September 21, 2007

Standing Committee on Highways (SCOH)

Dear Members:

The American Association of State Highway and Transportation Officials (AASHTO) will hold its 2007 Annual Meeting in Milwaukee, Wisconsin. The Standing Committee on Highways (SCOH) will conduct its technical and business meetings on September 28 and 29, 2007. Both meetings will be very active as there is much to discuss as the result of current events, major safety issues, the environment, operations and project delivery.

The agendas and all information are posted on the SCOH Meetings webpage. Additional meeting materials will be sent to you when available. Notices will be sent as new, updated or revised documents occur or they will be handed out at the meetings. Extra copies of the meeting materials in booklet form will be available as well.

We value each member’s contributions to SCOH and would like to acknowledge members who will be changing their relationship with the committee. Therefore, please notify Marty Vitale, if you plan to retire from your position in the very near future. Also, if you are unable to attend or will be sending a substitute/alternate, please advise Marty of that as well (mvitale@aashto.org; 202-624-5862).

**SCOH ANNUAL MEETING**

_Midwest Airlines Center Room 202 — Milwaukee, Wisconsin_

**SCOH TECHNICAL:** FRIDAY, SEPTEMBER 28, 2007 — 8:00 AM TO 4:30 PM

**SCOH BUSINESS:** SATURDAY, SEPTEMBER 29, 2007 — 8:30 AM TO NOON

We look forward to an active and engaging meeting to advance our collective missions in these interesting times. We hope to see you there.

Sincerely,

King W. Gee, Secretary for SCOH
Associate Administrator for Infrastructure, FHWA

Documents Available on the [SCOH Homepage](#)

KG:mav
8:00 AM
I. CALL TO ORDER ................................................................. Vice-Chair Neil Pedersen, MD
II. INTRODUCTIONS ................................................................. Vice-Chair Pedersen
   A. All SCOH Members
   B. Other Introductions — AASHTO Staff, AASHTO Engineering Fellow Charles Meyer, CO, Wisconsin
      Room Monitors and Others

8:15 AM
III. BRIDGE ISSUES
   A. The Status of the I-35W Bridge Situation ................................................. Lisa Freese, MN
      1. Lessons Learned Dealing with the Collapse
      2. Next Step, Procurement on Design Build, Etc.
   B. An Update from FHWA on Both the I-35W Bridge and Other Bridge Issues .......... King W. Gee, FHWA
   C. Bridge Inspection Evaluation Quality Assurance Scan ..................................... Pete Weykamp, NY
   D. Snapshot of Member DOTs Feedback and Status ................................. Mal Kerley, VA & Kelley Rehm, AASHTO
      • Summary of Recent Emails and Surveys, Telephone Conferences, Etc.
   E. NHS Bridge Reconstruction Initiative ...................................................... SCOH Members Witnesses
      • Update and Discussion of the Recent Hearings Held by Congress on the Bridge Issue
   F. Subcommittee on Public Affairs — Summary of Media Issues related to the Bridge Collapse........
      ................................................................................................. Valerie Burnette Edgar, MD

10:15 AM — 10:30 AM Break

IV. ROUNDTABLE DISCUSSION ON BRIDGE ISSUES
   Introduction — Bridge Issues Potential Follow-up for AASHTO from Mal Kerley, VA
   Suggested Topics (no specific order) Other Topics Welcome
   • Bridge Inspection Related Issues
   • Availability of Bridge Inspection Data for the Press/Public
   • What are States Doing Now in the Programming and Funding of Bridge Projects
   • What are States’ Experiences with the Term “Structurally Deficient” with the Press/Public
   • Procurement Related Issues
   • Criteria for Railroad/Other Non Federal-Aid Bridges

12:00 NOON LUNCH

1:00 PM
V. MOTIONS: RESOLUTIONS FOR PREVIEW AND DISCUSSION
   PROPOSED POLICY RESOLUTIONS (PPR) OR PROPOSED ADMINISTRATIVE RESOLUTIONS (PAR)
   A. PPR: Amendment to the AASHTO Bylaws: Reconstitute the Special Committee on Wireless
          Technology ....................................................................................... William A. Brown, VA
   B. PPR: Subcommittee on Traffic Engineering ................................................ Del McOmie, WY
          Use of Innovative Products SCOTE June 2007
   C. PPR: Subcommittee on Maintenance ............................................................. Carlos Braceras, UT
          Request Additional Funds for TSP²
D. **PPR**: Subcommittee on Materials........................................................................................................ Grant Levi, ND  
  **PPR**: SCOH to Support the National Asphalt Roadmap for Research and Technology

E. **PAR**: Proposed Task Force to Explore The Establishment of a Task Force on Project Delivery.....Neil Pedersen, MD

F. **PPR**: Subcommittee on Construction......................Gary Ridley, OK and the Subcommittee on Design  
.................................................................................................................................................................Carolann Wicks, DE  
  **Establishment of a Joint Technical Committee on Electronic Engineering Data**

G. Subcommittee on Design.........................................................................................................................Carolann Wicks, DE

1. **PPR**: Implementation of Context-Sensitive Solutions
2. **MOTION**: PDIT as a Voluntary Activity

VI. **DISCUSSION — SCOH COUNCILS.**........................................................................................................Vice-Chair Pedersen

VII. **PRESENTATIONS**
A. Update on AASHTO TIG 2007 Focus Technologies...............................................................Ananth Prasad, FL
B. Task Force on US Bicycle Routes............ Richard Moeur, AZ, and Virginia Sullivan, Adventure Cycling Association
C. Warm Mix Asphalt Scan .............................................................................................................................Eric Harm, IL

3:00 — 3:15 PM Break

VIII. **ROUNDTABLE DISCUSSIONS**

* A list of round table topics will be provided prior to the meeting

4:30 PM

IX. **ADJOURN TECHNICAL MEETING**
STANDING COMMITTEE ON HIGHWAYS (SCOH)
BUSINESS MEETING

AGENDA
Midwest Airlines Center Room 202 — Milwaukee, Wisconsin
SATURDAY, September 29, 2007 — 8:30 AM to Noon

I. Call to Order and Opening Remarks .........................................................Chair Allen Biehler, PA
II. Roll Call and Minutes from May 5, 2007 .................................................Secretary King W. Gee, FHWA
III. Call for Agenda Amendments .................................................................Chair Biehler, PA
IV. Summary of SCOH Ballots from May 2007 to the Present ..................Chair Biehler, PA
V. Activity Reports
   A. Future Subcommittee and other Committee meetings
   B. Subcommittee
      1. Bridges and Structures ................................................................. Mal Kerley, VA
      2. Construction ............................................................................. Gary Ridley, OK
      3. Design ......................................................................................... Carolann Wicks, DE
      4. Highway Transport (no information provided) ......................... James Lynch, MT
      5. Maintenance ............................................................................. Carlos Braceras, UT
      6. Materials ...................................................................................... Grant Levi, ND
      7. Right-of-Way and Utilities ......................................................... John P. Campbell, TX
      8. Systems Operation and Management ......................................... John Conrad, WA
      9. Traffic Engineering .................................................................... Del McOmie, WY
   C. Task Force
      1. Context Sensitive Solutions (CSS) .............................................. Neil J. Pedersen, MD
      2. Highway Safety Manual ................................................................ Don Vaughn, AL
   D. Joint Committee
      1. Technology Implementation Group (TIG) .................................... Ananth Prasad, FL
      2. AASHTO/ACEC (No Meeting Scheduled – No Report) ............. Harold Linnenkohl, GA
   E. Special Committee
      1. NTPEP Oversight Committee ..................................................... William Temple, LA
      2. Special Committee on International Activity Coordination .......... Johnny B. Bradberry, LA
      3. Special Committee on U.S. Route Numbering ............................. D.W. Vaughn, AL
      4. Special Committee on Wireless Technology ............................... William A. Brown, VA

VI. Motions

PROPOSED POLICY RESOLUTIONS (PPR) OR PROPOSED ADMINISTRATIVE RESOLUTIONS (PAR)

A. PPR: Amendment to the AASHTO Bylaws: Reconstitute the Special Committee on Wireless Technology .......................................................... William A. Brown, VA
B. PPR: Subcommittee on Traffic Engineering ........................................ Del McOmie, WY
C. PPR: Subcommittee on Maintenance .................................................. Carlos Braceras, UT
D. PPR: Subcommittee on Materials ....................................................... Grant Levi, ND
E. PAR: Proposed Task Force to Explore The Establishment of a Task Force on Project Delivery .... Neil Pedersen, MD
F. PPR: Subcommittee on Construction ............................................... Gary Ridley, OK and the Subcommittee on Design
   Establishment of a Joint Technical Committee on Electronic Engineering Data
G. Subcommittee on Design ................................................................. Carolann Wicks, DE
   1. PPR: Implementation of Context-Sensitive Solutions

*CONSENT AGENDA: A single Motion to accept all the items on this Consent Agenda is in order. After such a Motion is made and seconded, any member may remove an item for separate action. The Consent Agenda Motion will then be voted upon for the balance of the reports. After the Consent Agenda Motion for Item IV. and V.A. through E. has been acted upon, the items removed will be taken up in order.
2. **Motion:** PDIT as a Voluntary Activity

**VII. Presentations**

A. Executive Director’s Report on AASHTO Activities ........................................... John Horsley, AASHTO  
B. FHWA Activities ................................................................................................. King W. Gee, FHWA  
C. Summary of Bridge Activities ............................................................ Neil Pedersen, MD and Mal Kerley, VA  
D. Center for Environmental Excellence ............................................................. Carlos Braceras, UT  
   1. Practitioner’s Handbook  
   2. Work Plan

**VIII. Reports**

A. NCHRP 20-7 (action) .................................................................................... Neil Pedersen, MD  
B. Special Committee on U.S. Route Numbering (action) .................................. D.W. Vaughn, AL  
C. SHRP 2 (information) ............................................................................... Chair Biehler, PA  
D. Center for Environmental Excellence .................................................... Carlos Braceras, UT  
E. Continuing Education Units (information) ................................................... Marty Vitale, AASHTO

**IX. Old Business**

**X. New Business**

A. Introduction – New AASHTO Engineering Fellow Charles Meyer, CO .......... Chair Biehler, PA  
B. ITS America Announces the *NY ITS World Congress* ................................. Scott Belcher, ITS America

**XI. Adjournment**
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**Chair**
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**Vice Chair**
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**Secretary**
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**Liaison**
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**State Member**

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**Alaska**  
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| **Massachusetts** | John Blundo P.E.  
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<td>Ohio</td>
<td>(614) 466-8991</td>
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<td><a href="mailto:emily.miller@dot.state.oh.us">emily.miller@dot.state.oh.us</a></td>
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<td>(405) 521-2688</td>
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<td>Oregon</td>
<td>(503) 986-3305</td>
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<td><a href="mailto:catherine.m.nelson@odot.state.or.us">catherine.m.nelson@odot.state.or.us</a></td>
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<td>(717) 787-6875</td>
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<td>Edmund T. Parker Jr., P.E.</td>
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<td>Tony L. Chapman, P.E.</td>
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<td>Michael Behm</td>
<td>(605) 773-3174</td>
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<td>TN</td>
<td>Paul Degges</td>
<td>(615) 741-0791</td>
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<td>Amadeo Saenz Jr.</td>
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<td>Carlos Braceras P.E.</td>
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<td>(307) 777-4163</td>
<td><a href="mailto:delbert.mcombe@dot.state.wy.us">delbert.mcombe@dot.state.wy.us</a></td>
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Call to Order & Opening Remarks
Chairman Allen Biehler called the meeting to order at 8:40 a.m.

The Chair acknowledged Vice Chair Neil Pedersen’s leadership of the Technical Meeting in making it more interactive and very productive. He thanked Arizona DOT staff for their great support of the meeting.

Roll Call & Minutes from October 28, 2006
Minutes of the October 28, 2006 meeting in Portland, Oregon were approved.
[Motion-MD / Second-WY – Approved]

Call for Agenda Amendments
The Chair pulled the proposed Context Sensitive Solutions (CSS) resolution and had outgoing CSS Task Force Chair Neil Pedersen (MD) review the issues with the resolution. Questions had been raised about the proposed special committee’s membership, the specific need for the special committee, and possibly including a sunset provision. Pedersen noted the follow-up actions taken by CSS work-groups composed of state and FHWA representatives that resulted in a strategic plan working document and proposed that the relevant SCOH subcommittees and other standing committees discuss the work document and report back at the Fall meeting how CSS will be incorporated into their respective work plans. The task force will serve as the coordinating point.

Incoming task force chair John Deatrick (DC) noted his plans to participate in the summer meetings of SCOP, SCOE and the Subcommittee on Design to facilitate such discussions. The task force work plan was commended to the SCOH members to review and comment back to Deatrick. The whole aim of the CSS efforts is to blend CSS into the way the DOTs do business, not to create a stand-alone organizational element within a DOT.

WY noted that the council of subcommittee chairs should discuss this matter in its first conference call and Pedersen concurred that it was an appropriate cross cutting issue for the council.

Deatrick discussed the proposed consultant support to advance the CSS work plan in parallel with the SCOH council focus. The Chair noted President Mendez having made CSS an emphasis area because all DOTs have a stake in CSS. All DOTs have practiced some form of CSS albeit under other labels. AASHTO and FHWA joint efforts since 1990’s have brought CSS along. So the proposed way forward seems reasonable in an evolutionary process: Deatrick on the road; Pedersen through the council; and the Chair reaching out with other standing committees.

The Chair acknowledged the following new members of SCOH: Gail Hutton (CO), Scott Rawlings (NV), and Steve Varnadoe (NC); and the following new chairmen: Gary Ridley – Subcommittee on Construction, Jim Lynch – Subcommittee on Highway Transportation, and Harold Linnenkohl – AASHTO-ACEC Joint Committee.

Motion was made and passed to accept agenda item IV. Summary of SCOH Ballots, and items V.A. through V.E. Special Committee Work Plans as a Consent Agenda.
[Motion-VA / Second-FL – Passed]

Reports
AASHTO/ACEC Joint Committee – Harold Linnenkohl, GA
Reports were received from AASHTO & FHWA. The environmental documents improvement initiative was reported out. AASHTO noted the seven policy reports that were being developed. ACEC stated its support for TRAC. Discussions were held on the OIG audit of overhead costs and the GAO review of outsourcing by the states that had been requested by Congressman Oberstar. A working group was established to look at improving contract plans. Messrs Chesnik and Murphy were welcomed as new AASHTO members.
**Resolutions/Motions**

**PROPOSED POLICY RESOLUTION: National Unified Goal for Traffic Incident Management – John Conrad, WA**

[Motion-WA / Second-WY – Approved]

**Presentations**

The Chair noted the following information handed out: AASHTOware. Route Numbers Report, SHRP-II Status, AASHTO Transportation Management Conference information, and the National Workshop on Asset Management Inventory & Data Collection (Fall 2008 in NC).

**Executive Director’s Report on AASHTO Activities – John Horsley, AASHTO**

AASHTOware – Tony Kane, AASHTO

Products update and appeal was made for feedback. The overall mission is to provide tools for DOTs to use through pooling of resources. Niche areas are identified from the bottoms up. All states share in using one or more products. Standardized software is guided by state DOTs. Annual revenues of $25 million are realized through software licensing and use. Current applications are listed and include 10 states using asset management software program – trade-offs across asset classes.

Larson Fund for Excellence – Chair Biehler, PA and Tony Kane, AASHTO

Kane stated that the Fund is being created at PennState and is intended to share knowledge of benefit to all states. This is to acknowledge Thomas Larson’s leadership as the Federal Highway Administrator and Secretary of the Pennsylvania DOT. Larson was a man of innovation and international outreach. AASHTO has raised $250,000 towards the $1 million endowment sought. The Fund is to sponsor guest lecturers and student travel internationally to seek new ideas and excellence. The Chair noted Larson’s influence on PennDOT and AASHTO and acknowledged his contributions.

**AASHTO’s Frequency Coordination Business – Valerie Briggs, AASHTO**

An information briefing was provided on AASHTO’s frequency coordination role and the Wireless Technology Committee. AASHTO assigns radio spectrum for different purposes like field radio communications and DSRC. The challenge is that there is a growing need for radio communications but a limited spectrum. The FCC has designated AASHTO as the radio frequency coordinator for transportation purposes. DOTs apply and AASHTO files to FCC. AASHTO has outsourced its role to RadioSource. AASHTO won the contract for all radio frequency coordination in the state of California including safety communications. AASHTO has a revenue sharing arrangement with RadioSource and will be able to serve DOTs better. Bill Brownlow is the Radio Frequency Coordinator. Applications are turned around within 10 days. The Special Committee on Wireless Technology oversees AASHTO’s radio frequency coordination role. The Special Committee membership is by region and a list was handed-out.

**Logo Launch – Sunny Schust, AASHTO**

Erin Grady from AASHTO’s publications department reported that AASHTO’s new logo was launched at this spring meeting. The new logo, AASHTO as “The Voice of Transportation” reflects AASHTO’s name and mission as being scientifically based and covering all modes of transportation. The old AASHTO seal will still be used for technical publications and specifications.

**FHWA Activities – King W. Gee, FHWA**

The following executive appointments and moves within FHWA have been made since the last meeting: Gloria Shepherd as the Associate Administrator for Planning, Environment & Realty; John Baxter as the Associate Administrator for Federal Lands Highway Program, Peter Stephanos as Director of the Office of Pavement Technology, and Dave Geiger has retired as Director of the Office of Asset Management.

The Planning Regulations were published on February 14, 2007 and deal mainly with fiscal constraint and linking of planning and NEPA. On fiscal constraint, the STIPs and TIPs will need to be in year-of-expenditure dollars, and metropolitan plans and TIPs must have reasonably expected resources. Cost ranges are allowed for outer years of metropolitan transportation plans. Regarding planning and project development/NEPA, the stand-alone MIS requirement was eliminated, and metropolitan planning is linked to project development involving FTA’s alternative analyses. The schedule is for amendments to
STIPs, TIPs, long range and metropolitan plans after July 1, 2007 to conform, but administrative
modifications do not have to conform.

The USDOT Congestion Relief Initiative is aimed at relieving urban congestion, unleashing
private sector investment resources, promoting operational and technological improvements, establishing
a “Corridors of the Future” competition that target major freight bottlenecks and expand freight policy
outreach, and accelerating major aviation capacity projects while providing a future funding framework.
The Urban Congestion Partnerships (UPA) solicitation closed on April 30 with a strong response – a short
list of potential UPA partners will be announced in early June and final UPA partners/awards will be
announced in early August. The Corridors of the Future received 38 expressions of interest and eight
corridors were selected for Phase II, which applications are due May 25. The Corridors of the Future
selections are to be made this summer.

Other recent initiatives that support congestion relief include: public-private partnerships (PPP)
model state legislation that was distributed in January; a PPP tool kit and technical assistance available
from FHWA; criteria for HOV/HOT conversions; a bottleneck mitigation primer to be released in May;
guidance, training, peer assistance for Congestion Management Process available beginning in May;
incident management improvement tools in the largest (top 40) metro areas; and traveler information
such as 511 and the posting of travel time on DMS in metro areas.

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The Highways for LIFE 2007 project selections are to be announced soon and the 2008
solicitation for Highways for LIFE projects is out. For 2008, applications will not be required to be
submitted through grants.gov but all applications from the States must be submitted to the respective
FHWA Division Offices. FHWA is still looking for 2-3 “pilot” states to work with to advance the concept of
Performance Contracting. A workshop was held in Michigan three weeks ago and we are beginning to
work with Florida. The solicitation for Technology Partnerships closed on May 2nd and proposals are
being evaluated with awards anticipated later this year.

The Strategic Highway Safety Plans required under SAFETEA-LU have been approved in 33
states. The response to Highway Safety Improvement Program reporting requirements has been
excellent. A variety of reports are required (HSIP Report, High Risk Rural Roads Program Report, “5% report” (listing a minimum of 5% of locations with the most severe safety needs in a state) and highway-rail crossing report). As required by legislation, the “5% reports” are(http://safety.fhwa.dot.gov/fivepercent/index.htm) SAFETEA-LU lowered the dollar threshold for defining a “major project” from $1 billion to $500 million. Immediately, the number of active Major Projects went from 20 to 39, with another 90 in the pipeline. Major Projects’ guidance is available for Financial Plans, Project Management Plans, Cost Estimating, and Scope - Timing/Phasing. These are all good management practices as well as for building and maintaining public confidence. FHWA shares good practices through the internet, project managers’ meetings, and networking and cross sharing of experiences.

Construction cost growth has caused many states to reduce the number of projects advancing to
construction. In collaboration with AASHTO, ARTBA and AGC, FHWA will co-sponsor a construction cost
growth forum on response strategies later this summer. Tentative forum objectives include sharing state
experiences regarding mitigating the impacts of cost increases, capturing industry’s viewpoints on state
measures, and gaining ideas on what else can be done. The principal contacts are Jerry Yakovenko
(FHWA) and Jim McDonnell (AASHTO).

In a number of joint FHWA-AASHTO efforts on pavements, the Mechanistic-Empirical Pavement
Design Guide (MEPDG) and a new Friction Manual have been produced.

The National Partnership for Highway Quality (NPHQ) has set its 2007 annual conference for
November 13-14, in San Diego. The major topic is to be new methods for measuring the quality of
completed highway work. States were encouraged to respond to NPHQ’s Call for Presentations on new
methods of measuring quality being implemented and used in their programs. The conference will also
showcase the winners in NPHQ’s 2007 National Achievement Awards program. FHWA is highly
supportive of the NPHQ program because the quality of completed highway work is of the utmost
importance and the State-Federal-Private Industry partnership that exists in NPHQ is critical to improving
the quality of highway projects.

Executive Director’s Report on AASHTO Activities (continued) – John Horsley, AASHTO
AASHTO’s finances are doing well.

The technical staff assembled by Tony Kane is excellent. The Board of Directors will pass a
resolution asking Congress to stop rescissions because of impacts on DOT flexibility to re-program. The
rescissions have increased from hundreds of millions of dollars to $4.2 billion. In some cases rescinded funds go to non-transportation uses. The amounts have risen to the point where AASHTO needs to speak up.

A number of policy documents have been produced: a Red book that articulate needs on the Interstate Highways; a Blue book that encompasses the body of policy resolutions by the Board of Directors; a report on freight noting that 80% of freight is moved on highways that is authored by Gordon Proctor; a Green book that lays out the revenue options in light of the revenue crunch due to spending down of the Highway Trust Fund – in the Fall 2008, there could be $2.5 billion cut for FY'09, and $18 billion cut the following year, thus either increased revenues or a totally new ball game is needed for the Federal Aid Highway Program. An NCHRP study led by Parsons-Brinckerhoff is underway to capture Interstate Highway preservation needs - interchanges, bridges, capacity, etc..

The CSS direction set by SCOH was also acknowledged.

Reports – Action Items
SCOR Report (information) – Susan Martinovich, NV
SCOR reviewed 146 candidate projects totaling $46.5 million and approved $19.5 million for 49 projects with 8 contingency projects. $9.6 million are for continuation projects, including 20-7 for SCOH. The Board will be asked to approve these projects when they next meet. 60 proposals were submitted by DOTs of which 16 were selected; another 57 were submitted by AASHTO committees of which 25 were funded, and 4 were by FHWA of which none were selected.

Future research requests should meet subcommittee action plans and AASHTO strategic plan objectives; e.g., subcommittee task forces proposed some projects apparently without the parent committee's review. Subcommittees need to prioritize their proposals. Research that will need follow-on funding should have a multi-year plan laid out in the proposal.

The Chair acknowledged Susan Martinovich's service as chair of the panel and SCOH vice chair.

Presentations (continued)
American Hero Program – King W. Gee, FHWA
In 2005, FHWA started the American Hero Support Program (AHSP), a program designed to provide internship opportunities for wounded soldiers returning home from Iraq and Afghanistan to receive rehabilitation. Also in 2005, AASHTO adopted a resolution stating its commitment to the program and a willingness to find state support. FHWA is seeking to re-emphasize the program. Virginia DOT started the "Virginia Transitional Work Initiative for Wounded Warriors" in 2006; and there are currently four veterans participating. States were urged to develop similar programs for active duty soldiers returning home for physical rehabilitation.

Program Delivery Improvement Tool (PDIT) – King W. Gee, FHWA
The PDIT tool was piloted by five states - Vermont, Maryland, North Carolina, Missouri, and New Mexico – and the results are being evaluated with the pilot states. Many constructive comments were received regarding needed changes to the PDIT format and content. Preliminary evaluation indicates that virtually all of these suggestions should be implemented. The pilots states all found value in the discussion and interaction between the Federal and State partners resulting from the use of the PDIT.

Several overarching issues were identified that the pilot states believe must be addressed to make the PDIT beneficial. These include: the purpose of the PDIT must be clarified to identify who will have access to the results and how the results will be used, particularly at the national level; the relationship between the PDIT and the risk assessment must be clarified and articulated; the process for sharing successful practices across the country must be developed; the next generations of the PDIT should be more dynamic and less process oriented.

Issues should be addressed such as the use of performance measures in the tool, advancing from a "silo-based" approach to a more “cross-cutting” approach, and prioritizing opportunities for improvement. Recommendations are expected to FHWA/AAHTO leadership within a couple of months.

Reports – Action Items (continued)
NCHRP 20-7 – Neil Pedersen, MD
Chris Jenks (TRB): reported that six of 21 projects were selected by the panel for a total of $420,000 and recommended for SCOH approval.
2. Modifications for AASHTO LRFD Bridge Design Specifications to Incorporate or Update the Guide Specifications for Design of Pedestrian Bridges - $70,000
3. Bridge Construction Practices for Temporary Works - $50,000
4. Observed Minimum Thresholds of LED (Light Emitting Diodes) Traffic Signals - $75,000
5. Outdoor Advertising Sign Regulation Study - $75,000
6. Utility Encasement Policy for Highway Crossings - $50,000

[Motion-MD / Second-VA – Approved]

Special Committee on U.S. Route Numbering – Mike Behrens, TX
Kevin Keith (MO) reported that Messrs. Sweeney, Vaughn and Keith represent SCOH on this committee. 19 requests were received, of which 17 were approved, with a conditional approval for I-95, and disapproval of the proposal for a new Interstate in North Caroline. [Motion-MO / Second-TN – Approved]

SHRP II – Chair Biehler, PA
The Chair noted that he serves as chair of the SHRP-II Steering Committee and acknowledged Neil Hawks and Ann Brach for moving the program forward. Other SCOH members involved in leading SHRP-II include Ananth Prasad (FL), Neil Pedersen (MD) and John Conrad (WA). The program involves $150 million in collaborative research for 2006-2009 in four primary program areas.

During the first year, technical coordinating committees for each area were established along with expert task groups (ETGs) to review proposals. Ten new staff members were hired and the first loaned staff has arrived (Derek Sweet from Canada). The quarterly reports are on the SHRP-II website. The TRB sponsored a safety symposium to help shape the work program. All first and second year work plans were approved. The first series of RFPs resulted in 14 research contracts signed. The second wave of seven RFPs yielded 21 proposals which will be reviewed by ETGs.

An invitation was made for loaned staff to add experience to the quality of research; e.g., recent retirees. States can also be the focus for research, e.g., location of research. Neil Hawks was acknowledged for outreach to European and Canadian research groups.

Continuing Education Units (CEUs) – Marty Vitale, AASHTO
Members were referred to the last document for those needing CEUs.

Special Order of the Day
TRAC Competition – Tate Jackson, AASHTO
The Chair acknowledged Tate Jackson’s good work with TRAC. The TRAC competition has two divisions that were represented by three middle school and three high school teams. The middle school teams hail from Mississippi (2) and North Dakota; and the three high school teams are from New York, North Dakota and New Hampshire. This year’s challenge was Balsa wood truss draw bridges.

Each team presented their entry and demonstrated their models. SCOH members cast ballots. The bridges will be weight tested in the afternoon, which results will be factored in, and winners will be announced tonight.

New Business – Chair Biehler, PA
2007 AASHTO Annual Meeting
The Wisconsin delegation welcomed all members to attend the Fall AASHTO meeting which will be held at the downtown Hilton Hotel - connected to MidWest Convention Center in Milwaukee. Technical tours will include the Marquette Interchange project and the Amtrak-Greyhound station.

Adjournment
The Chairman adjourned the meeting at 11:30 a.m.

Respectfully Submitted,
King W. Gee
SCOH Secretary
FHWA, USDOT
This report includes all ballots and surveys responded by SCOH member departments. AASHTO notified its Board of Directors of each ballot of which no Board member objected to SCOH making the final decision on these technical issues.

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<td>This report contains a detailed statistical analysis of the results to the ballot titled HW-07-07 US Route Numbering - Ballot Due: Friday, June 29, 2007. The results analysis includes answers from all respondents who took the ballot in the 30 day period from Tuesday, May 29, 2007 to Wednesday, June 27, 2007. 40 completed responses were received to the ballot during this time of which all approved.</td>
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<td>Technology Experience and Interest Survey - Submit by July 13, 2007</td>
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<td>This report contains a detailed statistical analysis of the results to the survey titled HW-07-08: Technology Experience and Interest Survey - Submit by July 13, 2007. The results analysis includes answers from all respondents who took the survey in the 28 day period from Thursday, June 21, 2007 to Wednesday, July 18, 2007. 35 completed responses were received to the survey during this time.</td>
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<td>This report contains a detailed statistical analysis of the results to the ballot titled HW-07-09 “A Guide Book for Lead States Teams” Ballot. The results analysis includes answers from all respondents who took the ballot in the 22 day period from Friday, August 10, 2007 to Friday, August 31, 2007. 38 completed responses were received to the ballot during this time of which all approved.</td>
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<tr>
<td>HW-07-10</td>
<td>8/13/07</td>
<td>Request for Round Table Topics</td>
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<td>This report contains a detailed statistical analysis of the results to the survey titled HW-07-10: Request for Roundtable Topics for SCOH Technical Meeting. The results analysis includes answers from all respondents who took the survey in the 18 day period from Tuesday, August 14, 2007 to Friday, August 31, 2007. 11 completed responses were received to the survey during this time.</td>
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<tr>
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<td>This report contains a detailed statistical analysis of the results to the survey titled HW-07-11; AASHTO Guide for Design-Build Procurement. The results analysis includes answers from all respondents who took the survey in the 34 day period from Wednesday, August 22, 2007 to Monday, September 24, 2007. 33 completed responses were received to the survey during this time.</td>
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<tr>
<td>Subcommittee</td>
<td>Meeting Date</td>
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<tr>
<td>Bridges and Structures</td>
<td>May 18 – 22, 2008</td>
<td>Omaha, Nebraska</td>
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<tr>
<td>Construction</td>
<td>June 2008</td>
<td>New Mexico</td>
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<tr>
<td>Design</td>
<td>June 2008</td>
<td>San Antonio, Texas</td>
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<tr>
<td>Highway Transport</td>
<td>July 15-19, 2008</td>
<td>St. Louis, Missouri</td>
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<tr>
<td>Maintenance</td>
<td>May 4-8, 2008</td>
<td>Grand Rapids, Michigan</td>
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<tr>
<td>Materials Calendar</td>
<td>2008</td>
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<td>Maintenance Meetings Page</td>
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<td>Maintenance Meetings Page</td>
<td>2008</td>
<td>Omaha, Nebraska</td>
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</table>

All AASHTO Meetings/Events

Traffic Engineering

Management

Systems Operations & Management

Right-of-Way & Utilities

Materials

Maintenance

Highway Transport

Design

Construction

Bridges and Structures

Subcommittee
Highways Subcommittee on Bridges and Structures

Officers

Chair: Malcolm T. Kerley (Virginia)
Vice Chair: Vacant
Secretary: M. Myint Lwin (FHWA)
Assistant Secretary: Firas I. Sheikh Ibrahim (FHWA)
AASHTO Liaisons: Ken Kobetsky & Kelley Rehm

The 2007 Annual SCOBS Meeting was held in Wilmington, Delaware on May 8-13, 2007. 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 and ballot required changes and additions to the specifications and guide documents maintained by the Subcommittee. During the general session meeting, the full Subcommittee voted on 70 technical agenda items, all of which have passed. This year SCOBS has experimented with an electronic polling system to conduct expedient and accurate polling. The system proved successful in being accurate, fast, and resulted in an immediate electronic record of ballots.

During the general session, members of the Subcommittee leaving the Subcommittee, either retiring or promoted, were recognized for their service. Also during the session, the Subcommittee Chair declared “victory” on full implementation of LRFD whereby all States have reported either full implementation on or before the target date of October 1st, 2007. The new LRFD specification should result in bridges with more consistent reliability and factor of safety as well as prolonged service life.

One significant outcome of the SCOBS meeting was the adoption of new specifications containing seismic maps and methodologies to replace the 1988 seismic maps and methodology. The new specifications include the latest seismic ground motions and should improve the behavior of, and reduce seismic hazards on newly designed bridges.

Another significant outcome of the meeting was the passage of a resolution to support the Tunnel Committee in establishing specifications for the design, inventory, safety and security of tunnels. Since the establishment of the Tunnel Committee, the Committee has been steering a joint FHWA-AASHTO effort to develop a design and construction manual for tunnels. The Tunnel Committee reported 50% progress on this manual which is anticipated to be completed in 2008.

The recently established Bridge Wave Task Force reported to the Subcommittee a significant progress on the development of the guide specifications and retrofit manual for bridges subject to coastal storms. To date, the Task Force is now evaluating the 90% draft of the guide specifications and it is anticipated that the two documents will be finalized in 2008. Depending on their completion date, they will be balloted by SCOBS in either 2008 or 2009.

The Subcommittee voted on research recommendations by T-11, all of which support the grand challenges of the 2005 Strategic Plan for Bridge Engineering to meet the changing needs of bridge engineering through a streamlined research program. The seven prioritized grand challenges are: Extending Service Life, Optimizing Structural Systems, Accelerating Bridge Construction, Advancing the AASHTO Specifications, Monitoring Bridge Condition, Contributing to National Policy, and Managing Knowledge.

The recently established Executive Committee held its third meeting during the 2007 SCOBS meeting in Delaware. 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 improve communications between the technical committee leadership and chairs and to resolve issues of importance to SCOBS. The Committee discussed several issues including prioritizing the publication of the subcommittee’s specifications and other documents. As was done in a prior year, the first priority was assigned to publishing the latest revisions to the design specifications.
Since the mission of the LRFD Oversight Committee has been accomplished, it has been decided that this oversight committee will be dismantled but its important function of overseeing a major pool fund contract to maintain the specification was passed on to the executive committee.

SCOBS has made preliminary 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. The LRFD Oversight Committee has funded the work to include the LRFR methodology in the new Manual for Bridge Evaluation, which was adopted during the 2005 annual SCOBS meeting. The new manual is in its final draft stage and will be published in early 2008. SCOBS has set a date with FHWA requiring all new bridges designed by LRFD to be load rated using LRFR by October 2010.

In response to the ongoing activity in Bridge Preservation by the Subcommittee on Maintenance, the Chair has redefined the responsibilities of the technical committee T-9 (Corrosion). This technical committee was renamed T-9 (Bridge Preservation) and will be responsible to coordinate with the Subcommittee on Maintenance for all bridge related maintenance/preservation items including corrosion. Bruce Johnson of Oregon, T-9 chair, will be the Subcommittee’s main contact.

SCOBS will also 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.

In 2007, AASHTO, FHWA and NCHRP sponsored an International Scan on Bridge Evaluation Quality Assurance. Preliminary results of the scans were reported to SCOBS. The scan report has been finalized and should be available for production shortly.

The next annual meeting will be held in Omaha, Nebraska on May 18-23, 2008. Other future meetings of the subcommittee have been scheduled in the following states: 2009 in Louisiana, 2010 in California, 2011 in Virginia, 2012 in Texas, and 2013 in New Jersey.

James A. Moore, Vice Chair of the Subcommittee, retired from the New Hampshire DOT on September 1, 2007 after 35 years of serve.

Subcommittee members have been responding to the concerns raised in their states and nationally due to the bridge collapse in Minnesota. Kelley Rehm is coordinating the national input from the Subcommittee members.

Schedule on New/Recent/Updated Publications

Highways Subcommittee on Construction

Officers
Chair: Gary Ridley, ODOT
Vice Chair: Thomas Bohuslav, TxDOT
Secretary: Julius (Butch) Wlaschin, FHWA
AASHTO Liaison: Jim McDonnell, AASHTO

Summary of Activities and Accomplishments from October 2006 to September 2007:

General
1) The SOC continues to participate in expert task groups, national task force, FHWA, AASHTO, industry, and other joint committees.
2) Meeting agenda is developed for SOC annual meetings.
3) Final publication for the updated AASHTO Guide Specifications for Highway Construction is expected soon.

Contract Administration Section
1) The members of the Contract Administration Section completed a report summarizing the March 2006 survey responses for the Chair’s use at the October 2006 Standing Committee on Highways meeting.
2) The “Primer on Contracting for the 21st Century” was updated and posted on the Web. This document provides list of innovative contracting practices of the states.
3) The national summary on the use of price adjustment clauses was updated.
4) A meeting of the FHWA / AASHTO / Industry DBE Work Group took place on October 26, 2006 at AGC’s Office in Washington DC. Steve DeWitt (North Carolina Turnpike Authority), Roc A. Stacey (Nevada DOT / AASHTO Committee on Civil Rights) and Jerry Yakowenko (FHWA) represented AASHTO and the SOC Liaison with the FHWA / AASHTO / Industry DBE Work Group. This group continues to work on guidance to the states for monitoring and compliance with DBE regulations.

Computers and Technology Section
1) Continued to provide information to AASHTO website. Also, participating in FHWA effort to enhance National Highway Specification Website (NHSW). The NHSW was originally established through an initiative of this C&T Section. Enhancements will include the update of information and adding states’ construction manuals and standard drawings.
2) Continued to provide leadership, extension, and guidance for the enhancements of the AASHTO Tms•Port software; specifically the NGT web based application.
3) Developed a guide specification and contract language on stakeless construction (GPS grade control equipment) utilizing survey conducted in 2005, data gathered in the NCHRP Synthesis Project 37-06, and other state of the practice information. Additionally, posted the guide specification and the specification from four state DOT’s (IA, MD, NY, and MN) on the NHSW for other states to use in their development.
4) Working on a survey of the state of practice in electronic project documentation, as-built documentation, and archiving.
5) Participated in a workshop regarding traffic modeling efforts for work zones that was held in Sacramento, CA. Website of the workshop results is available. Will continue to monitor any further developments in this area to report at next year’s annual meeting.

Roadway & Structures Section
1) Continued work on reviewing the amount of time inspectors are spending doing work other than inspecting and looked for areas of improvement. Will complete this activity this calendar year.
2) Conducted a survey of states on the best practices of inspection and measures of workmanship. Draft summary report was prepared and discussed at the summer SOC meeting. It was decided that the survey be sent back out to the states that did not respond, after which the draft summary will be updated. Resubmittal of this survey to states that have not responded to be completed by October 2007.
3) Worked on white paper addressing pavement markings best practices being used around the country. Paper includes installations of new striping, removal of existing striping and striping in transition areas. This activity is scheduled to be completed by December 2007.
4) Began work on cataloguing practices being used around the country to improve the quality and effectiveness of construction plans sets. Practices being looked into are what states are doing with constructability reviews, Value Engineering, Contractor solicited input, and post construction feedback. This activity is scheduled to be completed by December 2007.

5) A survey of states was conducted to determine how states are accomplishing “specialty” construction inspection such as ITS, structures painting, hazardous abatements. The results of this survey are being compiled to see if there is some potential training course development needed in some of these areas. After this determination is made, this information will be shared with TCCC.

6) Developed draft response to NTSB recommendations resulting from Colorado Girder collapse in 2004. Reviewed draft with Roadway & Structures Section and SOC body in general session. Will address comments received in finalizing response, resubmit, and coordinate with the Subcommittee on Bridges and Structures.

**Environment and Human Resources Section**

**Environmental Stewardship**

1) An updated survey of SWPPP payment (lump sum and/or bid items) was conducted to determine the various methods of payment being used. The findings were presented to the SOC.

2) Participated in NCHRP 25-25 Environmental Stewardship project, which is an ongoing plan by Parsons Brinckerhoff to create a “Best Practices Library from the Environmental Stewardship Practices in Construction and Maintenance Compendium.” Status of this effort was presented to the SOC.

**Work Zone Safety**

1) Performed an updated survey of state DOTs on practices for certifying or pre-qualifying construction staff, both state and contractor, for implementing Work Zone Traffic Control and presented to the SOC.

2) Performed an updated survey of state DOTs on responsibilities for owner or contractor developed Traffic Control Plans (TCP); how traffic control is paid (lump sum, contingent sum, unit price); use of temporary markers for centerline during construction; removal of markings; Incentive/Disincentive (I/D) clause; and other guidance. The results were presented to the SOC.

3) Performed an updated survey of state DOTs on practices for using law enforcement in construction zones and the effectiveness/enforcement value of fines (including double) in work zones. The results were presented to the SOC.

**Human Resources**

1) Participated in the development of a National Highway Institute (NHI) course on Workmanship in Construction through the Transportation Curriculum Coordination Council (TCCC) and participated in the National Institute for Certification in Engineering Technologies (NICET) to develop highway construction certification programs. Status was reported to the SOC.

**Research Steering Committee**

Numerous research and synthesis statements have been submitted to TRB. SOC members participate on several projects as panel members. The following project statements are being submitted:

1) Development of storm water guidance.
2) Legal precedents relative to liquidated damages.
3) Prestressed hairline cracking.
4) Joint submission with SOM on quality assurance.
5) Florida and Virginia will share their work on calculating fuel usage factors for escalation.

**Dates and Locations of Future Committee Meetings:**

Monthly Status Teleconference Meetings are conducted. Future annual SOC meetings are as follows:

- 2008, August 4 – August 7, San Antonio, Texas
- 2009, summer, Chicago, Illinois
- 2010, summer, Vermont
Highway Subcommittee on Design (SCOD)

Officers
Chair: Carolann Wicks, Delaware
Vice Chair: Richard Land, California
Secretary: Dwight Horne, FHWA
AASHTO Liaison: Jim McDonnell, AASHTO

The Highway Subcommittee on Design (SCOD) held its annual meeting in Burlington, Vermont on June 10-14, 2007. The meeting was attended by at least one representative from most of the States, as well as representatives from other government agencies, consultants, industry, and academia. A group of volunteers were charged with creating a vision for SCOD. The SCOD Executive Council will draft operating procedures for adoption.

In addition to a Workshop on Context Sensitive Solutions, the annual meeting included formal presentations, panel discussions, regional meetings, and presentations of the regional meeting results to the full Subcommittee. The presentations and panels were grouped into the following topic areas: cost escalation and cost containment strategies; cross-cutting issues on highway safety, right-of-way, and utilities; new ideas in recruitment and retention of engineers; innovative geometric design; status reports on ongoing projects; consideration in designing for machine controlled equipment; Highway Safety Manual; and accelerating project delivery. There were several presentations within each of these areas. The meeting agenda and visual aids from most of the presentations are available at the Subcommittee web site: http://design.transportation.org/?siteid=745.

The next meeting of the Highway Subcommittee on Design is scheduled for New Mexico in 2008.

The following is a summary of the current activities for each of the Highway Subcommittee on Design Technical Committees.

1. **Technical Committee on Cost Estimating**
   The AASHTO Technical Committee on Cost Estimating (TCCE) is continuing its work to develop “practical” guidance on preparing final estimates, including recommended procedures and guidance on reviewing bids prior to concurrence in award. The publication of the first three chapters is on the AASHTO website located on the TCCE web page at http://design.transportation.org/?siteid=59&pageid=756 and is the start of the ultimate goal of having a cradle to grave guide on various topics of interest to the estimating community. These first three chapters: Bid Based (Historic) Estimating, Cost Based Estimating, and Bid Review and Analysis were deemed by the TCCE to be of greatest need.

   The TCCE is continuing to work to develop “practical” guidance on cost estimating by developing the next three chapters of the estimating guide. Committee members are developing chapters on Parametric Estimates, Probabilistic Estimates, and Inflation Forecasting. These chapter outlines are also included for reference/discussion in the publication on the TCCE website.

   Additional chapters being considered are: Price Indexing & Risk Sharing, Innovative Contracting (Design Build, A+B Bidding, etc.), Project Packaging and Scheduling Lettings, and Estimate Training.

   The TCCE will also continue to evaluate NCHRP Report 574, “Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming, and Preconstruction” to determine if portions are suitable for inclusion in the TCCE development of the “practical” guidance.

   The next TCCE meeting will be on October 2 and 3, 2007, in conjunction with the Transportation Estimators Association conference in St. Louis, Missouri.

2. **Joint Technical Committee on Design Build**
   Inactive
3. **Technical Committee on Environmental Design**

The most recent meeting of the Technical Committee on Environmental Design (TCED) was May 7-10, 2007 in Harbor Springs, Michigan with 13 of 18 members attending; the main theme was Transportation and Conservation Easements: Public Use of Both. Future TCED meetings are scheduled for October 1-4 in Vermont, April 7-10, 2008 in Maryland (joint meeting with TC on Hydrology and Hydraulics), and Fall 2008 in Idaho. Many E-Mail messages and phone calls on current and potential TCED topics are sent among members between meetings. We currently have 1 vacancy (Region 3) on TCED; AASHTO staff earlier asked the Region 3 Steering Committee for a replacement (unsuccessful). Major topics for our October meeting include environmental considerations during project development, our DOTs current actions toward ‘Green Highways’, and electing a new Chair.

TCED members are reviewing the first draft rewrite/update of the 1991 AASHTO publication *A Guide for Transportation Landscape and Environmental Design* now underway using an NCHRP research contract requested through joint application between the TRB Committee on Landscape and Environmental Design and TCED. A TCED member (a Registered Landscape Architect) is Chair of the rewrite; two other TCED members (Registered Landscape Architect and Engineer) are research panel members. Since the rewrite will remain an AASHTO publication, TCED is reviewing their draft documents, and will be the one to recommend the final revised and expanded on-line product to AASHTO for balloting.

Several items have been proposed by members for possible future work topics for TCED. The outputs could be either a hard copy guide or an online document similar to the 2001 AASHTO Visualization in Transportation we contributed to the AASHTO web site and updated on-line in 2003. Among the possible work topics under consideration are: methods for handling and retaining stormwater runoff in the ROW (with the TC on Hydrology/Hydraulics), successful condemnation for mitigation lands, wetland banking and stream banking, 5-year monitoring requirement before receiving mitigation credit, native species/habitat restoration and invasive species mitigation, visual quality aesthetic design guide, context sensitive solutions, and guidance to help DOTs initiate and maintain a successful CSS program. TCED and TCHH will discuss the hydraulic items when both Technical Committees jointly meet in April 2008 in Maryland.

In the October and April meetings, TCED’s members will also discuss the following additional topics that came from the June 2007 SCOD annual meeting: develop guidance on environmental permitting (possibly with SCOEnvironment); develop guidance on low-impact design; and collaborate with TC Geometric Design in possible revisions to the Green Book.

TCED membership recommends that SCOD create 3-to-5 new standing memberships reserved for the elected Chairs of the 3-5 SCOD Technical Committees (including TCED) with multi-disciplinary membership broader than just DOT Design staff. This Chair Membership would allow TCED and SCOD to be in conformance with SCOH's earlier directive that future Chairs of Technical Committees must also be a member of the sponsoring Subcommittee; this SCOH rule has generated much concern among TCED members since the membership of this SCOD Technical Committee is about 1/3 Landscape Architects, 1/3 NEPA Practitioners, and 1/3 Design Engineers; only one DOT TCED member is also a member of SCOD. TCED may ask for an exception when TCED members elect a new Chair upon the 2008 retirement of the TCED Chair (not a current member of SCOD).

4. **Technical Committee on Geometric Design**

The Technical Committee met in Chicago, IL July 9-11, 2007. The Technical Committee reviewed and commented on proposed additions and revisions to the Green Book for each individual chapter for the next edition. The Technical Committee reviewed the revised work on clear zone conflicts and decided to present that material in chapter review form at the next meeting. Research needs were also discussed. The Low-Volume Road Guide was discussed and, based on specific input from the National Association of County Engineers and League of Cities representatives, the decision was made to maintain this as a separate document with appropriate references included in the next edition of the Green Book.

The Technical Committee decided that a target date for completion of additions and revisions should be 2009. Therefore, the next edition of the Green Book is tentatively set for a release date of 2010.

The next meeting of the Technical Committee is tentatively set for June 2008 in Springfield, MO.
5. **Joint Technical Committee on Highway Lighting**
   Inactive

6. **Technical Committee on Hydrology and Hydraulics**
   Report was not provided from Technical Committee.

7. **Joint Technical Committee on Nonmotorized Transportation**
   This Joint Technical Committee met in Lake Tahoe, NV on June 18 & 19, 2007, in conjunction with the Subcommittee on Traffic Engineering. Several joint sessions were held with SCOTE to discuss ADA issues, the update to the AASHTO Bike Guide, a proposed US Bike Route system, and treatment of 2 lane rural roads that are becoming urbanized.

   The Technical committee also discussed the vision for the committee and identified the following vision statements:
   - Propose research to advance the state of the art
   - Develop and maintain guidance for non motorized transportation alternatives
   - integrate routine accommodations for non motorize transportation into AASHTO
   - promote non motorized transportation as a means to improve transportation for all modes

   **Deliverables**
   - Benefits of Bike Ped Brochure
   - Bike guide update (2010)
   - ADA guidance (2011) Access board may be publishing something soon.
   - Training programs (Designers)
   - Monitor Guidance for Safe Routes to School being done by HRC (2009)
   - Guide for Shared Use paths (Trails) – is there a need
   - Comment on proposed rule for ADA
   - Recommendation on US Bike Route network

   The committee identified 4 research proposals that will be submitted for consideration as NCHRP projects. Two of these will be submitted jointly with SCOTE:
   - Crash Data Collection for Non Motorized Transportation
   - Guidelines for use of Bike Lanes
   - Development of guidelines for parallel shared use paths (sidepaths)
   - Development of Methodology for Prioritizing Sidewalks

   The committee expanded it's membership to include a representative from the US Access Board and will be selecting a representative of the Safe Routes to School coordinators. In addition, the committee is recommending replacement of 2 inactive members.

   The committee plans to meet again in September, 2008 in conjunction with the Pro Bike/ Pro Walk conference in Seattle, WA.

8. **Joint Technical Committee on Pavements**
   The NCHRP Project 1-40, Facilitating the Implementation of the Guide for the Design of New and Rehabilitated Pavement Structures, completed efforts to refine the (MEPDG) product in 2007 resulting in the development of a Manual of Practice and version 1.0 of the design software. Both of these products were delivered to the Joint Technical Committee on Pavements (JTCP) in March, 2007. A national workshop on the MEPDG sponsored by NCHRP, AASHTO and FHWA was held in April, 2007 in Irvine, CA with 48 states in attendance. The purpose of the workshop was to prepare AASHTO members for the ballot to approve the Manual of Practice. The JTCP managed the balloteting of the Manual of Practice to the AASHTO Highway Subcommittees on Design and Materials in June, 2007. The ballot successfully passed through these two subcommittees. The JTCP reviewed all comments resulting from the ballot to determine any changes necessary to the document and worked with the
NCHRP Project 1-40 staff to implement these changes. The JTCP is preparing the next ballot of the manual to the AASHTO Standing Committee on Highways in September. The JTCP plans to review an additional product from the NCHRP 1-40 effort, Local Calibration Guide, as an AASHTO document in late 2007. The JTCP also managed the balloting of a new Friction Guide as an AASHTO document. The JTCP received this guide from NCHRP 1-43 and worked together to review the document with TRB committee legal representatives and other state agencies before releasing the document for approval through AASHTO. The JTCP recently (August, 2007) released a ballot to approve the Friction Guide to the AASHTO Subcommittees on Design and Materials and plans to review comments received from the ballot. In August, 2007 the JTCP conducted a pavement needs planning effort through the support of NCHRP 20-7. This session, entitled, "Business Needs for Pavement Engineering", included a two day planning effort to identify critical pavement research needs over the next five years. As a result of this effort, a list of short, mid and long term research needs will be documented for use by the JTCP to prioritize future efforts to seek funding to support pavement research. The last meeting of the Technical Committee was held from April 12-13, 2007 in Irvine, CA. The meeting focused on efforts to ballot the MEPDG Manual of Practice and to ballot the Friction Guide. The next meeting of the Technical Committee is scheduled for September 19-21, 2007 in Seattle, WA. This meeting will focus on the MEPDG implementation, national activities involving Pavement Management System data collection, and Pavement Research Needs.

9. Technical Committee on Preconstruction Engineering
The objective of this technical committee is to provide a focal point and working group charged with developing guidelines for effective management of preconstruction engineering processes. These guidelines are intended to provide a systematic approach to managing resources such as time, funds, and personnel. The Technical Committee is nearing completion of our work to update the 1996 Guide for Contracting, Selecting, and Managing Consultants in Preconstruction Engineering. We reviewed this publication, determined that it should be rewritten, and sought input from the transportation agencies and the consulting industry. To compete this, we developed two web-based questionnaires, reviewed the results of these surveys, and addressed key findings of these surveys in the revised publication. One of the surveys was prepared for consulting firms to complete so that the technical committee could gain input and experiences from the consultant perspective. The other survey was completed by members of the SCOD to provide input the technical committee from the state transportation agency perspective. The technical committee utilized NCHRP 20-7 funding for interpretation of survey results. With the feedback from these surveys on the current practices and trends coupled with the collective knowledge and experience of the technical committee members, the technical committee prepared a draft of a new publication to replace the 1996 Guide for Contracting, Selecting, and Managing Consultants in Preconstruction Engineering. The draft of this new document was balloted to the SCOD and approved. The technical committee is completing edits related to comments from the SCOD so that the publication can be balloted to SCOH for consideration of its final approval.

During this year, the Technical Committee met twice, once at AASHTO headquarters in Washington, DC and once in St. Louis, MO. At these meetings, the work on the replacement to the 1996 Guide for Contracting, Selecting, and Managing Consultants in Preconstruction Engineering and the prioritization of future work efforts was competed. Two areas for the Technical Committee’s future work that were identified through this process were:

1. Identifying best practices in dealing with errors and omissions may be a focus area for the Technical Committee’s future efforts. There has been interest among Subcommittee on Design participants in identifying how to deal effectively with errors and omissions. Informal discussions reveal that agencies have varying degrees of success in holding consultants accountable for extra costs when errors or oversights are identified.

2. Developing an array of best practices for the use of performance measures as a reference for transportation agencies is a second goal for the technical committee. The technical committee developed the “Guide to Quality in Preconstruction Engineering, February 2003”. Portions of this guide suggest possible means of measurement of performance which may serve as a starting point for further development and refinement of performance measures.

Other publications which are the responsibility of the technical committee include: AASHTO Guidelines for Preconstruction Engineering Management (1991), Guide to Quality in Preconstruction Engineering Management (2002), and the Guide for Contracting, Selecting, and Managing Consultants in Preconstruction Engineering,
(1996). These publications are consistently reviewed and the need for their update evaluated by the technical committee. The technical committee has already identified an interest by the Subcommittee in developing an in-depth evaluation of the current practices for addressing the issue of errors and omissions by engineering consultants. This may be the focus of our future work.

10. Technical Committee on Public Transportation Facilities Design
Inactive

11. Technical Committee on Roadside Safety
The Technical Committee on Roadside Safety (TCRS) met for its annual meeting on October 2-6, 2006. The meeting was held in Toronto, Ontario, Canada. The first two days of the TCRS meeting (October 2 & 3, 2006) was held as a joint fall meeting with AASHTO/AGC/ARTBA Task Force 13; a group that shares similar roadside safety interests and with joint memberships with the TCRS. The annual business meeting of the TCRS proceeded after the Task Force 13 meeting and was held on October 4-6, 2006. In addition, the TCRS held a special, second business meeting on May 15 and 16, 2007 at the TRB Center in Woods Hole, Massachusetts for a review of the NCHRP Report 350 update being administered under NCHRP Project 22-14(02) with oversight by the TCRS. The 2007 TCRS annual business meeting is scheduled for September 12-14, 2007 in Seattle, Washington. The Roadside Design Guide (RDG) was last revised in 2006 with an update to Chapter 6, "Median Barriers," which replaced Chapter 6 of the 2002 edition. The TCRS is working toward the next revision of the RDG targeted for balloting by AASHTO in 2008/09 and will include a new chapter for "Low Volume Roadways." The TCRS is preparing an update of NCHRP Report 350, currently in development under NCHRP Project 22-14(2) for balloting by AASHTO SCOD and SCOH in 2007/08. The intent for this document is for the TCRS to take responsibility over as a published AASHTO document rather than a NCHRP research document. Several members of the TCRS are serving on the NCHRP Project panel to facilitate the eventual adoption of updated crash-test guidelines by TCRS and AASHTO. The final research document will be presented to the TCRS at the September 2007 meeting in Seattle, Washington. The TCRS expects to ballot SCOD in the fall of 2007 and will include a draft "Implementation Plan" as jointly prepared TCRS and FHWA Safety Office for compliance with Section 1408 of the SAFETEA-LU act.

12. Technical Committee on Value Engineering
The Technical Committee on Value Engineering met on July 17, 2007, in Seattle, Washington, prior to the start of the 2007 Value Engineering Conference. The Technical Committee continued work on their 5-year goals with work on updating the 2001 AASHTO Guidelines for Value Engineering with emphasis on sections for value engineering performance measures and value engineering in design/build projects.
Highway Subcommittee on Highway Transport

Officers:
Chair: Jim Lynch, Montana
Vice-Chair: Jeff Honefanger, Ohio
Secretary: Jim March, FHWA
Liaison: Leo Penne, AASHTO

Activities from September 2006 to October 2007:

The following topics will be highlighted:

- **Hurricane Response**— A practice run with Federal Partners (FHWA, FEMA, FMCSA) and State participants is being planned for October, 2007

- **European Vehicle Size and Weight SCAN**— The Scan Team has prepared an implementation plan which includes:
  - Research project on the use of Bridge Weigh-in-motion (B-WIM) for enforcement. The Alabama UTC is leading the B-WIM research. SCOHT is represented by Jeff Honefanger, Vice Chair and Ric Athey, Truck Size and Weight Task Force Chair.
  - A synthesis on the Safety of Oversize/Overweight Vehicles is being performed by the Alabama UTC. SCOHT is represented by Jeff Honefanger and Ric Athey
  - Project sites for a demonstration project of the Swiss Heavy Goods Facility are being solicited.
  - NCHPR 20-7 Proposal for Vehicle Size and Weight Management (VSW) Outreach has been submitted for approval.

- **International Scan**— A Scan to study freight movements in China began on September 8 and will conclude on September 23, 2007. SCOHT is represented on the team by AASHTO Staff member Leo Penne.

- **The Scan Freight Bottom Line Report**—The consulting team led by Cambridge Systematics has completed the work on the AASHTO Freight Transportation Bottom Line report, including the Highway Freight Movement Bottom Line report.

- **2007 Annual Meeting**— of the Subcommittee was held in New Orleans, LA. The Subcommittee took advantage of the site to focus on the trucking activities related to Ports. The program also included speakers representing FMCSA, FHWA, and specific trucking sectors such as auto transporters, manufactured housing transporters, and boat haulers.

- **2007 Guide for Vehicle Weights and Dimensions**—The guide has been updated and is currently in the production.

Review of Emergency Response Procedures:
The plane that was established has been reviewed by the subcommittee members. A practice exercise to evaluate and refine the following procedures is planned for October, 2007.

1. Upon the declaration of a national emergency, the Vice-Chairman of the AASHTO Subcommittee on Highway Transport (or in his absence, the Chair of the Task Force on Oversize/Overweight Permitting) will convene a conference call of Subcommittee members to discuss communication and coordination to facilitate the response to the emergency.

2. Regular conference calls will be held until the declaration expires as long as needed.
3. AASHTO staff will provide information on federal, state, and private sector responses to the hurricane to Subcommittee members by email.

4. AASHTO staff will activate a web page to provide information on federal, state, and private sector emergency response activities to Subcommittee members and others concerning the hurricane response.

5. AASHTO staff will establish a point of contact for commercial vehicle permitting at each of the federal emergency response agencies, including, but not limited to, the Department of Transportation, the Federal Motor Carrier Safety Administration, the Federal Emergency Management Administration, and the Department of Defense.

6. AASHTO staff will compile, maintain, and provide to the federal emergency response agencies and member states a contact list of state oversize-overweight permitting officials. This list will be updated regularly.

7. AASHTO will inform the federal emergency response agencies that in cases where a special circumstances when a route is required for an individual load on very short notice that the routing will be coordinated by permitting official in the state of origin with the permitting officials of the states on the route to the destination.

*These procedures will be adjusted as needed, based on future experience and additional information.*

The Subcommittee has posted a page on its web site for information on Oversize/Overweight Permitting in Support of Hurricane Relief and will maintain it for the duration with secure state DOT contact information, please visit: [http://freight.transportation.org/freight_hos.html](http://freight.transportation.org/freight_hos.html)

The AASHTO Bottom Line Report—Highway Freight Movement

The Highway Freight Movement portion of the Bottom-Line Report, will summarize the issues and opportunities facing the nation’s highway freight transportation system. It will provide a snapshot of the highway/ truck freight system, covering freight corridors; services; structure and ownership of the trucking industry; freight flow patterns and volumes of key commodities, and intermodal coordination with rail and water freight systems.

The general objectives of the AASHTO Freight Transportation Bottom Line Report are:

1. To create awareness and agreement among opinion leaders and decision makers that it is imperative that the nation invest in a freight transportation system that will assure continued competitiveness for the U.S. in the global economy and sustained economic prosperity;

2. To establish a framework for the national dialogue on the future of the national transportation system and the roles and responsibilities for transportation financing and management among federal and state governments and the private sector;

3. To develop a foundation of data and analysis that can be used to identify strategic investments in the freight transportation system.

AASHTO has laid out a two phase process. In the first phase, five preliminary reports will be prepared and issued in a manner that engages interest by building the argument for investment in freight transportation step-by-step and asks that others contribute to the development of the case.

Each report will be well-grounded in the best available information and analysis but will be structured for clear communication to a policy-relevant audience (20-30 pages of text, 2 dozen graphics, Power Point,
Each report will have a well-publicized release/event and a structured process for securing reactions and suggestions for improvement. The objective by the end of Phase I is to establish agreement on the need to invest as a basis for Phase II, the final AASHTO Freight Transportation Bottom Line Report, which will provide detailed analysis on investment needs and the means to meet those needs.

**SCOHT Annual Meeting: New Orleans, LA**

The Subcommittee on Highway Transport, AASHTO’s trucking committee, met in New Orleans, LA, on June 15th and 16th. It featured strong participation from both the member states and the trucking industry. Total registration exceeded 90.

The meeting, hosted by the Louisiana DOTD, included visit to the Port of New Orleans.

Participants also included representatives of the boat carriers, auto transporters, the manufactured housing industry, the Specialized Carriers and Rigging Association and the American Trucking Associations.

Tony Furst, Director of Freight Operations, FHWA, addressed the Subcommittee on the Highway Freight Movement Policy.

Bill Mahorney, FHWA Size and Weight Team, reviewed SAFETEA-LU commercial vehicle provisions, and described current and near term projects, including an update on the study commissioned by FHWA with Auburn University to develop recommendations for increasing the efficiency and effectiveness of state size and weight regulation.

Briefings included presentations on Alternatives/Prospects for Federal Size and Weight Increases (ATA), S&W Enforcement Training & Virginia DOT Survey, Integrating Technology on Roadside Enforcement, Review of Canadian Experience with Large Commercial Motor Vehicles (NCHRP Project) and Transporting Wind Powered Turbines.

To see pictures and speakers’ presentations and other related background materials from the meeting, please visit: [http://freight.transportation.org/highway_meetings.html](http://freight.transportation.org/highway_meetings.html)

**Guide for Vehicle Weights and Dimensions:**

In developing the Guide, the subcommittee on Highway Transport considered advice, information, and input from states, other AASHTO committees and member, FHWA, commercial carriers, and their representative groups, the Department of Defense. It replaces the previous Guide published in 2001. The primary purpose of this Guide are to:

- Provide a baseline of common terminology;
- Promote common permitting practices for overdimension/overweight operation;
- Promote improved transportation safety
- Promote efficiency and productivity for government and industry
- Provide necessary protection of the public infrastructure investment
- Promote uniformity in regulation and process
- Formalize operational procedures with the Dept. of Defense

The Guide is focused on providing information and guidance for States as they manage their transportation systems and for commercial carriers and others as they utilize highway transport.

**List of future meetings:**

2008—Missouri (site not yet decided) June, **Contact:** Mary Jo Pointer at mary.pointer@modot.mo.gov for more information.
Highway Subcommittee on Maintenance

Committee Officers:

Chair  Carlos Braceras, UT
Vice Chair  Russell, Yurek, MD
Secretary  Jim Sorenson, FHWA
Liaison  Ken Kobetsky, AASHTO

Summer Meeting

The 2007 Summer Meeting of the Highway Subcommittee on Maintenance (SCoM) was held in Madison, Wisconsin on July 15-19. The meeting was well attended with 260 registrants including 198 delegates representing 38 states, 60 guests and spouses and 41 vendors. This year’s meeting was the first joint summer meeting of the Subcommittees on Maintenance, Operations, and Wireless Technology.

The PowerPoint presentations given at the General Session and Technical Presentations are being reproduced on a CD format for distribution to members who expressed interests in obtaining copies.

The following resolutions were developed during the meeting for future considerations:

- 07-02 - A resolution to encourage the development of an AASHTO Guide for the Implementation of Remaining Service Life Concepts for Transportation System Preservation and Asset Management Programs
- 07-03 - A resolution to encourage the establishment of a public information effort to publicize the needs and benefits of protecting and preserving America’s infrastructure investment
- 07-04 - A Resolution to Support the Development of an Advanced Emulsions Training Course and the Participation of SCoM Members on the Technical Panel
- 07-05 - A Resolution to Acknowledge the Federal Highway Administration Leadership for Adopting Preservation as a Strategic Goal for the Agency
- 07-06 - A Resolution to Support the Completion and Rapid Implementation of the Transportation System Preservation Roadmap
- 07-07 - Resolution to approve the winter maintenance technical service program (WMTSP) year work plan (2008-2012)

Completed Tasks or Activities:

Pavement Task Force

- Reviewed and provided updates and modifications to the existing Pavement Task Force Statement of Direction.
- Supported the development of new pavement preservation training classes, and encouraged top management to support the program through scheduling of the training classes in their states.
- Assisted in the completion and implementation of the Pavement Preservation Roadmap.
- Represented state highway agency prospective on the TRB Task Force for Roadway Pavement Preservation.
- Supported the SCOM chairman’s call to consider incorporation Context Sensitive Solutions in our programs.
Bridges Task Force

- Research: NCHRP Project 20-7 Task 234 Guidelines for Selection of Bridge Deck Overlays, Sealers, & Treatments. This project was initiated by the Task Force and received support by SCOM. The Project is funded and a consultant selected.

- Bridge Preservation: A Transportation System Preservation Bridge Preservation Research & Development Roadmap Workshop funded by FHWA and held on May 22-23, 2007 in Arlington, Texas. FHWA, States, vendors, & academics attended. A number of research needs statements in the area of bridge preservation were drafted.

- A National Bridge Preservation Workshop funded by FHWA was held in St Louis, Mo. on April 17-18, 2007. All 50 States were invited to share strategies on Bridge Preservation. Some 170 attendees (110 of the participants were from State DOTs (43 States sent representatives). Outcomes from the workshop include: a) shared experiences during and after the workshop, b) networking with other practitioners, c) formation of regional bridge work groups, d) input into the draft bridges preservation roadmap, e) lessons learned, f) action register, g) research needs statements, h) decision to hold periodic workshops. An Action Register was created that identifies bridges preservation activities beyond the workshop. One action item includes providing comments on the Bridge Preservation Roadmap being developed by the BTF.

- Bridge Preservation Strategic Plan. TF members completed a 5 year plan of actions for the period from 2008 to 2013. TF members met at TRB and have had a series of web conferences on the BPSP. The plan incorporates the vision of SCOM and provides five goals, each of which has a set of strategies to achieve the goals. The plan was submitted to executive leadership at the annual meeting.

- Bridge Preservation and Maintenance Roadmap. TF members developed an overarching document identifying a number of necessary activities in establishing a foundation and network tools for bridge preservation and maintenance practitioners. The document was forwarded to member states for comment. Comments are being reviewed. A draft roadmap was submitted to executive leadership at the annual meeting.

- Representatives from the ITI at Northwestern and the TSP² at the NCPP met to discuss areas of common interest, objectives, and developing functional regional working groups.

- Two websites were made available for bridge maintenance practitioners in an effort to foster dialogue and the exchange of information. One site contains cross links for the three known bridge maintenance regional groups.

- A spreadsheet of bridge maintenance engineers, phone, e-mail for all 50 states sent to member states.

- Regional Bridge Maintenance Groups
  - Midwest Working Group – Two meetings were held (fall and spring). Both conferences offered video-casting for those unable to attend. Information is posted on the web.
  - Pacific Northwest Bridge Maintenance Conference – Oct 4-5, 2006. Proceedings were made available on the website.
  - Northeast Bridge Maintenance Group – Minutes were posted on the website.

- Web casting. The BTF will provide access for 150 people to participate in the proceedings through the internet.

- Members actively participated in TRB AHD-30 Structures Maintenance Committee sponsored meetings, sponsored sessions, paper reviews, developed and reviewed research needs statements, and triennial strategic plan development.
Snow and Ice Task Force

- Anti-icing/RWIS Computer-based Training program was distributed to the participating states
  - 2 additional CD’s distributed in conjunction
- Continued support/coordination with Aurora, Clear Roads, Pacific Northwest Snowfighters
- Planned for the Winter Maintenance Peer Exchange and the 12th Eastern Snow Expo
- Updated the paper on ITS Standards for the Maintenance Community
- Updated the SICOP website (www.sicop.net)
- Successful session on Road Weather Management
- Productive Task Force meetings:
  - Discussed 3 research problem statements; approved 2
  - Discussed and approved the proposed 4-Year Plan for the Winter Maintenance Technical Services Program (WMTSP)
  - Discussed a related white paper on the AASHTO Winter Maintenance Program, A Review of the Past and the Vision for the Future
  - Good discussions on:
    - Workforce Development: CBT, cross-utilization training
    - Ongoing research (TRB, Aurora, Clear Roads, FHWA)
    - Upcoming conferences

Roadsides & Environment Task Force

Representatives of the task force were involved with the following research activities:
- NCHRP 25-25 – Plan to Create a Best Practices Library from the Environmental Stewardship Practices in Construction and Maintenance Compendium
- NCHRP 14-16 – Guidelines for Vegetation Management
- NCHRP 14-19 – Culvert Rehabilitation to Maximize Service Life
- Participated and support the National Safety Rest Area Conference held in Minneapolis, MN on October 4-6, 2006.

Contract Maintenance Focus Group

- The focus group and TxDOT sponsored the Performance Based Maintenance Contract Seminar and Peer Exchange in San Antonio, Texas on March 19 - 21, 2007. The seminar attracted 110 attendees from 16 State DOT’s, 17 industry organizations, and 7 other agencies. Proceedings of this event are to be posted on the AASHTO SCOM website.
- NCHRP 37-09 synthesis on Performance Based Maintenance Contracting is being finalized and should be printed in the near future.
Equipment Focus Group

  - The research agency has submitted its preliminary draft final report.

- Participated in NCHRP Project 13-03, Decision Making for Outsourcing and Privatization of Vehicle and Equipment Fleet Maintenance
  - A research agency was selected by the panel.
  - The panel developed proposal review and recommendations, and the research agency has responded to the recommendations.
  - The research agency was requested to provide assurance and commitment that adequate staff resources will be assigned to the project ensure appropriate conduct of the research and on-time delivery of project products.
  - A contract has been executed, and the contractor has begun work.

- Collaborated with TRB Committee AHD60 Maintenance Equipment and NCDOT on conducting the 15th Equipment Management Workshop.
  - NCDOT hosted the workshop, which evolved into a combined workshop and Regional Equipment Managers Conferences including Southeastern States Equipment Managers, Midwest States Equipment Managers, Western States Equipment Managers, and Northeast States Equipment Managers.
  - Over 70 participants attended.
  - 23 states and two Canadian Provinces were represented.
  - Probably the first time that this many DOT Equipment Managers were in the same room discussing common equipment management issues.
  - Overall a very successful endeavor.

- The 2007 AASHTO Equipment Reference Book was completed in electronic format. The document has been posted on the Maintenance Subcommittee website.

- Equipment Presentation - John White of SCDOT made a presentation by John E. Dolce, “EPA 2007 Diesel Engine and System Problems - One Year Later”

Performance Measures Focus Group

- At the summer meeting, there was much discussion about common performance measures between the states. The group will begin to pursue developing common terminology and standard definitions as a precursor to common performance measures. Based on this conversation the Statement of Direction for the Focus Group was updated slightly to recognize this need.

- Research Update:
The 2006 research statement from the group was funded. Development of a National Level of Service Criteria for the Interstate System, NCHRP #20-74A has begun work. The existing research committee established for 20-74 was augmented and will serve for this project as well.

  The Focus Group submitted a problem statement entitled “Development of Guidelines for Market Research on Routine Maintenance”. The research is intended to compile information on what states have done with regard to customer surveys, how they perform surveys, what items they survey, and effective surveying methods. The final product of this research would be the development of best practices guidelines on market research to aide state agencies in determining how to survey.

  The Focus Group is pursuing a follow up to the 2004 MQA Peer Exchange held in Madison, Wisconsin. This Peer Exchange would include an update to the documents library located on the web at www.mrutc.org/outreach/mqa/library, re-evaluate what states are doing with respect to Condition
Assessment Programs and develop a proposed list of common definitions and terms. This initiative would be funded through an existing pooled fund with the University of Wisconsin.

Workforce Development Focus Group

- Currently working with the Transportation Curriculum Coordination Council (TCCC) to identify existing training courses that will address the competencies identified in their Maintenance Training Matrix.

- Continued support of TCCC, and collaboration to identify existing courses that address training needs identified in the Maintenance Curriculum Matrix.

- The Focus Group presented a research problem statement for consideration: Challenges and Success in Attracting and Retaining a Skilled Transportation Workforce.

- The Subcommittee is supporting FHWA/NHI development of a 4-week Maintenance Leadership Academy. A contract is being awarded, and the development will begin October 2007.

- As a planning and development tool, the TCCC is developing a database of all existing training courses nationwide. The database will serve as a resource to training program managers, and will be correlated to the competencies within the TCCC curriculum matrices. The Volpe Center is the contractor creating the database, and a prototype is expected in the fall of 2007.

- Developed and submitted research proposal for challenges in attracting and retaining a skilled transportation workforce.

Future Events

- The 2008 Subcommittee on Maintenance Meeting is scheduled July 15-19, 2008 in Monterey, California.

- MQA Peer Exchange, September 23-24, 2008, Raleigh, North Carolina

Highways Subcommittee on Materials

Officers
Chair: Grant Levi, ND
Vice Chair: Mark Felag, RI
Secretary: Jack Springer, FHWA
AASHTO Liaison: Keith Platte, Ken Kobetsky

Summary of Activities and Accomplishments from November 2006 to September 2007:

The SOM held its 93rd Annual Meeting at Loon Mountain, Lincoln, NH August 12-17, 2007. 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. An agenda is included as Attachment A.

Representatives from 42 States plus NCHRP, ASTM and NIST 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. Bruce Yeaton from Maine DOT was nominated and approved to be the Region I Vice-Chairman.

The 27th 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. It includes 161 specifications, 38 recommended practices, 216 test methods, and 37 provisional standards. The 27th Edition is also available on-line: with an annual subscription from a commercial vendor. AASHTO now sells individual copies of the standards.

The AMRL's laboratory inspection and proficiency sample programs continue to grow, as does the AASHTO Accreditation Program (AAP). The 26th assessment tour experienced a growth of 6% and the number of accredited laboratories is now 1184. The AMRL current assessment cycle is at 29 months and they hope to reduce it to the recommended 24 months in the next year. The AMRL will begin to evaluate plants that produce rebar and plastic pipe in January 2008. They plan to assess 35 rebar plants and 65 plastic pipe plants on an annual basis.

The proposal to eliminate the AMRL Council was approved in the 2006 ballot. The AMRL Administration Task Group (ATG) approves the actions of the AMRL so the AMRL Council was seen as redundant and unnecessary. The SOM guidelines have been rewritten to reflect the changes.

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 presentation on the eballot system was made during the plenary session.

During the Executive Council meeting there was a discussion concerning the SOM’s involvement with the Joint Technical Committee on Pavements (JTCO). Discussions will be held between the SOM and the JTCO during the September 2007 meeting of the JTCO.

The Executive Council has also held discussions concerning the relationship between AASHTO and ASTM. The Executive Council is concerned that ASHTO's present policy of paying ASTM a royalty to use the standards may no longer be appropriate. The Council did give direction to the Technical Chairs to encourage them to rewrite those standards we are paying ASTM for that have been significantly modified by SOM. Upon completion of the rewrite the standards would become AASHTO standards. In addition, the Executive Council will work with AASHTO staff and ASTM to determine if modifications should be made in the relationship between ASTM and AASHTO.

There were one resolution was passed at this year’s meeting. The resolution was to support the National Asphalt Pavement Roadmap which was developed by AASHTO, FHWA and Industry representatives. A similar resolution had been passed giving support to the National Concrete Pavement Roadmap. Presentations of interest included continued emphasis on the new Mechanistic-Empirical Design Guide, Warm Mix Asphalt, Pavement Preservation and Recycling. There was a presentation on the activities occurring under the SHRP II Renewal track.
The annual presentation of the National Highway Institute’s 6-week Highway Materials Engineering training course will be offered at the University of Nevada-Reno from February 4 through March 28, 2008 with a one week break in the middle. (applications must be submitted by November 1, 2007). This course has been a valuable step on the career ladders of many of the current State materials engineers, and AASHTO member agencies are encouraged to include the course in development plans for their staffs.

The 94th annual meeting of the SOM will be held August 3-8, 2008 in Asheville, NC. The 95th meeting of the SOM will be in Anchorage, AK.

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

**Dates and Locations of Future Committee Meetings:** The 94th annual meeting of the SOM will be held August 3-8, 2008, in Asheville, NC. The 95th meeting of the SOM will be in Anchorage, AK.
Highways Subcommittee on Right of Way and Utilities

Officers:
Chair: John P. Campbell, P.E., SR/WA Texas
Vice-Chair, Right of Way: Jim Viau, Ohio
Vice-Chair, Utility: Chuck Schmidt, New Hampshire
Secretary: Vacant
FHWA Liaison (Interim): Janis Gramatins, FHWA HQ, Washington, D.C.
FHWA Utility Liaison (Interim): Jon Obenberger, P.E., FHWA HQ, Washington, D.C.
AASHTO Liaison: Jim McDonnell, P.E., AASHTO

Membership Changes:
The Subcommittee membership sustained a year of significant turnover and the corresponding loss of years of valued experience and key leadership.

October 31, 2006 Jim Dousay, retired from the Louisiana DOT after 32 years of service. Jim served on the Executive Board for years as a Region II R/W Representative.

December 15, 2006 Dave Clawson, AASHTO Program Director for Policy and Planning, retired after 19 years of service. Dave served on the Executive Board as our AASHTO Liaison and provided important guidance, direction and advice to the subcommittee.

January 1, 2007, John B. Williamson, SR/WA retired from North Carolina DOT after 34 years of service. John served on the Executive Board as the Vice Chairman from 2004 -2006 and for several years as a Region II R/W Representative.

January 3, 2007, Donald Jackson, P.E., FHWA retired. Don served the Executive Board as the FHWA Utility Liaison for the past year.

May 3, 2007, Susan Lauffer, Director of FHWA Office of Real Estate Services retired after 30 years of government service. Susan served as the Executive Board Secretary and FHWA Liaison for the past 8 years.

July 1, 2007, Leonard Hill, retired from the Idaho DOT after 27 years of service. Leonard was the Right of Way Manager for the Idaho DOT for 21 years and served on the Executive Board as the Chairman from 2004 – 2006 and for several years as a Region 4 R/W Representative.

September 1, 2007, Terry Sampson retired from the Missouri DOT after 30 years of service. He served as the Right of Way Director for five years. Terry served on the Executive Board for the past four years as a Region III R/W Representative. Terry also served as the Technical Councils Coordinator for the last three years and was Chairman of the Outdoor Advertising Technical Council for the past year.

We are encouraged by the continued enthusiasm of our membership and particularly pleased with the dedicated professionalism exhibited by those who have stepped up to join the Executive Board in meeting the challenges ahead. The R/W and Utilities Subcommittee welcomes the participation of the following new members to the Executive Board:

- Jim McDonnell, P.E. – AASHTO Liaison
- Janis Gramatins, FHWA HQ, Washington, D.C. – FHWA Liaison (Interim)
- Jon Obenberger, P.E., FHWA HQ, Washington, D.C. — FHWA Utility Liaison (Interim)
- Bimla Rhinehart, California DOT – Region IV, Utility Representative
- Nelson Smith, Maryland SHA – Region I, Utility Representative
- Richard Hunter, Illinois DOT – Region III, R/W Representative
- Phil Copeland, Georgia DOT – Region III, R/W Representative
Executive Board Business and Planning Session:
The Executive Board of the R/W and Utilities Subcommittee met in Orlando, FL January 9-11, 2007 to conduct mid-year subcommittee business, identify emerging issues and coordinate with FHWA leadership on anticipated federal program changes and enhancements. The planning session for the annual Spring meeting of the full membership was also completed including a site inspection of the host facility at the Rosen Shingle Creek Resort.

Spring Membership Meeting and Conference:
The Highway Subcommittee on Right of Way and Utilities met in Orlando, Florida April 29 – May 3, 2007. The theme for the conference was “Meeting Project Delivery Challenges Through Innovation”. Hot topics were presented on eminent domain, advance acquisition, and accelerating project delivery. The FHWA in partnership with IRWA International Executive Committee and representatives of the private sector, Consultant Council proposed the formation of a joint, public/private effort to develop a Uniform Act Certification program. Over 400 participants included R/W and Utilities Officials from the State DOTs, FHWA and AASHTO as well as private sector partners in acquisition and utility industry. The Opening session featured remarks and presentations by David Gibbs, FHWA Florida Division Administrator, the Honorable Janet Watermeier, Vice Chair of the Florida Transportation Commission, Kevin Thibault, P.E., Asst. Secretary for FDOT Engineering and Operations and Dwight Horne, Director of Infrastructure Office, FHWA. The Keynote presentation was “Transportation in 2057” presented by Matthew B. Click of Florida’s Turnpike Enterprise.

2007 FHWA Excellence in Utilities Awards
The FHAW awards for “Excellence in Utilities” were presented by Jon Obenberger, P.E., FHWA Office of Program Administration, at the Awards Luncheon on 04/30/2007. The utility awards are presented biannually to recognize innovation in utility relocation and accommodation programs and practices. The awards are presented in the categories of; Incentives for Utility Relocation, Innovation, Project Management, Leadership, and Outstanding Individual Contributions. The following State DOT recipients were recognized in Orlando for their utility program accomplishments:

Incentives for Utility Relocation
- Dwayne Kile, Florida DOT
- Nelson Smith, Maryland SHA

Innovation
- Mike Lamancusa, Michigan DOT
- John Breed, Texas DOT
- Don Toner, Texas DOT

Project Management
- Jeff Baker, Georgia DOT
- Robert Ellis, P.E., Florida DOT

Leadership
- Jeff Baker, Georgia DOT
- John Chiglo, Minnesota DOT

Outstanding Individual Contributions
- Paul Scott, Chair of the Transportation Research Board (TRB) Utilities Committee

The FHWA Excellence Awards program recognizes the accomplishments of our professional peers that meet the challenges and succeed in the varied pursuits associated with acquiring right of way, managing real property and clearing utilities for federal-aid projects. FHWA will present the “Excellence in Right of Way Awards” in 2008 at the spring meeting in Grand Rapids, MI and continue the alternating sequence with the “Excellence in Utilities Awards” again in 2009.
Summary of Highways Subcommittee Activities and Publications for 2007:

NCHRP 20-68, Domestic Scan Pilot Program
The R/W and Utilities Subcommittee in partnership with the FHWA Office of Real Estate Services published the final report titled, “Best Practices in Right of Way Acquisition and Utility Relocation”, in December of 2006. The scan was conducted to investigate the standard of current practice and to determine the best means by which to integrate R/W acquisition and utility accommodation activities into project planning and development processes to facilitate accelerated project delivery. Subcommittee activity to communicate and implement best practices identified by the Scan will continue as ongoing activity in 2008 and will establish the foundation for discussion in preparation for the upcoming international scan.

NCHRP Project Panel 20-36
The AASHTO Special Committee on International Activity Coordination and FHWA selected the subcommittee proposal entitled, “Integrating and Streamlining R/W and Utility Processes with Planning, Environment and Design”. The International scan team is being assembled, ATI is the consultant coordinator and Mr. Bob Johnson has been selected as the subject matter expert to develop the desk scan document and assist the team with selecting the most appropriate venues for the tour. The field work portion of the international scan is anticipated to begin in February of 2008.

The International Scan team includes the following members:
- Co Chairman - John P. Campbell, P.E., Texas DOT
- Co-Chairman – Janis Gramatins, FHWA

“Turbo Relocation”
The “Turbo Relocation” product is envisioned to provide for an interactive program to assist with the calculations and product quality controls inherent in the determination of relocation assistance benefits and payments. The concept is to develop a software product similar in function to Turbo Tax with several component “calculators” for specific types of relocation benefits. The “Turbo Relocation” Steering Committee is developing the requirements of an interactive software product to assist in the calculation of relocation assistance benefits and payments. Upon completion of the system requirements, the request for proposals for development of an AASHTOware, expert system product will be published with anticipated selection of a product development vendor by January, 2008. Following the award of the AASHTOware, “Turbo Relocation” project, it is anticipated that the original members of the Steering Committee will continue as members to the “Turbo Relocation” Development Task Force.

The “Turbo Relocation” Steering Committee currently includes the following members:
- Chair Sabra Mousavi, Arizona DOT
- Dianna Ayers,
- Carmen Reese,
- Perry Johnston, Arkansas DOT
- Dave Heier,
- Arnold Feldman, FHWA Liaison

Upon completion of the subcommittee proposal and approval by SCOH for solicitation, likely preliminary completion of a functional product is anticipated for January 2009.

Research Studies and Pilot Project Initiatives
NCHRP 20-7
SCOH approved funding for two subcommittee research projects selected for NCHRP 20-7 funding at the 05/2007 meeting.

NCHRP 20-7, Task 247 – “Outdoor Advertising Sign Regulation Study” funded at $75,000. The objective of this research is to identify, compile and report on the standards, measures, practices and enforcement of control of outdoor advertising signs in the various states. The following team members have been selected for Task 247:
- Ken Towcimak, Florida
NCHRP 20-7, Task 248 – “Utility Encasement Policy for Highway Crossings”, funded at $50,000. The objective of this research is to determine if current DOT encasement policies are appropriate. If it is determined that uncased utility highway crossings are a safe alternative to encased crossings, criteria for uncased crossings will be developed. The following team members have been selected for Task 248:

- Chuck Schmidt, New Hampshire
- Ray Lorello, Ohio
- Robert Memory, North Carolina
- Robert Lee, Alabama
- Paul Scott, TRB representative

“Electronic Appraisal”
The Subcommittee has facilitated the development of a pooled-fund, research initiative for an “Electronic Appraisal” application for web based user access to an “on-line”, electronic appraisal documents development, capture, transmission, review/approval, storage and archive of appraisal work products. Texas was the lead state of a fifteen member team of participant states. The “Electronic Appraisal” project was completed in August of 2006 and successfully determined the conceptual feasibility of the system and provided preliminary work on the logic and algorithms for a “statistical process controls” feature to provide “smart systems” feedback for quality and cost controls. Distribution of the research work products and reports has been completed and the University of Texas, Center for Transportation Research closed out the group dialog with the participant states by teleconference on 12/15/2006. The Subcommittee will continue to support, monitor and participate in the discussion with member states on individual implementation of state specific, operational systems.

Integrated Project Delivery
The Subcommittee on Right of Way and Utilities 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 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.

Cross Cutting Measures
Chuck Schmidt, New Hampshire attended the AASHTO Subcommittee on Design conference in Burlington, VT on June 13, 2007 to represent the subcommittee and discuss right of way and utility cross cutting measures with the design process to reduce construction delay caused by right of way and utility issues.

AASHTO Legislative Policy for Program and Project Development and Delivery
The Program and Project Development and Delivery Team is one of seven AASHTO teams assembled to produce specific legislative recommendations for federal reauthorization in 2009. The PPDD team is chaired by Deb Miller, Secretary, Kansas DOT with representation by SCOH, SCOP and SCOE team members. The primary areas of focus are: Regulatory Reform, Innovative Contracting/Program Delivery, Federalizing Projects, Fiscal Constraint/Financing Issues with the over-arching philosophy of sustainability. John Campbell, Texas is representing the R/W and Utilities subcommittee on the team and leading the subgroup discussion for the Fiscal Constraint/Financing Issues “. Ken Towcimak, Florida has also represented the R/W and Utilities subcommittee in the discussion by the “Innovative Contracting/Program Delivery” subgroup.

Program Delivery Improvement Tool (PDIT)
The Subcommittee on Right of Way and Utilities continues to participate on the Program Delivery Improvement Tool (PDIT) team developed in response, and as a component of the U.S. DOT priority for focus on Accessibility and Accountability. Current Subcommittee representatives on the PDIT team include:

Ken Towcimak, Florida
Gerry Gallinger, Washington
The Right of Way and Utility subcommittee’s hope for PDIT is to develop a mechanism by which to correlate the effectiveness of improved, coordination between project planning and Right of Way and Utility functions with more timely and cost efficient project delivery.

**Strategic Communications and Information Exchange**
The Subcommittee continued 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 and maintained by the voluntary efforts of the Florida DOT.

- The Subcommittee “Clearinghouse” resource for web based, query, compilation and distribution of topic-specific, surveys submitted by R/W and Utility members. The “Clearinghouse” function is managed by the voluntary efforts of the Illinois DOT. This year 32 surveys were completed and are published under the “Documents” tab of our web site at [http://rightofway.transportation.org/](http://rightofway.transportation.org/). Topics of particular interest this year included several utility accommodation and subsurface utility topics, outdoor advertising, various acquisition issues and access management.

**Technical Councils**
Each of our standing Technical Councils is chaired by a state R/W or Utility Director and participation is open to all member state employees. The primary objective of the Technical Councils is to expand the strategic communications network among the membership and to establish a forum for broader participation by employees at the operations level within member states. At the January, 2007 meeting of the Subcommittee Executive Board, the organizational structure of the technical councils was reviewed and the subject areas modified. A new Technical Council for “Outdoor Advertising Control” was established. The current standing Technical Councils have been established for the following ten subject areas:

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

The Technical Councils conducted round table discussion sessions at the annual meeting in Orlando and each council conducted at least one additional session during the year by teleconference and electronic mail.

**Partnerships in Professional Education and Training:**
Subcommittee Chairman, John Campbell was invited to accompany the IRWA International Executive Committee on an outreach tour to visit various federal agencies involved in real property acquisition in Washington D.C., July 19-20, 2007. The discussion focused on issues of consistency in professional practice subject to the Uniform Relocation and Real Property Acquisitions Act and the need for consistent, high quality professional education. Continued efforts to pursue the mutually beneficial partnership in professional education are supported by the subcommittee, the FHWA’s NHI curriculum and the IRWA.
Future Meetings of the Highway Highways Subcommittee on R/W and Utilities:

Executive Board Business 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 coordinate with FHWA leadership on anticipated federal program changes and enhancements. 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 15 - 17, 2008
  - Location: Grand Rapids, Michigan
  - Duration: 2½ days
  - Frequency: Subcommittee Executive Board meeting occurs once per year.

Annual Subcommittee Meeting and Membership Conference

- The full membership of the subcommittee is composed of individual Right of Way (R/W) and Utility directors for 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: May 04 – 08, 2008
  - Location: Grand Rapids, Michigan
  - Duration: 3½ days
  - Frequency: The Highway Subcommittee on Right of Way and Utilities meeting of the full membership occurs annually.
Highways Subcommittee on Systems Operation and Management

**Officers:**
Chair: John F. Conrad, WA  
Vice Chair: Connie Sorrell, VA  
Secretary: Jeffrey F. Paniati, FHWA  
AASHTO Liaison: Charles Meyer, CO (Interim)

**Committee Activities**

The SSOM held its 2007 meeting in Madison, Wisconsin, July 15-19, jointly with AASHTO Subcommittee on Maintenance and the Special Committee on Wireless Technology. Joint working sessions were held on asset management, road weather maintenance, emergency response and incident management, performance measures, and work zones. The following needs were identified:

- **Asset Management** – need to examine how asset management principles and systems can be used to maintain traffic signals and ITS devices. Committees request assistance from the AASHTO Asset Management Group in addressing issue.

- **Emergency Response** – need to improve state DOT preparedness for emergencies through establishing a peer review process using the NCHRP 20-59(11) Guide to Emergency Transportation Operations as a basis for evaluation. See related NCHRP 20-7 proposal. Need to increase awareness of NCHRP 20-59 security and emergency management related research products.

- **Performance Measures** – Need for greater standardization of performance measures, particularly operations related measures. Committee members to develop specific actions, building on current initiatives.

- **Information Dissemination** – AASHTO needs to explore more robust (electronic) information dissemination techniques to get the right information to those who need it. Request discussion by SCOH or 20-7 panel.

The SSOM supported President Mendez’ initiative to host Congestion Summits at each of the Regional meetings, and pledges its support in executing outcomes of the summits.

The SSOM thanks SCOH for passing a resolution to adopt the National Unified Goal for Traffic Incident Management during the Sprint 2007 meeting. A national press event is scheduled for November 20, 2007 to officially announce the NUG.

The second Operations Academy will be held November 5 – 15 outside Baltimore, Maryland following a successful inaugural session held in March 2007. The academy, which is supported by the University of Maryland and I-95 Corridor Coalition, was established by request of the SSOM. Two-week academy sessions are expected to be held twice per year and attendance is open to any state.

The SSOM Leadership Team will hold a strategic planning meeting August 29 – 30 in Irvine, CA to reassess the SSOM strategic plan and direction.

**Resolutions and SCOH actions**

The SSOM wishes to explore with SCOH the concept of a technical service area in Transportation Operations and Security, but a resolution is not being put forward at this time.

The SSOM seeks SCOH approval of the resolution to adopt the National Unified Goal for Traffic Incident Management and support its implementation.

The SSOM seeks state support for a pooled fund study to update the Traffic Incident Management Handbook, pooled fund study solicitation number 1157.

**Research**
The following research is currently in progress and of key interest of the SSOM and its task forces:

Scoping of an AASHTO Guide to Transportation Systems Management and Operations, which will provide a seminal resource for operations, similar to the AASHTO Maintenance Manual or Highway Design Guide. NCHRP 20-7 funded scoping and development of a table of contents for the guide. A project panel has been formed and is evaluating potential contractors.


Operations Academy – NCHRP 20-77 – This project will investigate state DOT training needs related to operations and set in motion appropriate training mechanisms. Status: Contract pending.

Traffic Incident Management + Program for Worker Safety – NCHRP 20-7(221) – This project will analyze outstanding programs in Europe and develop recommendations for a program in the United States to enhance safety of incident responders. Status: Contract pending.

Statewide Incident Reporting Systems – NCHRP 20-7(215) – This project will synthesize state activities and systems for incident reporting and data sharing and develop recommendations for a coordinated national program. Status: Complete.

Guide to Multi-state Transportation Operations Programs – NCHRP 3-84 – This project will develop AASHTO Guidance for Multi-state programs to support operations and goods movement, including corridor and metropolitan-level programs. Status: Underway – to be completed this fall.


Joint SSOM and Standing Committee on Planning task force working with FHWA to develop guidance on Planning for Operations.

**Task Force Activities**

**ITS Standards**

The following ITS Standards were approved by SSOM and SCOH during this period:

9012 Testing Guide as a Recommended Information Report
1205 CCTV Amendment 1 as a Recommended Amendment
1203 V2 DMS as a Recommended Standard

The FHWA and Standards Development Organizations are continuing the ITS Standards testing program, with current testing initiatives underway in partnership with Virginia, Utah, and Nebraska DOTs. AASHTO, NEMA and ITE are also working with the AASHTO National Transportation Product Evaluation Program to initiate a program for testing ITS Standards and other traffic devices, beginning with LED signals per new Federal requirements.

The most recent NTCIP, ATC and TMDD standards continue to be available from NEMA and ITE free of charge.

**Traffic Incident Management**

The task force is focused on support roll out and implementation of the National Unified Goal on Traffic Incident Management, working through the National Traffic Incident Management Coalition (NTIMC). The NTIMC anticipates launching a series of web conferences and other means of involving state DOT incident management coordinators in the activities of the Coalition.
Performance Measures


Work Zone Management

The Work Zones Task Force has continued to focus on implementation of the Federal Rule on Work Zone Safety and Mobility. The task force plans to set up a website to promote peer exchange and sharing of work zone plans among the states. The task force has developed performance measures for work zones.

Technology Initiatives for Operations (TIO)

The TIO Task Force is focused on technology initiatives and issues, including those related to National deployment of 511, the Vehicle Infrastructure Integration (VII) Initiative, and other areas.

The TIO task force plans to initiate a series of webcasts on technology related topics of interest, including:
- Active Traffic Management
- Probe data collection and use of data (different topics)
- WIFI at rest areas
- Best Practices/Technology Initiatives that work
- ITS Standards
- Open road tolling/HOV to HOT Lane conversion/Fee Based Mileage

Webcasts will be advertised through the SSOM and open to any interested state DOT participant.

The TIO task force is working with the SSOM to establish an industry advisory board to advise members on technology trends and directions.
Highways Subcommittee on Traffic Engineering

Officers:
Chair: Del McOmie, WY
Vice-Chair: Tom Hicks, MD
Secretary: Scott Wainwright, FHWA
AASHTO Liaison: Ken Kobetsky

The Subcommittee on Traffic Engineering held a joint meeting in June, in Stateline Nevada, with the AASHTO Technical Committee on Non-motorized Transportation. The purpose of the joint meeting was to share common operational and safety concerns, and prepare for future research and Scan tours. As a result, there were good discussions of the issues resulting in an NCHRP 20-7 research statement concern bike lane guidelines.

There were 37 states represented at the June 2007 summer meeting of SCOTE, with all 37 assigned to one of the 5 active SCOTE Technical Teams – Safety; Design, Regulation and Management; Signs and Markings; Signals and Roadway Lighting; and Work Zones.

There were, in addition to the 37 state representatives, about 100 other guests from industry, associations, other government units, and academia and individuals. The group heard various presentations of great interest – FHWA updates, AASHTO updates, SAFETEA-LU issues, TRB/NCHRP project status, ITE issues, ATSSA updates, ARTBA updates, and issues regarding the Manual on Uniform Traffic Control Devices (MUTCD).

The following technical topics were of particular note, and for the most part, form the basis for the work of the SCOTE 5 Technical teams.

• NTOC – National Transportation Operations Coalition traffic signal report card. The results of the second survey are due to be released in early October. The states agreed to use the survey results to enhance current traffic signal system programs, both at the state and local government level.

• The NTOC survey revealed the need for the traffic engineers to work more closely with maintenance and other DOT offices that have a role to play in traffic signal programs.

• Chairman McOmie requested that the states report their NTOC progress/status at the SCOTE Summer 2008 meeting.

• Access Management is a major concern to SCOTE members because of the profound influence this has on safety and capacity, particularly near interchanges and along major arterial routes at intersections. Several states – Arizona, Nevada, South Carolina and Oregon, among others have good guidelines. Regardless, a synthesis report is recommended to gather information about the states’ access management programs and associated processing and costs.

• As indicated above, considerable discussion took place on non-motorized transportation issues. AASHTO has a bicycle guide panel that is now reviewing/updating the current AASHTO bike guide. US Bike routes, bike safety, rumble strips, urbanized rural roads, ADA issues, “complete streets” and Safe Routes to School were the topics of note discussed in response to the need for improved safety and operations for pedestrians and bicycles.

• Accessible Pedestrian Signals (APS) guidelines and policies were covered. States having APS programs presented a summary of their experiences. It was noted that the Final Rule on APS and other ADA traffic control strategies and devices has not yet been issued. A US Access Board staff member led the discussion.

• Roundabout operations, particularly from the standpoint of crossing pedestrians, was a subject of discussion. The issues of a possible ADA requirement for signal control at roundabouts for pedestrians has raised considerable concern among the states. It was noted that research is underway on the roundabout ped issues.
SCOH BUSINESS AGENDA
V. ACTIVITY REPORTS
MILWAUKEE, WISCONSIN – SEPTEMBER 29, 2007

▪ SCOTE is participating with other AASHTO committees in reviewing the updated AASHTO Traffic Data Collection Systems Guidelines.

▪ Pavement Marking Retro-reflectivity is a subject of great concern to the states. FHWA is preparing to issue Rulemaking on this subject in response to a Congressional edict that minimum retro-reflectivity values for the several traffic control devices be put into the MUTCD. Two workshops to discuss this have been held to gather information and thoughts, and a third is scheduled at TRB in early October to prepare some conclusions and recommendations.

▪ A presentation was made on NCHRP 15-37 Bike Guide update. The ensuing discussion has resulted in an NCHRP 20-7 research request dealing with the subject of “bike lanes” their purpose and warranting criteria. Chairman McOmie suggested that the guide include stronger reference to the human factors aspects of bicyclists and their needs.

▪ The US Bike Route System was reviewed with the SCOTE members, and this material will subsequently be presented to SCOH for information, and reaction.

▪ 2-lane rural roads becoming urbanized are being recognized as causing safety and operational problems for non-motorized traffic. Vehicle VMT is increasing along these roads as new development takes place, but without a commensurate improvement in the roadway geometrics. The design, regulation and management team will be tackling this phenomenon.

▪ Various issues regarding the NCUTCD (National Committee on Uniform Traffic Control Devices) were presented. Many SCOTE members serve as NCUTCD Technical Team members, and 16 SCOTE members serve as Members and Associate Members of the NCUTCD.

▪ Considerable discussion ensued on the matter of acceptance and use of innovative products, resulting in a SCOTE Resolution regarding 23CFR635.411 to be present to SCOH at the Fall 2007 meeting.

▪ Other issues discussed include Directional Guide signs, Crossbuck signs, signing for Oasis, National Park signing, sponsorship of activities, LED signal heads, and various safety items.

▪ More notable accomplishments included establishing and/or enhancing ties with other AASHTO committees – Subcommittee on Safety Management, SSOM, particularly.

The following are the on-going activities of the 5 SCOTE Technical Teams

**Design, Regulation and Management**

**Signs and Markings**

**Signals and Roadway Lighting**
Detection, NTOC Report, Communications Technology, Variable Signal Phasing, Part-time Signal Operations, Retiming Methodology

**Work Zones**
Safety

The minutes of the Summer 2007 meeting, as well as the Technical Team reports are available at the AASHTO SCOTE website.

The next meetings of SCOTE will be in Mobile, Alabama (2008) and New Hampshire (2009)
Task Force on Context Sensitive Solutions

Officers
Chair: Vacant
AASHTO Liaisons: Shannon Eggleston, Jim McDonnell

Summary of Activities and Accomplishments from November 2006 to September 2007:

- FHWA and the Center for Environmental Excellence (CEE) jointly hosted a one day meeting in October, 2006 in conjunction with the AASHTO Standing Committee on Highways annual meeting in Portland, Oregon. A working group of 38 individuals, many of whom attended the Baltimore peer exchange in September 2006, assembled to continue the dialogue on the institutionalization of CSS at state DOTs and FHWA.
- Using information gained from the peer exchange, the Portland work group directed its attention toward refining the definition of CSS and establishing joint AASHTO/FHWA strategic goals and an associated action plan to further CSS implementation in transportation agencies. Five work groups were established around the strategic plan and a report was finalized in the Spring of 2007.
- In support of the strategic planning report the Center:
  - Developed a CSS informational booklet that was distributed to state DOT CEOs at the AASHTO Spring meeting in May, 2007;
  - Sponsored a half day CSS workshop at the AASHTO Subcommittee on Design, and
  - Sponsored CSS presentations at the AASHTO Standing Committee on Planning and Standing Committee on Environment.
- FHWA has agreed to fund and is hiring a consultant to assist the work groups in implementing the strategic plan.
- Over the summer Neil Pedersen and John Deatrick attended several Committee and Subcommittee meetings to present the proposals developed over the winter, and to discuss the proper location for CSS within the AASHTO structure.
  - At the Standing Committee on Planning Annual Meeting held June11 in Woodstock VT, John Deatrick gave a status report on recent Task Force activities.
  - John Deatrick and Mark VanPortflel conducted an afternoon session on CSS at the Subcommittee on Design Annual Meeting, June 12, in Burlington VT. The four-hour session used a peer exchange format and focused specifically on the benefits and barriers to implementing CSS in the design process.
  - At the Standing Committee on the Environment Annual Meeting, June 25-28 in Asheville, NC, John Deatrick moderated a session on CSS and discussed the integration of CSS across all stages of project delivery. In addition, John hosted a session on SCOE’s role in the process.
  - Neil Pedersen met with members of the Technical Committee on Geometric Design July 9 in Chicago, IL. There was a very productive discussion on the AASHTO Green Book and the issue of design flexibility. There was also consensus that AASHTO should move forward with an educational plan related to the appropriate use of the Green Book.
  - On September 6 a conference call was held among leaders of several AASHTO Committees and Subcommittees with an interest in CSS. The consensus was that there is a need to look at broader project development, project delivery, and project management issues, with CSS being a major issue within this broader topic. A resolution is being introduced to restructure the CSS Task Force to deal with these broader project development issues.

Names of Other Committees Involved or with an Interest in Each Activity:

- Standing Committee on the Environment
- Standing Committee on Planning
- Standing Committee on Highway Traffic Safety
- Standing Committee on Public Transportation
SCOH Subcommittee on Design and the Technical Committee on Geometric Design
SCOH Subcommittees on Construction, Maintenance, Bridges and Structures, Traffic Engineering,
Right-of-Way; and
Standing Committee on Finance and Administration Subcommittee on Public Affairs

**Dates and Locations of Future Committee Meetings:**

Neil Pedersen resigned as Task Force Chair in March, 2007 to become Vice-Chair of SCOH; John Deatrick served as Task Force Chair from March until leaving the D.C. Department of Transportation in July, 2007 for the private sector.

The date and location of future meetings will depend on the outcome of the resolution on restructuring the CSS Task Force.
AASHTO Task Force to Develop the Highway Safety Manual (HSM)

Chair, HSM Task Force: D. W. Vaughn, Alabama

The AASHTO Highway Safety Manual (HSM) Task Force continues to work with the NCHRP panel to provide input into the consultant (Kittelson and Associates) selected to develop the HSM. Task Force work has been coordinated through meetings, conference calls and e-mail.

Activities occurring since the March 26, 2007:

- As an outcome of activities at TRB in January, resulting from review comments made by this Task Force, the Kittelson and Associates’ project team developed a strategy to move forward in developing the Highway Safety Manual (HSM) that will keep in mind user friendliness and attractiveness; scientific quality; and practical text, tools, graphics and applications. Chapter 11 was selected as the prototype chapter that would fully demonstrate the look of the finished HSM.

- Presentations on the progress of the development of the HSM were made to the following AASHTO committees at their annual meetings:
  1) Standing Committee on Safety – April 22-25 in Branson, Missouri
  2) Subcommittee on Design – June 10-12 in Vermont

Working groups were formed at each meeting to provide committee input to the HSM development process.

- The Highway Safety Manual Mid-Year Meeting was held August 20-22, 2007 in the National Academics Beckman Center, Irvine, California. Twelve (12) AASHTO HSM Task Force members attended. This meeting afforded an excellent opportunity for the TRB HSM Task Force and the AASHTO HSM Task Force to coordinate and communicate HSM content, editing and publication issues.

The Chapter 11 prototype was “rolled” out for first review and was considered at initial response to provide a more user friendly, practitioner oriented presentation of research materials.

Major discussions centered on the time required for the AASHTO balloting process once a draft of the manual is produced. There is some thought being given to the benefits of producing an NCHRP document that would compile and document the Safety research that has been conducted for this effort. There is also consideration being given to publishing a technical advisory to allow the State DOT’s access to the information and to gain experience with its practical application prior to publishing a document for AASHTO balloting.

It is recognized that to produce a manual that can be used to guide Planning, Design and Operation decisions based on Safety considerations, goes beyond the original scope of work and that more time and more funding may be required.

Future Meetings

The AASHTO HSM Task Force will meet at the Annual TRB Meeting in Washington, D.C., and will participate in TRB Mid-Year Meetings as necessary. Participation in NCHRP HSM Panel Meetings may also be desirable.
Technology Implementation Group (TIG) Activity Report

Officers:
Chair: Ananth Prasad, FL
Secretary: Byron Lord FHWA
AASHTO Liaison: Keith Platte

AASHTO TIG Publication

The TIG Executive Committee (EC) oversaw the production of the AASHTO TIG Guidebook for Lead State Teams. The book was completed in late July, and printed in late August. This guide book will help assist new lead states team through the process of a TIG project.

New Members

There were two new members added the EC in the past year. They are David Azzato from Pennsylvania, and Kevin Chesnik from Wisconsin. They replace two retirees, Douglas Differt from Minnesota, and M.G. Patel from Pennsylvania.

Continued Development of the TIG Executive Committee Guidebook

The TIG EC continued on the development of the second AASHTO TIG guide book. Guidebook 2, not yet titled, will assist the EC by focusing on program-level issues such as technology selection; program performance monitoring and evaluation; and project administration.

New Technologies

The new Focus Technologies for 2006 are the following:

- **AMG (Automated Machine Guidance)**
  This project is being lead by Ms. Lou Barrett from Minnesota, with John Polasek, TIG Vice Chair from Michigan, as the EC Liaison. A Lead State Team was formed and has conducted a successful kickoff meeting in St. Paul Minnesota in July, which produced a draft marketing plan and budget. In subsequent conference calls, a marketing plan and budget were complete and presented to the TIG EC.

- **SPMT (Self Propelled Modular Transporters)**
  This project is being lead by Thomas Andres from Florida, with Ananth Prasad, TIG Chair from Florida, as the EC Liaison. This project has a complete Lead State Team, and conducted the kickoff meeting in Tallahassee Florida in July, which produced a marketing plan and budget that were presented to the TIG EC.

Open Technologies

The following are the Technologies that are currently in Open Status

- Precast Concrete Paving Slabs (PCPS) (2005)
- Virtual Weight-in-Motion (VWIM) (2004)
- Cable Median Barrier (CMB) (2004)
Closed Technologies

The following Technologies have been place in Closed Status.

- 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, three technologies were selected to be spotlighted by TIG. They are:

- Slope Stabilization Using Recycled Plastic Reinforcement
- Embedded Data Collector
- Low Profile Barrier System

In the coming months, TIG will be rolling out one page fact sheets for each of these technologies.

Nomination Process

The 2007 TIG Nomination process is now closed. The Executive Committee will review the nominations, and announce the 2007 Focus Technologies sometime in early 2008.
NTPEP Oversight Committee

Officers
Chair: William Temple (Louisiana, Chief Engineer)
Vice Chair: Tom Baker (Washington, State Materials Engineer)
Secretary:
AASHTO Liaison: Michael McGough, NTPEP Manager & Joseph Dorsey, NTPEP Project Engineer

Summary of Activities and Accomplishments from November 2006 to September 2007:

January 2007  Tennessee
Coordinate, install, and evaluate winter 2007 – summer 2007 flexible delineators and work zone
drums field and laboratory testing. Publish and distribute final report.

February 2007  North Carolina
Coordinate field evaluation of portable changeable message signs and flashing arrow panels.
publish and distribute a final report.

March 2007  Minnesota, Missouri
Coordinate laboratory evaluations of concrete admixtures. Publish and distribute final report.

March 2007  Minnesota, Kansas
Coordinate laboratory evaluations of concrete curing compounds. Publish and distribute final report.

April 2007  Virginia, Louisiana, Minnesota, Arizona and Missouri
Coordinate, fabrication and install test panels for 2007-2010 cycle of testing for sign sheeting
materials. Field evaluation racks are at four locations nationally. Publish previous year’s data on
DataMine.

April 2007  Louisiana, Minnesota, Arizona and Missouri
Coordinate, fabricate, and install 2007 “Roll Up Signing Materials” test deck at three field locations.
Evaluate products and publish reports.

May, June & July 2007  Wisconsin, Pennsylvania, New York, Louisiana, Minnesota, Utah, Mississippi and
Mississippi State University
Coordinate, install, and evaluate a pavement marking deck in Wisconsin. Conduct routine readings
on test decks installed in previous years. Perform laboratory testing. Publish and distribute hard
copy reports and post data on DataMine.

August 2007  Tennessee
Coordinate, install, and evaluate summer 2007 – winter 2007 flexible delineators and work zone
drums field test deck in Tennessee. Publish and distribute final report.

Fall 2007  Georgia, Florida
Coordinate, install, and evaluate raised pavement marker “sun country” field test deck in Georgia.
Conduct laboratory testing on products. Publish and distribute reports.

Fall 2007  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.

Fall 2007  Ohio, Kansas, New York
Coordinate, install, and evaluate rapid set concrete patch field test deck. Conduct laboratory testing
on products. Publish and distribute reports.

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.

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.

ONGOING  Kentucky and KTA-Tator
Coordinate structural steel coatings laboratory testing. Report results through NTPEP DataMine.
Coordinate with FHWA on research studies. Review and enter new contract agreements with
private testing labs. Monitor performance of private labs.
ONGOING Kansas, Washington, TRI/Environmental, Plastics Pipe Institute and AMRL
Coordinate, sample and test “HDPE Plastic Pipe”. Publish test reports online. Finalize and launch
new program merger with Plastics Pipe Institute (PPI) and the Eastern States Consortium (ESC)
and utilizing AMRL as the auditing agency.

ONGOING Texas and AMRL
Finalize and launch new program to certify reinforcing steel plants utilizing AMRL as the auditing
agency.

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

NTPEP staff maintains the committee website, 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.

Names of Other Committees Involved or with an Interest in Each Activity:
- Subcommittee on Materials
- Subcommittee on Maintenance
- Subcommittee on Traffic Engineering

Dates and Locations of Future Committee Meetings:

NTPEP 2008 annual meeting of the NTPEP Oversight Committee
- Dates: April 28 – May 1, 2008
- Location: Madison, WI
Special Committee on International Activity Coordination

Officers:
Chair: Johnny Bradberry, LA
Vice Chair: Vacant
Secretary: Vacant
AASHTO Liaison: Ken Kobetsky

Current Activities:

For the International Scan Program FY 2007, all four scans have been completed and published results of these scans will be available in the coming months on the FHWA website (http://international.fhwa.dot.gov/links/pubs.cfm).

The fiscal year 2007 program contains the following scans:

- Warm-Mix Asphalt Technology (Co-Chair: Eric Harm, IL DOT) May 18th – June 2nd 2007
- Freight Mobility and Intermodal Connectivity: Asia (Co-Chair: David Cole, MA DOT) September 7th – 23rd 2007
- Bridge Inspection Quality Control and Quality Assurance (Co-Chair: Peter Weykamp, NYDOT) June 1st – 17th 2007

For FY 2008, four proposals were selected. All four scans below are in the preliminary planning stages.

Scans Programmed for 2008:

1. Survey of International Best Practices to Accommodate Older Road Users (Co-Chair: Pamela Hutton, CO DOT)
3. Integrating and Streamlining Right of Way and Utility Processes with Planning, Environment, and Design (Co-Chair: John Campbell, TX DOT)
4. Transportation Research Program Administration (Co-Chair: David Huft, SD DOT)

International Scan Program, 2009

The Special Committee will review all the Scan proposals received for FY 2009. The solicitation ends on September 28th 2007.

PIARC

AASHTO sent a number of delegates to participation in this 23rd World Road Conference. Total number of AASHTO delegates was eleven. The delegates either presented a written paper and gave a presentation, or are the US representative on a Technical Committee for the World Road Congress.
Highways Special Committee on U.S. Route Numbering

Officers
- Chair: D. W. Vaughn, AL (Region 2)
- Region 1, Ken Sweeney, ME
- Region 3, Kevin Keith, MO
- Region 4, Cathy Nelson, OR
- Secretary: Marty Vitale, AASHTO

Summary of Activities and Accomplishments from November 2006 to September 2007:

At its meeting on May 4, 2007, with all members present the Special Committee on U.S. Route Numbering approved 17 applications for establishment or modifications to U.S. route numbers. The committee decided on one conditional approval for and interstate and disapproved one interstate application that did not meet the necessary requirements to be an interstate.

A contract was fulfilled for 200 hours to create a log of all the U.S. Route numbers appearing in the 1989 Edition of U.S. Route Numbers an AASHTO publication in need of update. It was accomplished in less than the hours mandated. The result of this project is posted on the USRN webpage. The posting allows the departments and individuals a resource and a tool to edit their own logs during the application process or other means.

NCHRP 20-7 (Task 233) has gone by the wayside as no one is interested in the scope of work. It may entail taking this project in a different direction.

At the end of August 2007 the USRN Chair, Mike Behrens, TX Commissioner retired vacating the seat and Region 4. Don Vaughn, AL, Region 2 was appointed as the new Chair and Cathy Nelson, OR was appointed the new Region 4 representative by the AASHTO President, Victor Mendez, AZ. All of the regions are currently represented.

Presently the committee is balloting on several US Routes, Interstates and US Bike Routes. Recommendations by the committee will be presented to the Standing Committee on Highways, September 29, 2007.

The committee is scheduled to meet on September 28, 2007 in Milwaukee, Wisconsin and then in the spring of 2008 in Missouri.
Special Committee on Wireless Technology

Chair: Bill Brown, Acting, VA
Vice-Chair: David Chase, NH
AASHTO Liaison/Secretary: William Brownlow, AASHTO
FHWA ex Officio: James Arnold

Activities from October 2006 to September 2007:
The Special Committee on Wireless Technology is comprised of a chair, vice chair, secretary, and three members from each AASHTO Region chosen for their knowledge of radio and wireless telecommunications, and one person appointed by the Federal Highway Administration.

The Committee is responsible for monitoring technical and regulatory developments with regard to wireless telecommunications systems and informs and advises member departments concerning these issues. The committee supports the activities of the Intelligent Transportation Society of America in technical, operational and regulatory matters.

AASHTO is one of four agencies certified by the Federal Communications Commission to act on its behalf as a Public Safety Radio Service frequency coordinator. That designation helps to protect allocated radio frequency spectrum from interference and encroachment by non-transportation government organizations nationwide.

The Wireless Special Committee had to replace several positions at the same time in 2006. During the past year Mr. William Brownlow has completed his first year as the Telecommunications Manager for AASHTO and Secretary of the Special Committee. Among other duties Mr. Brownlow serves on several committees with representatives of other Public Safety fields including law enforcement and forestry. These committees protect the interests of public safety and first responders, and respond to notices and proposals by the FCC concerning mandates and proposals for utilization of frequency spectrum and equipment standards. Mr. Brownlow canvases the Special Committee members for opinions on issues and proposals, and develops and gains concurrence on positions to represent AASHTO at the various public safety committees.

During the same period the position of Committee Chair has been filled by Bill Brown, Radio Manager of the Virginia Department of Transportation (VDOT). Mr. Brown began working for VDOT in 1997, and was nominated and held a regional membership position from 1999 to the present.

The Special Committee held its annual workshop concurrently with a joint meeting with the Subcommittee on Maintenance and the Subcommittee on Systems Operation and Management, July 15-19, 2007, in Madison, Wisconsin. Mr. Brown participated in opening remarks with the other Committee Chairs, emphasizing that lessons learned from emergencies continue to demonstrate the unreliability and unavailability of commercial communications means, and the need to maintain a viable and functional agency owned two-way radio system. Members participated in joint sessions and assigned representatives to attend break out sessions concerning Emergency Response/Incident Management, Road Weather Management Systems, and Work Zones. As a committee, presentations on preserving dial telephone, wireless, and leased lines during emergencies were given, as well as Automatic Vehicle Location via two-way radio, and several wireless techniques to support weather and other ITS related operational requirements. Mr. Peter Moncure presented an update on the next version of radio propagation and frequency coordination software by his company, RadioSoft.

Mr. Brownlow also presented the need for developing a certification program for radio engineering and frequency coordination. The Committee decided to create a task force and designated Mr. Ed Geer of Kansas to chair.

The Committee debated and wrote a reconstitution package to be presented to the AASHTO Annual Meeting in September 2007. Several members phoned in from their home states to participate in this business portion of the meeting. This reconstitution package was later approved by the members.

The Committee is planning an intensive training session on the frequency coordination process on January 31-February 1, 2008, in Orlando, Florida.
The Committee members debated the benefits of holding separate versus joint meetings. It was decided to approach the Subcommittees on Maintenance, and Transportation Security regarding conducting a joint meeting in 2008 and 2009.
SCOH Action Items
WHEREAS, The American Association of State Highway and Transportation Officials Special Committee on Wireless Technology has been charged with the responsibilities to advocate for a secure transportation communications system by coordinating and collaborating with AASHTO, its members, the Federal Communications Commission, other agencies, professional organizations; and

WHEREAS, The voting members of the Special Committee on Wireless Technology include; a chair; a vice chair; and the representatives from each of the four AASHTO regions; and

WHEREAS, Wireless communications has always been an essential and ongoing responsibility with increased emphasis on integration with ITS, Public Safety, Operations, Maintenance, and homeland security functions for every state DOT, resulting in agencies having established special staff positions and resources to meet these expanding demands and responsibilities; and

WHEREAS, State DOTs must speak with a strong and unified voice before the Federal Communications Commission and other federal regulatory bodies responsible for developing significant wireless voice and data policy and regulatory positions to ensure their issues and concerns get the attention they deserve; and

WHEREAS, Widespread sharing of knowledge among agencies and integration of varied perspectives held among all DOTs are vital to the success of the Special Committee on Wireless Technology in achieving its vision to be the voice and resource for state DOTs to improve transportation operations, maintenance, and security across all modes; and therefore be it

RESOLVED That the membership of the American Association of State Highway and Transportation Officials’ Standing Committee on Highways Special Committee on Wireless Technology shall be dissolved and reconstituted as the Special Committee on Wireless and Radio Frequency under the Standing Committee on Highways to include up to three representatives from each AASHTO region; and be it further

RESOLVED That the following language shall replace the final paragraph of text referring to the Special Committee on Wireless Technology in the AASHTO Board of Directors policy manual:

The Special Committee shall report to the Standing Committee on Highways. Membership of the Special Committee shall comprise up to three representatives per AASHTO region. The President will appoint a chair, a vice chair, and a Secretary. Member States shall nominate members who are appointed by the President. Other AASHTO committees are encouraged to provide liaisons to the Special Committee on Wireless and Radio Frequency. Representatives from federal agencies, associations, or private organizations may be appointed as non-voting members by the Committee Chair.
Proposal to dissolve the current membership structure of the Special Committee on Wireless Technology (SCOWT) under the Standing Committee on Highways from a special committee with a chair, vice chair, secretary and 12 regional representatives to a Special Committee on Wireless and Radio Frequency (SCOWRF) under the Standing Committee on Highways that includes up to three representatives from each AASHTO region.

History of the Special Committee on Wireless Technology

SCOWT began as a special committee on communications organized under the Standing Committee on Highways to help AASHTO members address radio communications issues and licensing.

The SCOWT, and its predecessor Special Committee on Communications (SCOC), provides support and assistance to the member state departments of transportation and the general public as one of four (4) public safety frequency coordinators authorized by the Federal Communications Commission (FCC) to assign public safety radio frequencies to authorized entities for voice, data, and video applications. The SCOWT meets annually to conduct a two day workshop and committee meeting. Committee members also participate in conference calls and on-line polls of its members.

The Special Committee on Wireless Technology acts as the voice and resource for state departments of transportation (DOTs) to improve wireless telecommunications across all modes. Its mission is to advocate for effective communications systems that strengthen operations and homeland security by coordinating and collaborating with other AASHTO committees, its members, other agencies and professional organizations.

Accomplishments of SCOWT

Among its significant accomplishments over the last five years, SCOWT has guided initial preparation and subsequent updating of numerous position papers, official responses to regulatory agencies, participated in standards settings organizations such as the International Telecommunications Union World Radio Advisory Committee (ITU-WRAC), the Institute of Electrical and Electronics Engineers (IEEE), National Electrical Manufacturers Association (NEMA), and the Institute of Transportation Engineers (ITE). SCOWT has authored and assisted in the preparation of pleadings, petitions, and responses to various regulatory agencies including the FCC and the Federal Aviation Administration (FAA).

As an authorized Public Safety Frequency Coordinator for the FCC, AASHTO’s Telecommunications Manager represents the Association, its mission, and its members on the Land Mobile Communications Council (LMCC), the Public Safety Communications Council (PSCC), and the governing board for the National Public Safety Telecommunications Council (NPSTC). The LMCC is comprised of representatives from each of the organizations authorized by the FCC to assign and manage the private land mobile radio (PLMR) frequencies used by all nonfederal agencies under Title 47, Part 90, Code of Federal Regulations. The PSCC is a subset of the LMCC comprised of the four public safety FCC communications coordinators from AASHTO, the Association of Public Safety Communications Officials-International (APCO), Forestry Conservation Communications Association (FCCA) and the International Municipal Signal Association (IMSA). The NPSTC is an organization founded to carry on the work begun under federal programs which resulted in sweeping changes to the radio spectrum allocated to public safety. The NPSTC is comprised of 14 agencies each having an interest and active participation in the assignment and use of public safety spectrum.
The SCOWT holds an annual meeting and workshop designed to strengthen the professional capacity of each member DOT in wireless communication and inform its attendees of new programs and services that have become available.

**NEED FOR RECONSTITUTION OF SCOWT**

The original charges of the Special Committee on Communications and subsequent Special Committee on Wireless Technology have quickly grown and evolved from managing and maintaining two-way radio communications into an essential and ongoing focus-point for AASHTO’s efforts to address an aging radio telecommunications infrastructure, incompatible radio systems, fragmented spectrum, homeland security concerns and continuing operations as it relates to transportation. Expanded authority and representation on SCOWT is desirable for the following reasons:

- When SCOWT began, states had large, dedicated staffs with radio frequency (RF) maintenance and frequency coordination responsibilities; therefore a narrower membership was both justified and practical. Many states have now reduced staff with RF responsibilities while the demand for wireless communications has expanded, but few states participate in SCOWT;

- Without strong representation at SCOWT meetings from states’ staff with Wireless and RF responsibilities, the committee’s ability to act in a leadership capacity on key issues such as training, awareness, policy development, and research is hindered;

- Members of SCOWT are often unable to secure funds and authorization for travel to SCOWT annual meetings and other opportunities thereby decreasing the participation and influence at all levels within their DOT;

- Wireless communications has expanded from voice centric two-way radio communications to embrace video and data services outstripping the capabilities of an aging in-place infrastructure;

- Increased dependence on other forms of wireless communication has led to a decline in the perceived need for a strong, centralized repository maintaining the member department’s RF infrastructure to a fractured and uncoordinated allocation of responsibilities; **Reword to make positive by stating our participation in all forms of communications.**

- Other groups and committees are now venturing into wireless communications to address specific requirements in the transmission of voice, video and data from applications as diverse as wireless data networks, roadside sensors, and vehicle-to-vehicle and vehicle-to-infrastructure systems under the Intelligent Transportation System umbrella. **Lack of coordination with state communications systems.**

- Additional groups within the DOTs are being formed to address the inability of state agencies having diverse needs but similar requirements to communicate over systems utilizing different technologies and frequencies in common emergencies.
AASHTO STANDING COMMITTEE ON HIGHWAYS
SPECIAL COMMITTEE ON WIRELESS TECHNOLOGY

• **Existing**

The membership of the special committee shall comprise a chair, vice chair, secretary, three members from each Region of AASHTO, chosen for their knowledge of the radio communications needs of member departments, and one person appointed by the Federal Highway Administration, who serves ex officio at the pleasure of that Administration. The term of the three members from each region is three years, which will be staggered to provide continuity on the special committee. Members of the special committee, as designated by the President, represent the Association on the Land Mobile Communications Council and other organizations related to radio communications which the Association may participate. The Wireless Technology Special Committee shall:

- Monitor developments with regard to radio communications;
- Work to secure and protect sufficient frequency assignments to meet the radiofrequency and frequency management needs of the member departments;
- Cooperate with others having common interests with member departments in securing and protecting frequencies;
- Propose to SCOH such policy statements as it believes the Association should consider and adopt; and
- Under the general supervision of the Executive Director, represent the interests of the Association and its member departments in proceedings before Federal agencies on radio frequency matters.

The committee shall report to the Standing Committee on Highways.

• **Proposed**

The membership of the special committee shall comprise a chair, vice chair, secretary, up to three members from each Region of AASHTO, chosen for their knowledge of the radio and wireless telecommunications needs of member departments, and one person appointed by the Federal Highway Administration, who serves ex officio at the pleasure of that Administration. The term of the three members from each region is three years, which will be staggered to provide continuity on the special committee. Members of the special committee, as designated by the President, represent the Association on the Land Mobile Communications Council, the Public Safety Communications Council, the National Public Safety Telecommunications Council, and other organizations related to wireless communications in which the Association may participate. The Wireless Technology Telecommunications Infrastructure Special Committee shall:

- Monitor developments with regard to wireless radio communications;
- Serve as a depository of technical information, solutions and advice on transportation-related wireless systems and equipment;
- Offer expertise and lessons learned on improving incident response and interoperability communications with other state and local agencies, including technical and administrative information.
- Work to secure and protect sufficient frequency assignments to meet the radiofrequency and frequency management needs of the member departments;
- Cooperate with others having common interests with member departments in securing and protecting frequencies;
- Propose to SCOH such policy statements as it believes the Association should consider and adopt; and
- Under the general supervision of the Executive Director, represent the interests of the Association and its member departments in proceedings before Federal agencies on radio frequency matters.

The committee shall report to the Standing Committee on Highways.
WHEREAS, Both AASHTO and the U.S. Department of Transportation have identified strategic priorities and developed programs intended to improve traffic safety, reduce congestion, facilitate additional freight shipments, and accelerate project delivery;

WHEREAS, Innovation in methods, materials, and equipment will be necessary to assist federal, state, and local transportation agencies in reducing the number and severity of crashes, eliminating bottlenecks and other major causes of congestion, allowing for faster, more efficient freight shipments, and speeding the completion of transportation projects; and

WHEREAS, 23 CFR 635.411: Federal Regulations, Policy and Guidance on the use of Patented or Proprietary Products, imposes broad restrictions against the states’ ability to utilize proprietary methods, materials, and equipment on federal-aid projects and, as a result, is limiting the development of new products and discouraging innovation; and

WHEREAS, State transportation officials have significant expertise in testing and analyzing the effectiveness and cost-benefit of new methods, materials, and equipment that may contribute significantly to meeting a state’s most pressing transportation needs; and

WHEREAS, A distinction exists between Sole Source (providing the first product in the market place to achieve a certain performance level or function) and Proprietary Product (a specific product manufacturer for a widely achievable performance level or function); and

WHEREAS, The deployment of innovative methods, materials, and equipment may be substantially delayed or prevented entirely because of the current interpretation of the existing policy and guidelines, even though the judgment of state transportation officials that a specific new method, material, or device would contribute significantly to addressing one or more of a state’s key transportation challenges; and

WHEREAS, Unwarranted delays in the timely deployment of innovative methods, materials, and equipment may prevent state transportation departments from meeting their own goals, as well as national goals, to improve traffic safety, reduce congestion; now, therefore, be it

RESOLVED, That the Subcommittee on Traffic Engineering of the American Association of State Highway and Transportation Officials recommends that AASHTO communicate to appropriate officials at the U.S. Department of Transportation our concerns and request that they initiate a review of the existing guidelines in order to provide practitioners with more latitude in using new and innovative products and/or to seek revisions to 23 CFR 635.411, the “proprietary products rule,” to ensure that innovative methods, materials, and equipment can be deployed in a timely manner on the nation’s highway network, based on the documented analysis and professional judgment of qualified state transportation officials.
WHEREAS, The TSP\(^2\) program was originally established and approved on May 8, 2005 by the AASHTO Board of Directors as PR-10-05 to support a voluntary assessment of $6,000 per year to provide funding to support the Phase 1 functions of the Transportation System Preservation Technical Service Program and

WHEREAS, Phase 1 will continue the support of TSP\(^2\) utilizing the current voluntary assessment of $6,000 per member department, and

WHEREAS, Based on the first years successful national program the need to continue to establish and operate regional pavement preservation partners and regional organizations that have been in place for the past few years utilizing pool funding it is desirable to bring all of these partners under on Technical Service Program; and

WHEREAS, To continue this support additional funding will be necessary; therefore be it

RESOLVED, To authorize an additional voluntary assessment by AASHTO of member departments in the amount of $3,500 for a total assessment of $9,500 to continue the national program and establish a pavement preservation partnerships in each region of the country on a continuing basis; and be it

RESOLVED, That, with full pool State concurrence, the remaining balances in the existing pool fund programs be transferred to the AASHTO Technical Service Program account; and be it

RESOLVED, That a report be provided by the TSP\(^2\) Oversight Panel at the AASHTO 2008 spring meeting on the feasibility of expanding the TSP\(^2\) to include Phase 3 goal on bridge preservation, however, this program will not be started until goal 1 and 2 has been successfully established; and be it

RESOLVED, That the Standing Committee on Highways approve the expansion of this much needed TSP\(^2\) Program ahead; and finally be it

RESOLVED, That the final approval requires action by the AASHTO Board of Directors.
Mr. Neil J. Pedersen  
Vice Chair – Standing Committee On Highways  
State Highway Administrator  
Maryland Department of Transportation  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

Dear Mr. Pedersen:

Subject: TSP² Program and AASHTO Voluntary Contributions for FY 07-08

The purpose of this correspondence is to report on our accomplishments to date for the (AASHTO) Transportation System Preservation Technical Services Program (TSP²) and to make you aware of future funding requests to support advancement of this program. You may recall, operation of the TSP² began in mid-2006 with the creation of the preservation “Help Desk” and website operated on behalf of AASHTO by the National Center for Pavement Preservation (NCPP).

Contributions of $6,000 per state were solicited to fund the initial development of the TSP² and to permit its operation for a period of one year. Thirty-four States responded to this initial request. The TSP² program has been utilized extensively by numerous state agency personnel to solicit expert assistance in many areas of pavement preservation such as specifications, project selection, construction practices, preservation concepts, network evaluation, asset management, and policy/strategy development.

Given the success achieved date (see the attached TSP² Annual Report), AASHTO will solicit follow-on request to each member agency for $6,000 in July 2007. These funds will permit continued operation of the TSP² Help Desk, website, and technical transfer programs through mid-2008.

In addition to establishing and providing the TSP² program services, we are initiating the second phase which will permit the creation of regional pavement preservation partnerships to facilitate technical cooperation, information sharing, and the discussion of preservation needs between agency practitioners and private industry. To date, partnerships which have been created include those in the Northeast, Midwest, and Southeast regions. Additional partnerships are planned for the Rocky Mountain and Pacific States regions in the coming year.

An additional $3,500 from each member state will be required to facilitate the creation of these new partnerships and continue those already established. This solicitation will go out in
October if approved at the fall AASHTO meeting. A few states previously committed funds to a Federal Highway Administration (FHWA) pooled-fund to create these regional pavement preservation groups back in 2004. However, due to difficulties in organizing this effort under the FHWA pooled fund process, only a portion of this money has been spent. FHWA will work with those States to de-obligate or transfer remaining funds to the AASHTO voluntary fund account. This move should reduce overlap and potential program redundancy.

I trust that this letter adequately explains the purpose of these upcoming funding requests. The positive response that we have received from the many agencies who have utilized the TSP² and the enthusiasm of those who have participated in the regional preservation groups, convinces us that these are efforts which warrant our full participation. I am attaching a copy of the FY 06-07 TSP² Annual Report for your review and consideration. If you have any questions, please do not hesitate to contact me or other members of the TSP Oversight Panel at your convenience.

Sincerely,

W. S. Varnedoe, P.E.
Chief Engineer – Operations
TSP² Panel Chair

Attachment

WSV/dra

cc: Ken Kobetsky, P.E., AASHTO
    Carlos Braceras, P.E., Deputy Director, UDOT
    Russ Yurek, P.E., Director of Maintenance, MDOT
    James Sorenson, P.E., FHWA
    Larry Galehouse, P.E., NCPP
    TSP² Oversight Panel Members
Mr. Steve Varnedoe, Chair TSP\(^2\) Panel  
North Carolina Department of Transportation  
1537 Mail Service Center  
Raleigh, NC 27699

Subject: TSP\(^2\) Annual Report

Dear Steve,

The National Center for Pavement Preservation (NCPP) is pleased to present this first annual report on the progress and status of the Transportation System Preservation Technical Services Program (TSP\(^2\)) to the American Association of State Highway Transportation Officials (AASHTO and program Oversight Panel. This report is to apprise you, the AASHTO executive board, and AASHTO members of the achievements and effectiveness of the program, and to present future concepts for providing enhanced services.

For clarity, I have broken down our discussion of the TSP\(^2\) program into 4 primary service areas as shown in the following sections.

**Help Desk Activities**

In the 10 months beginning June 2006 and ending March 2007, the TSP\(^2\) Help Desk handled nearly 200 requests for assistance from various state highway agencies and affiliated organizations. Practitioners requested assistance most commonly by telephone, although email requests and those handled via the website were also fairly common. Help requests during the period covered a wide range of transportation infrastructure preservation issues including:

- **Preservation Treatments** – requests included appropriate project selection, best practices, quality control, and construction methods for a diverse range of treatments such as microsurfacing, slurry seal, ultra thin overlays, crack sealing and filling, chip seals, fog seals, sand seals, armor coats, and NovaChip.

- **Application Conditions** – many inquiries focused on assessing the appropriate environmental and road base conditions for particular treatment applications, such as temperature extremes, mountainous geography, extremely arid environments, etc.
• **Materials** – many callers were interested in performance issues of certain materials or the selection of the proper type of materials for a particular treatment. Materials issues addressed included the use, storage and handling of polymer modifiers; aggregate quality, morphology, and retention issues; emulsion versus hot mix binders; the use of rubberized asphalt; and traffic loading conditions.

• **Cost Benefit and Life Cycle Issues** – several inquiries were fielded dealing with the economics, cost-benefit analysis, and life extending benefits of preservation methods in general, and of specific treatments.

• **Asset Management** – many calls to the Help Desk involved overall planning issues related to the integration of pavement preservation techniques into overall network management.

• **General Preservation** – several agency practitioners expressed general interest in receiving any information about the fundamental concepts and benefits of pavement preservation.

• **Literature and Documentation Requests** – the TSP\(^2\) Help Desk received many, many requests for informational literature such as the recently published “Quick Network Evaluation Guide,” documents and videos from the on-line or physical library collections, or other publications offered by NCPP through the TSP\(^2\) program.

### TSP\(^2\) Website and On-Line Services

Since reliable statistical tracking data of the TSP\(^2\) website usage became available in August 2006, over 102,000 page views have been documented through the end of March 2007. As Figure 1 illustrates, monthly page “hits” have increased nearly 300% from 4,507 in August 2006, to 17,750 in March 2007.

The most popular features of the TSP\(^2\) website continue to be the on-line document collection, the recently implemented photo gallery of preservation treatments, and the event calendar. Since the TSP\(^2\) website went “live” in late June 2006, over 100 new documents have been added to the on-line library collection, many of which, are restricted to TSP\(^2\) member access only. The total current on-line document count consists of 662 technical papers, presentations, videos, and downloadable software titles.
The Surface Treatment Screening Tool
Based on the CALTRANS HTAG Treatment Matrix

Instructions:
1. Select one or more pavement conditions and/or environmental parameters.
2. Choose the desired minimum level of performance to be used for all parameters.
3. Click the "Search" button at the bottom.
4. To identify treatments that are not recommended for a given set of conditions, select "N/A" Recommended" as your desired performance.

[Please note: You must select at least one pavement condition or environmental parameter!]

** Important! Read the Disclaimer before using this tool. **

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<th>20-40%</th>
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Number of Treatments Returned: 4

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Source: CALSPAN Maintenance Technical Advisory Guide, October 2003 (Figure 5, pg 2-4)

Figure 1: TSP2 Website Activity Aug-06 to Mar-07

Figure 2: Preservation Treatment Screening Tool
In October 2006, a new user tool was added exclusively to the TSP\textsuperscript{2} website – The Surface Treatment Screening Tool (Figure 2). Based upon the treatment selection matrix developed by CALTRANS and available in the Maintenance Technical Advisory Guide (MTAG), the screening tool allows users to input roadway condition, environmental, distress, temperature, and traffic volume conditions, which will then be used to develop a list of potential treatment alternatives, their respective costs, and life extending benefits. The NCPP currently has plans to add additional tools of this type in the coming year.

**Technical Transfer**

Over the last 10 months, the NCPP has engaged in several “Technical Transfer” activities directly related to the TSP\textsuperscript{2}. These activities included:

- Organized and participated in a meeting with representatives of the University of Kentucky, the Infrastructure Technology Institute at Northwestern, and FHWA officials, at Northwestern University in an effort to step-up efforts to integrate bridge preservation into the TSP\textsuperscript{2} program.

- Attended and participated in the Annual Transportation Research Board (TRB) meeting held in January 2007 in Washington, DC. Participation included activities in preservation oriented committees, technical presentations discussing preservation and the TSP\textsuperscript{2}, and a booth through which technical brochures and information on the TSP\textsuperscript{2} program were distributed.

- Development and distribution of the Quick Network Assessment Guide (aka, the “Little Red Book”) and its companion network evaluation worksheet via the TSP\textsuperscript{2} website, conferences (including the fall 2006 AASHTO meeting), and through postal mail via telephone and email requests. This document promotes the concept of remaining service life (RSL) and use of available network level data to evaluate and balance program delivery based on needs and fiscal constraints. We would like to have this peer reviewed by the related AASHTO Committees for their consideration as an AASHTO Guide on RSL. We will be submitting this to the Asset Management, Maintenance, Structures and the Joint Taskforce on Pavements.

**Regional Pavement Preservation Partnerships**

Two regional Pavement Preservation Partnership Meetings were coordinated and facilitated in April 2007 to make them aware of what the technical services program has to offer and to determine their interest in establishing partnerships on a continuing basis. The proposed Northeast Pavement Preservation Partnership (NEPPP) and Southeast Pavement Preservation Partnership (SEPPP) meetings were coordinated through the lead states of the New York and North Carolina, respectively. These groups have closely aligned themselves to AASHTO Regions I and II. Reports for these meetings are under development at this time.
Highlights of these meetings include:

- **NEPPP**-Representatives of the 8 state agencies present at the meeting overwhelmingly recognized the benefit of the preservation partnership and unanimously approved continuing to fund future meetings with an additional annual contribution of $3,500 to AASHTO.

- **SEPP**-Participation in the SEPPP meeting included 10 state agencies. There was unanimous agreement to pursue continued meetings and funding of this group through the AASHTO program.

- Despite the fact that both the NEPPP and SEPPP meetings were arranged on relatively short notice, overall participation was enthusiastic and substantial.

- The April NEPPP meeting coordinated through TSP², was actually the third such meeting for that partnership group. The SEPPP meeting was the first such meeting for that group, although interest had been expressed previously in forming a partnership through a pooled fund. The first meeting of the SEPPP was held during the week of April 23rd in Raleigh, North Carolina. Participant response to the meeting was overwhelmingly favorable, with the members voting to proceed forward with the partnership group.

- Participants in each regional meeting felt there was significant value in working toward common specifications for materials and treatments as well as development of technical training and certifications for preservation activities. Coordinating and communicating planned projects and projected workload among states in the region could also help establish a contractor base that might not currently exist for certain treatments.

**Status of Program Budget and Expenditures**

As of January 31, 2007, total expenditures on the TSP2 program amounted to $116,325.07 out of an original contract amount of $170,000. Contributions by AASHTO member states to the program as of April 17, 2007 totaled $198,000.

Please refer to Attachment “A” which provides a breakdown of invoiced labor and expense amounts and project balances as of January 31st.

**Achievements**

Under the stewardship of the NCPP, the TSP² program has realized a number of noteworthy achievements since its inauguration in June 2006. A few highlights of these accomplishments include:

- A 3-fold increase in the use of the TSP² website.

- Substantial increases in the utilization of the Help Desk as word of the TSP² program continues to spread through NCPP’s efforts at promoting the
program via journal and trade magazine articles, news items, conferences, brochures, etc.

- Notable increases in requests for access to, and information about the Help Desk and TSP\textsuperscript{2} website.

- The program has successfully served as a major conduit through which useful preservation tools and technical information can be brought to the attention of, and distributed to, transportation infrastructure preservation practitioners.

- Participation and involvement in bridge preservation related meetings – a first step in realizing an important goal of the TSP\textsuperscript{2}, which is the integration of all technical areas of transportation-related asset preservation, not just pavements.

**Action Items**

The TSP\textsuperscript{2} program is slated to be implemented in three distinct process phases. Phase I, which is already underway, involved the collection of $6,000 per state agency per annum for the purpose of establishing the TSP\textsuperscript{2} Help Desk and website in 2006. Future program action items will include:

1. Phase I Continuation – continued operation of the TSP\textsuperscript{2} Help Desk is contingent upon continued funding in subsequent years. Thus far, a tentative commitment has been made for up to two (2) additional years (3 total). As the utilization of the Help Desk continues to increase, a steady revenue stream will be of increasing importance.

2. Phase II Implementation – involves the collection of $3,500 per agency each year for the purposes of establishing and operating regional Pavement Preservation Partnership groups. Phase II has been partially implemented, with successful meetings being held for the Midwest, Northeast, and Southeast regions. Future efforts will be aimed minimally at establishing groups in the Mountain and Pacific regions. Continuation and expansion of funding is required to maintain the existing groups and establish new partnerships. Thus far, support for the fledgling partnership groups has been overwhelmingly positive.

3. Phase III – once Phase I and II have been successfully established, Phase III will be implemented. Phase III will consist of the collection of $5,500 per state agency per annum for the purposes of integrating Bridge and Road Side Appurtenance preservation and maintenance capabilities into the TSP\textsuperscript{2} program. Efforts have already been undertaken by the NCPP to solicit broad based and representative participation by bridge practitioners and roadway maintenance specialists at the national level. Active participation of bridge and maintenance engineers is essential to ensure that the TSP\textsuperscript{2} program effectively serves the needs for transportation infrastructure preservation in a comprehensive and integrated manner.
The NCPP looks forward to providing continued service to AASHTO on the TSP in the coming year. We believe the future of the program is bright, and that many exciting opportunities for expansion of the program to cover bridge and other highway assets lies ahead. Based on the level enthusiasm of the participants in the partnership meetings in the northeast and southeast and contacts from the other regions of the country it appears there is significant support from the states to continue to enhance this program.

If you have any questions, please do not hesitate to contact me at your convenience. We look forward to our continuing relationship with AASHTO in our mutual mission of spreading the message for Transportation System Preservation and improved Asset Management applications.

Respectfully submitted,

Larry Galehouse, P.E., P.S.
Director

cc: Ken Koebetsky, AASHTO Program Director
    Tom Raught, New Mexico DOT
    Roy Rissky, Kansas DOT
    John Vance, Mississippi DOT
    Peter Weykamp, New York State DOT
    Russ Yurek, Maryland DOT
    Carlos Braceras, Utah DOT, Chair SOM
    James Sorenson, FHWA, Office of Asset Management, Secretary SOM
WHEREAS, The best interests of the general public and transportation officials are met through the deployment of new and innovative technology that improve the overall quality of our Nation's transportation system; and

WHEREAS, In March of 2006 a working group, consisting of representatives from AASHTO, Federal Highway Administration (FHWA), National Asphalt Pavement Association (NAPA), National Sand, Stone, & Gravel Association (NSSGA), and Asphalt Institute (AI), was established to develop a National Asphalt Roadmap for research and technology; and

WHEREAS, In July of 2007 the working group completed and published the National Asphalt Roadmap with a guiding vision to “Develop improved asphalt pavement technologies that ensure the continued delivery of safe and economical pavement to satisfy our Nation’s needs;” and

WHEREAS, This document is the result of public-private partnership and encapsulates the shared vision of the working group for research and technology, with the direct input from many other individuals and groups; and

WHEREAS, The National Asphalt Roadmap has seven program areas: workforce development; long-life pavement and pavement performance; improved design of pavements; materials characterization and mix design; construction practices and quality management; innovative contracting practices; and surface characteristics; and

WHEREAS, The National Asphalt Roadmap is intended to foster collaboration, partnership, and cooperation within the asphalt community to ensure continued delivery of safe and economical pavement to satisfy our Nation's needs; now therefore be it

RESOLVED, That the AASHTO Subcommittee of Materials (SOM) recognizes the value of a national, long-range, strategic roadmap for asphalt pavement research – the National Asphalt Roadmap; and further be it

RESOLVED, That research fostered by this roadmap will result in the refinement and development of new specifications; and further be it

RESOLVED, Many of these specifications will fall within the purview of the Highways Subcommittee on Materials (SOM); and further be it

RESOLVED, SOM recognizes the value of this roadmap, committee members are uniquely qualified to provide expertise and insight into many of the research efforts, and ultimately will be responsible for the implementation of products into practice; and further be it

RESOLVED, SOM fully supports the adoption and continuation of the National Asphalt Roadmap as a living document; that is regularly updated to include projects to address emerging issues; and further be it

RESOLVED, That SOM encourages the use of the National Asphalt Roadmap to foster and direct future research projects related to asphalt pavement; and finally be it

RESOLVED, That the Standing Committee on Highways support the National Asphalt Roadmap.
WHEREAS, AASHTO’s organizational structure mirrors the typical state transportation agency, which is organized in traditional functional areas, including planning, environment, design, construction, maintenance, and operations; and

WHEREAS, The evolution of delivering transportation programs and projects is forcing a review of traditional organizational approaches and philosophies, including the “concept to completion” philosophy; and

WHEREAS, Project delivery includes the development, implementation, and maintenance of a project throughout its useful life, and many project delivery issues cut across the traditional functional areas of state DOT organizations; and

WHEREAS, Context-Sensitive Solutions (CSS) are an intrinsic part of project delivery and have applications in all stages of project development; and

WHEREAS, CSS has been adopted by many state departments of transportation throughout the United States as a new way of doing business, and CSS continues to be an ongoing subject of importance to AASHTO; and

WHEREAS, A primary goal of the AASHTO Task Force on Context-Sensitive Solutions, scheduled to sunset at the 2007 AASHTO Annual Meeting, is to mainstream the concepts of CSS into the standard operation of the State DOTs; and

WHEREAS, During their 2007 summer meetings, members of SCOP, SCOE and SCOH subcommittees and technical committees reviewed the work of the Task Force on CSS and provided comments on the future of CSS within AASHTO, and this Resolution was developed as a result of that input; and

WHEREAS, There exists a need within AASHTO for a cross-cutting committee to propose and review larger project delivery and development issues from concept to completion; and

NOW, THEREFORE, BE IT RESOLVED, That the Task Force on Context-Sensitive Solutions will sunset at the end of the AASHTO Annual Meeting 2007; and

BE IT FURTHER RESOLVED, That a new Task Force, to be appointed by the AASHTO President, will be established to: explore the need, charge, relationship to AASHTO committees, relationship to FHWA’s CSS efforts, membership, and placement within the organizational structure, of an AASHTO committee on project development and delivery (work to be supported by outsourcing); to address the many project delivery issues that cut across the traditional functional areas within state DOTs and to continue the AASHTO/FHWA CSS work underway; and

BE IT FURTHER RESOLVED, That this Task Force will return to SCOH and the AASHTO Board of Directors in Spring, 2008 with a proposal.
WHEREAS, Changes in technology are providing opportunities for the transfer of electronic engineering data from design to construction; and

WHEREAS, There is a need for strategic direction at the national level; and

WHEREAS, There is a need for national guidance and standards for the transfer of electronic engineering data used to develop and deliver capital projects; and

WHEREAS, There is a need for a national forum for contractors, equipment manufacturers, and software vendors; and

WHEREAS, There is a need for design and construction to work closely to understand and identify business needs for state transportation agencies; therefore be it

RESOLVED, That the AASHTO Standing Committee on Highways establishes a Joint Technical Committee on Electronic Engineering Data; and be it further

RESOLVED, That this technical committee be a joint effort of the Subcommittee on Design, the Subcommittee on Construction, and the Subcommittee on Bridges and Structures.
Background Information

JOINT TECHNICAL COMMITTEE ON ELECTRONIC ENGINEERING DATA
Subcommittees on Design, Construction, and Bridges and Structures

NEEDS ASSESSMENT

There is an identified need across the State DOTs, as well as within the transportation portion of the civil engineering industry in general, to standardize effective approaches, efficient methodologies, and universal formats used for the transfer of intelligent engineering information between the providers of the data and customers making use of the data (e.g., Design and Construction). Currently there is no established national forum through which DOTs can collectively address the challenges of documenting electronic engineering design data so that it will legally and professionally meets contractual requirements as well as provide easily transferable engineering data between the various software applications. There is a need for a national forum to allow DOTs to discuss, develop and publish general policies, data standards and future guidance on the use and effective transfer of electronic engineering data.

Emerging technologies continues to replace the repetitive manual operations and the outdated (1970s) methodologies still in use today. Typically, paper contract plans are produced and the proposed highways are staked out by centerline station, offset, and grade change. New technologies currently available offer DOTs the opportunity to reexamine the current business practices of highway and bridge design and construction operations from a two-dimensional paper-focused format, to a three-dimensional electronic conveyance that simulates the proposed intent in real-world conditions. As this metamorphosis of the civil engineering industry continues, technology is expanding its role by automating multiple manual computations of complex and optimally constrained designs. Additionally, the complexity required to ensure the inter-operability of engineering data between numerous proprietary software formats is also becoming more challenging. Inter-operability becomes very important when owners of the data attempt to transfer it between different proprietary applications such as those used to collect/develop the data, or manage/deploy the data to the users that require the information to construct the project.

In summary, DOTs have begun to realize the value of leveraging their project data by providing it in a format that facilitates multiple reuse during the project life cycle. Transportation agencies need to reevaluate who the customers are of electronic engineering data and take a more global perspective (across all stakeholders) towards the expectations and total value of the data. The more universally usable the data and the methods to utilize it become, the more effectively DOTs will be able to construct, operate, and maintain their capital projects. This increase in business efficiency benefits both the agency’s ability to deliver competitive products, as well as providing cost savings to its taxpayers.

DRAFT CHARGE STATEMENT

The Joint Technical Committee on Electronic Engineering Data will provide a national civil transportation forum for the following purposes:

- **Standards** – Develop, publish and maintain national civil engineering data standards to provide uninhibited exchange of data between various software applications and data customers. This may include some general discussion of CADD related standards.
- **Guidance** – Development and publication of guidance on the: 1) types of uses for electronic engineering data, 2) understanding the expectations of the data accuracy, 3) professional licensing considerations, 4) legal contractual requirements, 5) securing the integrity of the data, 6) insuring long-term record retention, and 7) benefit/cost considerations.
- **Best Practices** – Collect, recommend, publish and update information on the best practices for the use of electronic data and its related state-of-the-art technologies across the transportation industry.
- **Industry Focus Group** – Provide a forum to collect input and exchange ideas with other industry stakeholders such as contractors, software vendors, and hardware or equipment manufacturers.

POTENTIAL PUBLICATIONS

- AASHTO Standards on Electronic Engineering Data for the Transportation Industry
- AASHTO Guide on Uses of Electronic Engineering Data, and Its Best Practices
DRAFT TECHNICAL COMMITTEE OBJECTIVES

The functional objectives of this technical committee will be to:

1. Communicate with its DOT members to determine constituents’ business needs;
2. Engage external engineering data users such as the construction contracting community and material suppliers to hear their concerns.
3. Investigate and recommend guidelines for the use of electronic engineering data and how it relates to legal contract requirements, professional liability, and long-term data retention.
4. Work with major technology vendors to improve the exchange and use of intelligent engineering data to reduce costs, save time, and improve quality of the resulting product. This includes the transfer of engineering data through the development, contracting and building phases of a capital project.
5. Steer industry development based on the business needs for improving the conveyance of engineering data in a “vendor-neutral” format across the entire life cycle of a capital project.
6. Develop and maintain national standardized methods, content, and formats for effective transfer of engineering data from initial data collection (mapping) through record plans and/or asset management.

OPERATIONAL GUIDELINES

- The accelerating rate of change in the technology fields suggests that the need for this technical group’s work would continue to evolve at a similar rate, and therefore, the need for this group will be continuous and should not sunset.
- The technical committee will conduct a business meeting once or twice a year at rotating locations. Additional coordination and collaboration will continue through other communication methods such as conference calls or by email.
- The technical committee will submit annual reports of their activities to both the Subcommittees on Design, Construction, and Bridges and Structures.
- All issuances by this technical group will first be provided to the Subcommittees on Design, Construction, and Bridges and Structures for review.
- The technical group will limit their discussions to include only engineering data created or used as a part of Capital Projects. This may include from project inception, through Design, Construction, and the asset management of evolved engineering information.
AASHTO HIGHWAY SUBCOMMITTEE ON DESIGN
PROPOSED POLICY RESOLUTION

TITLE: IMPLEMENTATION OF CONTEXT SENSITIVE SOLUTIONS

(To be distributed at SCOH Meeting.)
AASHTO HIGHWAY SUBCOMMITTEE ON DESIGN
PROPOSED MOTION
TITLE: PDIT AS A VOLUNTARY ACTIVITY

The Standing Committee on Highways (SCOH) recommends to the AASHTO Board of Directors that the Project Delivery Improvement Tool (PDIT) be a voluntary activity to be conducted at the discretion of each State DOT.
SCOH Reports & Presentations both Technical & Business