The 2006 Annual SCOBS Meeting was held in Snowbird Utah on May 21-26, 2006. During this meeting, the twenty (20) SCOBS Technical Committees met to conduct technical committee business, followed by a two-day general session meeting of the full Subcommittee to review and ballot required changes and additions to the specifications and guide documents maintained by the Subcommittee. During the general session meeting, the full Subcommittee voted on 28 technical agenda items, all of which have passed. Members of the Subcommittee leaving the Subcommittee, either retiring or promoted, were recognized for their service.

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

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

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

The Executive Committee held its second meeting during the 2006 SCOBS meeting in Utah. This committee, which is comprised of the SCOBS officers and technical committee chairs and chaired by SCOBS Chair, was formed to assist the SCOBS Officers in making business decisions, planning, and setting priorities, as well as improve communications between the technical committee leadership and chairs and to resolve issues of importance to SCOBS. The committee discussed several issues the most notable of which was the decision to move forward with publishing a full edition of the LRFD bridge design specifications in early 2007. This full edition will be published in two units, US and SI. In accordance with the Resolution passed by SCOH at its spring 2006 meeting, the Subcommittee established guidance on phasing out the publication of metric unit documents. It was determined that the 2007 edition would be the last edition published in metric units and all future documents would be in U.S. units only. (New York, the last state to discontinue the use of metric, was in agreement with this guidance.)

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

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

SCOBS has made preliminary steps towards the implementation of the Load and Resistance Factor Rating (LRFR) methodology for rating bridges designed with the LRFD specifications, and for improving the ratings of existing bridges. The LRFD Oversight Committee has funded the work to include the LRFR methodology in the new Manual for Bridge Evaluation, which was adopted during the 2005 annual SCOBS meeting. The new manual is in its final draft stage and will be published in 2007. Although no formal target has been set for full implementation of LRFR, SCOBS has been working with FHWA on setting a date to require all new bridges designed by LRFD to be load rated using LRFR, and on allowing flexibility in reporting to FHWA for existing bridges to be load rated in either LRFR or other past methodologies.

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

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

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

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

Schedule on New/Recent/Updated Publications


SUBCOMMITTEE ON CONSTRUCTION

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

Activities from September 2005 to October 2006:

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

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

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

**Environment and Human Resources Section**

**Environmental Stewardship**
- Conducted a survey of states on delay caused by environmental issues and presented to the SOC.
- Conducted a survey on mitigation commitment tracking systems and payment methods and presented results to the SOC.

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

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

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

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

**List of future meetings:**
- 2007, July 30 - August 2, Biloxi, Mississippi
- 2008, August 4 - August 7, San Antonio, Texas
- 2009, Summer, Chicago, Illinois

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**HIGHWAY SUBCOMMITTEE ON DESIGN**

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

The Highway Subcommittee on Design (SCOD) held its annual meeting in Orlando, Florida on June 13-16, 2006. The meeting was attended by at least one representative from most of the States, as well as representatives from other government agencies, consultants, industry, and academia. A subgroup of the SCOD Executive Council was
directed to review the SCOD structure and procedures and recommend changes if needed. Among the focus areas for the subgroup were the amount of oversight by SCOD of the 12 Technical Committees and whether participation and knowledge sharing across and among SCOD and the Technical Committees should be enhanced.

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

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

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

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

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

2. **Technical Committee on Geometric Design**

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

3. **Technical Committee on Environmental Design**

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

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

   Several items have been proposed by members for possible future work topics for the TCED. The outputs could be either a hard copy guide or an online document similar to the 2001 AASHTO *Visualization in Transportation* we contributed to the AASHTO web site and updated on-line in 2003. Among the possible work topics still under consideration are: methods for handling and retaining stormwater runoff in the ROW (with the TC on Hydrology/Hydraulics), condemnation for mitigation lands, wetland banking and stream banking, 5-year monitoring requirement before receiving mitigation credit, visual quality aesthetic design guide, context sensitive solutions, and initiating and maintaining a successful CSS program.
SCOH’s recent directive that future Chairs of Technical Committees must also be a member of the sponsoring Subcommittee generated concern among the committee members since the membership of this group is about 1/3 Landscape Architects, 1/3 NEPA Practitioners, and 1/3 Design Engineers. Upon the retirement of the current TCED Chair, Win Stebbins of Michigan (not a member of SCOD) in 12-18 months, the Committee may ask for an exception when a new Chair is selected.

4. Technical Committee on Roadside Safety

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

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

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

5. Technical Committee on Preconstruction Engineering Management

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

Other publications which are the responsibility of the committee are scheduled for review and the need for their update will be evaluated. The technical committee has already identified an interest by the Subcommittee in developing an in-depth evaluation of the current practices for addressing the issue of errors and omissions by engineering consultants. This may be the focus of our future work.

6. Technical Committee on Public Transportation Facilities Design

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

7. Joint Technical Committee on Pavements

The NCHRP Project 1-40, Facilitating the Implementation of the Guide for the Design of New and Rehabilitated Pavement Structures, continues to refine the mechanistic-empirical pavement design guide (MEPDG) product,
which had been delivered and distributed to the Joint Technical Committee on Pavements (JTCP) in July 2004. The updated version of the software (July 2006) is also posted on NCHRP website for public evaluation, but cannot be printed or saved to a hard disk. This means that in order to run the online software, a user must be connected to the Internet. There was group discussion related to the AASHTO JTCP involvement in putting together Research Needs Statements (RNS) and it was decided that a "research needs" task group be formed.

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

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

8. **Joint Technical Committee on Highway Lighting**

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

9. **Joint Technical Committee on Design-Build**

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


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

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

10. **Joint Technical Committee on Nonmotorized Transportation**

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

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

11. Technical Committee on Cost Estimating

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

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

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

12. Technical Committee on Value Engineering

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

The TC members participated in the NCHRP Project 20-5 TOPIC 35-04 Synthesis Study titled “Value Engineering Applications in Transportation” which was published and distributed in December 2005. The TC aided with the distribution of the documents. The TC worked with FHWA’s VE Expert Task Group to develop problem statements, marketing plan, goals, and needs statement for research opportunities at the meeting in New Jersey and through conference call. The TC developed the following 5-year goals: 1) Update the Guidelines for Value Engineering, 2) Develop guidelines section for Value Engineering Performance Measures, and 3) Develop Best Practices for Value Engineering on Design-Build projects.
Activities from September 2005 to October 2006:

The following topics will be highlighted:

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

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

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

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

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

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

**Emergency Response Procedures:**

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

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

2. Regular conference calls will be held until the declaration expires as long as needed.

3. AASHTO staff will provide information on federal, state, and private sector responses to the hurricane to Subcommittee members by email.

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

5. AASHTO staff will establish a point of contact for commercial vehicle permitting at each of the federal emergency response agencies, including, but not limited to, the Department of Transportation, the Federal Motor Carrier Safety Administration, the Federal Emergency Management Administration, and the Department of Defense.
6. AASHTO staff will compile, maintain, and provide to the federal emergency response agencies and member states a contact list of state oversize-overweight permitting officials. This list will be updated regularly.

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

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

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

SCOHT Annual Meeting: Couer d' Alene, Idaho

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

The meeting, hosted by the Idaho DOT, devoted a half day to the trucking needs and issues of the logging/forest products industry, which included a site visit to a sawmill in Sand Point, Idaho, and presentations by industry representatives from Idaho, Louisiana, and Maryland.

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

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

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

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

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

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

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

To see pictures and speakers’ presentations and other related background materials from the meeting, please visit: http://freight.transportation.org/highway_meetings.html
The AASHTO Bottom Line Report—Highway Freight Movement

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

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

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

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

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

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

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

European SCAN—Joint AASHTO/FHWA International Technology Scan:

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

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

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

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

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

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

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

New Provision in SAFETEA-LU Legislation—Saddlemounts

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

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

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

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

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

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

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

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

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

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

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

Mr. Bill Mahorney with FHWA, who also participated at the Idaho annual meeting noted that the Office of Freight Management and Operations sends out a periodic newsletter to FHWA Division Offices with the understanding that they will distribute to appropriate contacts in the State DOTs, but those newsletters obviously are not getting to all the people in the State DOT who need to see them. Mr. Mahorney said he would send copies directly to Leo Penne and will take other steps to make sure they get into the hands of those in the States who need to see them.
Guide for Vehicle Weights and Dimensions:
In developing the Guide, the subcommittee on Highway Transport considered advice, information, and input from states, other AASHTO committees and member, FHWA, commercial carriers, and their representative groups, the Department of Defense. It replaces the previous Guide published in 2001. The primary purpose of this Guide are to:

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

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

List of future meetings:

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

SUBCOMMITTEE ON MAINTENANCE

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

Summer Meeting

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

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

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

**Pavement Task Force**

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

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

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

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

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

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

**Bridges Task Force**

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

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

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

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

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

Traffic Services & Safety

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

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

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

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

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

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

Some follow up items for this year are:

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

Snow and Ice Task Force

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

• Technology Transfer Activities: The AASHTO Anti-icing/Road Weather Information System (AI/RWIS) Computer Based Training (CBT) program is being implemented into more state DOTs training programs. A recent telephone survey finds some state DOTs teaching the first lesson in a group setting and then individual progression at their own rate back at the garage or office. New storyboards are being written to incorporate the research findings of NCHRP 6-13, “Snow and Ice Control: Guidelines for Materials and Methods” into the CBT to gain wide spread technology transfer for local and state transportation agencies. Research project NCHRP 6-16, “Guidelines for the Selection of Snow and Ice Control Materials to Mitigate Environmental Impacts” has been completed with the exception of the corrosion element. The results of the 6-16 research will be written into new storyboards for the CBT.

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

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

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

- **Roadsides & Environment Task Force**

  - Participated on the panel for consultant selection on NCHRP Project 14-16, Guidelines for Vegetation Management. The selection process has been completed and a consultant selected. The research is anticipated to last 2 years. This research topic was a recommendation from the Roadsides & Environment Task Force and subsequently approved by NCHRP. The TF is represented by Mark McConnell of MDOT on this panel.

  - Continued support and participation of the “Compendium of Environmental Stewardship Practice in Construction and Maintenance”. Mike Mattison of NDOR will represent the Task Force in mining best practices from the compendium.

  - Forest Service video on invasive weed control for equipment operators called “Dangerous Travelers” has been completed and distributed.

  - Enhanced the SCOM website by providing links to the USDA Forest Services Invasive Species Program.

- **Contract Maintenance Focus Group**

  - The Focus Group participated in a panel discussion to discuss the concept of contract maintenance at the SASHTO Annual meeting in Puerto Rico in August 2005. The panel consisted of a DOT panelist from the state of Florida, ICA was the industry representative, FHWA and the Maintenance Subcommittee. The focus of the panel discussion was to present the different methods of contract maintenance and share experiences of various states and best practices. The task force objective is to let the world know that if they are interested in doing some type of contract maintenance, there is no reason to re-invent the wheel.

  - At the September 2005 AASHTO meeting our NCHRP 20-7 project was approved to develop an AASHTO guide for Performance Based Maintenance Contracting to be posted on our website. A meeting was conducted on July 24, 2006, in Cape Cod, Massachusetts to review the survey results and progress on this project.

  - Focus Group voted to support the problem statement developed by TRB AH10 Committee “Determining Actual Cost of Performing Routine and Preventive Maintenance Operations on Highway Systems”.

- **Management Systems Focus Group**

  - The pilot presentation of the NHI Training Course titled “Principles and Practices for Enhanced Maintenance Management Systems was hosted by Utah DOT last October 2005.

  - A survey of Maintenance Management Systems users was completed with the results to be included in the MMS training manual and posted on the Subcommittee on Maintenance website, as well.

  - The definition of Asset Management proposed by the Subcommittee on Maintenance was accepted by the Subcommittee on Asset Management with minor modifications.

- **Equipment Focus Group**

  - Participated in the 10th Eastern Winter Road Maintenance Symposium & Equipment Expo, on September 7-8, 2005, in Hartford, Connecticut by making a presentation on VDOT’s Managed Competition for Fleet Maintenance pilot project.
Committee Activity Reports

PORTLAND, OREGON – OCTOBER 27, 2006


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

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

Workforce Development Focus Group

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

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

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

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

Future Events

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

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

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

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

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

- Continued efforts on the development of Maintenance Academy

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**SUBCOMMITTEE ON MATERIALS (SOM)**

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

Report:
The SOM held its 92nd Annual Meeting at the Sheraton Hotel, Overland Park, Kansas August 6-11, 2006. The 21 Technical Sections; the Executive, AASHTO Materials Reference Laboratory (AMRL) and AASHTO Products Evaluation List (APEL) Councils; and the AMRL Administrative Task Group (ATG) all met during the period. An agenda is included as Attachment A.

Representatives from 43 States, the Canadian Province of Ontario, and NCHRP participated in the meeting. As in the past, the FHWA headquarters and field office Materials Engineers met concurrently with the SOM and participated in the Roundtable and Technical Section meetings. Tom Baker from Washington DOT was nominated and approved to be the Region IV Vice-Chairman. Mark Felag from Rhode Island has been approved to replace Lon Ingram as the First Vice-Chairman of the SOM.

The 26th Edition of AASHTO Materials, which includes all of the SOM’s standard tests and specifications, was published in a five-volume paper version in July and as a single-user CD-ROM in September. It includes 165 specifications, 36 recommended practices, 214 test methods, and 41 provisional standards. The 26th Edition is also available on-line: with an annual subscription from a commercial vendor, agencies or laboratories can have all standards in the 26th Edition continuously available on-line to multiple users within the agency or facility.

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

There was a proposal made to eliminate the AMRL Council. This was approved so the upcoming ballot will include a vote on the elimination of the AMRL Council. The AMRL Administration Task Group (ATG) approves the actions of the AMRL so the AMRL Council was seen as redundant and unnecessary. The SOM guidelines will be rewritten to reflect the change and included in the ballot item.

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

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

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

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

The annual presentation of the National Highway Institute’s 6-week Highway Materials Engineering training course will be offered at the University of Nevada-Reno from January 29 through March 16 2007 with a one week break in the middle.(applications must be submitted by November 1, 2006). This course has been a valuable step on the career ladders of many of the current State materials engineers, and AASHTO member agencies are encouraged to include the course in development plans for their staffs.

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


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

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

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

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

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

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

- The Subcommittee representatives on the Project Delivery Implementation Tool - R/W Team are Ken Towcimak, Florida; Gerry Gallinger, Washington; and Jim Viau, Ohio. The FHWA members are David Walterscheid, Gerald Kennedy and Jon-Paul Kohler. The R/W Team updated the R/W functional material and provided it to the full Working Group.

- The Subcommittee assisted in coordinating and initiating a pooled-fund research project involving member states on electronic appraisal transmission and storage. Texas DOT is the lead state and they successfully contracted this pooled-fund research project. In conjunction to its initiation, a domestic scan, sponsored by FHWA, was held in September of 2004 to gather information and support the electronic appraisal concept. In 2006, Phase One of the study completed the business requirements for the electronic appraisal system and began the development of a prototype system.

- The Subcommittee, in cooperation with FHWA, monitored, assisted and provided information to member states on FHWA-approved Right of Way Experimental Pilot Projects and Utilities Research/Technologies Transfer Projects conducted as a result of the European Scan in 2000. In April 2006, FHWA issued innovative guidance based on the success of these pilots. Under the new guidance States may voluntarily implement incentive programs for acquisition or relocation with federal funding participation.

### Right of Way Experimental Projects

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

Thirteen experimental projects are underway or have been completed:

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

- The status of each project is reported on the FHWA website.

### Utilities Experimental Projects

- Investigate the feasibility of paying preliminary engineering costs for all utility relocations.
- Investigate the feasibility of recognizing pipelines as a mode of transportation.
- To consolidate, promote and share research by individual states a Task Force on Research was formed. Research initiatives undertaken by individual states are reported on the AASHTO Right of Way and Utilities Subcommittee website. Two utilities-oriented projects be funded in the first year of SHRP II and work will probably begin January 2007. The projects include identifying current and promising location technologies for utilities, and developing guidance to assist DOTs in establishing effective utility management strategies. Products from these projects will be used to move toward a workshop or conference on these issues.

- The Subcommittee supported NCHRP Project 8-55: Integrating Geo-Spatial Technologies into the Right-of-Way Data Management Process. In 2006 the research was completed and it identified the state of the practice and the data elements. The subcommittee supported the proposal for an additional phase of this research which is being initiated in 2006.

- The Subcommittee continued to develop and publish web site surveys conducted on-line by the Subcommittee member states. The purpose is to identify and document best business practices at:
  
  [http://www.transportation.org/community/right_of_way/aashtorr.htm](http://www.transportation.org/community/right_of_way/aashtorr.htm)

- As on-line surveys were completed they were reported through the Subcommittee’s website. The Right of Way and Utilities Subcommittee website is in the same format as other AASHTO Subcommittee websites.

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

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

- The Subcommittee continued to communicate, educate and advocate the best approaches to utility relocation and accommodation, including:
  - Promoted the video, “CCC, Making the Effort Work”, to better integrate and expand the role of utilities in planning, design and other transportation functions.
  - Promoted state DOT/utility industry innovative approaches to expedite utility relocations and improve control of state DOT project schedules. This was accomplished by distributing the Right of Way and Utilities Guidelines and Best Practices published January of 2004.
  - Promoted enhanced training opportunities for both state and industry personnel. Coordinated with FHWA/NHI, the IRWA, and NCHRP.

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

SUBCOMMITTEE ON SYSTEMS OPERATIONS AND MANAGEMENT (SSOM)

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

Committee Activities

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

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

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

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

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

**Resolutions and SCOH actions**

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

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

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

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

**Research**

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


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

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

Statewide Incident Reporting Systems – NCHRP 20-7(215) – This project will synthesize state activities and systems for incident reporting and data sharing and develop recommendations for a coordinated national program. Status: Anticipated completion October 2006.

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

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

Status: Panel formed, contract under negotiation.

**Task Force Activities**

**ITS Standards**

The following ITS Standards were approved by SSOM and SCOH during this period:
The FHWA and Standards Development Organizations are continuing the ITS Standards testing program, with current testing initiatives underway in partnership with Virginia, Utah, and Nebraska DOTs.

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

Traffic Incident Management

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

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

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

Performance Measures


Work Zone Management

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

Technology Initiatives for Operations (TIO)

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

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

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

TIO Task Force members supported research project NCHRP 20-7(215) Statewide Incident Reporting Systems and will continue to work on implementation issues. The Task force also provided input to FHWA’s request for information regarding the SAFETEA-LU requirement for Real Time Systems Management Information Programs.
Activities from September 2005 to October 2006:
The Subcommittee on Traffic Engineering (SCOTE) met June 25-28, 2006 in Overland Park, KS. The new approach to the meeting format first used for the June 2005 meeting was continued for this meeting. The approach included technical sessions sponsored by each of the Technical Teams. In addition, the Technical Team meetings were incorporated into the overall Annual Meeting agenda. Each Technical Team worked on input to a Strategic Plan for SCOTE to identify the major roles of SCOTE, the primary and secondary areas of expertise that define SCOTE, key areas for SCOTE to focus on, areas SCOTE has been traditionally involved with that should be moved to some other committee, and ways to improve coordination with other committees that have the lead on topics of interest to SCOTE. The subcommittee Chair plans to utilize the input from the meeting and will set up teleconferences with SCOTE members and with other committees to work on resolving overlaps and improving coordination. Although there are a variety of State DOT organization structures, if a majority of States put a certain function under their traffic engineer, then probably that function should be under SCOTE’s purview. SCOTE will pursue key focus areas on which to concentrate the limited available meeting time.

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

The following activities and actions have occurred since September 2005:

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

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

List of future meetings:
- June 2007 – Lake Tahoe, NV (possibly joint with the Pedestrian/Bicycle community)
- June 2008 – Mobile, AL (joint with the Subcommittee on Operations and Maintenance)
- June 2009 – New Hampshire (tentative--specific location TBD)
Chair: Neil J. Pedersen, MD

Background

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

AASHTO/FHWA Partnership

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

National Peer Exchange held September 6-8, 2006

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

2-Stage Peer-to-Peer Exchange

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

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

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

Joint AASHTO/FHWA CSS Action Plan Meeting

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

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

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

AASHTO HIGHWAY SAFETY MANUAL JTC

Chair: Don Vaughn, AL

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

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

Members of the AASHTO Joint Task Committee are:

Chair
Don Vaughn, AL

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

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

Region 3
Kevin Lacy, NC
Lap Hoang, FL

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

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

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

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

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

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

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

The AASHTO Joint Task Committee and the TRB Committee have a shared goal to produce a manual that will serve as a useful tool to help states make planning/design/operation decisions based on safety considerations. Submitted by: D. W. Vaughn, Chair, AASHTO HSM Joint Task Committee

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**Technology Implementation Group (TIG)**

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

**Development of TIG Guidebooks**

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

**Selection of New Chair**

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

**New Technologies**

The new Focus Technologies for 2005 are the following:

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

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

**Open Technologies**

The following are the Technologies that are currently in Open Status

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

**Closed Technologies**

The following Technologies have been place in Closed Status.

- Accelerated Construction Technology (ACT) (2001)
- Prefabricated Bridge Elements (PBE) (2001)
- Fiber-Reinforce Repair on Overhead Sign Structures (FRP-OSS) (2003)

**Additional Selected Technologies**

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

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

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

**Nomination Process**

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

**New AASHTO TIG Liaison**

Adam Fisher departed AASHTO, leaving his role as TIG Liaison. This position has been filled by Keith Platte.
ACEC-AASHTO Joint Committee

**Officers:** Co-Chair Rodney Haraga (HI) Co-Chair Gerald (Jerry) Stump (Wilbur Smith Associates, TN), Vivian Moeglein (ACEC, co-secretary), Ken Kobetsky (AASHTO, co-secretary)

**Meeting Minutes -- May 4, 2006 -- Jekyll Island, Georgia**


**AASHTO Staff in attendance:** Jack Basso Shannon Eggleston, John Horsley, Tony Kane, Jim McDonnell, Janet Oakley, Keith Platte, Marty Vitale


1. **Call to Order:** Co-Chairmen Rod Haraga and Jerry Stump called the meeting to order at 6:00 p.m.
2. **Roll Call:** Attendees introduced themselves.
3. **Minutes:** Minutes from the September 16, 2005 meeting of the Joint Committee in Nashville, Tennessee were unanimously approved.
4. **SAFETEA LU Implementation:**
   - John Horsley discussed the two national commissions established by SAFETEA-LU on future of surface transportation program. One commission, which is led by Norm Mineta, has been appointed and should have a report to Congress by June 07. AASHTO president Harold Linnenkohl has named 10 policy groups to develop recommendations on highway and transportation programs. Several issues of potential interest to ACEC are the Interstate program future – specifically questions on new corridors, new capacity, interchange upgrades and new materials – and funding requirements for the NHS. Recommendations from AASHTO are due to be complete for adoption by Board in October 2006.
   - Horsley also discussed the 50th anniversary of Interstate System, and mentioned that ACEC is co-hosting national policy conference June 28-29 in Washington, DC.
   - Horsley discussed oil prices in an election year, and efforts in Congress to provide a gas tax holiday. Asphalt prices becoming volatile much like steel a few years ago, and some contractors likely to come to FHWA with this issue. In Georgia, bids coming in upwards of $400 per ton for asphalt, and they can’t get stable quotes very far in advance.
   - Jerry Stump noted that ACEC just concluded their annual meeting, which included a visit by President Bush. ACEC members went to Capitol Hill to discuss with their legislators concerns over the gas tax holiday proposals and the future solvency of the Highway Trust Fund. Stump also noted that ACEC signed onto numerous letters with AASHTO on the tax holiday and various SAFETEA LU implementation issues.
   - King Gee provided a brief status of FHWA’s SAFETEA-LU Implementation activities. The two overriding principles: Get the money moving and go with guidance rather than regulations. A dozen issues that guidance has been issued on include: tolling issues, private bonds, and the pilot project with states assuming secretary’s NEPA responsibilities, and others on the FHWA web site. The FHWA is behind on some of their deadlines, as Congress passed their bill two years late, and he noted that the House T&I Committee is holding a hearing on June 7 on SAFETEA-LU implementation. He said that the time is now to be looking at next reauthorization.
   - Members discussed problems and concerns associated with the growth in earmarks. Horsley noted that AASHTO has convened a policy group to look into this issue. It was agreed that state DOTs and industry needed to educate the congressional delegations on the earmarking process, and to educate MPOs as well.
Jerry Stump said that the ACEC Transportation Finance Subcommittee will be looking into this issue and should coordinate their efforts with AASHTO.

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

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

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

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

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

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

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

AASHTO-ACEC JOINT COMMITTEE
AGENDA
HILTON HOTEL – PAVILION BALLROOM, PORTLAND, OR
Thursday, October 26, 2006 — 6:00 PM – 9:00 PM

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

NTPEP OVERSIGHT COMMITTEE

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

Activities from September 2005 to October 2006:

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

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

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

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

**National Committee Meeting**

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

**Current Activities**

**Traffic Safety Devices**

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

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

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

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

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

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

**Construction Products**

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

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

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

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

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

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

**Maintenance Materials**

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

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

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

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

**NTPEP Business**

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

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

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

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

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

**List of future meetings:** Boise, Idaho: Grove Hotel – May 6 – 10, 2007

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### SPECIAL COMMITTEE ON INTERNATIONAL ACTIVITY COORDINATION

| Chair: | Johnny Bradberry, LA |
| Vice Chair | John F. Conrad |
| Secretary | Henry Nevares, FHWA |
| AASHTO Liaison | Ken Kobetsky |

**Current Activities:**

For the International Scan Program FY 2006, all four scans have been completed and published results of these scans will be available in the coming months on the FHWA website ([http://international.fhwa.dot.gov/links/pubs.cfm](http://international.fhwa.dot.gov/links/pubs.cfm)).

The fiscal year 2006 program contains the following scans:

- **Audit Stewardship**
  - May 5th – 21st 2006
- **Long-Life Concrete Pavements**
  - May 11th – 28th 2006
- **Planning for Congestion Management**
  - June 2nd – 18th 2006
- **Technologies and Procedures for Enforcing Commercial Vehicle Size and Weight Laws and Regulations**
  - June 16th – July 2nd 2006

NCHRP Panel 20-36 held a meeting on June 23, 2006 to discuss the future funding of the International Scan program for FY 2007 and beyond. This meeting was in response to FHWA funding issues. The results from this meeting were that NCHRP would increase the funding levels for FY 2007. The panel also concluded that the discussion about the future funding participate should be brought up at the upcoming SCOR meeting.

For fiscal year 2007, five proposals were selected, however due to limited funding, one was eliminated. The Electronic Speed Enforcement Scan was eliminated by committee vote. All four scans below are in the preliminary planning stages.

**Scans Programmed for 2007:**

1. Warm-Mix Asphalt Technology (Co-Chair: Eric Harm, IL DOT)
2. Freight Mobility and Intermodal Connectivity: Asia (Co-Chair: David Cole, MA DOT)
3. Bridge Inspection Quality Control and Quality Assurance (Co-Chair: Peter Weykamp, NYDOT)
4. Linking Transportation and Land Use (Co-Chair: Debra Miller, KS DOT)

**International Scan Program, 2008**
The Special Committee will review all the Scan proposals received for FY 2008.

PIARC

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

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

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

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

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

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

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

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

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

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

<table>
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<tr>
<th>DOT</th>
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<tbody>
<tr>
<td>Colorado</td>
<td>Relocation of US Route 24</td>
<td>Relocation of US 24 in Elbert and Lincoln County – This is 1 mile of new roadway that is part of an intersection improvement including US 40 and another segment of US 24. This realignment allows a safer intersection and improved accessibility. This route segment follows a Northeast/Southwest path and intersects with US 40 near the town of Limon, Colorado. The proposed route is between milepost 375.5 and 376.5 on US 24.</td>
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<tr>
<td>Colorado</td>
<td>Relocation of US Route 24</td>
<td>Relocation of US 24 in Elbert and Lincoln County – This is .5 mile of new roadway that is part of an intersection improvement including US 40 and another segment of US 24, and I-70. This realignment allows a safer intersection and improved accessibility. This route segment follows a Northeast/Southwest path and intersects with US 40 near the town of Limon, Colorado. The proposed route is between milepost 0 and .477 on US 24.</td>
</tr>
<tr>
<td>Colorado</td>
<td>Relocation of US Route 285</td>
<td>Relocation of US 285 in Jefferson County – This is 14 miles of reconstructed (existing/new mix) roadway that consists of capacity improvements and safety enhancements. The route follows a Northeast/Southwest path, and serves as a connecting route between the Denver Metro Area and central mountain towns. The new alignment segments begin 2 miles Southwest of CO 8. The proposed route is between milepost 232 and 246 on US 285.</td>
</tr>
<tr>
<td>Colorado</td>
<td>Relocation of US Route 287</td>
<td>Relocation of US 287 in Boulder County – This route is 2 miles of new roadway that allows the US Route to by-pass urban area. The new facility adds capacity to the route. This new alignment will be safer, and more convenient to the traveling public. This route segment follows a North/South path through the city of Lafayette, Colorado. The new alignment begins just north of CO 42, and intersects CO 7. The proposed route is between milepost 302 and 304.023 on US 287.</td>
</tr>
<tr>
<td>Colorado</td>
<td>Relocation of US Route 287</td>
<td>Relocation of US 287 in Larimer County – This is 5.2 miles of new roadway that allows the US Route to by-pass urban area. The new facility adds capacity and safety features to the route. This new alignment will be faster to the traveling public. This route segment follows a North/South path through the city of Berthoud, Colorado. The new alignment intersects CO 56, and ends just South of CO 60. The proposed route is between milepost 324.4 and 329.62 on US 287.</td>
</tr>
<tr>
<td>Colorado</td>
<td>Relocation of US Route 40</td>
<td>Relocation of US 40 in Elbert and Lincoln County – This is .5 miles of new roadway that is part of an intersection improvement including two (2) segments of US 24. This realignment allows a safer intersection and improved accessibility. This route segment follows an East/West path and intersects with US 24 near the town of Limon, Colorado. The proposed route is between milepost 381.265 and 382.184 on US 40.</td>
</tr>
<tr>
<td>Colorado</td>
<td>Relocation of US Route 85</td>
<td>Relocation of US 85 in Douglas County – This is .183 miles of new roadway that is part of an intersection improvement. This realignment allows a safer intersection and greatly improves accessibility. This route segment follows a Northeast/Southwest path and serves as a connecting roadway between the North/South bound US 85 route and I-25. The proposed route is between milepost 185.118 and 185.301 on US 85.</td>
</tr>
<tr>
<td>Florida</td>
<td>Elimination of US Route 98/301 Business Route</td>
<td>Beginning at junction with US 98 west of St. Andrew Bay, along Gulf of Mexico, south of Panama City Beach on an existing roadway heading West to Panama City Beach for 16 miles ending at junction with US 98, near Phillips Inlet.</td>
</tr>
<tr>
<td>Florida</td>
<td>Elimination of US Route 98 Alternate Route</td>
<td>Beginning at junction with US 98/301, south of Dade City through Dade City on an existing roadway heading North of Dade City for 1 mile and ending at Junction with US 98/301, north of Dade City.</td>
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<tr>
<td>Georgia</td>
<td>Relocation of US Route 19</td>
<td>Beginning at SR 240 and US 19 relocating to the east of old US 19 (which the existing facility to be eliminated and that houses the present US 19 and ends at the intersection of SR 271 South/East of Ellaville) going south on a new facility that runs on the eastern edge of the town of Ellaville and continues South to SR 240 for approximately 10.5 miles.</td>
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<tr>
<td>Georgia</td>
<td>Relocation of US Route 19</td>
<td>Relocation of U.S. 19: The relocation of U.S. Route 19 to the Smithville Bypass will divert interregional traffic away from the Smithville central business district in Lee County. Date facility available to traffic November, 2011</td>
</tr>
<tr>
<td>Georgia</td>
<td>Recognition of By-Pass US Route 129</td>
<td>US Route 129 By-Pass begins at Junction of North Cleveland leaving US 129 for 3 miles to join the Junction at South Cleveland where it rejoins US 129.</td>
</tr>
<tr>
<td>North Carolina</td>
<td>Relocation of US 64/264</td>
<td>Beginning at US 64 from I-440, eastward to US 64 Business (Wendell Blvd.) and beginning at US 264 from I-440, eastward to US 64 Business (Wendell Blvd.) - ends east of Knightdale. See attachment A.</td>
</tr>
<tr>
<td>North Carolina</td>
<td>Extension of US 64 Business</td>
<td>Beginning at New Bern Avenue and I-440 east of Raleigh and ending at US 64/264 and US 64 Business east of Knightdale. See attachment A.</td>
</tr>
<tr>
<td>Ohio</td>
<td>Relocation of US Route 30</td>
<td>Beginning in Orange Township, Hancock County, at the easterly terminus of the Relocation of SR No. US 30 and said point also being on the center of SR No. 235 and 0.5 mi, more or less, as measured along the centerline of SR No. 235 southerly from its intersection with existing two lane SR No. U.S. 30; thence, in an easterly direction on relocated alignment a tangent distance of 0.5 mi, more or less, to a point at the beginning of a curve to the right; thence, continuing easterly along the curve to the right and a tangent for a distance of 0.5 mi, more or less, to a point of crossing the centerline of Orange Township Road No. 56, said point being 0.5 mi, more or less, as measured along the center of Township Road No. 56 southerly from its intersection with existing two lane SR No. U.S. 30; thence, continuing easterly on tangent alignment, a curve to the left, and then tangent for a distance of 1.0 mi, more or less, to a point of crossing the centerline of Co. Road NO. 12, said point being 0.5 mi, more or less, as measured along the centerline of County Road.</td>
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<tr>
<td>Oklahoma</td>
<td>Relocation of US Route 60 Business</td>
<td>The segment of new highway to be designated US 60 Business, beginning at the existing US 60 Business at Grand Avenue and Pine Street in Ponca City and extending west on Grand Avenue to Waverly Street, thence south to South Avenue connecting the existing US 60 Business, a total of 1.58 miles.</td>
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<tr>
<td>Oklahoma</td>
<td>Relocation of US Route 183</td>
<td>Beginning at the intersection of US 40 Bus (Choctaw Ave.) in the City of Clinton and traveling north on a new facility for 1.38 miles north of Clinton.</td>
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<tr>
<td>Texas</td>
<td>Establishment US Route 183/277/283</td>
<td>1) Bus 183/277/283 begins at the intersection of the new location of US 183/277/283. The route travels north and northeast through the business district of the city of Seymour over a new location and the former location of US 183/277/283. The route then travels over the current location of US 82 and terminates at the intersection of the new location of US 183/277/283 a distance of approximately 3.3 miles. 2) US 277 begins 1.7 miles southwest of Seymour. The route travels north, east, and north around the city of Seymour over a new location then terminates at the intersection of the new location of BUS 183/277/283 and the US 82 a distance of approximately 6.0 miles. 3) US 183/283 begins at the intersection of the new location of US 277. The route travels east and north around the city of Seymour over a new location then terminates at the intersection of the new location of BU 183/277/283 and US 832 a distance of approximately 4.5 miles.</td>
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**SPECIAL COMMITTEE ON WIRELESS TECHNOLOGY**

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

### Activities from September 2005 to October 2006:

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

The Committee is responsible for monitoring technical and regulatory developments with regard to wireless telecommunications systems and informs and advises member departments concerning these issues. The committee supports the activities of the Intelligent Transportation Society of America in Technical, operational and regulatory matters. Another area of involvement is in assisting the Frequency Coordination Program as mandated by the Federal Communications Commission (FCC). AASHTO is one of four certified Public Safety Radio Service frequency coordinators. That designation guarantees that the member department’s wireless frequency for which it is designated are protected from interference by requiring AASHTO authorize the use of frequencies for which it is designated as the exclusive coordinator. Should AASHTO relinquish that role, representatives of Fire, Police and Forestry agencies would determine what users were authorized to operate systems utilizing frequencies currently in use by other regulatory bodies.

Over the past year, the Committee has been in a state of reorganization and transition. Larry Miller, the AASHTO staff member performing the roles of Committee Secretary and Liaison and frequency coordination retired. The position held by Tanya Duncanson as Frequency Administrator was eliminated and the duties performed by Mr. Miller changed. A contract was executed between Radiosoft and AASHTO to assume the frequency coordination duties formerly performed by Mr. Miller and Ms. Duncanson on a revenue sharing basis. The contract was phased in over a four month period between January and April, 2006. Mr. Miller was retained on a consulting contract until the new position of Telecommunications Manager was filled. The position was filled on May 19, 2006 by William Brownlow, formerly a consultant to the District of Columbia Office of the Chief Technology Officer, Telecommunications Division.

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<tr>
<td>Texas</td>
<td>Establishment of US Route 82 &amp; Recognition of a Business Route</td>
<td>Bus 82 begins at the intersection of US 82 and SH 37. The route travels east through the business district of the city of Clarksville over a former location of US 82. The route terminates at the intersection of the new location of US 82, a distance of approximately 2.7 miles. US 82 begins at the intersection of SH 37 west of Clarksville. The route travels north, east, and south around the city of Clarksville over a new location then terminates at the intersection of the Bus 82, a distance of approximately 3.3 miles.</td>
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<tr>
<td>Washington</td>
<td>Relocation of US Route 12</td>
<td>Begins in the Pasco-Kennewick-Richland Are to follow I-182 directly from Pasco to Richland and a junction with I-82 west of Richland - approximately 12 miles</td>
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<tr>
<td>Washington</td>
<td>Establishment of US Alternate Route 101</td>
<td>Begins near Ilwaco - approximately 1 mile</td>
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<tr>
<td>Washington</td>
<td>Elimination of portion of US Route 197</td>
<td>Begins at a junction with US 97 near Maryhill and extending westerly approximately 18 miles to a junction with Washington SR 14.</td>
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The Committee conducted its annual workshop May 21-24 in Hartford, Connecticut. George Carbonell, Connecticut Department of Transportation Radio Communications Supervisor and Acting Chair hosted the meeting. A presentation by Radiosoft on the use of their software with emphasis on tips and techniques was well received. Marilyn Ward, Managing Director, National Public Safety Telecommunications Council, of which AASHTO is a founding member, presented an overview of NPSTC programs and some of the work they are doing to further public safety communications. Ed Hare, Laboratory Manager, American Radio Relay League (ARRL) conducted a presentation and open discussion on Broadband over Powerlines or BPL and its effect on communications at frequencies below 80 MHz.

List of future meetings:

The 2007 workshop will be conducted jointly with the Subcommittee on Systems Operation and Management in Wisconsin in July, 2007.