Standing Committee on Highways

ANNUAL MEETING

Oregon Convention Center Ballroom 203 & 204
Portland, Oregon

SCOH Technical & SCOH Council Meetings
Friday, October 27, 2006
8:30 AM–5:00 PM

SCOH Business: Saturday, October 28, 2006
10:00 AM–2:30 PM
Friday, October 13, 2006

Standing Committee on Highways (SCOH)

Dear Members:

The American Association of State Highway and Transportation Officials (AASHTO) will hold its 2006 Annual Meeting in Portland, Oregon. The Standing Committee on Highways (SCOH) will conduct its technical, councils, and business meetings on October 27-28, 2006. It is a pleasure to welcome SCOH’s new Chair, Allen Biehler, PENNDOT Secretary, and I welcome you to join me in Portland as Chair Biehler “calls the meeting to order.”

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.

We value each member’s contributions to SCOH and would like to acknowledge members who will be changing their relationship with SCOH. 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 (mvitale@aashto.org; 202-624-5862).

**Oregon Convention Center Ballroom 203 & 204 — Portland, Oregon**

Please Note Times for Meetings

**SCOH Technical:** FRIDAY, OCTOBER 27, 2006 — 8:30 AM TO 5:00 PM  
**SCOH Councils:** — Time 10:30 AM  
*Operations Council Meeting, Room B112—Carlos Braceras, UT for Victor Mendez, AZ*  
*Project Delivery Council Meeting, Room B117—Carol Murray, NH*

**SCOH Business:** SATURDAY, OCTOBER 28, 2006 — 10:00 AM TO 2:30 PM

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  
Link: [http://highways.transportation.org/?siteid=54&pageid=634](http://highways.transportation.org/?siteid=54&pageid=634)
I. CALL TO ORDER
Vice-Chair Susan Martinovich, NV

II. INTRODUCTIONS
Vice-Chair Martinovich
A. New SCOH Members
B. Recognition of Retired SCOH Members
C. Introduction of New AASHTO Staff

III. RESOLUTIONS – MOTIONS FOR PREVIEW AND DISCUSSION
A. PROPOSED POLICY RESOLUTION: Support of the Construction Management Integration Technical Group and Inclusions of Contract Procurement as a Function of the Subcommittee on Construction
Len Sanderson, NC

B. PROPOSED POLICY Resolution: Sign Retroreflectivity
Tom Hicks, MD (added 10/13)

C. MOTION: CSS (Context Sensitive Solutions)
Neil Pedersen, MD

IV. SCOH COUNCILS, (10:30 AM – 12:00 Noon) — ALL SCOH MEMBERS ARE ENCOURAGED TO ATTEND
A. Operations Council Meeting, Room B112
Victor Mendez, AZ
Subcommittee on Highway Transport
Subcommittee on Maintenance
Subcommittee on Traffic Engineering

B. Project Delivery Council Meeting, Room B117
Carol Murray, NH
Subcommittee on Bridges & Structures
Subcommittee on Construction
Subcommittee on Materials
Subcommittee on Right of Way & Utilities
Task Force on Context Sensitive Solutions

BREAK FOR LUNCH
1:00PM — RETURN TO SCOH TECHNICAL MEETING

V. PRESENTATIONS
A. AASHTO/FHWA CSS Peer Exchange Conference
Neil Pedersen, MD/King W. Gee, FHWA
B. National Unified Goal on Traffic Incident Management (TIM)
John Conrad, WA
C. TIG (Technology Implementation Group) – Construction Analysis Software Tools (CAST) Project – CALTRANS
Richard Land, CA (added 10/13)
D. Vehicle Infrastructure Integration (VII) Decision Points and Milestones
Ralph Robinson, Ford (added 10/13)
E. Results of Recent International Scans
1. Long-Life Concrete Pavement Scan — Update
TBA
2. Truck Size and Weight Scan
Gordon Proctor, OH
F. LTPP (Long Term Pavement Performance Program)
Robert Walters, AR (added 10/13)
G. LTAP (Local Technical Assistance Program)/Workforce Development
Joe Toole, FHWA etc.(TBA)
Stuart Anderson, Texas A&M
I. Industry Consolidation Issues
Fred Parmenter, US DOJ
J. Current Strategies to Address Increased Highway Construction Costs and Reduced Competition
Len Sanderson, NC
K. Interstate Life Cycle Replacement Costs
Hal Kassoff, Parsons Brinckerhoff

VI. ADJOURN TECHNICAL MEETING – 5:00 PM

Please Note: Presentations may be moved up prior to the Council meetings, if time permits.
Preview of SCOH Resolutions and Motions October 27, 2006
WHEREAS, the AASHTO Highway Subcommittee on Construction (SOC) met in San Juan, Puerto Rico during the week of July 31 through August 3, 2006; and

WHEREAS, a majority of project construction issues, including change orders, contract claims, and resulting cost and/or time overruns, are a result of issues that could have been addressed during preconstruction activities; and

WHEREAS, many aspects of construction management should be considered and included in project plans, specifications, and/or processes with the goal of “setting projects up for success”; and

WHEREAS, the SOC supports and endorses the improvement of the construction management (CM) discipline; and

WHEREAS, the SOC supported the Construction Management International Technology Exchange Scan and the subsequent development of the Scan Team Implementation Plan, calling for the formation of a joint technical committee to advance the knowledge and state of the practice as it relates construction input in the overall project delivery process; and

WHEREAS, the SOC sought assistance and cooperation from the FHWA and the construction industry in the formation of [insert name of the ETG here]; and

WHEREAS, the SOC supports the evolution of the existing [insert name of the ETG here] into the Joint Construction Management Integration Technical Group (CMITG); and

WHEREAS, the Joint CMITG will consist of members from AASHTO, FHWA, and the construction industry;

WHEREAS, the Joint Construction Management Integration Technical Group will endeavor to improve all activities that address the managerial and technological aspects of highway construction conducted during the planning, design, construction, and post-construction phases of a project, for the purpose of achieving scope, quality level, cost, schedule, and other performance objectives; and

WHEREAS, the SOC has assessed the need to 1) formally support the CMITG as a Subcommittee function, 2) develop and implement efforts directly related to CMITG recommendations; and finds these steps relevant to the long term strategic mission of the subcommittee;

THEREFORE BE IT RESOLVED, that the SOC fully supports and endorses the mission of the CMITG;

BE IT FURTHER RESOLVED, that the SOC fully supports the development and implementation of a common agenda with FHWA and the private sector;

BE IT FURTHER RESOLVED, that the SOC fully supports informing and involving other appropriate committees, subcommittees, and task forces within AASHTO on all significant findings and recommendations;

BE IT FURTHER RESOLVED, that the CMITG become a direct activity of the SOC, in partnership with the FHWA, and that the SOC guides the activities of the CMITG for AASHTO.
BE IT FINALLY RESOLVED, that the SOC should provide national guidance on innovative and alternative contracting procurement methods, including design-build, and that the CMITG, as part of its many functions, should embrace and enhance these efforts.
WHEREAS, The American Association of State Highway and Transportation Officials (AASHTO) shares the FHWA’s focus on highway safety and the goal to reduce fatalities; and

WHEREAS, The American Association of State Highway and Transportation Officials (AASHTO) is aware of the congressional mandate for the Secretary of Transportation to revise the Manual on Uniform Traffic Control Devices to include a standard for the minimum level of retroreflectivity that must be maintained for traffic signs, which shall apply to all roads open to public travel, and

WHEREAS, AASHTO concurs that it is desirable to maintain an adequate level of retroreflectivity for traffic signs to enhance safety for motorists, especially during hours of darkness and during adverse weather conditions, and

WHEREAS, AASHTO appreciates the participation by FHWA in AASHTO’s “Task Force on Retroreflectivity Guidelines” composed of members from federal, state, and local transportation agencies, and from several transportation and industry associations, and the consideration of the task force’s recommendations and

WHEREAS, The FHWA has issued the Federal Docket No. FHWA-2003-15149 titled “National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Maintaining Traffic Sign Retroreflectivity” which has a suspense date for comments of November 6, 2006, and

NOW THEREFORE, BE IT RESOLVED, that the AASHTO Board of Directors adopt the attached document as AASHTO’s response to this FHWA Docket Number 2003-15149, titled “National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Maintaining Traffic Sign Retroreflectivity”.

HIGHWAYS SUBCOMMITTEE ON TRAFFIC ENGINEERING

Proposed Policy Resolution: TITLE: MINIMUM LEVELS OF RETROREFLECTIVITY FOR TRAFFIC SIGNS
A motion is made to extend the life of the AASHTO Task Force on Context Sensitive Solutions (CSS) for an additional half-year, until the 2007 AASHTO Spring Meeting, to continue the leadership effort in advancing CSS principles and practices nationally, including the following tasks:

- Complete a summary report from the recent and highly successful joint AASHTO/FHWA CSS Peer Exchange, held in Baltimore, MD, September 6-8, 2006;
- Compile results from the follow-on, facilitated Action Plan meeting held on Thursday, October 26, in Portland, OR;
- Finalize a modified version of the official CSS definition and principles based on input received at the two meetings just mentioned;
- Develop a list of strategic goals and activities for mainstreaming CSS in all transportation agencies; and
- Develop a recommendation for the placement of CSS within the AASHTO organizational structure.
1. Call to Order ................................................................. Carlos Braceras, UT (Vice-Chair)

2. Minutes from May 5, 2006 (attached)

3. Subcommittee Updates (note please 5 minutes each, includes discussion of proposed work plan for the coming year)
   - Subcommittee on Highway Transport ....................... Gordon Proctor, OH
   - Subcommittee on Maintenance ................................. Carlos Braceras, UT
   - Subcommittee on Systems Operations and Management .... John Conrad, WA
   - Subcommittee on Traffic Engineering ..................... Tom Hicks, MD (Vice-Chair)

4. Discussion Items ................................................................. Carlos Braceras, UT (Vice-Chair)
   a. National Unified Goal on Traffic Incident Management (TIM) .............. John Conrad/Valerie Briggs
   b. Decision on Assignment for Access Management ............................... TBD
   c. Funding Update for MUTCD .................................................... Ken Kobetsky
   d. Subcommittee Coordination .................................................. Subcommittee Chairs
      (1) Cross Coordination Study (attached)
      (a) Improve Coordination among SCOH subcommittees
      (2) Research and scan proposals
      (3) Joint Meetings/Events

5. Old Business .................................................................................................................. AASHTO
   b. Consistency of AASHTO publication titles

6. New Business
   a. Joint work zone training grant ARTBA/AASHTO ect.......................... AASHTO

7. Adjourn
SCOH Operations Council Meeting Notes
May 5, 2006

Participants:
Kevin Mahoony
Craig Syrcusa
Larry Tibbits
MG Patel
Paul Deggs
Gummada Murthy
Doug Rose
Marvin Murthy
Kevin Chesney
Carlos Bracesas
Richard Wu
Dean Carlson
John Fuller
Del McOmie
John Conrad
Anne Brach

Subcommittee Updates

- Subcommittee on Maintenance
  - Mark Wikilius, Vice Chair has changed positions at MnDOT. Russel Urrick of Maryland DOT will be new Vice Chair.
  - AASHTO maintenance manual expected for circulation in summer
  - FHWA Secretary, Jim Sorrenson started maintenance manager, quarterly newsletter.
  - Also do quarterly conference calls with leadership team.
  - Information pamphlet for new members
  - Combined meeting with TRB this year in Charleston. Pre-screen research work
  - Next year will be meeting jointly with operations in Wisconsin
  - 2008 meeting jointly with Environmental committee
  - Performance based contracting for maintenance research project – contract to be issued soon
  - NCI course on Maintance management
  - AASHTO guide for pavement preservation research and practices
  - Resolution for technical services program passed with 26 states participating

- Subcommittee on Systems Operations and Management
  - Meeting in September with Special Committee on Transportation Security in Orlando
  - 2008 meeting with Subcommittee on Traffic Engineering in Mobile, AL
  - Mainstreaming Operations Business plan
- How do you integrate operations into the planning process included. Working with FHWA and Standing Committee on Planning.
  - Participate in the National Transportation Operations Coalition
  - National Traffic Incident Management Coalition
    - Developing National Unified Goal on Traffic Incident Management
    - Conference in Irvine in late November to develop goal
  - Steve Varnedoe new chair of work zones working group – working with FHWA
  - Technology Initiatives task force – working on Vehicle Infrastructure Integration initiative, National 511 Coalition, respond to SAFETEA-Lu Incident Reporting Systems, communications backbone for incident response
  - Balloting Guide to Emergency Transportation Operations

- **Put National Unified Goal on TIM on Fall Ops Council Agenda**
- **Subcommittee on Traffic Engineering**
  - Met with January with National Committee on Uniform Traffic Control devices. SAFETEA-LU did not fund update to manual.
  - Want to meet with other committees in the future
  - Doing strategic planning on where want to go in the future and how to connect with other committees
  - Work zone committee working on implementation guide
  - Signings and markings – good and bad signing practices
  - Access management – looking at developing a user friendly guide. NCHRP report also coming out.
  - Roundabout design
  - Bicycle guidelines
  - Speed limits
  - Need to coordinate safety and security
    - Looking at incident management and safety plans for the states
  - Traffic signal and roadway lighting

- **Need to determine where access management belongs – Traffic Engineering, Design… - Victor Mendez will discuss with Carol**

- **No funding for MUTCD – two potential fixes – fix on Hill or state pooled fund. Ken Kobetsky and Tony will keep a close watch and report**

- **Highway Transport Committee**
  - Washington briefing – task force chairs meet in Washington, briefed by Federal Agencies
  - AASHTO hurricane response survey being presented at AASHTO Board Meeting
  - Developed procedures for future emergency responses – communications, conference calls, developed webpage during Katrina response
  - Working on Bottom line report including water, rail, trucking
  - Freight transportation leadership group
  - Package of meeting proceedings notes, etc. on CD
• Future of the Interstate Policy Team Process
  o 3 teams –
    ▪ Forecasts – Neil Pederson
    ▪ 4R Needs – Dave Spryznatyc
    ▪ Operational needs and smart systems – John Conrad
  o Have consulting support through NCHRP
  o Working from Template to make recommendations
  o Operations Team
    ▪ Optimizing system performance and safety
    ▪ Emergency response and evac
    ▪ Efficient freight movement
    ▪ Full deployment of ITS
    ▪ Several overlapping area
      • Pricing and demand management
      • Bottlenecks – physical improvements that impact operations, ex. bridge constraints, crossovers for evacs
      • Organizational capacity
    ▪ First recommendations completed by end of July – recommendations to go to board at Fall meeting

• SCOH Cross Coordination matrix
  o Convene Vice Chairs
  o Add access management
  o Add details about what each item means
  o Add contacts
  o Chairs flesh out during summer meetings
  o Add research items

• Research and International Scan proposals due in September

• Joint meetings and events
  o Traffic Engineering inviting members from other committees to speak at their meeting about activities

• SCOH authorized 20-7 project to look at AASHTO publication titles – to be used as guidance

• Section 1110 of SAFETEA-LU – opens up work zone issues again – worker protection, unit prices, protective clothing
I. Call to Order .................................................................................................................. Chair Carol Murray, NH

II. Subcommittee Updates
   A. Bridges and Structures ....................................................................................... Mal Kerley, VA
   B. Construction ........................................................................................................ Len Sanderson, NC
   C. Design .................................................................................................................. Carolann Wicks, DE (new)
   D. Materials ............................................................................................................... Grant Levi, ND
   E. Right-of-Way and Utilities .................................................................................... Len Hill, ID
   F. Task Force on Context Sensitive Solutions ....................................................... Neil Pedersen, MD

III. Summary of Activities of Other Committees
   A. Standing Committee on the Environment ............................................................. TBD
   B. Standing Committee on Planning ........................................................................ TBD

IV. Discussion Items
   A. Domestic Scan on ROW and Utilities ................................................................. TBD
   B. Location of CSS within AASHTO ....................................................................... Neil Pedersen, MD

V. Old Business
   A. Proposed Workshop on Project Delivery Delays
   B. Consistency of Titles for AASHTO Publications

VI. New Business .......................................................................................................... Carol Murray, NH

VII. Review of Action Items ......................................................................................... Carol Murray, NH

VIII. Adjourn

Attachments:
- Executive Summary, Report from the Domestic Scan on ROW and Utilities
- Notes from Project Delivery Council Meeting, May 2006
executive summary

prepared for

National Cooperative Highway Research Program

prepared by

Cambridge Systematics, Inc.

with

James Ware

September 29, 2006
Background

The transportation system is intricately linked to the economic viability of the country, both in terms of the need for personal and business travel as well as the demand for services and goods delivery. Population growth and population redistribution, coupled with increased traffic demands, continue to place added pressure on the transportation community to promptly and efficiently place in service new and/or modified highway and intermodal facilities.

Development of new highways and reconstruction of deficient older facilities have required increasingly lengthy timeframes associated with planning, environmental activities, design, right-of-way and utility relocation or modification and construction. In response, the past few years have seen an unparalleled examination of the transportation project development process, as transportation agencies work to address critical transportation needs and practice fiscal responsibility while respecting community and environmental interests. Right-of-way and utility relocation activities are areas that have especially been targeted for examination, since completion of the right-of-way function is the last stage before construction commences and there is often a perception that the right-of-way stage is delaying advertising and construction of the project.

As a result of this recent focus, transportation agencies have been developing and testing new tools and innovative solutions to accelerate the right-of-way acquisition and utility relocation processes while continuing to be observant of requirements for environmental protection, reduction of impact to communities, personal property rights, design safety considerations, utility adjustments, and cost effective construction to reduce maintenance costs and extend the design life of projects.

The purpose of this domestic scan project is to identify, review, document, and disseminate innovative practices by transportation agencies throughout the United States in the field of right-of-way acquisition and utility relocation. The scan is one of two pilot domestic scans sponsored by the American Association of State Highway and Transportation Officials (AASHTO) and funded through NCHRP Project 20-68, the U.S. Domestic Scan Pilot Program. The Federal Highway Administration’s (FHWA) Office of Real Estate Services also contributed funding to this scan.
To conduct the scan, a group of 15 transportation professionals visited departments of transportation (DOTs) over the course of a week with three leading state agencies:

- The Florida DOT’s District 5 Office in central Florida;
- The Texas DOT’s Texas Turnpike Project Office in Austin; and
- The Minnesota DOT in Minneapolis-St. Paul.

Scan participants included nine state DOT staff from right-of-way and utilities offices, four FHWA staff, and two consultants who facilitated the scan. Frank and open discussions were held in each state regarding best and innovative practices, lessons learned, and how processes would be modified for future projects.

The major findings of the scan are highlighted below and described in more detail in the scan’s final report.

### Key Findings

The scan team found that while each state visited has experienced considerable success in improving their right-of-way acquisition and utility relocation processes, there is no single “silver bullet” that can be applied throughout the country. Instead, a range of tools and techniques exist that may be applied in different statutory, political, cultural, and geographic contexts. The team did find, however, that all three states shared common traits, including:

- A commitment to creating a supportive institutional environment;
- A focus on process;
- Investment in technical tools; and
- A willingness to make use of other incentives and techniques as appropriate.

**Supportive Institutional Environment**

First and foremost, the team found that a supportive institutional environment was common to all of the states and agencies visited, and was in fact critical for achieving innovations and process improvements. Characteristics of a supportive environment include:

- **A team approach.** The right-of-way and utilities staff the scan came in contact with in all three states demonstrated a sense of pride and a team feel to their tasks. A team approach encourages staff and consultants to collectively take ownership of the project and navigate around problems. This team approach was supported by a formal
process in Florida defining how different disciplines, including right-of-way, utilities, design, construction, and environmental, would work together.

- **Upper management support.** In each state, upper management provided the authority along with the responsibility and financial resources to accomplish the assigned tasks. Management support was critical to creating a “can-do” attitude where team members were committed to reaching a common goal.

- **Willingness to innovate and take risks.** Right-of-way and utilities staff in all three states were given the freedom to try new techniques and develop new processes outside the norm, rather than adhering to established procedures and practices.

- **Provision of adequate resources.** Each state demonstrated a commitment to providing the resources, including highly qualified staff, advanced technical tools, and financial resources, required to conduct and continuously improve their right-of-way acquisition and utility relocation processes. These agencies have realized that up-front investment in resources can pay dividends in the long-run through reduced project costs and delays.

- **Commitment to monitor and improve performance.** Each state has developed tools and procedures to track and monitor the status of actions and make adjustments as necessary. Measures such as meeting critical acquisition deadlines and achieving success in negotiations provide important feedback to staff and help to identify areas where improvements are needed. Postproject evaluation can identify ways to improve the process for its next application.

**Focus on Process**

A clear, well-defined, yet flexible process is critical to keeping project development, including right-of-way acquisition and utility relocation, on track. A number of process characteristics and innovations were demonstrated in the states visited.

- **Cross-disciplinary approach.** All states made explicit efforts to have different disciplines, including design/engineering, right-of-way, utilities, environmental, and construction, work together beginning with the earliest stage of project development. This approach helps to identify and address critical issues early in the design process rather than creating delays or increased expenses when they are discovered later. It also creates a team atmosphere in which everyone feels responsible for making the project a success.

  “You have to drink the coffee, eat the cookies, sit down with people and get them to respond to how the taking will affect them.”
  – Mike Stensberg, Minnesota DOT

  “What gets measured, gets done.”
  – George Lovett, Florida DOT
• **Early involvement of stakeholders.** Similarly, each agency made efforts to involve external stakeholders as early as practical, including local communities, utilities, business owners, impacted property owners, and resource agencies. Early involvement alerts stakeholders to the need for the project and its potential impacts, helps establish trust, and helps the DOT identify design solutions to minimize impacts.

• **Explicit, written procedures.** Florida DOT in particular noted the importance of having well-defined written procedures in place; for example, to specify the timing, participation, and agenda of team meetings. Minnesota DOT has established a formalized agreement with utilities describing how coordination will take place. Written procedures and documentation also are important for capturing institutional knowledge before mass retirements of an aging workforce, a concern of many agencies.

• **Incentives to maintain staff continuity.** Especially for complex and high-visibility projects, it is helpful to have the same individuals follow the project process from beginning to end. Texas established incentives and disincentives with its consultant team to retain key project managers for the life of the Texas Turnpike SH 130 project.

• **Delegated decision-making authority.** Decision-making occurs more quickly if it is made at the lowest-level possible. States noted that avoiding the need to run routine decisions through a hierarchical chain of command was a key to keeping acquisition and relocation activities on schedule.

• **Conflict resolution.** Similarly, conflicts (whether internal or with outside partners) are most efficiently addressed at the lowest-level possible. Development of an “escalation ladder” to elevate disagreements and disharmony can be extremely effective in resolving disputes. A related technique is the “white paper” in which each party outlines the problem and their proposed solution. Staff who had tried this approach noted that simply explaining the perceived conflict in writing went a long way towards resolving it.

• **Colocation of major participants.** State agency staff, the design build consultant, right-of-way staff, and an FHWA representative with decision-making authority, has proven to be effective in fostering communication and reducing time delays.

• **Focus on schedule adherence.** Florida DOT District 5 staff noted that they set and maintain strict schedules. If delays occur in one stage of the process, other members of the team work to make up the delays. The agency also has established dates beyond which design changes must be justified and approved by a committee.

• **Design-build.** If permitted by state law, design-build can be an extremely effective tool for accelerating project development and completion. The design-build contract may be structured to include right-of-way acquisition, saving time by allowing construction to commence before all acquisitions are complete.

**Technical Tools**

Technical tools are important to supporting an effective process. Each state demonstrated a comprehensive set of technical tools to support functions such as project management,
property and utilities management, and providing information to the public. Some examples of these tools include:

- **Property management systems.** GIS-based tools to track the status of individual properties, including a color coded mapping system such as used in Texas and Minnesota, can be an effective way to easily ascertain the status of individual parcel acquisitions.

- **Document and information management systems.** Effective pursuit of innovative processes requires agency “investment” in terms of personnel, document management systems, equipment, electronic monitoring and training. Document management systems become more critical as knowledgeable employees leave, taking the institutional history with them.

- **Electronic field data entry.** Electronic data management systems require investment of resources but can save time in the long-run. This is especially true with the use of a single entry concept so that once original data is entered in the field it can be seamlessly transferred to the states electronic data system.

- **Visualization and animation technology** can illustrate existing and proposed highway development in relation to buildings, property lines, and access impacts on adjacent property. This has proven to be a very effective tool for public involvement and for presentation to property owners.

- **Web sites** that provide information to stakeholders and the public – such as on-line mapping systems showing impacted properties, and placement of utility permit applications and state maps on official website to facilitate utility relocation.
Other Techniques

A variety of other techniques are available, some of which may be applied in any state and others which may be applicable to specific contexts.

- **Incentive acquisition and relocation payments** were effectively used in Florida to accelerate right-of-way clearance. Even where so-called incentive payments cannot be used, offering the Highest Supportable Value (HSV) to the property owner – rather than a minimum value – can expedite the acquisition process.

- **Advance acquisition payments** have been used in Minnesota, through a fund established by the State, to assist local governments in making property acquisitions from willing sellers years in advance of the project.

- **Utility reimbursements.** This technique may be appropriate and effective in some situations to facilitate active cooperation with utilities. For example, Florida uses this technique to expedite relocations in small and economically depressed communities, for which paying relocation costs would be a hardship.

- **Design mitigation strategies.** Property takings and utility relocation impacts often can be mitigated or avoided altogether through creative design strategies. Design-build contractors should be encouraged to seek innovative solutions to avoid takings and utility impacts. Systems can be established to share costs savings with the contractor.

- **Employment of subsurface utility engineering (SUE)** early in the design process can identify potential utility conflicts and help address them either through project design or utility relocation strategies.

- **Value engineering** is a concept that can be applied to reduce costs as well as expedite project development. For example, Minnesota and Florida apply value engineering techniques in a preparcel meeting with design, right-of-way, and survey staff to assess the necessity of various design features.

*State Highway 130 under construction in Austin, Texas. Photo courtesy TxDOT*
Benefits

The most significant benefits of improved RW acquisition and utility relocation processes have included shorter project delivery time and/or lower costs. In Florida and Texas, benefits have been clearly demonstrated through projects that are being delivered on-time and under budget. In Texas, in particular, the agency has been able to move the large-scale and high-profile SH 130 project rapidly (from letting of the design-build contract in 2002 to completion of initial segments in 2006), responding to political pressures.

In some cases, direct cost savings have resulted – for example, through MnDOT’s “value engineering” activities that have reduced property impacts and utility relocation requirements. In other cases, procedures may appear to increase direct acquisition and relocation costs – for example, higher incentive payments to property owners – but can result in lower costs in the long-run due to shorter project development schedules, lower court fees, avoiding possibility of high eminent domain awards, etc. In design-build situations where the contractor is responsible for property acquisition, the contractor often has a direct financial incentive to meet or beat deadlines, and may be willing to acquire some critical properties at higher values in order to reduce acquisition delays.

Agencies anecdotally report other benefits as well. For example, all three states reported that early involvement of stakeholders, especially property owners and utilities, has led to less animosity and better relationships with these stakeholders and with the public in general. Internally, staff have enjoyed the challenge of developing and implementing innovative practices and appreciate the team working environment.

Barriers to Innovation

An important aspect of the scan visits was not only to explore successful processes and tools, but also to identify barriers to innovation, and ways in which those barriers might be overcome. In many cases, barriers can be addressed through agency actions such as advocating for legislative changes, changing agency policies, or implementing other internal strategies. Some examples of barriers include:

- State laws prohibiting alternative methods, such as lack of authority to pursue design-build;
- Lack of a champion to promote exploration of different methods of accomplishing the goal;
- Institutional inertia, where staff prefer to stick with the “tried and true” approach – related to a high-level of risk avoidance, and therefore an unwillingness to experiment or innovate;

“We are ahead of critical path and are continuing to stay that way.” – Don Toner, Texas DOT
• Failure to do a risk-reward analysis. For example, if a 100-year title report takes a lot of time and carries high-cost perhaps an abbreviated title report for low-value properties could be justified to save time and money; and

• Lack of resources including adequate personnel, appropriate databases, equipment, and training.

Some barriers may be beyond the control of any individual person or agency. There are many others, though, that may be surmountable. For example, state DOT officials can propose and advocate for legislative changes, such as providing design-build authority, or allowing the use of incentive payments. Strong leadership, good management, and support from the highest-levels of the agency can help overcome institutional inertia.

Implementing the Scan’s Findings

Both the scan participants and staff at the three host agencies noted that they found the scan to be extremely valuable in learning about successful practices. In addition to disseminating findings through this summary and final report, scan participants are actively working to adopt innovative practices and lessons learned from the scan within their own agencies, as well as communicate findings and lessons learned from the scan to their peers at professional meetings and conferences. A follow-up evaluation will examine to the extent to which scan participants have been successful in introducing these practices within their own agencies.

Acknowledgments

The participants in this scan included: Susan Lauffer (Scan Co-Chair) Director, FHWA Office of Real Estate Services; John Campbell (Scan Co-Chair) Director, Right-of-way Division, Texas DOT; Richard Allen, Rights-of-way Administrator, Connecticut DOT; John Ewald, Staff Attorney, Right-of-way Division, Texas DOT; Raymond Lorello, Utility & ROW Program Manager, Ohio DOT; George Lovett, District General Counsel & ROW Manager, Florida DOT District 5; Donald Nelson, Director of Environmental & Engineering Programs, Washington State DOT; Bimla Rhinehart, Chief, Division of ROW & Land Surveys, California Department of Transportation; John Sherman, Lands Management Administrator, Wyoming DOT; Kevin Stout, Assistant Chief, Right-of-way, Oklahoma DOT; Donald Jackson, Value Engineer & Utility Program Coordinator, FHWA Office of Infrastructure; James Cheatham, Division Administrator, FHWA Pennsylvania Division; Daniel Mathis, Division Administrator, FHWA Washington Division; James Ware (Subject Matter Expert), Consultant; and Christopher Porter (Scan Manager), Senior Associate, Cambridge Systematics, Inc.
Scan participants gratefully acknowledge the support of George Lovett (Florida DOT District 5), Donald Toner (Right-of-way Administrator, Texas DOT Austin District), Marilyn Remer (Utilities Coordinator, Minnesota DOT), and their staff and colleagues for coordinating meetings and visits in each host state.
Council on Project Delivery  
Meeting Notes  
May 5, 2006

Committee Updates  
Note: Work plans for all SCOH subcommittees are included in the SCOH agenda and materials.

Subcommittee on Bridges and Structures, Mal Kerley, VA
- Annual Meeting coming up in Snowbird, Utah, May 21-26
- The Technical Committee for Seismic Design (T-3) is finishing up work on the new seismic LRFD design specifications.
- The subcommittee also recently held a workshop to update the strategic research plan to meet the changing needs in bridge engineering.
- Full implementation of the LRFD design specifications in scheduled for 2007, so federal projects after that date would have to use these specs. The committee is continuing to support and oversee the implementation of the LRFD through its LRFD Oversight Committee.

Subcommittee on Construction, Len Sanderson, NC
- Update of the Guide Specifications for Highway Construction will be balloted by the subcommittee this summer, so an update should be coming to SCOH for ballot shortly thereafter.
- Another publication that’s currently on the web, the Primer on Contracting for 21st Century, which provides information on innovative contracting techniques, is also being updated.
- Some issues that the subcommittee is looking into include the following:
  o Lump sum contracts are increasing, but where is the unit cost information coming from to develop cost estimates? The subcommittee will do a survey on best practices related to this issue
  o Antitrust issues are a concern, so the subcommittee will do a survey on debarred contractors
  o The subcommittee wants to develop practices for certifying/prequalifying construction staff in work zones
  o Finally, the subcommittee has concerns related to the application and interpretation of Federal DBE rules. As mentioned at the full SCOH meeting, they have proposed to create a work group of 2-to-3 representatives from each of the following groups:
    ▪ Subcommittee on Construction
    ▪ Subcommittee on Civil Rights
    ▪ FHWA
    ▪ Contracting industry
  o The goal is to train contractors on the rules and their application, as well as to provide some uniformity and consistency across the country.

Subcommittee on Design, Bob Walters, AR
- June 13-16, 2006, in Orlando
- Continuing to explore opportunities to meet with other groups on cross-cutting issues
Finalizing an effort to resolve inconsistencies on clear zone in various design guides (Green Book, Roadside Design Guide, and Bike Guide) as they are updated.

Activities of Design’s various technical committees include:
  - New guidance on cost estimating coming this year (final estimates) and within 2 years (estimating from cradle to grave)
  - New design-build guidance coming soon on RFQs/RFPs
  - Update Guide for Managing Consultants coming soon
  - Updated Chapter 6 of the Roadside Design Guide (on median barriers) will be voted on at the full SCOH meeting and will be published this year.

Subcommittee on Materials, Grant Levi, ND
  - 26th edition of the Materials Manual will be out this summer
  - Currently, there is a federal Notice of Proposed Rule Making on pipes that the committee is working to develop a response to.

Subcommittee on Right of Way and Utilities, Len Hill, ID
  - Annual meeting was recently held in Baltimore
    - Among the topics discussed was accelerating project delivery and the role ROW and utility issues play. Len will send out additional information on subsurface utility engineering after the meeting.
    - A proposal they want to forward is to ROW and utilities out of the environmental process. They anticipate coordinating with legislative liaisons at the federal level and others, as part of the slow down with these tasks is that they have to wait for environmental compliance.
  - From an international scan conducted in 2000, 13 experimental projects were tested in various states. One project included providing incentives to expedite the acquisition and/or relocation process (for example, on a Virginia bridge project, incentives were provided to relocate people within 15 or 30 days). FHWA has started to OK these new processes.
  - Proposed domestic scan was funded on ROW/utility issues and will be conducted this summer
  - Other topics of interest include: assistance with relocation payments from AASHTOWare, electronic appraisals, and geospatial technology
  - It was noted that an NCHRP project on mitigating delays in construction is due to be completed at the end of year. This project includes utility issues.

Task Force on Context Sensitive Solutions
  - The task force was initially set up after the 1998 “Thinking Beyond the Pavement” conference.
  - Current activities include a major focus on a national workshop on CSS, to be held September 6-8, 2006, in Baltimore, Maryland
    - The workshop is geared primarily toward State DOT and FHWA folks (75% of attendees), and 300 people are expected.
    - A letter was sent out to DOT CEOs last week encouraging them to send multi-disciplinary teams to this conference
    - The organizers are minimizing presentations and maximizing discussion sessions on items such as lessons learned and mainstreaming CSS
Proposed action plans will be developed by attendees to take back to their DOTs
Follow-up meeting will be held with various AASHTO committee chairs to talk about where AASHTO goes from here with CSS
Peer exchanges are also being discussed between states to help spread the word about CSS and provide practical guidance on how to implement it

Standing Committee on Environment
Has been working with FHWA on SAFETEA-LU implementation
SCOE was pleased with many of the provisions that were included in the bill
Many of the issues are cross-cutting with planning (SCOP), so the two committees are working together frequently
The Center for Environmental Excellence hosted a successful workshop on SAFETEA-LU Implementation with SCOE/SCOP/FHWA to discuss issues/concerns
Upcoming joint meeting with SCOP in La Jolla, CA, June 12-15
Activities of the Center for Environmental Excellence include:
Currently finishing up an AASHTO/ACEC/FHWA joint effort focused on improving the quality of environmental documents. A report will be sent out for balloting in the next few months covering the topics of legal sufficiency and the quality and clarity of environmental documents. A second document on training will be posted on the web.
New concise guides/toolkits on specific environmental topics are also being released soon. These guides will provide step-by-step information, as well as resources for further information. There will be a series of these guides released over the next few years.
A comprehensive environmental database is being developed on the Center’s website, including summaries of research reports and a prioritized list of research needs. This site will provide a strategic foundation for TRB, FHWA, and State DOT research programs in the environmental area.

Standing Committee on Planning (handout)
Upcoming joint meeting with SCOE in La Jolla, CA, June 12-15
Four subcommittees report to the Standing Committee on Planning:
Capacity Building
Data – for transportation analysis
Asset Management – active committee, national conference held last November, also participated in an international scan
Research – recommends the slate of NCHRP projects from SCOP
Research products from NCHRP Project 8-36 (which controls SCOP’s discretionary research funding) are located on the SCOP web site
SCOP is also working on SAFETEA-LU Implementation issues in conjunction with SCOE
Workshops were held last fall and this spring
NPRM from FHWA on planning requirements anticipated soon

Continuation of Metric Publications, Mal Kerley, VA
Subcommittee on Bridges and Structures has proposed the discontinuation of its metric publications, since most states have converted back to US Customary units.

A resolution has been proposed to the full SCOH membership.

Members of the Council were in agreement with the rationale, but had concerns about the implication of sales to other countries that use the metric system.

The **resolution will be modified** to include an investigation by AASHTO staff into the potential ramifications of this decision on international publications sales.

**Proposed Task Group on Bridge Wave Loadings, Mal Kerley, VA (handout)**

- Proposal to establish an AASHTO/FHWA task force on bridge wave loadings
- Hot topic since recent heavy hurricane seasons
- Group to include representatives from:
  - Subcommittee on Design (Tech Committee on Hydraulics and Hydrology),
  - Subcommittee on Bridges and Structures,
  - FHWA, and
  - coastal and geotechnical engineers.
- Goals of the group include:
  - Review research
  - Draft problem statement for NCHRP
  - Develop guidance for bridge design that accounts for wave loadings, a screening process to determine vulnerability
- Will **request approval from SCOH** for the establishment of this joint task force

**Consistency of Titles for AASHTO Publications, Jim McDonnell, AASHTO (handout)**

- Issue: AASHTO’s current publication naming system is confusing and inconsistent
  - Each committee names its own publications
  - There are currently over 40 combinations of “basic” titles, including specs, guide specs, standard specs, manuals, guide manuals, guides, guidelines, etc.
- Report from NCHRP to investigate the implications of changing the names (both for more consistency and from a legal standpoint) is now complete
- The report included a draft system for categorizing and naming AASHTO publications more consistently
- These ideas will be taken to the various subcommittee meetings for discussion this summer, and a **formal proposal will be drafted for consideration at the Annual Meeting**

**Proposed Workshop on Project Delivery Delays, Jim McDonnell, AASHTO**

- No action has been taken on two ideas that were proposed at the last Council meeting:
  - Workshop on environmental issues and delay
  - Workshop on right-of-way and utilities issues and project delay
- The Council is still interested in these items and will pursue them with assistance from AASHTO, FHWA, and NCHRP
- A domestic scan on project delivery issues is slated for this summer, so output from this activity could inform the development of one or both proposed workshops
I. Call to Order and Opening Remarks ................................................................. Chair Allen Biehler, PA
II. Roll Call and Minutes from May 8, 2006 ....................................................... Secretary King W. Gee, FHWA
III. Call for Agenda Amendments ....................................................................... Chair Biehler, PA

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, V A. through E. has been acted upon, the items removed will be taken up in order.

IV. Summary of SCOH Ballots from May 2006 to the Present .............................. Chair Biehler, PA
V. Activity Reports ............................................................................................. Chair Biehler, PA
   A. Future Subcommittee and other Committee meetings
   B. Subcommittee
      1. Bridges and Structures ................................................................. Mal Kerley, VA
      2. Construction ..................................................................................... Len Sanderson, NC
      3. Design ................................................................................................. Carolann Wicks, DE
      4. Highway Transport ............................................................................ Gordon Proctor, OH
      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/ACE ................................................................. Rodney Haraga, HI (added 10/10)
   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 .................................... Mike Behrens, TX
      4. Special Committee on Wireless Technology ..................................... William A. Brown, VA

VI. Resolutions/Motions
   A. PROPOSED POLICY RESOLUTION: Support of the Construction Management Integration Technical Group and Inclusions of Contract Procurement as a Function of the Subcommittee on Construction.............................................................. Len Sanderson, NC
   B. PROPOSED POLICY RESOLUTION: Minimum Levels of Retroreflectivity for Traffic Signs .. Tom Hicks, MD (added 10/13)
   C. MOTION: CSS (Context Sensitive Solutions) ......................................... Neil Pedersen, MD

VII. Presentations
   A. Executive Director’s Report on AASHTO Activities ............................... John Horsley, AASHTO
      1. PIARC (World Road Association)
         a. Announcement on Representation ................................................. Tony Kane, AASHTO
         b. USA National Competitors for PIARC Prizes 2007 ............... Marty Vitale, AASHTO
   B. FHWA Activities ............................................................................... King W. Gee, FHWA
   C. PDIT—Program Delivery Improvement Tool— PDIT Status ......................... Tony Kane, AASHTO/Joe Toole, FHWA

Key: Italics=new committee and/or new committee chair
VIII. Reports – Action Items

A. Council Reports...........................................................................................................Chair Biehler, PA
   1. Project Delivery.............................................................................................. Carol Murray, NH
   2. Operations.................................................................................................... Victor Mendez, AZ
   B. NCHRP 20-7 ........................................................................................................Susan Martinovich, NV
   C. Special Committee on U.S. Route Numbering ..................................................Mike Behrens, TX
   D. AASHTO/ACEC Joint Committee ................................................................. Doug Differt, MN
   E. Report from the AASHTO-ACG-ARTBA Joint Committee.................................Don Vaughn, AL, Len Sanderson, NC or Dan Flowers, AR
   F. SCOHTS Activities ............................................................................................Susan Martinovich, NV
   G. Standing Committee on Quality Project Time and Cost Performance Measures .Mara Campbell, MO
   H. SHRP II.......................................................................................................... Neil Hawks and Ann Brach, TRB
   I. Continuing Education Units ............................................................................. Marty Vitale, AASHTO

IX. Old Business .........................................................................................................Chair Biehler, PA

A. Consistency of AASHTO Publication Titles .................................................... Ken Kobetsky, AASHTO

X. New Business .........................................................................................................Chair Biehler, PA

A. Recommended Guidelines for Traffic Data Program.............................. Ken Kobetsky, AASHTO

XI. Adjournment

Key: *italics*=new committee and/or new committee chair
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STANDING COMMITTEE ON HIGHWAYS
TECHNICAL AND BUSINESS MEETING
OCTOBER 27-28, 2006
PORTLAND, OREGON

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<td>(512) 305-9504</td>
<td>(512) 463-0283</td>
<td><a href="mailto:asaenz@dot.state.tx.us">asaenz@dot.state.tx.us</a></td>
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<td>Utah</td>
<td>(801) 965-4030</td>
<td>(801) 965-4338</td>
<td><a href="mailto:cbraceras@utah.gov">cbraceras@utah.gov</a></td>
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<td>Vermont</td>
<td>(802) 751-2663</td>
<td>(802) 828-2848</td>
<td><a href="mailto:richard.tetreault@state.vt.us">richard.tetreault@state.vt.us</a></td>
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<td>Virginia</td>
<td>(804) 786-4798</td>
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<td><a href="mailto:mal.kerley@vdot.virginia.gov">mal.kerley@vdot.virginia.gov</a></td>
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<td>Washington</td>
<td>(360) 705-7032</td>
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<td><a href="mailto:conradj@wsdot.wa.gov">conradj@wsdot.wa.gov</a></td>
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<td>(304) 558-2804</td>
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<td><a href="mailto:mmurphy@dot.state.wv.us">mmurphy@dot.state.wv.us</a></td>
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<td>Wisconsin</td>
<td>(608) 266-6885</td>
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<td><a href="mailto:kevin.chesnik@dot.state.wi.us">kevin.chesnik@dot.state.wi.us</a></td>
</tr>
</tbody>
</table>
Delbert McOmie P.E.
Chief Engineer
Wyoming Department of Transportation
5300 Bishop Boulevard
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Phone Number  (307) 777-4484
Fax Number     (307) 777-4163

E-mail Address:  delbert.mcomie@dot.state.wy.us
Call to Order & Opening Remarks
Chairman David Sprynczynatyk called the meeting to order at 8:40 a.m.

Roll Call & Minutes from September 17, 2005
The Chairman welcomed the following new members: Milton Sees from Illinois; Marcie Mathews from Kentucky; Jerry Miller from Kansas; and Bob Taylor from Delaware. Gary Hoffman (PA) and Warren Sick’s (KS) retirements were acknowledged and thanked for their service to SCOH and AASHTO.
Minutes of the September 17, 2005 meeting in Nashville, Tennessee were approved.
[Motion-CT / Second-PA – Approved]

Call for Agenda Amendments
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-AR – Passed]

Resolutions/Motions
- Proposed amendment to change the Subcommittee on Right of Way and Utilities' Operating Procedures - Leonard Hill, ID
  Clarification: migration will fully incorporate utilities.
  [Motion-ID / Second-AR – Approved]
- Policy Resolution: Funding Travel for the State Quality Partnership (SQP) Lead States Teams - Doug Rose, MD
  DE: stated its philosophical issue with using dues to pay for travel costs.
  [Motion-MD / Second-TX – Approved]
  The revised resolution includes the change of “and/or” on representation from SCOHTS and its subcommittee.
  [Motion-NV / Second-MD – Approved]
- Definition of Asset Management - Neil Pedersen, MD
  [Motion-MD / Second-UT – Approved]
- Roadside Design Guide Median Barrier Recommendations - Robert Walters, AR
  Eight states had voted “no” on the original set of recommendations. Revisions made on April 12, 2006 satisfied seven of these eight states.
  SC: addition of editorial comment to support further research to add support for the recommended offset in the recommendations.
  [Motion-AR / Second-AL – Approved as amended]
- Publish all Subcommittee on Bridges & Structures in U.S. Customary Units – Mal Kerley, VA
  The following were added to the resolution: “to establish a phase out schedule” to discontinue publications in metric units, and “request AASHTO staff to study the impact of eliminating metric units in all publications.”
  [Motion-VA / Second-MS – Approved as amended]
- Support for Performance Measures and Benchmarks - Kevin Keith, MO
  [Motion-MO / Second-VA – Approved]
AASHTO Branding and Proposed Logo – Sunny Schust, AASHTO

AASHTO is moving to “branding” especially with the celebratory events for the 50th anniversary of the Interstate Highway System and to acknowledge state celebration activities. The AASHTO seal is recognized worldwide. China, Russia and Vietnam are negotiating to translate AASHTO publications, so for publications, AASHTO will retain the seal.

The proposed logo was presented with the name and mission. The logo will have “AASHTO” in blue and a larger “T” to emphasize that the organization is about more than highways; with the motto “voice of transportation.” The proposal will go to the Executive Committee today. The plan is to use the logo for the Annual Meeting.

AR: There is the possibility of confusion of the public with two logos. The seal is recognized within the highway community, but not necessarily outside the community. The new logo is for communications to a broader audience.

Executive Director’s Report on AASHTO Activities – John Horsley/Tony Kane, AASHTO

This is an election year with 36 governors up for election. Congressional focus on high gas prices results in wacky proposals that needed AASHTO & industry to write to Senator Reid to oppose, and to vote against tax holidays with the message: “don’t over-react.”

SAFETEA-LU has a major remnant issue on R&D: R&D is over programmed (only $195 million is funded of the $235 million authorized); there is a shortfall of $35 million in FHWA R&D and another $60 million that is either over-funded or not funded at all; SHRP-2 was only funded for $36 million a year versus the proposed $75 million per year. AASHTO is hoping to fix this by having SHRP-2 funded as a takedown of the regular Federal-aid Highway Program at $150 million, and thus restore FHWA and the under-funded R&D.

AASHTO is already preparing this year for the next reauthorization cycle in 2009. A whole series of policy studies have been launched to support policy work groups like Interstate Highway System (IHS) traffic capacity led by Neil Pederson (MD); Interstate-4R led by Dave Sprynczynatyk (ND); Performance of IHS led by John Conrad (WA); the rest of the surface transportation system led by Deb Miller (KS); highway safety led by Susan Martinovich (NV), etc. The plan is to formulate recommendations for the Board of Directors this year for submission to the SAFETEA-LU Commission; and then to use it for formulating reauthorization proposals next year. AASHTO is sponsoring an IHS vision conference in June and is using the 50th anniversary of the IHS celebration to raise the importance of transportation to the country. The most fun activity is the convoy from San Francisco to Washington, DC to arrive in DC on the 50th anniversary of President Eisenhower’s signing of the 1956 act. There will be a large mix of vehicles with many press events along the route. AASHTO is asking states to issue commemorative license plates. The AASHTO president, vice president, executive director and OK DOT Director Ridley (chair of the celebration) are to ride the convoy.

NAPA raised the issue of asphalt price volatility & asphalt availability and is seeking help on contracted prices. SCOH may be asked to handle this matter for AASHTO. It is reminiscent of the recent dramatic increase in steel prices.

FHWA Activities – King W. Gee, FHWA

FHWA is happy to be cooperating with AASHTO and other organizations in recognizing the contributions of the IHS on this 50th anniversary year of President Eisenhower’s signing of the legislation creating the IHS program. The celebration activities are in parallel with FHWA’s SAFETEA-LU implementation actions that are coming along fairly quickly. FHWA is intent on limiting the amount of rulemaking, except where required by law, in favor of implementing guidance. Notable among the new provisions are the Highways for LIFE Program and new oversight and stewardship requirements for major projects. The funding level for Highways for LIFE was less than anticipated, nonetheless, FHWA is receiving comments on its implementation plan and will be soliciting for projects shortly. SAFETEA-LU lowered the threshold definition for a major project from $1 billion to $500 million. This resulted in a doubling of major projects to about 40, with another 70 projects in the pipeline. A requirement for Project Management Plans was also added to major projects.

Earlier in the year, in view of steeply rising construction costs and an apparent drop in the number of bidders per construction contract, FHWA collaborated with the Subcommittee on Construction on an AASHTO survey of the states. 46 states and provinces responded to the survey and affirmed that the
cost increases and lowered competition were not just regional anomalies. FHWA will work with the Subcommittee to identify remedial measures that may be needed. The summary of the survey results will be distributed to the SCOH members.

There are 26,000 bridges that the states have reported as being “scour critical.” Under the National Bridge Inspection Standards (NBIS), each state is to develop an action plan for its scour critical bridges. These plans of action should include strategies that can be implemented before, during and after a flood event. Twice a year in May and November, FHWA Divisions will be reporting on progress of the states on developing these plans of action and resources that may be needed.

Program Delivery Assessment Tool (PDAT) – Tony Kane, AASHTO; King W. Gee, FHWA

Tony Kane reported that formal comments were provided to FHWA and six state representatives did work with the FHWA teams. Although the number of program elements was greatly reduced in the ten program areas AASHTO still had concerns and therefore AASHTO co-leads were designated for the ten program areas. Key among the concerns were that the program elements needed reforming; a desire to focus on best practices; and not wanting PDAT to be another layer of review by FHWA. An FHWA counter proposal is being reviewed.

King Gee expressed appreciation for the collaborative effort and noted that it had always been planned to be collaborative from the beginning. FHWA desires to move ahead with working groups that are jointly led by state and FHWA representatives. The original motivation of PDAT was to baseline the administration of the Federal-Aid Highway Program (FAHP) since ISTEA spurred implementation that was responsive to state-specific conditions. This base lining was to have an eye toward reforming of the FAHP in the future.

[Vice Chair Susan Martinovich presiding]

Reports – Action Items
Project Delivery Council – Jim McDonnell, AASHTO

Representatives from SCOE (Eggleston) and SCOP (Llort) were present. The construction application of DBE rules were discussed and noted as being applied inconsistently. An ad hoc group was formed to establish guidance for more consistency. The group will consist of representatives of the Subcommittees on Construction and Civil Rights, and FHWA.

The Subcommittees on Design and Structures have been collaborating with FHWA on coastal engineering issues. William Nickas (FL) will lead and effort on bridge wave loadings – with a mandate to develop technical guidelines in a couple of years.

Motion to establish the ad hoc group to be led by Nickas.

Consistent naming of publications – the subcommittees are to discuss the matter during the summer meetings and make a proposal at the Annual Meeting.

DOT key issues: Environmental issues & ROW/utilities – workshops will be jointly sponsored with FHWA.

Operations Council – Ken Kobetsky, AASHTO

To foster inter-committee coordination, the Subcommittees on Maintenance and on System Operations will be meeting jointly next year. A workshop will be held in September on the national unified goal on incident management. The Subcommittee on Highway Transportation has developed a questionnaire on Weight & Size during emergencies – a single contacts list is to be developed.

The Subcommittee on Traffic reported that there is no funding to support updating the MUTCD for 2008. Current FHWA funding goes through this summer. It is critical not to stop work on updating the Manual. If the R&D technical correction bill in Congress is not possible, the effort may have to been done with pooled funds.

The areas of various subcommittee task forces may overlap, so the Council is identifying the work so as to allow interaction among task forces.

SAFETEA-LU section 1110 re-opens the Work Zone rule. Len Sanderson will re-activate his Ad Hoc work group to respond to issues like the mandating of barriers in work zones - when to use or not use; the use and payment of law enforcement personnel; the unit payment of traffic control devices.
Special Order of the Day
4th Annual TRAC Student Design Build Challenge (Ballot) -Tate Jackson, AASHTO

This year’s challenge was to design and strength test a movable bridge. The four competing teams were: (1) The Bascule Builders from New Hampshire (Belmont HS – 4th year & defending winner) with a fulcrum bascule design; (2) The Incredibles from New York (Herricks HS) with a lift bridge; (3) Team Banzai from Mississippi (Tupelo Middle School); and (4) Team Twin Trio from North Dakota (Rugby HS – 2nd year) with a sliding bridge. The four teams made presentations and demonstrated the strength of their models.

Reports – Action Items (continued)
NCHRP 20-7 – Bob Reilly, TRB

A total of 12 proposals totaling $750,000 from eight subcommittees were reviewed and the panel recommended 9 projects for funding at a total of $508,000.

- Best Practices in the Management of Design Errors and Omissions – $75,000
- Review and Update of Human Factors and Operations Issues in the AASHTO Green Book – $50,000
- Technology Transfer Guidebooks for Implementation of Innovative Technologies – $45,000
- Bridge Construction Practices Using Incremental Launching - $40,000
- Safety and Security in Roadway Tunnels – $45,000
- Laboratory Testing of Proposed Roundabout Traffic Control Options – $90,000
- Development of a Guide to Update ADA Transition Plans – $100,000
- Continuation of Task 205, Project Delivery Workforce Management Review – $13,000

Motion was made and passed to approve the nine projects for funding.

[Motion-NV / Second-VA – Passed]

Special Committee on U.S. Route Numbering - Mike Behrens, TX

The Special Committee reviewed 32 requests and all 32 were recommended for approval. An NCHRP project will automate the process in the future.

[Motion-TX / Second-MO – Passed]

A request to designate a route as Interstate 50 was not approved by FHWA.

Technology Implementation Group (TIG) Update – Paul Wells, NY

Three new focus technologies were designated:
- Maintenance DSS (expert system for snow & ice)
- Pavement Rehabilitation Strategies
  - CA4PRS (CA)
  - User Impacts of Fast Track Construction (UT)
- Precast Concrete Paving Slabs

TIG can only advance a few of the many ideas that arise. Therefore a new category of TIG promotional activity was established: web & brochure only. Three additional technologies were adopted for this level of effort:
- Notch Wedge Joint Maker/Safety Edge/Shoulder Wedge Maker
- Balsi Beam – mobile work zone protection
- D-B Traffic Signal Projects – canned methodology to expedite installation of traffic signals

Ongoing Focus Technologies that are active: ACTT: Brooklyn-Queens Expressway in Brooklyn Heights, NY; Air Void Analyzer; Road Safety Audits; and GPS.

TIG project information & status are now on the AASHTO TIG Website. A new internal project will be to develop guidelines for committee members. The 2006 request for funding will be the same amount: $6,000 per state. Ananth Prasad (FL) is the new TIG Chair replacing Gary Hoffman (PA). Input and ideas for expanding the horizons of TIG are being sought.
AASHTO/ACEC Joint Committee – Rodney Haraga, HI

It was reported that President Bush addressed the ACEC annual meeting. Topics covered there included oil prices with ACEC proposing a joint letter to Congress asking lawmakers not to do silly things such as enacting a gas tax moratorium or a $100 rebate on gasoline. Concerns were expressed about earmarks – AASHTO will hold a finance conference on earmarking. Congress also needs to be informed about the impacts of earmarks. FHWA reported on the status of SAFETEA-LU implementation.

An NCHRP project on Cost Estimating for Major Projects is to be completed soon. There is some wariness of FTA’s cost estimating requirements, which may be problematic from a liability standpoint.

There was concern expressed about monies received up front for Public Private Partnerships (PPPs) being diverted away from transportation purposes. The AASHTO Finance Institute addresses the issue. A joint task force was formed and is to report on the pros & cons of PPPs at the next meeting in Portland.

The draft documents arising from the effort to improve the quality of environmental documents (legal sufficiency, clarity, training) will be presented to SCOE (June 2006); and training and educational material will be on the web.

AASHTO’s consultant guide update: 160 firms and 45 states responded. Consultant is to have an analysis completed within the next month.

Charles Geer will replace Jerry Stump as the ACEC co-chair.

Standing Committee on Highway Traffic Safety – Susan Martinovich, NV

Pete Ruan has replaced Bruce Warner as the committee chair. The committee is composed of regional representatives (5 members from each region), a SCOH member; and representatives of AAMVA, FHWA, NHTSA, and the association of chiefs of police. The Board of Directors approved formation of a subcommittee of safety managers with representatives from local agencies and police agencies (up to 3 per state) to be chaired by Larry Tibbits (MI) with Leanna Dupree (MO) as the vice chair. The committee will assist with state strategic plans; facilitate communications with traditional and nontraditional partners.

Standing Committee on Research – Bob Reilly, TRB

SCOR sets the agenda for the NCHRP. For 2007, 53 projects were programmed for $20.5 million. These can from a total of 167 new requests with only 33 new projects funded. The focus was on expected usable results. 66 proposals came from AASHTO committees, of which 24 were funded. There is a good correlation with the AASHTO strategic goals.

[Chair resumes presiding]

SHRP-2 - Neil Hawks and Ann Brach, TRB

There are four strategic focus areas under SHRP-2: safety, renewal, reliability, and capacity. SHRP-2 is different than the original SHRP in that it is not primarily engineering-based but a multi-disciplinary program. SAFETEA-LU authorized $205 million, but only there is only 150 million available. The oversight committee is chaired by Al Biehler (PA) and there are technical coordinating committees and expert task groups (ETG) for each focus area.

TRB staff is in the midst of reshaping the program to fit the available funding. The task is to convert a $450 million program into a $150 million program. RFPs and research are to start in January 2007.

The Renewal and Reliability Focus Areas need staff with state DOT experience. An appeal was made for help with recruitment of staff, especially newly retired state DOT personnel. TRB anticipates 20-25 staff at the peak of the program. As in the original SHRP, loaned staff will be sought for short-term assignments.

Each state is being asked to appoint a SHRP Coordinator. 48 state DOTs have done so already. All information is on the SHRP-2 website. Regular program updates will be sent by e-mail and project solicitations will also be announced in the TRB e-zine.

There was acknowledgement of the need to maintain contact with the AASHTO committees. $150 million is still a sizeable amount for the program.
Funding for SICOP - Carlos Braceras, UT

The snow & ice pooled fund was established in 1994 and funded through four previous voluntary solicitations. The effort has led to the promulgation of new techniques, especially from Europe. There is an active work plan on developing training manuals and other material. There will be a new $4,000 solicitation.

New Business

Web Casting

AASHTO has web-casting capabilities and the SCOH leadership would like to do some SCOH presentations on webcasts to allow others to participate in the meeting. This received support by the members.

Chair’s Comments

Thanked the new subcommittee chairs: Del McOmie (WY) and Grant Levi (ND).

The Chair acknowledged that this would be the last time for him to preside over SCOH because he will be assuming the AASHTO presidency. Vice Chair Martinovich presented the Chair with a speed limit sign for “WARP 7” and thanked him for his leadership.

Paul Studstill (GA) thanked SCOH for coming to Jekyll Island for its meeting.

Adjournment

The Chair adjourned the meeting at 12:19 p.m.

Respectfully Submitted,

King W. Gee
SCOH Secretary

FHWA, USDOT
SCOH

Activity Reports

October 28, 2006
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The 2006 Annual SCOBS Meeting was held in Snowbird Utah on May 21-26, 2006. 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 28 technical agenda items, all of which have passed. Members of the Subcommittee leaving the Subcommittee, either retiring or promoted, were recognized for their service.

One important outcome of the General Session was the establishment of the FHWA-AASHTO Wave Task Force. This Task Force was approved by the SCOH at its spring 2006 meeting. The task force will lead the development and execution of a roadmap that includes a set of research studies and technology transfer activities to fully achieve a rational approach that addresses wave force and storm surge vulnerabilities in existing and new structures, and to develop design specifications for coastal bridges vulnerable to scour and hydrodynamic forces. The task force has already hit the ground running and is overseeing a contract to create guide specifications and retrofit manual for bridges subject to coastal storms. It is anticipated that a final draft document will be produced in 2007, and will be balloted in 2008.

Another important outcome was that of the Technical Committee for Seismic Design (T-3) which met to review the final draft of the NCHRP 12-07 new seismic LRFD design Guidelines. The committee presented to the full Subcommittee a work plan for improving the LRFD seismic design specifications and practice. The plan focuses on developing a seismic ballot item to be balloted before the Subcommittee during the upcoming 2007 annual meeting to be held in Delaware. The plan intends to have two main items; adopting the new seismic maps developed by USGS into the current LRFD specifications, and adopting the newly developed NCHRP 12-07 Task 193 LRFD Guidelines for the Seismic Design of Highway Bridges.

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 Executive Committee held its second meeting during the 2006 SCOBS meeting in Utah. 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 the most notable of which was the decision to move forward with publishing a full edition of the LRFD bridge design specifications in early 2007. This full edition will be published in two units, US and SI. In accordance with the Resolution passed by SCOH at its spring 2006 meeting, the Subcommittee established guidance on phasing out the publication of metric unit documents. It was determined that the 2007 edition would be the last edition published in metric units and all future documents would be in U.S. units only. (New York, the last state to discontinue the use of metric, was in agreement with this guidance.)

The LRFD Oversight Committee met to discuss its past accomplishments and future plans to ensure full implementation of LRFD by 2007. It also developed materials on past accomplishments and future needs, and will be soliciting funds for continued maintenance of all LRFD publications and specifications. The LRFD committee was established to support and oversee the implementation of LRFD and provide support for maintenance and enhancement of the LRFD Specifications, identification of and support for development of needed educational and training materials, design examples, formal training courses, and limited applied research. In light of the
approaching 2007 deadline and the establishment of the new executive committee, the SCOBS Chair will be reviewing the continuing role of the Oversight Committee past 2007.

SCOBS main focus for the next year continues to be the successful implementation of the LRFD design specifications. The target for full implementation of the LRFD specifications is October 2007 for new highway bridge designs for federally funded projects. The Subcommittee Chair is working with the FHWA to clarify the original October 2007 deadline for consistency between the states.

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 2007. Although no formal target has been set for full implementation of LRFR, SCOBS has been working with FHWA on setting a date to require all new bridges designed by LRFD to be load rated using LRFR, and on allowing flexibility in reporting to FHWA for existing bridges to be load rated in either LRFR or other past methodologies.

In addition to the LRFD and LRFR efforts, 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.

The Technical Committee for Tunnels (T-20) held its pilot meeting at the Annual Meeting. This technical committee is working with the FHWA and others on guidelines for tunnels. In 2005, AASHTO, FHWA and NCHRP sponsored an International Scan on Underground Structures Safety and Security. The Scan team visited Norway, Denmark, Sweden, France, and Switzerland and had meetings with representatives from The Netherlands, Germany, Italy, and Austria. The focus was on equipment, systems, and procedures incorporated into modern underground and underwater tunnels by leading international engineers and designers and identified a number of underground transportation system initiatives and practices that varied from those in the U.S. in some respect. Nine of these initiatives, related to human factors, planning, design, and incident and asset management are recommended for possible implementation in the U.S.A.

The Technical Committee on Bridge Security (T-1) continues to support an effort to facilitate the vulnerability assessment of the Nation’s bridges and tunnels in conjunction with the FHWA, TSA, and other vested agencies. It is also working with FHWA and State DOTs to identify and support research studies necessary to improve the performance of potentially vulnerable structures.

The next annual meeting will be held on July 8-13, 2007, in Wilmington, Delaware. Other future meetings of the subcommittee have been scheduled in the following states: 2008 in Louisiana, 2009 in Nebraska, 2010 in California, 2011 in Virginia, 2012 in Texas, and 2013 in New Jersey.

**Schedule on New/Recent/Updated Publications**


SUBCOMMITTEE ON CONSTRUCTION

Chair: Len Sanderson, NCDOT
Vice-Chair: Thomas R. Bohuslav, TxDOT
Secretary: Tommy Beatty, FHWA
Liaison: Jim McDonnell, AASHTO

Activities from September 2005 to October 2006:

General
1) The Subcommittee on Construction (SOC) has updated the Construction Guide Specifications. Voting is complete and the new specifications have been adopted. AASHTO publication will occur soon.
2) The subcommittee has been in discussions with FHWA and AGC on developing a guidance document with practical examples states can use for the oversight of their DBE program.
3) The SOC held its annual meeting in San Juan, Puerto Rico in August 2006. Issues were discussed and information can be found on the AASHTO SOC Website.

Computers and Technology Section
1) Reviewed and updated the “Guidelines for Construction Management System Automation.” This document is now available on the AASHTO SOC Website.
2) Continued to provide information to AASHTO SOC Website.
3) Participated on the selection committee for a vendor for the National Highway Specification Website. Awarded year long contract to SAIC/Trauner to look at existing specifications and other areas like construction and design manuals, standards, and innovative specifications (warranties, design build, etc.).
4) Continue to provide leadership, extension, and guidance for the enhancements of the AASHTO Trns*port software, and incorporate the VDOT pilot project of migrating Trns*port to a web based application.
5) Working to move Transport products from client server to web based to save cost in upgrades. Performing beta test site evaluations.
7) Assisting TCCC developing a training course on GPS spring 2007.
8) Working with the states in advertising and disseminating the solicitation for agencies to fund development of a civil rights module in Trns*port.

Contract Administration Section
1) Completed the update of the Fifth Edition of the "Primer on Contracting for the 21st Century” and placed on the AASHTO SOC Website. The Fifth Edition has many hot links to contract administration research reports, State DOT Websites and State DOT state-of-the-practice reports.
2) Florida DOT developed guidelines for the use of lump sum bidding on construction contracts. Florida DOT’s link is "Lump Sum Project Guidelines" ([http://www.dot.state.fl.us/rrdesign/updates/files/ls010402.pdf](http://www.dot.state.fl.us/rrdesign/updates/files/ls010402.pdf)).
3) Provided to SOC members the US DOT Office of the Inspector General Website that provides links to suspension, debarment and precluded from bidding websites from various transportation contracting agencies. The "suspension, debarment, administrative and judicial action link" on the OIG "Topnet" website ([http://www.topnet.gov/sdc.jsp](http://www.topnet.gov/sdc.jsp)) addresses states needs for administrative actions of other states and precluded, suspended, or debarred bidders.
4) Assisted AASHTO and the FHWA with the price increase and competition survey. A narrative paper summarizing the responses to the questionnaire and a PowerPoint presentation are available from Mr. Yakovenko, FHWA.

**Environment and Human Resources Section**

**Environmental Stewardship**

1) Conducted a survey of states on delay caused by environmental issues and presented to the SOC.
2) Conducted a survey on mitigation commitment tracking systems and payment methods and presented results to the SOC.

**Work Zone Safety**

1) Commented on proposed rulemaking “Workers Visibility” requirements.
2) Surveyed states on practices for certifying or prequalifying construction staff, both state and contractor, for implementing Work Zone Traffic Control and presented to the SOC.
3) Surveyed the states on practices for using law enforcement in construction zones and presented to the SOC a state of the art presentation.
4) Surveyed the states on responsibilities for traffic control plans (owner or contractor), how traffic control is paid (lump sum, contingent sum, unit price), use of temporary markers for centerline during construction, removal of markings, I/D, and other guidance. The results were presented to the SOC.

**Human Resources**

1) Participate in the development of course through the Transportation Curriculum Coordination Council (TCCC) and participate in NICET to develop highway construction certification programs.

**Roadway and Structures Section**

1) Began work on a project to catalogue the various practices of reviews (constructability, VE, contractor solicited input, and post construction feedback) to improving the quality and effectiveness of plan sets.
2) Began work on a project to document a variety of best practices on how states perform inspection of specialty work (ITS, bridge painting, building construction, moveable bridge construction, hazardous materials, and environmental inspections).
3) Published the “Tid Bits” newsletter for member states to use to identify innovative things that other states are doing. Established a schedule for primary contributors from each of the AASHTO Regions in an effort to encourage information to be submitted.

**Research Steering Committee**

1) Submitted research project statements to TRB for “Alternative Contracting Methods and Delivery Systems to Facilitate Faster Construction/Reconstruction” and “Analysis of Nighttime Construction Activities and Impacts on Safety, Quality, and Productivity.”
2) Participated in various panels for NCHRP research, synthesis, and special studies.

**List of future meetings:**

2007, July 30 - August 2, Biloxi, Mississippi
2008, August 4 - August 7, San Antonio, Texas
2009, Summer, Chicago, Illinois

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**HIGHWAY SUBCOMMITTEE ON DESIGN**

Chair: Carolann Wicks, Delaware  
Vice-Chair: Robert Walters, Arkansas  
Secretary: Dwight Horne, FHWA  
Liaison: Jim McDonnell, AASHTO

The Highway Subcommittee on Design (SCOD) held its annual meeting in Orlando, Florida on June 13-16, 2006. 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 subgroup of the SCOD Executive Council was
directed to review the SCOD structure and procedures and recommend changes if needed. Among the focus areas for the subgroup were the amount of oversight by SCOD of the 12 Technical Committees and whether participation and knowledge sharing across and among SCOD and the Technical Committees should be enhanced.

The annual meeting included formal presentations, regional meetings, and presentation of the regional meeting results to the full Committee. The presentations were grouped into the following topic areas: Median Safety and Cable Barrier, Roundabouts in the U.S., Land Use and Transportation, Status Reports on Ongoing Projects, Design Guidance for Work Zones, Update on ADA and Transportation, Highway Safety Manual, and Strategies for Cost Estimating. There were several presentations within each of these categories. The meeting agenda and visual aids from most of the presentations are available at the Subcommittee web site [http://cms.transportation.org/?siteid=59&pageid=745](http://cms.transportation.org/?siteid=59&pageid=745).

The next meeting of the Highway Subcommittee on Design is scheduled for Vermont on June 10-13, 2007.

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

1. **Technical Committee on Hydrology and Hydraulics**

   The Technical Committee on Hydrology and Hydraulics current primary activity is splitting the AASHTO Model Drainage Manual (MDM) into a 3-level document on policy, procedure and evolving technology. Preliminary titles for these documents are: Level 1, "A Policy on Drainage Design of Transportation Facilities;" Level 2, "Recommended Procedures for Drainage Design of Transportation Facilities;" and Level 3, "List of Additional Procedures for Drainage Design of Transportation Facilities."

2. **Technical Committee on Geometric Design**

   The Technical Committee met in Jackson, WY July 10-12, 2006. The Technical Committee reviewed and commented on proposed additions and revisions to the Green Book, chapter by chapter, for the next edition. Tolling and managed lanes topics were discussed as possible additions to the Green Book. The committee reviewed the report on clear zone conflicts and discussed the report's impact on the Green Book and the revisions necessary to resolve the conflicts identified. A report on research underway was received. Future projects were discussed. The next meeting of the Technical Committee will be in Chicago, IL during July 2007.

3. **Technical Committee on Environmental Design**

   The most recent meeting of the technical committee was April 17-20, 2006 in St. Augustine, Florida with 12 of 16 members attending; future meetings are scheduled for October in Wyoming and May 2007 in Michigan. Many E-Mail messages on TCED topics are sent among members between meetings. We currently have three vacancies on the TCED, and AASHTO Headquarters has asked the appropriate Regional Steering Committees for replacements.

   The 1991 AASHTO publication *A Guide for Transportation Landscape and Environmental Design* has been approved for updating using an NCHRP research contract requested through joint application between the TRB Committee on Landscape and Environmental Design and TCED. One TCED member (also a Registered Landscape Architect) was approved as a research panel member. Since the rewrite will remain an AASHTO publication, TCED will participate in review of their draft documents, and will be the one to recommend the final revised and expanded product to AASHTO.

   Several items have been proposed by members for possible future work topics for the 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 still under consideration are: methods for handling and retaining stormwater runoff in the ROW (with the TC on Hydrology/Hydraulics), condemnation for mitigation lands, wetland banking and stream banking, 5-year monitoring requirement before receiving mitigation credit, visual quality aesthetic design guide, context sensitive solutions, and initiating and maintaining a successful CSS program.
SCOH's recent directive that future Chairs of Technical Committees must also be a member of the sponsoring Subcommittee generated concern among the committee members since the membership of this group is about 1/3 Landscape Architects, 1/3 NEPA Practitioners, and 1/3 Design Engineers. Upon the retirement of the current TCED Chair, Win Stebbins of Michigan (not a member of SCOD) in 12-18 months, the Committee may ask for an exception when a new Chair is selected.

4. Technical Committee on Roadside Safety

The Technical Committee on Roadside Safety (TCRS) met September 21-23, 2005, at Perdido Beach in Orange, Alabama. As we have done for the past seven years, the meeting was held in conjunction with the fall meeting of the AASHTO/AGC/ARTBA Task Force 13, a group that shares similar interests and many common members with the TCRS.

The Roadside Design Guide (RDG) was last revised in March 2002. We are working toward the next revision of the RDG perhaps in 2008. Chapter 6, which is an updated version of the Median Barrier chapter was modified based on AASHTO member comments and adopted in mid-2006 with an expected publication date in the fall of 2006. Also, a new chapter for the RDG on Low Volume Roadways is being prepared.

The TCRS is preparing for the eventual update of NCHRP Report 350, currently in development under NCHRP Project 22-14(2). The intent is that this document will be issued as an AASHTO document rather than as an NCHRP research document. Several members of the TCRS are serving directly on the project panel to facilitate the eventual adoption of updated crash-test guidelines by AASHTO. The final research document is expected to be presented to the TCRS at its October 2006 meeting in Toronto at which time we will draft a proposed implementation plan for the new document in cooperation with the FHWA.

5. Technical Committee on Preconstruction Engineering Management

The Technical Committee is nearing completion of our work to evaluate and update the 1996 Guide for Contracting, Selecting, and Managing Consultants in Preconstruction Engineering. We reviewed the publication, determined that it should be rewritten, and have sought input from the transportation agencies and the consulting industry. We developed two web-based questionnaires. One of these was prepared for consulting firms to get views and experiences from their perspective. The other was for members of SCOD to provide input from the state transportation agency perspective. We utilized NCHRP 20-7 funding for interpretation of survey results. With this feedback regarding current practices and trends, along with the collective knowledge and experience of the technical committee members, we have prepared a draft of a new publication. A finalized draft will be prepared and circulated to the Subcommittee on Design for consideration.

Other publications which are the responsibility of the committee are scheduled for review and the need for their update will be evaluated. 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.

6. Technical Committee on Public Transportation Facilities Design

The Technical Committee has recently completed updating the Guide for HOV Facilities and the Guide for Park-and-Ride Facilities—both previously published in 1992. The HOV Systems Manual (NCHRP Report 414) and the existing guides, form the basis of the new guides. Various Technical Committee members took the lead on individual chapter re-writes of the Guide for HOV Facilities. Parson Brinckerhoff’s Park-and-Ride Planning and Design Guidelines (1997) was used as the basis to which updates were made for the re-write of the Guide for Park-and-Ride Facilities.

7. 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, continues to refine the mechanistic-empirical pavement design guide (MEPDG) product,
which had been delivered and distributed to the Joint Technical Committee on Pavements (JTCP) in July 2004. The updated version of the software (July 2006) is also posted on NCHRP website for public evaluation, but cannot be printed or saved to a hard disk. This means that in order to run the online software, a user must be connected to the Internet. There was group discussion related to the AASHTO JTCP involvement in putting together Research Needs Statements (RNS) and it was decided that a “research needs” task group be formed.

The last meeting of the Technical Committee was September 7-9, 2005 in Colorado Springs, CO. Topics included discussion on how to best implement the MEPDG, the direction for a Lead States Group, and findings of the NCHRP 1-40 Independent Review of the MEPDG. It is anticipated to have AASHTO “interim” or “provisional” status for the MEPDG in the summer of 2007. Furthermore, all work by the AASHTO DARWin Task Force has been suspended until the AASHTO JTCP approves an “interim” or provisional” Guide. Some of the activities planned by the Lead States Group include continuous distribution of related technical briefs and examples of State implementation plans. An investigation of approaches for providing States opportunities to use other models besides what is in the current NCHRP design guide software is planned.

The next meeting of the Technical Committee is tentatively scheduled for December 6-8, 2006 in Virginia. This meeting will focus on the MEPDG implementation and balloting, national activities involving Pavement Management System data collection, and Pavement Research Needs.

8. Joint Technical Committee on Highway Lighting

The Joint Technical Committee on Highway Lighting has completed revision of the Roadway Lighting Design Guide (October 2005). This guide is a significant expansion from the current highway lighting guide, which was published in 1984. It has been brought up-to-date to reflect current practices in roadway lighting design and incorporates the illuminance and luminance design methods. It also provides a general overview of lighting systems from the point of view of transportation departments and includes recommendations for minimum levels of quality.

9. Joint Technical Committee on Design-Build

The Joint Technical Committee on Design-Build provides a focal point within AASHTO for issues related to the use of the design-build project delivery system. The technical committee receives joint oversight from the AASHTO Subcommittees on Construction and Design


Twenty-seven representatives met at the last Technical Committee meeting April 4-5, 2006, in Portland, Oregon. The revision of the RFP guide was the primary agenda item at this meeting. The Committee members also discussed: cost estimating, best-and-final offers made during discussions, alternate technical concepts, risk assessment /allocation and utility coordination.

The Committee decided to hold the 2007 Technical Committee meeting in conjunction with Design-Build Institute of America Annual Transportation Conference in Minneapolis, MN on April 18-20, 2007.

10. Joint Technical Committee on Nonmotorized Transportation

This Joint Technical Committee will be meeting in Madison, WI on September 5, 2006. This is immediately before the ProWalk ProBike Conference which is a biannual international bicycle and pedestrian conference. The full meeting of the fifty State DOT Bicycle and Pedestrian Coordinators will be held on September 8 at the conclusion of the Conference.

Topics to be discussed at the September 5 meeting include: the status of changes regarding railing heights for bicyclists; several ongoing NCHRP studies – including the update to the AASHTO Bicycle Design Guide; the US Bike Routes Task Force activities; a proposed AASHTO Domestic Scan; and a discussion of an outreach effort by FHWA to obtain input on its Bicycle and Pedestrian Environmental Research Program.
Also at that meeting there will be a briefing on the Pedestrian Safety Action Plan Guide developed for FHWA. Discussions of research topics submitted by the TRB Committees on Pedestrians and on Bicycle Transportation will be conducted. Topics will be selected for submission to NCHRP for funding consideration.

11. Technical Committee on Cost Estimating

The Technical Committee is continuing its work to develop guidance on preparing final estimates, including recommended procedures and guidance on reviewing bids prior to concurrence in award. Guidance will also be included for improving pre-bid, bid review, and evaluation policies and procedures.

The Technical Committee will begin work in 2006 on developing a Guide to cost estimating based on this research from NCHRP Project 8-49, “Procedures for Cost Estimation and Management for Highway Projects during Planning, Programming, and Preconstruction.” This Guide will provide information on strategies, methods, and tools to develop, track, and document realistic cost estimates during each phase of the project development process.

The next Technical Committee meeting will be on October 18 and 19, 2006, in conjunction with the Transportation Estimators Association conference in Portland, Maine.

12. Technical Committee on Value Engineering

The Technical Committee met on July 18-20, 2006 in New Jersey to plan the 2007 AASHTO/FHWA VE Conference to be held in Seattle, Washington. The committee is currently working on the update to the AASHTO VE guidelines. We have assisted FHWA, through the AASHTO VE Performance Measures sub-group, with the redesigning of the annual reporting forms for states to report their annual results to FHWA. The VE Technical Committee members worked with FHWA and TRB to host a VE session during the TRB annual meeting in Washington, DC and took the lead in organizing and delivering a successful transportation forum at the 2006 SAVE International Conference in Savannah, GA.

The TC members participated in the NCHRP Project 20-5 TOPIC 35-04 Synthesis Study titled “Value Engineering Applications in Transportation” which was published and distributed in December 2005. The TC aided with the distribution of the documents. The TC worked with FHWA’s VE Expert Task Group to develop problem statements, marketing plan, goals, and needs statement for research opportunities at the meeting in New Jersey and through conference call. The TC developed the following 5-year goals: 1) Update the Guidelines for Value Engineering, 2) Develop guidelines section for Value Engineering Performance Measures, and 3) Develop Best Practices for Value Engineering on Design-Build projects.

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**SUBCOMMITTEE ON HIGHWAY TRANSPORT (SCOHT)**

**Subcommittee on Highway Transport—Leadership:**

Chair: Gordon Proctor, Ohio  
Vice-Chair: Jeff Honefanger, Ohio  
Secretary: Jim March, FHWA  
Liaison: Leo Penne, AASHTO

**Subcommittee on Highway Transport—Charge:**

The Subcommittee on Highway Transport is AASHTO’s trucking committee. “The Subcommittee shall be concerned with the interrelationship between commercial vehicle operations and the highway systems of the United States. It shall evaluate the degree to which the needs of interstate commerce are met by the highway systems in their current state of improvement under existing laws, policies and practices, and make recommendations that contribute to improving the efficiency of highway systems to handle commercial vehicles with due regard to public safety and the conservation and cost of the highway plant.” It is responsible for truck size and weight issues, including oversize/overweight permitting.
Activities from September 2005 to October 2006:

The following topics will be highlighted:

- **Hurricane Response**—Chairman Proctor spoke at the AASHTO Spring meeting in Jekyll Island, GA, regarding the AASHTO Hurricane Response survey results and future direction of the Emergency Response procedures. Since that time, the Chairman and the committee has moved forward on the following items:
  - Contacted and compiled a list of all state DOT emergency contacts;
  - Created a secure webpage where State Emergency Contact information can be accessed 24hrs—a searchable database of names, numbers, e-mails, and alternate contacts.

- **International SCAN**—Subcommittee Vice-Chairman, Jeff Honefanger, Ohio DOT, performed as the AASHTO co-chair commercial vehicle size and weight enforcement European scan.

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

- **2006 Annual Meeting**—of the Subcommittee was held in Couer d’Alene, Idaho. The Subcommittee took advantage of the site to focus on the trucking activities of the forest products industry. The program also included speakers representing FMCSA, FHWA, and specific trucking sectors such as auto transporters, manufactured housing transporters, and boat haulers.

- **SAFETEA-LU Provision on Saddlemounts**—The Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005. Section 4141 made changes in the US code pertaining to Saddlemounts.

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

**Emergency Response Procedures:**

Based on the experience with emergency response to hurricanes Katrina and Rita, the assessment of that experience through the survey conducted by the Subcommittee, and discussions with federal emergency response officials, the Subcommittee has established the following procedures for coordinating regulation of oversize/overweight vehicles during future emergency responses:

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)

SCOHT Annual Meeting: Couer d’ Alene, Idaho

The Subcommittee on Highway Transport, AASHTO’s trucking committee, met in Couer d’Alene, Idaho, 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 Idaho DOT, devoted a half day to the trucking needs and issues of the logging/forest products industry, which included a site visit to a sawmill in Sand Point, Idaho, and presentations by industry representatives from Idaho, Louisiana, and Maryland.

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

Issues addressed included the change in federal law covering auto transporting triple saddlemounts, updating the regulations governing boat carriers, seeking uniformity for the transport of modular housing, proposals for general increases in allowable truck weight, and escort vehicle certification.

Mike Griffith, Director of the Office of Research and Analysis at the Federal Motor Carrier Safety Administration, briefed the Subcommittee on the Large Truck Causation Study, other safety initiatives, and the status of the Commercial Vehicle Information Systems Network (CVISN).

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

The Subcommittee approved procedures for coordination among the states on oversize/overweight vehicles during future emergencies, based on the experience of last year.

Briefings were presented on the U.S. DOT congestion initiative and freight policy framework, and AASHTO’s highway freight movement bottom line report.

The Subcommittee agreed that AASHTO should submit a comment on the Notice of Proposed Rulemaking for changes in federal law related to truck size and weight contained in SAFETEA-LU.

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)
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, brochure). 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.

European SCAN—Joint AASHTO/FHWA International Technology Scan:

Commercial Motor Vehicle Size and Weight (VSW) Enforcement—SCAN Tour Overview: June 16th through July 2nd 2006. The SCAN Tour sites included the Netherlands, Belgium, Germany, France, Switzerland, and Slovenia.

Charge: Evaluation of contemporary European procedures and technologies for enforcing commercial motor vehicle size and weight laws and regulations.

Purpose: Declining State revenues and reduced levels-of-effort expended for size and weight enforcement have compelled a look for, and promotion of, innovative procedures and emerging technologies to help States sustain or even increase and weight enforcement levels with reduced resources.

Objective: Is to identify cost-effective procedures and technologies that will help our State transportation and enforcement officials more efficiently and effectively accomplish their tasks or overseeing commercial truck and bus compliance with size and weight laws.

Recommendations: The SCAN group came up with several “HIGH” interest findings and recommendations—

1. Technologies to speed capture and/or increase accuracy of vehicle size measurements
2. Technologies to speed capture and/or increase accuracy of vehicle weight measurements
3. Data applications to support real-time and remote enforcement activities
   a. Software to support enforcement pre-selection and personnel scheduling
   b. Use of WIM/video data to direct carrier preventative visits
4. Technologies to support revenue streams and/or enhance vehicle/route monitoring capabilities
   a. Truck-only toll system
   b. Satellite/GPS

Also available on the subcommittee’s webpage is current PowerPoint Presentation of the SCAN findings which goes into a lot more greater detail of the SCAN, the Presentation can accessed by visiting: [http://freight.transportation.org/highway_index.html](http://freight.transportation.org/highway_index.html)

New Provision in SAFETEA-LU Legislation—Saddlemounts

Saddlemounts are a method of transporting truck tractors by piggybacking the front end of the vehicle on the rear end of another vehicle in a 4-vehicle (or less) combination.

The Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005. Section 4141 makes the following changes in the US code.

United States Code
   (a) Definition—Section 31111(a) title 49, United States Code is amended as follows:

Sec. 31111. Length limitations
   (a) Definitions.—In this section, the following definitions apply:

   …(4) “Driveaway saddlemount with fullmount vehicle transporter combination.”—The term ‘drive-away saddlemount with fullmount vehicle transporter combination’ means a vehicle combination designed and specifically used to tow up to 3 trucks or truck tractors, each connected by a saddle to the frame or fifth-wheel of the forward vehicle of the truck or truck tractor in front of it.”

   (b) General Limitations.—(1) Except as provided in this section, a State may not prescribe or enforce a regulation of commerce that—

   …(D) “imposes a vehicle length limitation of not less than or more than 97 feet on a driveaway saddlemount with fullmount vehicle transporter combinations;

   CURRENT LAW
   The Federal Highway Administration is working to update its regulations in 23 CFR 658 to reflect the changes made by SAFETEA-LU. However, the provisions of SAFETEA-LU are in effect now.

AASHTO staff surveyed the Subcommittee to find out if they were aware of the saddlemount provision of SAFETEA-LU and if the allowable length created any significant safety hazard.

AASHTO Liaison Leo Penne initiated a dialogue during the Annual Idaho meeting on the potential need for AASHTO staff to become more proactively involved in staying on top of what is happening both in the U.S. DOT and in Congress.

He noted that Congressional committee staff did not reach out to AASHTO when drafting sections of SAFETEA-LU dealing with saddlemounts, APUs, and other issues of interest to the Subcommittee and that FHWA staff did not communicate with AASHTO when drafting regulations to implement those provisions.

Mr. Bill Mahorney with FHWA, who also participated at the Idaho annual meeting noted that the Office of Freight Management and Operations sends out a periodic newsletter to FHWA Division Offices with the understanding that they will distribute to appropriate contacts in the State DOTs, but those newsletters obviously are not getting to all the people in the State DOT who need to see them. Mr. Mahorney said he would send copies directly to Leo Penne and will take other steps to make sure they get into the hands of those in the States who need to see them.
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:

- 2007—New Orleans, Louisiana June 15th-17th Contact: Denny Silvio at dennysilvio@dotd.louisiana.gov for more information.
- 2008—Missouri (site not yet decided) June, Contact: Mary Jo Pointer at mary.pointer@modot.mo.gov for more information.

SUBCOMMITTEE ON MAINTENANCE

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

Summer Meeting

The 2006 Summer Meeting of the Highway Subcommittee on Maintenance (SCoM) was held in Charleston, South Carolina on July 16-20. The meeting was well attended with 323 registrants including 165 delegates representing 38 states, 102 guests and spouses and 56 vendors. This year’s meeting was the 11th joint AASHTO-TRB Maintenance Management Conference.

The PowerPoint presentations given at the General Session and Technical Presentations are posted on this South Carolina DOT website, http://www.scdot.org/Events/maintenance/presentations.shtml

Several resolutions or actions will be moving forward for subcommittee consideration, including:

- Re-confirm the resolution "Establish a Public Information Effort to Publicize the Need and Benefit of Protecting and Preserving America’s Investment."
- Proposed amendment to the resolution “Modification of the Scope of Transportation System Preservation Technical Services Program to Include Funding for State Travel to Regional Meeting and Activities.” The concept will provide voluntary contribution for funding $3,500 for regional activities.
Completed Tasks or Activities:

Pavement Task Force

• The new AASHTO Transportation Systems Preservation, Technical Services Program will begin operations in the next several months. This program will be funded through a pooled fund cooperative program implemented through AASHTO by the National Center for Pavement Preservation (NCPP) at Michigan State University. The Pavements Task Force has appointed two members to help oversee the operations of the help desk.

• Pavement Preservation Partnerships (PPP) have been formed in the Midwest, Southeast, and Northeast regions of the country. Additionally, there are two new partnerships under development in the Western US: The Western PPP will serve Pacific coast states, and the Rocky Mountain PPP will serve the states in that region. The administration of the partnerships will generally be handled through the NCPP under pooled-fund agreements. These partnerships are intended to bring together all levels of government (Federal, State, and Local) as well as industry and academia to provide education and training in pavement preservation techniques on a regional level.

• There are a series of four National Highway Institute courses currently available to the States to provide training services on pavement preservation.

• The NCPP website is currently receiving more than 70,000 hits per month, most including visits and document downloads from the on-line library which contains hundreds of articles on preservation treatments and programs.

• Planning is underway to develop a Pavement Preservation Roadmap, which will identify the strategic research needs for pavement preservation in a manner and format similar to what has been done for concrete and is being done for asphalt.

• NCHRP Synthesis Study 342, “Chip Seals Best Practices” was published and distributed.

Bridges Task Force

• Materials and information for bridge maintenance website were identified but website has not been identified. TRB has offered web space but the Task Force believes an AASHTO web site to be more desirable. Two other sites, at the NCPP TSP2 at Michigan State University and the Infrastructure Technology Institute at Northwestern University have offered web space to the TF.

• Task Force members met with the Northeast and Midwest Bridge Maintenance Groups. Contact with the Pacific Northwest Bridge Maintenance was re-established. Meeting minutes were shared between the groups. The Task Force will continue to facilitate the creation of Southwest and Southeast regional bridge maintenance groups.

• Forwarded the survey results identifying those states that have sought/gained FHWA District approval on the of HBP funds for state bridge preservation programs to bridge maintenance engineers in all 50 states.

• Members of the Task Force attended several TRB committee and subcommittee meetings dealing with issues relevant to bridge inspection and maintenance at the 2006 meeting. The Task Force Chair has been admitted as a member of the TRB AHD-30 Structures Maintenance Committee.

• A successful FHWA sponsored Bridge Preservation workshop was held on the Sunday before the annual TRB meeting in Washington, D.C. The TF supported the efforts. Nine Bridge Maintenance Engineers, representing a variety of regions from across the country, discussed various aspects of bridge preservation. The presentations are available on the TRB “list serve”.
BTF members reviewed the initial Phase 1 report of NCHRP Project 14-15 Developing a National Database System for Maintenance Actions on Highway Bridges. Work on this project continues.

Traffic Services & Safety

Our task group submitted two items for research last year. Both did well in the balloting and have been moved on for consideration in the 2007 NCHRP research program.

1. Guidelines for Cable Barrier Systems
2. Guidelines for Pavement Marking materials and Methods

In our July 2005 meeting we had a report on the “workshop on Highly-Mobile Worker Protection Systems” which had just recently been hosted by Caltrans and FHWA. As a follow up on this subject a brochure was published in June of 2006 by TRB/NCHRP that provides a synopsis of available “good practices” information and benefits, associated with “Positive Protection Practices in Highway Work Zones” (Project 20-7(174))

We are also continuing to monitor the use of Caltrans Balsi Beam. This last year they tried using it as a mobile protection device during normal maintenance activities and it did not work out very well. Since making it part of their everyday bridge maintenance, it’s working very well and is being utilized almost everyday. They are now working towards purchasing one unit a year and having them deployed to every bridge crew

At the July 2006 conference we have three very timely presentations:

1. Safety of Mobile and Short duration Maintenance Operations,
2. Waterborne Traffic Paint Performance and

Some follow up items for this year are:

1. Stay Abreast of what is happening with retroreflectivity standards
2. Explore opportunities for coordination with other committees involved in Traffic Services & Safety.

Snow and Ice Task Force

- Appointed Wayne Lupton, Colorado DOT, and Lee Wilkinson Iowa DOT as the new chair and vice chair, respectively.

- Technology Transfer Activities: The AASHTO Anti-icing/Road Weather Information System (AI/RWIS) Computer Based Training (CBT) program is being implemented into more state DOTs training programs. A recent telephone survey finds some state DOTs teaching the first lesson in a group setting and then individual progression at their own rate back at the garage or office. New storyboards are being written to incorporate the research findings of NCHRP 6-13, “Snow and Ice Control: Guidelines for Materials and Methods” into the CBT to gain wide spread technology transfer for local and state transportation agencies.

- Research project NCHRP 6-16, “Guidelines for the Selection of Snow and Ice Control Materials to Mitigate Environmental Impacts” has been completed with the exception of the corrosion element. The results of the 6-16 research will be written into new storyboards for the CBT.

- The “Clear Roads” pooled fund group (Ohio DOT, Michigan DOT, Indiana DOT, Missouri DOT, Minnesota DOT, Wisconsin DOT, and Iowa DOT) has requested to be a partner with SICOP to develop new CBT modules for other winter highway maintenance training.

- Research Progress: NCHRP 6-17, “Performance Measures for Snow and Ice Control Operations” is progressing with Phase I of the project currently under review by the project panel. Project schedule lists completion for November 2006. Work is also underway on NCHRP 20-7, Task 200, “Synthesis of Vehicle Based Winter Maintenance Technologies.”

- Maintenance Decision Support System (MDSS): The MDSS 8 state pooled fund study is completing its
second year of field testing. The MDSS concept has been well received by the pooled fund states. The system worked very well for the milder winters experienced these past two winters in the northern states.

- **Roadsides & Environment Task Force**
  - Participated on the panel for consultant selection on NCHRP Project 14-16, Guidelines for Vegetation Management. The selection process has been completed and a consultant selected. The research is anticipated to last 2 years. This research topic was a recommendation from the Roadsides & Environment Task Force and subsequently approved by NCHRP. The TF is represented by Mark McConnell of MDOT on this panel.
  - Continued support and participation of the “Compendium of Environmental Stewardship Practice in Construction and Maintenance”. Mike Mattison of NDOR will represent the Task Force in mining best practices from the compendium.
  - Forest Service video on invasive weed control for equipment operators called “Dangerous Travelers” has been completed and distributed.
  - Enhanced the SCOM website by providing links to the USDA Forest Services Invasive Species Program.

- **Contract Maintenance Focus Group**
  - The Focus Group participated in a panel discussion to discuss the concept of contract maintenance at the SASHTO Annual meeting in Puerto Rico in August 2005. The panel consisted of a DOT panelist from the state of Florida, ICA was the industry representative, FHWA and the Maintenance Subcommittee. The focus of the panel discussion was to present the different methods of contract maintenance and share experiences of various states and best practices. The task force objective is to let the world know that if they are interested in doing some type of contract maintenance, there is no reason to re-invent the wheel.
  - At the September 2005 AASHTO meeting our NCHRP 20-7 project was approved to develop an AASHTO guide for Performance Based Maintenance Contracting to be posted on our website. A meeting was conducted on July 24, 2006, in Cape Cod, Massachusetts to review the survey results and progress on this project.
  - Focus Group voted to support the problem statement developed by TRB AH10 Committee “Determining Actual Cost of Performing Routine and Preventive Maintenance Operations on Highway Systems”.

- **Management Systems Focus Group**
  - The pilot presentation of the NHI Training Course titled “Principles and Practices for Enhanced Maintenance Management Systems was hosted by Utah DOT last October 2005.
  - A survey of Maintenance Management Systems users was completed with the results to be included in the MMS training manual and posted on the Subcommittee on Maintenance website, as well.
  - The definition of Asset Management proposed by the Subcommittee on Maintenance was accepted by the Subcommittee on Asset Management with minor modifications.

- **Equipment Focus Group**
  - Participated in the 10th Eastern Winter Road Maintenance Symposium & Equipment Expo, on September 7-8, 2005, in Hartford, Connecticut by making a presentation on VDOT’s Managed Competition for Fleet Maintenance pilot project.
• Continued participating in NCHRP Project 13-02, Guidelines for Selection and Application of Warning Lights on Roadway Operations Equipment.

• In collaboration with TRB Committee AHD60 (formerly A3C08) Maintenance Equipment, the focus group is planning the development and execution of the 15th Equipment Management Workshop. In collaboration with TRB Committee AHD60 (formerly A3C08) Maintenance Equipment, the focus group is planning the development and execution of the 15th Equipment Management Workshop. The workshop is tentatively being considered by NCDOT to be hosted jointly with the Southeastern States Equipment Managers’ Conference.

• Developed the 2006 AASHTO Equipment Reference Book in electronic format and posted on the Subcommittee on Maintenance website.

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.

• NICET Maintenance Technician Certification Program is scheduled to be available October 2006.

• A consultant has been hired to convert the AASHTO Salary Survey to a web-based application (NCHRP 20-7 project, task 195). It should be available for use next year.

• NHI has completed the first phase of the “Sandbox” e-learning project. Participating states were Iowa, Louisiana, Kansas and Florida.

Future Events

• The 2007 Subcommittee on Maintenance Meeting is scheduled July 15-19, 2007 in Madison, Wisconsin. This will also be the first joint meeting with the Subcommittee on Systems Operations and Management.

• 11th Eastern Winter Road Maintenance Symposium & Equipment Expo is scheduled for September 6-7, 2006 in Atlantic City, New Jersey.

• Seminar and Short Course on Performance Maintenance Contracting is being put together by the Contract Maintenance Focus Group and tentatively scheduled early Spring 2007 in San Antonio, Texas.

• National Safety Rest Area Conference – October 4-6, 2006, Minneapolis, Minnesota.

• National Roadside Vegetation Management Association Conference – October 11-13, 2006, Des Moines, Iowa.

• Continued efforts on the development of Maintenance Academy.

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**SUBCOMMITTEE ON MATERIALS (SOM)**

**Subcommittee Officers:**
Chair: Grant Levi, ND
Vice-Chair: Lon Ingram, KS (Mark Felag effective the AASHTO Annual Meeting)
Interim Secretary: Jack Springer, FHWA
AASHTO Liaisons: Ken Kobetsky, Jeremy Fissel, and Adam Fisher

Report:
The SOM held its 92nd Annual Meeting at the Sheraton Hotel, Overland Park, Kansas August 6-11, 2006. The 21 Technical Sections; the Executive, AASHTO Materials Reference Laboratory (AMRL) 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 43 States, the Canadian Province of Ontario, and NCHRP 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. Tom Baker from Washington DOT was nominated and approved to be the Region IV Vice-Chairman. Mark Felag from Rhode Island has been approved to replace Lon Ingram as the First Vice-Chairman of the SOM.

The 26th 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 165 specifications, 36 recommended practices, 214 test methods, and 41 provisional standards. The 26th Edition is also available on-line: with an annual subscription from a commercial vendor, agencies or laboratories can have all standards in the 26th Edition continuously available on-line to multiple users within the agency or facility.

The AMRL’s laboratory inspection and proficiency sample programs continue to grow, as does the AASHTO Accreditation Program (AAP). The 25th assessment tour included visits to 1,146 laboratories, and, as of July 2006, 1,133 laboratories have valid AASHTO Accreditations. The AMRL was given permission to add the physical testing of metals and reinforcing steel to the accreditation program.

There was a proposal made to eliminate the AMRL Council. This was approved so the upcoming ballot will include a vote on the elimination of the AMRL Council. 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 will be rewritten to reflect the change and included in the ballot item.

The AMRL is currently conducting NCHRP 9-26, Phase 4 research to evaluate the precision of selected volumetric properties of HMA containing absorptive aggregate. A draft final report is due later this year. The AMRL has opened enrollment in the paint proficiency sample program to any laboratory wishing to participate for an annual fee of $150.

The SOM continues to look at ways of taking advantage of developments in electronic information technology. The updates to the e-ballot website should be completed by the fall 2006 ballot. At this years SOM meeting, the Plenary Sessions were video taped and the videos and the accompanying PowerPoint presentation will be posted on the SOM website.

The SOM continued to emphasize recycling at this year meeting. There were five presentations related to recycling during the second plenary session. While funding for the Recycled Materials Resource Center (RMRC) is ending there appears to be continued interest in the facility and a pool fund study to support the RMRC will be explored.

There were no resolutions passed at this year’s meeting. Presentations of interest included continued emphasis on the new Mechanistic-Empirical Design Guide and Warm Mix Asphalt.

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 January 29 through March 16 2007 with a one week break in the middle.(applications must be submitted by November 1, 2006). 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 93rd annual meeting of the SOM will be held August 12-17, 2007, at Loon Mountain, New Hampshire. The 94th meeting of the SOM will be in Asheville, NC.
The Highway Subcommittee on Right of Way and Utilities met April 30-May 4 in Baltimore, MD. In addition to conducting subcommittee business, the subcommittee identified emerging issues, and coordinated with FHWA leadership on anticipated program changes in right-of-way and utilities. Hot topics were addressed on eminent domain, advance acquisition, and accelerating project delivery. Over 400 participants included Officials from 40 State DOTs, AASHTO Officials including Former President Jack Lettiere (NJ) and Director Anthony (Tony) Kane, FHWA Officials including Executive Director Frederick (Bud) Wright, consultants and ARTBA President Pete Ruane as keynote speaker.


Wayne Rizzo (DE) and Robert Memory (NC) are new members of the Executive Committee representing Region I and Region II respectively.

In January 2006, the Executive Committee of the Subcommittee met with AASHTOWare staff on the feasibility of utilizing the AASHTOWare Cooperative Software Development program to develop software to address an emerging need to automate relocation calculations required by the Uniform Relocation Assistance and Real Property Acquisition Policies of 1970 (Uniform Act). Preliminary research and assessment of the need for a tool was completed by the Federal Highway Administration’s Office of Real Estate Services in 2005 and FHWA shared the results with the Subcommittee and AASHTO staff.

As initially envisioned, the software, conceptually referred to as Turbo Relocation, will assist AASHTO member agencies in the calculation, documentation, and consistency of relocation assistance benefits and services required by the Uniform Act. Also, it is envisioned that it will help ensure that those relocated for federally aided programs and projects receive proper relocation benefits in a timely manner; and provide agencies with the ability to allocate scarce personnel and resources to carry out these functions.

The Subcommittee provided direction to form a Turbo Relocation Steering Committee of AASHTO members representatives and a FHWA liaison to work with the AASHTOWare staff to prepare a solicitation package including the Turbo Relocation Software project proposal and the system requirements document to be sent to AASHTO member agencies for voluntary participation and funding commitments. FHWA provided a waiver of the match requirements for states to use 100% SP&R funding for this project.

*The Subcommittee contributed $10,000 to a fund called the Katrina Assistance Relief Effort (KARE) distributed to employees of the Louisiana and Mississippi DOTs who were directly affected by this hurricane. There were hundreds of employees who lost their property and belongings.

- The Subcommittee’s standing technical councils worked to encourage and facilitate more participation by a larger number of member states in Subcommittee work. The Standing technical councils in Appraisal, Appraisal Review, Consultant Management, Relocation, Acquisition, Property Management, Condemnation Coordination and Management, Program Management, Utility Relocation, Utility Accommodation, Subsurface Utility Engineering and Utility Pole Safety met in person in conjunction with the Right-of-Way and Utilities Subcommittee annual meeting. They conducted telephone, video or e-mail conferences or correspondence at least one additional time during the year to accomplish committee goals and they provided topics of interest to the Executive Committee of the Subcommittee for inclusion as topics during the annual meeting. To provide coordination between the technical councils and the Executive Committee of the Subcommittee two liaison members serve, one for Right-of-Way and one for Utilities. A new council was formed on Outdoor Advertising Control.

- The Subcommittee’s domestic scan proposal on “Integrating Project Delivery to Meet Accelerated Project Delivery Schedules” was selected by NCHRP as the first of two national pilot scans. Subcommittee Chair John Campbell and Subcommittee Secretary Susan Lauffer co-chaired the scan, which was successfully
conducted July 9-15, 2006 in three states, FL, TX, and MN. A significant number of best practices were identified and are being disseminated.

- The Subcommittee representatives on the Project Delivery Implementation Tool - R/W Team are Ken Towcimak, Florida; Gerry Gallinger, Washington; and Jim Viau, Ohio. The FHWA members are David Walterscheid, Gerald Kennedy and Jon-Paul Kohler. The R/W Team updated the R/W functional material and provided it to the full Working Group.
- The Subcommittee assisted in coordinating and initiating a pooled-fund research project involving member states on electronic appraisal transmission and storage. Texas DOT is the lead state and they successfully contracted this pooled-fund research project. In conjunction to its initiation, a domestic scan, sponsored by FHWA, was held in September of 2004 to gather information and support the electronic appraisal concept. In 2006, Phase One of the study completed the business requirements for the electronic appraisal system and began the development of a prototype system.
- The Subcommittee, in cooperation with FHWA, monitored, assisted and provided information to member states on FHWA-approved Right of Way Experimental Pilot Projects and Utilities Research/Technologies Transfer Projects conducted as a result of the European Scan in 2000. In April 2006, FHWA issued innovative guidance based on the success of these pilots. Under the new guidance States may voluntarily implement incentive programs for acquisition or relocation with federal funding participation.

Right of Way Experimental Projects

- Land Consolidation
- Appraisal Review Modification
- Appraisal Waivers exceeding $10,000
- Incentive payments to property owners and relocatees.
- Same Person Appraising and Negotiating (Conflict of Interest) On Properties exceeding $10,000
- Appraisal/Replacement Housing Payment (RHP) Calculation (One-Step Process)

Thirteen experimental projects are underway or have been completed:
California, Conflict of Interest; Florida, Appraisal Review Modification, Incentive Offer, and Appraisal Waiver; Michigan, Appraisal Review Modification; Mississippi, Land Consolidation; North Carolina, Appraisal Waiver; South Florida, Water Management Acquisition/Relocation Incentive; South Carolina, Appraisal Waiver; Virginia, Preliminary Engineering Cost Reimbursement and Relocation Incentive; Washington State, Appraisal Review Modification; Wisconsin, Appraisal Review Modification. The status of each project is reported on the FHWA website.

Utilities Experimental Projects

- Investigate the feasibility of paying preliminary engineering costs for all utility relocations.
- Investigate the feasibility of recognizing pipelines as a mode of transportation.
- To consolidate, promote and share research by individual states a Task Force on Research was formed. Research initiatives undertaken by individual states are reported on the AASHTO Right of Way and Utilities Subcommittee website. Two utilities-oriented projects be funded in the first year of SHRP II and work will probably begin January 2007. The projects include identifying current and promising location technologies for utilities, and developing guidance to assist DOTs in establishing effective utility management strategies. Products from these projects will be used to move toward a workshop or conference on these issues.
- The Subcommittee supported NCHRP Project 8-55: Integrating Geo-Spatial Technologies into the Right-of-Way Data Management Process. In 2006 the research was completed and it identified the state of the practice and the data elements. The subcommittee supported the proposal for an additional phase of this research which is being initiated in 2006.

The Subcommittee continued to develop and publish web site surveys conducted on-line by the Subcommittee member states. The purpose is to identify and document best business practices at:
<<http://www.transportation.org/community/right_of_way/aashtorr.htm>>:
As on-line surveys were completed they were reported through the Subcommittee’s website. The Right of Way and Utilities Subcommittee website is in the same format as other AASHTO Subcommittee websites.

- The Subcommittee continued to work in coordination with FHWA on training initiatives underway as a result of a real estate training analysis conducted by the Subcommittee and FHWA. FHWA advised that the updated and improved web-based course on the Uniform Act will be available to all member states, local public agencies, and their consultants at no cost by early 2007. Updated NHI courses on appraisal and
appraisal review for federal-aid highway programs were piloted at the end of 2005 and the beginning of
2006 and are now available. An updated NHI advanced course on relocation was piloted in October 2005
and is now available. An updated NHI Business Relocation course was piloted in September 2006 and will
be available by early 2007.

The Subcommittee continued to work jointly with FHWA in developing Right of Way Training curriculum at
the university or college level with particular emphasis on distanced or web-based learning. A university
program emphasizing right of way training has been developed and is operating at Delaware Technical and
Community College and at the Baltimore County Community college. Another program for government right-of-
way students is being explored by Florida State University.

• The Subcommittee continued to communicate, educate and advocate the best approaches to utility
relocation and accommodation, including:
  • Promoted the video, “CCC, Making the Effort Work”, to better integrate and expand the role of utilities in
    planning, design and other transportation functions.
  • Promoted state DOT/utility industry innovative approaches to expedite utility relocations and improve
    control of state DOT project schedules. This was accomplished by distributing the Right of Way and
  • Promoted enhanced training opportunities for both state and industry personnel. Coordinated with
    FHWA/NHI, the IRWA, and NCHRP.

Upcoming Meetings
The Subcommittee on Right-of-Way and Utilities Executive Committee meeting: January 8-11, 2007 in
Orlando, FL
Annual meeting: April 29-May 3, 2007 in Orlando, FL.

SUBCOMMITTEE ON SYSTEMS OPERATIONS AND MANAGEMENT (SSOM)

Chair: John F. Conrad, WA
Vice-Chair: Constance S. Sorrell, VA
Secretary: Jeffrey F. Paniati, FHWA
Liaison: Valerie Briggs, AASHTO

Committee Activities

The SSOM met jointly with the AASHTO Special Committee on Transportation Security from September 17-20,
2006 in Orlando Florida. The meeting focused on emergency response, evacuation, and incident management. The
SSOM will hold its 2007 meeting in Madison, Wisconsin, July 15-19, jointly with AASHTO Subcommittee on
Maintenance and the Special Committee on Wireless Technology.

The SSOM Business Plan for Mainstreaming Operations into state DOTs was completed in November 2005. The
SSOM is now focused on implementing the guide.

AASHTO SSOM members provided input to the AASHTO Policy Process on both the Interstate and National
Highway Systems teams.

The SSOM initiated a new joint working group with the AASHTO Standing Committee on Planning to support
planning for operations. Its first activity will be to oversee an FHWA project to develop related guidance.

In addition, SSOM supported demonstrations of the ITS Mobility Showcase in conjunction with the 50th Anniversary
of the Interstate Highway System convoy, and recognized ITS industry partners in the convoy during its September
meeting.
SSOM and AASHTO staff organized AASHTO events, including an international peer exchange for CEOs, at the 2005 and 2006 ITS World Congresses. AASHTO has already begun planning for similar activities at the 2007 and 2008 World Congresses in Beijing and New York City, respectively. AASHTO staff is also planning a special program, including a peer exchange, for state DOT attendees of the 2007 ITS America Annual meeting in May 2007.

Resolutions and SCOH actions

The AASHTO “Guide to Emergency Transportation Operations” is currently being balloted by the SSOM and is anticipated to be balloted to SCOH soon.

The SSOM proposes creation of an AASHTO Guide to Transportation Systems Management and Operations, which provide a seminal resource for operations, similar to the AASHTO Maintenance Manual or Highway Design Guide. SSOM seeks support for a 20-7 project to develop the framework and table of contents for such a guide.

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 is working through the National Traffic Incident Management Coalition to develop a National Unified Goal for Traffic Incident Management. This will be a high level policy goal agreed upon by all the associations representing major constituents in highway traffic incident management. After development of the goal (slated for December 2006), the NTIMC will be seeking AASHTO SCOH and BOD approval.

Research

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


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

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: Panel being formed.

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: Anticipated completion October 2006.

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.

Mainstreaming Operations in State DOTs - NCHRP 20-7(188)
Status: Completed in November 2005. The current focus is on implementation.

Status: Panel formed, contract under negotiation.

Task Force Activities

ITS Standards

The following ITS Standards were approved by SSOM and SCOH during this period:
• NTCIP 2103v02 Point-to-Point Protocol over RS-232 Subnetwork Profile - Version 02
• NTCIP 2103v02 Point-to-Point Protocol over RS-232 Subnetwork Profile - Version 02
• ATC 5.2

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.

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

Traffic Incident Management

The Traffic Incident Management task force is working in conjunction with the National Traffic Incident Management Coalition (NTIMC) to develop a National Unified Goal for Traffic Incident Management. In 2007 the task force will focus on ratification and implementation of the goal.

The NTIMC and AASHTO Task Force worked with the American National Standards Institute and the International Safety Equipment Association to develop a standard for public safety visibility vests. ANSI/ISEA Standard 207 is currently under ballot with a yes vote from the NTIMC.

The Task force and NTIMC also continue to focus on implementing the results of the international scan on traffic incident response conducted in April 2005.

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 National 511 Deployment Coalition held a conference in July 2006 to support peer exchange related to 511 deployment and chart a course for the future.

AASHTO continues to support the VII Working Group and Executive Leadership team to advance development of VII research and prepare for possible deployment. The TIO Task Force will take an active role in outreach to state DOTs not involved in the VII working group to help them understand and prepare for VII.

TIO Task Force members supported research project NCHRP 20-7(215) Statewide Incident Reporting Systems and will continue to work on implementation issues. The Task force also provided input to FHWA’s request for information regarding the SAFETEA-LU requirement for Real Time Systems Management Information Programs.
SUBCOMMITTEE ON TRAFFIC ENGINEERING

Chair:  Del McOmie, WY  
Vice-Chair:  Thomas Hicks, MD  
Secretary:  Regina McElroy, FHWA  
Liaison:  Ken Kobetsky, AASHTO

Activities from September 2005 to October 2006:
The Subcommittee on Traffic Engineering (SCOTE) met June 25-28, 2006 in Overland Park, KS. The new approach to the meeting format first used for the June 2005 meeting was continued for this meeting. The approach included technical sessions sponsored by each of the Technical Teams. In addition, the Technical Team meetings were incorporated into the overall Annual Meeting agenda. Each Technical Team worked on input to a Strategic Plan for SCOTE to identify the major roles of SCOTE, the primary and secondary areas of expertise that define SCOTE, key areas for SCOTE to focus on, areas SCOTE has been traditionally involved with that should be moved to some other committee, and ways to improve coordination with other committees that have the lead on topics of interest to SCOTE. The subcommittee Chair plans to utilize the input from the meeting and will set up teleconferences with SCOTE members and with other committees to work on resolving overlaps and improving coordination. Although there are a variety of State DOT organization structures, if a majority of States put a certain function under their traffic engineer, then probably that function should be under SCOTE’s purview. SCOTE will pursue key focus areas on which to concentrate the limited available meeting time.

Each Technical Team also worked on developing a 2006-2007 work plan for their team. The teams will meet via telephone conference calls throughout the year to further refine their plans.

The following activities and actions have occurred since September 2005:

1. The Signing and Marking Technical Team has completed preparation of a brochure, “Are Your Signs Working for You?” that highlights poor and recommended signing practices. The audience for the brochure is smaller local jurisdictions without traffic engineering expertise.
2. A task force working on developing a “Model Drivers’ Handbook” has worked out a procedure with the American Association of Motor Vehicle Administrators (AAMVA). The task force will develop the technical information for subjects felt to need updated or added coverage in the drivers’ manuals, and AAMVA will include such material in the new Model Drivers Handbook they are developing. SCOTE will review the technical materials and recommend approval by SCOH before sending to AAMVA.
3. The FHWA’s planned rulemaking schedule for a new MUTCD has been delayed but is proceeding to result in a new edition of the MUTCD in 2009. Subcommittee members continue with their review and comments on proposed changes for the 2009 MUTCD for the summer and winter meetings of the NCUTCD.

No resolutions were acted upon by SCOTE at the June 2006 meeting. However, SCOTE is supporting Policy Resolution 2006-02, “Use of Automated Traffic Law Enforcement to Improve Safety.”

List of future meetings:
- June 2007 – Lake Tahoe, NV (possibly joint with the Pedestrian/Bicycle community)
- June 2008 – Mobile, AL (joint with the Subcommittee on Operations and Maintenance)
- June 2009 – New Hampshire (tentative--specific location TBD)
TASK FORCE ON CONTEXT SENSITIVE SOLUTIONS (CSS) ACTIVITY REPORT

Chair: Neil J. Pedersen, MD

Background

Since its formation in 2001, the AASHTO Task Force on CSS has endeavored to continue the leadership effort in advancing CSS principles and practices nationally. The focus has been, and continues to be, on issues related to AASHTO’s role in advancing the CSS philosophy. To that end the Task Force has supported the adoption of the “Guide for Achieving Flexibility in Highway Design” as policy, the publication of “Performance Measures for Context Sensitive Solutions,” a report to members of the results of the State DOT survey on CSS, and the formation of an AASHTO/FHWA partnership to further integrate CSS.

AASHTO/FHWA Partnership

The Task Force, assisted by the AASHTO Center for Environmental Excellence (CEE), has partnered with FHWA to work together to advance the state of the practice of CSS nationally. The first stage of this partnership is an agreement for AASHTO and FHWA to jointly support national CSS peer exchange opportunities. “Context Sensitive Solutions: An AASHTO/FHWA Peer Exchange” was held September 6-8, 2006 in Baltimore Maryland to focus on CSS achievements and challenges. A two-stage peer-to-peer exchange program is planned to build on the success of the September workshop.

National Peer Exchange held September 6-8, 2006

The purpose of the Workshop was to engage member state transportation departments and FHWA in a series of facilitated peer-exchange sessions that explored the successes, challenges, benefits, perceived risks, and lessons learned from CSS implementation over the past decade. There were two full days of interactive discussion sessions on project delivery, multi-disciplinary team formation, stakeholder involvement, CSS projects and application of CSS principles, cultural change and mainstreaming CSS. Following the discussion sessions, participants worked on action planning for the next steps in CSS implementation in their respective states. A summary report, selected presentations and workshop materials are posted on the AASHTO Center for Environmental Excellence (CEE) website at http://environment.transportation.org/environmental_issues/context_sens_sol/.

2-Stage Peer-to-Peer Exchange

To build on the success of the national workshop, AASHTO and FHWA will support further peer exchange opportunities using feedback received and topics identified in September in Baltimore. Two formats will be explored:

- Stage 1: “Field Trip” - Teams new to CSS visit States actively mainstreaming CSS, and;
- Stage 2: “Expert Brainstorm and Assessment” - Experts in CSS implementation visit select DOTs to share new concepts.

These formats are ideal ways to maximize the benefit of interactive discussions by using small-group learning that is personal and specific.

Joint AASHTO/FHWA CSS Action Plan Meeting

As a follow up to the Peer Exchange, a meeting of key FHWA and AASHTO representatives has been scheduled to develop a joint strategic plan to advance CSS implementation nationally and within each state. The meeting is planned for Thursday, October 26, 2006, at the AASHTO Annual Meeting in Portland, Oregon.

In order to continue promoting national awareness of CSS, and recognizing that it applies to the planning, environmental, design, construction and maintenance phases of project delivery, the Task Force will also discuss options for a permanent location for CSS within AASHTO’s committee structure.
AASHTO Domestic Scan Program

A "scan program" approach has proven to be a productive means for encouraging the spread of information and innovation. The Task Force plans to submit a proposal to include CSS as a scan tour topic to be considered as part of the 2007 AASHTO Domestic Scan Program.

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AASHTO HIGHWAY SAFETY MANUAL JTC

Chair: Don Vaughn, AL

The AASHTO Joint Task Committee (JTC), created to oversee the development of the Highway Safety Manual (HSM), held a joint meeting with the TRB Task Committee on August 30, 2006, at TRB’s Keck Center of the National Academies in Washington, DC.

The purpose of the meeting was to allow members of the two committees to meet and to provide a forum in which TRB could provide background information on the ongoing HSM work effort to better enable the AASHTO JTC to perform their assigned responsibilities.

Members of the AASHTO Joint Task Committee are:

Chair
Don Vaughn, AL

Region 1
Wilbur Dixon, NJ
Gary Modi, PA
Donna Hardy, DE
Kirk McClelland, MD
Bruce Ibarguen, ME

Region 2
Cindy Cramer, WV
Jim Mills, FL
Bart Thrasher, VA

Region 3
Mike Curtit, MO
Priscilla Tobias, IL
Tim McDonald, OH
Mark Bott, MI

Region 4
Mark Gaydos, ND
Joe Garcia, NM
Robert Hull, UT
Ted Trepanier, WA

The meeting was well attended by members of both the AASHTO and TRB task groups.

In the way of background, in 2001, eight committees of the Transportation Research Board jointly requested that TRB produce a national highway safety manual. TRB made that commitment and appointed 35 individuals to a task force to produce the document. TRB has now been working for five years on this huge project. At least five NCHRP projects are underway to conduct safety research and produce draft chapters on this safety document. It is patterned after the Highway Capacity Manual and will be approximately 1,200 pages long.

Due to a late change, AASHTO has become the publisher of the document. The Joint Task Committee was appointed to represent AASHTO in the preparation and production of the document. This is a huge responsibility because five years of work have already been completed and draft chapters will soon be ready to review.

The AASHTO JTC members will work in conjunction with the NCHRP panel to oversee and provide input to the consultants who are developing the HSM through several NCHRP projects. The manual is intended to serve as a tool to help practitioners make planning, design and operation decisions based upon safety considerations. Thus, the goal of the AASHTO JTC will be to help ensure that the information included in the HSM will be both useful to the state DOTs and appropriate for inclusion in an AASHTO guide document.
The meeting discussion proved very beneficial and it is apparent that a cooperative spirit exists between the AASHTO Joint Task Committee and the TRB Committee. The respective committees agreed to continue to meet jointly. In 2007 the committees plan to meet at the annual TRB meeting scheduled Wednesday, January 24 – Thursday, January 25 and at the summer TRB meeting tentatively scheduled for Sunday, June 24 – Wednesday, June 27 at the NAS Woods Hole facility. Detailed meeting information will be forthcoming.

In addition to this continued coordination, a projected schedule for anticipated HMS chapter production was developed to guide the joint committee work. A copy of the schedule is included as Attachment I. This is an aggressive schedule and it was recognized that the AASHTO review/approval process could affect this schedule. If necessary, additional time for production of the HSM may be necessary.

The AASHTO Joint Task Committee and the TRB Committee have a shared goal to produce a manual that will serve as a useful tool to help states make planning/design/operation decisions based on safety considerations.

Submitted by: D. W. Vaughn, Chair, AASHTO HSM Joint Task Committee

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**Technology Implementation Group (TIG)**

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

**Development of TIG Guidebooks**

The TIG Oversight Committee approved the development of two guidebooks that will serve as the reference for all of the TIG activities. Guidebook 1 will assist the Oversight Committee and will focus on program-level issues such as technology selection; program performance monitoring and evaluation; and project administration. Guidebook 2 will assist the project teams in the State DOTs, serving as a guide during the period of team formation, through the lifecycle of promotional activities, and finally during project closeout activities. The effort is being lead for TIG by Paul Krugler from the Texas Transportation Institute.

**Selection of New Chair**

Gary Hoffman of Pennsylvania DOT has retired and stepped down as chair of the TIG oversight committee. While Gary's knowledge and expertise will be missed, the newly appointed chair Ananth Prasad, State Highway Engineer of the Florida DOT will bring his own special knowledge, expertise and leadership to our group.

**New Technologies**

The new Focus Technologies for 2005 are the following:

- **MDSS** (Maintenance Decision Support System)  
  This project is being lead by David Huft from North Dakota. The project is a product from a pooled state funds activity which uses weather modeling and computer software assistance to help maintenance personal with decision on maintenance strategies to minimize agency costs, while optimizing safety and drivability on roadways for the traveling public. TIG is in the process of formulizing the Lead State Team.

- **CAST** (Construction Analysis Software Tools)  
  This project is being lead by Michael Samadian from California. The project features software which models construction staging options available to designers to help minimize user delays, and to assist designers with decisions dealing with construction re-routing, and the additional traffic loading which will result in re-routing. This project has conducted a Lead States meeting in Seattle Washington, which produced a work plan and budget.
• **PCPS (Precast Concrete Paving Slabs)**
  This project is being lead by Tim LaCoss from FHWA, New York office. The project will promote the use of precast concrete paving slabs as an option of expediting construction, and maintenance operations, while maintaining a durable and quality driving surface. This project has conducted a Lead States meeting in Saratoga New York, which produced a work plan and budget.

**Open Technologies**

The following are the Technologies that are currently in Open Status

- Virtual Weight-in-Motion (VWIM) (2004)
- Cable Median Barrier (CMB) (2004)
- Ground Penetrating Radar (GPR) (2003) (On Hold)
- ITS in Work Zone Safety (ITS-WZS) (2001)

**Closed Technologies**

The following Technologies have been place in Closed Status.

- 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:

- Notch Wedge / Safety Edge / Shoulder Wedge Making
- Balsi Beam - A Work Zone Protection Device
- Design Build Traffic Signal Projects

In the coming months, TIG will be rolling out brochures for each of these technologies.

**Nomination Process**

The 2006 TIG Nomination process is now closed. This year TIG received 30 plus nominations submitted from over 13 different member department. The Oversight Committee will review the nominations, and announce the 2006 Focus Technologies sometime in early 2007.

**New AASHTO TIG Liaison**

Adam Fisher departed AASHTO, leaving his role as TIG Liaison. This position has been filled by Keith Platte.
1. **Call to Order:** Co-Chairmen Rod Haraga and Jerry Stump called the meeting to order at 6:00 p.m.

2. **Roll Call:** Attendees introduced themselves.

3. **Minutes:** Minutes from the September 16, 2005 meeting of the Joint Committee in Nashville, Tennessee were unanimously approved.

4. **SAFETEA LU Implementation:**
   - John Horsley discussed the two national commissions established by SAFETEA-LU on future of surface transportation program. One commission, which is led by Norm Mineta, has been appointed and should have a report to Congress by June 07. AASHTO president Harold Linnenkohl has named 10 policy groups to develop recommendations on highway and transportation programs. Several issues of potential interest to ACEC are the Interstate program future – specifically questions on new corridors, new capacity, interchange upgrades and new materials – and funding requirements for the NHS. Recommendations from AASHTO are due to be complete for adoption by Board in October 2006.
   - Horsley also discussed the 50th anniversary of Interstate System, and mentioned that ACEC is co-hosting a national policy conference June 28-29 in Washington, DC.
   - Horsley discussed oil prices in an election year, and efforts in Congress to provide a gas tax holiday. Asphalt prices becoming volatile much like steel a few years ago, and some contractors likely to come to FHWA with this issue. In Georgia, bids coming in upwards of $400 per ton for asphalt, and they can’t get stable quotes very far in advance.
   - Jerry Stump noted that ACEC just concluded their annual meeting, which included a visit by President Bush. ACEC members went to Capitol Hill to discuss with their legislators concerns over the gas tax holiday proposals and the future solvency of the Highway Trust Fund. Stump also noted that ACEC signed onto numerous letters with AASHTO on the tax holiday and various SAFETEA LU implementation issues.
   - King Gee provided a brief status of FHWA’s SAFETEA-LU Implementation activities. The two overriding principles: Get the money moving and go with guidance rather than regulations. A dozen issues that guidance has been issued on include: tolling issues, private bonds, and the pilot project with states assuming secretary’s NEPA responsibilities, and others on the FHWA web site. The FHWA is behind on some of their deadlines, as Congress passed their bill two years late, and he noted that the House T&I Committee is holding a hearing on June 7 on SAFETEA-LU implementation. He said that the time is now to be looking at next reauthorization.
   - Members discussed problems and concerns associated with the growth in earmarks. Horsley noted that AASHTO has convened a policy group to look into this issue. It was agreed that state DOTs and industry needed to educate the congressional delegations on the earmarking process, and to educate MPOs as well.
Jerry Stump said that the ACEC Transportation Finance Subcommittee will be looking into this issue and should coordinate their efforts with AASHTO.

5. Cost Estimates for Major Projects –
   • Tony Kane discussed AASHTO’s Technical Committee on Cost Estimating, which has been operating for three years and is tackling many issues. NCHRP 8-49 is to be completed soon, which covers cradle to grave cost estimating and will become basis for AASHTO guidance on cost estimating. Risk management is another area of interest, along with cost estimates for lump-sum design-build projects.
   • T.J. Schulz discussed transit issues relating to the FTA guidance on the New Starts program. The FTA proposed changes to new-starts program, and included a new requirement that cost and rider ship estimates be “certified” by the consultants who do the work. ACEC commented to FTA on the many issues associated with legal concerns of certifying such numbers and lack of control over data.
   • King Gee said that FHWA has been working with the AASHTO committee on cost estimates, and noted that any project greater than $500 million and with more than 50% of funding under contract does not have to undergo the new financial plan requirements.

6. Public Private Partnerships
   • Jerry Stump said the issue was discussed at several sessions during the recent ACEC annual meeting. Among the concerns cited were substitutions/reallocating money, such as on the Chicago Skyway. Where is the money going that is paid for the rights to these projects? Back into transportation or to the general fund? He said that we need to make sure that the transportation system benefits from these projects. The USDOT Secretary is also concerned about funding diversions away from transportation. David Oates noted that the Transportation Coalition of IL drafted a paper on this issue that he could share. It was noted that the larger, billion-dollar projects are overshadowing the smaller, more common projects with funding shortfalls, and PPPs might help to resolve this.
   • It was suggested that perhaps AASHTO should react to the Skyway (negatively) and Tollway (positively) arrangements. The AASHTO Project Finance Institute can help educate on the positives and negatives of all of these new scenarios as well.
   • King Gee said that FHWA submitted a report to congress last year on PPPs that is currently on the web site as a resource document, and if anyone has ideas on issues that should be included in its update, please let them know.
   • Rod Haraga said that a task force between ACEC and AASHTO should be formed to report back at October meeting on this issue. The AASHTO represent Kane, Basso, Gee + two ACEC members, to study the pros and cons of this issue

7. Quality of Environmental Documents - Shannon Eggleston said that three issues were studied: Legal sufficiency, Quality and clarity of environmental documents, and Education and training. Draft documents were crafted on each issue area, and a successful TRB workshop was held in January. More comments were accepted until March, and were incorporated into the final draft. The first two documents were formatted and combined, and will be sent to AASHTO/ACEC committee for review and ballot next week. The Education/Training document will be placed on web since training is so dynamic.

8. AASHTO Consultant Guide Update
   Jim McDonnell said that two surveys were conducted last fall/winter of State DOTs and consulting firms. They received responses from 160 consulting firms and 45 states. A small research project was funded through NCHRP to analyze the results of the surveys and develop some preliminary recommendations for the technical committee to review. The consultant should have his recommendations ready for review in the next month or two. The committee can then finish up its first draft of the updated guide, which can be shared with the AASHTO/ACEC committee as desired (as well as the survey data).

9. Surface Transportation Environmental and Planning Program (STEP) – Eggleston said that this program will yield $11.9 million annually for planning and environmental research. AASHTO submitted comments to the docket. The Center for Environmental Excellence is compiling a database of documents and prioritized research needs to feed into this program as well as State DOT research programs. (Note that STEP is the only program available for environment, planning, and realty, and it represents a 42% decrease from TEA-21. There are also some mandated studies whose funding will come off the top.)

10. Membership – The AASHTO membership is complete. On ACEC’s side, Jerry Stump’s term is over after this meeting, and the new co-chairman are Steve Criscenzo and Charlie Geer.

11. Old Business - None
12. New Business
   - Project list for NCHRP 2007 research program distributed
     - NCHRP is seeking nominations for serving on research project panels; see their web site for more information
   - TJ Schulz has accepted a job with the airports consultant council
13. The next meeting of the Joint Committee will be in Portland, OR, in October 2006.
14. Adjourn

AASHTO-ACEC Joint Committee
AGENDA
Hilton Hotel – Pavilion Ballroom, Portland, OR
Thursday, October 26, 2006 — 6:00 PM – 9:00 PM

1. Call to Order by Co-chairs ......................................................... ACEC Co-Chairs: Charlie Geer
2. Roll Call — Roster/Sign-In Sheet Provided ......................................................... AASHTO, Doug Differt, MN (Temporary Co-Chair)
3. Meeting Minutes from May 4, 2006, Jekyll Island, Georgia ..................................Chair Geer
4. Announcement of New ACEC Co-Secretary Vivian Moeglein ..............................Chair Geer
5. Interstate 50th Anniversary Review................................................................. John Horsley, Sunny Schust, AASHTO
6. Report on the AASHTO/AGC/ARTBA Committee Meeting .........................John Horsley, State DOT Members
   a. Joint Principles to the National Surface Transportation Policy and Revenue Commission
   b. Improving Contract Plans and Administration
7. SAFETEA-LU Implementation .....................................................................FHWA, AASHTO, ACEC
8. AASHTO-ACEC Task Force on Improving the Quality of Environmental Documents – Status Report .................. Hal Kassoff, Parsons Brinckerhoff
9. Materials Price Adjustments ........................................................................ Ken Kobetsky, AASHTO
11. Transportation Markets and Issues .................................................................. ACEC
12. CSS Conference Update ..............................................................................Neil Pedersen, MD
13. Membership .................................................................................................. Ken Kobetsky, AASHTO and Vivian Moeglein, ACEC
14. Old Business ................................................................................................. Chair Geer
15. New Business ................................................................................................ Chair Geer
16. Next AASHTO/ACEC — 2007 AASHTO Spring Meeting in Arizona .................Chair Geer
17. Adjournment

NTPEP Oversight Committee

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

Activities from September 2005 to October 2006:

Introduction
AASHTO’s National Transportation Product Evaluation Program (NTPEP) is an engineering technical service program administered by the American Association of State Highway and Transportation Officials (AASHTO) through its executive offices in Washington, DC. Two full-time engineers serve as NTPEP administrators, overseeing day-to-day operation of the program.

The NTPEP Oversight Committee serves the AASHTO Standing Committee on Highways (SCOH). Many SCOH subcommittees are major users of NTPEP including the Subcommittee on Materials, Subcommittee on Maintenance, and the Subcommittee on Traffic Engineering. AASHTO’s Standing Committee on Research and
their Research Advisory Committee are also NTPEP data users. NTPEP continues to meet its goal of providing low cost, high quality evaluations of commonly used transportation products, materials and devices for the benefit of AASHTO member departments, participating industry, and research associates.

In recent years, NTPEP has been adept to changes in State DOT structure -- particularly downsizing and privatization -- and has solicited external support through use of private consultants and universities to offset State DOT demands. However, NTPEP utilizes State DOT forces for its routine testing whenever possible.

NTPEP has successfully vied for NCHRP 20-07 funding to enhance program activities and to bridge implementation gaps.

National Committee Meeting

The NTPEP Oversight Committee held its annual meeting in Wilmington, NC, May 7-11, 2006. The total attendance for the meeting was 186 individuals, which included representatives from 34 states, as well as other government agencies, consultants, industry representatives, and academia. The meeting included project panel meetings, administrative meetings, and formal presentations.

Current Activities

Traffic Safety Devices

Pavement Marking Materials - For 2006, test decks were installed in Mississippi with help from Mississippi State University. NTPEP reports on pavement marking materials are now being issued through “NTPEP DataMine”.

Sign Sheeting Materials - The 2006 rigid Sign Sheeting Materials (SSM) and Roll-Up Signing products (RUP) evaluations are being conducted. Virginia DOT acts as lead state for the sign sheeting program with field test racks located in: Virginia, Louisiana, Minnesota and Arizona. Laboratory testing is conducted by Louisiana and Missouri. NTPEP reports on sign sheeting materials are now being issued through “NTPEP DataMine”.

Temporary Traffic Control Devices - The Tennessee Department of Transportation continues to host NTPEP’s national testing facility. Ground-mount and surface-mount flexible roadside delineators & workzone drums are field tested (by impact) and lab tested by Tennessee DOT Materials Division. It is anticipated that an “NTPEP Data Mine” module will be completed in January 2007 to facilitate data reporting on NTPEP’s TTCD program.

Portable Changeable Messages Signs & Flashing Arrow Panels - In February-April 2006, the North Carolina DOT hosted the Portable Changeable Message Sign (PCMS) and Flashing Arrow Panel (FAP) evaluation on behalf of NTPEP. The final hard copy report was published in August 2006 and is also available for download on the NTPEP website.

Raised Pavement Markers and Adhesives - In 2005, the Georgia DOT hosted this activity near Savannah. The project is underway with readings being taken every six months for a two year evaluation period. It is anticipated that an “NTPEP Data Mine” module will be completed in January 2007 to facilitate data reporting on NTPEP’s RPM program.

Snow-Plowable Raised Pavement Markers – In 2005, the Ohio DOT hosted this activity near Columbus, OH. It is anticipated that an “NTPEP Data Mine” module will be completed in January 2007 to facilitate data reporting on NTPEP’s SRPM program.

Construction Products

Geotextiles - The NTPEP Geotextiles evaluation program is an ISO-based program (ISO Guide 25) where New York State DOT has achieved accreditation through the Geosynthetic Accreditation Institute Laboratory Accreditation Program (GAI/LAP) of Drexel University. NTPEP publishes quarterly reports. The test report complements AASHTO materials specification M288, “Specification for Geotextiles in Highway Applications”. AASHTO is pursuing the licensing of AASHTO M288 materials specification with the Geosynthetics Materials
Association (GMA), as a pilot project, to further the use of geosynthetics in the transportation community. NTPEP reports on geotextiles are now being issued through “NTPEP DataMine”.

**Geosynthetic Soil Reinforcement** - product testing was launched in March 2005. The Washington and New York DOTs serve as the lead testing states for this area. TRI/Environmental has been retained as the testing laboratory.

**Plastic Pipe** - NTPEP administration has been contacted by the Plastics Pipe Institute (PPI) to determine ways for data sharing between NTPEP’s program and PPI’s 3rd party certification program. Separately, the northeastern AASHTO states have approached AASHTO with a formal proposal to merge the NTPEP, PPI and northeastern states wishes into one program. A merger is pending under the guidance of NCHRP 20-7, Task 191 utilizing AMRL and the quality control agency.

**Erosion Control Products** - NTPEP evaluations of Rolled Erosion Control Products (RECP) with “bench-scale” performance index testing is well underway. A module in NTPEP DataMine has been completed. Reports have been issued on 87 products. An “NTPEP Allied Research” project through NCHRP 20-7, Task 165, is complete, researching the correlation between bench-scale and large-scale testing of RECP’s. Colorado State University (CSU) was selected as the Principal Investigator.

**Concrete Admixtures and Concrete Curing Compounds** - The Minnesota DOT acts as the lead testing state for these classes of products, which were launched in December 2003. Missouri and Kansas authored reports that were published in August 2006.

**Reinforcing Steel Bar** - NTPEP coordinated evaluation of steel producing mills under an AASHTO materials test method is being implemented utilizing AMRL as quality control agency with visits to start in 2007.

**Maintenance Materials**

**Rapid-Set Concrete Patch Materials** - Major revisions were made to the RSCP Project Work Plan, including initiation of field testing. In 2005, the Ohio DOT hosted this activity near Columbus, OH. The one year report for the 2004 installation was published in April 2006 and can also be downloaded from the NTPEP website.

**Structural Steel Coating Systems** - To date, thirty-eight systems have been submitted for NTPEP evaluation. The program received support from FHWA Office of Research and Technology through grants for round robin testing between the two AASHTO-select private testing labs. The Kentucky Transportation Cabinet (KYTC) has been instrumental in guiding the NTPEP structural steel coatings program. This particular program utilizes a private testing lab, KTA Tator, under contract to AASHTO. NTPEP reports on structural steel coatings are now being issued through “NTPEP DataMine”.

**Joint Sealers** - A PCC field test deck was installed in Fall 2003 under the oversight of Minnesota DOT. The second year field results and laboratory evaluations were published in February 2006. NTPEP signed a partnership with the National Center for Pavement Preservation (NCPP) to oversee a Fall 2005 installation of HMA crack filling materials in Utah and Minnesota.

**Polymer Bridge Deck Overlays** - NTPEP coordinated evaluation of this activity is being researched by Utah and Tennessee. The program requires national support, which is still being sought.

**NTPEP Business**

During this program year (2006), the NTPEP program will have received attention from several fellow AASHTO subcommittees, including:

- Subcommittee on Materials
- Subcommittee on Traffic Engineering
- Subcommittee on Maintenance

Other associations and organizations who discussed NTPEP projects in their gatherings during this program year (2006), included: Transportation Research Board (TRB), American Traffic Safety Services Association
(ATSSA), Geosynthetics Materials Association (GMA), Erosion Control Technology Council (ECTC), The Society for Protective Coatings (SSPC), Plastics Pipe Institute (PPI), and the American Road and Transportation Builders Association (ARTBA).

The http://www.ntpep.org website continues to expand its online services. Product submissions are available online through use of Adobe-forms. The website is used to manage and archive committee ballot activity; and to announce breaking news affecting states and participating industry. AASHTO/NTPEP has developed a service and maintenance contract with iENGINEERING Corporation to deliver enhancements to NTPEP DataMine, which is now a major component of the NTPEP.ORG website.

The NTPEP technical service program administration is sustained by AASHTO member dues in the amount of $6,000 per year. Member travel sponsorship has also been made available to participate in NTPEP meetings. NTPEP operates on a cost recovery basis for the projects and evaluations that are being conducted. The testing fees assessed to industry for FY’05 –’06 totaled just over $1 million.

The Special Committee will review all the Scan proposals received for FY 2008.

PIARC

The PIARC Council meets once a year. During the meeting, member countries vote on different resolutions proposed by the various PIARC Commissions (planning, finance, etc.).

The 12th World Winter Road Conference was held March 27-30 in Turin and Sestriere Italy.

The 23 World Road Conference was held September 17-21 in Paris France.

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**SPECIAL COMMITTEE ON U.S. ROUTE NUMBERING ACTIVITY REPORT**

Chair Mike Behrens, TX, Region 4
Members: Ken Sweeney, ME, Region 1
Don Vaughn, AL, Region 2
Kevin Keith, MO, Region 3
Marty Vitale, AASHTO (Secretary)

Since May 2006, the committee has been receiving applications electronically. However, they are still being submitted on the current application form. No application has been submitted quarterly. The Texas AASHTO member department undertook the task of recreating the application and was working on the digital security of the future electronic application during this year. A new electronic application is not presently available to date.

Further discussion included addressing the 1989 U.S. Number Highway Publication. Not only is there a need to update the current publication but also that of the U.S. Bike Routes. The committee believes that a development of an electronic process for updating future route numbering changes electronically would be of great value. The committee discussed the request made to NCHRP 20-7 for research funds. [May 6, 2006 - Funds for the project were approved.] NCHRP 20-7 Task 228 is looking for panel members. The project cannot continue until a panel is in place.

A special request was considered and approved by the committee to designate Georgia State Route 520 (Jekyll Island Causeway) as I-50 for one day, May 7, 2006, to accommodate the vintage car ride in celebration of the 50th Anniversary of the Interstate.

What follows is a listing of all applications submitted by member departments for the Special Committee’s review and approval. Their findings will be report to the Standing Committee on Highways, October 28, 2006 for its approval.

### Special Committee on US Route Numbering Action Items
For October 27, 2006

<table>
<thead>
<tr>
<th>DOT</th>
<th>Action Descriptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorado</td>
<td>Relocation of US Route 24 – Relocation of US 24 in Elbert and Lincoln County – This is 1 mile of new roadway that is part of an intersection improvement including US 40 and another segment of US 24. This realignment allows a safer intersection and improved accessibility. This route segment follows a Northeast/Southwest path and intersects with US 40 near the town of Limon, Colorado. The proposed route is between milepost 375.5 and 376.5 on US 24.</td>
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<tr>
<td>DOT</td>
<td>Action Description</td>
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<tr>
<td><strong>Colorado</strong></td>
<td>Relocation of US Route 24 – Relocation of US 24 in Elbert and Lincoln County – This is .5 mile of new roadway that is part of an intersection improvement including US 40 and another segment of US 24, and I-70. This realignment allows a safer intersection and improved accessibility. This route segment follows a Northeast/Southwest path and intersects with US 40 near the town of Limon, Colorado. The proposed route is between milepost 0 and .477 on US 24.</td>
</tr>
<tr>
<td><strong>Colorado</strong></td>
<td>Relocation of US Route 285 – Relocation of US 285 in Jefferson County – This is 14 miles of reconstructed (existing/new mix) roadway that consists of capacity improvements and safety enhancements. The route follows a Northeast/Southwest path, and serves as a connecting route between the Denver Metro Area and central mountain towns. The new alignment segments begin 2 miles Southwest of CO 8. The proposed route is between milepost 232 and 246 on US 285.</td>
</tr>
<tr>
<td><strong>Colorado</strong></td>
<td>Relocation of US Route 287 – Relocation of US 287 in Boulder County – This route is 2 miles of new roadway that allows the US Route to by-pass urban area. The new facility adds capacity to the route. This new alignment will be safer, and more convenient to the traveling public. This route segment follows a North/South path through the city of Lafayette, Colorado. The new alignment begins just north of CO 42, and intersects CO 7. The proposed route is between milepost 302 and 304.023 on US 287.</td>
</tr>
<tr>
<td><strong>Colorado</strong></td>
<td>Relocation of US Route 287 – Relocation of US 287 in Larimer County – This is 5.2 miles of new roadway that allows the US Route to by-pass urban area. The new facility adds capacity and safety features to the route. This new alignment will be faster to the traveling public. This route segment follows a North/South path through the city of Berthoud, Colorado. The new alignment intersects CO 56, and ends just South of CO 60. The proposed route is between milepost 324.4 and 329.62 on US 287.</td>
</tr>
<tr>
<td><strong>Colorado</strong></td>
<td>Relocation of US Route 40 – Relocation of US 40 in Elbert and Lincoln County – This is .5 miles of new roadway that is part of an intersection improvement including two (2) segments of US 24. This realignment allows a safer intersection and improved accessibility. This route segment follows an East/West path and intersects with US 24 near the town of Limon, Colorado. The proposed route is between milepost 381.265 and 382.184 on US 40.</td>
</tr>
<tr>
<td><strong>Colorado</strong></td>
<td>Relocation of US Route 85 – Relocation of US 85 in Douglas County – This is .183 miles of new roadway that is part of an intersection improvement. This realignment allows a safer intersection and greatly improves accessibility. This route segment follows a Northeast/Southwest path and serves as a connecting roadway between the North/South bound US 85 route and I-25. The proposed route is between milepost 185.118 and 185.301 on US 85.</td>
</tr>
<tr>
<td><strong>Florida</strong></td>
<td>Elimination of US Route 98/301 Business Route – Beginning at junction with US 98 west of St. Andrew Bay, along Gulf of Mexico, south of Panama City Beach on an existing roadway heading West to Panama City Beach for 16 miles ending at junction with US 98, near Phillips Inlet.</td>
</tr>
<tr>
<td><strong>Florida</strong></td>
<td>Elimination of US Route 98 Alternate Route – Beginning at junction with US 98/301, south of Dade City through Dade City on an existing roadway heading North of Dade City for 1 mile and ending at Junction with US 98/301, north of Dade City.</td>
</tr>
<tr>
<td><strong>Georgia</strong></td>
<td>Relocation of US Route 19 – Beginning at SR 240 and US 19 relocating to the east of old US 19 (which the existing facility to be eliminated and that houses the present US 19 and ends at the intersection of SR 271 South/East of Ellaville) going south on a new facility that runs on the eastern edge of the town of Ellaville and continues South to SR 240 for approximately 10.5 miles.</td>
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<tr>
<td>DOT</td>
<td>Action</td>
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</tr>
<tr>
<td>Georgia</td>
<td>Relocation of US Route 19</td>
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<tr>
<td>Georgia</td>
<td>Recognition of Bypass US Route 129</td>
</tr>
<tr>
<td>North</td>
<td>Relocation of US 64/264</td>
</tr>
<tr>
<td>North</td>
<td>Extension of US 64 Business</td>
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<tr>
<td>Ohio</td>
<td>Relocation of US Route 30</td>
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<tr>
<td>Oklahoma</td>
<td>Relocation of US Route 60 Business</td>
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<tr>
<td>Oklahoma</td>
<td>Relocation of US Route 183</td>
</tr>
<tr>
<td>Texas</td>
<td>Establishment US Route 183/277/283</td>
</tr>
</tbody>
</table>
**SPECIAL COMMITTEE ON WIRELESS TECHNOLOGY**

**Chair:** William A. Brown, Acting, VA  
**Vice-Chair:** David Chase, Acting, NH  
**Secretary:** William Brownlow, AASHTO  
**FHWA Ex Officio:** James Arnold

**Activities from September 2005 to October 2006:**

The Special Committee on Wireless Technology, formerly the Special Committee on Communications, is made up of three member department telecommunications managers from each of AASHTO’s four regions, a chair, vice chair and an *ex officio* representative designated by the Federal Highway Administration. Additionally, an AASHTO staff member serves as the committee Secretary and Liaison.

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. Another area of involvement is in assisting the Frequency Coordination Program as mandated by the Federal Communications Commission (FCC). AASHTO is one of four certified Public Safety Radio Service frequency coordinators. That designation guarantees that the member department’s wireless frequency for which it is designated are protected from interference by requiring AASHTO authorize the use of frequencies for which it is designated as the exclusive coordinator. Should AASHTO relinquish that role, representatives of Fire, Police and Forestry agencies would determine what users were authorized to operate systems utilizing frequencies currently in use by other regulatory bodies.

Over the past year, the Committee has been in a state of reorganization and transition. Larry Miller, the AASHTO staff member performing the roles of Committee Secretary and Liaison and frequency coordination retired. The position held by Tanya Duncanson as Frequency Administrator was eliminated and the duties performed by Mr. Miller changed. A contract was executed between Radiosoft and AASHTO to assume the frequency coordination duties formerly performed by Mr. Miller and Ms. Duncanson on a revenue sharing basis. The contract was phased in over a four month period between January and April, 2006. Mr. Miller was retained on a consulting contract until the new position of Telecommunications Manager was filled. The position was filled on May 19, 2006 by William Brownlow, formerly a consultant to the District of Columbia Office of the Chief Technology Officer, Telecommunications Division.
The Committee conducted its annual workshop May 21-24 in Hartford, Connecticut. George Carbonell, Connecticut Department of Transportation Radio Communications Supervisor and Acting Chair hosted the meeting. A presentation by Radiosoft on the use of their software with emphasis on tips and techniques was well received. Marilyn Ward, Managing Director, National Public Safety Telecommunications Council, of which AASHTO is a founding member, presented an overview of NPSTC programs and some of the work they are doing to further public safety communications. Ed Hare, Laboratory Manager, American Radio Relay League (ARRL) conducted a presentation and open discussion on Broadband over Powerlines or BPL and its effect on communications at frequencies below 80 MHz.

**List of future meetings:**

The 2007 workshop will be conducted jointly with the Subcommittee on Systems Operation and Management in Wisconsin in July, 2007.
SCOH
Resolutions
and
Motions
Action Items
October 28, 2006
AASHTO HIGHWAY SUBCOMMITTEE ON CONSTRUCTION

PROPOSED POLICY RESOLUTION —

TITLE: RESOLUTION IN SUPPORT OF THE CONSTRUCTION MANAGEMENT INTEGRATION TECHNICAL GROUP AND INCLUSION OF CONTRACT PROCUREMENT AS A FUNCTION OF THE SUBCOMMITTEE ON CONSTRUCTION

WHEREAS, the AASHTO Highway Subcommittee on Construction (SOC) met in San Juan, Puerto Rico during the week of July 31 through August 3, 2006; and

WHEREAS, a majority of project construction issues, including change orders, contract claims, and resulting cost and/or time overruns, are a result of issues that could have been addressed during preconstruction activities; and

WHEREAS, many aspects of construction management should be considered and included in project plans, specifications, and/or processes with the goal of “setting projects up for success”; and

WHEREAS, the SOC supports and endorses the improvement of the construction management (CM) discipline; and

WHEREAS, the SOC supported the Construction Management International Technology Exchange Scan and the subsequent development of the Scan Team Implementation Plan, calling for the formation of a joint technical committee to advance the knowledge and state of the practice as it relates construction input in the overall project delivery process; and

WHEREAS, the SOC sought assistance and cooperation from the FHWA and the construction industry in the formation of [insert name of the ETG here]; and

WHEREAS, the SOC supports the evolution of the existing [insert name of the ETG here] into the Joint Construction Management Integration Technical Group (CMITG); and

WHEREAS, the Joint CMITG will consist of members from AASHTO, FHWA, and the construction industry;

WHEREAS, the Joint Construction Management Integration Technical Group will endeavor to improve all activities that address the managerial and technological aspects of highway construction conducted during the planning, design, construction, and post-construction phases of a project, for the purpose of achieving scope, quality level, cost, schedule, and other performance objectives; and

WHEREAS, the SOC has assessed the need to 1) formally support the CMITG as a Subcommittee function, 2) develop and implement efforts directly related to CMITG recommendations; and finds these steps relevant to the long term strategic mission of the subcommittee;

THEREFORE BE IT RESOLVED, that the SOC fully supports and endorses the mission of the CMITG;

BE IT FURTHER RESOLVED, that the SOC fully supports the development and implementation of a common agenda with FHWA and the private sector;

BE IT FURTHER RESOLVED, that the SOC fully supports informing and involving other appropriate committees, subcommittees, and task forces within AASHTO on all significant findings and recommendations;

BE IT FURTHER RESOLVED, that the CMITG become a direct activity of the SOC, in partnership with the FHWA, and that the SOC guides the activities of the CMITG for AASHTO.
BE IT FINALLY RESOLVED, that the SOC should provide national guidance on innovative and alternative contracting procurement methods, including design-build, and that the CMITG, as part of its many functions, should embrace and enhance these efforts.
WHEREAS, The American Association of State Highway and Transportation Officials (AASHTO) shares the FHWA’s focus on highway safety and the goal to reduce fatalities; and

WHEREAS, The American Association of State Highway and Transportation Officials (AASHTO) is aware of the congressional mandate for the Secretary of Transportation to revise the Manual on Uniform Traffic Control Devices to include a standard for the minimum level of retroreflectivity that must be maintained for traffic signs, which shall apply to all roads open to public travel, and

WHEREAS, AASHTO concurs that it is desirable to maintain an adequate level of retroreflectivity for traffic signs to enhance safety for motorists, especially during hours of darkness and during adverse weather conditions, and

WHEREAS, AASHTO appreciates the participation by FHWA in AASHTO’s “Task Force on Retroreflectivity Guidelines” composed of members from federal, state, and local transportation agencies, and from several transportation and industry associations, and the consideration of the task force’s recommendations and

WHEREAS, The FHWA has issued the Federal Docket No. FHWA-2003-15149 titled “National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Maintaining Traffic Sign Retroreflectivity” which has a suspense date for comments of November 6, 2006, and

NOW THEREFORE, BE IT RESOLVED, that the AASHTO Board of Directors adopt the attached document as AASHTO’s response to this FHWA Docket Number 2003-15149, titled “National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Maintaining Traffic Sign Retroreflectivity”.

HIGHWAYS SUBCOMMITTEE ON TRAFFIC ENGINEERING
Proposed Policy Resolution: TITLE: MINIMUM LEVELS OF RETROREFLECTIVITY FOR TRAFFIC SIGNS
STANDING COMMITTEE ON HIGHWAYS
MOTION: EXTENSION OF THE AASHTO TASK FORCE ON CONTEXT SENSITIVE SOLUTIONS (CSS)

A motion is made to extend the life of the AASHTO Task Force on Context Sensitive Solutions (CSS) for an additional half-year, until the 2007 AASHTO Spring Meeting, to continue the leadership effort in advancing CSS principles and practices nationally, including the following tasks:

- Complete a summary report from the recent and highly successful joint AASHTO/FHWA CSS Peer Exchange, held in Baltimore, MD, September 6-8, 2006;
- Compile results from the follow-on, facilitated Action Plan meeting held on Thursday, October 26, in Portland, OR;
- Finalize a modified version of the official CSS definition and principles based on input received at the two meetings just mentioned;
- Develop of a list of strategic goals and activities for mainstreaming CSS in all transportation agencies; and
- Develop a recommendation for the placement of CSS within the AASHTO organizational structure.
Since the Standing Committee on Highways (SCOH) spring meeting in May 2006, AASHTO has generated the following number of continuing education units/professional development hours for the following technical committee meetings conducted by the various subunits parented by SCOH. A total of 70 certificates were awarded by request of the meeting participants and approved by the committee chairs.

It would be very helpful to have the decision on the number of credit hours/professional development hours determined before the meeting based on the program developed and approved by the committee chair conducting the meeting. Ideally, certificates could be distributed at the end of each meeting and only to those in attendance. A record of the number distributed would be reported to AASHTO with a list of meeting participants.

What follows are the numbers of certificates distributed between May 2006 and October 2006. The number shows how many actual requests were personally fulfilled.

<table>
<thead>
<tr>
<th>Committee</th>
<th>Meeting Dates</th>
<th>Location</th>
<th>Chair</th>
<th>Approved PDH/CEU</th>
<th>Requests Fulfilled</th>
</tr>
</thead>
<tbody>
<tr>
<td>NTPEP Oversight Committee</td>
<td>May 7-11, 2006</td>
<td>Wilmington, NC</td>
<td>Bill Temple, LA</td>
<td>21.25 PDH / 2.125 CEU</td>
<td>1</td>
</tr>
<tr>
<td>Subcommittee on Bridges &amp; Structures</td>
<td>May 20-26, 2006</td>
<td>Snowbird, Utah</td>
<td>Mal Kerley, VA</td>
<td>18 PDH / 1.8 CEU</td>
<td>6</td>
</tr>
<tr>
<td>Subcommittee on Design</td>
<td>June 13-16, 2006</td>
<td>Orlando, Florida</td>
<td>Allen Biehler, PA (Past Chair)</td>
<td>16 PDH / 1.6 CEU</td>
<td>8</td>
</tr>
<tr>
<td>Subcommittee on Traffic Engineering</td>
<td>June 25-28, 2006</td>
<td>Overland Park, Kansas</td>
<td>Del McOmie, WY</td>
<td>10 PDH / 1.0 CEU</td>
<td>7</td>
</tr>
<tr>
<td>Subcommittee on Maintenance</td>
<td>July 16-20, 2006</td>
<td>Charleston, South Carolina</td>
<td>Carlos Braceras, UT</td>
<td>10 PDH / 1.0 CEU</td>
<td>16</td>
</tr>
<tr>
<td>Subcommittee on Construction</td>
<td>July 30 to August 3, 2006</td>
<td>San Juan, PR</td>
<td>Len Sanderson, NC</td>
<td>21 PDH / 2.1 CEU</td>
<td>25</td>
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<tr>
<td>Subcommittee on Materials</td>
<td>August 7-11, 2006</td>
<td>Overland Park, KS</td>
<td>Grant Levi, ND</td>
<td>25 PDH / 2.5 CEU</td>
<td>6</td>
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<tr>
<td>Subcommittee on Systems Operation &amp; Management</td>
<td>September 17-20, 2006</td>
<td>Orlando, Florida</td>
<td>John Conrad, WA</td>
<td>10 PDH / 1.0 CEU</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
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<td></td>
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<td><strong>70</strong></td>
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