

Survey Results & Analysis

for

SURVEY: AASHTO Highway Subcommittee on Materials Peer Exchange



Thursday, July 30, 2009

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Executive Summary

This report contains a detailed statistical analysis of the results to the survey titled *SURVEY: AASHTO Highway Subcommittee on Materials Peer Exchange*. The results analysis includes answers from all respondents who took the survey in the 15 day period from Tuesday, July 14, 2009 to Tuesday, July 28, 2009. 50 completed responses were received to the survey during this time.

Survey Results & Analysis

Survey: SURVEY: AASHTO Highway Subcommittee on Materials Peer Exchange

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Filter:

Responses Received: 50

1) Please select your member department: * (required)

Response	Count	Percent
Alabama	1	2.0%
Alaska	1	2.0%
Arizona	1	2.0%
Arkansas	1	2.0%
California	1	2.0%
Colorado	1	2.0%
Connecticut	1	2.0%
Delaware	1	2.0%
D.C.	1	2.0%
Florida	1	2.0%
Georgia	1	2.0%
Hawaii	0	0.0%
Idaho	1	2.0%
Illinois	1	2.0%
Indiana	0	0.0%
Iowa	1	2.0%
Kansas	1	2.0%
Kentucky	2	4.0%
Louisiana	1	2.0%
Maine	1	2.0%
Maryland	1	2.0%
Massachusetts	1	2.0%
Michigan	1	2.0%
Minnesota	1	2.0%
Mississippi	1	2.0%
Missouri	1	2.0%
Montana	1	2.0%
Nebraska	1	2.0%
Nevada	1	2.0%
New Hampshire	1	2.0%
New Jersey	1	2.0%
New Mexico	1	2.0%
New York	1	2.0%
North Carolina	1	2.0%
North Dakota	1	2.0%

Ohio	0	0.0%
Oklahoma	2	4.0%
Oregon	1	2.0%
Pennsylvania	1	2.0%
Puerto Rico	0	0.0%
Rhode Island	2	4.0%
South Carolina	1	2.0%
South Dakota	0	0.0%
Tennessee	1	2.0%
Texas	1	2.0%
Utah	1	2.0%
Vermont	0	0.0%
Virginia	1	2.0%
Washington	1	2.0%
West Virginia	1	2.0%
Wisconsin	1	2.0%
Wyoming	1	2.0%
Others (please specify)	1	2.0%

Other Responses:

Ontario

2) Contact Information: * (required)

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3) How long have you been a member of the Subcommittee on Materials?



4) How many additional years do you anticipate serving on the Subcommittee on Materials?



5) How often have you attended the Subcommittee on Materials Meeting in the last 5 years?



6) Are you willing to assume a leadership role (chair or vice-chair) in the SOM technical section structure?



7) If "no" to the above question, what barriers are resisting you from assuming a leadership role?

If "no" to the above question, what barriers are resisting you from assuming a leadership role?
Nearing retirement
Travel constraints imposed by the State Executive would make it difficult to assume leadership roles.
Am still too busy at daily job to do a good job in a leadership role. In a year things should be much better.
no longer the active member
I am likely to retire in approximately one year.
Travel restrictions even if funded by others.
Lake of Manpower at the present.
I am new to the Materials side of highway construction (17 years in construction) and am still learning how AASHTO operates through out the US.
The upcoming SOM meeting in Anchorage will be my first meeting. Give me a little time to get my feet wet and I will then be glad to participate a higher level.
Limited ability to travel may have an effect on future participation
Recently our travel has been severely restricted. I think to be an effective chair, one should actually attend the meetings.
Inexperience
Currently am chairing several national and international committees which require significant amounts of my time already.
additional experience with SOM operations is warranted before any consideration of a leadership role
I am new to MassHighway and in my current position for only 1 year. Based on goals that I have in my current position as Director (such as building a new lab)I do not know when I will have time to assume a leadership role. Maybe in 5 years from now but I do not see me able to assume leadership role before 5 years.
Not at this time. I want to attend a few more SOM meetings and become more familiar with the process before volunteering for a vice-chair or chair role.
MDT is interested in actively participating in the SOM including taking a leadership role but current staffing levels prevent us from being able to devote the necessary time.
Attendance at future SOM meetings is uncertain because of out-of-state travel restrictions.

8) Are you involved in SOM activities beyond the annual subcommittee meetings?



9) If you answered "yes" to the above question, indicate how you are involved in SOM activities beyond the annual subcommittee meeting.



10) In addition to your involvement with the Subcommittee on Materials , we would like to know if you are actively engaged in any other AASHTO subcommittees, panels or task forces. Please check all that apply:



Other Responses:

NCHRP project panels for projects sponsored by SOM. Represent SOM on RAP ETG and RMRC Advisory Board
AMRL
partnering subcommittee, and project delivery subcommittee. Currently in between comitees Was part of SC on Quality
ASR AASHTO group - from FHWA's TWG
Task Force - precast concrete paving
SOM Liason to FHWA Mixture ETG
Several ETGs
My assistant is involved in NTPEP
Pavt Preservation ETG, SCOR,

11) How often do you attend the AASHTO Board of Directors' Spring Meeting and/or Annual Conference?



12) Considering your agency's current policies, please indicate to what degree you are like to be able to participate in the SOM or other AASHTO meetings in the foreseeable future:

Considering your agency's current policies, please indicate to what degree you are like to be able to participate in the SOM or other AASHTO meetings in the foreseeable future:
Highly unlikely without financial support, and then it is not guaranteed
Minimal Participation Supported
The future is looking better than the present.
Same level as I participate now
Much depends on the ability to travel

not likely
will probably attend
See above
limited
Likely limited to one participant per SOM where we had sent two in the past.
Frequently
limited
Not this year, perhaps not next year, probably after that.
high degree--generally not limited by agency
Depends upon funding
Likely when travel funding is furnished.
I believe ADOT will continue to participate in the SOM
very minimal
travel is extremely difficult
Most Likely
Little support to continue attendance
very involved
Good as long as my agency does not have to pay for the travel costs
Attend the annual meetings as often as possible, funding dependent.
Budget restrictions are placing very strict limits on any travel
still committed to participation
Not likely to participate in the future if meetings are in the list of banned cities and states.
Probable
Once per year, perhaps twice.
able to support core SOM business
Under travel restrictions but will probably be able to travel to locations not considered vacation destinations.
not unless travel is paid for
If in the lower 48 - and budgets recover a bit.
We have just recently set up limited training funds for this purpose
At present, the Kentucky Transportation Cabinet will allow its employees to travel out-of-state when funding is sponsored for the meeting registration and travel expenses. Funding for these expenses is not available internally within the Cabinet.
frequently
very likely
SOM and NTPEP on regular basis
Travel is currently restricted and approval to participate at future meetings is unlikely
We will likely maintain the same level of involvement.
I should be able to attend the future SOM meeting, and other meeting that AASHTO or others pay for me to attend.
Sometimes
Unless our policy on out-of-state travel is changed, future attendance to SOM meetings is doubtful.. Attendance at this year's meeting is because of AASHTO paying for the registration and trip.
at least at the same level
depends on travel restrictions, otherwise, good
SOM annual meeting
AASHTO activities are supported by our department but funding is a big concern. Unless travel is paid by others I would not be able to attend except on my own dime.

Participation and attendance to the AASHTO SOM meetings is likely to decrease. Cost reimbursement helps, but out-of-state travel is reviewed and approved on a case-by-case basis and is not always approved even if costs are reimbursed.

Participation, provided travel is paid for by others

likely

13) Does your agency's current policy allow travel, if cost reimbursement is available?



14) Considering the issues we are facing today, do you believe that the number of Technical Sections should be reduced through prioritization or consolidation? (Should we be reducing or eliminating some of our functions?)



15) Please prioritize your top ten Technical Sections from the list below given their importance to the core business of the Member Departments:



16) Given the goal to continue the annual publication of the AASHTO Materials Book with the vital input from the SOM membership to this book, indicate one or more in priority order the possible tools or resources that can assist in accomplishing this goal over the next 5-10 years:



17) If you checked "other" to the previous question, please comment below.

If you checked "other" to the previous question, please comment below.

Siphon off some of the "profit" from Red Book sales and dedicate it to the SOM for production of the Red Book.

#2 is not my favorite option, but feel it is becoming more of a consideration.

- greater involvement from industry for both standards development and updates, but no vote. Only recommendations.

Increased partnering with FHWA and industry groups. Tech Sec 2d relies heavily on the FHWA Mixture ETG for advice and standard writing and review.

Why do the books have to be reissued every year? Many standards go multiple years without reissuing books. What about a 3 year cycle for a while? That way there will not be as big of a need to expedite.

More input and recommendations to changes in standards from Expert Task Groups or similar groups with explanation and reasoning for the recommended changes. Also, AASHTO Staff or other needs to keep historical record of reasons for

standard changes.

18) If you agree with any of the list in the above question (16), what annual dollar amount fee to states would you suggest?

If you agree with any of the list in the above question (16), what annual dollar amount fee to states would you suggest?
\$ 4000
As necessary. Whatever cost is required will be cheap compared to the alternative.
\$3000 to \$5000
10,000
\$1,000.00/state
\$10,000.00
\$5,000 to \$7,500
\$5,000.00
\$2500?
\$10K
\$6000
5000
\$10,000
\$5,000
State not likely to support
\$2,000
5000
unknown
Approximate cost of travel, conference. amount for full reimbursement
\$10,000.00
5,000
\$20,000.00
\$10-25K - may wish to vary by size or prorate on Fed \$\$
Amount needed to get the job done
\$10,000
not sure
do not really agree with this thus why I have it as #5
Difficult to answer, around \$5000
2500
Currently any fee would be rejected by the Administration.
10,000
don't know
\$100 or a very low number
\$4000-6000
\$2500
\$5000

19) Since many of the updates and changes to the standard specifications for materials or methods for sampling and testing are borne out of research results or industry best practices, indicate one or more in priority order how the SOM can best consider input and participation from the research community and industry stakeholders:



20) If you checked "other" to the previous question, please comment below.

If you checked "other" to the previous question, please comment below.
Groups like TRB committees should have dedicated membership slots for SOM members. That way, research could be directed to practical needs and research results could be turned into new or improved standards.
Current forum for input is adequate
Need more coordination between the other SCOH Subcommittees-There may be conflict in Guides and Standards from Materials, Bridge, Construction, and Maintenance.
Partner w/ other DOT reserch programs
Research implementation pooled-fund study
If updates are not done as often than more time can be used to coordinate with academic & industry reps.
NCHRP Project Panels should liasion with SOM for important standard changes.
We should discuss this at the SOM,Research and DOT's Tests methods should be the spawning grounds for new stds

21) What comments or recommendations regarding the SOM Peer Exchange session would you like to add that were not addressed in this survey?

What comments or recommendations regarding the SOM Peer Exchange session would you like to add that were not addressed in this survey?
An inventory of the background and skills describing above-average levels of expertise for each of the member representatives should be compiled, and provided for support of other DOT's so that more cross-over support and training can be achieved.
We could improve the web functions to aid in production of the Red Book, allowing better tracking and use of version control of standards, better control over members with built in distribution lists for each TS, etc.
I do not believe we're to a point where dramatic changes to our current process is required. However, it is always good to access where we are and where we are going.
Work toward the tech. sections having at least one other meeting, say 6 month intervals.
Have a nice meeting!
Technical experts from both academia and industry need to be encouraged to participate in the SOM meeting and in general the work of the subcommittee. We should also consider having a non-voting associate membership for technical experts. This would encourage industry and academia to take more active rolls, thereby reducing the work load of SOM members, while taking advantage of the expertise that these individuals possess. Associate members would not be allowed in excutive sessions. A specific technical session would need to approve a request for associate membership.
You should conduct this kind of survey atleast once a year. Good toool to assess SOM future.
None
SOM provides a invaluable service to agency praticioners. The excellent products are a result of the knowledge and efforts of the volunteer members. Every effort should be made to encourage their continued participation at meetings and other AASHTO activities.
Question # 15 was a difficult one to answer. I do not necessarily believe that un-ranked tech sections should be eliminated.

Consolidation would be more appropriate. It is understood that this will likely result in less focus on those consolidated technical areas.

This brain trust needs to be maintained and maximized.

If looking to combine sections, should consider how testing is organized in the states. For example we have one unit over all asphalt items and things that require chemical test, Bit mixtures take all HMA and other such mixes, concrete and cement are together, aggregates alone here, but could be combined with soils, metals and miscellaneous products (pipe, plastics, fabric and so on). May be best to review how several states group products with their labs and adjust Tech sections to match best you can. Only problem is you burn out the chairs - too much to keep up with. Just some quick random thoughts

We don't have the resources to keep up with all of our standards. We need to somehow reduce our standards, and use ASTM standards as much as possible. All the DOTs have to have both standards anyway. In most cases the differences between the two are very minor.

I appreciate your sponsorship of the state members to this very important meeting.

Prioritizing the Technical sections is very difficult. All sections are equally important. We need better or innovative ways to assess Quality in each and every material used in construction.

Constant reminders throughout SCOH and other executive level AASHTO committees of importance of the various Subcommittee's and how participation is critical. Perhaps require State commitment to participate, especially if cost reimbursement provided.

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