

DRAFT AGENDA - With Meeting Minutes
AASHTO Winter Maintenance Technical Service Program (WMTSP)
Summer 2011 Meeting
July 16, 2011
Medallion Rooms E & F
The Seelbach Hilton Hotel
500 Fourth Street
Louisville, KY 40202-2518
Phone 502-585-3200
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Saturday, July 16, 2011

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|-------------|--|-------------|
| 8:00-8:15am | Introductions & Agenda Review | Rick Nelson |
| | Rick, Wilf, Max, Greg, Gabe, Mark, Lee, Frank, Lacy, Ralph | |
| 8:15-9:00am | Global Outreach Reports | Rick Nelson |
| | <ul style="list-style-type: none">• 2012 SIRWEC | Wilf Nixon |
| | <p>Requests for papers, mid year (May 12-15) in 2012, call for paper is out for review . Had asked them to join us in TRB in Iowa City but they declined and are going to be in Helsinki. Wilf, read the call for papers. We will try for representatives from WMTSP. Wilf pointed out that all papers are on line now and Lee suggested those papers should become part of the new ITRD base (Lee will check with TRB and see if they are or can be posted on thatITRD. Rick wants to do a conference call in late September or early October to coordinate paper abstracts.</p> | |
| | <ul style="list-style-type: none">• PIARC B-5 Committee Update | Rick Nelson |
| | <p>Rick reviewed the case studies from MDSS, survey of best practices of how to get information to the hwy user. Third group is Sustainability and had a conference call with Belgium to review where we are and where we need to go. Rick said Winter Services Committee is being attached to another committee and also sitting in with other transportation Committees Issues to work on (Crisis Mgmt of Snow Events) (Climate Changes) (IMO program info for drivers) (2014 conference in Andora). Frank points out that we were behind Europe in RWIS, AI and now we are even or perhaps ahead of them. Now MDSS is ahead. We are still behind in contract maintenance and need help. Max pointed out that we need to work sustainability into the contract maintenance discussion that the Technical Working Groups have on their agenda and</p> | |

what they will be working on. Rick will ask for another term, Paul has maxed out so need his replacement at PIARC. If Rick is reappointed he will watch who raises to the top and then we will get an indication of who to work with on the various subjects. As soon as the final reports come out, Rick will make sure we get links to those reports.

9:00-11:00am

Domestic Outreach Reports

- AASHTO SCOM Strategic Plan
& Reorganization Progress Report Steven Lund
HS&R TWG Statement of Direction
HS&R TWG FY 2012 Work Plan
Establishing Liaisons—Rick asked how prevalent is it in the states to integrate operations and traffic management centers. Gabe says the maintenance people in the staff desk in the TMC are experienced snow plow operators so they now operations. They are co-located so there is a first effort underway. Gabe also recalled the Council of Govts report presented last year as being a value to this discussion. Discussed the establishment of liaisons for HS&R TWG. Ralph pointed out they now have some incident management training that will help here. Rick says they have a policy when NWS puts out wind warnings etc and post them on the message boards. Need to liaison with SSOM and SHRP.
- WMTSP Future Directions Rick Nelson
 - "Grand Challenges: A Research Plan for Winter Maintenance" Wilf & Rick
Last August we met in CA and put out a report and reviewed the six challenges (see bullets) Too often the reports go on a shelf and does not go further. WMTSP needs to get proactive on these. Need a holistic approach as well as sustainability approach. Manage the impacts. Our environmental actions should be coordinated with others environmental actions. Need to work on increasing the value of winter maintenance. Ralph pointed out the one of his points was innovation and they have an IDEA program that does this. Frank pointed out that this group could put the problem statement together and have the TWG push it for next years program. Wilf pointed out that there are nearly 30 ideas in the report, so it will take years to form them up and carry them out.
 - Sustainability

- APWA Sustainability in Public Works Conference (June 27-29, 2011) Mark DeVries—Mark said APWA wants to be a one-stop-shop for sustainability. Wilf will be a liaison. APWA wants to put out tools in the hands of local governments. Wilf and Mark discussed incorporating maintenance in the sustainability tools. Rick wants to know how that ties back to FHWA's work and tools. Mark pointed out that FHWA presented their work at the APWA Sustainability Conference. No one is putting much in their work about maintenance. They are promoting new things (gardens, etc) but not much on the maintenance of those facilities. The thing that seems to make the most sense in construction is recycling. Maintenance is trying to take a broader look at equipment, chemical usage, etc that play into the broader picture. Wilf and Mark in Oregon talked about going to the locals how to reduce impacting the environment and also its impact on their budgets. Look at budget as a life cycle cost (ie blade wear such as 1 blade vs 6 or 7, recycle wash water to make brine, has a CD "How to write a sustainability plan". Rick says the reason we are seeing so many tools being developed is that they are tailoring to their local needs. Wilf says he thinks we should be answering the tree huggers questions is 'of course we are concerned and this is what we are concerned about it and doing to respond to the concern. Mark says it needs to come down to what we are trying to accomplish. What level of service are we trying to provide. Rick says there are many groups that are trying to define "sustainability". How do we get all groups in the room (environmental, social, economic) and have them decide what is best for your region. Frank asks, does safety and mobility trump environment. Max thinks safety might trump environment, but does it trump affordability. Gabe wants comments and wants it to be discussed at the Peer exchange.

the vendor. Rick says savings were also shown in the SHRP reports.

- Clarus Initiative—regional demos, beyond winter operations, travel advisors, Phase III effort are finished and the independent evaluations are done and being consolidated and printed for distribution. Got 15 proposals for new one year effort. Will present the outcomes at the Stakeholder meeting.
- Road Weather Stakeholder Meeting—Albuquerque in September 7-9. Want to put together a panel, where and what sensors should be put on the truck. Multi-state coalitions, how to put them together to encourage spread of MDSS and tracking multi-state. Encourage and foster communications. Who are the stakeholders and how do we get them to talk with each other?
- IntelliDrivesm Connectivity-Mobility FHWA sponsoring webinars this summer. Road weather is hosting one on July 27th. Its.dot.gov/connected_vehicle is the website that lists the webinars.

- Aurora Lee Smithson
Lee provided latest Aurora handout and trifold of Aurora, Clear Roads, & SICOP. Also handout Aurora website containing Current and Completed Reports
- Clear Roads Lee Smithson
Lee handed out a copy of the Clear Roads website and their current and completed projects. Discussion followed how to establish a "push" process involving Chris, Colleen, Gabe and Lee to push information to each consortium and WMTSP. Wilf points to Iowa DOT requires a two page summary of each report. There is also a need to hear from the researcher and perhaps a webinar presentation could be established. Lee is to talk to Chris and Colleen to see if this would be possible.
- TRB Wilf Nixon
Max Perchanok-sent many e-mails and quoted from them. Brief synopsis of items. Submitted 9 proposals for synthesis program and read them. One not listed was submitted by Tony Myra of the effect of chemicals on the environment. (attach Max's e-mail) He also reviewed the establishment of subcommittees and what they are addressing. Subcommittee membership is open to anyone.

- American Public Works Association Mark DeVries— APWA now has a seat on Clear Roads. Will be attending LTAP conferences. Click listen and learn sessions working well. APWA excellence award at the Snow Conference, and have a session on what did they do to get that excellence award. Mark wanted to get WIKI etc tied together. Send articles to Mark about winter maintenance to get published in APWA Reporter. CBT sales, sold 40 copies last year. They get exposed at the sessions and then go buy them at the Book Store. (sold 31 copies after Wilf's presentation.) Class showed great retention and only 2 people had a problem with passing the test. Gabe asked how to make sure the private providers (parking lot, etc) are not leaving a larger footprint then is necessary. Mark says McHenry is approaching it from a water protection viewpoint that everyone has to be licensed before doing winter maintenance in their county. Wilf points out that all our good work can be undone by the contractor by over applying chemicals. Mark says the contracts are mostly time and materials.
- National Association of County Engineers Greg Parker—new director now.(Brian Roberts)2013 NACE will hold their annual conference in Des Moines. Greg will e-mail Brian's resume and Lee will attach to the minutes.

Noon- 1:00pm Lunch

1:30-2:30pm

Project Review of SICOP Program
(Project Champion Reports)

Rick Nelson

- CBT (Web ready/SCORM-Compliant) Lee Smithson
- Lee reviewed the background of the CBT and the progress on the current contract to convert the present computer based CBT to an internet browser format and make all the CBTs SCORM-Compliant (Shareable Content Object Reference Model). The original AI/RWIS CBT was designed in 2002. At that time, high-speed Internet connections were not widely available. The AASHTO AI/RWIS CBT Technical Working Group elected not to have the program architected for web deployment because it would have meant limiting the type and quality of the media (photographs, video, narration, etc.) in the course. Today, high-speed Internet connections are common place. Moreover, development tools and media formats have evolved to permit more efficient transmission of media-rich applications on the Internet.

The CBT was developed using a multimedia course authoring tool called Authorware. Authorware includes an Internet browser plug-in called the Authorware Web Player that enables a course to play using contemporary web browser technology. The Authorware Web Player is not widely distributed so it is unlikely that most users will have it already installed. Further, Adobe, the company that sells Authorware, announced they will no longer be making another version of Authorware. This means that the Authorware Web Player may one day no longer function on the standard Windows operating systems and browsers. Since future operating systems and browsers may eventually no longer support the technology that the AI/RWIS CBT is currently built on, it is recommended switching to an Adobe Flash-based technology which would ensure that the course will operate for years to come on future versions of Windows and even on Apple Macintosh computers. The cost of recreating the CBT is estimated to cost \$100,000 to \$150,000 and take about a year to complete. Both the Aurora Consortium and the Clear Roads Consortium have voted to support the recreating of the CBT to a web based application. Aurora approved \$50,000 and Clear Roads \$25,000. It was anticipated that the AASHTO HSCOM Highway Safety and Reliability Technical Working Group will recommend the remaining \$75,000 be raised through a voluntary contributions from the state DOTs. Progress to date is, a resolution authorizing the state DOTs to make a one-time assessment of \$3,750 to support the conversion of the all eight CBTs to an internet browser format and SCORM-Compliant was approved by the Standing Committee on Highways. That solicitation was made and so far -?? States have contributed and combined with the funding pledged from Aurora and Clear Roads will provide sufficient funding for the contract plus leave some funding left for the contractor to provide technical assistance and problem solving for the user states. A small team of volunteers from Iowa, Illinois, and Kansas have been reviewing the storyboards and testing the links to other materials. So far 4 CBTs are nearly completed. The largest part of the contract will be the reprogramming of the AI/RWIS CBT.

- *ESS Guidelines* *Gabriel Guevara—*
 newly completed need a working group for standards updating stays current.(Gabe will contact Curt and Jack Stickel and Max says someone from MTO)
- *Update on Anti-drifting Measures* *Lee & Mike Lashmet*
With Proactive Road Design
Considerations (SNOWMAN) Mike says they are using SNOWMAN to put more snow fence across the state. Have a

\$79,000 grant to train people to design snow fences. Longest 1,700 feet long. Compatible with LIDAR. Need to follow up with Iowa and MN to use it(Have agreements?) Mark has a relocated road that they tried, but couldn't use SNOWMAN—don't know why) Max has a similar program and showed power point how MTO uses snow fence in salt management and Greener Roads program. They have snow hedge, snow fence and snow ditch and have raised some cross sections. They used Tabler-SHRP and MTO R&D Maintenance guidelines and climate data. Considers terrain data, how topography affects wind speed. Step 1, determine design storm, input terrain data, make inputs for highway transect analysis. Then outputs are snow transport. Next analysis of alternative treatments for 100 meter sections with and without treatments.

RALPH—Update on SHRP2 Projects(see handout) weather is responsible for 40% of non-recurrent congestion

- Update on National Winter Maintenance Peer Exchange Projects Lee Smithson

2:30-3:00

Break

3:00-4:30

Project Review of SICOP Projects (continued)

- Update on Sept. 2011 Peer Exchange Lee Smithson revise agenda to show Rick giving SICOP update and Wilf giving the "Grand Challenges"
- Practice Ready Papers Max/Wilf—max and wilf will post on sicop list serve.
- WMTSP 4 Year Program Lee Smithson—made revisions to the program adding PIARC 2014

Draft dated March 4, 2011

Draft dated April 13, 2011 (added meeting room)

Draft dated July 1, 2011

Revised July 16, 2011 WMTSP meeting