation of Residences and Businesses for Federally Funded Projects on Tribal Lands
This research will identify how tribal realty staff resolves relocations of residences and businesses when acquiring r/w. This effort will include researching tribal and Bureau of Indian Affairs realty sources to identify sovereign legal issues related to relocation of Native Americans or special provisions for exemptions to the “Uniform Act”. Anticipated research outputs include development of guidance material specific to tribal acquisition practices and training for tribal realty staff engaged in r/w acquisition.

5. Neutral Assessment of the National Outdoor Advertising Control (OAC) Program National Policy Dialogue
This research will involve conducting outreach to parties interested in the regulatory control of outdoor advertising. The objective is to identify issues that cause controversy, compile the perspectives of various stakeholders, and identify appropriate methods for addressing conflicts and improving program results. The following are key issues with significant potential for mutual agreement and program improvements.
- The use of new technology
- Abuses of signage in commercial and industrial areas
- The future of nonconforming signs
- Control of vegetation in public r/w around billboards
- Inconsistent regulation and enforcement
- The organization of the OAC program within FHWA

6. FHWA Peer Exchange on GIS and Spatial Information for Improved Decision Making
This research effort will generate and facilitate peer exchanges focused on transportation topics in environment, planning, and realty. Each peer exchange will produce reports to capture and summarize knowledge shared at these gatherings and potential future topics for research. Specific peer exchange topics will include:
- GIS and environmental streamlining
- GIS and livability initiatives
- GIS and safety in transportation
- GIS application in Section 106 (historic preservation) and NEPA
- Developing workable data-sharing agreements

Please visit the [http://www.fhwa.dot.gov/hep/step/index.htm](http://www.fhwa.dot.gov/hep/step/index.htm) for additional information regarding the FHWA STEP Program.

Strategic Communications and Information Exchange
The Subcommittee continues to expand our resources for information exchange among the membership. The key communications and information exchange resources include:
- The Subcommittee website located at [http://rightofway.transportation.org/](http://rightofway.transportation.org/), developed by the Florida DOT and maintained by the voluntary efforts of the Texas DOT.
The Subcommittee “Clearinghouse” is a resource to facilitate web-based, query, compilation and distribution of topic-specific, surveys and reports submitted by R/W and Utility members. The “Clearinghouse” function is managed by the voluntary efforts of the Michigan DOT. This year 8 surveys were completed and are published under the “Documents” tab of our website at http://rightofway.transportation.org/. Topics of particular interest this year included:

- ARRA Efforts Related to Acquisition and Relocation
- Construction Permits Inspection Guide
- Use of Legal Counsel
- Minimum Qualifications for Appraisers
- Right of Way Academy
- Fiber Optic in R/W

Technical Councils
The primary objective of the technical councils is to expand the strategic communications network among the membership to establish a forum for broader participation by employees at the operations level within member states. This year the technical councils were particularly useful in extending the outreach to an expanding virtual audience even as economic conditions conspired to keep much of the membership close to their homes. The conference agenda featured several technical council roundtable discussions with virtual participation via teleconference to the subcommittee. The current standing technical councils have been established for the following nine subject areas:

- “R/W Appraisal and Appraisal Review”
- “R/W Relocation”
- “R/W Acquisition / Program Management”
- “R/W Property Management”
- “Outdoor Advertising Control”
- “R/W and Utilities, Scoping and Mapping”
- “Utility Coordination, Relocation and Subsurface Utility Engineering”
- “Utility Accommodation”
- “Utility Safety”

Priority Issues:
Investment in the Professional Practice of Right of Way Acquisition
The broad range of professional-level qualifications and experience required for the successful practice of right of way acquisition, demands a priority focus on the growing concern for the recruitment, retention, training and succession planning of qualified, right of way practitioners.

Professional Education and Training
The Subcommittee in coordination with FHWA and other partners in professional education will expand efforts to develop and update professional education initiatives and partnerships.

FHWA has an updated web-based course on the Uniform Act available for use at no cost to all state DOTs, their partners and consultants.

The Office of Real Estate Services and FHWA's National Highway Institute (NHI) currently offer additional courses related to real estate program activities.

The Subcommittee has followed the federal lead and expanded participation with private partners in professional Right of Way education to promote enhanced and consistent quality in training opportunities for both state and industry personnel.

Integrated Project Delivery
The Subcommittee on Right of Way and Utilities will continue to pursue opportunities to participate in combined forums with other AASHTO Committees and SCOH Subcommittees in order to meet the goal of improving multi-disciplinary coordination in development and delivery of transportation projects.

The current priority to integrate right of way and utility operations with project planning, creates a mutual benefit for interaction with groups such as the Subcommittee on Design, the Standing Committee on Planning, and the Standing Committee on Environment.
Geospatial Technology in Property Management and Right of Way and Utility Processes
The subcommittee, in coordination with an NCHRP funded study conducted by Virginia Tech, has participated on the Advisory Council on Integrating Geospatial Technology into the Right of Way and Utility Process.

Current asset management initiatives fuel a growing interest in the graphical representation of spatial right of way and utility features associated with asset inventory data.

Future Meetings of the Highway Subcommittee on R/W and Utilities:
Executive Board Business Meeting and Planning Session
The Executive Board of the Highway Subcommittee on Right of Way and Utilities meets annually in a winter forum to conduct mid-year subcommittee business, identify emerging issues, and coordinates with FHWA leadership on anticipated federal program changes. The planning session for the annual, spring meeting of the full subcommittee is also conducted at this mid-year meeting of the executive board.

- Dates: January 2011
- Location: St Louis, Missouri
- Duration: 2½ days
- Frequency: Subcommittee Executive Board meeting occurs annually

Annual Subcommittee Meeting and Membership Conference
The upcoming 2011 conference will be a joint effort by the AASHTO Right of Way & Utilities and Design Subcommittees.

The full membership of the subcommittee is composed of individual right of way (r/w) and utility directors from each of the 50 states, Puerto Rico, and the District of Columbia, as well as FHWA liaisons for both realty and utility program areas. Separate business meetings of the r/w and utility directors are incorporated into the conference schedule. An estimated 500 attendees and guests are expected to attend the general, break-out, and Technical Council sessions.

- Dates Spring 2011
- Location: St Louis, Missouri
- Duration: 3 ½ days
- Frequency: The Highway Subcommittee on Right of Way and Utilities meeting of the full membership occurs annually

Please visit our website for additional information about the AASHTO Subcommittee on Right of Way and Utilities.
Committee Officers

Chair                    R. Scott Rawlins, NV DOT
Vice Chair               Connie Sorrell, VA DOT
Secretary                Jeff Lindley, FHWA
Liaison                  Mark S. Bush, AASHTO

Annual Meeting

The 2010 Subcommittee on System Operations and Management was held in conjunction with the ITS Annual Meeting in Houston, TX, May 2-5, 2010

Completed Tasks or Activities

The AASHTO Highway Subcommittee on Systems Operations and Management held its 2010 annual meeting in conjunction with the ITS Annual Meeting in Houston TX, May 2-5, 2010. In brief, the meeting agenda and proceedings included several presentations, discussion and action items as well as associate partner updates. This year marked another significant milestone for the Subcommittee on Systems Operations and Management as one of its key significant projects is now in beta testing, an AASHTO Guide on System Operations and Management. The primary focus area of business at the meeting was on the new and developing strategic plans of AASHTO and SCOH to assure that the strategic plan for SSOM is continually in alignment. This includes the new Congestion initiative for SCOH that is being lead by the Chair of SSOM. On a national level, the current funding legislation, expiration of SAFETEA-LU and continuing resolutions, the status of the HTF and ARRA stimulus bills were also discussed as State DOT’s are continually challenged in the delivery, management and operations of their transportation infrastructure along with the funding short falls to deliver them.

One other item of particular note is that Chair Scott Rawlins has been appointed Chair of the Technical Coordinating Committee of the SHRP2-Reliability focus area. This will allow for close coordination of the SSOM and SHRP2 Reliability efforts.

A synopsis of the 2010 annual meeting:

Opening Session:

Scott Rawlins, NV DOT, SSOM Chair, and Connie Sorrell, VA DOT, Vice Chair SSOM, welcomed everyone to the meeting and provided their thoughts on the meeting and the significance of holding the meeting in conjunction with ITS America.

Our keynote speakers, Scott Belcher, President and CEO, ITS America and John Horsley, Executive Director, AASHTO welcomed us and gave a brief history of ITS America and its long standing relationship with AASHTO and SSOM.

Robert Bertini, USDOT RITA Deputy Administrator, and Jeff Lindley, USDOT FHWA, Associate Administrator for Operations, gave brief updates on the latest USDOT initiatives.

Scott Rawlins, NV DOT, SSOM Chair, provide the attendees with an overview of the SCOH Strategic Plan, charge of SSOM, and goals for the annual meeting. In regards to the SCOH Strategic Plan, he talked about the Vision and Mission of SCOH and the 10 objectives of the committee:

- Cut Fatalities in Half by 2030
- Congestion Free America
- System Preservation
- Project Delivery
- Freight
- Performance Management
• Workforce Planning and Development
• Research and Emerging Technology
• Climate Change
• Communicating the Value of Transportation

While SSOM has a role in all of these objectives the focus needs to be in “Congestion Free America”. Under that objective there are 3 action items that need to be accomplished by SSOM.

Action 1 talks about funding a synthesis study to create a compendium of national and international best practices, procedures and processes for maximizing operational efficiencies.

Action 2 talks about facilitating broad implementation of operational best practices by creating a Resource Center.

Action 3 is to support and promote the SHRP2 program and work towards the implementation of SHRP2 projects that address congestion, reliability, and mobility issues.

These Action items will shape the focus of our Task Forces (Reliability & Technology, Performance Measures, and Mainstreaming Operations).

The goals of the meeting were to focus on the AASHTO Guide on Operations and to begin the discussions on the creation of a Center of Excellence for Operations. The Guide was the focus of a workshop by the development team. An overview was given along with some hands on use of the web-based guide to review its functionality and content. Robert Arnold, FHWA Office of Operations, facilitated a discussion of different formats for a Center of Excellence.

Other presentations were:

• John Conrad, CH2M Hill, TRB SHRP2 Reliability Technical Coordinating Committee Chair
  o SHRP2 Reliability Research Program Update
• Ray Derr, TRB, Senior Program Officer, NCHRP
  o NCHRP Research Updates
• Ted Trepanier, WA DOT, SSOM Task Force Chair
  o Advanced Traffic Management Implementation in WA DOT
  o Domestic Scan Best Practices in Maximizing Traffic Flow on Existing Highway Facilities
• Gummada Murthy, VA DOT, SSOM Task Force Chair
  o IntelliDrive Pooled Fund Study, VA DOT
• John Corbin, WI DOT, NTIMC Chair and SSOM Task Force Chair
  o NTIMC Updates and leading initiatives
• Thomas Jacobs, Director, U of MD Center for Advanced Transportation Technology
  o NCHRP 20-24(37)D Comparative Performance using Traffic Incident Management Performance Measures
• Tracy Scriba, FHWA Office of Operations
  o Domestic Scan Preliminary Findings – Work Zone Assessment, Data Collection and Performance Monitoring
• Valerie Briggs, RITA JPO
  o Briefing of RITA ITS JPO Initiatives and IntelliDrive Strategic Plan
• Doug Noble, ITE, Senior Director Management and Operations
  o ITE News and NTOC (National Transportation Operations Coalition) Updates
• Bill Brownlow, AASHTO, Liaison for SCOWCoT
  o Wireless Communications, critical issues affecting ITS and SSOM
• Manny Insignares, NTCIP JC Chair; Bryan Mulligan, NTCIP JC; Robert Rausch, NTCIP JC; Bruce Schopp, NEMA
  o Joint AASHTO/ITE/NEMA Committee on NTCIP, Briefing, Issues and Discussion of critical items in ITS Standards Development
• James Wright, AASHTO
  o AASHTO IntelliDrive Updates and Initiatives
  o AASHTO IntelliDrive Strategic Plan and IntelliDrive Deployment Plan
The Task Force Chairs held a session to discuss their focus as it relates to the Action items in the SCOH Strategic Plan.

Steve Lockwood, PB World, NCHRP3-94 Principal Investigator, facilitated the workshop for the AASHTO Operations Guide.

SSOM Closing Session:

Scott Rawlins, NV DOT, Chair SSOM, facilitated the session giving an overview of what has been discussed, the goals and outcomes of the meeting, and direction going forward. There were 4 main topic areas discussed:

- Development of an “Operations Center of Excellence”. It was agreed that a NCHRP 20-7 proposal will be submitted with the following outline:
  - Development of the business model – format/resources/utilization/structure/funding
  - Framework for the governance – AASHTO/SSOM/FHWA/???
  - Long term sustainability – updates/maintenance/improvements
  - Other discussions focused on the development of the key “tracks” of operations that should be provided, assessment of the needs of State operations programs to ensure utilization, and the alignment with the SHRP2 products being developed.

- Development of the AASHTO Operations Guide:
  - Talked about the functionality of the web based guide and improvements that may be accomplished in the future such as bookmarking.
  - Agreed that 1 or 2 State’s should use the beta version of the Guide to provide feedback and also to show others the real world application and usefulness. Virginia and Wisconsin volunteered.

- Discussed the Task Force’s (Reliability & Technology/Performance Measures/Mainstreaming Operations):
  - Good alignment with the initiatives and goals of AASHTO/SCOH/SHRP2.
  - Need more participation and outreach – webinars/teleconferences
  - Need for coordination with NTOC/ITE/ITS/and other committees

- Future SSOM Committee Meetings:
  - It was agreed that future meetings should be coordinated with the Annual ITS America meetings (2011 – ITS Orlando, FL)
  - We need to reach out to other AASHTO committees and participate with presentations to coordinate our cross-cutting issues(i.e.: SCOP)
  - We need to actively get participation in setting the agenda
    - Format of meeting should be more circle discussions – less power point presentations
    - Each State should discuss one of their operations programs or projects
    - There should be CEU's and other development credits established for each meeting
    - The need to coordinate with ITS America to ensure State participation on sessions and a venue to showcase State programs

The final item was an agreement that a full SSOM Member webinar to keep members engaged should be done at least once a year between annual meetings.

We all look forward to getting members energized and committed to participating in future meetings. The Chair summarized to all in attendance that this is a time of great opportunity for SSOM with the initiatives and discussions that are taking place around the Country related to operations. Let’s don’t miss out on establishing the benefits of and the needs for the efficient operations of the transportation network.

Details of the SSOM meeting:

Twenty states were represented for the joint meetings and included participants from AASHTO, USDOT RITA JPO, and FHWA offices, consultants, vendors and contractors.

Along with a full meeting agenda dedicated towards the new strategic plan and regular business items, SSOM task force membership updates have been conducted that included:
1. Updates of USDOT FHWA and RITA JPO Systems Operations and Management initiatives
2. Updates of TRB, NCHRP and SHRP2 related research
4. ARRA Stimulus Bill and Operations projects included in current funding
5. The Operations Academy through the University of MD
6. National Transportation Operations Coalition through ITE supported by AASHTO and FHWA
7. The National 511 Coalition
8. National Traffic Incident Management Coalition
   a) Continue support of the National Unified Goal that includes three objectives, 1) Responder Safety, 2) Safe Quick Clearance, 3) Prompt reliable interoperable communications.
   b) Update on Force Practices and Procedures Task Force
   c) Update on Communications and Training Task Force
   d) Update on Research Task Force
   e) Update on the TIM Responder network
9. Overview, related activities and crosscutting issues between SSOM by the task forces.
   SSOM – Technology and Reliability; Performance Measures and Mainstreaming Operations Workforce Development.
10. USDOT RITA ITS JPO Strategic Plan, future research presentation and SSOM member panel discussion.
11. NCHRP 3-94 Project, Development of an AASHTO Guide for System Management and Operations development and on-going work of this key project, proposed structure, web based format and key high level issues regarding publication business model and sustaining the guide for access and future enhancements.
12. ITS Joint Topics of Discussion
   a) ITS in Work Zones
   b) MI DOT ITS Wireless Backbone project
   c) ITS Standards current and updates
   d) Active Traffic Management and Real Time Traffic Data, both public and private sector perspectives – UoMD, I-95CC and Inrix
13. Commercialization on R.O.W. – advertisements placed on DMS and PCMS
14. SCOH Strategic Plan Discussion and Congestion Initiative, results from Spring Annual Meeting of SCOH and issues, items regarding how each of the subcommittees are to meet expectations.
15. VII IntelliDrive Consortium AASHTO Working Group Strategic Plan
16. SSOM Subcommittee member participant discussion and prioritization of SCOH ten strategic objectives
17. Discussion of resolution on continual support of AASHTO IntelliDrive Strategic Plan effort and oversight
18. Discussion of ongoing and future research objectives for consideration.
19. A SHRP2 webinar under the L06 project. A forum on Institutional Architecture for Systems Operations and Management. This webinar is scheduled in October 2010. The L06 project is directly related to the Operations Guide and examines state DOT “institutional architecture” (culture, leadership, organizational structure and staffing, resource allocation process, partnering with public safety and local governments) which can provide a more supportive basis for effective Systems Operations and Management programs and activities. Several members of SSOM provided input and review under this SHRP2 project.
20. Business session of separate and combined work of each of the SSOM Task Forces.

With the significant activities occurring within SCOH and its development of it’s new Strategic Plan, the joint Subcommittee meeting set aside two specific times to address the membership in describing and detailing the efforts of SCOH, its process of developing a new strategic plan and the results to date of developing ten strategic objectives for inclusion into the new plan. All of the supplementary material for the SSOM meeting was provided to all the membership of SSOM prior to the meeting electronically as well as a hard copy booklet with same complimentary material provided to those members in attendance for their input and reference.

During a joint session and individual breakout sessions for SSOM, the six items discussed at the SCOH Spring meeting were discussed individually and proposed action items were developed in support of the SCOH Strategic Plan:

1) Identify which of the ten objectives are relevant to the Subcommittee.
SSOM, including the congestion objective under SCOH, is ultimately the most extensive cross cutting committee with issues that significantly affects all the proposed ten objectives other than perhaps the exception in significance would involve item 10, system preservation.

Item 1, Accelerated project delivery. ITS technologies and projects under the category of operations are a significant concern in that these transportation system improvements can be delivered and implemented in a timely manner and in a core program as traditional construction shovel ready projects. This is also true under the current environment involving the economic recovery and ARRA program.

Item 2, Identify, develop, communicate standards, specifications, policies, etc. This is a core program of SSOM as well as identified in its charge statement.

Item 3, Promote accountability through performance based management. SSOM has a significant partnership role in this objective, both in its task force and SHRP2 and NCHRP project activities. Also, the task force chair in SSOM just recently participated in an international scan on performance management and closely ties in also the Stnd Cmte on Performance Management.

Item 4, Cut fatalities in half by 2030. SSOM significantly will partner in this objective especially in the arena of ITS technologies. The advancement and deployment of ITS technologies, IntelliDrive principals involving V2V, V2I will ultimately affect driver mobility and safety in reducing fatalities and vehicular crashes.

Item 5, Communicate the value of transportation. This is also one of the core activities and goals of SSOM. Most if not all activities of SSOM especially in the area of ITS research, advancement and deployment will provide real time information to the motorist, more efficient movement of vehicles reducing congestion and green house emissions and ultimately more livable communities and quality of life.

Item 6, Advocate transportation energy and climate change. Another core activity that SSOM activities especially in the areas of advanced ITS research and deployment will effectively advance.

Item 7, Create a congestion free America. One of the core goals of the Subcommittee.

Item 8, Assist states in addressing workforce recruitment, emergence, etc. SSOM is also significantly involved in efforts under this objective. There is a specific task force lead on this objective within SSOM in addition, an NCHRP project has just been recently approved with a scope of work recently drafted and an RFP has now been sent out through TRB.

Item 9, Improve national freight network to keep America globally competitive. SSOM activities affect not only the highway user, but is a cross cutting committee in multimodal transportation in the efficient movement of people and goods on the transportation system. The transportation system involves all modes and to effectively operate the system, it also involves the coordination of multimodal transportation systems.

Item 10, System Preservation. This is really the only activity that maybe considered excluded in SSOM, as this objective is primarily focused on maintenance or asset management of the transportation infrastructure; however, managing assets and maintenance activities on the transportation system also go hand in hand with operating and managing the system.

2) Identify activities/efforts/products/research that the Subcommittee could undertake
Supplemental information was discussed and incorporated in this report.

3) Identify other committees we need to coordinate with
As SSOM is such a cross cutting committee as well as all the cross cutting objectives that SCOH has identified in its new strategic plan, SSOM is really at the fore front of this role and potential leader even as the lead committee for the Congestion initiative.
Other committees that affect or require liaison activities are almost ridiculous to list but primarily include:
- SCOH, Standing Committee on Highways
- SCOH-Subcommittee on Traffic Engineering
- SCOH-Subcommittee on Highway Transport
- SCOH-Subcommittee on Maintenance (also involves advanced ITS technologies)
- SCOHTS, Standing Committee on Highway Traffic Safety
In an effort to complement but not duplicate efforts, there exists now several initiatives and resulting strategic plans both directly and indirectly as a result primarily of SSOM AASHTO activities in addressing the issues of congestion or the objective now identified under the new SCOH strategic plan of: Create a congestion free America through improvements to the multimodal transportation system and improve system performance through advanced technology and operations.

There are already current initiatives being acted upon especially in each of the four strategic focus areas of SSOM relating to the SCOH objective, specifically SSOM task forces of a) Technology and Reliability, b) Performance Measures, and c) Mainstreaming Operations Workforce Development. There are also related activated in the various other AASHTO Standing, Special, and other Subcommittees. There are several concurrent SHRP2 and NCHRP projects and programs in action, as well as other joint AASHTO FHWA and ITS JPO initiatives and those that AASHTO also supports through FHWA on coalition activities e.g. NTOC, NTIMC, TSAG, 511 and IntelliDrive, namely the Working Group and Executive Leadership Group in addressing the respective operational objectives in development and for proposing further deployment strategies of achieving this goal (reducing congestion, optimizing the system, increasing safety and mobility) both in the short term and long term. The goal is also not to repeat research but also to deploy research being completed to also address these issues.

Another significant item of discussion was the draft completion of the AASHTO IntelliDrive(SM) Strategic Plan in March that articulated the commitment of the AASHTO community to advance IntelliDrive(SM) to deployment readiness. The plan described both strategic goals as well as actionable activities to prepare the states for understanding the development, deployment and operational opportunities and challenges. One of the foundations of the actionable part was to prepare a deployment plan that provided insights and directions that would clarify:

1) what approaches would be practical for infrastructure deployment,
2) what would the vehicle, communications infrastructure and application environment look like in the future and
3) the advantages and challenges of a phased deployment and a large scale national deployment.

The expected outcomes of the study would be a set of scenarios that could be used to assess deployment strategies and develop business models for financing. The study would describe a set of assumptions or predictions that would paint a picture of how infrastructure deployment could occur given the development occurring in the vehicle, aftermarket devices, communications infrastructure and application development. Along with the scenarios would be descriptions of the required infrastructure, description of a set of operating applications, how the applications would be developed and utilized by the states. An additional outcome would be a set of enabling policies, required legislation, estimates of the market to provide the infrastructure and what impact this will have on agency operations. A series of tasks are also included that will be clarifying steps and building blocks to present a reasonable view of deployment and propose policies and business considerations that that will be necessary for deployment considerations in 2014 as well as NHTSA critical decision point for 2013 of a possible future rulemaking. RITA ITS JPO has also similar efforts both in research and deployment strategic initiatives, part also of their strategic planning workshop webinar specifically scheduled in September 2010.

The AASHTO Operations Guide, NCHRP 3-94:
Funds: original $400,000, additional funds added for scope enhancements

The majorkeystone project and work activity of the Subcommittee is the development of the AASHTO Guide on Systems Operations and Management. The project activity funded under NCHRP 3-94 is now in full swing of early beta testing deployment with an anticipated completion date of December 2010.
The AASHTO Highway Subcommittee on Systems Operations and Management defined system operations and management specifically as “an integrated program designed to make the best use of existing highway infrastructure through provisions of systems and services that preserve and improve performance.” State departments of transportation, metropolitan planning organizations, corridor coalitions, and other transportation agencies are being called on increasingly to expand their activities beyond the more traditional design and construction functions most closely associated with traditional civil engineering and DOT traditional business models of design and build to the broader and more diverse tasks of maintaining and effectively operating the system efficiently as a core program. This future AASHTO “Guidebook” is breaking new ground in every sense, in that also it will be an interactive electronic web-based guidebook not in the traditional sense either, as the Green book is currently. The benefit of this future Guidebook (like a side to the Green book) is that it will assist the DOTs moving in to new business models of operations and guide those DOTs in the operations and management of their transportation system enhancing the mobility and safety of our nations highways. The sponsors and team involved in this initiative want this future guide to be as useful and successful as it can be. The success of optimizing the operation of our national transportation system involves the cooperation and coordination of many partners outside the normal DOTs, during those events involving normal daily activities, during recurring and non-recurring congestion, during incidents and during local and national emergencies both man made and natural events. Moving and looking towards the future, as the web and internet are becoming the tools of the future especially with the younger community, we are blazing new ground with this guide in that it will be an interactive web based resource for the Operations community and for Transportation Agencies in changing their traditional business models of designing and building highways, but operating their system as a core program activity also. This includes MPOs, RTFs, local and county agencies as well as the emergency responder community partners in their activities also that affect the highway system owner and user.

Support for the AASHTO IntelliDrive Strategic Plan, NCHRP 3-101

Under joint collaboration between Traffic Engineering and System Operations and Management
Funds: $500,000.

The U.S. Department of Transportation’s (DOT’s) IntelliDrive℠ program is focused on advancing connectivity among vehicles and roadway infrastructure in order to significantly improve the safety and mobility of the U.S. transportation system. The program is working toward a future vision where vehicles and infrastructure are connected to enable crashless vehicles, and where access to real-time data on the status of both vehicles and the roadway transforms transportation system management and operations to dramatically improve performance. IntelliDrive is being developed through coordinated research, testing, demonstration, and deployment. The federal research investment is targeted to areas that are unlikely to be accomplished through private investment because they are too risky or complex. Other stakeholders, including the states, the automotive industry and its suppliers, and consumer electronics companies, also are researching and testing IntelliDrive technologies and applications so that the transportation community can realize the full potential and vision of IntelliDrive.

The IntelliDrive program is a major initiative of the Intelligent Transportation Systems (ITS) Joint Programs Office (JPO) at DOT’s Research and Innovative Technology Administration (RITA). The ITS JPO’s goal is to advance the program to a deployment readiness state by 2014. In order for state transportation departments to fully benefit from this effort, AASHTO has formed an IntelliDrive technical working group that developed a strategic plan and action plan for the development and deployment of IntelliDrive. A pooled fund project has been established to begin work on the plan.

The objective of this project is to support the AASHTO IntelliDrive Technical Working Group under the auspices of the Subcommittee on System Operations and Management in developing and deploying the IntelliDrive system and augment the funds in the IntelliDrive pooled fund project.

Center of Excellence for Operations, NCHRP 20-7 Task 298
Funds: $75,000

A Center for Excellence (COE) for Operations would be designed to promote collaboration and using best practices to develop and implement applications. The COE would be a resource center that provides a library of materials, industry best practices, procedures and advice. It would draw upon expert knowledge and experience from the industry’s preeminent research centers, university transportation centers and results from research programs.

The COE could be responsible for the following:
- **Supporting** the industry sector through services needed and providing subject matter experts
- Providing **guidance** by being a knowledge repository for standards, methodologies, tool development and implementation, promoting collaboration, and applying best practices
• Promoting *shared learning* through training, certifications, skill assessments, team building and formalized roles to encourage shared learning
• Using *measurements* to demonstrate delivered value and results

Each of the three projects, Operations Guide NCHRP 3-94, Center of Excellence for Operations NCHRP 20-7 and SHRP2 L17 Framework for Operations are all critically linked and building on each other for successful deployment.

Continual coordination between committees was a commitment strongly expressed.

The business session of the annual meeting also included issues and updates from the task forces. The specific task forces and summaries included and are attached:

1. **Task Force Technology and Reliability**:

   • Retaining an active role in monitoring, supporting, and providing input to standards development on various ITS elements and systems;
   • Championing innovative technology and research programs such as NCHRP, IntelliDrive and SHRP 2 in particular the Reliability focus area track;
   • Supporting advanced traveler information programs in cooperation with the private sector;
   • Providing representation on the National Unified Goal (NUG) for Traffic Incident Management (TIM); and
   • Adapting advanced operation strategies in use internationally to U.S. conditions.

   • Actively managing traffic between the interstate systems and the arterials through technology with advanced traffic management systems with signal integration, traveler information and system coordination.

SSOM must be the sounding-board where States share their technology advancements and challenges. This task force should be a focal point of information sharing and education for new technologies and best operational management applications.

Examination of the available data on congestion and highway usage over the past decade leads to the conclusion that congestion is getting worse. Traditionally, State DOTs have concentrated on mitigating recurring congestion by removing bottlenecks and improving poor signal timing. Building new roadways or adding additional lane miles is an accepted practice; one that focuses on the long-range planning process and requires major financial investments. However, the congestion is increasingly related to non-recurring forms of congestion, such as traffic incidents, work zones, bad weather, and special events. Reliability is being recognized as a major facet of congestion, and is defined as the variability (or unpredictability) of travel times over a period of time. Although non-recurring congestion is a regular phenomenon, it is often inefficient, impractical, or counterproductive to apply standard capacity additions to these types of problems. As a result, new approaches and relationships are necessary to effectively diminish congestion and enhance mobility by focusing on reliability.

Within the past decade, increasing emphasis has been placed on Transportation Operations – strategies geared to optimizing the performance of the existing infrastructure rather than major physical expansions. We need to improve efficiency, safety and reliability with the existing infrastructure through the use of technology. Most of what is embodied by Transportation Operations can be traced to addressing the causes and impacts of unreliable events. However, there is a strong need to compile an “operations toolbox” that States can use in deploying strategies.

2. **Task Force Performance Measures**:

<table>
<thead>
<tr>
<th>Action</th>
<th>Steps</th>
<th>Subcommittee Leads</th>
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<tbody>
<tr>
<td>1. Generate SSOM resolutions and</td>
<td>A, Recommend the use of the NTOC operations performance</td>
<td>A: ongoing</td>
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<td>Subcommittee actions</td>
<td>measures (NCHRO 20-7)</td>
<td>B: Currently Pending</td>
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<td>B. Publications of ongoing performance measure research</td>
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1. Produce Outreach messages and materials  

| A. Promote travel time as the basis for mobility performance measures | B/C-a. TRB (ABC30) and FHWA are co-sponsoring a knowledge share website that was recently updated to include a separate focus group for Systems Operations and Reliability metric issues and topics. (see under I below) |
| B. Develop marketing materials to promote the implementation of the NTOC performance measures | B/C-b. FHWA is nearing completion of a TIM Performance Measurement Knowledge Management System, which is comprised of two components—a Knowledgebase and a LISTSERV (see under III below) |
| C. Develop an ongoing series of “snapshots” of best practices in performance measurement (keep it short, sweet, and pretty) |

2. Develop NCHRP Operations Metric focused research statement " (updated action language)  

| 1) focus on the effectiveness of operations deployments, not just what has been deployed, 2) define common data, analytics, and presentation styles for communicating performance in the future | Developed proposal and NCHRP 20-24 panel approved funding for a quick turn around project now underway: 20-24(37) Measuring Performance Among State DOTs, Sharing Best Practices- Operations Performance Using Incident Response Time (see under I below) |
| Lead : Daniela Bremmer |


| Summary of current practice; what has worked well; examples from other disciplines and how they can be adapted | - NCHRP 20-24 funded-(see under I below)  
- TRB-ABC30 Performance measure exchange (see under II below)  
- FHWA Knowledgebase underway (see under III below) |


| A. Operations Performance Measures Focus States | A.-FHWA Knowledgebase underway (see under III below)  
A.-TRB-ABC30 Performance measure exchange (see under II below)  
B. workshops currently underway (see under IV below) |
| B. Operations Performance Measurement Workshop |

Details:  

I. NCHRP 20-24(37)D Incident Response Comparative performance Measurement Study:  
The NCHRP 20-24 panel just approved the following project, jointly sponsored by AASHTO’s Standing Committee on Performance Management (SCOPM) and ABC30:
20-24(37)D Measuring Performance Among State DOTs, Sharing Best Practices - Operations

This complements the previously completed comparative performance measurement studies on Construction Project Cost and Schedule (20-24(37)A; and Pavement Condition International Roughness Index (IRI)( 20-24(37)B). The third comparative measures study Safety 20-24(37)C –is currently being finalized and uses the Fatalities Accident Reporting System data.

This previous work by the National Cooperative Highway Research Program (NCHRP) has demonstrated the value of comparative performance measurement. Each of these projects has involved compilation of detailed performance data for multiple DOTs, scrubbing the data to ensure comparability, calculation of performance measures for each agency, composition of peer groups for comparative analysis, identification of the top tier of agencies with respect to the selected measures, and interviews to determine practices that may be related to exemplary performance.

DOT experience with increased volumes on our roads over the past two decades indicates that one of the viable methods of improving mobility is to provide better real-time incident management - the faster an accident or breakdown is cleared, the sooner traffic resumes to normal flow. This study will be used to identify successful practices in operations activities of a state DOT. This performance indicator can highlight best practices in specific incident response techniques as well as organizational structures, relationships with partner organizations, and budgeting practices.

II. TRB ABC30 - Performance Measurement Knowledge Exchange Update with Operations Metric Focus: System Operations and Reliability Measures

TRB (ABC30) and FHWA are co-sponsoring a knowledge share website that was updated and does now include a separate focus group for Systems Operations and Reliability metric issues and topics.

http://knowledge.fhwa.dot.gov/cops/pm.nsf/home

System Operations and Reliability Measures group: This Discussion Board is intended to provide a forum for practitioners that are interested in performance measurement issues specifically related to system operations and congestion management. The forum is here to share knowledge, experience and research with each other. This includes the exchange of information concerning performance measurement efforts and needs in the areas of congestion management, Intelligent Transportation Systems (ITS), traffic operations, traffic incident management, and freight mobility management.

III “Knowledgebase”: TIM Performance Measurement Knowledge Management System:

At the completion of the TIM Performance Measurement Focus States Initiative (FSI), FHWA committed to implementing a knowledge exchange capability to support continued collaboration between the focus states, as well as with other states interested in measuring TIM performance . FHWA is nearing completion of a TIM Performance Measurement Knowledge Management System, which is comprised of two components—a Knowledgebase and a LISTSERV. )

- A searchable, browse able Knowledgebase: Users can search by keyword, or browse, this online repository to find resources generated through the focus state initiative in the field doing TIM performance measurement. Everyone can contribute to the knowledgebase by submitting documents or other resources for posting on performance measurement.

- A LISTSERV managed email list: Will complement the Knowledgebase by allowing users to tap into the informal knowledge and insights of their peers across the country from the convenience of their desktop email. LISTSERV to let others know about developments or events of possible interest related to TIM performance measurement, ask questions, share tips, or make people aware of a new document or resource you may be making available through the Knowledgebase.

IV. Operations Performance Measures Workshop and Performance Journalism Webinar

The FHWA Office of Operations is developing an Operations Performance Measures workshop focusing on state and local transportation agencies. The workshop will cover the gamut of operational strategies and measures while focusing on accountability / reporting to the public, influencing investment decisions. The final pilot of the workshop will be held in Nashville, Tennessee during a statewide Operations Summit on November 19, 2009. Additional workshops will be offered in 2010.
In a related effort, a Performance Journalism webinar and white paper is being developed focusing on operations performance measures. The webinar will focus on how best to communicate measures and their meanings to the public and decision makers. The webinar will be held in October or November this year.

3) Task Force Mainstreaming Operations and Work Force Development

- New or ongoing research and publications

NCHRP 20-86
Attracting, Recruiting, Developing, and Retaining Skilled Staff for Transportation Systems Operations and Management
Funds: $225,000
Contract time: 12 months (includes 3 months following completion of the draft final report, for panel review and consultant revisions)
Authorization to Begin Work: January 2010

This project was initiated through SSOM and NCHRP 20-7 Panel funding. Research is needed to define more clearly the needs for System Operations and Management (SOM) management, professional, and technical staff and resources for attracting, retaining, and enhancing the skills of SOM staff. The objective of this research is to provide transportation agencies with strategies and resources to meet their needs for SOM staff. The research will consider the potential demand for and supply of SOM workforce; the actions transportation agencies may take to attract, recruit, develop, and retain skilled staff with SOM capabilities; and the tools that are available or may be developed to assist agencies to take action. This project will build on the results of NCHRP 20-77, Transportation Operations Training Framework.

Project L06: Institutional Architectures to Advance Operational Strategies
Budget: $1.0 million (42 months)
Objective: The objective of this project is to undertake a comprehensive and systematic examination of the way agencies should be organized to successfully execute operations programs that improve travel time reliability.

SHRP 2 L06 [Active]
Institutional Architectures to Advance Operational Strategies Funds: $1,000,000
Effective Date: 2/28/2007, Webinar scheduled October 13, 2010
Completion Date: 2/27/2011

Research objective is to prepare a plan that frames the key issues involved in creating an improved institutional architecture (organizational structures, policies, procedures, relationships, etc.) that supports and manages operational activities that can improve travel time reliability.

Prepare a Draft Summary Report that describes the key elements of transportation agency institutional architecture; the issues and challenges of improving agency institutional architecture; and recommendations on how transportation agencies can implement changes aimed at improving travel time reliability. The report should include best practices from transportation and other agencies found in the study; benchmarks and performance standards that agencies can use in comparing their programs against what is considered to be best practice; strategies for overcoming shortcomings; and an appendix of relevant resources including model legislation and memoranda of understanding. It should also include a section on critical immediate actions that are basic to success; highly likely to yield improvement; easy to implement; and pave the way for other, more long-term changes.

Transportation Operations Research Communications, Awareness Needs Assessment & Implementation Plan for State DOT’s

Institutional, programmatic, and technical guidance for state transportation agency System Operations & Management (SOM) programs have been and are being developed through projects within the NCHRP, SHRP2, USDOT-FHWA, and USDOT-RITA-ITS JPO initiatives. Specific users of this guidance within state transportation agencies generally do not have consistent awareness of the resources that are available for their use, or that are under development and in need of their input.
The rapidly evolving nature of transportation operations as a function, along with its programmatic complexity, demand broader and more direct access to this existing and emerging national guidance. This need for broad and direct access is more intense for transportation operations than for more established and stable knowledge areas such as structures or pavements.

A communications and awareness needs assessment of state transportation agencies would allow TRB and AASHTO to more effectively and efficiently disseminate transportation operations research results to program leaders and practitioners. The assessment would also enable broader and more representative involvement of the national transportation operations community in national transportation operations research program development and project delivery. Finally, the assessment would recognize the distinct knowledge needs of central office or headquarters, as well as district or regional parts of the agency, and distinguish between the roles and knowledge needs of policy-makers and practitioners.

Summary of Activities and Accomplishments:

- Continual refinement of the Strategic Plan for Systems Operations and Management for enhanced alignment with the approved AASHTO Strategic Plan and SCOH Strategic Plan and Congestion Initiative that is currently in development. This also includes the AASHTO IntelliDrive Strategic and Deployment Plans.
- Aligned and revised Task Forces to meet the goals and objectives under the various new Strategic Plans.
- Continual coordination with applicable research under NCHRP and SHRP2.
- Balloted and passed several ongoing NTCIP standards.
- Passed a resolution on the IntelliDrive Strategic Plan and that SSOM is the primary oversight committee as it relates to its charge statement.
- Initiated and in current development of an NCHRP 03-94 funded project to develop for future completion and ratification of an AASHTO Guide to Systems Operations and Management, a very significant and keystone project under the auspices of the Subcommittee, for SCOH and for AASHTO. This future guide will also be breaking new ground as it is intended to be an interactive web based guide to better serve our transportation agencies in meeting the demands of mobility and safety for all the agencies and operators of the transportation system.
- Initiated an USDOT RITA joint funded effort for an AASHTO IntelliDrive Deployment Plan and report.
- Initiated and received approval for an NCHRP 20-7 study for the feasibility and development of a Center of Excellence for Operations. This project is critically linked to the Operations Guide and the Knowledge Base Framework under SHRP2 L17.
- Initiated and received approval for an NCHRP 3-101 study on an AASHTO IntelliDrive Strategic Plan. This joint funded study will compliment the current initial study completed by the Intellidrive Working Group in developing a strategic plan to assist state DOTs for a joint collaborative effort to successfully deploy IntelliDrive technologies.

Names of other committees involved or with an interest in each activity:

- Special Committee on Wireless Communications and Technology
- Special Committee on Transportation Security and Emergency Management
- Special Committee on Intermodal Transportation and Economic Expansion
- SCOH-Subcommittee on Traffic Engineering
- SCOH-Subcommittee on Maintenance
- SCOH-Subcommittee on Highway Transport
- Standing Committee on Planning
- Standing Committee on Performance Management
- Standing Committee on Highway Traffic Safety
- SCOHTS-Subcommittee on Safety Management

Additional committees are coordinated with on a needed basis depending on specific subject matter.

Future Events

2011 Annual Meeting:
Joint Meeting in conjunction with the AASHTO Special Committee on Wireless Communications and Telecommunications, ITS America Annual Meeting and ITS International World Congress Meeting concurrently to be held in Orlando, FL, October 16-20, 2011.

Additional requests for joint meetings are solicited with other related Standing Committees or Subcommittees especially due to this committee being such a cross cutting committee.
Committee Officers

Chair
Del McOmie, Chief Engineer, Wyoming Department of Transportation

Vice Chair
Tom Hicks, Director, Traffic and Safety, Maryland State Highway Administration

Secretary
Mark Kehrli, Director of Transportation Operations, FHWA

AASHTO Liaison
Mark Bush, AASHTO Staff

Review of Subcommittee Charge Statement
No change to existing charge statement.

Proposed Schedule
Plans for 2010-2011 include continuing work with the NCUTCD, including the mid-year meeting in January, summer meeting in June, and proposed changes to the MUTCD.

Members of the committee are working with FHWA and NCUTCD to find a solution to the changes in 2009 MUTCD per the resolution from the AASHTO Board of Directors’ spring meeting.

Committee members are working with other subcommittees and the NCUTCD to establish 20-7 and NCHRP projects. For example, both Materials and Maintenance Subcommittees are reviewing 20-7 projects in conjunction with SCOTE.

Members of the Committee volunteered to work on the Highway Safety Manual implementation and the 20-7 Bike Guide review.

The five Technical Committees have the following activity and upcoming work plans:

Work Zone
The Work Zone Technical Team convened at the SCOTE annual meeting on June 28, 2010 with many new members. The team confirmed its mission to advance safety and mobility in work zones. It is expected that the team will work closely with other AASHTO Committees, partner associations, and US DOT, particularly FHWA.

1. The previous work plan was reviewed and updated.
2. The preliminary results of the domestic scan, “Best Practices in Work Zone Assessment, Data Collection and Performance Evaluation,” were presented by K.C. Matthews (CO/DOT) and Tracy Scriba (FHWA). The final report will be released in October, 2010.
3. Several ongoing and emerging issues were identified by the team including:
   a. Construction employees making changes to the temporary traffic control plan with negative impacts on safety and mobility.
   b. Value engineering having negative impact on mobility.
   c. Difficulty with design-build project work zones.
   d. Meeting ADA requirements in work zones.
4. Over the next year the team will complete the following:
   a. Review and provide feedback about additions to the FHWA best practices guide.
   b. Submit a research problem statement to NCHRP on the effect of work zone on crash risk.
   c. Apply the results of the work zone domestic scan which may include submission of an additional research problem statement and training webinar.
   d. Provide feedback on the work zone training grant.
   e. Review the ATRI “Roadmap” on worker visibility and responders as requested.
   f. Provide input to FHWA’s research “Applying the Principles of the Work Zone Rule to Design-Build Projects”
   g. Work hand-in-hand with AASHTO committees/subcommittees, outside partners, and SCOTE Technical Teams regarding work zone technology, materials, process, and programs.

Signing and Marking
The Signing and Marking Technical Team met on June 28, 2010 in Chicago, IL. The meeting was attended by 14 states, 3 private industry and 5 associated organization representatives.
The following topics were discussed:

5. The application of colored pavements for special use and/or users.
6. Airport wayfinding.
7. AASHTO SCOTE’s role in educating other jurisdictions in regard to the MUTCD.
10. Signing and Marking warranties for vendors.
11. Establishing performance-based contracts for signing or markings.
12. The development of accelerated weathering techniques for sign sheeting materials.
13. Wet reflective markings.
14. Outcomes and actions to be taken by the Signing and Marking Technical Team as a result of these discussions:
   a. Support the NCHRP Synthesis 20-7(11) on the uses of colored pavements for special conditions.
   b. Investigate participation in the airport cooperative research program in an effort to bring MUTCD uniformity to airport signing across the country. The group wishes to work with those who may be looking at specific signing guidance for this industry.
   c. Become proactive in educating other governmental organizations in the application of MUTCD principles. Two such agencies are the Federal Aviation Association and the U.S. Park Service.
   d. Support development of guidelines for where digital billboards may be located.
   e. Review applications of real travel time information in combination with standard guide signing.
   g. Support the problem statement from the Subcommittee on Materials for development of accelerated weathering techniques for sign sheeting materials.
   h. Support the funding of a wet reflective marking synthesis.
15. Additional discussion and tasks for 2010-2011:
   a. The Signing and Marking Technical Team was asked to review “A Guide for Installation of Supplemental Signs on Freeways.” The intention is to review the criteria for qualifying a specific site for inclusion for freeway signing. Also, we are to look at the list of those sites/uses that do not typically qualify, especially in regard to the addition of the “attractions” category for logo signing.
   b. The S & M Technical Team will work with SCOTE representatives to the NCUTCD on specific issues in the 2009 MUTCD regarding signing and marking.
   c. The team will explore the methods used by the states to inventory, track, update, and maintain their signs. This effort will investigate the tools that are being utilized, the programs that track data, and the actual field-applied techniques for maintaining sign inventories.
   d. The team will continue to monitor the status of the items described in 14a. – 14h.

Traffic Design, Regulation and Management

16. Automated Enforcement. The technical team will continue discussions concerning the issues of automated enforcement. The team identified the need for a guideline or a best practices report to specify standards that should be used in red light running applications. An NCHRP synthesis is presently underway that may provide the information necessary to accomplish this need. The team will monitor the progress of this synthesis and will evaluate it when completed.
17. Bicycle Guideline. The technical team will monitor the development of the Bicycle guideline and will report any issues to SCOTE - and a recommendation for subcommittee approval.
18. Speed Operational Issues. A technical team member will review the latest research on the issue of design versus operational speed and will report to the team at the next annual meeting. Distribution of information to the SCOTE committee on this subject will be made when appropriate.
19. Driver’s Handbook. The team will review the material developed for State Driver’s Manuals on the subjects of Older Drivers, Trucks, Work Zones, Bicycles, and ITS as part of NCHRP 20-07 Task 212. The final write-ups will be presented to the SCOTE committee.
20. Roundabout Design Issues. A review of existing state programs regarding the criteria used for selecting a roundabout over a traffic signal will be conducted along with a review of the revised guideline to be issued by FHWA. A report of the findings will be presented to the SCOTE committee.
21. Congestion Mitigation Strategies. A review of the use of adaptive signal systems to improve congestion on traffic arteries will be conducted. The use of these systems appears to have great potential to improve congestion and to reduce gas consumption. There is an NCHRP synthesis beginning on this subject and
could provide the information desired. Ed Fisher (Oregon) will represent the technical team on the panel for this synthesis. Information from this synthesis will be discussed by the task force and information will be distributed to the SCOTE committee.

Traffic Signal and Highway Lighting Technical Team

The team met on June 28, 2010, in Chicago, IL.

22. Proposed Schedule: Plans for the team for 2010-2011 include continued oversight of the two NCHRP 20-7 projects under our purview. We are also working on a problem statement for a proposed NCHRP JT (along with the SCOD) project to update and revise the AASHTO Roadway Lighting Design Guide. We are also assisting the SCOD to formulate the Proposed Research Needs Statement for the NCHRP 20-7 Analysis of New Highway Lighting Technologies project. This effort will be coordinated with e-mails and a series of conference calls.

23. Items Discussed and Work Plan for 2010-2011: The following projects are in progress and the technical team will continue to provide oversight until these are completed.
   a. NCHRP 20-7/Task 271 – Graphic Traffic Signal Design Aid Based on the MUTCD – The contractor plans to have the Beta version of the software in early Fall 2010 and final version by the end of calendar year 2010.
   b. NCHRP 20-7/Task 283 – Evaluation of Flashing Yellow Arrow (FYA) in Shared Left-Turn Signal Sections – Details of this contract are still being finalized. Anticipated start time is fall 2010.
   c. New Projects: The following item was discussed as a possible NCHRP 20-7 or 20-5 project: A synthesis on Roadway lighting that would include warrants, luminance levels, and the state of the technology.
      Noted comments in discussion:
      (1) Does lighting at intersections actually help lower crashes?
      (2) What was final outcome of NCHRP 5-19, a Guide to Roadway Lighting – Benefit to Cost?
      (3) Issue of “Green Lighting” – Do we need liaison to SCOD since they provide oversight for the Roadway Lighting Design Guide?
      (4) Team would like more guidance from AASHTO and believes there is too much reliance on industry for information. It was also discussed as to whether our agencies were in the driver’s seat from an ownership perspective.
      (5) Should the warrants be revisited? If so, how would they need to be linked to the HSM?
      (6) The issue of brightness. Is brighter necessarily better?

24. As a follow-up to this meeting, we began discussions this month with the SCOD and are forming a Joint Technical Committee on Highway Lighting to study multiple issues as mentioned above.

25. It was noted that the current team does not have any members in attendance who are members of other AASHTO Committees.

26. The Team discussed that members will be serving on the oversight panel supporting NCHRP Project 03-103 – Update of the Traffic Signal Timing Manual, as this has been recommended to become an AASHTO publication.

27. The team also discussed support of NCHRP Project 03-101 – Support for the AASHTO Intellidrive Strategic Plan. The team will support by having members serve on the oversight panel if selected.

Safety and Security

The SCOTE Safety Technical Committee met in Chicago, IL on June 28, 2010.

28. The work plans outlined two items for the team going forward:
   a. Perform a literature search, survey of states on emerging safety treatments.
   b. Continue to liaision with leadership of the AASHTO Standing Committee on Highway Traffic Safety (SCOHTS).

29. Initial discussion included briefing the new chair on the activities of SCOHTS and its subcommittee on Safety Management (SSM).

30. Main discussion surrounded the implementation of the new Highway Safety Manual (HSM).

31. Newly formed task group under SCOTS SSM using NCHRP funding to develop an implementation plan with 3 members from SCOTE and 3 members from the Subcommittee on Design.

32. The Transportation Research Board (TRB) is in the process of developing performance measures.
   a. Go To meeting and conference call on July 16, 2010 to initiate discussion of the plan.
   b. August 10-12 meeting in Woods Hole, Massachusetts to work on plan implementation.
c. Task Group meeting and mid-year meeting for the SSM on September 29-October 1, 2010, in Kansas City.

33. Discussion regarding the idea of a clearing house for safety information.
   a. Web portal www.ussafety.org was mentioned as a tool that would provide one-stop shopping for highway safety information, including a search engine contained within the portal.

34. Discussed types of safety improvements that could be done on a system wide basis, with or without a benefit cost analysis.
   a. List is presented as a brain storming session, understanding that ideas are not meant for every state or location depending on climate or other variables.
   b. Application needs to take into account that over use of some traffic control devices could reduce their effectiveness.
   c. Some items on the list are eligible for 100% HSIP funding.
   d. Systematic Safety Improvements: reflective pavement markings, pavement marking system improvements – wider durable materials, sign upgrade replacement, roundabouts, and signal timing, to name a few.

**Upcoming Meetings**

June 2011, Boise, Idaho
June 2012, Florida
Committee Officers

Chair: Kevin Chesnik, Wisconsin DOT
Vice Chair: Mike Shamma, New York DOT
Secretary: Bryon Lord, FHWA
AASHTO Liaison: Keith Platte

Summary of Activities and Accomplishments from October 2009 to October 2010:

New Members

There was one new member added the EC in the past year: Mr. Del McOmie from Wyoming DOT as the Region 4 representative. Also in the past year, Mr Mike Shamma from New York assumed the Vice Chair position of the EC.

Vacancies on the TIG EC

Currently we have two opening in the TIG Executive Committee: one in Region 3 and one in Region 4. If you are interested in joining the TIG EC, please send a short resume to Keith Platte, kplatte@aashto.org.

New Technologies

The new Focus Technology for 2009 is the following:

- **TowPLow (TPL)**
  The sponsoring state for this project is Missouri. The TowPLow integrates a trailer plow by pulling it behind a snowplow truck. While most snowplow trucks clear one 10-11 feet, a special wing plows clears up to 16 feet, the TowPLow technology has enabled one truck and operator to clear more than 24 feet. Due to the vast increase of clearance area, one TowPLow combination can actually replace 2.5 conventional snowplow trucks in gang plowing and improves safety when compared to special snowplow trucks with wing plows in gangs. Additionally, the TowPLow has an expected life cycle of 30 years or more compared to the typical expected life of 15-17 years for snowplow trucks.

Open Technologies

The following are the Technologies that are currently in Open Status

- Grade Crossing Electronic Document Management System (2009)
- Environmental Planning GIS Tools (2009)
- Linear Reference System (2008)
- Surface Resistivity (2008)
- Self Propelled Modular Transporters (SPMT) (2006)
- Precast Concrete Paving Slabs (PCPS) (2005)

Closed Technologies

The following Technologies have been place in Closed Status

- Virtual Weight-in-Motion (VWIM) (2004)
- Cable Median Barrier (CMB) (2004)
• Highway Rail Warning System (HRX) (2003)
• Ground Penetrating Radar (GPR) (2003)
• Air Void Analyzer (AVA) (2002)
• Global Positioning System (GPS) (2002)
• ITS in Work Zone Safety (ITS-WZS) (2001)
• Accelerated Construction Technology (ACT) (2001)
• Prefabricated Bridge Elements (PBE) (2001)
• Fiber-Reinforce Repair on Overhead Sign Structures (FRP-OSS) (2003)

Additional Selected Technologies

This year, two technologies were selected to be spotlighted by TIG. They are:
• Emergency Contact Locator
• Integrated Roadside Revegetation

One page fact sheets for these technologies are currently on the TIG website.

Nomination Process

The 2011 TIG Nomination process is now closed. The Executive Committee will review the nominations, and announce the 2011 Focus Technologies sometime in early 2011.
# AASHTO/ACEC Joint Committee
## 2010 Annual Activities Report

### Committee Officers
- **Co-Chair:** Paul Mattox, WV
- **Co-Chair:** David M. Oates, Oaes Associates, Inc.
- **Co-Secretary:** Jim McDonnell, AASHTO
- **Co-Secretary:** Matt Hardy, AASHTO
- **Co-Secretary:** Vivian Moeglein, ACEC
- **Co-Secretary:** Matthew Reiffer, ACEC

### AASHTO/ACEC Joint Committee Meeting
**Biloxi, Mississippi—Thursday, October 28, 2010**
**Camellia Room, 6:00 pm to 9:00 pm**
**Number: 1-800-930-8721 Code: 9375507**

1. **Call to Order**
   - Co-Chairs Paul Mattox, WV and David Oates, ACEC
   - a. Self Introductions (Roster Enclosed)
   - b. Joint Committee Membership Updates
   - c. Approval of the Minutes from May 19, 2010

2. **Reauthorization and Legislative Update:** Jack Basso and Janet Oakley, AASHTO

3. **AASHTO Update:**
   - a. Financial
   - b. Policy
   - c. Engineering

4. **ACEC Update:**
   - a. Acquisition of Consultants and Overhead Rates

5. **FHWA Update on Initiatives and Programs**
   - King Gee, FHWA

6. **Old Business**
   - a. Cost Recovery Update
   - b. Audit Guide Implementation

7. **New Business**
   - a. International Scan Implementation Coordinator
   - b. AASHTO Highway Safety Manual
   - c. Every Day Counts Initiative:
     - i. Overview
     - ii. AASHTO Coordination
     - iii. ACEC Coordination
   - d. AASHTO Transportation Asset Management Guide: A Focus on Implementation

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**Minutes Details:**
- **Number:** 1-800-930-8721
- **Code:** 9375507

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**Committee Roster:**
- Joint Committee and Guests
- Co-Secretaries
- Co-Chairs Mattox and Oates
- Co-Chairs Mattox and Hardy, AASHTO
- Co-Chairs Hardy and Moeglein, ACEC
- Co-Chairs Mattox and Reiffer, ACEC
- Co-Chairs Oates and Moeglein, ACEC
- Co-Chairs Oates and Hardy, ACEC

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**Contact Information:**
- **Number:** 1-800-930-8721
- **Code:** 9375507
Committee Officers

Chair  
Kirk Steudle, Michigan DOT

Vice Chair  
Neil Pedersen, Maryland DOT

Secretary  
Julius "Butch" Wlaschin, FHWA

Liaison  
Matthew Hardy, AASHTO

Annual Meeting

The annual meeting of the Subcommittee on Asset Management was held in Chicago, IL on July 26 and 27, 2010. This meeting took place in conjunction with the Peer Exchange on Asset Management and Performance Management. Highlights of the annual meeting include the following:

- Strategic Plan—A main focus of the annual meeting was the development of a new Subcommittee on Asset Management Strategic Plan: 2011-2015. The working meeting was successful and a new strategic plan was approved by the subcommittee in September 2010.
- Research Activities—Three research activities were approved to be moved forward. The first will be a synthesis project focusing on what other State DOTs are doing concerning other asset classes, namely ancillary highway structures such as high-mast arms, lighting poles, etc. The second and third research activities are NCHRP Problem Statements related to the use of GIS in supporting a transportation asset management program. Chairman Kirk Steudle submitted the NCHRP Problem Statements to the RAC on behalf of the subcommittee.
- Webinars—FHWA continues to sponsor a number of transportation asset management webinars. Webinars in FY2011 will focus on: 1) the AASHTO Transportation Asset Management Guide: A Focus on Implementation, 2) Transportation Asset Management and Performance Management, and 3) Transportation Asset Management and other asset classes.

Completed Tasks or Activities

The Subcommittee on Asset Management had a successful year. The following summarizes key deliverables of the subcommittee:

- Transportation Asset Management Volume 2: Implementation Guide—This NCHRP project was completed in May 2010. The NCHRP panel approved the final deliverables and the report was forwarded to AASHTO for publication. AASHTO is currently in the process of balloting the guide. The Subcommittee on Asset Management approved for publication in August 2010. Both SCOH and SCOP are in the process of approving (as of September 2010). In addition, AASHTO is currently preparing the layout of the document for eventual publication with the title: AASHTO Transportation Asset Management Guide: A Focus on Implementation.
- Natchez, MS Workshop—The subcommittee sponsored a workshop as part of the AASHTO Spring Meeting in Natchez, MS where the Volume 2 Implementation Guide was first presented to practitioners. The day-long meeting was well-attended by both State DOT CEOs and asset management professionals.
- Peer Exchange on Asset Management and Performance Management—The subcommittee sponsored a peer exchange that focused on relating transportation asset management within the broader context of performance management. The peer exchange had the following three goals:
  - Discuss how to structure policies and incentives to reflect best practices in asset and performance management.
  - Identify approaches to better incorporate asset management objectives into a performance management program.
  - Extend the discussion of asset management to the full range of transportation assets.
- TRB Asset Management Committee Meeting—Chairman Kirk Steudle and others attended the TRB Asset Management Committee summer meeting in Washington, DC in support of better coordinating future research activities associated with transportation asset management.

Future Events

The Subcommittee on Asset Management has proposed the following future events:
• Publish *AASHTO Transportation Asset Management Guide: A Focus on Implementation*—Working with AASHTO, the subcommittee will ensure publishing of this guide as well as the development of web-based version.

• 2011 TRB Annual Meeting—The subcommittee will host a smaller mid-year meeting as part of the 2011 TRB Annual Meeting in conjunction with the TRB Asset Management Committee meeting.

• Summer 2011 Peer Exchange—The subcommittee is proposing a peer exchange workshop as part of the Standing Committee on Planning Capacity Building program. The focus of this peer exchange will be safety and transportation asset management.

• 2011 Annual Meeting—In conjunction with the peer exchange mentioned previously, the subcommittee will have an annual meeting.

• Webinars—Working with FHWA, the subcommittee and its members will help develop, host, and deliver a series of webinars throughout FY2011 related to transportation asset management.
Committee Officers

Chair: Christine Reed (Illinois, Chief Engineer)
Vice Chair: Tom Baker (Washington, State Materials Engineer)
Liaison: Greta Smith, Project Manager for Construction and Materials; Katheryn Malusky, NTPEP Project Engineer; Evan Rothblatt, NTPEP Manufacturing Auditor

Annual Meeting: The NTPEP 2010 annual meeting was held May 8 through May 13, 2010 in Orlando Florida. NTPEP held its 17th annual meeting this past May in Orlando, Florida. There was continued growth in state participation that can be traced to two factors. First, with the continued downsizing of state departments of transportation, the challenge of completing necessary quality assurance testing has exceeded their capacity. The pooling of test data is NTPEP's critical resource: an investment of $7500 in the technical program fee returns over $1 million in materials test results, performed under AASHTO control but funded by the manufacturers. Secondly, the needed participation by state personnel to make NTPEP truly effective is being achieved by recognizing state employee travel restrictions and developing solutions to work around this barrier to success.

Some new tools have been recently put into place including a new data mining interface. The goals are to make inputting and retrieving test data much more simple. Another strategy to maintain responsiveness throughout the year are scheduled quarterly phone calls for each Technical Committee to discuss ongoing activities.

One significant change since the May meeting has been the departure of Keith Platte as the AASHTO Liaison. Greta Smith, who has been an AASHTO Staff member with NTPEP, has assumed Keith’s duties.

Completed Tasks or Activities

Summary of Activities and Accomplishments from October 2008 to October 2009:

<table>
<thead>
<tr>
<th>Technical Committee</th>
<th>Date</th>
<th>Lead State(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TTCM</td>
<td>January 2010</td>
<td>Tennessee</td>
</tr>
<tr>
<td>Coordinate, install, and evaluate winter 2009 – summer 2010 flexible delineators and work zone drums field and laboratory testing. Publish and distribute final report.</td>
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</table>

| PMCS&FAP            | February 2010 | North Carolina |
| Coordinate field evaluation of portable changeable message signs and flashing arrow panels. Publish and distribute a final report. |

| CADD                | March 2010 | Minnesota, Missouri |
| Coordinate laboratory evaluations of concrete admixtures. Publish and distribute final report. |

| CCC                 | March 2010 | Minnesota, Kansas |
| Coordinate laboratory evaluations of concrete curing compounds. Publish and distribute final report. |

| SSM                 | April 2010 | Virginia, Louisiana, Minnesota, Arizona and Missouri |
| Coordinate fabrication and install test panels for 2009-2012 cycle of testing for sign sheeting materials. Field evaluation racks are at four locations nationally. Publish previous year’s data on DataMine. |

| RUP                 | April 2010 | Louisiana, Minnesota, Arizona and Missouri |
| Coordinate, fabricate, and install 2009 “Roll Up Signing Materials” test deck at three field locations. Evaluate products and publish reports. |

| PMM                 | Ongoing | Minnesota (Lab and 10) Florida (09), Pennsylvania (Lab and 08), |
Wisconsin (07), Louisiana (Lab), New York (Lab)

Coordinate, install, and evaluate a pavement marking materials (PMM) deck in Minnesota. Conduct routine readings on PMM test decks installed in previous years in Florida, Pennsylvania, and Wisconsin. Perform laboratory testing (Louisiana and Pennsylvania). Post data on DataMine.

TTC D  September 2010  Tennessee
Coordinate, install, and evaluate summer 2010 – winter 2010 flexible delineators and work zone drums field test deck in Tennessee. Publish and distribute final report.

**Technical Committee**  **Date**  **Lead State(s)**

**RPM**  **Fall 2010**  Georgia
Coordinate, install, and evaluate raised pavement marker “sun country” field test deck in Georgia. Conduct laboratory testing on products. Publish and distribute reports.

**SRPM**  **Fall 2010**  Ohio, Georgia, Florida
Coordinate, install, and evaluate snowplowable raised pavement marker field test deck in Ohio. Conduct laboratory testing on products. Publish and distribute reports.

**RSCP**  **Fall 2010**  Ohio, Kansas, New York
Coordinate, install, and evaluate rapid set concrete patch field test deck. Conduct laboratory testing on products. Publish and distribute reports.

**GTX**  **QUARTERLY**  New York, Washington
Quarterly solicitation and laboratory evaluation of geotextiles. Publish and distribute hard copy test reports and post results via the Internet and NTPEP DataMine.

**ECP**  **QUARTERLY**  Wisconsin, TRI/Environmental
Quarterly solicitation and laboratory evaluation of Erosion Control Products. Publish and distribute hard copy test reports and post results via the Internet and NTPEP DataMine.

**SSC**  **ONGOING**  Kentucky and KTA-Tator

**REGEO**  **ONGOING**  Washington, New York, TRI/Environmental
Coordinate, sample, and test geosynthetic soil reinforcement materials. Publish reports online.

**NTPEP Audit Program**

**PIPE**  **ONGOING**  Kansas, Washington, TRI/Environmental
NAP conducted over 45 audits on manufacturing locations across the country and in Canada. Continue to add new facilities and are looking for more states to adopt this program.

**REBAR**  **ONGOING**  Texas, North Carolina, Illinois
NAP conducted over 28 audits on reinforcing plants across the country and in Canada. Continue to add new facilities and are looking for more states to adopt this program.

NTPEP staff maintains the committee website, [http://www.ntpep.org](http://www.ntpep.org). The program’s success is largely due to public-private partnerships. Therefore presentations are made at various regional and national conferences and liaison reports are provided to other AASHTO committees.

**Future Events**
Testing in all Technical Committees continues throughout the year. Complete revision to the NTPEP website and Data Mine 2.0 will be completed June 1, 2011. The NTPEP 2011 annual meeting will be held **April 17 through April 22, 2011 in San Antonio Texas.**
### Committee Officers

Chair  
Don Vaughn, AL  
Secretary  
Marty Vitale, AASHTO  
Region 1  
Ken Sweeney, ME  
Region 3  
Kevin Keith, MO  
Region 4  
Cathy Nelson, OR

### Applications for Review and Approval by the Special Committee and SCOH (results will be furnished at the SCOH Business Meeting, October 30, 2010)

**Ballot Number:** 2010-1251  
**Ballot Name:** RN-10-02 USRN Applications eBallot AM2010 Meeting  
**Ballot Manager:** Marty Vitale  
**Start Date:** 10/5/2010  
**Due Date:** 10/21/2010  
**Attachment(s):** Ballot Introduction RN-10-02.pdf

<table>
<thead>
<tr>
<th>Member Department and Route Number</th>
<th>Description</th>
<th>Contact Person</th>
<th>Decision</th>
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</thead>
</table>
| 1 Alabama I-85                    | • Intersection of I-85 and proposed I-685 near Montgomery, Alabama  
• New location from the junction of I-65/proposed I-85 in Montgomery, Alabama southerly and westerly to the junction of I-59 in the vicinity of Cuba, Alabama.  
• New alignment  
• South – west  
• Montgomery  
• 152.39 miles  
• I-59 near Cuba, Alabama: AL FHWA Administrator Letter - to review interstat... USRN Electronic Application Form Future I-85_2.p... | Robert J. Jilla jillar@dot.state.al.us |          |
| 2 Alabama I-685                    | • INTERSECTION OF I-85/FUTURE I-85 AT MILE MARKER 14.44 EAST OF MONTGOMERY, ALABAMA.  
• FROM THE JUNCTION OF I-85/FUTURE I-85 WESTERLY TO THE JUNCTION OF I-65 IN MONTGOMERY  
• OVER AN EXISTING PORTION OF I-85  
• WEST  
• MONTGOMERY  
• 14.44 MILES  
• I-65 INTERCHANGE AT MILE MARKER 171.157 IN MONTGOMERY AL FHWA Administrator Letter - to review | SAA |          |
<table>
<thead>
<tr>
<th>Member Department and Route Number</th>
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<tbody>
<tr>
<td>3 Alaska Bicycle Route (new)</td>
<td>Alaska’s major arterials from Seward to Anchorage; Anchorage to Tok, Wasilla to Fairbanks; Valdez to Fairbanks; Alaska/Canada Border (Alaska Hwy) to Delta Junction; Haines to Alaska/Canada Border; and, Skagway to Alaska/Canada Border.</td>
<td>See application</td>
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<td></td>
<td><a href="https://example.com/352x611">Full Application</a></td>
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<tr>
<td>3 Arizona US 93</td>
<td>AZ/NV State Line at the center of the new Colorado River Bridge immediately south of Hoover Dam On new alignment to a junction with existing US 93 New alignment US 93 is a north-south US Highway – this segment is generally on an east-west alignment Las Vegas (30 mi to north), Kingman (70 mi to south) 1.88 Junction with existing US 93 at milepost 2.55</td>
<td>Richard C. Moeur, PE - <a href="mailto:rmoeur@azdot.gov">rmoeur@azdot.gov</a></td>
</tr>
<tr>
<td></td>
<td><a href="https://example.com/142x519">Full Application</a></td>
<td></td>
</tr>
<tr>
<td>4 Georgia US 19</td>
<td>Intersection of Georgia State Route 9/U.S. Route 19 and Georgia State Route 237 in North Atlanta. The relocation of U.S. Route 19 will travel southerly along Georgia State Route 237 and southwesterly along Georgia State Route 13. Existing roadway. south and southwest. Atlanta 5.47 Miles The relocated section of U.S. Route 19 will terminate at the intersection of Georgia State Route 13 and Georgia State Route 9/U.S. 19 in Midtown Atlanta.</td>
<td>Clayton Carter <a href="mailto:ccarter@dot.ga.gov">ccarter@dot.ga.gov</a></td>
</tr>
<tr>
<td></td>
<td><a href="https://example.com/142x583">Full Application</a></td>
<td></td>
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<tr>
<td>5 Indiana US 24</td>
<td>The new alignment of U.S. 24 begins at Log Mile 0.00 at the Indiana/Ohio State Line</td>
<td>Daniel Dozier <a href="mailto:ddozier@indot.in.gov">ddozier@indot.in.gov</a></td>
</tr>
</tbody>
</table>

**Note:** The table includes the description of each route and the contact person for more information. Links to full applications and additional documents are provided for each entry.
<p>| 6 Indiana US 40 | Approximately 0.56 miles below the existing U.S. 24 in Allen County, Indiana. From the Ohio State Line the road travels westerly through the State of Indiana and providing access to Fort Wayne, Huntington, Wabash, Peru and Logansport all slightly bypasses the old alignment due to improved roads in the last 15 years. East of I-469, U.S 24 will be traveling over a new alignment, west of I-469 it will travel over existing Interstates. As defined by the AASHTO log, U.S. 24 travels from east to west. Beginning at the Ohio State Line, the existing segment of U.S. 24 would be rerouted over a new alignment traveling westerly past the intersection of State Road 101 to the junction of Interstate 469. : The City of Woodburn, the City of New Haven and the City of Fort Wayne, Indiana are the focal point cities for the section in reference of this request. ~170 Total Miles. This segment of U.S. 24 that is proposed to be rerouted over a new alignment and is approximately 12 miles long. Log Mile 169.79 at the Indiana/Illinois State Line. For this request, new road construction for U.S. 24 terminates at the I-469 interchange on the northeast side of the City of Fort Wayne. | SAA |</p>
<table>
<thead>
<tr>
<th>Member Department and Route Number</th>
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<th>Contact Person</th>
<th>Decision</th>
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<tbody>
<tr>
<td></td>
<td>• Begins:</td>
<td>Cheryl L. Cowie</td>
<td>SAA</td>
</tr>
<tr>
<td></td>
<td>• Direction of Travel:</td>
<td><a href="mailto:cheryl.cowie@dot.iowa.gov">cheryl.cowie@dot.iowa.gov</a></td>
<td></td>
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<tr>
<td></td>
<td>• Facility Type:</td>
<td></td>
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<tr>
<td></td>
<td>• Name the focal point city or cities:</td>
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<td></td>
<td>• Length of route in miles</td>
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<td></td>
<td>• Ends:</td>
<td></td>
<td></td>
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<tr>
<td>7 Iowa US 20</td>
<td>• Junction of existing US20 with Iowa 4</td>
<td></td>
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<td></td>
<td>• From its junction with Iowa 4 traversing north along IA4 to the junction of relocated US20 then east along the new alignment through Calhoun County, into Webster County to just northeast of the city of Moorland.</td>
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<td>• Traversing over existing facility the first 3.5 miles, then along new alignment.</td>
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<td>• North then East</td>
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<tr>
<td></td>
<td>• City of Knierim (Calhoun County) and city of Moorland (Webster County)</td>
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<tr>
<td></td>
<td>• Approximately 24.01 miles.</td>
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<tr>
<td></td>
<td>• Junction with existing US20 just west of Hayes Avenue, north east of the City of Moorland.</td>
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<td></td>
<td>• US20 Application Form.pdf</td>
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</table>

<p>| 8 Iowa US 30                      | • Just west of “H” Ave in Tama County |          |          |
|                                   | • From its junction with the existing alignment of US30 southeast then east through the cities of Toledo and Tama then southeast again to its junction with the existing alignment of US30. |          |          |
|                                   | • New Alignment |          |          |</p>
<table>
<thead>
<tr>
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<th>Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 Iowa US 30 Business</td>
<td>• Begins: Southeast&lt;br&gt;• Toledo and Tama&lt;br&gt;• New alignment consists of a distance of approximately 7.06 miles&lt;br&gt;• Between “M” and N” Ave in Tama County&lt;br&gt;• US30 Application Form.pdf&lt;br&gt;• Ends: SAA&lt;br&gt;• At the North Junction with existing US30 just west of ‘H’ Ave.&lt;br&gt;• East then southeast through the city of Toledo then south through the city of Tama then east then northeast to its South connection with relocated US30.&lt;br&gt;• Over existing alignment of former US30.&lt;br&gt;• Southeast&lt;br&gt;• Through the cities of Toledo and Tama&lt;br&gt;• Approximately 5.456 miles&lt;br&gt;• South US30 interchange just east of city of Tama&lt;br&gt;• US30Bus Application.pdf</td>
<td>Crystal Casey&lt;br&gt;<a href="mailto:crystal.casey@ky.gov">crystal.casey@ky.gov</a></td>
<td></td>
</tr>
<tr>
<td>10 Kentucky US 60A</td>
<td>• (Intersection or Mile Marker) The route begins on existing US 60A at the intersection of Eastern Parkway with KY 1631 (Crittenden Drive).&lt;br&gt;• US 60A continues along Crittenden Drive and Central Avenue &lt;br&gt;• intersecting with 4th Street, KY 1020, KY 1631, and then intersects with existing US 60A at Taylor Blvd.&lt;br&gt;• Over an existing pathway&lt;br&gt;• west&lt;br&gt;• Louisville&lt;br&gt;• 1.960 miles&lt;br&gt;• The route ends at the intersection with existing US 60A and Central Avenue.&lt;br&gt;• AASHTO application US60A Jefferson.pdf&lt;br&gt;• 11 Kentucky US 68&lt;br&gt;• (Intersection or Mile Marker) Near the intersection withKY 34&lt;br&gt;• Westward into Marion County&lt;br&gt;• New alignment&lt;br&gt;• Give the direction of travel(north, east, south, and west) West&lt;br&gt;• At the Marion/Boyle County line&lt;br&gt;• Length of route in miles. 2.6&lt;br&gt;• (Terminal intersection or mile marker) Milepoint 22.482 at the intersection with Logan Road&lt;br&gt;• AASHTO application US 68 Marion</td>
<td>Bonnie Lynch&lt;br&gt;<a href="mailto:Bonnie.Lynch@ky.gov">Bonnie.Lynch@ky.gov</a></td>
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</table>


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<thead>
<tr>
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</thead>
</table>
| 12 Kentucky US 150                | • (Intersection or Mile Marker) Junction with KY 555 in Springfield  
• Bypasses Springfield in a northwesterly direction  
• New alignment  
• Give the direction of travel (north, east, south, and west) West  
• City of Springfield  
• Length of route in miles. 3.475  
• (Terminal intersection or mile marker) Milepoint 6.114 at the intersection with previous US 150. **AASHTO Application US 150 Washington County.pdf** | Boyle.pdf | SAA |
| 13 Kentucky US 150 Business       | • (Intersection or Mile Marker) The route begins at the intersection of US 150 Business and KY 555 in downtown Springfield.  
• US 150 Business continues northwestward and intersects with KY 55 and KY 152.  
• US 150 Business goes over existing old US 150 which has been moved to a new location.  
• Give the direction of travel (north, east, south, and west) Direction of travel is northwest.  
• Springfield  
• Length of route in miles. 2.1  
• (Terminal intersection or mile marker) The route ends at the intersection with newly built US 150 approximately 2.3 miles northwest of its origin  
• **AASHTO Application US 150 Bus Washington County.pdf** | Jim Porter | SAA |
| 14 Louisiana US 84                | • (Intersection or Mile Marker) US 171 in Mansfield  
• North 0.63 miles then east 0.19 miles on new alignment  
• new alignment  
• Give the direction of travel (north, east, south, and west) north then east  
• Mansfield  
• Length of route in miles. 1  
• (Terminal intersection or mile marker) Existing pathway of US 84  
• **LA Application letter US84.pdf**  
• **US 84 Rt Desc.pdf** | Jim Porter | JIm.Porter@la.gov |
<table>
<thead>
<tr>
<th>Member Department and Route Number</th>
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<th>Decision</th>
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</thead>
</table>
| **15 Louisiana US 84 Business**   | (Intersection or Mile Marker) South Jct US 84  
South Jct US 84 east and north to North Jct US 84 in Mansfield  
existing pathway  
Give the direction of travel(north, east, south, and west) east and north  
Mansfield  
Length of route in miles. 1  
° (Terminal intersection or mile marker) North Jct US 84  
LA Application letter US84BUS.pdf | SAA | |
| **16 Louisiana US 171**           | (Intersection or Mile Marker) S. Jct US 84  
Along new alignment to tie in with existing pathway  
n new alignment  
Give the direction of travel(north, east, south, and west) north and northwest  
Mansfield  
Length of route in miles. 1.0  
° (Terminal intersection or mile marker) 0.4 miles northwest of US 84  
LA Application letter US 171.pdf | SAA | |
| **17 Missouri US 50 (Jackson Co.)** | Relocation – U.S. 50 This route will begin near the east City Limits of Lone Jack and will continue near the west City Limits of Lone Jack traveling west over new alignment through the City of Lone Jack for an approximate 2.03 miles and ending east of Rosehill Road.  
AASHTO Missouri Submittal LetterUS50Jackson Co.pdf | Susan Barry,  
susan.barry@modot.mo.gov | |
| **18 Missouri US 50 Moniteau & C** | Relocation – U.S. 50 – Moniteau & Cole Counties: The route will begin 2.8 miles west of California, Missouri continuing west of Route D/Route T interchange in St. Martins, Missouri traveling east and west over new alignment. The focal point of the cities is on the west end of California and the east end of St. Martins. The approximate length of route is 17.9 miles and will end west of Route D/Route T in St. Martins, Missouri  
AASHTO Missouri Submittal LetterUS50Moniteau&Cole... | Jason Vanderfeltz  
Jason.Vanderfeltz@modot.mo.gov | |
<p>| <strong>19 Missouri US 50 Business</strong>    | Recognition – U.S. Business Route 50 – Moniteau Co.: The route will begin at the intersection of U.S. 50 and Flag Spring Road west of the City of California continuing easterly | SAA | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>20 Missouri US 50 Osage County</td>
<td>through the City of California, Missouri. This route will travel over existing U.S. Route 50 to the intersection of Jacket Factory Road (upgraded county road) to going south to the new U.S. 50. The direction of travel will be both west and east, and south and north through the City of California, Missouri for an approximate length of 5 miles and will end at the intersection of U.S. 50 and Jacket Factory Road to the new U.S. 50.</td>
<td>SAA</td>
<td></td>
</tr>
<tr>
<td>21 Missouri US 63 Adair County</td>
<td>Relocation – U.S. Route 63: The route will begin just east of the intersection of U.S. 50 and U.S. 63 continuing west of the City of Linn, traveling west and east over new alignment thru the cities of Loose Creek and Linn for an approximate 6.63 miles and ending east of County Roads 604 and 401 in Osage County.</td>
<td>Keith Killen</td>
<td></td>
</tr>
<tr>
<td>22 Missouri US 63 Business</td>
<td>Recognition – U.S. Business Route 63: The route will begin north of the Kirksville City Limits (log mile 24.666) continuing southward through the City of Kirksville. This route will proceed traveling south on an existing pathway through the City of Kirksville for a total length of 8.094 miles and will end south of the Kirksville City Limits (existing log mile 32.760, new log mile 33.415).</td>
<td>SAA</td>
<td></td>
</tr>
<tr>
<td>23 Nebraska US 83</td>
<td>Log Mile (LM) 148.63, Control Point (CP) #1. US-83 continues West to LM 148.26, CP#2; turns North and curves to a</td>
<td>Dan Nichols</td>
<td></td>
</tr>
<tr>
<td>Member Department and Route Number</td>
<td>Description</td>
<td>Contact Person</td>
<td>Decision</td>
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<tr>
<td>24 Nevada US 93</td>
<td>Azimuth direction to LM 147.08, CP#3. Existing pathway from CP#1 to CP#2, then new alignment until it joins existing pathway @ CP#3. South Valentine to Thedford to North Platte Length of route in miles. New segment is 1.55 miles (1.09 additional miles). North to South State borders is now 223 miles. LM 147.08, CP#3 USRN_Electronic Application Form_Aug 2009.pdf</td>
<td>Sydnie Platt-Schlachta <a href="mailto:sschlachta@dot.state.nv.us">sschlachta@dot.state.nv.us</a></td>
<td></td>
</tr>
<tr>
<td>26 North Carolina I-840 Loop</td>
<td>Segment A: I-40, west of Greensboro Segment B: US 70, east of Greensboro Accessing northern portion of Greensboro New Alignment Give the direction of travel(north,</td>
<td>SAA</td>
<td></td>
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<tr>
<td>Member Department and Route Number</td>
<td>Description</td>
<td>Contact Person Decision</td>
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<tr>
<td><strong>27 Oregon US 20</strong></td>
<td>east, south, and west) Proposed Greensboro Loop will run east Greensboro, North Carolina Segment A: 3.56 miles Segment B: 2.21 miles Segment A: Joseph Bryan Boulevard west of Greensboro Segment B: I-40 east of Greensboro <strong>Letter to AASHTO.pdf</strong> <strong>NC Guilford Co.pdf</strong></td>
<td>Douglas Bish <a href="mailto:Douglas.W.BISH@odot.state.or.us">Douglas.W.BISH@odot.state.or.us</a></td>
<td></td>
</tr>
<tr>
<td><strong>28 Texas 190</strong></td>
<td>mile south of <strong>FM 3117</strong> southeastward on new location new alignment southeast Heindheimer Length of route in miles. 4.5 miles 0.7 mile south of <strong>FM 436</strong> <strong>US 190.PDF</strong></td>
<td>Jenny Peterman <a href="mailto:Jenny.Peterman@txdot.gov">Jenny.Peterman@txdot.gov</a></td>
<td></td>
</tr>
<tr>
<td><strong>29 Texas US 380</strong></td>
<td>(Intersection or Mile Marker) 0.321 mile east of intersection with County Road 1063 southwestward on new location new alignment Give the direction of travel(north, east, south, and west) south Greenville, Texas Length of route in miles. 0.8 0.479 mile west of intersection with US 69 <strong>US 380.pdf</strong></td>
<td>SAA</td>
<td></td>
</tr>
<tr>
<td><strong>30 Virginia USBRS 1</strong></td>
<td>Realignment due to bridge closure. Proceeding south on existing USBRS 1 located on Telegraph (SR611), turn right on Richmond Hwy (vehicular) US R.1 South Richmond Hwy, turn right on Lorton Rd (SF 642) West to Lorton Road and continue west past intersection of</td>
<td>Cindy Engelhart, <a href="mailto:Cindy.Engelhart@vdot.virginia.gov">Cindy.Engelhart@vdot.virginia.gov</a></td>
<td></td>
</tr>
<tr>
<td>Member Department and Route Number</td>
<td>Description</td>
<td>Contact Person</td>
<td>Decision</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>-------------</td>
<td>---------------</td>
<td>----------</td>
</tr>
<tr>
<td>31 Virginia USBRS 1 Occoquan</td>
<td>gunston Rd. Terminus: Lorton Rd. at the intersection of Gunston cove Rd is existing US BR1, route continues west. Total mileage is 1.75 miles.</td>
<td>SAA</td>
<td></td>
</tr>
</tbody>
</table>

### Starting Point of Route or Realignment - Miles traveled on this facility - Turn location and road name/designation - General Direction of Travel

#### Southbound side of one-way pair
The route comes into the Town of Occoquan on USBR 1 from the north. Route crosses a pedestrian bridge then continues on Mill Street, secondary road, Rt. 1208. Turn right at Ellicott St., (secondary road Rt. 1201) SE – on Mill Street Ellicott Street 0.05 miles. Turn left onto Commerce St., (secondary road Rt. 1203) SW – one way street Commerce Street 0.06 miles. Turn right onto Union St., (secondary road Rt. 2100)SE – one way street. **SB Terminus:** Union Street/Tanyard Hill is existing US BR 1, route continues SB. **Total SB Mileage:** 0.11 SB

#### Northbound side of one-way pair
- The route comes into the Town of Occoquan from the south on US BR 1 along Union Street/Tanyard Hill n/a. Turn right at Commerce St., (secondary road Rt. 1203) NE – on Union/Tanyard Hill Commerce Street 0.06 miles. Turn left at Washington St., (secondary road Rt. 1202) SE – one way street Washington Street 0.05 miles. Turn left at Mill Street, (secondary road Rt. 1208) NE – one way street Mill Street 0.12 miles. Continue past intersection of Ellicott Street NW – one way street. **NB Terminus:** Mill Street - where it becomes 2 way is existing US BR 1, route continues NB **Total NB Mileage:** 0.23 NB

- 2010 USBRS Application _USBR 1 in Occoquan_.pdf
AASHTO Special Committee on Wireless Communications Technologies
2010 Annual Activities Report

Committee Officers

Chair
William A. Brown (Virginia)

Vice Chair
David S. Chase (New Hampshire)

Secretary
William Brownlow (AASHTO)

AASHTO Liaison
William Brownlow (AASHTO)

U.S. DOT Liaison
James Arnold

Annual Meeting

The 2010 Annual SCOWCoT Meeting was held in Irvine, California in conjunction with the Special Committee on Transportation and Emergency Management (SCOTSEM), TRB Surface Transportation Security Research Panel NCHRP 20-59(29), USDOT FHWA, TSA Highway and Motor Carrier Division, and DHS Science and Technology Directorate and the Transportation Research Board ABE-40 Committee August 22-26, 2010.

SCOWCoT submitted for research the Problem Title “Communications Worker Credentialing Requirements”. This is to address the situation found during the recovery phase following large scale disasters in which law enforcement limits the access to an incident area for security considerations. Communications technicians have been prevented from being able to restore critical radio and wireless communications. NCHRP Panel recommended the Problem Statement and Title be amended to read “Recovery Worker Credentialing Requirements” in order to address the situation for a wider sample of critical infrastructure workers, which was approved for study. The research team will generate an analysis that may be forwarded to State Emergency Management Offices as a guide for developing credentialing criteria.

Members of the Wireless Committee participated in workshops throughout the week and presented a block addressing “Interoperable Communications” with a focus in implementing pending federal mandates. Members also received hands-on training on the newest radio engineering software developed by AASHTO's contract provider Radio Soft.

Completed Tasks or Activities

The Wireless Committee approved a draft Committee Strategic Plan following staffing since earlier this year.

Future Events

The Wireless Committee discussed incorporating monthly or quarterly teleconferences to maintain closer communication and staffing and to encourage regular participation by Committee members and wireless professionals in the member departments.

AASHTO Liaison Bill Brownlow will be attending high level AASHTO Conferences as well as frequent meetings regarding public safety communications, the Federal Communications Commission, and providing the Transportation input regarding the ultimate dispensation of the 700 MHz band.

Following up to the presentation by L Gary Lissade on the recovery in Haiti, the Committee is exploring the collection and donation to Haiti of wideband two-way radio equipment that will become obsolete and illegal to operate following this transition period to FCC-mandated narrowband modulation in the 150-512 MHz public safety bands. Mr. Lissade is investigating whether this venture would be of benefit and agreeable to Haiti.