

Message from the Chair:



A Time for Maintenance to Shine

Members of the maintenance community, I hope that this newsletter finds you all well and fully engaged in keeping our nation's roads and bridges safe and sound. As you all probably know, John Horsley, AASHTO's former Executive Director, has retired after providing over 12 years of great leadership to our organization. Bud Wright has been selected to assume the role of leading AASHTO into the future. I have known Bud for many years, mostly from his time at FHWA. Bud capped off a great career at FHWA as its Executive Director, I guess he liked that title since it's the same one he has now at AASHTO. With Bud we have a strong leader who will be focused on serving our member states, so I expect we will not miss a beat and will continue to be the voice of transportation.

I am looking forward to our annual meeting this summer in Vermont, and I know that the great folks at the Vermont AOT are hard at work to assure you have a great learning opportunity. Plus, I am sure everyone is going to greatly enjoy the location. Please work within your TWG's to identify topics to share and items that you would like to learn more about. As you also know it will be a combined meeting with the AASHTO Subcommittee on Asset Management, so there is a great opportunity to get involved in some of the MAP-21 asset management discussion.

Thanks for all that you do, and keep smiling.

Carlos

Equipment Technical Working Group



Equipment Management Technical Services Program (EMTSP)

EMTSP Oversight Panel The EMTSP

Oversight Panel has held periodic conference calls in the continuation of their management of the program. Current agenda items include:

- FY 2013 State DOT annual contributions to AASHTO
- Updating and completing action items in the EMTSP Strategic Plan
- Revisions to the EMTSP website
- Promoting the use of the EMTSP ListServ
- Coordinating regional partnership meetings
- Determining the region and host state for the 2014 National Equipment Fleet Management Conference

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](#)

Steve McCarthy, Equipment Operations Manager for UDOT, has retired. Steve served as the Regional Representative for the AASHTO Region No. 4 (Western) of EMTSP Oversight Panel. The panel recently solicited volunteers to replace Steve and is currently considering several candidates.

EMTSP Regional Partnership Meetings

As a result of the ballot of the state equipment managers on the frequency of holding national versus regional partnership meetings at the First National Equipment Fleet Management Conference in Mobile in June, and approval of Resolution 12-04 by the Subcommittee on Maintenance, the AASHTO Standing Committee on Highways (SCOH) has now also passed the resolution for the establishment of biennial National EMTSP Meetings beginning in 2014 and biennial Regional EMTSP Meetings beginning in 2013, with the location of the National Meeting being rotated among the four AASHTO regions and including 12-16 hours dedicated for concurrent regional meetings.

The EMTSP Regional Representatives and their respective regional partners are currently in the process of scheduling EMTSP Regional Partnership meetings in the regions for

2013. The schedules for the planned regional meetings are summarized in the following table:

Regional Meeting	Date	Location
Western States Highway Equipment Managers Association (WSHEMA)	August 27-29	Salt Lake City, UT
Joint Midwest/Northeast EMTSP Regional Meeting	June 23-27	Philadelphia, PA
Southeast States Equipment Managers Conference (SSEMC)	June 2-6	Arkansas

Equipment Technical Working Group (TWG)

Vacant Vice Chair Position

Steve McCarthy was also Vice Chair for the SCOM Equipment TWG for the Environmental and Research strategic focus areas. The TWG chair, Earle Potter, will soon be seeking nominations and volunteers to fill this important and needed position.

Resolutions

In addition to the approval of Resolution 12-04 mentioned above, the Equipment TWG's Resolution 12-03, Equipment Fleet Management Performance Measures, was also approved by the AASHTO Standing Committee on Highways (SCOH) for the use of the key performance metrics for the equipment fleet including utilization, preventive maintenance, retention, and availability/downtime in light of ongoing concerns of performance measurement and the recent passing of MAP-21.

Research

Following the national prioritization of the research needs at the National Equipment Fleet Management Conference in Mobile, and the #1 ranking by the subcommittee, the Equipment TWG's research problem statement titled Guidelines for the Development of Highway Operations Equipment Replacement Lifecycle Criteria has been submitted to NCHRP. The problem statement has now been evaluated by NCHRP and designated as NCHRP Problem 2014-G-11. Final selection of projects for the next program will be made by the Standing Committee on Research (SCOR) in late March of this year.

Safety and Reliability Technical Working Group

July 2013 SCOM meeting

Planning has just started for the Highway Safety and Reliability, Technical Working Group breakout sessions. If you have any suggestions or ideas that would make for a successful TWG breakout session, please contact Steve Lund, Minnesota, TWG chair at steven.lund@state.mn.us

2013 National Winter Maintenance Peer Exchange

Plans are underway for the fourth National Winter Maintenance Peer Exchange. The Planning Committee is working on obtaining lodging and facility contracts for the Exchange. It is anticipated the Peer Exchange will be held either the last of August or the first of September 2013 in the Vancouver, Washington area. To check the latest information or to view progress being made on the research problem statements from previous exchanges visit the Peer Exchange website at:

<http://www.westerntransportationinstitute.org/professionaldevelopment/national-winter-maintenance-peer-exchange>

Web-based Winter Maintenance Training

The eight Computer-based Winter Maintenance Training CD ROMs were updated and redeveloped in 2012 to operate on a web browser using the Adobe Flash Player to launch from, and work with, the standard SCORM (Shareable Content Object Reference Model) Learning Management System (LMS) that most state DOTs now use. The completion of that work was announced via e-mail last summer. Most state DOTs have made the conversion, but recently I have heard from two state DOTs that needed assistance in making the conversion. Please let me know (leland.smithson@dot.iowa.gov or 515-239-1519) if you need assistance.

Bridge Technical Working Group

Pete Weykamp offered the following two articles on the effects from Super Storm Sandy the articles were lifted entirely from the report cited.

On November 15, 2012, Governor Andrew Cuomo convened the NYS2100 Commission in response to the recent, and unprecedented, severe weather events experienced by New York State and the surrounding region: most recently, Superstorm Sandy, Hurricane Irene, and

Tropical Storm Lee. The Governor asked the Commission to examine and evaluate key vulnerabilities in the State's critical infrastructure systems, and to recommend actions that should be taken to strengthen and improve the resilience of those systems.



The Commission reviewed the vulnerabilities faced by the State’s infrastructure systems, and developed specific recommendations that can be implemented to increase New York’s resilience in five main areas: transportation, energy, land use, insurance, and infrastructure finance.

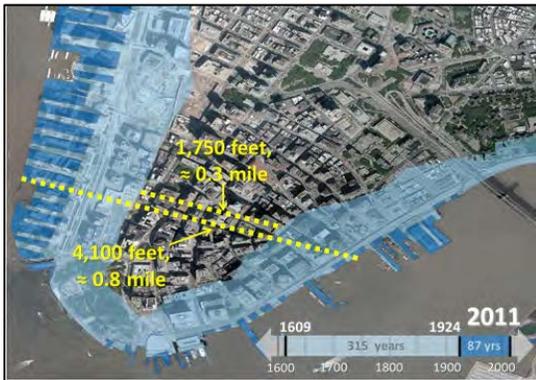
The expanding shoreline of lower Manhattan from 1609 to 2011 is depicted in these illustrations. The series shows lower Manhattan in 1609. The boundaries of the present day man-made areas as shown in blue and the storm surge from Superstorm Sandy is shown in yellow. Most of the areas that were flooded by storm surge overlap with the man-made areas.



In addition to numerous recommendations related to specific infrastructure systems, the Commission identified nine crosscutting recommendations to improve New York State’s overall resilience. These recommendations include steps to improve the State’s built (hard) and natural (soft) infrastructure, institutions, and information systems. Based on a broad resilience framework, these recommendations aim to improve the day-to-day functioning of critical systems and enhance the efficiency of normal operations, doubling the benefit of the recommended investments.

The full report entitled: Recommendations to Improve the Strength and Resilience of the Empire State’s Infrastructure is available on–line at:

<http://www.governor.ny.gov/assets/documents/NYS2100.pdf>



Maintenance Response

The transportation system response to Superstorm Sandy Recovery efforts began immediately. From October 29 through October 30, the New York State Department of Transportation (NYSDOT) deployed approximately 1,000 crew members and 800 pieces of equipment each day. More than 2,200 maintenance staff were deployed for “boots on the ground” repair work, with 64 percent of staff and equipment coming from outside of the New York metro area, including Albany, Utica, Buffalo, Rochester, Hornell, Syracuse, Watertown, and Binghamton. Limited bus service was restored hours after the storm, and normal, weekday service resumed by October 31. John F. Kennedy International Airport (JFK) and Newark-Liberty International Airport (EWR) also opened on the 31st, while flights to and from LaGuardia Airport (LGA) were restored on November 1. Limited service on Metro-North and the

Long Island Railroad (LIRR) began the same day. Only days later, Metro-North was operating at full service and LIRR was operating on its four main branches. By November 1, limited subway service was restored, and a “bus bridge” was introduced by the Metropolitan Transportation Authority (MTA) to transport customers between Manhattan and Brooklyn via the Manhattan and Williamsburg Bridges. Buses also played a critical role in trans-Hudson connections, making up for extended outages at key Port Authority Trans-Hudson (PATH) stations and commuter rail tunnels to Penn Station. Special bus service was provided by NJ Transit and Academy Bus, a private operator, to the Port Authority Bus Terminal, which accommodated record bus movements of up to 250 additional daily departures and an estimated 30,000 to 40,000 additional customers each day for two weeks following the storm. By the following

weekend, more than 80 percent of subway service had been restored (measured in track miles). All but one of the MTA's bridges reopened the day after the storm, and emergency assistance was procured to pump out and repair the Queens-Midtown and Hugh L. Carey Tunnels. All Port Authority of New York and New Jersey (PANYNJ) bridges were reopened within 18 hours of closure, while the Lincoln Tunnel remained open throughout the entire storm. By November 2, the Holland Tunnel reopened to buses after PANYNJ crews had pumped out an estimated 20 million gallons of water. The first oil tanker entered the Port of New York and New Jersey on November 2, with container vessels arriving at PANYNJ facilities two days later. All

port facilities reopened by November 5. On November 6, PATH service from 33rd Street to Journal Square in Jersey City was restored with limited service, providing relief for some of its 260,000 daily passengers. An estimated 100 Million gallons of water was pumped from the World Trade Center site and another 10 to 15 million gallons from two PATH tunnels and the World Trade Center PATH station. Throughout the recovery, communication between agencies was key. See "Improve interagency and interstate planning coordination" for more information on interagency communication throughout the Superstorm Sandy recovery effort.



Figure T-01: Damage on the New York City Subway Rockaway Line (A train). (MTA New York City Transit, Leonard Wiggins, 2012)



Figure T-02: Superstorm Sandy flood waters run to the ceiling of the Hugh L. Carey Tunnel. (MTA, Patrick Cashin, 2012)



Figure T-03: Escalators under water at the South Ferry subway station. (MTA, 2012)

Pavements Technical Working Group

Eric Pitts, Georgia DOT, Chair PTWG

Here are two items of interest:

1. The new NCHRP Guide. We started this in 2004 at the Bismarck, ND SCOM meeting. Jim Fedra from South Carolina was having some difficulty getting people to accept chip seals instead of asphalt overlays – so we wrote a problem statement to hire some help to develop some messaging and communication tools. It took a few years to get the project accepted – and I hope the final product will actually help solve Jim's old problem. I haven't had

a chance to read the report very carefully, but I liked what I saw a lot.

PLEASE DOWNLOAD YOUR OWN COPY OF THE DOCUMENT AT THE LINK BELOW!!!
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_742.pdf

2. SHRP 2 Product Releases for 2013 – especially R-26 and R-23.

Roadway/Roadsides Technical Working Group

The Roadway Roadsides TWG has seen some changes this year.

Greg Duncan from the Tennessee Department of Transportation has been promoted to the position of Assistance Chief Engineer of Operations. Mr. Duncan previously served as Director of Maintenance for TDOT. Mr. Duncan has decided to step down from SCOM but has offered that TDOT plans to send his replacement in the Director of Maintenance position to SCOM. Mr. Jerry

Hatcher should be joining us this summer; we look forward to meeting Mr. Hatcher. Mr. Duncan said: "I found serving on SCOM one of the most rewarding parts of being in the maintenance community. I really enjoyed the people and the good work that we all do." He asked to stay on the mailing so that he can keep in touch and offer support from time to time. We wish Greg well in this new adventure.

Chris Newman the longtime FHWA Liaison for the TWG moved to California to assume a team leader position in FHWA's Southern California office last year. Due to the demands of his new duties Chris has decided to step down

from his role on SCOM. Chris first joined SCOM in 2000 he has worked with several initiatives including the Maintenance Leadership academy, the (TCCC) Transportation Core Curriculum Council, the TSP2 among others. Chris had a knack for remaining incredible calm while others excitement level was increasing. Chris stated:

“My time with SCOM was a pleasure and an honor to work with everyone and I am proud of the work we accomplished together.”
We all wish Chris well in his new position and ask that he keep in touch with the SCOM family.

The Roadway/Roadside TWG will be holding a webinar meeting in the near future, stay tuned for details.

From the Editor's Desk:

We have been having discussions lately about our goals and objectives for Asset Management, (my day job for FHWA), here in North Carolina. One of the core principles for Asset Management is to have high level goals and policies; ours was to get to a point where we could sustain a program of expanding, rebuilding, and maintaining our transportation system. We are a growing state and many of our urban areas are experiencing rapid growth, there are even sections of congressionally mandated interstate corridors to complete. We have had at least 5 successive waves of infrastructure expansion since the 1930's that will need reconstruction in the coming years, most of it was designed and built for a 50 year lifespan and it is more than 50 years old now. And finally like any good steward we want to maintain what we have to the best of our ability.

With this as our underlying goal we set forth with 5 main goals for our Asset Management Program:

1. To develop and use performance measures

2. To upgrade and integrate our management systems with each other and to integrate them into daily work
3. To be able to do project level programing with our Pavement and Bridge management systems
4. To increase the confidence in the type and quality of data we collect
5. To move toward some type of automated data collection where feasible

As we have worked toward these goals the underlying vision of getting to a point where we can maintain, reconstruct, and expand our transportation network has stayed the same. So as I started putting together this newsletter it dawned on me that even if your state is not expanding at a rapid rate you are probably still in a similar situation. With budgets tightening and the infrastructure aging every day now is a good time to start thinking about how you will meet this challenge for the future.

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 20-25, 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.