April 25, 2007

Standing Committee on Highways (SCOH)

Dear Members:

The American Association of State Highway and Transportation Officials (AASHTO) will hold its 2007 Spring Meeting in Phoenix, Arizona. The Standing Committee on Highways (SCOH) will conduct its technical, councils, and business meetings on May 4 and 5, 2007. It is a pleasure to publicly introduce the SCOH’s new Vice-Chair, Neil Pedersen, MD. Additionally, we will take this opportunity to congratulate Susan Martinovich, NV on her new post as Nevada’s DOT Director and thank her for her leadership as the SCOH Vice-Chair these past years since 2003.

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 the committee. Therefore, please notify Marty Vitale, if you plan to retire from your position in the very near future. Also, if you are unable to attend or will be sending a substitute/alternate, please advise of that as well (mvitale@aashto.org; 202-624-5862).

SCOH SPRING MEETING 2007
Phoenix Ritz Carlton Salon I & II Phoenix, Arizona

SCOH TECHNICAL: FRIDAY, MAY 4, 2007 — 8:00 AM TO 4:30 PM

SCOH BUSINESS: SATURDAY, MAY 5, 2007 — 8:30 AM TO NOON

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

Sincerely,

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

Documents Available on the SCOH Homepage
Link: http://www.transportation.org/?siteid=54&pageid=2184
2007 SCOH
Spring Meeting
Phoenix Ritz Carlton
Salon I & II
Phoenix, Arizona

SCOH TECHNICAL: Friday, May 4, 2007
8:00 AM to 4:30 PM

SCOH BUSINESS: Saturday, May 5, 2007
8:30 AM to Noon
STANDING COMMITTEE ON HIGHWAYS
TECHNICAL MEETING

' AGENDA
Ritz Carlton Hotel – Phoenix, Arizona
Salon I & II
FRIDAY, May 4, 2007 — 8:00 AM to 4:30 PM

8:00-8:15 AM — Orientation for New SCOH Members and Alternates..................Marty Vitale, AASHTO Staff

8:15 AM
I. CALL TO ORDER ........................................................................................................Vice-Chair Neil Pedersen, MD
II. INTRODUCTIONS ..................................................................................................Vice-Chair Pedersen
   A. All SCOH Members
   B. Other Introductions — AASHTO Staff, Arizona Room Monitors and Others

8:30 AM
III. MOTIONS: RESOLUTIONS FOR PREVIEW AND DISCUSSION
   A. PROPOSED POLICY RESOLUTION: National Unified Goal for Traffic Incident Management......................John Conrad, WA
   B. PROPOSED POLICY RESOLUTION: Establish a Special Committee on Context Sensitive Solutions.................Neil Pedersen, MD

9:15 AM
IV. DISCUSSION — SCOH COUNCILS......................................................................Vice-Chair Pedersen
   • Role of the Councils
   • Cross-cutting Issues in Project Delivery and Operations

10:15 AM — 10:30 AM Break

V. ROUNDTABLE DISCUSSIONS
A list of round table topics will be provided prior to the meeting

12:00 NOON LUNCH

1:00 PM
VI. Future of Councils ................................................................................................Vice-Chair Pedersen

VII. PRESENTATIONS
   B. Update on AASHTO TIG 2006 Focus Technologies.............................................Ananth Prasad, FL
   C. Work Zone Safety Coalition ..............................................................................Bob Laramore, ARBTA
   D. Local Public Agency Administration of Federal-aid Projects................................King Gee, FHWA
   E. NCHRP 25-27 Project: Evaluation of the Use and Effectiveness of Wildlife Crossings ........................................Patricia Cramer, Ph.D., Utah State University
   F. Center for Environmental Excellence .................................................................Carlos Braceras, UT
   G. Underestimated Interstate Highway Reconstruction Needs in FHWA’s “C and P” and AASHTO’s Bottom Line Reports....................................................Hal Kassoff, PB World

3:00 — 3:15 PM Break

VIII. ROUNDTABLE DISCUSSIONS (CONTINUED)

IX. ADJOURN TECHNICAL MEETING

* 4/26/2007 2:17 PM
WHAT IS THE NATIONAL UNIFIED GOAL?

The Traffic Incident Management National Unified Goal is:

• Responder safety;
• Safe, quick clearance; and
• Prompt, reliable, interoperable communications.

COMMITMENT STATEMENT

The NTIMC is committed to working together to promote, develop, and sustain multidisciplinary, multijurisdictional Traffic Incident Management (TIM) programs to achieve enhanced responder safety; safe, quick traffic incident clearance; and more prompt, reliable, interoperable communications.

HOW WILL THE GOAL BE ACHIEVED?

NTIMC will achieve the three major objectives of the National Unified Goal through 18 strategies. Key strategies include recommended practices for multidisciplinary TIM operations and communications; multidisciplinary TIM training; goals for performance and progress; promotion of beneficial technologies; and partnerships to promote driver awareness.

CROSS-CUTTING STRATEGIES

■ Strategy 1. TIM Partnerships and Programs. Traffic Incident Management partners at the national, state, regional and local levels should work together to promote, develop and sustain effective Traffic Incident Management Programs.


■ Strategy 3. Goals for Performance and Progress. Traffic Incident Management partners should work together to establish and implement performance goals at the state, regional and local levels for increasing the effectiveness of Traffic Incident Management, including methods for measuring and monitoring progress.

■ Strategy 4. TIM Technology. Traffic Incident Management partners at the national, state, regional and local levels should work together for rapid and coordinated implementation of beneficial new technologies for Traffic Incident Management.

■ Strategy 5. Effective TIM Policies. Traffic Incident Management partners at the national, state, regional and local levels should join together to raise awareness regarding proposed policies and legislation that affect achievement of the National Unified Goal objectives of Responder Safety; Safe, Quick Clearance; and Prompt, Reliable Traffic Incident Communications.

■ Strategy 6. Awareness and Education Partnerships. Broad partnerships should be
developed to promote public awareness and education regarding the public’s role in safe, efficient resolution of incidents on the roadways.

**OBJECTIVE 1: RESPONDER SAFETY**

- **Strategy 7. Recommended Practices for Responder Safety.** Recommended practices for responder safety and for traffic control at incident scenes should be developed, and widely published, distributed and adopted.

- **Strategy 8. Move Over/Slow Down Laws.** Drivers should be required to Move Over/Slow Down when approaching traffic incident response vehicles and traffic incident responders on the roadway.

- **Strategy 9. Driver Training and Awareness.** Driver training and awareness programs should teach drivers how to react to emergencies on the roadway in order to prevent secondary incidents, including traffic incident responder injuries and deaths.

**OBJECTIVE 2: SAFE, QUICK CLEARANCE**

- **Strategy 10. Multidisciplinary TIM Procedures.** Traffic Incident Management partners at the state, regional and local levels should develop and adopt multidisciplinary procedures for coordination of Traffic Incident Management operations, based on national recommended practices and procedures.

- **Strategy 11. Response and Clearance Time Goals.** Traffic Incident Management partners at the state, regional and local levels should commit to achievement of goals for traffic incident response and clearance times (as a component of broader goals for more effective Traffic Incident Management--see Strategy 3).

- **Strategy 12. 24/7 Availability.** Traffic Incident Management responders and resources should be available 24/7.

**OBJECTIVE 3: PROMPT, RELIABLE INCIDENT COMMUNICATIONS**

- **Strategy 13. Multidisciplinary Communications Practices and Procedures.** Traffic incident responders should develop and implement standardized multidisciplinary traffic incident communications practices and procedures.

- **Strategy 14. Prompt, Reliable Responder Notification.** All traffic incident responders should receive prompt, reliable notification of incidents to which they are expected to respond.

- **Strategy 15. Interoperable Voice and Data Networks.** State, regional and local Traffic Incident Management stakeholders should work together to develop interoperable voice and data networks.

- **Strategy 16. Broadband Emergency Communications Systems.** National Traffic Incident Management stakeholders (working through the National Traffic Incident Management Coalition) should work together to reduce the barriers to integrated broadband emergency communications systems development and integration (both wired and wireless).

- **Strategy 17. Prompt, Reliable Traveler Information Systems.** Traffic Incident Management partners should encourage development of more prompt and reliable traveler information systems that will enable drivers to make travel decisions to reduce the impacts of emergency incidents on traffic flow.

- **Strategy 18. Partnerships with News Media and Information Providers.** Traffic Incident Management partners should actively partner with news media and information service providers to provide prompt, reliable incident information to the public.
CROSS-CUTTING STRATEGIES

Strategy 1. TIM Partnerships and Programs. Traffic Incident Management partners at the national, state, regional and local levels should work together to promote, develop and sustain effective Traffic Incident Management Programs.

Explanation: At the national level, Traffic Incident Management stakeholders (working through the National Traffic Incident Management Coalition—NTIMC) will develop guidance on successful techniques for development of effective and sustainable Traffic Incident Management programs at the multistate, state, regional, and local levels. National stakeholder organizations (NTIMC member organizations) will encourage their members to participate in Traffic Incident Management program promotion and development at the multistate, state, regional and local levels.


Explanation: Multidisciplinary training, including NIMS training, is a key mechanism for achieving the objectives of the National Unified Goal. National Traffic Incident Management stakeholders (NTIMC) will develop recommendations for multidisciplinary training curricula for traffic incident responders. The curricula will include both classroom and interactive training components. All traffic incident responders should be trained in NIMS. This will ensure that both government and private-sector Traffic Incident Management responders receiving training in the Incident Command System (ICS) and in Unified Command (UC) procedures.

Strategy 3. Goals for Performance and Progress. Traffic Incident Management partners should work together to establish and implement performance goals at the state, regional and local levels for increasing the effectiveness of Traffic Incident Management, including methods for measuring and monitoring progress.

Explanation: At the national level, Traffic Incident Management stakeholders (working through NTIMC) will work together to develop recommendations for establishing traffic incident management performance goals. The goals will address the missions of all of the Traffic Incident Management responders.

(a) The goals will recognize the key factors affecting coordination, consistency, and effectiveness of incident management operations (e.g. urban vs. rural, type of roadway, responder agency resources, type of incident).

(b) At the national level, Traffic Incident Management stakeholders also will work together to develop recommendations for performance metrics and monitoring, with the objective of developing common metrics.

(c) At the state, regional and local levels, Traffic Incident Management partners will be encouraged to develop Traffic Incident Management goals, metrics, and monitoring techniques that are appropriate for their situations, and to develop written agreements that commit the partners to the goals, to performance measurement, and to performance monitoring.

Strategy 4. TIM Technology. Traffic Incident Management partners at the national, state, regional and local levels should work together for rapid and coordinated implementation of beneficial new technologies for Traffic Incident Management.

Explanation: This strategy is intended to promote deployment of affordable and useful technologies. The National Unified Goal particularly encourages rapid implementation of technologies that can improve safety, speed incident investigations or improve incident communications without compromising the quality of the investigation.

Strategy 5. Effective TIM Policies. Traffic Incident Management partners at the national, state, regional and local levels should join together to raise awareness regarding proposed policies and legislation that affect achievement of the National Unified Goal objectives of Responder Safety; Safe, Quick Clearance; and Prompt, Reliable Traffic Incident Communications.
Explanation: This strategy is intended to encourage policies and legislation that support responder safety, quick clearance goals, or improved communications goals — for example, driver removal laws that require drivers that are involved in non-injury collisions to move vehicles out of the roadway, if they can do so safely.

Strategy 6. Awareness and Education Partnerships. Broad partnerships should be developed to promote public awareness and education regarding the public's role in safe, efficient resolution of incidents on the roadways.

Explanation: Traffic Incident Management partners should join together with other responder safety and highway safety advocacy groups to develop awareness and education programs to teach roadway users how to react to incidents on the roadway in order to prevent secondary crashes, reduce responder and roadway user injuries and deaths, and reduce congestion. National, state, regional and local Traffic Incident Management partners should encourage integration of content matter related to appropriate response to roadway incidents into existing driver and public awareness and education programs. Increasing awareness of "move over" and "move it" laws is an important element of this strategy.

OBJECTIVE 1: RESPONDER SAFETY


Explanation: National Traffic Incident Management stakeholders (working through the National Traffic Incident Management Coalition) will develop, through a multidisciplinary consensus process, recommended practices to promote responder safety at traffic incident scenes. These practices will be promoted through the multidisciplinary Traffic Incident Management training (Cross-Cutting Strategy 2).


Explanation: States should adopt and enforce "Move Over" laws that require drivers to move over/slow down for emergency vehicles and emergency responders on the roadway, and educate the public about them. Definitions of "emergency vehicles" and "emergency responders" must include all traffic incident responders, both public and private sector.

Strategy 9. Driver Training and Awareness. Driver training and awareness programs should teach drivers how to react to emergencies on the roadway in order to prevent secondary incidents, including traffic incident responder injuries and deaths.

Explanation: Broad partnerships are needed to support public awareness and education. The integration of traffic incident responder safety themes into existing awareness and education programs should be encouraged (See Strategy 6.)

OBJECTIVE 2: SAFE, QUICK CLEARANCE

Strategy 10. Multidisciplinary TIM Procedures. Traffic Incident Management partners at the state, regional and local levels should develop and adopt multidisciplinary procedures for coordination of Traffic Incident Management operations, based on national recommended practices and procedures.

Explanation: To assist state and local Traffic Incident Management partners in agreeing on multidisciplinary procedures, National Traffic Incident Management stakeholders (working through the National Traffic Incident Management Coalition) will develop multidisciplinary recommended practice guidelines for:

a) clearance of vehicles and cargo on the roadways or shoulders, including liability protection for responding agencies and responders;
b) towing and recovery operations at incident scenes;

c) traffic control at incident scenes;

d) traffic incident investigations, including crash reconstructions;

e) clearance of incidents involving spills of environmentally regulated materials that do not require response by a HAZMAT team;

f) emergency medical services operations at traffic incidents;

g) equipment and equipment operations for traffic incident management; and

h) service patrols.

Strategy 11. Response and Clearance Time Goals. Traffic Incident Management partners at the state, regional and local levels should commit to achievement of goals for traffic incident response and clearance times (as a component of broader goals for more effective Traffic Incident Management—see Strategy 3).

Explanation: National Traffic Incident Management stakeholders (working through the National Traffic Incident Management Coalition) will develop recommended response and clearance time goals for various traffic incident management scenarios (e.g. urbanized, rural, time of day), which will provide guidance to Traffic Incident Management partners at the state, regional and local levels as they develop multidisciplinary Traffic Incident Management goals, and goal agreements (See Strategy 3.) Traffic Incident Management partners at the state and local levels will be encouraged to work together to develop multidisciplinary goals for response times and clearance times. The partners will jointly develop a plan for achieving their goals, to be jointly monitored, and re-evaluated as appropriate. State, regional, local, and private sector traffic incident responders will be encouraged to formally commit to achievement of their goals and plans through written agreements.

Strategy 12. 24/7 Availability. Traffic incident responders and resources should be available 24/7.

Explanation: This strategy is intended to encourage 24/7 availability of all traffic incident responders and resources to promptly and effectively manage emergency incidents occurring on roadways.

OBJECTIVE 3: PROMPT, RELIABLE INCIDENT COMMUNICATIONS


Explanation: National Traffic Incident Management stakeholders (working through the National Traffic Incident Management Coalition) will develop guidelines for standardized communications practices and procedures. State, regional and local Traffic Incident Management partners should work together to develop and implement traffic incident communications plans, practices and procedures appropriate for their jurisdictions. Traffic incident responders should learn the practices and procedures as part of their multidisciplinary training programs (See Strategy 2.)

Strategy 14. Prompt, Reliable Responder Notification. All traffic incident responders should receive prompt, reliable notification of incidents to which they are expected to respond.

Explanation: Traffic Incident Management partners at the state, regional and local levels will work together to develop systems and procedures for prompt and reliable notification of traffic incident responders regarding incidents affecting traffic operations. Call-out procedures will be defined, to ensure that all appropriate and relevant on-scene responders and health care facilities are notified, and to filter incidents to avoid unnecessary call-outs. This strategy includes promotion of the development, implementation and integration of new notification and data transmission technologies such as advanced automated crash notification (AACN)—for example, TIM partners
should advocate the inclusion of AACN systems in vehicles sold in the United States and in Public Safety Answering Points. (See Strategy 4.)

**Strategy 15. Interoperable Voice and Data Networks.** State, regional and local Traffic Incident Management stakeholders should work together to develop interoperable voice and data networks.

*Explanation:* State and local Traffic Incident Management partners should explore ways to link their information and communications systems. Rather than continue to invest in stand-alone systems, agencies should insist that vendors of new communications equipment provide open architectures that make it possible to link to and share information with other jurisdictions and agencies, as appropriate.

**Strategy 16. Broadband Emergency Communications Systems.** National Traffic Incident Management stakeholders (working through the National Traffic Incident Management Coalition) should work together to reduce the barriers to integrated broadband emergency communications systems development and integration (both wired and wireless).

*Explanation:* Integrated, wireless broadband emergency communications networks are technically possible today. Yet technical and institutional barriers are such that it will be decades before emergency responders benefit from these technologies unless concerted and unified action is taken. National Traffic Incident Management stakeholders (working through the National Traffic Incident Management Coalition) will work to reduce the barriers to integrated broadband networks to link emergency service providers in all areas. This includes eliminating barriers to integration of Computer-Aided Dispatch (CAD) systems with Intelligent Transportation System (ITS) systems, barriers to implementation of wireless 9-1-1 location technologies and Next Generation 9-1-1 systems.

**Strategy 17. Prompt, Reliable Traveler Information Systems.** Traffic Incident Management partners should encourage development of more prompt and reliable traveler information systems that will enable drivers to make travel decisions to reduce the impacts of emergency incidents on traffic flow.

*Explanation:* National Traffic Incident Management stakeholders (working through the National Traffic Incident Management Coalition) will work together with private sector partners to accelerate development and implementation of incident information systems that will deliver real-time information, including re-routing information, without distracting drivers. The goal will be to provide information to drivers when they need it, and when they can use it in time to divert from a traffic incident, or to make other travel decisions that will reduce the impacts of emergency events on traffic flow.

**Strategy 18. Partnerships with News Media and Information Providers.** Traffic Incident Management partners should actively partner with news media and information service providers to provide prompt, reliable incident information to the public.

*Explanation:* National Traffic Incident Management stakeholders (working through the National Traffic Incident Management Coalition) will publish recommended practices for working with news media, information service providers, and telematics service providers. State, regional and local Traffic Incident Management partners will be encouraged to work closely and proactively with news media and information providers, within the context of Traffic Incident Management Programs, with a goal of improving the timeliness and accuracy of incident information provided to the public.
Whereas, Context Sensitive Solutions (CSS) is an approach to transportation project development and delivery that considers the total context within which a transportation improvement project will exist; it is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility; and

Whereas, A national workshop, co-sponsored by AASHTO, FHWA and Maryland DOT, was held in 1998 to explore the principles of CSS; and following that workshop a resolution was passed by the Standing Committee on Highways (SCOH) to establish a Task Force on CSS with the purpose of continuing the leadership effort in advancing CSS principles and practices nationally and developing an action plan; and

Whereas, The Task Force efforts resulted in the adoption of the AASHTO “Guide for Achieving Flexibility in Highway Design”; and in October 2004, NCHRP Project 20-24 (30), “Performance Measures for Context Sensitive Solutions,” was published; and

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

Whereas, In June 2005, AASHTO and FHWA entered into a partnership to further CSS nationally; and

Whereas, In September 2006, the AASHTO Center for Environmental Excellence sponsored a successful national peer exchange at which 46 states, the District of Columbia, Puerto Rico, and Nova Scotia were represented; and

Whereas, The purpose of the peer exchange was for transportation professionals to exchange information about successes and challenges in implementing CSS since the 1998 conference; and

Whereas, Another purpose of the peer exchange was for participants to assess the applicability of the 15 CSS “Principles” (Qualities and Characteristics) that were identified at the 1998 conference; and

Whereas, In October 2006, at the AASHTO Annual Meeting, members of the Task Force and members of FHWA met to identify strategic goals for an AASHTO/FHWA plan to further advance CSS nationally; and

Whereas, From these efforts, a work plan outlining four strategic areas of advancement and a statement on the CSS principles have been drafted; and

Whereas, The strategic work plan includes the following four goals, along with associated activities to further each goal: (1) Making the Case for CSS; (2) Building Knowledge and Skills; (3) Promoting Flexibility; and (4) Supporting Leadership and Building Coalitions; and

Whereas, A motion was accepted by SCOH in October 2006 to extend the life of the Task Force for an additional half-year, until the 2007 AASHTO Spring Meeting; and

Whereas, At the AASHTO Annual Meeting in October 2006, members of the Standing Committee on Highways (SCOH) were presented with a request that the Task Force be elevated in standing within the AASHTO committee structure, and

Now, therefore, be it resolved, That the Task Force on Context Sensitive Solutions be dissolved and a new Special Committee on Context Sensitive Solutions be established to implement the strategic work plan and other priority tasks identified by the Committee, and continue work on recommendations for refining the CSS Principles; and
BE IT FURTHER RESOLVED, That the Special Committee on Context Sensitive Solutions will work collaboratively with other AASHTO committees in the implementation of the CSS principles and practices into the many AASHTO publications; and

BE IT FURTHER RESOLVED, That the Special Committee on Context Sensitive Solutions shall report to the Standing Committee on Highways.

BE IT FURTHER RESOLVED, That the Special Committee on Context Sensitive Solutions shall include representation from the following AASHTO Standing Committees, with a goal of regional representation from each committee:

(4) Members from the Standing Committee on Highways (SCOH);
(4) Members from the Standing Committee on Planning;
(4) Members from the Standing Committee on the Environment;
(1) Member from the Standing Committee on Highway Traffic Safety;
(1) Member from the Standing Committee on Public Transportation;
(4) Members from the Subcommittee on Design, to include at least one member from each of the following technical committees that report to the Subcommittee on Design: Geometric Design, Design-Build, and Environmental Design;
(1) Member from each of the following SCOH subcommittees:
   Subcommittee on Construction,
   Subcommittee on Maintenance,
   Subcommittee on Bridges and Structures,
   Subcommittee on Traffic Engineering, and
   Subcommittee on Right of Way and Utilities;
(1) Member from the Standing Committee on Finance and Administration’s Subcommittee on Public Affairs, and
(3) At large members; and

BE IT FURTHER RESOLVED, that AASHTO will encourage the Federal Highway Administration to be actively involved in the work of the Special Committee through the appointment of a secretary to the Special Committee, the appointment of secretaries to any sub-groups of the Special Committee, and participation in any and all activities of the Special Committee at any level.
## Increased Cost Issues

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<tr>
<th>Topic</th>
<th>Lead Discussant</th>
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<tbody>
<tr>
<td>What are DOTs doing during planning and programming stages to account for the significant increase in highway construction costs? Have the increased costs on highway projects during the past two to three years caused DOTs to modify their design standards?</td>
<td>Ralph Hall for Frank Vozel, AR</td>
</tr>
<tr>
<td>What changes are being made to address the extraordinary construction cost increases? Changes in specifications? Increased use of warranties? Others?</td>
<td>Steven Hutchinson, ID</td>
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## National Indexes as Trends

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<th>Topic</th>
<th>Lead Discussant</th>
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<tr>
<td>Are states seeing a decline in the number of bidders? If so what is being done to try and increase the number of bidders? Are there national predictors of inflationary trends that can be used to give states a better idea of inflationary impacts? Are there national predictors of inflationary trends that can be used to give states a better idea of inflationary impacts?</td>
<td>Delbert McOmie, WY</td>
</tr>
<tr>
<td>State DOTs’ construction project cost and schedule controlling practices. Also, add the topic of cost estimating during the design phase.</td>
<td>Richard Hogg, PA</td>
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<td>Use of national material indexes as a pricing risk control for construction contracts. Who is using these contracting indexes for asphalt and how is it working. Use of national material indexes as a pricing risk control for construction contracts. Who is using these contracting indexes for asphalt and how is it working.</td>
<td>John Polasek for Larry Tibbits, MI</td>
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## Utilities Issues

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<th>Topic</th>
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<tr>
<td>Have DOTs experienced a problem in getting utilities relocated in a timely manner on highway projects? If so, what has been done to mitigate the problem?</td>
<td>Ralph Hall for Frank Vozel, AR</td>
</tr>
<tr>
<td>Utility accommodation and impact to construction and operations continue to be a topic at both Council meetings. What is new on management of this issue?</td>
<td>Steven Hutchinson, ID</td>
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<td>Major Projects: how other states are working with this requirement.</td>
<td>Kevin Mahoney, IA</td>
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## Other Issues

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<th>Topic</th>
<th>Lead Discussant</th>
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<tr>
<td>Is there a trend to more oversight of state DOTS by FHWA and why is it necessary to have such hard and fast deadlines in the directives or policies? These always are always accompanied by a threat of loss of funding or a hold of funding until compliance. Longitudinal bridge cracking is a major concern for us on LRFD structures. What are the other states experiencing? Resolutions or corrective measures they have taken if any?</td>
<td>Marvin Murphy, WV</td>
</tr>
<tr>
<td>Performance Based Contracting - - what has been tried, why and what has been the performance resulting from that type of contracting. Also, contractors are having difficulty with how to bid performance based contracts and are asking for help from the States. Work Zone Traffic speed enforcement - - what are other States doing particularly in regard to what extent State Highway Patrol forces are being utilized on construction projects?</td>
<td>Neil Pedersen, MD</td>
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<tr>
<td>State policy and experience with use of cable median barrier</td>
<td>John Conrad, WA</td>
</tr>
<tr>
<td>Which states are providing funding for non-dot state and/or federal agencies positions to help streamline design and construction processes? What tools are states using to seek additional highway funding? What works and what does not? Which states are using electronic bidding? What have been the results? Plus/minus</td>
<td>Delbert McOmie, WY</td>
</tr>
<tr>
<td>AASHTO support for commercialization of safety rest areas on the interstate system. How are other states handling the following: 1) Asbestos and painted steel handling 2) DBE program 3) E and O reimbursement</td>
<td>Amadeo Saenz, TX</td>
</tr>
<tr>
<td>Outdoor Advertising Issues and Highway Beautification Act.</td>
<td>Ananth Prasad, FL</td>
</tr>
<tr>
<td>Impact of federal visibility rule on litter pick-up by volunteer organizations.</td>
<td>Richard Hogg, PA</td>
</tr>
<tr>
<td>Has anyone thought about the impact of the reduction in staff at US Fish and Wildlife on transportation?</td>
<td>Steven Hutchinson, ID</td>
</tr>
</tbody>
</table>
I. Call to Order and Opening Remarks .................................................................Chair Allen Biehler, PA
II. Roll Call and Minutes from October 28, 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. and V.A. through E. has been acted upon, the items removed will be taken up in order

IV. Summary of SCOH Ballots from November 2006 to the Present ...............................Chair Biehler, PA
V. Work Plans (attached) ......................................................................................Chair Biehler, PA

A. Future Subcommittee and other Committee meetings
B. Subcommittee
1. Bridges and Structures ..................................................................................Mal Kerley, VA
2. Construction .....................................................................................................Gary Ridley, OK
3. Design ............................................................................................................Carolann Wicks, DE
4. Highway Transport ........................................................................................James Lynch, MT
5. Maintenance .................................................................................................Carlos Braceras, UT
6. Materials ........................................................................................................Grant Levi, ND
7. Right-of-Way and Utilities ..........................................................................John P. Campbell, TX
8. Systems Operation and Management ............................................................John Conrad, WA
9. Traffic Engineering ......................................................................................Del McOmie, WY

C. Task Force
1. Context Sensitive Solutions (CSS) .................................................................Neil J. Pedersen, MD
2. Highway Safety Manual .................................................................................Don Vaughn, AL

D. Joint Committee
1. Technology Implementation Group (TIG) .......................................................Ananth Prasad, FL
2. AASHTO/ACEC (work plan not applicable) ..............................................Harold Linnenkohl, GA

E. Special Committee
1. NTPEP Oversight Committee ....................................................................William Temple, LA
2. Special Committee on International Activity Coordination .................Johnny B. Bradberry, LA
3. Special Committee on U.S. Route Numbering .........................................Mike Behrens, TX
4. Special Committee on Wireless Technology ..............................................William A. Brown, VA

VI. Motions
A. PROPOSED POLICY RESOLUTION: National Unified Goal for Traffic Incident Management .................................................................John Conrad, WA
B. PROPOSED POLICY RESOLUTION: Establish a Special Committee on Context Sensitive Solutions.................................Neil Pedersen, MD

VII. Presentations
A. Executive Director’s Report on AASHTO Activities ..................................John Horsley, AASHTO
   1. AASHTOWare ........................................................................................Tony Kane, AASHTO
   2. AASHTO’s Frequency Coordination Business ..................................Valerie Briggs, AASHTO
   3. Logo Launch ............................................................................................Sunny Schust, AASHTO
B. FHWA Activities .........................................................................................King W. Gee, FHWA
C. Larson Fund for Excellence .........................................................................Chair Biehler, PA & Tony Kane, AASHTO
D. American Hero Program ..............................................................................King W. Gee, FHWA
E. PDIT – Program Delivery Improvement Tool ..............................................King W. Gee, FHWA

VIII. Reports
A. NCHRP 20-7 (action) .....................................................................................Neil J. Pedersen, MD
B. SCOR Report (information) ..........................................................................Susan Martinovich, NV
C. Special Committee on U.S. Route Numbering (action) ................................Mike Behrens, TX

Key: **Bold-Italics** = new committee and/or new committee chair
D. AASHTO/ACEC Joint Committee (information/action) ........................................... Harold Linnenkohl, GA
E. SHRP II (information/handout) .............................................................................. Chair Biehler, PA
F. Continuing Education Units (information) ............................................................. Marty Vitale, AASHTO

IX. Special Order of the Day — TRAC Competition .............................................. Tate Jackson, AASHTO
X. Old Business ........................................................................................................ Chair Biehler, PA
XI. New Business ...................................................................................................... Chair Biehler, PA
XII. Adjournment

Key: **Bold-Italics** = new committee and/or new committee chair
American Association of State Highway and Transportation  
Standing Committee on Highways  
Business Meeting Roster – May 5, 2007

*Please initial on the line and make any necessary changes on this paper.*

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Minutes of the AASHTO Standing Committee on Highways (SCOH)
Business Meeting in Portland, Oregon
Saturday, October 28, 2006

Call to Order & Opening Remarks
Chairman Allen Biehler called the meeting to order at 10:05 a.m.

Roll Call & Minutes from May 6, 2006
Minutes of the May 6, 2006 meeting in Jekyll Island, Georgia were approved.
[Motion-VA / Second-WY – 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-TX / Second-AL – Passed]

The Vice Chair, Susan Martinovich, noted that a chairman is needed for the Special Committee on Wireless Technology and Bill Brownlow is the contact person at AASHTO Headquarters.

Resolutions/Motions
  [Motion-NC / Second-MI – Approved]

- Proposed Policy Resolution: Minimum Levels of Retroreflectivity for Traffic Signs – Tom Hicks, MD
  Hicks: The Supplemental Notice of Proposed Rule Making (SNPRM) inserted specific value numbers and this resolution will allow AASHTO to draft the response letter.
  AL/VA: an amendment was proposed to add a phrase to the overview noting that there is no scientific evidence that shows that higher retroreflectivity numbers increase safety.
  [Motion-MD / Second-WY – Approved]

- Motion on CSS (Context Sensitive Solutions) – Neil Pedersen, MD
  Revision: in the overview paragraph, the extension of the task force will be for a full year until the next annual meeting. The primary effort will be to develop a set of strategic goals jointly with FHWA.
  [Motion-MD / Second-NC – Approved]

Presentations
PDIT—Program Delivery Improvement Tool Status – Tony Kane, AASHTO and Joe Toole, FHWA
Kane: FHWA responded to AASHTO intervention by modifying its original Program Delivery Assessment Tool (PDAT) to PDIT with a revised purpose of sharing successful and good practices across the breadth of the Federal-aid Highway Program. Ten joint FHWA-AASHTO teams re-worked the tool which was reviewed by a joint leadership group of seven AASHTO executives with FHWA’s Associate Administrators. The new tool eliminates scoring, simplifies the core program elements, and has broader directions.

The draft tool has been prepared and it is advancing to the pilot stage with one state per AASHTO region trying out the PDIT to assess effectiveness of the tool to help DOTs be more effective; before launching the effort nationwide. NM & NC have volunteered, and AASHTO HQs is in discussions with two other regions. Additional states are interested. An electronic version of the draft PDIT will be distributed to SCOH members.

Any notion of scoring and comparison of states have been eliminated. This was a good faith effort by FHWA to collaborate with AASHTO.
Acknowledgements
The Chairman recognized the following members who are retiring and thanked them for their service: Paul Wells (NY), Craig Siracusa (CO), and Bob Walters (AR). He welcomed the following new members: Mike Shamma (NY), Rick Hogg (PA), and Marcie Mathews (KY). The Chair also acknowledged CarolAnn Wicks (Secretary of the Delaware DOT), John Campbell (ROW/Utilities Subcommittee), Johnny Bradbury (Chairman of the International Activities Committee); and Ananth Prasad (FL) as the new chairman of the Technology Implementation Group (TIG).

Executive Director’s Report on AASHTO Activities – John Horsley, AASHTO
Horsley: Acknowledged and thanked the new chairman of SCOH.

The Board will be considering the four policy resolutions that the ARTBA-AGC-AASHTO joint committee has developed.

On the research front, SAFETEA-LU provided $200 million but promised $240 million in activities. This shorted the FHWA-led research and technology activities by $30 million and pared back the university transportation centers funding by 30%. A technical corrections bill was drafted by The House that funds SHRP-2 as a takedown of Title I programs and thus would provide $50 million to make whole FHWA and other earmarks. The Senate is expected to pass the technical corrections bill in the lame duck session after the elections. AASHTO hopes that this will restore vital funding to FHWA and SHRP-2, raising SHRP-2 funding from $36 million to $50 million in January 2007. Jack Basso, Janet Oakley and Tony Kane were acknowledged and commended for a long hard year of effort.

The work products of the policy working groups over the past six months will be acted upon by the Board and passed on to the SAFETEA-LU commission. This National Surface Transportation Policy and Revenue Study Commission is composed of four appointments by the President, four by the House, and four by the Senate. Secretary Busalcchi (WI) is the only state DOT representative on the commission. There is a proposal in Congress to extend the commission term for six months (January 2008 versus July 2007). This needs AASHTO support so that the commission results can be used for reauthorization in 2009. All states may face a funding crunch in February 2008, when the President’s budget for 2009 will see a depletion of the Highway Trust Fund (HTF), necessitating an $11 billion reduction in the Federal program.

Messrs. Pedersen (MD), Conrad (WA), Spryncynatyck (ND), and Ms. Miller (KS) led groups to develop excellent policy recommendations on system management and expansion needs that articulated and documented national needs. These concepts will be promoted to the Commission in documents and testimony at the field hearings of the Commission. These field hearings will be held in November in New York City and Memphis; in February in Los Angeles and Atlanta; and in April in Chicago and Minneapolis. Representatives of WA, OR & MD, AASHTO President Linnekohl (GA) and Vice President Mendez (AZ), met with four of the commissioners yesterday. The Board of Directors is expected to approve the policy positions on Monday.

State DOT CEOs have been interacting with their Governors and legislatures on the serious matter of the steep escalation of construction costs. AASHTO is looking to AGC and ARTBA to forecast cost trends. The USDOT’s Inspector General (OIG) is reviewing the matter to see if the increases are temporary or represent a continuing crisis. From 2003 to 2004 there was a steady increase in costs and then in 2004 there was a large jump in steel prices because of China’s demand for steel. Between 2004-2006, there was a dramatic surge in commodity prices: concrete and oil. SCOH subcommittees should take the lead on this issue for AASHTO. State DOT credibility is on the line because of these escalations.

The Chair acknowledged the Subcommittee on Construction (SOC) for identifying response strategies and asked the SOC to stay engaged on the issue for SCOH.

PIARC (World Road Association)
(a) Announcement on Representation – Tony Kane, AASHTO

John Horsley is the Second Delegate to the World Road Association after the FHWA Administrator. The membership is made up of 75 nations and more developing nations are joining. NCHRP has provided funding for nine state DOT experts to participate in technical committees. The next four year work cycle will be voted on in November which work starts in 2008 after the Paris World Congress in September 2007. The World Congress in 2010 will be in Quebec. Participation in PIARC is
key to maintaining international ties for innovation. AASHTO has obtained collective membership for the state DOTs – benefits include copies of the magazine, access to technical documents, discounts on technical publications, and discounted conference fees. AASHTO is proposing to be the National Committee for the USA similar to the situation in Australia. AASHTO will continue to jointly participate in technical committees with FHWA.

(b) USA National Competitors for PIARC Prizes 2007 – Marty Vitale, AASHTO

AASHTO was tasked to conduct the PIARC prize paper competition in the USA – and jointly with FHWA solicited and received ten candidate papers. The Award categories and their winners are: (1) Communications (MSDOT); (2) Construction, Maintenance and Operations (TFHRC/FHWA); (3) Road Safety (USDA – Forest Service); (4) Sustainable Development (Hal Kassoff of Parsons-Brinckerhoff); (5) “Team Under-30 Years Old” (TIMED Management – PBQD-Louisiana). Details of the competition and winners are posted on the SCOH website. Winners have been submitted to PIARC for the international competition. International winners will be announced in May 2007.

FHWA Activities – King W. Gee, FHWA

The following executive appointments and moves have been made since the last meeting: Mary Peters as the 15th U.S. Secretary of Transportation; Rick Capka as the new Federal Highway Administrator; Mary Phillips as the FHWA Associate Administrator for Policy; Jeff Lindley as the FHWA Associate Administrator for Safety; and Cindy Burbank has retired as the Associate Administrator for Planning, Environment and Realty.

On September 12, 2006 consolidating guidance was issued on the Americans with Disabilities Act and the Rehabilitation Act (section 504) to clarify and address ongoing issues with FHWA oversight responsibilities and State & Local actions needed to meet requirements. The laws are to ensure that the transportation system is accessible to all, and that agencies are responsive to complaints. The law does not require Pedestrian Facilities, but where they are provided or existing, they must meet accessibility requirements for disabilities when the road or bridge is improved. The clarifying memo includes a list of 34 detailed questions and answers.

A national program review was recently completed on the administration of Federal-Aid Projects by Local Public Agencies (LPAs). The review looked at 39 projects in 35 local jurisdictions in seven states. There were a number of serious deficiencies among the findings of the review, which included a lack of program guidance to LPAs and inconsistent FHWA oversight of State LPA administration. FHWA recognizes this as a high risk area and will be moving to find mechanisms to assure that Federal-aid funds are properly expended by LPAs. A response strategy is being developed for release this coming spring.

The first group of projects to be funded under the Highways for LIFE Program will be announced by Administrator Capka at the Board of Director’s meeting. The deadline for FY 2007 project applications has been extended from November 30 to January 30, 2007. FHWA is seeking projects that serve as shining examples of what is possible with respect to improving safety, minimizing construction-related congestion, and achieving high-quality, long-lasting highway infrastructure. Projects selected will be geographically dispersed and serve as a platform for promoting innovation and new technology. A second element, Technology Partnerships, is designed to provide impetus for adopting a proven but non-highway related innovation or for improving existing highway related innovations. The draft solicitation for proposals will be published in FedBizOps (Federal Business Opportunities) in the first week of November for public comment; and then proposals solicited in early 2007.

The 2006 FHWA Excellence in Highway Design Award winners were announced along with distribution of a flier describing the winning entries for each category. Special appreciation is due to the winners and the merit and honorable mention awards. Almost 300 nominations were received and considered.

Secretary Peters has endorsed the Departmental Congestion Initiative that then-Secretary Mineta had launched in May 2006. The Six Point Congestion Mitigation Plan includes the following elements: Relieve Urban Congestion; Unleash Private Sector Investment Resources; Promote Operational and Technological Improvements; Establish a “Corridors of the Future” Competition; Target Major Freight Bottlenecks and Expand Freight Policy Outreach; and Accelerate Major Aviation Capacity Projects and Provide a Future Funding Framework.
FHWA has been sponsoring Pavement Preservation Program Reviews conducted upon the request of states through the National Center for Pavement Preservation. Twenty field reviews have been completed and an interim report is being prepared with findings and recommendations to date. Additional reviews will be available in 2007. A related booklet titled, “A Quick Check of Your Highway Network Health” was distributed to highlight the challenge of pavement preservation.

FHWA continues to collaborate with AASHTO on Context Sensitive Solutions (CSS). FHWA is also working with other organizations like the ASCE which is sponsoring a CSS Conference to bring engineers together who are applying CSS to share experiences and challenges. The ASCE conference will be in Atlanta on November 16-17, 2006.

Horsley: The LPA review findings are probably indicative of a systemic problem that cannot be ignored. Three offers/comments were made to FHWA to help follow-up: (1) AASHTO staff is available; (2) State aid officers from DOTs should be available; and (3) engage national associations of local officials and agencies. Two possible options might be possible: (1) buy-backs; and (2) SEP-15 simplification of the process.

Chair: Expressed strong enthusiasm with Mary Peters as the Secretary. Congratulations to the Design Award winners who have raised the bar for everyone.

MD: Hopes that FHWA will take an improvement approach rather than an audit approach to responding to the LPA administration of Federal-aid projects.

**Reports – Action Items**

**Council Reports** - Chair Biehler, PA

Project Delivery – Carol Murray, NH

The Council reviewed Subcommittee activities. 42" was finally agreed as the bridge railing height between the two subcommittees. The Subcommittee on Construction has been busy dealing with cost escalation and DBE issues. John Campbell is the new chair of the ROW & Utilities Subcommittee.

MD: There has been much constructive discussion on CSS.

CO: Noted the NTSB (National Transportation Safety Board) investigation of the bridge girder collapse in Colorado. It has good learning experiences for other states.

Operations – Victor Mendez, AZ

Carlos Braceras (UT) reported for the chair: Highway Transportation reported that the American Trucking Associations (ATA) has advanced a recommendation to increase size and weights on the highways. The technical service program for pavement preservation is up and running with 31 states participating. The related website is experiencing 70,000 hits per month. The System Operations and Management Subcommittee noted that a management training course is available - two week transportation operations academy; and that a technical services program for operations is under development.

Traffic Operations has a joint task force to review the national report on traffic surveys – seeking how to improve the standing of the topic. A National Unified Goal for Traffic Incident Management discussion has focused on how the initiative fits in with State actions. The traffic engineers have offered to house the access management issue.

FHWA has arranged funding for the MUTCD updates through 2009. A technical corrections bill will be needed to continue funding improvements to the MUTCD.

**NCHRP 20-7** – Susan Martinovich, NV

The Panel Chair acknowledged Bob Reilly and thanked him for his service to the 20-7 Panel as he plans to retire.

Bob Reilly (NCHRP): $33 million were contributed by the states for 60 NCHRP projects, of which $1M is allotted for 20-7 projects. The members of the 20-7 panel members were reviewed. Nine of 16 proposals for a total of $550,000 were recommended for approval.

1. Guidelines for Selection of Bridge Deck Overlays, Sealers and Treatments – $100,000
2. Development of Testing Protocols for Surface Applied Concrete Sealers Treatments – $75,000
3. Modification and Stabilization of Soils and Base for Use in Pavement Structures – $75,000
4. Incorporation of Lane Management and Toll Plaza Design Issues in the AASHTO Green Book - $60,000
6. Identification and Delineation of Incident Management and Multi-Agency Emergency Response Functions – $25,000
7. Update of AASHTO Roadside Design Guide – $60,000
8. Capacity Creation Through Innovative Design – $50,000
9. Cost Analysis of Rehabilitation/Reconstruction of the Nation’s Highway Infrastructure – $65,000

[Motion-CT / Second-UT – Approved]

Special Committee on U.S. Route Numbering – Mike Behrens, TX
Don Vaughn (AL) reported for the committee chair that twenty-six applications had been received since the last meeting, of which four were subsequently withdrawn. All 22 requests are recommended for approval – see handout for the list. The 1989 document is being upgraded and improved for format. Thanks to Marty Vitale for supporting the committee.

[Motion-AL / Second-AR – Approved]

AASHTO/ACEC Joint Committee – Doug Differt, MN
The joint committee reviewed the 50th Interstate Highway System anniversary activities; and had an excellent discussion on the ARTBA-AGC-AASHTO Joint Committee resolutions on Improving Contract Plans and Administration and the Principles for the SAFETEA-LU Commission. The committee also received reports on the new design-build rule; management of earmarks; construction cost increases; and improving the quality of environmental documents. Finally, a discussion ensued on Public-Private Partnerships and USDOT support, and it was noted that a new report was forthcoming.

AASHTO-ACG-ARTBA Joint Committee – John Horsley, AASHTO
The joint committee meets at the end of each summer to identify four topics for regional discussions, particularly management issues and policy matters. Meeting last in Lake Lanier, Georgia, the joint committee agreed on Federal program reauthorization principles which have now been further endorsed by ACEC. Four policy joint resolutions were discussed regionally over the past year: (1) Contractors facing engineering workforce shortages – how to interest students in civil engineering; (2) Future of the Interstate Highway System – especially interchanges, bridge structures, pavement structures and the possible surge of replacement costs; (3) Improving Contract Plans and Administration; and (4) Common Principles and Objectives for Reauthorization.

Standing Committee on Highway Traffic Safety (SCOHTS) Activities – Susan Martinovich, NV
The Standing Committee is made up of state DOTS and other sector representatives. SCOHTS members of that standing committee were acknowledged. Two matters will be going to the Board of Directors: (1) Building public support for traffic law enforcement; and (2) Working with NGA to encourage having safety in the national meeting agenda.

Tibbits (MI): The first subcommittee meeting was held in Oklahoma with 41 states represented and others for a total of 120 people present. SCOHTS Chair Rahn charged the subcommittee to be bold in actions and goals. They are looking at quick hitting tasks to save lives. Six task groups are working on strategic highway safety plans; information packets to be developed for CEOs and legislators on .08 BAC, seat belts, etc. The subcommittee is looking for additional representatives from the behavioral side, planning and enforcement. Five research statements will be proposed to SCOHTS.

Standing Committee on Quality: Project Time and Cost Performance Measures – Mara Campbell, MO
Twenty states have contributed data to extend the effort to 26,000 projects over 5 years - see handout. The project goal is continual improvement – to learn from which state is doing well. The data shows that “On Budget” – using a strict measure 45% were on-budget (27-64%); and “On Schedule” – using a strict measure 55% were on-schedule (13-99%). The project needs help to have apples-to-apples comparisons.
SHRP II – Neil Hawks and Ann Brach, TRB
Plans are to spend the funding that is currently available and expand the program if additional funding is provided by a technical corrections bill. A seven year funding split has been set among the four main areas of Safety, Renewal, Capacity and Reliability. The Oversight Committee Chair is Allen Biehler (PA) with six senior state DOT leaders serving on the steering committee. Three of the four Technical Coordinating Committees are chaired by state DOT executives: Iwasaki (CA) – Renewal; Conrad (WA) – Reliability; Pedersen (MD)/Tischer (VA) – Capacity. There are eleven expert task groups (ETGs) with 27 of the members being state DOT representatives.

The first round of RFPs was compressed, but the ETGs worked nimbly. The first year program was approved in August; 12 RFPs were announced on September 11; and 40 proposals were received. In November, the ETGs will review the proposals. By the end of November, the Oversight Committee will select the contractors; and by December 15, the 2007 work program will be submitted to FHWA.

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

Old Business – Chair Biehler, PA
Consistency of AASHTO Publication Titles – Ken Kobetsky, AASHTO
Technical chairs were reminded to keep this matter in mind as new publications are being prepared.

New Business – Chair Biehler, PA
Recommended Guidelines for Traffic Data Program – Ken Kobetsky, AASHTO
The recommended guidelines are being updated and will come to the Subcommittee on Operations & Management and the Subcommittee on Traffic Engineering for balloting.

$4.2 million was earned through the sales of AASHTO technical publications.

New AASHTO Staff
The following staff members were introduced: Bill Brownlow – Telecommunications Manager; Keith Platte – Engineering Management Intern; and Joe Dorsey – NTPEP engineer.

Adjournment
The Chairman adjourned the meeting at 12:20 p.m.

Respectfully Submitted,
King W. Gee
SCOH Secretary
FHWA, USDOT
This report include all ballots and surveys responded by SCOH member departments. The AASHTO notified its Board of Directors of each ballot of which no Board member objected to SCOH making the final decision on these technical issues. The survey HW-07-02 was participated by SCOH only.

**HW-07-04 Design of Movable Highway Bridges Using the LRFD Bridge Design Standards:** The results include answers from all respondents who took the survey in the 34 day period from Friday, February 16, 2007 to Wednesday, March 21, 2007. 37 completed responses were received to the survey during this time.

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**HW-07-03 AASHTO Joint Publication with NAPA & FHWA on Recycling Mix Design:** The results include answers from all respondents who took the survey in the 17 day period from Tuesday, February 13, 2007 to Thursday, March 1, 2007. 39 completed responses were received to the survey during this time.

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**HW-07-02 SCOH SURVEY: CALIFORNIA “LOOK-AHEAD” BEST PRACTICES SURVEY:** Summary: This report contains detailed statistical of the results to the survey titled HW-07-02 SCOH SURVEY: CALIFORNIA “LOOK-AHEAD” BEST PRACTICES SURVEY. The results include answers from all respondents who took the survey in the 29 day period from Friday, January 12, 2007 to Friday, February 9, 2007. 31 completed responses were received to the survey during this time. Results are provided by CALTRANS. [http://highways.transportation.org/sites/scoh/docs/Industry%20Look-Ahead%20Survey.pdf](http://highways.transportation.org/sites/scoh/docs/Industry%20Look-Ahead%20Survey.pdf)

**HW-07-01 Ballot: FHWA NPRM on Temporary Traffic Control:** The results include answers from all respondents who took the survey in the 19 day period from Thursday, February 1, 2007 to Monday, February 19, 2007. 43 completed responses were received to the survey during this time.

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**HW-06-11 Ballot: 4th Edition of the LRFD Design Guide:** The results include answers from all respondents who took the survey in the 22 day period from Wednesday, December 13, 2006 to Wednesday, January 3, 2007. 45 completed responses were received to the survey during this time.

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**HW-06-10 Ballot: Revisions to the AASHTO/AWS Bridge Welding Code:** The results include answers from all respondents who took the survey in the 25 day period from Tuesday, December 5, 2006 to Friday, December 29, 2006. 48 completed responses were received to the survey during this time.

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**HW-06-04 Re-confirmation - 26th Edition of the Materials Standards and Specifications:** The results include answers from all respondents who took the survey in the 17 day period from Tuesday, October 17, 2006 to Thursday, November 2, 2006. 40 completed responses were received to the survey during this time.

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<td>Right-of-Way</td>
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<td>Special Committee on Wireless Technology</td>
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All AASHTO Meetings/Events
Highways Subcommittee on Bridges and Structures (SCOBS)

Officers

- Chair: Malcolm T. Kerley (Virginia)
- Vice Chair: James A. Moore (New Hampshire)
- Secretary: M. Myint Lwin (FHWA)
- Assistant Secretary: Firas I. Sheikh Ibrahim (FHWA)
- AASHTO Liaisons: Ken Kobetsky/Kelley Rehm

No changes to existing charge statement.

Proposed Schedule

Meetings

Throughout the year, various Technical Committees held interim meetings to facilitate the business of the full subcommittee in support of actions taken during the past Annual Meetings. The most notable activity was that of the Technical Committee for Seismic Design (T-3) which met to finalize a ballot item of the new seismic LRFD design guide specification. The seismic committee has fulfilled its last year work plan objective in developing one ballot item that includes adopting the new USGS seismic maps in the current LRFD specifications as well as developing a new guide specifications for the seismic design of bridges. The two specifications were developed concurrently to allow states to have the option of using either specification depending on their preference of design methodology coupled with their vulnerability to seismic events.

The 2007 Annual SCOBS Meeting will be held from July 9-13, 2007 in Wilmington, Delaware. During this period, each of the 20 SCOBS' Technical Committees will meet 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. Also during this period, the LRFD Oversight Committee and the SCOBS Executive Committees will meet 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.

Future meetings of the subcommittee have been scheduled in the following states: 2008 in Nebraska, 2009 in Louisiana, and 2010 in California. Other future subcommittee meetings have been tentatively scheduled in the following states: 2011 in Virginia, 2012 in Texas, and 2013 in New Jersey.

Schedule on New/Recent/Updated Publications


2007 Second Edition of the AASHTO LRFD Movable Highway Bridge Design Specifications (soon)

2007 AASHTO/NSBA Steel Bridge Collaboration Documents, various titles (awaiting final edits on one document)

Goals for the Next Five Years

SCOBS main focus for the next couple of years continues to be the successful implementation of the LRFD design specifications. The deadline for full implementation of the LRFD specifications is October 2007 for new and replacement highway bridges. The Subcommittee Chair and technical Chairs have worked with the FHWA to clarify the October 2007 deadline for consistency between the states. It is hoped that all new projects will use this specification regardless of funding. Since the deadline is tied to obligation of funding at the preliminary engineering stage. It is anticipated that the States will need training and technical assistance on LRFD design over the next few years.
To support and oversee the successful implementation of LRFD, the LRFD Oversight Committee was created a few years ago. Primary activities being facilitated by the Oversight Committee include 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. The committee will continue its LRFD support to ensure proper training is provided to States during the next few years. In light of the approaching 2007 deadline, continuing need for LRFD support and training, and establishment of the new executive committee, the SCOBS Chair will be reviewing the continuing role of the Oversight Committee past 2007.

SCOBS secondary focus will continue to be 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. 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. The new manual is in its final draft stage and will be sent to the publication department in 2007. SCOBS has worked with FHWA on setting a 2010 date for full implementation of LRFR for LRFD designed bridges, and on allowing flexibility in reporting to FHWA for existing bridges to be load rated in either LRFR or other past methodologies.

SCOBS and its T-11 committee on research will continue to support research items that support its seven Grand Challenges adopted in SCOBS’ strategic plan. These are: Extending Service Life, Optimizing Structural Systems, Accelerating Bridge Construction, Advancing the AASHTO Specifications, Monitoring Bridge Condition, Contributing to National Policy, and Managing Knowledge.

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.

With the increasing demand and need for design and construction guidelines for tunnels, SCOBS recently formed a technical committee for tunnels. This technical committee has been working with the FHWA on developing design and construction guidelines for tunnels. At the 2007 General Session in Delaware, T-20 will be proposing a resolution to support the development of a separate Section within the LRFD Bridge Design Specification for highway tunnels, support establishment of a national specification for highway tunnel inventory and security, and to support development of a national specification for highway tunnel design and safety requirements.

Transportation security continues to be an important focus of SCOBS efforts. 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. This year, T-1 will be proposing its first security ballot items to be adopted in the LRFD Bridges Design Specifications.

Pursuant to SCOH’s approval last year, SCOBS has established the FHWA-AASHTO Wave Task Force. The task force’s role is to 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 an FHWA contract to create guide specifications and retrofit manual for bridges subject to coastal storms. It is anticipated that final draft documents will be produced in early 2008, and will be balloted at the 2008 SCOBS Meeting in Nebraska.
Highways Subcommittee on Construction (SOC)

AASHTO SOC Officers
Chair: Gary Ridley, ODOT
Vice Chair: Thomas R. Bohuslav, TxDOT
Secretary: VACANT - Acting Chris Schneider (FHWA)
AASHTO Liaison: Jim McDonnell

Review of SOC Charge Statement
No change.

Proposed Schedule (Specific task deadlines are August 2007, if not otherwise stated.)

New or Updated Publications
• Publish the latest update to the AASHTO Guide Specifications for Highway Construction
• Continue to build on the usefulness and content of the “Tid Bits” newsletter for DOTs. Roadways and Structure Section Lead

Other Activities

General
• Develop the program for the SOC 2007 summer meeting in Mississippi, July 30 through August 3.
• Serve on the NPHQ Steering Committee, NWHS update, Highways for Life Task Force, and the Design Build Joint Committee.
• Submit and participate in International and Domestic Scan programs.

Upcoming Meetings
• July 29-August 3, 2007, Biloxi, Mississippi
• August 2-8, 2008, San Antonio, Texas
• 2009, Chicago, Illinois

Computers and Technology Section (George Raymond, ODOT)
• Finalize and publish the Guidelines for Construction Management System Automation.
• Continue to provide information for the AASHTO web site and the National Highway Specification Web site. Establish a roster of responsible individuals in each state to update Specification Web site.
• Continue to provide leadership, extension, and guidance for the enhancements of the AASHTO Trns*port software, and review existing TMR list for priorities and identify gaps. Utilize Guidelines for Construction Management System Automation to prioritize and identify those gaps.
• Develop a guidance document for standardization. Develop a guide specification and contract language on stakeless construction utilizing survey conducted in 2005, data gathered in NCHRP Synthesis Project 37-06, and any other state-of-the-practice information.
• Provide representation to the following committees: NICET steering committee; Civil Rights module for Trns*port Task Force; and the AASHTO TIG.
• Survey the state-of-the-practice in electronic project documentation, as-built documentation, and archiving.  Monitor traffic modeling efforts for work zones in Washington and California.  Participate in teleconferences for NCHRP 20-5 Topic 37-06 “Technologies for Construction Delivery.”

Contract Administration Section (Cal Gendreau, NDDOT)
• Develop a report on “Current Strategies to Address Increased Highway Construction Costs and Reduced Competition,” based on the March 2006 AASHTO survey responses, in time for the Standing Committee on Highways meeting.
• Update information on the States’ use of price adjustment clauses.
• Liaison with the FHWA/AASHTO/Industry DBE Work Group.
• Develop program for the 2007 SOC meeting.
Environmental and Human Resource Section *(James Tynan, NYDOT)*

**Environmental Stewardship**
- Conduct survey on SWPPP payment (lump sum and/or bid items).
- Participate in NCHRP 25-25 Environmental Stewardship project.

**Work Zone Safety**
Study the effectiveness/enforcement value of fines (including double) in work zones.

**Human Resources**
- Attend meetings of the Transportation Curriculum Coordination Council (TCCC) and coordinate issues of interest.
- Survey the states to see what they are presently doing to overcome cultural/language/etc. differences in determining how they can be adequately staffed and trained.
- Participate on a pilot panel for a new National Highway Institute (NHI) class on “Environmental Factors in Construction.”

Roadway and Structures Section *(David A. Sadler, FLDOT)*
- Review the amount of time inspectors are spending doing work other than inspecting to determine if there are areas that can be improved upon and/or if there is value in the non-inspection work being done.
- Obtain and summarize current best practices for inspection and measurement of workmanship, and prepare recommendations for the QA program guide.
- Develop a white paper on pavement markings describing the best practices being used around the country, to include removal of existing striping, transition areas, and installations of new stripes.
- Develop a catalogue of various practices of reviews (constructability, VE, Contractor solicited input, and post construction feedback) for improving the quality and effectiveness of plan sets and market the result of this effort to the DOTs.
- Conduct a survey to determine how DOTs are accomplishing specialty construction inspection (ITS, bridge painting, etc.), whether through outsourcing or using State resources, the type of certification process used (if any), and the relative cost difference in outsourced services compared to agency staff.

Research Steering Committee *(Byron Coburn, VDOT)*
The following will be submitted to TRB as proposed research projects.

**Contract Administration Section’s proposed research and synthesis projects:**
- Innovative Cost Cutting Techniques for Basic Construction – What are the latest measures being taken to keep costs at a minimum?
- Methods for Post Construction/Maintenance Feedback – How does the builder/designer know if they did a good job? How does the end user get comments back to the designer, project manager, etc.?
- Methods to Analyze Weather Delays on Calendar Day/Completion Date Projects – What methods can be used to determine if the weather was “severe” or “unusual” when the contractor claims weather as the cause of delay?
- Methods of Handling Traffic when “Construction Window” is Limited – What are the best practices when the time of allowable lane closures is very limited?

**Roadways and Structures Section’s proposed research and synthesis projects:**
- Bridge Deck Expansion Joints – What are proper construction techniques?
- Low Permeability Concretes in Areas of Snow and Salt
- Warm Mix Asphalt – How is it performing?
- Construction Inspection Programs in States
- Condition Assessment Programs of Roadways and Structures – How are agencies measuring and analyzing data to allocate resources to their assets? How to manage their assets? Coordinate with the Maintenance Subcommittee.
Environment and Human Resources Section's proposed research and synthesis projects:
Increased Project Costs due to Outside Influences during Project Development – Outside forces include stakeholders, political influences, trying to shortcut normal processes to beat upcoming events such as the Olympics.

Computers and Technology Section’s proposed research and synthesis projects:
Suggested that the Subcommittee get involved in NCHRP Synthesis Project 38-02, “Information Technology for Efficient Project Delivery,” which is just getting started.

Goals
The SOC’s 1 to 5 year goals are as follows:
- Provide guidance to the states to reduce the construction impacts to traffic flow and to increase safety.
- Develop best practices for environmental stewardship that states can easily implement.
- Develop best practices and innovations for procurement methods and contract administration that increase construction quality and regulatory compliance, and reduce reliance on state forces.
- Provide constructive input on FHWA, industry, and other business partner initiatives and program revisions to assist in providing for programs that are to the benefit of the public.
Highways Subcommittee on Design
Highways Subcommittee on Highway Transport

Officers
- Chair: James Lynch, MT
- Vice Chair: Jeff Honefanger, OH
- Secretary: Jim March, FHWA
- AASHTO Liaison: Leo Penne, AASHTO

Task Force Chairs:
- Jan Skouby, MO, Operations
- Ric Athey, Arizona, Size and Weight
- Denny Silvio, Louisiana, Oversize/Overweight Permitting
- Cecil Selness, MN, Highway Freight Movement

Review of Subcommittee charge statement: No change to existing charge statement

New or Updated Publications
- Primer on oversize/overweight truck routing, Summer 2007
- Enforcement in Europe: Scan Report, distribution.
- Interstate/Intergovernmental Protocol for Disaster Responses Related to Freight

Other Activities — 2007-2008

Specific
- Carry out implementation plan for size and weight enforcement European scan.
- Complete work of joint working group (SCOHT and SCORT) on highway-rail crossing safety.
- Form and manage work of AASHTO size and weight increases technical group, including liaison with trucking industry.
- Conclude agreement with boat carriers.
- Continue discussion with utilities industry concerning truck and equipment issues.
- Provide input to NCHRP study on application of Canadian truck regulation experience in the U.S.
- Get Freight Movement Task Force well-established

General
- Update membership list at least quarterly.
- Encourage more representation on SCOHT from the freight transportation and planning divisions of transportation departments.
- Continue promoting communication with industry.
- Examine national standards on size and weight for uniformity and respond to proposals for change.
- Promote regional permits among and between the various AASHTO Regions.
- Review and comment on security issues relating to trucking, including the use of ITS technology to monitor/process information on drivers, vehicles and loads.
- Work to integrate trucking elements into state 511 service.
- Develop interactive trucking communication and support system through Subcommittee website.

Upcoming Meetings
- Subcommittee on Highway Transport Annual Meeting - June 2007, New Orleans, Louisiana

GOALS
- Strive to continually improve and maximize the participation of partners in the commercial vehicle industry with the intent of finding joint solutions.
- Link SCOHT activities to other AASHTO activities in the areas of safety, security, operations and freight transportation.
- Identify potential research projects surrounding the subcommittee's charge that would have a high degree of probability for implementable results.
- Work with AASHTO Freight Transportation Leadership Group (chairs of freight mode committees) to develop an integrated freight transportation effort.
- Continue to support development interregional permit systems.
Highways Subcommittee on Maintenance

Officers:
- Chair: Carlos Braceras, UDOT
- Vice Chair: Russell Yurek, MD SHA
- Secretary: Jim Sorenson, FHWA
- Liaison: Ken Kobetsky, AASHTO

Review of Subcommittee charge statement
- Existing
  No change to existing charge statement

Proposed Schedule
- New or Updated Publications
  - AASHTO Maintenance Manual for Roads and Bridges expected to be in circulation late Summer this year
  - The Maintenance Manager (a quarterly newsletter circulated to Subcommittee members)
  - Subcommittee on Maintenance Roster (updated annually)
  - Subcommittee on Maintenance information pamphlet (guide for newcomers)

- Other Activities For The Coming Year
  - The National Bridge Preservation Workshop is scheduled April 17-18, 2007 in St. Louis, Missouri. Contact Peter Weykamp – NYSDOT, Wade Casey – FHWA
  - The 12th Eastern Winter Road Maintenance Symposium & Equipment Expo is scheduled for August 29-30, 2007 in Columbus, Ohio. Contact Lee Smithson – AASHTO.
  - Develop a Winter Maintenance workshop to promote peer exchange and develop research problem statements for winter maintenance operations.
  - Initiate possible development of a training course on Performance Maintenance Contracting which will be based on the proceedings of the peer exchange and seminar on the same subject held March 20-21, 2007. Contacts: Jim Carney – MODOT, Celso Gatchalian – FHWA
  - Continue support for the Transportation Systems Preservation Technical Services Program to provide vital resource to pavement preservation practitioners. Contacts: Steve Varnedoe – NCDOT, John Vance – MSDOT
  - Continue with the development of the Maintenance Academy. Contacts: Jim Feda – SCDOT, Chris Newman – FHWA
  - Pursue development of Bridge Maintenance community list serve as part of the Transportation Systems Preservation Technical Services Program. Contacts: Peter Weykamp – NYSDOT
  - Continue promotion and development of regional working groups for State Bridge Maintenance Engineers. Contacts: Peter Weykamp – NYSDOT, Ed Welch, NHDOT, Wade Casey – FHWA
  - Development of the 2007 AASHTO Equipment Reference Book in electronic format to be posted on the AASHTO Subcommittee on Maintenance website.

• Develop a common website for all Regional Bridge Maintenance Working Groups. Contacts: Peter Weykamp-NYSDOT


GOALS

Bridge Task Force

Goal

• Promote the use of the Subcommittee website for information and technology sharing and as a clearinghouse for task force and focus groups.

Statement of Direction

The Bridge Task Force of the AASHTO Highway Subcommittee on Maintenance shall serve as liaison between the State Highway and Transportation Departments and Administrations. The Task Force shall:

• Provide a forum for the interchange of information among the members;
• Promote bridge safety through timely inspections and repairs;
• Promote bridge preservation through effective preventive and corrective bridge maintenance;
• Strive to elevate the awareness and importance of adequate bridge maintenance needs and effective repair and replacement scheduling; and
• Increase cooperation between the maintenance, materials, and design areas in order to construct and rehabilitate structures that are easier to maintain.

Pavement Task Force

Goals

• Promote the Transportation Systems Preservation Technical Services Program.

• Sustain high level of maintenance interest and involvement in the area of System Preservation.

Statement of Direction

The purpose of the Pavement Task Force is to promote the preservation of pavements. The Task Force will attempt to accomplish this purpose by the following activities:

• Coordinate and support the development of guidelines, specifications, terminology and best management practices relative to pavement preservation and maintenance;
• Share information on pavement preservation and maintenance;
• Support and participate in development of pavement preservation projects and the use of innovative pavement materials;
• Develop partnerships and coordinate task force activities with other pavement groups (such as FPP, FHWA, TRB A3C05 Committee, etc.);
• Identify research needs, support development of problem statements and identify potential funding sources; and
• Sponsor technical presentations to communicate new developments in pavement preservation and maintenance.

Roadside & Environment Task Force

Goal
• Promote maintenance as cornerstone to environmental stewardship.

Statement of Direction
The Roadside Task Force will champion roadside maintenance issues for AASHTO members. The Task Force shall:
• Provide a forum for the exchange of information among its members;
• Increase awareness of the public expectations for aesthetics, safety and environmental protection of the roadside including context sensitive design;
• Survey best practices for raising public awareness about maintenance constraints to meeting their expectations;
• Serve as the focal point for issues related to roadside facilities and services;
• Promote a dialogue of cooperation between maintenance and design areas in order to construct roadsides that are easier to maintain thus providing a higher level of service to the traveling public;
• Promote cooperate and communicate with TRB Committees, AASHTO Subcommittees, and other related organizations;
• Develop Research Program Statements and synthesis and submit to AASHTO Maintenance Subcommittee; and
• Serve as resource and subcommittee liaison on issues involving the joint use of highway rights-of-way (i.e., weight stations, accommodations of utilities, community service groups, and other agencies).

Snow & Ice Task Force

Goal
• Sustain high level of maintenance interest and involvement in the area of Winter Snow & Ice Control.

Statement of Direction
The purpose of the Snow and Ice Task Force is to enhance and promote winter operations as it relates to highway maintenance activities. This shall be accomplished through the following:
• Exchange of information between its members and other groups with shared interests;
• Encourage focus and increased awareness of winter operations related issues and concerns;
• Develop resolutions and research problem statements, and submit them to the AASHTO Subcommittee on Maintenance; and
• Identify and share new technology and best practices.
Traffic Services & Safety Task Force

Goals

- Increase awareness and reduce risk to the maintenance workers through improved Work Zone Traffic Safety methods, practices and innovations.

Statement of Direction

The Traffic Services and Safety Task Force is to serve as liaison between the State Highway and Transportation Departments and Administrations. The Task Force Shall:

- Promote safety and mobility for the traveling public through timely and effective maintenance and management of traffic infrastructure (for example, signs, markings, RPMs, signals, ramp meters, lighting, ITS hardware, guardrails, attenuators, RWIS, etc.);
- Promote safe and effective work zones for maintenance activities;
- Increase cooperation between maintenance, traffic and other organizations (law enforcement, fire & rescue, etc.) for effective incident management and emergency management response;
- Provide a forum for the interchange of information among the Subcommittee members; and
- Promote communication and cooperation with Traffic Engineering, Advanced Transportation Systems and other AASHTO Subcommittees, TRB committees, and others.
- Encourage technical development in the area of highway safety and maintenance operations.

Contract Maintenance Focus Group

Goal

- Encourage the use of performance-based contracting for both long-term as well as short-term maintenance and preservation.

Statement of Direction

The Contract Management Focus Group will have the responsibilities of working with all Task Forces, providing an outlet to focus on a particular activity in highway maintenance contracting. The Focus Group shall provide information and guidance for the development and management of highway maintenance contracting.

Customer Satisfaction Focus Group

Goal

- Promote the use of the Subcommittee website for information and technology sharing and as a clearinghouse for task force and focus groups.

Statement of Direction

The purpose of the Customer Satisfaction Focus Group is to focus Highway System Preservation, Maintenance and Operations on customer oriented outcomes and measures. To accomplish this the Focus Group shall:

- Identify states with customer oriented quality processes for maintenance;
- Coordinate, compile and disseminate current market research information;
- Coordinate and facilitate the development of uniform customer oriented outcome measures for roadway, roadside, traffic safety and snow and ice maintenance activities;
- Raise the understanding of all levels of Maintenance professionals in the importance of customer oriented performance measures; and
• Promote good market survey procedures, applications and methods of implementing results.

Equipment Focus Group

Goals
• Promote the use of the Subcommittee website for information and technology sharing and as a clearinghouse for task force and focus groups.
• Promote equipment management.

Statement of Direction
The purpose of the Equipment Focus Group is to interface with each of the Subcommittee on Maintenance Task Forces, identify equipment issues and champion equipment management. To accomplish this purpose the Focus Group shall:
• Provide for the exchange of information among members;
• Identify current critical equipment needs;
• Identify and provide mechanism for evaluation of new equipment;
• Promote equipment acquisition procedures that include functionality and life cycle costs;
• Annually produce AASHTO Equipment Reference Book;
• Establish liaisons for equipment concerns for each of the Subcommittee Task Forces;
• Promote demonstration forums to display innovative equipment and ideas;
• Coordinate with Research Focus Group to develop research study and synthesis report problem statements;
• Support national Transportation Research Board biennial Equipment Management Workshop and promote regional equipment manager meetings;
• Promote dedicated equipment funds;
• Promote equipment management.

Management Systems Focus Group

Goals
• Facilitation of continued Quality Improvement in highway maintenance activities by supporting increased involvement of the Highway Maintenance Managers in Asset Management concept.
• Propagate the effective management of assets through Asset Management theory, above the legacy-based maintenance activities.
• Promote the use of the Subcommittee website for information and technology sharing and as a clearinghouse for task force and focus groups.

Statement of Direction
The purpose of the Management Systems Focus Group is to improve maintenance operations by helping highway agencies in determining public expectations, measuring infrastructure conditions, executing operations, and measuring and evaluating outcomes through the application of effective management system principles.

At the annual meeting, the Group will provide opportunities to:
• Exchange information with AASHTO Subcommittees as a whole;

• Discuss experiences on innovations/new technology, privatization, research on performance measures and standards, data collection and GASB 34;

• Promote related Maintenance Systems topics such as bridges, congestion management, safety and pavements to achieve full integration under the umbrella of asset management;

• Report on surveys of practice;

• Elevate the role of maintenance management;

• Identify items for our web page;

• Identify needed AASHTOware/shareware;

Performance Measures Focus Group

Statement of Direction
The purpose of the Performance Measures Focus Group is to focus Highway System Preservation, Maintenance and Operations on customer oriented outcomes and measures. To accomplish this the Focus Group shall:

• Identify states with customer oriented quality processes for maintenance;

• Coordinate, compile and disseminate current market research information;

• Coordinate and facilitate the development of uniform customer oriented outcome measures for roadway, roadside, traffic safety and snow and ice maintenance activities;

• Raise the understanding of all levels of Maintenance professionals in the importance of customer oriented performance measures; and

• Promote good market survey procedures, applications and methods of implementing results.

Research Focus Group

Statement of Direction
The purpose of the Research Focus Group is to serve as liaison for the AASHTO Highway Subcommittee on Maintenance and provide support to Roadway, Roadside, Bridge, Traffic Services, and Snow & Ice Task Forces to meet their research needs. This shall be accomplished through the following:

• Providing a forum for the interchange of research information;

• Surveying the Task Forces annually for items that warrant research and assisting them in the development of appropriate research problem statements;

• Prioritizing the research problem statements and preparing a letter of transmittal to the Secretary of the AASHTO Standing Committee on Research presenting research problem statements and synthesis of practice problem statements which have been endorsed by the delegates; and

• Establishing lines of effective communications with research coordinators with the Federal Highway Administration, Transportation Research Board, and other groups (private partnerships, State pooled fund projects, etc.), as needed.
Workforce Development Focus Group

Goals

- Continue improvement of core business functions by encouraging cross functional assignments through various committee tasks and activities.

- Support Work Force Planning for Knowledge Management, advancing the awareness and value of maintenance professionals leaving the public sector by fostering internal networks of experts in a knowledge-base environment.

- Provide a forum for technical quality and productivity training;

- Encourage technical development in the area of highway safety and maintenance operations.

- Sustain high level of maintenance interest and involvement in the area of Workforce Development.

Statement of Direction

The Workforce Development Focus Group of the Subcommittee on Maintenance will serve as a resource for each of the Operation Task Force teams as they relate to work force training, recruitment and retention. The Focus Group will:

- Address the short term needs of the specific Operational Task Force Teams;

- Promote the careers in the transportation industry;

- Establish lines of effective communication with LTAP, NHI and other institutions of academic development;

- Promote, cooperate, and communicate with TRB AHD15 Committee on Maintenance, Operations Personnel, and the National Partnership for Highway Quality;

- Establish guidelines for an institutional training framework within the maintenance organization;

- Assist in the development and participation in the subcommittee’s annual meeting technical presentations; and

- Provide opportunities to identify and share best practices in training for the maintenance community.
Highways Subcommittee on Materials

Officers:
- Chair: Grant Levi, North Dakota
- Vice-Chair: Mark Felag, Rhode Island
- Secretary: Jack Springer, FHWA
- AASHTO Liaison: Ken Kobetsky, Keith Platte

Review of Subcommittee Charge Statement:
Review existing subcommittee charge statement and determine if any updates or changes are needed.
No change to existing charge statement.

Schedule of New/Updated Publications and Other Activities for 2007:
List of activities for the current year and anticipated milestones or dates of completion (Name in parentheses indicates SOM member or AASHTO staff representative with lead responsibility):

Publications & Meetings
- Elimination of the AMRL Council and modification of the SOM Operating Guidelines to reflect this and to add language concerning AASHTO’s position on the sponsorship of events at meetings. (Springer)
- Conduct a technical fair at SOM annual meeting with several displays to introduce new materials technology – August 2007 (Rawson/Platte)
- Preparation of guidelines for the possible expansion of industrial sponsorship of portions of the annual SOM meeting and providing the names of companies with new technologies for next August technical fair. (task force overseeing the fair)
- Conduct a joint ballot for the new MEPDG between the SOM and the Subcommittee on Design. (Springer/Platte)
- Work with TRB to establish formal liaisons between SOM and TRB committees. (Springer/Platte)
- Editorial revision of the Annexes and Appendixes in various standards in AASHTO Materials following the practices laid out in the ASTM Blue Book available on-line at www.astm.org sections no later than the 27th Edition (technical chairs)
- Status of preparing a memorandum of Understanding between AASHTO and ASTM on the relationship between the two organizations. Also preparation of a letter to ASTM regarding the organization’s unauthorized use of AASHTO standards as the basis for its own new standards (Kobetsky)
- Compiling a list of ASTM standards that was based on AASHTO standard (Platte)
- Status of AASHTO Technical Service Program to support volunteer effort by technical sections (Kobetzky)
- Developing a training presentation for the SOM on how to write new specifications and test methods (SOM)
- Development of on-line training for the SOM website and e-ballot. (Springer/Platte)
- Development of pooled fund study to support SOM standards development (Springer)
- Look at establishing a pooled fund study aimed at hiring consultants for activities to support standards development and other SOM programs (Springer/Kobetsky)
- Develop a resolution for consideration at the 2007 annual meeting that will ask AASHTO to resolve the issue with ASTM concerning standards (Springer)
- Continue the AASTHO/ASTM Joint Harmonization Task group (Westerman/Felag)
- SOM representation on Joint Technical Committee on Pavements (SOM Reps/Platte/Springer)

Recycling
- Report at SOM annual meeting on the result of national survey of state use of recycled materials in the highway environment and establishing what still needs to be done to make consideration of recycled material standards on every project (Jones)
- Status of forming a joint task force of FHWA, AASHTO, the U.S. Environmental Protection Agency (EPA), the U.S. Department of Energy (DOE), and the Association of State and Territorial Solid Waste Management Officials (ASTSWMO), to provide overall leadership for a coordinated national recycling program (Jones)
- Establishing a pooled fund to support Recycled Materials Resource Center (Jones)
- Exploring the use of risk assessment tools in the evaluation of recycled materials (Jones)
TIG
Progress of the AASHTO’s Technology Implementation Group (TIG) in soliciting new technologies for implementation in 2008 (SOM)

AMRL
- Report on Joint AMRL/CCRL research programs to continue the development of precision statements for a number of asphalt mixture test methods (Spellerberg/Lutz)
- Report on AMRL effort to improve terminology and practice in AASHTO standards (Spellerberg/Lutz)
- Preparation of a plan for adding accreditation of laboratories testing of coatings on structural steel (Spellerberg)

APEL
Status of NCHRP 20-7 study to migrate AASHTO Product Evaluation List (APEL) database to a more robust platform that integrates more easily with State-level Qualified Product List databases. This will eliminate the need for duplicate entering of data into a State’s database and APEL (Fletcher/McGough)

International
- Provide recommendations for 2007 and future scanning tours to Special Committee on International Activities Coordination (Baker/Felag)
- Update on activities on warm-mix asphalt and performance evaluation of the trial sections (Baker)
- Report on the warm-mix asphalt international scan. (Scan Member)
- Selection of the subjects and participants for international scan tours by FHWA, AASHTO and the AASHTO subcommittees (Kobetsky)

Research - Submission of the proposed studies for NCHRP 20-7 (Springer/Platte)

LIMS - Preparation of a draft guide for states to use in establishing a materials management information system (Geary)

NPHQ - Status of State Quality Partnerships developed in states under the NPHQ banner (Geary)

Goals for Next 5 Years:
Outline of what the subcommittee expects to accomplish in the next 5 years.
Establish Memorandum of Understanding between AASHTO and ASTM on shared activities in standards development and publication by 2006 (Kobetsky).
Annually publish the Standard Specifications for Transportation Materials and Methods. (Platte/Little)
Work with NTPEP to develop a qualification program for mills producing rebar mills and plants producing plastic pipe. (Spellerberg/Lutz).
Continue working with FHWA Recycling Task Force and the University of New Hampshire’s Recycled Materials Resource Center to support evaluation, research, and design/use standards for recycled materials in highway applications through 2008 (Jones).
Have at least 20 State Qualified Product Lists linked to the APEL database by 2008 (Fletcher/McGough).
Increase use of Internet and AASHTO Website in standards development, SOM organization and operations, and sharing of technical information through 2008 (Platte/Springer).
Bring all standards into conformance with standard practice for establishing requirements for and performing equipment calibrations, standardizations, and checks by 2010 (Spellerberg/Lutz).
Maintain comprehensive and up-to-date information on existing State materials management systems on SOM Website through 2008 (Geary).

Upcoming Meetings:
List of all upcoming meetings for the Subcommittee and its task forces, including dates, locations, duration, and frequency of occurrence.

Subcommittee on Materials meeting — August 12 – 17, 2007, Lincoln, NH
2008: Asheville, North Carolina
2009: AASHTO Region 4
Duration: 5 days (Sunday evening to Friday noon)

Note: Meetings of the subcommittee’s 21 technical sections are included as part of this meeting (3 days). Frequency: Subcommittee meeting occurs once per year, but a brief second meeting is held during the Transportation Research Board meeting in January to update subcommittee members on important issues.
Highway Subcommittee on Right-of-Way and Utilities

**Officers:**
- Chair: John P. Campbell, P.E., Texas
- Vice-Chair, Right of Way: Jim Viau, Ohio
- Vice-Chair, Utility: Chuck Schmidt, New Hampshire
- Secretary, FHWA Liaison: Susan Lauffer, FHWA HQ, Washington, D.C.
- AASHTO Liaison: Jim McDonnell, P.E., AASHTO

**Review of Subcommittee’s Charge Statement:**

- **Existing**
  No changes proposed to the existing charge statement.

**Summary of Planned Activities and Proposed Publications for 2007/2008:**

1. **Turbo Relocation**
The Subcommittee in partnership with FHWA has selected members to the “Turbo Relocation Steering Committee” in order to facilitate the preparation of the solicitation package to secure financial participation and the request for proposals for development of an AASHTOWare, expert system product. Selection of a product development vendor is anticipated for completion by January, 2008.

2. **NCHRP 20-68, Domestic Scan Pilot Program**
The R/W and Utilities Subcommittee in partnership with the FHWA Office of Real Estate Services completed the field work for the subject NCHRP Pilot Domestic Scan project in July of 2006 with the final report published in December of 2006. The Scan titled, “Best Practices in Right of Way Acquisition and Utility Relocation” was conducted to investigate the standard of current practice and best means by which to integrate R/W acquisition and utility accommodation activities into project planning and development processes to facilitate accelerated project delivery. This continuing initiative will now focus subcommittee participation on the effort to distribute, promote and expand upon the best practices conclusions resulting from the project. One specific example of an area ripe for follow up is in the development of metrics for measurement and monitoring of critical features or events in the timely delivery of right of way, cleared and ready to support transportation project development. Subcommittee activity to communicate and implement best practices from the Scan will continue as ongoing through 2007.

3. **NCHRP Project Panel 20-36**
The AASHTO Special Committee on International Activity Coordination and FHWA representatives met December 12, 2006 to determine the selection of proposals for the International Scan program for FY 2008. The Subcommittee on R/W and Utilities submitted a proposal for consideration entitled, “Integrating and Streamlining R/W and Utility Processes with Planning, Environment and Design” and was selected for funding. The subcommittee proposal was prepared and submitted by Washington state member, Gerry Gallinger and the selection discussion was represented by Pennsylvania DOT member, Gary Fawver, P.E.

4. **“Electronic Appraisal”**
The Subcommittee has assisted with the development and coordination of a pooled-fund, research initiative with Texas as the lead state on a project with fifteen member state participants. The initial “Electronic Appraisal” project was completed in August of 2006 and has successfully determined the basic conceptual feasibility of a system for web based user access to an “on-line”, electronic appraisal documents development, capture, transmission, review/approval, storage and archive. The initial research effort also included preliminary work on the logic and algorithms for a “statistical process controls” feature which will provide “smart systems” feedback for quality and cost controls. The Subcommittee will continue to support, monitor and participate in member state implementation initiatives for development of state specific, operational systems.

5. **Research Studies and Pilot Project Initiatives**
The Subcommittee, in cooperation with FHWA will continue to participate and assist in the distribution, marketing and implementation of the findings and work product from recently completed and ongoing experimental, demonstration and pilot project initiatives. Appropriate R/W Research encourages local, operational effectiveness as well as regional and national relevance for the acquisition and management of transportation real property interests. Technological innovation such as integrated database resources and Internet access are particularly important features for Outdoor Advertising Control and access management initiatives. Other pertinent research incorporates advanced communication and training systems designed to enhance effective professional performance.

Right of Way Experimental Projects
The current status and detailed description of the thirteen right of way initiatives and pilot projects, outlined below are maintained on the FHWA website at [http://www.fhwa.dot.gov/realestate/pilotsum04.htm](http://www.fhwa.dot.gov/realestate/pilotsum04.htm). The lead state or sponsor agency for each is also indicated.

- "Conflict of Interest", California
- "Appraisal Review Modification", Florida
- "Incentive Offer", Florida
- "Appraisal Waiver", Florida
- "Appraisal Review Modification", Michigan
- "Land Consolidation", Mississippi
- "Appraisal Waiver", North Carolina
- "Water Management Acquisition/Relocation Incentive", South Florida
- "Appraisal Waiver", South Carolina
- "Preliminary Engineering Cost Reimbursement", Virginia
- "Relocation Incentive", Virginia
- "Appraisal Review Modification", Washington State
- "Appraisal Review Modification", Wisconsin

Utilities Experimental Projects
Feasibility of Reimbursement Eligibility for all Utility Preliminary Engineering costs.
Feasibility of Pipelines as a Transportation Mode.

Subcommittee activity to participate in and monitor these experimental projects will continue through 2007.

6. Technical Councils
The structure, roles and responsibilities of the subcommittee’s standing “Technical Councils” continues to evolve. Each of the standing Technical Councils is chaired by a state R/W or Utility Director and participation is open to all member state employees. The primary objective of the Technical Councils is to expand the strategic communications network among the membership and to establish a forum for broader participation by employees at the operations level within member states.

At the January, 2007 meeting of the Subcommittee Executive Board, the organizational structure of the technical councils was reviewed and the subject areas modified to reflect current membership priorities and areas of concern. The resulting consolidation and creation of the Technical Council for “Outdoor Advertising Control”, brings the current total number of technical councils to ten. During 2007 the Subcommittee will open the opportunity to receive input and provide for expanded, yet limited participation by private partners and professional R/W and Utility services providers. The standing Technical Councils have been established for the following subject areas, the state represented by the current council chairs are indicated as well:

- “R/W Appraisal and Appraisal Review”, Wyoming
- “R/W Acquisition, Eminent Domain and Program Management”, Illinois
- “R/W Property Management”, Connecticut
- “Relocation”, Idaho
- “R/W and Utilities, Scoping and Mapping”, North Carolina
7. Strategic Communications and Information Exchange
The Subcommittee will continue to maintain and expand our established programs and resources that facilitate information exchange among the membership and contribute to an overall Strategic Communications network and planning feature.

The key components of the subcommittee Information Exchange resources include:

- The Subcommittee website located at [http://rightofway.transportation.org/](http://rightofway.transportation.org/), developed and maintained by the voluntary efforts of the Florida DOT.

- The Subcommittee has also established and maintains a very active “on-line, Clearinghouse” resource for query, compilation and distribution of the results from topic-specific, surveys submitted by R/W and Utility members. The “Clearinghouse” function is managed by the voluntary efforts of Illinois DOT subcommittee membership, who also collect, publish and distribute the compiled responses of the surveys for use by the membership. A comprehensive index, with links to the substance of each web survey is available at the above link to the subcommittee website. The following is a listing of survey topics compiled and distributed by the subcommittee clearinghouse so far in 2007.

  - “Non-Federal Procedures”, Florida
  - “Cost-to-Cure”, Oklahoma
  - “Relocation Costs”, Maryland
  - “Outdoor Advertising”, Connecticut
  - “Appraisal Review”, Oregon
  - “Shared Interest in Rights of Way”, Alabama

- The Subcommittee’s task force for R/W and Utility Research is currently headed by the Washington DOT with the purpose of compiling an index of recent and current study on topics of interest in the right of way and utility areas. The intent is to provide a resource, in the form of a research reference guide, for shared use by subcommittee membership and partners.

8. Excellence Awards
One of the ways that the subcommittee recognizes and promotes best practices is through the bi-annual presentation of FHWA’s “Excellence Awards” to state recipients in a variety of right of way and utility categories. These awards recognize the accomplishments of professional peers that meet the challenges and succeed in the varied pursuits associated with acquiring real property and clearing utilities for federal-aid projects. The Right of Way award categories include: Innovation, Leadership, Stewardship, Streamlining/Integration and Technical Specialty. Utility award categories include: Relocation, Coordination, Safety and Innovation. This year at the spring meeting in Orlando, FHWA will present the Excellence in Utility Awards.

Goals for Next 5 Years:
1. Initiatives for Investment in the Professional Practice of R/W Acquisition
The broad range of professional-level qualifications and experience required for the successful practice of right of way acquisition, demands a priority focus on the growing concern for the recruitment, retention, training and succession planning of qualified, right of way practitioners. The Subcommittee on Right of Way and Utilities will explore opportunities to promote and expand the professional standing of R/W programs and personnel.
2. Professional Education and Training
The Subcommittee in coordination with FHWA and other partners in professional education will expand efforts to develop and update professional education initiatives and partnerships. FHWA has now made available an updated, web-based, course on the “Uniform Act” for use at no cost to all state DOTs, their partners and consultants. The Office of Real Estate Services and FHWA's National Highway Institute (NHI) currently offer the following courses related to real estate program activities:

- Basic Relocation - NHI# 141029
- Advanced Relocation - NHI# 141030
- Business Relocation - NHI# 141031
- Appraisal for Federal-Aid Highway Programs - NHI# 14043
- Appraisal Review for Federal-Aid Highway Programs - NHI# 14044

The latest product scheduled for fall of 2007 is a web-based course on “Outdoor Advertising Control”.

The Subcommittee has followed the federal lead and expanded participation with our private partners in professional Right of Way education in order to promote enhanced and consistent quality in training opportunities for both state and industry personnel. This is an ongoing item that will involve a variety of educational programs and providers including the National Highway Institute (NHI) classes, International Right of Way Association (IRWA) courses, as well as Subcommittee research and guidance materials, NCHRP initiatives, and AASHTO publications. The Subcommittee is actively supporting a major initiative by the IRWA to overhaul and modernize their courses, course materials and instructional methods including consideration of courses geared for use by state departments of transportation.

The Subcommittee will continue to coordinate and work in partnership with FHWA to explore the feasibility for development of a Right of Way Training curriculum, sponsored at the university or college level with particular emphasis on long distanced or web-based learning. Completion date: This initiative will continue through 2008.

3. Turbo Relocation Product Development
Upon successful completion of the solicitation for proposals and award of the AASHTOWare, Turbo Relocation project, Subcommittee participation will continue in support of the product development. It is anticipated that the original members of the “Turbo Relocation Steering Committee” will continue as members to the “Turbo Relocation Development Task Force”. It is anticipated that financial participation by at least 10 member agencies will be required to fund the initiative. The Turbo Relocation product is envisioned to provide for an interactive program to assist with the calculations and product quality controls inherent in the determination of relocation assistance benefits and payments. The concept is to develop a software product similar in function to Turbo Tax with several component “calculators” for specific types of relocation benefits.

The “Turbo Relocation Steering Committee” is currently composed of the following members:
Chair Sabra Mousavi, Arizona DOT
Dianna Ayers,
Carmen Reese,
Rick Kauzlarich, Alaska DOT
Perry Johnston, Arkansas DOT
Dave Heier,
Arnold Feldman, FHWA Liaison
Susan Lauffer, FHWA Liaison

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

4. Integrated Project Delivery
The Subcommittee on Right of Way and Utilities will continue to pursue opportunities to participate in combined forums with other AASHTO Committees and SCOH Subcommittees in order to meet the goal of improving multi-
disciplinary coordination in development and delivery of transportation projects. The current priority to integrate right of and utility operations with project planning, creates a mutual benefit for interaction with groups such as the Subcommittee on Design, the Standing Committee on Planning, and the Standing Committee on Environment.

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

Ken Towcimak, Florida  
Gerry Gallinger, Washington  
Gary Fawver, Pennsylvania  
Jim Viau, Ohio

One of the Right of Way and Utility subcommittee’s goals for PDIT is to correlate the effectiveness of improved, early communication and coordination with Right of Way and Utility functions as a factor in more effective, timely and cost efficient project delivery.

5. “Integrating Geospatial Technology into the Right of Way and Utility Process”
The subcommittee, in coordination with an NCHRP funded study conducted by Virginia Tech, has participated on the “Advisory Council on Integrating Geospatial Technology into the Right of Way and Utility Process”. The first phase of the study was completed in June of 2006 and is currently scheduled for completion and implementation. Current asset management initiatives fuel a growing interest in the graphical representation of spatial right of way and utility features associated with asset inventory data.

The R/W and Utilities Subcommittee will continue to actively promote and support implementation of best practices as new technologies and state of the art methodologies emerge or state or federal laws and regulations change which affect Right of Way and Utilities. Future activity to formally incorporate such enhancements will be accomplished by proposal for amendment to the Right of Way and Utilities Best Practices Guide in the SCOH Strategic Plan, Strategy 4-4.

Upcoming Meetings:
- The Annual Meeting of the Highway Subcommittee on Right of Way and Utilities will convene at the Rosen Shingle Creek Resort in Orlando, Florida this spring. The full membership of the subcommittee is composed of individual Right of Way (R/W) and Utility directors for each of the 50 states, Puerto Rico and the District of Columbia, as well as FHWA Liaisons for both Realty and Utility program areas. Separate business meetings of the R/W and Utility Directors are incorporated in the conference schedule. An estimated 500 attendees and guests are expected to attend the general, break out and Technical Council sessions.
  - Dates: April 29 – May 3, 2007
  - Location: Orlando, Florida
  - Duration: 3½ days
  - Frequency: The Highway Subcommittee on Right of Way and Utilities meeting of the full membership occurs annually.

- The Executive Board of the Highway Subcommittee on Right of Way and Utilities meets annually to conduct mid-year subcommittee business, identify emerging issues and coordinate with FHWA leadership on anticipated federal program changes and enhancements. The initial planning session for the annual, spring meeting of the full subcommittee is also conducted at the mid-year meeting of the executive board.
  - Dates: January 15 - 17, 2008
  - Location: Grand Rapids, Michigan
  - Duration: 2½ days
  - Frequency: Subcommittee Executive Board meeting occurs once per year.
Highways Systems Operation and Management
Highways Subcommittee on Traffic Engineering

Officers

Chair Del McOmie, Chief Engineer, Wyoming Department of Transportation
Vice Chair Tom Hicks, Director, Traffic and Safety, Maryland State Highway Administration
Secretary W. Scott Wainwright, Highway Engineer, MUTCD Team, Office of Transportation Operations, FHWA
AASHTO Liaison Ken Kobetsky, Program Director, Engineering

Review of Subcommittee charge statement

No change to existing charge statement

Proposed Schedule

Plans for 2006-2007 include continuing work with the NC, including the mid-year meeting in January, and evaluating proposed changes to the MUTCD as they may be published in the Federal Register.

The subcommittee will continue to address requests for changes in the designation of control cities along Interstate highways.

The five Technical Committees have the following work plans:

Work Zone

- Continue working with FHWA on the "Work Zone-Best Practices Manual" as needed.
- Work with FHWA on the Work Zone Peer-to-Peer Program.
- Provide support for any AASHTO review of FHWA rule making related to work zones.

Signing and Marking

- The "Signing Done Right" pamphlet will be printed and distributed nationally. (Summer 2007)
- Preliminary discussions on the "New Products" website will continue. Promotion of the website and the process for review and comment will be completed by the end of 2007.
- Develop and finalize the "Markings Done Right" pamphlet. (September 2007)
- A possible Task Force, to work with the Markings Technical Committee, on "Rumble Stripe" criteria and design may be formed. (June 2007)
- A Task Force will be created to look at Parts 2 and 4 of the MUTCD. Changes in these sections are extensive with the anticipation of the 2010 edition of the MUTCD. The TF will be charged to track and summarize all of the changes/additions in the next edition.

Traffic Design, Regulation and Management

- Access Management — Query the States as to their questions and needs; review the TRB Report; develop a "user friendly" guide that reflects highway operations.
- Automated Enforcement — Continue with on-going research until fall 2005; make further recommendations on the basis of research findings.
- Traffic Control Devices for Special Events — All members will consider the possibility of future activities.
- VII — Monitor issue and keep members advised.
- Roundabout Design Issues — Develop a paper on design issues and their effects operationally.
• Bicycle Guidelines (participate in the review of the AASHTO Bicycle Guidelines).

• Speed Operational Issues — Team awaiting more information on the National effort and the "FHWA US Limits" program.

• Traffic Signal Report Card/Operations Management — Identify topics for future work activities in coordination with the Traffic Signal Technical Team.

• Drivers Handbook — Work with Joint Task Force (American Association of Motor Vehicle Administrators and the Governor's Highway Safety Association) to develop highway safety and operations text as a model for the States' driver manuals.

• Traffic Control Devices on Private Property — Keep apprised of activities of the NCUTCD Task Force formed to review this subject.

Safety and Security

• Convene meeting with leadership of the Highway Safety Subcommittee to determine relative roles; consider a future joint meeting with this subcommittee.

• Survey the members to obtain best practice incident management practices and present findings at next Annual Meeting.

• Assist FHWA with the Comprehensive Highway Safety Plan activity and provide comments on the guidance chapters.

Traffic Signals and Roadway Lighting

• Summarize responses to Technical Team list serve inquiries.

• Review the NTOC Traffic Signal Report Card to identify topics for future work activities.

• Survey members as to traffic signal resource requirements: what kind and how much.

In addition to the above task force assignments, the Subcommittee will take the lead on keeping the new AASHTO Pedestrian Facilities Handbook current. This will be done in cooperation with other appropriate AASHTO subcommittees.

Upcoming Meetings

June 2008, Mobile, Alabama (Joint Meeting with SSOM)
June 2009, New Hampshire
4/18/07
Task Force on Context Sensitive Solutions (CSS)

Officers:
Chair: Neil Pederson, MD

Background

The AASHTO Task Force on CSS was formed shortly after an AASHTO/FHWA National Workshop in 1998. Its focus has been on issues related to AASHTO’s role and policies in the area of CSS, on training to promote awareness of CSS and integrate its practice into daily operations, and on the demonstration of the positive benefits of CSS on transportation agencies. A significant product of the Task Force’s work was the adoption of the “Guide for Achieving Flexibility in Highway Design” (the Bridging Document) as policy.

AASHTO/FHWA Partnership

The Task Force, assisted by the AASHTO Center for Environmental Excellence (CEE), entered into extensive discussions with FHWA on joint AASHTO/FHWA CSS opportunities. The outcome was an agreement for AASHTO and FHWA to jointly support a national State-led peer exchange to focus on CSS achievements and challenges, and to work together on future peer-to-peer opportunities.

National Peer Exchange held September, 2006


The purpose was to engage primarily AASHTO-member state transportation departments and the Federal Highway Administration in a series of facilitated peer exchange sessions that explore the successes, challenges, benefits, perceived risks, and lessons learned from CSS implementation since the 1998 “Thinking Beyond the Pavement” conference, which helped establish the first set of guiding principles for CSS in transportation. A national survey on the state of the practice of CSS in State Departments of Transportation served as the basis for the agenda. Presentations from the workshop are available on the AASHTO Center for Environmental Excellence website at: http://environment.transportation.org/center/products_programs/css_peer_exchange.aspx

AASHTO/FHWA Strategic Planning Meeting, October 2006

Continuing the momentum of the September peer exchange, a working group of 38 CSS Task Force members and FHWA representatives met for a full day at the AASHTO Annual Meeting in Portland, Oregon to continue the dialogue on the institutionalization of CSS at state DOTs and FHWA. Using information gained from the peer exchange, the Portland work group directed its attention toward refining the definition and principles of CSS, and identifying joint AASHTO/FHWA strategic goals for mainstreaming CSS. Co-leaders, one representing AASHTO and one representing FHWA, were selected to follow up with a group of volunteers for each strategic goal. Each of the four small groups participated in two conference calls to identify accomplishments for each goal as well as to develop an action plan for each accomplishment. Fourteen accomplishments were identified by the four working groups.

A Vision for CSS

The following vision served as the basis for development of an AASHTO CSS strategic plan.

By 2011 context sensitive solutions will:

- Be the way of doing business throughout the life cycle of a project from preplanning through maintenance, not just in state DOTs but throughout government agencies that are responsible for development of transportation projects.
• Result in solutions that provide a net improvement to the community and environment.
• Meet needs and community goals as defined by a full range of stakeholders including safety and mobility goals.
• Include the full involvement of stakeholders throughout decision making and be done in a way that is consistent with the broader vision for the community and environment.
• Include teams of multi-disciplinary experts who all contribute to developing solutions together with stakeholders.

2007-2008 Activities

Report of September, 2006 AASHTO/FHWA Peer Exchange on CSS

A summary brochure highlighting significant aspects of the September, 2006 Peer Exchange held in Baltimore, Maryland is underway. When fully developed, it will be made available to transportation agencies and organizations.

Adoption of AASHTO/FHWA Context Sensitive Solutions Strategic Plan

Working Groups established at the AASHTO Annual Meeting in October, 2006 held several conference calls over the winter to address four strategic goals for mainstreaming CSS over the next 3-5 years. Another small group met to offer a recommendation for CSS core principles, and discuss refinements to the definition of CSS and the qualities and characteristics established in 1998. The four strategic goals that were the outcome of the Portland meeting are:

1. Making the case for CSS
   • The intent of AASHTO/FHWA is to improve the understanding of CSS, including its benefits, and to correct widely held misperceptions.

2. Building CSS knowledge and skills
   • The intent of AASHTO/FHWA is to help support CSS education through research, training, and the sharing of best practices

3. Promote flexibility in standards application to facilitate CSS through revision of standards and/or better understanding and utilization of inherent flexibility
   • The intent of AASHTO/FHWA is to encourage the integration of CSS principles in all phases of project development, especially in the design of transportation projects.

4. Support leadership and coalition building
   • The intent of AASHTO/FHWA is to leverage the financial, technological, and organizational resources necessary to help CSS champions and the stakeholder community to implement CSS and to evaluate measures of success.

Over the next year AASHTO and FHWA will review the Working Groups’ recommendations on what must be accomplished in order to reach the goals that have been agreed upon.

The dates listed for each accomplishment are subject to change pending final prioritization of the accomplishments, which will be coordinated by the new incoming chair of the AASHTO Task Force on CSS.
Strategic Goal #1: Making the case for CSS

The intent of AASHTO/FHWA is to improve the understanding of CSS, including its benefits, and to correct widely held misperceptions.

Co-Leaders:
Gregg Albright, California DOT, 916-654-5368, Gregg.Albright@dot.ca.gov
Harold Peaks, FHWA, 202-366-1598, harold.peaks@fhwa.dot.gov

<table>
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<tr>
<th>Accomplishments</th>
<th>Possible Evaluation Measures</th>
<th>Dates</th>
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| AASHTO Subcommittee on Design devotes a portion of its summer meeting to CSS (June 11-13, 2007). | • Getting on the agenda – ideally ½ day.  
• Getting funding for consultant support.  
• Agreement/strong commitment that Green Book update will incorporate CSS. | Dec 2006 – Jun 2007 |
| Marketing and outreach materials are developed and disseminated to transportation agencies concerning the Integrating CSS Self-Assessment Tool, currently being developed by FHWA. | • Letter from AASHTO distributed to CEOs.  
• Number of states participating in FHWA's questionnaire.  
• Letter from Neil to state DOT's asking for continued work on the CSS action plan.  
| Share information from the Baltimore CSS Peer Exchange and Portland CSS Strategic Planning Meeting. | • Personalized messages crafted for SCOT, SCOE, and SCOH.  
• Number of individuals report is sent to.  
• Number of professional organizations report is sent to.  
• Number of accesses to Web sites containing report. | Feb 2007 – May 2007 |
| Marketing and outreach materials developed and disseminated to transportation agencies concerning the future NCHRP Report 15-32 ("CSS: Quantification of the Benefits in Transportation"). | • Completion of fact sheet for 15-32 report.  
• Dissemination of fact sheet to all AASHTO sub/committees, professional organizations, etc. | Jan 2007 – Jan 2008 |
Strategic Goal #2: Building CSS knowledge and skills

The intent of AASHTO/FHWA is to help support CSS education through research, training, and the sharing of best practices.

Co-Leaders:
K. Lynn Berry, FHWA, 404-895-6212, klynn.berry@fhwa.dot.gov
Ed Cole, Tennessee DOT, 615-741-2848, ed.cole@state.tn.us

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<tr>
<th>Accomplishments</th>
<th>Possible Evaluation Measures</th>
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<tbody>
<tr>
<td>Submit proposal to AASHTO's SCOE for domestic scan on tort liability.</td>
<td>Submit proposal to SCOE.</td>
<td>Nov 2006 – Dec 2006 (completed)</td>
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<td></td>
<td>• CSS training guide available to state DOTs by the end of the year.</td>
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<td></td>
<td>• Funding resources for peer exchanges on CSS identified by FHWA.</td>
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<tr>
<td>Complete framework for promoting and sponsoring peer exchanges and conduct a</td>
<td>Develop peer exchange evaluation or assessment tool.</td>
<td>Jun 2007 – Dec 2007</td>
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<td>pilot peer exchange in 2007.</td>
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<tr>
<td>Determine what CEOs need to know about CSS and document in a one-page</td>
<td>Complete and distribute by AASHTO annual meeting in October 2007.</td>
<td>Feb 2007 – Oct 2007 (Draft completed)</td>
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<td>informational flyer or other suitable format.</td>
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Strategic Goal #3: Promote flexibility in standards application to facilitate CSS through revision of standards and/or better understanding and utilization of inherent flexibility

The intent of AASHTO/FHWA is to encourage the integration of CSS principles in all phases of project development, especially in the design of transportation projects.

Co-Leaders:
Barbara Bauer, FHWA, 202-366-0733, Barbara.Bauer@dot.gov
Cathy Nelson, Oregon DOT, 503-986-3305, catherine.m.nelson@odot.state.or.us

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<th>Accomplishments</th>
<th>Possible Evaluation Measures</th>
<th>Dates</th>
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<tr>
<td>Develop and implement a marketing plan for promoting AASHTO's &quot;bridging&quot;</td>
<td>• Number of states that letter is sent to, including getting AASHTO to provide a free</td>
<td>Mar 2007 – Mar 2008</td>
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<tr>
<td>document (A Guide for Achieving Flexibility in Highway Design, 2004),</td>
<td>copy for each state DOT along with a CD.</td>
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<tr>
<td>including awareness and technical education components.</td>
<td>Getting at least 10 case studies that reflect the principles and concepts of the bridging</td>
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<td></td>
<td>document to be documented in a booklet.</td>
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<tr>
<td></td>
<td>Collecting these case studies before the symposium to use as successful examples.</td>
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<td>Sending out a two-tier survey that first collects information on how many state DOTs are</td>
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<td></td>
<td>using the bridging document; then survey one year or two later to see if numbers have</td>
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<tr>
<td></td>
<td>increased.</td>
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<tr>
<td>2008 Symposium on the Evolution of AASHTO's Geometric Design Guidance.</td>
<td>• Number of participating state DOTs.</td>
<td>2008</td>
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<td>• Survey of symposium participants that gauges their understanding of the history of design</td>
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<tr>
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<td>criteria; numbers of participants that respond that they have learned new information about</td>
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<td></td>
<td>the underlying foundations of design criteria.</td>
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<td></td>
<td>• Documented suggestions for future research.</td>
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<td>• A list of steps to move forward towards a new and improved edition of the Green Book and</td>
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<td></td>
<td>other AASHTO design guidance (e.g., changing/expanding functional classifications).</td>
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The Principles Working Group developed a draft of a CSS definition, four core principles, 12 qualities that lead to 5 outcomes that will undergo additional review prior to adoption by AASHTO and FHWA.

**What is CSS about?**

Since the 1998 Thinking Beyond the Pavement conference, context sensitive design (CSD) has evolved into context sensitive solutions (CSS). CSS has taken root within AASHTO and FHWA as a philosophy for doing business in a manner responsive to and in collaboration with a full range of stakeholders impacted by transportation decisions. The shared understanding of the AASHTO/FHWA working group is that the CSS definition, core principles, qualities, and outcomes below apply to all transportation processes, decision making, and outcomes. It is understood that the core CSS principles, qualities, and outcomes will apply differently depending on the circumstances to projects of different scales and types. It is further understood that the statements below can be used as a basis for assessing the success of an activity in meeting CSS goals. The following CSS statements are recommended by AASHTO/FHWA as the refinements to the 1998 CSD definition, principles, qualities, and characteristics.

**CSS Definition**

Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

(This is the 10-second version of CSS)

**CSS Principles**

These core CSS principles apply to transportation processes, outcomes, and decision making.

1) Strive towards a shared stakeholder vision to provide a basis for decisions.
2) Demonstrate a comprehensive understanding of contexts.
3) Foster continuing communication and collaboration to achieve consensus.
4) Exercise flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.

(This is the 1-minute version of CSS, with the CSS definition)

**CSS Qualities**

Context sensitive solutions is guided by a process which:

- Establishes an interdisciplinary team early, including a full range of stakeholders, with skills based on the needs of the transportation activity.
• Seeks to understand the landscape, the community, valued resources, and the role of all appropriate modes of transportation in each unique context before developing engineering solutions.
• Communicates early and continuously with all stakeholders in an open, honest, and respectful manner, and tailors public involvement to the context and phase.
• Utilizes a clearly defined decision-making process.
• Tracks and honors commitments through the life cycle of projects.
• Involves a full range of stakeholders (including transportation officials) in all phases of a transportation program.
• Clearly defines the purpose and seeks consensus on the shared stakeholder vision and scope of projects and activities, while incorporating transportation, community, and environmental elements.
• Secures commitments to the process from local leaders.
• Tailors the transportation development process to the circumstances and uses a process that examines multiple alternatives, including all appropriate modes of transportation, and results in consensus.
• Encourages agency and stakeholder participants to jointly monitor how well the agreed-upon process is working, to improve it as needed, and when completed, to identify any lessons learned.
• Encourages mutually supportive and coordinated multimodal transportation and land-use decisions.
• Draws upon a full range of communication and visualization tools to better inform stakeholders, encourage dialogue, and increase credibility of the process.

CSS Outcomes
Context sensitive solutions leads to outcomes that:
• Are in harmony with the community and preserve the environmental, scenic, aesthetic, historic, and natural resource values of the area.
• Are safe for all users.
• Solve problems that are agreed upon by a full range of stakeholders
• Meet or exceed the expectations of both designers and stakeholders, thereby adding lasting value to the community, the environment, and the transportation system.
• Demonstrate effective and efficient use of resources (people, time, budget,) among all parties.

(This is the 10-minute version of CSS, with the CSS definition and core CSS principles)

Context Sensitive Solutions within AASHTO

Beginning mid-March, 2007 John Deatrick became the new Chair of the TF on CSS. 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 make recommendations for a permanent location for CSS within AASHTO’s committee structure at the 2007 Spring Meeting.
AASHTO Task Force to Develop the Highway Safety Manual (HSM)

Members of the AASHTO Joint Task Force:

Chair
W. 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
Kevin Lacy, NC
Lap Hoang, FL — (Resigned, due to health reasons)

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

Background:
The AASHTO Joint Task Force was created to work with the NCHRP panel to oversee and provide input to the consultants who are developing the Highway Safety Manual (HSM). The goal of the AASHTO task force is to help ensure that the HSM is a document that will be both useful to the State DOTs and appropriate for inclusion as an AASHTO guide document.

HSM Outline:
The Joint Task Force continues to work closely with the TRB Task Force to develop the HSM and the NCHRP. An outline for the HSM has been developed as follows:

Part I – Introduction and Fundamentals
1. Introduction and Overview
2. Fundamentals

Part II – Knowledge
3. Roadway Segments
4. Intersections
5. Interchanges
6. Special Facilities and Geometric Situations
7. Road Networks

Part III – Predictive Methods
8. Rural, Two-Lane Roads
9. Rural, Multi-lane highways [i]
   9.1 Introduction
   9.2 Methodology
   9.3 Procedures for Application
   9.4 Safety Issues Not Explicitly Addressed by the Methodology
   9.5 Sample Calculations
   9.6 Software for Performing Calculations
   9.7 References
   Appendices

Part IV – Safety Management of a Roadway System
Purpose
Background
11. Identification of Sites with Promise
12. Diagnosis of the Nature of Safety Problems at Specific Sites
13. Selection of Countermeasures to Reduce Accident Frequency and Severity at Specific Sites
14. Economic Appraisal of All Sites under Consideration
15. Prioritize Rankings of Improvement Projects

Part V – Safety Evaluation
16. Overview of Estimating the Safety Effect of Implemented Interventions
   16.1 Introduction
   16.2 Why Evaluate?
   16.3 Data needs and Limitations
   16.4 Approach to Conducting a Valid Evaluation

Glossary

[i] Chapter details based upon prototype chapter. Other predictive chapters would be similar.

Organizational/Administrative Activities:

The Task Force has reviewed and provided comments on Chapters 2, 3, 9, 11-16, and is currently reviewing Chapters 4-7. Three (3) chapters remain to be reviewed.

The Joint Task Force participated in several TRB activities involving the HSM. A general schedule is attached (Attachment A).

TRB 2007 Annual Meeting Conference Session #617 entitled “New Tool for Highway Safety profession: Overview of Highway Safety Manual” was well attended (Attachment B). Other HSM workshops furthered the cooperative discussions between the AASHTO, TRB and NCHRP groups.

An important outcome of activities at TRB – (Prototype Chapter):

As an outcome of activities at TRB in January resulting from review comments made by this Taskforce, the Kittelson and Associates project team has developed a strategy to move forward in developing the Highway Safety Manual (HSM) that will keep in mind user friendliness and attractiveness; scientific quality; and practical text, tools, graphics and applications. It has been agreed that a prototype chapter will be developed to fully demonstrate the look of the finished HSM. The prototype chapter will present a renewed writing style and the arrangement of technical content within the chapters. Once developed, this new prototype chapter will be circulated to the NCHRP Panel, the HSM Taskforce and the AASHTO Taskforce for review comment and approval. It was decided that this prototype chapter would be developed using one of the already available chapters.

The AASHTO HSM Task Force recommended that one of the 11-16 Chapters be used to develop the prototype Chapter. Chapter 13, dealing with selection of counter measures to reduce accident frequency was first choice and Chapter 12, which outlines the diagnosis process for evaluating the nature of safety issues at specific sites were second choice.

Future Meetings:

The AASHTO Task Force will participate in the TRB Anaheim California meeting to be held August 19 – August 22, 2007.

The AASHTO Task Force is working to schedule a HSM presentation at AASHTO’s Standing Committee Annual meetings for the Highway Subcommittee on Design; the Highway Subcommittee on Traffic Engineering; and the Highway Subcommittee on Safety.
TECHNOLOGY IMPLEMENTATION GROUP

Officers:

Chair Ananth Prasad
Vice Chair John Polasek
Secretary Byron Lord
AASHTO Liaison Keith Platte

Review of Subcommittee charge statement

- **Existing**
  
  No change to existing charge statement

New Implementation Activities:

- Two New Focus Technologies
  - Self Propelled Modular Transporters (SPMT)
  - Automated Machine Guidance (AMG)
- Additionally Selected Technologies
  - Low Profile Barriers
  - Embedded Data Collector
  - Slope Stabilization using Recycled Plastic Reinforcement

Other Activities:

- Work toward the creation of guidebook number 2, which formalizes the process of technology implementation in TIG, at the Executive Committee level. This guide book will create a series of performance measures that will be able to quantify TIG’s successes.
- Reexamine and Implement TIG communications plan.
- Examine and explore the redevelopment of the TIG Nomination Rating Guide as well as the rating criteria, and the Nomination application.

Goals for Next Five Years:

- Expand TIG’s technology forecasting ability by strengthening ties with State, Federal, and AASHTO research entities.
- Promote coordination with Transportation partners (FHWA, Industry, etc) to implement TIG Technologies within the transportation community.
- Be the leading voice of technology transfer activities in the transportation community.

Future Meetings:

- October 25, 2007, Milwaukee Wisconsin
- January 2008, TRB
NTPEP Oversight Committee

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

NTPEP ADMINISTRATIVE TASK FORCE:
David Kuniega (Pennsylvania)  Henry Lacinak (Louisiana)
Jim McGraw (Minnesota)   Robert Sarcinella (Texas)

Review of Subcommittee charge statement

- Existing
  No change to existing charge statement

Proposed Schedule

Organizational and Administrative Framework

NTPEP is a pooled fund engineering technical service program which operates from AASHTO headquarters in Washington, DC. It is staffed by two full-time engineers who are responsible for day-to-day operations, administration and coordination of the NTPEP program. The program coordinates testing on a wide array of highway safety devices, construction materials and maintenance products. Whenever possible, cooperative agreements are entered into with Industry Associations who are expert in their respective industries. For each class of product category under NTPEP, a Project Panel of state DOT and Industry membership convenes annually face-to-face and on conference calls to discuss the status of the ongoing and pending evaluations.

The NTPEP Oversight Committee is composed of up to three members from each AASHTO member departments. They provide technical guidance to the program. Chairman and Vice Chairman of the NTPEP Oversight Committee are appointed by the AASHTO Executive Director. For administrative matters and industry appeals a NTPEP Administrative Task Force (ATF), representing each of the AASHTO regions, is selected by the NTPEP Chairman.

The NTPEP Oversight Committee regularly communicates with the Federal Highway Administration (FHWA). FHWA technical subject experts participate in NTPEP project panels.

A senior ranking steering committee was set up in 2000 to address issues facing implementation of NTPEP program results within the highway safety devices area. A Joint Review Evaluation Committee (JREC) composed of five AASHTO members and five industry members, represented by the American Traffic Safety Services Association (ATSSA), meets twice a year to promote NTPEP.

Schedule of NEW Activities for FY08 Program Year:

During the 2007-2008 fiscal program year, NTPEP intends to conduct major field demonstration projects and nationally-coordinated laboratory testing in the following product categories.

<table>
<thead>
<tr>
<th>#</th>
<th>Due</th>
<th>Lead States</th>
<th>Description of Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>March 2007</td>
<td>Minnesota, Missouri</td>
<td>Coordinate laboratory evaluations of concrete admixtures. Publish and distribute final report.</td>
</tr>
<tr>
<td>2</td>
<td>March 2007</td>
<td>Minnesota, Kansas</td>
<td>Coordinate laboratory evaluations of concrete curing compounds. Publish and distribute final report.</td>
</tr>
</tbody>
</table>
### NTPEP TEST DECKS (MAJOR PROJECTS TO INITIATE, 2007-2008 CYCLE)

<table>
<thead>
<tr>
<th>#</th>
<th>Due</th>
<th>Lead States</th>
<th>Description of Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>April 2007</td>
<td>Virginia, Louisiana, Minnesota, Arizona and Missouri</td>
<td>Coordinate, fabrication and install test panels for 2007-2010 cycle of testing for sign sheeting materials. Field evaluation racks are at four locations nationally. Publish previous year's data on DataMine.</td>
</tr>
<tr>
<td>4</td>
<td>April 2007</td>
<td>Louisiana, Minnesota, Arizona and Missouri</td>
<td>Coordinate, fabricate, and install 2007 &quot;Roll Up Signing Materials&quot; test deck at three field locations. Evaluate products and publish reports.</td>
</tr>
<tr>
<td>5</td>
<td>May, June &amp; July 2007</td>
<td>Wisconsin, Pennsylvania, New York, Louisiana, Minnesota, Utah, Mississippi and Mississippi State University</td>
<td>Coordinate, install, and evaluate a pavement marking deck in Wisconsin. Conduct routine readings on test decks installed in previous years. Perform laboratory testing. Publish and distribute hard copy reports and post data on DataMine.</td>
</tr>
<tr>
<td>7</td>
<td>Fall 2007</td>
<td>Georgia, Florida</td>
<td>Coordinate, install, and evaluate raised pavement marker “sun country” field test deck in Georgia. Conduct laboratory testing on products. Publish and distribute reports.</td>
</tr>
<tr>
<td>8</td>
<td>Fall 2007</td>
<td>Ohio, Georgia, Florida</td>
<td>Coordinate, install, and evaluate snowplowable raised pavement marker field test deck in Ohio. Conduct laboratory testing on products. Publish and distribute reports.</td>
</tr>
<tr>
<td>10</td>
<td>January 2008</td>
<td>Tennessee</td>
<td>Coordinate, install, and evaluate winter 2008 – summer 2008 flexible delineators and work zone drums field and laboratory testing. Publish and distribute final report.</td>
</tr>
<tr>
<td>11</td>
<td>February 2008</td>
<td>North Carolina</td>
<td>Coordinate field evaluation of portable changeable message signs and flashing arrow panels. Publish and distribute a final report.</td>
</tr>
<tr>
<td>12</td>
<td>QUARTERLY</td>
<td>New York, Washington</td>
<td>Quarterly solicitation and laboratory evaluation of geotextiles. Publish and distribute hard copy test reports and post results via the Internet and NTPEP DataMine.</td>
</tr>
<tr>
<td>13</td>
<td>QUARTERLY</td>
<td>Wisconsin, TRI/Environmental</td>
<td>Quarterly solicitation and laboratory evaluation of Erosion Control Products. Publish and distribute hard copy test reports and post results via the Internet and NTPEP DataMine.</td>
</tr>
<tr>
<td>15</td>
<td>ONGOING</td>
<td>Kansas, Washington, TRI/Environmental, Plastics Pipe Institute and AMRL</td>
<td>Coordinate, sample and test “HDPE Plastic Pipe”. Publish test reports online. Finalize and launch new program merger with Plastics Pipe Institute (PPI) and the Eastern States Consortium (ESC) and utilizing AMRL as the auditing agency.</td>
</tr>
</tbody>
</table>
| 16 | ONGOING        | Texas and AMRL                                                             | Finalize and launch new program to certify reinforcing
### NTPEP TEST DECKS (MAJOR PROJECTS TO INITIATE, 2007-2008 CYCLE)

<table>
<thead>
<tr>
<th>#</th>
<th>Due</th>
<th>Lead States</th>
<th>Description of Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>ONGOING</td>
<td>Washington, New York,</td>
<td>Coordinate, sample, and test reinforcement geosynthetics</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TRI/Environmental</td>
<td>materials. Publish reports online.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>steel plants utilizing AMRL as the auditing agency.</td>
<td></td>
</tr>
</tbody>
</table>

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

#### Goals for Next 3 Years:
- Increase use of NTPEP results through speaking engagements, training opportunities, and peer exchanges.
- Introduce additional collaborative online communication for committee correspondence.
- Establish a greater presence in the AASHTO community.
- Structure organization to handle program growth.
- Work with the National Electrical Manufacturers Association (NEMA), the Institute of Transportation Engineers (ITE), and other AASHTO subcommittees to create a national testing and evaluation program for Light Emitting Diodes (LEDs) and signal controller boxes

#### Upcoming Meetings:
- **NTPEP 2007 annual meeting of the NTPEP Oversight Committee**
  - Dates: May 7-11, 2007
  - Location: Boise, ID
- **NTPEP 2008 annual meeting of the NTPEP Oversight Committee**
  - Dates: Early May 2008
  - Location: Madison, WI
Highways Special Committee on International Activity Coordination

Officers:
Chair         Johnny Bradberry, LA
Vice Chair    John F. Conrad, WA
Secretary     Vacant
AASHTO Liaison Ken Kobetsky

Review of Subcommittee charge statement

- Existing

No change to existing charge statement

The fiscal year 2007 program contains the following scans:

- Bridge Inspection Quality Control and Quality Assurance, June 1st – 17th, 2007
- Freight Mobility and Intermodal Connectivity: Asia, September 7th – 23rd, 2007
- Linking Transportation and Land Use, September 2007

The planned fiscal year 2008 program contains the following scans:

- Survey of International Best Practices to Accommodate Older Drivers
- Transportation Research Program Administration
- Public Private Partnerships: Best Practices for Contract Procurement and Administration
- Integrating and Streamlining Right of Way and Utility Processes with Planning, Environment, and Design

International Scan Program, FY 2009 – Call for Proposals:

The fiscal year 2009 International Scan Program is a cooperative program jointly sponsored by FHWA, NCHRP, and AASHTO. The electronic notification for the call for proposal was distributed to various committees and subcommittees in the beginning of April 2007. It is anticipated that four Scans will be selected for this fiscal year.

Goals for Next Five Years:

- In cooperation with the Federal Highway Administration and NCHRP Panel 20-36, continue coordinating the proposal and selection process for the Joint Scanning Program achieving the maximum number of scans supported by the current budget.
- Facilitate AASHTO’s continued presence and participation in World Road Association (PIARC) committees and activities.
- Provide leadership in identifying and optimizing other international opportunities of benefit to AASHTO and others in the U.S. transportation community. Review successful practices in other states and countries.
- Improve efforts to disseminate information on international activities, scans, and practices to AASHTO member departments. Prepare a semi-annual update on status of scans and their results.
Special Committee on US Route Numbering

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

Subcommittee Charge Statement:
No change

Schedule of New/Updated Publications and Other Activities for 2005-2006:
- Update 1989 Edition of U.S. Route Numbering publication using NCHRP funds
- Continue to search for a consultant to do the work necessary to update the publication

Expected Goals for Next 5 Years:
- Publish and promote a new edition of the *U.S. Numbered Highways* for availability on the internet as the AASHTO historical record.
- Develop a better electronic application process and available on the committee’s webpage
- Update the *U.S. Numbered Highways* continuously as applications are processed.
- Continue to update and expand the *Special Committee on U.S. Route Numbering* Website

Upcoming Meetings:
- Special Committee USRN
  - Fall Meeting in Milwaukee, Wisconsin 2007
Special Committee on Wireless Technology (SCOWT)

Officers

- Chair: William A. Brown, VA
- Vice Chair: David S. Chase, NH
- Secretary: William Brownlow, AASHTO
- AASHTO Liaison: William Brownlow
- DOT Liaison: James Arnold

Review of Subcommittee charge statement

- **Existing**

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

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

  The committee shall report to the Standing Committee on Highways.

- **Proposed**

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

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

The committee shall report to the Standing Committee on Highways.

Proposed Schedule

- **New or Updated Publications**
- **Other Activities For The Coming Year**
  - Develop a program leading to Certification of State DOT Radio Frequency Coordinators
- **Upcoming Meetings**
  - July 15 – 18 2007, Committee meeting, Madison, Wisconsin
  - February 2008, Coordinator Training, Orlando, Florida

GOALS

- Outline in a paragraph or two what the subcommittee expects to accomplish in the next 1-5 years.

The Special Committee on Wireless Telecommunications will be developing a training program leading to accreditation as an AASHTO Certified Frequency Coordinator. The program will include a continuing education requirement to maintain certification or to attain recertification. The certification program will encompass a replicable body of knowledge that may be used to train new personnel in the intricacies of selecting and coordinating radio frequencies for shared use between DOTs and other Public Safety users. The recertification program and the continuing education elements of the program will focus on changes mandated by rule or regulation, interservice coordinator agreements, and new techniques or tools available to the coordinator.

Conduct training in accordance with the developed curriculum to all AASHTO state frequency coordinators and their alternates and issue certifications to those successfully completing either initial training or meeting the continuing education requirements to maintain certification.
<table>
<thead>
<tr>
<th>Number</th>
<th>Title</th>
<th>Allocation</th>
<th>Contingent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Synthesis of Information Related to Highway Problems</td>
<td>1,200,000</td>
<td>0</td>
</tr>
<tr>
<td>2</td>
<td>Evaluation of Load Rating by Load and Resistance Factor Rating</td>
<td>500,000</td>
<td>0</td>
</tr>
<tr>
<td>3</td>
<td>Research for the AASHTO Standing Committee on Highways</td>
<td>1,000,000</td>
<td>0</td>
</tr>
<tr>
<td>4</td>
<td>Design Layout &amp; Placement Guidance for Cable Barrier Systems</td>
<td>400,000</td>
<td>0</td>
</tr>
<tr>
<td>5</td>
<td>Administration of Highway and Transportation Agencies</td>
<td>1,000,000</td>
<td>0</td>
</tr>
<tr>
<td>6</td>
<td>Engineering Properties/Field Performance of Warm Mix Asphalt Technologies</td>
<td>1,200,000</td>
<td>0</td>
</tr>
<tr>
<td>7</td>
<td>Research for the AASHTO Standing Committee on Planning: Support for Improved Transportation Planning and Project Development</td>
<td>600,000</td>
<td>0</td>
</tr>
<tr>
<td>8</td>
<td>Mix Design and Evaluation Procedure for High Reclaimed Asphalt Pavement Content in Hot Mix Asphalt</td>
<td>400,000</td>
<td>0</td>
</tr>
<tr>
<td>9</td>
<td>NCHRP-IDEA</td>
<td>1,250,000</td>
<td>0</td>
</tr>
<tr>
<td>10</td>
<td>Production of the Year 2010 Highway Capacity Manual</td>
<td>1,000,000</td>
<td>0</td>
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<tr>
<td>11</td>
<td>Quick Response Research for the AASHTO Standing Committee on the Environment</td>
<td>600,000</td>
<td>0</td>
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<tr>
<td>12</td>
<td>Development of an AASHTO Pavement Guide</td>
<td>450,000</td>
<td>0</td>
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<tr>
<td>13</td>
<td>Highway Research and Technology-International Information Sharing</td>
<td>850,000</td>
<td>0</td>
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<tr>
<td>14</td>
<td>Guidelines for Analysis and Construction Engineering of Curved and Skewed Steel Girder Bridges</td>
<td>600,000</td>
<td>0</td>
</tr>
<tr>
<td>15</td>
<td>Surface Transportation Security Research</td>
<td>50,000</td>
<td>0</td>
</tr>
<tr>
<td>16</td>
<td>Right-Turn Interactions and Channelized Right-Turns</td>
<td>500,000</td>
<td>0</td>
</tr>
<tr>
<td>17</td>
<td>Legal Problems Arising Out of Highway Programs</td>
<td>100,000</td>
<td>0</td>
</tr>
<tr>
<td>18</td>
<td>Development of Rational Loading, Analysis, and Inspection Criteria for Highmast Lighting Towers</td>
<td>750,000</td>
<td>0</td>
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<tr>
<td>19</td>
<td>Precision Statements for AASHTO Standard Test Methods</td>
<td>300,000</td>
<td>0</td>
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<tr>
<td>20</td>
<td>Evaluation of Pavement Type Selection Processes Including Alternate Design/Alternate Bidding</td>
<td>400,000</td>
<td>0</td>
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<tr>
<td>21</td>
<td>Simple Performance Tester for Superpave Mix Design</td>
<td>300,000</td>
<td>0</td>
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<tr>
<td>22</td>
<td>Setting Effective Performance Targets for Transportation Programs, Plans, and Policy</td>
<td>375,000</td>
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<tr>
<td>23</td>
<td>Methodology to Predict the Safety Performance of Urban and Suburban Arterials</td>
<td>100,000</td>
<td>0</td>
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<tr>
<td>24</td>
<td>Long-Term Roadside Crash Data Collection Program</td>
<td>1,000,000</td>
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<tr>
<td>25</td>
<td>Guidance for the Design and Application of Shoulder and Centerline Rumble Strips</td>
<td>200,000</td>
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<tr>
<td>26</td>
<td>Expansion of the Transportation Research Thesaurus</td>
<td>90,000</td>
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<tr>
<td>27</td>
<td>Research for the AASHTO Standing Committee on Public Transportation</td>
<td>250,000</td>
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<tr>
<td>28</td>
<td>Reliability Based Design of Concrete Bridge Superstructures Against Sudden Failure</td>
<td>200,000</td>
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<tr>
<td>29</td>
<td>Guidelines for the Selection of Snow and Ice Control Materials To Mitigate Environmental Impacts</td>
<td>25,000</td>
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<tr>
<td>30</td>
<td>Identifying Transportation Libraries and Information Centers</td>
<td>90,000</td>
<td>0</td>
</tr>
<tr>
<td>31</td>
<td>Methodology to Predict the Safety Performance of Rural Multilane Highways</td>
<td>100,000</td>
<td>0</td>
</tr>
<tr>
<td>32</td>
<td>Capacity and Quality of Service of Interchange Ramp Terminals</td>
<td>200,000</td>
<td>0</td>
</tr>
<tr>
<td>33</td>
<td>Traffic Signal System Control for Congested Conditions</td>
<td>600,000</td>
<td>0</td>
</tr>
<tr>
<td>34</td>
<td>Human Factors Guidelines for Road Systems - Phase 2</td>
<td>100,000</td>
<td>0</td>
</tr>
<tr>
<td>35</td>
<td>Review of Canadian Experience with Large Commercial Motor Vehicles</td>
<td>100,000</td>
<td>0</td>
</tr>
<tr>
<td>36</td>
<td>Automated Enforcement for Speeding and Red Light Running</td>
<td>150,000</td>
<td>0</td>
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<tr>
<td>37</td>
<td>Beta Testing and Validation of HMA PRS</td>
<td>500,000</td>
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<tr>
<td>38</td>
<td>Update of the AASHTO Transportation Asset Management Guide: Transportation Asset Management Guide, Volume 2 - A Focus on Implementation</td>
<td>175,000</td>
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<tr>
<td>39</td>
<td>Measuring and Predicting the Performance of Automobile Traffic on Urban Streets</td>
<td>225,000</td>
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<tr>
<td>40</td>
<td>Developing Performance-Based Investment Programs and Data Systems</td>
<td>325,000</td>
<td>0</td>
</tr>
<tr>
<td>41</td>
<td>Performance and Quality Control of Corrugated Pipe Manufactured with Recycled Polyethylene Content</td>
<td>150,000</td>
<td>0</td>
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<tr>
<td>42</td>
<td>Continuation and Increase of Funding for NCHRP Project 20-68, US Domestic Scan Program</td>
<td>500,000</td>
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<tr>
<td>43</td>
<td>Guidance for the Provision of Left-turn Lanes</td>
<td>350,000</td>
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<tr>
<td>Number</td>
<td>Title</td>
<td>Allocation</td>
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<td>47</td>
<td>Traffic Signal State Transition Logic Using Enhanced Sensor Information</td>
<td>400,000</td>
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<tr>
<td>48</td>
<td>Determining Actual Cost of Performing Routine and Preventive Maintenance Operations on Highway Systems</td>
<td>400,000</td>
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<tr>
<td>50</td>
<td>Trip-Generation Rates for Infill Land Use Developments in Metropolitan Areas of the U.S.</td>
<td>300,000</td>
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<tr>
<td>52</td>
<td>Ramp and Interchange Spacing (Contingent 2006-C-03, 2007-C-22, SCOR directed resubmittal)</td>
<td>500,000</td>
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<tr>
<td>53</td>
<td>Development of Design Methods for In-stream Flow Control Structures</td>
<td>600,000</td>
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<td>54</td>
<td>Initial Cost Benefits of Quieter Pavements Compared with Other Forms of Noise Mitigation</td>
<td>500,000</td>
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<tr>
<td>55</td>
<td>Culvert Rehabilitation to Maximise Service Life While Minimizing Direct Costs and Traffic Disruption</td>
<td>750,000</td>
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<tr>
<td>56</td>
<td>Implementing Enterprise Wide Asset Management Decision-Making Tools and Linkage to Other Management Systems</td>
<td>300,000</td>
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<tr>
<td>57</td>
<td>An AASHTO Citizen, Stakeholder and Interdisciplinary Guide for CSS in Transportation</td>
<td>400,000</td>
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<tr>
<td>58</td>
<td>Liability Aspects of Bikeway Designation Updated</td>
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<tr>
<td>59</td>
<td>Guidelines for Evaluation of Remaining Fatigue Life of Existing Steel Bridges</td>
<td>500,000</td>
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<tr>
<td>60</td>
<td>Enhanced Test Method for Specific Gravity and Absorption of Coarse and Fine Aggregate</td>
<td>350,000</td>
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<tr>
<td>64</td>
<td>Human Factors Guidelines for Road Systems-Phase III</td>
<td>400,000</td>
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<tr>
<td>71</td>
<td>Integrating Individual Transportation System-Level Performance Programs to Determine Network Performance</td>
<td>300,000</td>
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<tr>
<td>73</td>
<td>Identification of Results-oriented Public Involvement Strategies Between Transportation Agencies and Native American Tribal Communities</td>
<td>200,000</td>
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<tr>
<td>76</td>
<td>Hydraulic Modifications to Existing Drainage Infrastructure in Ultra-Urban Areas to Achieve Watershed Total Maximum Daily Loads</td>
<td>475,000</td>
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<tr>
<td>78</td>
<td>Pavement Marking Warranty Specifications</td>
<td>100,000</td>
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<tr>
<td>79</td>
<td>Development of Information and Data to Support Improved Safety Management and Communication of Safety Needs</td>
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<tr>
<td>81</td>
<td>Quantification of the Benefits of Utilizing Asset Management for Resource Allocation</td>
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<tr>
<td>83</td>
<td>Development of National Level of Service Criteria for the Interstate Highway System</td>
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<tr>
<td>146</td>
<td>Reauthorization - fact finding</td>
<td>200,000</td>
<td>0</td>
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<tr>
<td>84</td>
<td>Update Roadside Safety Analysis Program (RSAP) Software and Default Data Elements</td>
<td>400,000</td>
<td>0</td>
</tr>
<tr>
<td>88</td>
<td>Land Use, Transportation, and other Issues Associated with Major Cargo Hubs in Metropolitan Areas (2007-B-10)</td>
<td>300,000</td>
<td>0</td>
</tr>
<tr>
<td>92</td>
<td>Effective Removal of Pavement Markings</td>
<td>325,000</td>
<td>0</td>
</tr>
<tr>
<td>95</td>
<td>Research, Identify and Implement How To Reduce Trash on the Roadsides.</td>
<td>300,000</td>
<td>0</td>
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<tr>
<td>100</td>
<td>Effect of Solar Loading and Radiational Cooling on Pavement Surface Temperature</td>
<td>150,000</td>
<td>0</td>
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<tr>
<td>108</td>
<td>Bridge Scour due to Combined Effects of Hurricane Storm Surge and Waves</td>
<td>450,000</td>
<td>0</td>
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<tr>
<td>114</td>
<td>Analysis of Nighttime Construction Activities and Impacts to Safety, Quality, and Productivity</td>
<td>250,000</td>
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<td>127</td>
<td>Developing a Laboratory Test for Determining the Initial Retroreflectivity Level of Glass Beads in Pavement Markings</td>
<td>200,000</td>
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Total  26,880,000  2,375,000
AASHTO has issued 16 certificates of continuing education units/professional development hours between November 2006 and April 2007. Training and technical meeting sessions have been orchestrated by various subunits within the Association.

AASHTO will distribute Forty-seven certificates to participants of the AASHTO National Transportation Leadership Institute (NTLI) training at Indiana University after it ends on Friday, April 28, 2007. The coordinators arranged for this prior to the conference so that each student would receive recognition at the completion of the course. The 52nd Annual AASHTO National Transportation Management Conferences is being held this summer and fall in various locations. The coordinators applied for credit and advertise that 30 PDH / 3.0 CEU are available to participants. You are encouraged to check out the brochure and consider this training as space is available.

This table shows how many certificates have been given to meeting and conference participants.

<table>
<thead>
<tr>
<th>Committee</th>
<th>Meeting Dates</th>
<th>Location</th>
<th>Chair</th>
<th>Approved PDH/CEU</th>
<th>Certificates</th>
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<tbody>
<tr>
<td>AASHTO National Transportation Leadership Institute (NTLI) Indiana University</td>
<td>April 15-28, 2007.</td>
<td>Indianapolis, IN</td>
<td>Dr. Tom DeCoster (under direction)</td>
<td>64.25 PDH (6.4 CEU)</td>
<td>47</td>
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<tr>
<td>Subcommittee on Bridges &amp; Structures</td>
<td>May 20-26, 2006</td>
<td>Snowbird, UT</td>
<td>Mal Kerley, VA</td>
<td>18 PDH / 1.8 CEU</td>
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<td>Subcommittee on Maintenance</td>
<td>July 16-20, 2006</td>
<td>Charleston, SC</td>
<td>Carlos Braceras, UT</td>
<td>10 PDH / 1.0 CEU</td>
<td>5</td>
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<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>
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<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>
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<td><strong>Total</strong></td>
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