

Minutes
AASHTO Technology Implementation Group
March 10-11, 2005
National Academy of Science
Washington, DC

Chairman Hoffman opened the meeting with welcoming greetings, with self-introductions taking place. Gary advised the TIG that Doug Rose, Maryland DOT, AASHTO Region I, had resigned. Gary reviewed the proposed agenda and requested additions and corrections.

Members Present: Gary Hoffman, Randy Iwasaki, Dave Huft, Rick Collins (for TX DOT), Len Sanderson, Byron Lord (Secretary)

Others Present: Tony Giancola (NACE Liaison), Art Dinitz (ARTBA/AGC/AASHTO Joint Committee Liaison) Doyt Bolling (LTAP Liaison), John McCracken, Neil Hawks, Ken Kobetsky, Jeremy Fissel, Paul Krugler, Bob Bryant

Members not in attendance: Paul Wells, Warren Sick, Harry Lee James, John Polasek, and John Rolf

Minutes:

The minutes from the Oct. and Jan. meeting were approved. The TIG discussed of the availability of 100% pooled SP&R funds as the States voluntary contribution to support the activities of the TIG. It was pointed out that if a pooled funds project were established a State would have to agree to manage the project. Randy Iwasaki to volunteered to follow up with his staff at Caltrans.

Review of action items:

All of the Action Items from the Oct. meeting have been addressed. As a result of discussions additional action items were identified. Need to recruit a new SCOH member from Region 1 to replace Doug Rose who has resigned for the TIG.

Budget Report:

Jeremy Fissel presented the current status of the TIG budget and anticipated funding needs for 2005. A handout was provided to TIG members. See Budget Update Bookmark for document.

Communications Task Force:

John McCracken presented the task force positions on the Recommendations on Communications prepared by Worth Assoc. for TIG. John McCracken led the TIG in a discussion of the steps outlined by Worth. Several topics were identified that need to get underway:

- Importance of taking advantage of AASHTO's communication tools.
- Need to develop communication pieces for each technology.

- Need to work with AASHTO.
- Need to get a comprehensive TIG communications plan.

A recommendation was made and adopted by the TIG to contract for support to assist the TIG in developing and executing a communications plan. The TIG instructed AASHTO Staff to solicit a proposal from Worth Associates for consideration at the next meeting. This would be funded out of the money set aside for Communication Plan. The task force was directed to develop a plan to identify how the TIG should manage the communications activities. See Communications Audit Bookmark for document.

Coordination ARTBA, AGC, AASHTO Joint Subcommittee on New Materials and Technologies:

Art Dinitz represented the Joint Subcommittee. He addressed ways to bring the TIG's work forward with the Joint Committee. Suggestions included:

- Add industry to the TIG Lead State Team.
- Use industry to present the technologies from a how to use/ build/ deploy the technology. This would help to reduce fear for using new technologies.
- Through Paul Wells as the AASHTO link to the Joint Committee the TIG can request the support of the Joint Committee.

The TIG engaged in a discussion with Art regarding future opportunities for cooperation/ coordination. Art will work with Ken and Tommy Beatty to prepare a guidance package for the TIG on how to make application to the Joint Committee.

Reports on Technologies:

Accelerated Construction Technology Teams: Jim Sorenson provided a briefing on the progress of the TIG to date. Seventeen workshops have been presented. TIG has invested \$115,000 to date. Have almost 200 people in the peer groups. FHWA is looking to put out an implementation effort to institutionalize this process. FHWA will provide ongoing support and nourishment through the Resource Center or NPHQ, The TIG acknowledged the excellent support for this program. It was decided to support the ACTT Workshops with up to \$30,000 funding in 2005. The intent is to roll the program over to FHWA in Sept 2005.

Prefabricated Bridge Elements: The outstanding work of Mary Lou Ralls and the Lead State Team was acknowledged. The team held their last workshop in Oct. This activity has been transferred to FHWA. The Subcommittee on Structures has been asked to take up and continue the advancing this technology to Standard practice.

ITS in Work Zones: This program is still not underway. The proposal prepared required significant investment beyond the resources of the TIG. In Oct., the TIG proposed a strategy for this activity. The team is instructed to focus their activities to accomplish a work plan they can deliver. They need to identify technologies they are able to assemble adequate information on and that the team is able to deliver. This work plan needs to be completed and presented to the TIG with sufficient time for review prior to the next meeting. The TIG needs to appoint a new liaison to this team to replace Doug Rose.

Air Voids Analyzer: Guide Specification in Subcommittee on Materials. A letter will be prepared from the TIG Chairman to the SOM Technical Section chairman encouraging their action on the guide specification.

Global Positioning Systems: Reduced budget to \$35,750. Presentations to National, Regional, and State Conferences. The team is working on a video. Eastern Federal Lands and Central Federal Lands will work with the team to fund the video.

Ground Penetrating Radar: This technology has been withdrawn until the issues regarding FCC restrictions can be resolved. This action needs to be reflected in the web site.

Low Cost Highway Railroad Warning System: There are field tests underway by NCHRP scheduled for completion March 31. Recommend that the technology continue to be tabled until the NCHRP work is completed. The web site should be revised to reflect the current status.

FRP repair of cracked overhead sign structure aluminum tri-trusses: Team has completed 3 on site demonstrations and 3 presentations at AASHTO Subcommittee Meetings. 3 demonstrations are being planned in spring/summer 2005. It was suggested that the Team measure effectiveness of the demonstrations by surveying those State visited.

Thermal Image Safety Screening using Infrared Inspection Technology: Gary indicated no progress in this area. Need to find a new team leader. FL DOT candidate declined. A team needs to be identified.

Road Safety Audits: A team has been formed. They met at TRB. There is a brochure in development. There has been strong participation by the team. It was suggested to get legal involvement and add Stewart Thompson, Utah LTAP, to the team.

Cable Median Barriers: Team members identified. The team is preparing to meet. North Carolina is the Lead State.

Multi-Agency Weigh-in-Motion (WIM) Project: Dave Huft working with N. Dakota. Attempting to form a lead state team.

High Definition Survey: Penn DOT Lead State working on brochure and case studies. Tri-fold color brochure in the next three months. NY, NC, & FL are interested in participating.

Disposition of Technologies not selected at last meeting

- Maintenance Decision Support System

Aimed at winter maintenance, program recommends optimum response to the technology. Limited testing validation was conducted in Ames Iowa in 2002-3. Technology not ready for full implementation. Dave Huft demonstrated software now

available. Revised software is to be tested in 2005. The TIG recommended the improved system be resubmitted in the next solicitation.

- Construction Analysis for Pavement Rehabilitation Software

Caltrans will resubmit this in the next round and address the questions posed by the TIG.

- Wireless Concrete Maturity Monitoring System

This technology does not rise to the priority to be addressed by the TIG.

Texas Transportation Institute Support to the TIG: A task order agreement has been established with TTI to provide support to the TIG based on Task Orders. Paul Krugler's services can be available to the TIG. Includes a provision for travel. Could address analysis of proposed technologies, refinement of work plans, etc.

Highways for LIFE

Byron Lord gave a power point presentation on FHWA's pilot program Highways for LIFE "Getting Started." He addressed the three vanguard technologies as well as opportunities for the TIG to partner with FHWA:

- Prefabricated Bridge Systems
- Road Safety Audits
- Making Work Zones work Better

It was agreed that the TIG should partner with the new FHWA technology teams. A joint press conference or "launching" of effort at the upcoming May AASHTO meeting was suggested. If agreed to by FHWA, this will provide visibility to effort. FHWA and the TIG should work together whenever possible to mass their resources to achieve their goals. There are opportunities to jointly fund activities such we have been doing with the ACTT initiative.

It was decided the Chairman would prepare a letter to FHWA inviting cooperation. We will invite FHWA technology teams to the next TIG meeting and include them as affiliate (or other terminology) members of the TIG. Future FHWA Highway for LIFE technology teams should be considered for identified TIG technology areas.

Process for Selection of Technologies:

Jeremy and David Huft presented a timeline for the key process elements in the selection of new technologies. The TIG adopted the schedule proposed by Jeremy and David. Jeremy provided a handout to the TIG, see Solicitation Timeline Bookmark.

Closing Out Technologies:

The TIG discussed the major elements we need to accomplish when closing out one of the focus technology elements:

- Need to have a continuum, someone to continue the efforts i.e.: SCOH subcommittee
- Need for a close out report (Need to identify what we put in the final report.)
- Need to permanently archive materials and documents; this may be accomplished with a website.
- We need to develop templates of what we are looking for as guidance to the teams

- Marketing piece/ report to the TIG

It was assigned to the Washington support group to prepare guidance for the TIG by the next meeting.

Next Meeting:

Sept. 15 at the AASHTO meeting Nashville. TN before the AASHTO annual meeting.