

Message from the Chair:



As I write this article I find myself returning from the AASHTO Spring meeting in Providence, R.I. It was the first big meeting under the leadership of AASHTO's new Executive Director, Bud Wright. I can't imagine how difficult it must be to step into an organization that is

dealing with such complex issues, one hundred and two bosses, and success depends on building partnership, because no one organization has the ability to implement the US transportation program. All I can say is that our association is in great hands and our future is very bright. Bud did a great job of listening, and supporting the States. He clearly wants to help all of us be successful. When you get a chance please introduce yourself to him.

The meeting had many moving parts, but just to summarize some of what I think will interest you I offer the following. The Standing Committee of Highways and the Board of Directors passed a resolution to support the creation of the TC3 Technical Services Program, thanks to Jim Feda's

leadership we will all have a cost effective training program for our folks. We heard of progress on Performance Measures, and a meeting of the reauthorization committee (yes already) that is focused on both the implementation of MAP21, and the next authorization. He had a great half-day discussing safety with all of the CEO's. What an amazing commitment our leaders have to get to zero fatalities.

Before the meeting I received an email from Joe Baker, RIDOT's maintenance representative offering me any support I needed. I was very impressed with the entire DOT's commitment to a great meeting.

Stay safe out there my friends...

Sincerely, Carlos

Equipment Technical Working Group



EMTSP Oversight Panel

The solicitation for volunteers to replace Steve McCarthy as the Regional

Representative for the AASHTO Region No. 4 (Western) of EMTSP Oversight Panel was quite successful. Several well accomplished volunteers were vetted, and Carlos Braceras, chair of the subcommittee, appointed Bruce Erickson, Fleet Services Manager for Oregon DOT, to fill the Western representative position on the panel. Please join us in welcoming Bruce to the panel.

The EMTSP Oversight Panel continues their management of the program. Recent agenda items include the following:

- FY 2013 State DOT annual contributions to AASHTO
 - Contributions from 33 states have been received year-to-date.
- Updating and completing action items in the EMTSP Strategic Plan
 - Revisions to the EMTSP website, including equipment specifications,

surveys, and other links to trade publications and relevant articles

- Promoting the use of the EMTSP ListServ to improve communications between the state equipment managers
- Coordinating the scheduled regional partnership meetings
- Continue implementation of findings from final report of Research Project 20-07/Task 309 as prioritized by attendees of 2012 National Equipment Management Conference with focus on equipment utilization for this year.
- Continue working with the EMTSP National Performance Measurement Working Group to develop definitions, a format, and a process to share the Equipment Performance Measures from each State DOT fleet, and posting each State's available performance measures on the EMTSP website

- Determining the region and host state for the 2014 National Equipment Fleet Management Conference
 - Angel Birriel, Florida DOT Equipment Manager, has volunteered Florida DOT to be the host state of the next Biennial Regional and National AASHTO EMTSP Partnership Meeting in 2014.

The revised EMTSP strategic plan can be found on the home page of the EMTSP website at the following link:
<http://www.emtsp.org/>

All state DOT equipment managers (and others interested in receiving periodic e-mail related to the EMTSP) are encouraged to subscribe to the listserv by clicking on this link: [EMTSP General Listserv](http://mailman.egr.msu.edu/mailman/listinfo/emtsp)
<http://mailman.egr.msu.edu/mailman/listinfo/emtsp>

Equipment Technical Working Group (TWG)

Vice Chair Position

Tim Cunningham, Field Maintenance Engineer for Kansas DOT, has been elected to fill the position as Equipment TWG Vice Chair for the Environmental and Research strategic focus areas, which was also vacated when Steve McCarthy retired. Please join us in welcoming Tim to the AASHTO Subcommittee on Maintenance Leadership Team.

Research

The Equipment TWG's research problem statement titled Guidelines for the Development of Highway Operations Equipment Replacement Lifecycle Criteria and designated as NCHRP Problem 2014-G-11 was selected by the AASHTO Standing Committee on Research (SCOR) on March 26-27 and assigned project number 13-004. The next step in this process is the approval by 2/3rds (35 states) of the AASHTO Board of Directors. It is estimated that this action will be completed by around June 30

Safety and Reliability Technical Working Group

The Highway Safety and Reliability, Technical Working Group (TWG) has developed an exciting breakout agenda for the summer SCOM meeting in Vermont. Committee leadership along with input from last year's TWG participants have developed three comprehensive breakout sessions that include presentations on "Automated Processes to Collection Mobile Data for Winter Maintenance Operations," "User Delay Cost as a Function of Winter Maintenance Regain Time, Traffic Incident and Work Zones;" and full TWG discussions on "mobile portable work zone traffic barrier" and "advanced planning for detours." These are just some of the topics that will be covered at this summer's meeting – looking forward to seeing you there and your participation.

Mark your calendar now for the 2013 National Winter Maintenance Peer Exchange on September 10-11, 2013 in Vancouver, Washington. The 2013 National Winter Maintenance Peer Exchange will be held September 10-11,

2013 in Vancouver, Washington. Held on a two year interval, this will be the fourth Peer Exchange. An invitation e-mail was sent to each state DOT on March 7, 2013 to determine their interest in attending. The invitation included a questionnaire to identify any best method practices their state has implemented and innovative features they are using that would be of interest to other states in their winter operations. Also included in the survey, states were asked to identify reoccurring operational challenges or unusual event problems or successes they are having that might be shared during breakout sessions. Another output from the Peer Exchange will be the identification of unmet research needs or operational problems that can be addressed by TRB, NCHRP, Aurora, Clear Roads and AASHTO. If you have any questions about the Peer Exchange or ideas you would like to submit for consideration contact Lee Smithson, AASHTO SICOP Coordinator, at 515-239-1519 or leland.smithson@dot.iowa.gov

Bridge Technical Working Group

The AASHTO Standing Committee on Performance Management has formed a Task Force on Performance Measure Development, Coordination and Reporting. This task force issued a report on March 22, 2013. A link to this report follows:

[http://scopm.transportation.org/Documents/SCOPM%20Task%20Force%20Findings%20on%20Performance%20Measure%20Target-Setting%20FINAL%20v2%20\(3-25-2013\).pdf](http://scopm.transportation.org/Documents/SCOPM%20Task%20Force%20Findings%20on%20Performance%20Measure%20Target-Setting%20FINAL%20v2%20(3-25-2013).pdf)

The AASHTO Standing Committee on Performance Management (SCOPM) Task Force on Performance Measure Development, Coordination and Reporting is charged to "assist SCOPM and AASHTO to develop a limited number of national performance measures and help prepare AASHTO members to meet new Federal performance management requirements." The purpose of this task force is to serve as a single clearinghouse for the recommended national-level performance

measures identified by those AASHTO committees with in-depth knowledge of the technical aspects of the individual performance measure areas.

In November, 2012 the SCOPM Task Force submitted a set of recommendations to FHWA on implementing MAP-21 provisions related to establishment of national performance measures. The Task Force was guided by six overarching principles on how national-level performance measures should be developed and implemented. These six National-Level Guiding Principles are as follows:

1. **There is a Difference**—National-level performance measures are not necessarily the same performance measures State DOTs will use for planning and programming of transportation projects and funding.
2. **Specificity and Simplicity**—National-level performance measures should follow the SMART and KISS principles.
3. **Possession is 9/10ths of the Law**—National-level performance measures should focus on areas and assets that States DOTs have control over.
4. **Reduce and Re-use**—The initial set of national-level performance measures should build upon existing performance measures, management practices, data sets and reporting processes.
5. **Ever Forward**—National-level measures should be forward thinking to allow continued improvement over time.
6. **Communicate, Communicate, Communicate**—Messaging the impact and meaning of the national-level measures to the public and other audiences is vital to the success of this initiative.

Through a series of meetings, a subgroup of the SCOPM Task Force met to develop findings with regard to MAP-21 Performance Target-Setting.

The section of the March 2013 document concerning bridges contains the following:

Measures

- Percent of Deck Area on Structurally Deficient Bridges—NHS bridge deck area on structurally

deficient bridges as a percentage of total NHS bridge deck area.

- NHS Bridges in Good, Fair and Poor Condition based on Deck Area—Percentage of National Highway System bridges in good, fair and poor condition, weighted by deck area.

Targets

- AASHTO supports state flexibility in the setting of targets as long as the Percent of Deck Area on Structurally Deficient Bridges does not exceed 10%; as provided in MAP-21. National performance measurement targets should not be adopted. USDOT and professional organizations should provide guidance to states that need assistance to adopt various recommended national performance measures, and leading states should be able to continue their performance management path. Every state should be allowed to set their individual targets. Individual states should determine whether to set separate targets for bridges on urban vs. rural roads.
- For the second measure, given that the recommended performance measure includes three values to be reported (percent good, fair and poor), the Task Force to be convened will consider selection of single measure for target setting (e.g. percent good or percent poor) or use of multiple measures (e.g. targets for both percent good and percent poor) – balancing the desire to support an asset management approach yet minimize complexity.
- Progress towards meeting state-established targets should be assessed based on analysis of state NBI data for the target year.

[http://scopm.transportation.org/Documents/SCOPM%20Task%20Force%20Findings%20on%20National%20Level%20Measures%20FINAL%20\(11-9-2012\).pdf](http://scopm.transportation.org/Documents/SCOPM%20Task%20Force%20Findings%20on%20National%20Level%20Measures%20FINAL%20(11-9-2012).pdf)

This article was submitted by: Jeff Milton, Bridge Preservation Specialists, Virginia DOT through Pete Weykamp the SCOM Bridge TWG Chair

Pavements Technical Working Group

Pavements Technical Working Group Report, May 2013
Eric Pitts, Georgia DOT, State Maintenance Engineer

The PTWG is looking forward to your participation at the SCOM Summer Meeting in Burlington, Vermont. Our technical working group has put together a good agenda that we think you will enjoy and certainly find interesting.

The stated purpose of the PTWG is to advance pavement preservation, and this has been a very good year for pavement preservation. MAP-21 has formally defined pavement preservation in legislation, including definitions that were developed in our committee and recognized by AASHTO and FHWA. The Transportation System Preservation Technical Services Program (TSP2), which is funded by voluntary contributions from the States as a part

of the AASHTO program is advancing well. (Please be sure your State is one of the 36 currently contributing to the program – and if it isn't, let's discuss how we could assist your State in deciding to contribute at the Summer Meeting.) We had a record setting 1st National Conference on Pavement Preservation in Nashville last summer with over 550 attendees, and all of the regional partnerships met there. Several of the regional partnerships have already met for their annual meetings this spring, and more are coming. There is an active research program in pavement preservation, with current projects being sponsored by AASHTO, FHWA, NCHRP, and NCAT. The SHRP2 R-26 project on Pavement Preservation for High Traffic Volume Roadways is now up and running. Between the legislation and all of the activities surrounding this topic, there will be a lot to discuss in Burlington. Thank you to all of the members and friends who have assisted in these efforts! The PTWG would like to invite members and friends to prepare resolutions and research problem statements for consideration at the summer meeting. If you have ideas that you would like to discuss, please feel free to call any member of the PTWG leadership team: Eric Pitts, Georgia; George Conner, Alabama; or Anita Bush, Nevada.

FHWA Seeks Input on Pavement Types Used for Highway Traffic Noise Analyses

The Federal Highway Administration is seeking input on expanding the types of pavement used in highway traffic noise analyses, the agency said in a May 8 Federal Register notice.

“Because of the evolution of the use of quiet pavements in the highway industry, the FHWA is interested in how some of these new technologies and techniques could potentially be integrated into the FHWA's noise program to offer the most flexibility and utility to our stakeholders,” the notice said.

FHWA Noise Regulations Compliance with FHWA's highway traffic noise regulations (23 CFR Part 772) is a prerequisite for the granting of federal-aid highway funds for highway construction.

The regulations define two types of highway projects, Type I Projects and Type II Projects. A Type I project involves the construction of a noise barrier coincidental with the construction of a major highway on new location or alteration of an existing highway that significantly changes the alignment or increases the number of lanes. A Type II project involves the construction of a noise barrier on an existing highway.

FHWA's Traffic Noise Model is used to determine highway noise levels.

Current highway traffic noise analyses rely on data from three pavement types: dense-graded asphaltic concrete,

open-graded asphaltic concrete, and Portland cement concrete, the agency said. Prediction of future noise levels is based on the “average” pavement type, calculated as the average of the dense-graded asphaltic concrete and open-graded asphaltic concrete vehicle noise emission levels.

Wider Range of Pavements Considered

FHWA said it is looking to consider a wider range of asphaltic concrete and Portland cement concrete pavements within its traffic noise model.

Specifically, FHWA said it would like agencies to provide input on the following questions:

- What is your position regarding the possible inclusion of specific pavement types in the federal-aid highway traffic noise analysis process? If you support the inclusion of specific pavement types, explain why, how you think this should be implemented (from both a regulatory and procedural standpoint), and when this should be implemented. If you do not support the inclusion of specific pavement types, explain why (from both a regulatory and procedural standpoint), and what, if anything, the FHWA should do regarding tire-pavement noise in the highway traffic noise analysis and abatement process.
- Should highway agencies be required to use a more specific pavement type(s) in their future condition noise predictions?
- Should a state highway agency be required to maintain the specific pavement type it selected to reduce the noise impacts of a project to a level that resulted in a certain noise abatement measure?
- Should highway agencies be required to call a project a Type I project if the original pavement is replaced or overlaid with a louder pavement or when a pavement no longer is achieving its noise reduction?
- Should specific pavement types in the federal-aid highway traffic noise analyses process be introduced as a pilot program? If you would support a pilot program, explain why, how many highway agencies should be selected to pilot this and, whether your agency would be willing to be a pilot State. If you do not support this as a pilot program, explain why you do not support this.
- Have you done or are you currently doing tire pavement noise research? If you have done or currently are doing tire pavement research: What is this research? Why are you doing this research? How are you or how do you plan on implementing this research? What are your goals regarding this research and/or its implementation? If you have not done or if you do not plan on doing tire pavement research, please explain why?

Comments on the notice are due by July 8.

For more information, link to the Federal Register notice at <http://www.gpo.gov/fdsys/pkg/FR-2013-05-08/pdf/2013-10910.pdf>.

Roadway/Roadsides Technical Working Group

The Roadway/Roadsides Technical Working Group (RRTWG) hosted a one-hour webinar on March 26. TWG Chairman Mike Mattison (Nebraska) facilitated the event and FHWA liaison Will Beatty (North Carolina) provided the web and phone services. TWG vice Chairs Beth Wright (Missouri) and Jerry Hatcher (Tennessee) assisted with the agenda and planning. The Webinar focused on Asset Management, Roadway Safety and Roadside Environmental topics. Jeffrey Beal with the FHWA's Federal Lands Highways Division delivered a presentation on an Automatic Highway Data Collection Program that utilized cameras, GPS and other technologies to reduce the cost and improve the accuracy of highway and roadside asset inventories. Beth Wright, State Maintenance Engineer for MODOT, gave an overview of studies done on the effectiveness of Sequential Barricade Warning Light Systems for night work zone safety. Monty Mills, Maintenance Operations Branch Manager for WSDOT provided insight into the issues with Chloride Deicers, grits and alternative products for highway deicing and winter maintenance.

A poll conducted during the webinar and a follow-up survey indicated that the five topics of greatest interest under the purview of the RRTWG are:

- Asset Management for Roadway and Roadside Features
- Maintenance Quality Assurance, Maintenance Training and Leadership Development
- Maintenance Activities Impact on Highway Safety and Work Zone Safety
- Environmental Compliance in Roadside Maintenance and Environmental considerations of Winter Maintenance

These topics will be the focus of the RRTWG breakout sessions at the SCOM Summer Meeting in Burlington, VT this July. The RRTWG would like to thank all who participated in the webinar and the survey. We look forward to seeing you in Vermont!

Copper Theft

“According to an anti-theft advocacy group, commodity prices for copper have more than doubled in the past two years, substantially increasing the theft of copper from telephone lines, electrical substations, highway infrastructure and residential homes.” - Jim McDonnell, P.E. Program Director, Engineering American Association of State Highway and Transportation Officials (AASHTO) from the email survey.

Copper theft from State DOTs is considered a potential problem requiring further investigation. In an email survey completed in April 2013, the members of the AASHTO Subcommittees of Construction and Maintenance were asked for input on the following questions.

- 1) Is your state experiencing copper theft from transportation facilities?
2. a) Are you seeing an increase in this type of theft, and 2.b) is it a concern for your State DOT?
- 3) What, if anything, do you think AASHTO could assist with related to this issue?

The responses to the previously stated questions are listed in Table 1 and are as follows. Of the 24 responders, 7 DOTs indicated minor copper theft, 8 DOTs indicated major copper theft, and 9 indicated no known copper theft. When asked if DOTs saw an increase in this type of theft 4 indicated yes, 13 indicated no, and 7 didn't specify yes or no. The concern level appears to be split with 10 DOTs indicating concern, 11 DOTs indicating no concern, and 3 DOTs not indicating their level of concern. Along with the

response to the previously stated questions, 2 states indicated a significant problem with battery and equipment theft (FL & WY), and 1 state indicated a significant problem with theft of metals other than copper (RI).

Table 1 Response to Questions

Question	Response	Number of DOTs
1	Yes, minor issue	7
	Yes, major issue	8
	No	9
2.a	Yes	4
	No	13
	No Reply	7
2.b	Yes	10
	No	11
	No Reply	3

During construction, contractors have adopted practices to reduce theft. Contractor practices include welding man holes shut until the project is turned over to the DOT (DC), minimizing storage of materials on site (MD), and clearly marking fiber cable in order to prevent the cable from being mistaken for copper wire (MN).

State DOTs are making theft of wires from conduits more difficult (KS, AZ, MI, and NV). These changes include redesigning pull boxes (AZ), installing locking j-boxes, welding j-box lids, burying j-boxes, installing 2 ton concrete caps over j-boxes, installing deeper conduit runs, and curvilinear routing (NV). Nevada DOT indicated no thefts for this past year by using inconsistent combinations of the

previously listed strategies which is believed to create confusion for thieves. One drawback to this method is that it inhibits maintenance. It was indicated that thieves dig next to the box and break through the conduit when the strategy of locking boxes is used alone (NV).

Legal resources have been utilized by many states. In Hawaii stricter laws for thieves and recycling centers combined with increased enforcement of the laws have made a noticeable difference. One state DOT indicated that the local law enforcement gave a good response to the thefts

they encountered (MD). Stricter laws to address the theft of metal (MI) and of batteries (FL) are currently being pursued.

In conclusion copper theft is a significant issue for many state DOTs. The state DOTs with concern over this issue practice a variety of deterrence methods including alterations in methods, designs, and legislation and enforcement. Further details on deterrence methods and further information on the magnitude and consequences of copper theft from transportation facilities is desired.

AASHTO Spring Business Meeting

The following Resolutions were passed at the 2013 AASHTO Spring Business Meeting

1. TC3 was established as a Technical Services Program for AASHTO
2. A resolution concerning the proposed legislation that will open the 5.9 GHz band width and interfere with the continued development of the connected vehicle technologies
3. Best Practices for Electronic Data-Sharing Between State DOTs and Contractors
4. A resolution in support of the reauthorization of the WRDA (Water Resources Development Act)
5. Establishment of an Operations Center of Excellence as a joint effort between AASHTO/FHWA to supported systems preservation and operations functions within the DOTs.

Each of the resolutions can be found in their entirety at: <http://www.aashtojournal.org/Pages/051013Resolutions.asp>
[x](#)

From the Editor's Desk:

This quarter we have a couple items:
We have a new AASHTO Liaison, Ms. Jameelah Hayes.
Below is a brief introductory paragraph Ms. Hayes submitted for the newsletter.

Hello Subcommittee on Maintenance members, my name is Jameelah Hayes and I am the new AASHTO liaison. I have over ten years of experience in the transportation field. I am a North Carolina native and I previously worked as a Project Development Engineer for the North Carolina Department of Transportation. I received my BS degree in Civil Engineering from Morgan State University and my MS degree in Engineering and Technology Management from The George Washington University. I began working for AASHTO in January and I am thoroughly enjoying the position. I have heard great things about the maintenance committee and I look forward to meeting you all this summer.

SCOM would like to welcome aboard its next Assistant Secretary, Mr. John A. Perry. Below is an introductory paragraph Mr. Perry submitted for the newsletter.

John A. Perry, an FHWA Field Operations Engineer Team Leader in the Idaho Division Office. John has worked for FHWA for over 23 years in various Division Office's and Headquarters. John graduated from the University of Maine with a BS degree in civil engineering. While in headquarters, John worked as the Assistant Secretary for the AASHTO Subcommittee on Construction and was a co-chair in development of TC3. John was also the Maintenance Program Manager in both the VA and MT Division Offices.

I will be assuming the duties of FHWA liaison for the Roadway/Roadside TWG filling the spot left vacant by Chris Newman. As the liaison to the Roadway/Roadside TWG I will be assisting the chair and vice chairs helping to develop the agenda for our webinar and summer meeting,

providing technical and logistical support for the webinars, tracking and recording and documenting the yearly work plan and accomplishments and keeping the action register from our meetings. This should be a particularly busy year as the guidance for MAP-21 is published and we meet to decide how it effects each TWG's area.

Summer meeting information

SAVE THE DATE!
What: 2013 AASHTO Subcommittee on Maintenance Conference
When: July 20-25, 2013
Where: Sheraton Hotel and Conference Center

2013 AASHTO Subcommittee on Maintenance Conference with the Subcommittee on Asset Management
Burlington, Vermont
July 2013

Please join us for the 2013 AASHTO SUBCOMMITTEE ON MAINTENANCE CONFERENCE with the Subcommittee on Asset Management in Burlington, Vermont!

Conference details are available at
<https://sites.google.com/site/aashtoscom2013/>

Also, follow us on Facebook!
<http://www.facebook.com/2013aashtoscom>

Subcommittee on Asset Management
tam.transportation.org

There is a web site up for the summer conference:

<https://sites.google.com/site/aashtoscom2013/>

So start planning your trip.