

1                   **DRAFT MINUTES FOR WMTSP CONFERENCE CALL**

2                                   **October 18, 2010**

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4                                   **WMTSP ATTENDEES**

5     Mark DeVries, McHenry County, Illinois Supervisor, APWA Representative

6     Greg Parker, Johnson County Iowa Engineer, NACE Representative

7     Wilfrid Nixon, University of Iowa, Chair TRB Surface Transportation Weather Committee

8     Paul Pisano, FHWA, Team Leader Road Weather Management Program

9     Gabriel Guevara, FHWA, Road Weather Management Program

10    Bill Hoffman, Nevada DOT, AASHTO HSCOM Highway Safety & Reliability TWG Chair

11    Steven Lund, Minnesota DOT, AASHTO Region 3 Representative

12    Lee Smithson, AASHTO SICOP Coordinator

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14                                   **Opening Remarks**

15    Lee opened the conference call explaining that Rick Nelson had called him about Noon today  
16    saying he had been called to meet with a Legislator on an urgent matter and would be unable to  
17    participate in the conference call and asked Lee to conduct the call for him.

18  
19                                   **Update on Proposed International Scan**

20    A draft proposal for the 2012 International Scan was prepared and circulated to Rick Nelson, Bill  
21    Hoffman, Paul Pisano, and Carlos Braceras for comment on August 18, 2010. Comments were  
22    received and a new draft was prepared and sent to them on August 20, 2010. Next steps were to  
23    contact the two AASHTO committees that were named in the proposal (AASHTO Subcommittee  
24    on Systems Operations and Management and AASHTO Special Committee on Wireless  
25    Technology. Mark Bush followed up with the AASHTO staff Person for the Special Committee  
26    on Wireless Technology and received a concurrence to co-sponsor the Scan. When the  
27    Subcommittee on Systems Operations and Management was contacted it was learned that they  
28    already had prepared a proposal for a 2012 Scan and would look at the proposal that the  
29    AASHTO Highway Subcommittee on Maintenance had prepared to see if the two could be

1 combined into one 2012 Scan. The chair of the AASHTO Subcommittee on Systems  
2 Operations and Management, Bill Hoffman, and Lee Smithson reviewed the two proposals and  
3 were unable to combine the two proposals into one, so the decision was made for each  
4 Subcommittee to submit their proposals. Gabriel Guevara then used the August 20<sup>th</sup> draft and  
5 submitted the proposal. In further discussion during today's conference call concern was raised  
6 that this submittal may be insufficient and that both FHWA and the AASHTO Subcommittee on  
7 Maintenance should have submitted this proposal. **Gabe agreed to contact Hana Maier at the**  
8 **FHWA Office of International Programs and determine if one proposal was sufficient or if**  
9 **not, was there anything that could be submitted at this time to insure the proposal gets**  
10 **considered for the 2012 program.**

11

12 **Progress on Items Needing Further Action**

13 WMTSP next reviewed progress and discussed items from the Draft Minutes for the WMTSP  
14 Meeting July 10, 2010. The following discussion material is correlated (by page and line  
15 number) with the draft minutes dated July 23, 2010.

16 Page 2, lines 10-12, Lee participated in the August 10-12, 2010 Clear Roads meeting in Grand  
17 Rapids, MI and discussed the European standard plow attachment design and the performance  
18 standard for a plow to be able to withstand hitting a 4" high obstacle in the roadway without  
19 being damaged. Clear Roads has projects underway now entitled "Snowplow Design" and  
20 "Carbide Insert Snowplow Blade Wear" which indicates their interest in snowplow equipment.  
21 While neither of these projects addresses standard plow attachment design or withstanding  
22 hitting an obstacle in the roadway, the discussion did raise an awareness that future technical  
23 working groups need to be exploring International designs and standards for application in the  
24 United States.

25 Page 4, lines 6-8, as indicated in the draft minutes for the July 10<sup>th</sup> meeting, Wilf prepared a  
26 white paper entitled "Are You Sustainable? Have You Ever Been Sustainable?". WMTSP  
27 agreed that the discussions in Savannah in July covered the general aspects of sustainability  
28 given that very little guidance has been received from SCOH, FHWA or US DOT and the  
29 framework that APWA developed seems to offer some structure for integrating sustainability  
30 into effective decision making. The framework process fits well with Wilf's paper "In many  
31 ways, this represents a reversal of the approach we often use—it makes us examine and  
32 determine our needs first, and then go from those needs to what projects we should pursue."  
33 WMTSP agreed that workable guidelines need to be developed and perhaps some type of work  
34 book is appropriate to familiarize maintenance with sustainability. There needs to be flexibility  
35 in the process since agencies use different performance measures and therefore will have  
36 different emphasis areas. The process that was used in technology transfer and implementation  
37 of anti-icing has been successful with guidelines being developed in the TE-28 project and then

1 further enhanced with the NCHRP project, “Selecting Snow and Ice Control Materials to  
2 Mitigate Environmental Impacts”. Use of the AASHTO CBTs has proven to be an effective  
3 technology transfer process and accommodates the multiple learning styles found in the  
4 maintenance workforce. APWA is leading the way with its newly established Center for  
5 Sustainability and will likely produce some useful material at their 2011 APWA Sustainability  
6 Conference. **Mark DeVries will continue to update WMTSP on APWA progress so  
7 duplication is avoided and look for opportunities that WMTSP might be able to assist in  
8 technology transfer and implementation.** Paul Pisano would like to see the word “Livability”  
9 added for consideration since it appears in the National vision. Sustainability and livability are  
10 topics on the AASHTO Annual meeting program. The agenda for the Friday, October 29<sup>th</sup>,  
11 meeting of the AASHTO Standing Committee on Highways Technical Meeting lists  
12 “Presentations will include FHWA’s new sustainability evaluation tool, storm water mitigation  
13 during construction, and an update on performance measures.”. Paul believes that sustainability  
14 evaluation tool also includes snow and ice control operations. On Sunday, October 31<sup>st</sup>, there is a  
15 session on “Livability: What is it? And how to get it?”. **Action items, Paul will try to get the  
16 FHWA presentations and Lee will call Mark Bush and alert him that these sessions will be  
17 important to WMTSP.**

18 Page 4, lines 35-36 and page 5, lines 1-5, are covered in the following discussion: The main  
19 discussion topics were; 1) Are there liability concerns associated with the “Winter Operations  
20 Reviews”? 2) Can the reviews be shared with others? 3) Funding mechanisms? 4) How many  
21 reviews each year seem feasible since WMTSP uses volunteers?

- 22 1. WMTSP felt there have been several programs in the past decade that might help answer  
23 the liability concern. Lead States Program provided a shoulder to shoulder approach for  
24 technology transfer and implementation of the SHRP products. The Ice Warriors held  
25 classes and reviews throughout the snow belt states. FHWA has been holding Product  
26 Showcases promoting proactive snow and ice control operations and MDSS. The  
27 common theme in these three examples is they promoted best practices known at that  
28 time. Also the state DOTs requested the assistance. Although none of the above  
29 programs experienced litigation problems, WMTSP discussed the need to operate in a  
30 manner that would minimize exposure to tort liability. FHWA did this with boiler plate  
31 language on the Clarus data display and the April 2010 report “Weather or Not? State  
32 Liability and Road Weather Information Systems (RWIS)” published by the National  
33 Conference of State Legislatures, *The Forum for America’s Ideas* provides an up-to-date  
34 understanding of liability concerns and some strategic options for addressing those  
35 concerns. **Action item, Lee will discuss the liability concern with Mark Bush and  
36 determine whether AASHTO has any concerns.**
- 37 2. Bill Hoffman talked to Russ Yurek, Maryland State Highway Administration, and was  
38 given permission to share the results of the “Maryland SHA Winter Operations Review”.  
39 Maryland SHA has organized over 40 initiatives, many as a result of the Winter

1 Operations Review, linking maintenance and operations (CHART) and will be working  
2 on those initiatives during the next two years.

3 3. Current funding mechanisms include the FHWA Peer to Peer Program

4 <http://www.its.dot.gov/peer/index.htm> and asking the requesting agency to provide travel  
5 funding.

6 4. Since WMTSP is a small unit, likely only one or two Peer to Peer Exchanges per year is  
7 feasible. Activity reporting in the Maintenance Manager Newsletter should be sufficient  
8 to let the state DOTs know the service is available.

9 Page 13, lines 43-44, neither Pierre nor Melody attended the TAC meeting in September 2010.  
10 Lee did attend the Summer and Winter Subcommittee meeting on Saturday, September 25, 2010  
11 when two reports, "TAC Road Condition Vocabulary Study, Phase I Final Report" and  
12 Transportation Association of Canada Winter Vocabulary User Guide" were presented and  
13 approved by the Subcommittee. The reports were then presented to the Chief Engineers of the  
14 Provinces Ministry of Transportation where they were approved. Lee will be receiving a copy  
15 of the approved reports and will make that available to WMTSP. These reports could serve as a  
16 foundational material for consideration in the United States, starting with the I-80 Coalition.

17 Page 15, lines 28-32, Lee has been working with Joe Doherty of New York State DOT, Jan  
18 Edwards, AASHTO Project Director for AASHTOWare, and Mark Bush to determine next steps  
19 for SNOWMAN. Since Iowa DOT and Minnesota DOT have examined the software and found  
20 that there are some difficulties in getting the software installed, it appears that SNOWMAN is  
21 not quite ready for marketing consideration as an AASHTOWare product. Submitting  
22 SNOWMAN for Technology Implementation Group (TIG) consideration seems more  
23 appropriate. Lee is in the process of getting Joe connected with Keith Platte, AASHTO staff  
24 person for TIG, and will continue to monitor this project and do whatever coordination seems  
25 appropriate.

26 Page 15, lines 37-42, Scan Proposal was submitted in September 2010.

27 Page 17, lines 6-10, the report for NCHRP 20-07(287), "A Roadmap for Winter Maintenance  
28 Research" will be finalized this fall and then WMTSP will need to evaluate what needs to be  
29 accomplished to move the project(s) to completion. Note that the next Peer Exchange tentatively  
30 scheduled for September 2011 will discuss this 2007 research need and seek input from the state  
31 DOTs attending that Peer Exchange to determine if the research needs in their opinion have been  
32 accomplished.

33 Page 17, lines 23-26, the NCHRP 20-74A, "Development of Service Levels for the Interstate  
34 Highway System" report is not yet available. WMTSP will need to review that report to  
35 determine next steps.

1 Page 18, lines 1-4, WMTSP needs to work closely with the HSCOM HS&R liaison to the  
2 Subcommittee on Public Affairs to help in developing effective communication for performance  
3 metrics and the need for adequate funding.

4 Page 18, lines 33-35, the NCHRP 20-07(287) report is not yet available.

5 Page 19, lines 15-17, Aurora and Clear Roads have approved funding for the 2011 Peer  
6 Exchange, discussed at their meetings a concept for the Peer Exchange, and designated members  
7 from their boards to serve on the Planning Committee. Lee is working with Kate Heidkamp of  
8 WTI on arrangements for lodging and meeting places.

9 Page 19, lines 28-30, project is complete, and another project unbeknownst to WMTSP has just  
10 been completed by the National Conference of State Legislators with a final report entitled,  
11 *Weather or Not? State Liability and Road Weather Information Systems (RWIS)*. This report  
12 begins with an overview of RWIS technologies and their current use, specific RWIS-related  
13 liability concerns and closes with a list of strategic options available to DOT personnel and  
14 legislators to help reduce the state's liability exposure related to RWIS use. To ensure wide  
15 dissemination to the snow and ice community, Lee posted a link for a free download of the report  
16 on the SICOP List Serve <http://www.ncsl.org/?tabid=20241> .

17 Page 20, lines 5-8, continue to monitor progress and work with Clear Roads. This project will be  
18 on the unfinished business for the 2011 Peer Exchange.

19 Page 20, lines 38-41, the Clear Roads project "Cost-benefit Analysis Toolkit" is complete and  
20 the contractor presented the final report at the August 10, 2010 Clear Roads meeting. Next step  
21 is for a Clear Roads state to use their data and test the computer program. The Clear Roads  
22 board was pleased with the report and the concept of using the computer program to analyze a  
23 variety of snow and ice control components.

24 Page 21, lines 24-27, project is complete. It is noteworthy that within the past month, several  
25 questions have been posted on the SICOP List Serve asking for best practices for salt storage and  
26 members have responded by referring the person to the Salt Institute website.

27 Page 21, lines 32-37, Max is working on this.

28 Page 22, lines 1-5, practice ready papers can be linked directly. For Max's Winter Maintenance  
29 Committee it is <http://sites.google.com/site/trbcommitteeahd65/Home/files> . Lee has posted this  
30 to the SICOP List Serve for wider distribution to the snow and ice community. Wilf has  
31 contacted his committee's webmaster to get their practice ready papers posted.

32 Page 22, lines 11-22, monitoring progress will be an on-going task for the next four years.  
33 Progress in several of these areas will need input from the state DOTs. Probably the best way to  
34 find out what the state DOTs are doing with the CBTs is to survey them as part of the  
35 preparations for the 2011 National Winter Maintenance Peer Exchange. The same is true for

1 finding out if the state DOTs are familiar with and using best method practices. Aurora and  
2 Clear Roads completed projects are posted on their websites and being promoted on the SICOP  
3 List Serve. Progress on implementing these projects could be determined with surveys discussed  
4 above and supplemented with discussion at the Peer Exchange. If attendees know their input  
5 will be discussed at the Peer Exchange, the chances for getting the needed information from  
6 them will be enhanced.

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8 **Proposed 2011 Winter Maintenance Peer Exchange**

9 See page 5, lines 2-5 for progress on funding and organizing the Peer Exchange for September  
10 19-22, 2011 in Bozeman, Montana.

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12 **Progress on 2012 TRB Winter/Weather Conference**

13 The two TRB Committees, AHD65, Winter Maintenance Committee and AH010, Surface  
14 Transportation Weather Committee are currently organizing the Eighth International Symposium  
15 on Snow Removal and Ice Control Technology and the Fifth National Conference on Surface  
16 Transportation Weather to be held in 2012.

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18 **Future Meetings**

19 Conference calls will be scheduled in Spring 2011 to coordinate the July 16, 2011 summer  
20 meeting. Also, when the NCHRP 20-7(287) report is finished and WMTSP has had time to read  
21 and digest the material, a conference call may be needed to discuss results and implementation  
22 strategies.

23 WMTSP summer meeting will be held Saturday, July 16, 2011 in Louisville, KY preceding the  
24 AASHTO HSCOM summer meeting.

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26 Draft Date October 20, 2010

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