

THE SIGNAL

FALL 2014

AN ATSSA PUBLICATION FOR THE ROADWAY SAFETY INDUSTRY

45TH

Annual Convention & Traffic Expo
Where the Industry Meets



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Convention ■ February 6–10, 2015

Traffic Expo ■ February 8–10, 2015

Tampa, Florida

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AUCTION

A&G ENTERPRISES
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Since 1969, the American Traffic Safety Services Association (ATSSA), an international trade association, has represented companies and individuals in the traffic control and roadway safety industries. ATSSA members provide the majority of roadway safety features, services and materials used on America's roadways.

ATSSA's 3,500 members and member companies make our nation's roadways safer. ATSSA is committed to an environment where roadway safety is always improving. ATSSA is the leader in roadway safety issues, with a heavy emphasis on roadway work zone safety, pavement markings, guardrail, signage, traffic control safety devices and roadway worker training.

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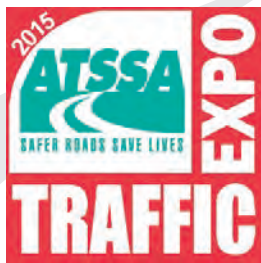
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45TH ANNUAL CONVENTION & TRAFFIC EXPO



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about registration,
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event information.

Early Registration and Housing Encouraged for the 45th Annual Convention & Traffic Expo

Registration and housing is open for ATSSA's 45th Annual Convention & Traffic Expo. Online registration must be completed by January 5, 2015, and, after that day attendees must register onsite. It is strongly encouraged to register early. Attendees must reserve hotel rooms within the ATSSA room block first in order to receive the discounted registration rate. For those individuals who choose not to reserve rooms within the ATSSA room block, discounts will not apply.

Once hotel booking has been completed, an emailed confirmation will be sent immediately with the Attendee ID number, which is required to receive the discounted registration rate.

RHS is ATSSA's official housing company and the only company that can guarantee reservations in Tampa for the Annual Convention & Traffic Expo. In order for ATSSA to fulfill its contracts with the local hotels, keep its commitment to the City of Tampa and help ensure the annual convention now and in the future is successful, reservations must be made in the ATSSA room block.

Please note that as an ATSSA member, you may be contacted by outside housing companies to secure hotel reservations for the 45th Annual Convention & Traffic Expo. These companies are NOT affiliated with, or working in partnership with, ATSSA. Reservations made through these companies for the meeting cannot be guaranteed. RHS is ATSSA's official housing company, and the only company that can guarantee reservations in Tampa.

Room blocks are filling up quickly, so make reservations soon. The cut-off date to secure housing is December 29, 2014. If you are unable to secure your requested dates, call (903) 786-6008 for assistance. ●

Things to do in Tampa

Spouses looking for something to do, or families planning a vacation after ATSSA's Annual Convention & Traffic Expo, will find Tampa offers a variety of activities. Pre- or post-convention, attendees can take in the culture of Ybor City, one of the oldest cities in Florida filled with centuries of native history. Outdoor enthusiasts can enjoy Tampa Bay's Hillsborough River, which runs through downtown.

Sports lovers will be in the home of a variety of teams, including the Tampa Bay Buccaneers, the Tampa Bay Lightning, the Tampa Bay Rays and the New York Yankees (the team holds spring training in Tampa each year).

The rides at Busch Gardens Tampa are ready to excite, and Tampa's world-famous Lowry Park Zoo features wild creatures from every continent. Find out what's happening underwater at the Florida Aquarium. Visit Tampa's Seminole Hard Rock Hotel & Casino, the sixth largest casino in the world. There's so much more to do and see in Tampa, that attendees at ATSSA's Annual Convention & Traffic Expo will want to extend the business trip into a vacation.

To find out more about Tampa, contact the Tampa Convention Center at (813) 274-8423, email TCCinformation@ci.tampa.fl.us, or visit www.tampaconventioncenter.com. ●

Hotels in Tampa Provide Luxury and Convenience for Attendees at ATSSA's 45th Annual Convention & Traffic Expo

Tampa Marriott Waterside Hotel & Marina

The Tampa Marriott Waterside Hotel & Marina is the headquarter hotel for ATSSA's 45th Annual Convention & Traffic Expo in Tampa, Fla., February 6–10, 2015. Located steps away from the Tampa Convention Center, the hotel offers 719 guest rooms, a newly revitalized lobby and waterfront patio. The water views and marina add to the hotel's ambience and provide the perfect setting to relax after business.

The Westin Tampa Bay

The Westin Tampa Bay, a waterfront property featuring four-star amenities, is a AAA Four Diamond Hotel with 244 guest rooms and suites. Guests can dine at the property's waterfront restaurant, AQUA, that has a water-encased, walk-in wine cellar and open kitchen. The hotel offers an indoor pool, massage treatments, spa, complimentary Westin Workout Fitness Studio and a sunning beach. Dogs weighing 45 pounds or less are accepted with no deposit required.

Hilton Tampa Downtown

Hilton Tampa Downtown boasts 520 guest rooms that include a spacious work area and elegant bathrooms. Guests can unwind on the rooftop sundeck, enjoy a dip in the outdoor whirlpool, work out at the complimentary, 24-hour fitness center and swim in the heated, outdoor pool. The 211 Lounge is the perfect place to network over beverages and dinner.

Embassy Suites Tampa – Downtown Convention Center

Connected by a sky-bridge to the Tampa Convention Center, the Embassy Suites Tampa – Downtown Convention Center is an all-suite hotel. The lobby atrium is inviting, and the two-room suites are comfortable with a separate living room, spacious bathroom and signature amenities. The property offers a complimentary, 24-hour fitness center, business center, pool, outdoor deck and a choice of dining options. ●

>>> Visit expo.atssa.com for registration, housing and event information.

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Positive Protection: Helping to Keep Workers and Motorists out of Danger

Positive protection can help reduce the risk of accidents, injuries and death to both roadway workers and motorists. By containing and redirecting vehicles and reducing the risk of vehicle intrusion into the worksite, these devices offer protection by using various types of barriers, shadow vehicles with energy-absorbing attenuators and vehicle-arresting systems. Several ATSSA member companies are on the cutting-edge of this technology and have created products that make roads safer for workers and travelers—striving Toward Zero Deaths.

■ Mobile Barriers — MBT-1



Mobile Barriers MBT-1 has proven that efficiency and safety on the road are what the product does best. The perfect tool for various types of road, bridge and tunnel work, the MBT-1 is credited with improving worker safety and efficiency, while also ensuring the safety and mobility of traffic in and around work zones.

Consisting of five-foot-high walls and integrated power, lighting, signage and truck-mounted attenuators (TMA), the MBT-1 is driven to the site with no special setup. Meanwhile, the barrier's storage areas and surface decks can carry tools, equipment, materials and supplies to and from the site. Its highly mobile, integrated protection is ideal for work zones. The fact that it reduces the amount of time workers are in the lane and traffic is impeded is an added benefit.

MBT-1 barriers are mobilized using tractor-trailer trucks. After arriving on site, the barriers are positioned as needed and shield roadside workers from passing traffic. The barriers can be either parked or pulled along the roadway until the work is completed. The integrated, highly mobile nature of the barrier has, in some instances, allowed crews to complete work in one-third of the time it took behind cones and with protection not previously practical with concrete barrier.

The MBT-1 barriers have received awards and international acclaim for improving worker safety while reducing the number of roadside vehicles, lane closures and time needed to return roadways to their normal operating capacity.

“Prior to the MBT-1, it was often not practical to set up protection and separate the workers and the traveling public,” said Kevin Groeneweg, CEO of Mobile Barriers, LLC. “To the extent there were only cones separating the two, there were more distractions, which all too often led to slowing and accidents. Mobile Barriers MBT-1 allows users to streamline the entire process. It pulls in place, and crews can go to work. Later, it allows users to quickly reopen the road for rush hour before most people even realize we were there.”

Federally required crash tests showed that the barrier can effectively redirect and absorb the impact of a 2.5-ton vehicle—passenger vehicle or a pickup truck—traveling more than 60 miles an hour. The MBT-1 is a quick and effective way to provide positive protection from oncoming traffic, assuring full compliance of safety procedures among maintenance work crews.

The Texas Department of Transportation (TxDOT) acquired its first MBT-1 last fall and recently ordered six more.

“Safety is our top priority, and with these barriers, our workers are surrounded by a mobile, protective environment that allows them to get the job done more quickly and safely than would be possible with just cones,” said John Barton, TxDOT deputy executive director. “There’s no better way to reduce work zone accidents and improve conditions for everyone than to safely complete the work as quickly as possible and reopen the roadway to normal traffic flow.”

Eric Hemphill, PE, director of maintenance for the North Texas Tollway Authority, said the roadway crews in some areas will not work without the MBT-1 in place. Crews were coming in earlier and earlier to work to “borrow” them from other crews so they would have them for the day.

>>> For information about Mobile Barriers MBT-1, visit www.mobilebarriers.com.

■ Trinity Highway Products, LLC — The Vulcan Barrier

When the Louisiana Department of Transportation and Development began a nine-month project to install variable message signs on I-10 in the high-traffic Lake Charles area, it wanted simple, efficient construction zones throughout the project instead of heavy, difficult-to-maneuver concrete traffic barriers (CTB). The alternative solution was discovered in the form of the Vulcan Barrier by Trinity Highway Products, LLC, which is headquartered in Dallas, Texas.



The Vulcan Barrier has been tested and approved as a National Cooperative Highway Research Program (NCHRP) Report 350 Test Level 3 and 4 steel longitudinal barrier. (A device with Test Level 3 acceptance has been crash tested at 100 kmh (62.1 mph) with both a 4400-pound pickup and an 1800-pound car. Test Level 4 acceptance is applicable to barriers that have been crash tested with a heavy vehicle at 80 kmh (50 mph). Test Level 3 devices are acceptable for a wide range of high-speed roadways. Test Level 4 devices are applicable to highways with high volumes of truck traffic or to areas where penetration has serious consequences.)

The Vulcan Barrier can be used in place of the traditional CTB and is versatile and flexible for road work.

The Vulcan Barrier is made of galvanized steel, and its four-meter sections are lightweight and stackable, allowing for up to 480 feet of Vulcan to be transported on a flatbed trailer. Each section of Vulcan is easily deployed and positioned with retractable casters and interlinked with a vertical steel pivot pin, which allows the system to follow curves of up to six degrees per four-meter segment. It is compatible with a variety of crash cushions and end terminals, which the project required.

“Vulcan was cost-effective versus concrete due to the nature of the project,” said Michael Broussard, project manager for Diamond Electric Co., Inc., of Baton Rouge. “Diamond may need to reconfigure some of the eight work zones, and Vulcan is much more adaptable to such movement and transition.”

Another bonus of the Vulcan Barrier compared to CTB is its easier maintenance and redistribution because of the weight difference. A four-meter section of Vulcan weighs 1,100 pounds compared to a six-meter section of CTB, which weighs 8,000 pounds.

The Vulcan Barrier is ideal for the short runs of the work zones on Louisiana’s I-10 project, while its versatility makes it a popular choice for many other types of applications. In areas that require gated, easy access beyond the barrier, Vulcan Barrier sections can be reconfigured as simple median gates with the addition of a Vulcan hinge. The Vulcan Gate can be manually opened in as little as a minute by removing several pins, deploying the casters and pushing the Vulcan modules out of the way.

For projects requiring traffic lane opening and closing, the Moveable Vulcan Barrier is beneficial. The barrier is repositioned with the Vulcan Transfer Attachment (VTA) when connected to a skid steer or front end loader. Using the VTA allows the operator to reposition one mile of Vulcan Barrier, one lane width, in about 20 minutes from either side of the barrier.

In emergency instances where immediate deployment is required, many DOTs and contractors maintain Vulcan quick response trailers. Responders can efficiently redirect traffic in cases of rock slides or other types of road closures.

>>> For information about the Vulcan Barrier by Trinity Highway Products, LLC, visit www.trinityhighway.com.

■ Lindsay Transportation Solutions — The Road Zipper System™

Lindsay Transportation Solutions, headquartered in Omaha, Nebr., features its flagship products—the Reactive Tension Barrier and The Road Zipper Machine—which, together, is known as The Road Zipper System™. From bridges to tunnels to highways throughout the world, The Road Zipper System is an innovative way to manage congested highway systems more efficiently and safely.



The Road Zipper System works with one-meter sections of highly-reinforced concrete barriers pinned together at each end to form a continuous barrier wall. The barriers have a “T” top that act as a lifting surface for The Road Zipper Machine. Next, the machine lifts (or drags) the barrier and passes it through a conveyor system. A (patented) variable length barrier allows for lane curvature and expansion joints. Finally, in one pass, the barrier is transferred up to 24 feet and sets it down without damaging the road at speeds of up to 10 mph.

Positive Protection, continued on page 8 > > >

MEMBER COMPANY NEWS

Positive Protection, continued

The scenic Coronado Bridge, a five-lane structure rising 200 feet above the water to connect San Diego and Coronado, is an example of how The Road Zipper was the best solution to reconfigure the bridge lanes—and eliminate the possibility of crossover accidents.

When the bridge opened in 1969, about 11,000 vehicles per day crossed it, but by 1993 the number of vehicles had tripled and head-on accidents were growing out of control. From 1990 to 1992, there were 21 cross-median accidents with two fatalities. The original design had included a managed lane system to reconfigure the five lanes multiple times a day to provide three lanes to the peak traffic direction at all times. Plastic stanchions were placed and moved by hand to reconfigure the lanes—giving adequate delineation for drivers, but no positive protection between traffic lanes.

Caltrans installed a concrete moveable median barrier—The Road Zipper—to help prevent crossover accidents. This concrete, moveable median barrier was able to reconfigure the bridge lanes in the same manner as the plastic stanchions while eliminating crossover accidents. Caltrans reported no crossover accidents since The Road Zipper's installation of the moveable barrier system. Another benefit has been the increased use of the center lanes, which had been underused due to the possibility of head-on collisions.

After 18 years, Caltrans decided the system should be retired and researched new, modern options for managing the bridge lanes. Again, The Road Zipper was still the best way to reconfigure the roadway without crossover accidents. The new Reactive Tension barrier from Lindsay Transportation Solutions was installed on the bridge with significant upgrades from the old system. Eighteen-inches-wide, it gives the most space possible to drivers. When impacted, the new barrier has half the deflection of the original—from 52 inches down to 27 inches at NCHRP 350 Test Level 3.

The new Road Zipper system has a life expectancy of 20 or more years. Caltrans has invested in preventing congestion and saving lives into 2030 and beyond on the Coronado Bridge.

The eastbound McClugage Bridge in Illinois needed major rehabilitation, meaning that the newer, westbound bridge would have to carry two-way traffic while the older bridge was being repaired. Built in 1949, the steel through-truss bridge needed complete replacement of the floor beams and stringers (which span the beams and support the deck) and also repairs to the trusses above and below—a monumental job that couldn't be done with traffic on the bridge.

The Illinois Department of Transportation (IDOT) District Four had a challenge: to place both eastbound and westbound traffic on the adjacent, newer structure would require a positive separation of traffic, providing a maximum of three lanes. The question for IDOT was how to best accommodate traffic—either morning or afternoon rush hour or a scheme with reversible lanes. The decision was made to use the Quickchange Moveable Barrier (QMB™), a product of Barrier Systems Inc. (Lindsay Transportation Solutions). QMB™ is moved laterally by a transfer machine without disrupting traffic to allow for two lanes in the direction of the rush hour traffic. The product consists of connected, one-meter sections of safety-shaped concrete barrier with a T-shaped top to accommodate the lifting rollers on the barrier transfer machine.

The Delaware River Port Authority (DRPA) is now operating with QMB® technology on the Walt Whitman, Ben Franklin and Commodore Barry bridges, which link New Jersey and Pennsylvania in and around Philadelphia. Moveable barriers were installed to reduce congestion and improve safety, and the project was one of many moveable barrier sites in the Northeast Corridor.

Both the Walt Whitman and Ben Franklin bridges previously had been restricted to a maximum of six lanes with the seventh lane used as a buffer. Paul Drayton, DRPA's executive director said in the *Philadelphia Inquirer*, "Effectively, we're adding a seventh lane...it gives us tremendous flexibility. It will significantly improve traffic flow in one of the most congested traffic areas in the region."

In 2010, the DRPA upgraded the moveable barrier on the Walt Whitman Bridge to a Steel Reactive Tension system that has a steel-shelled barrier only 13 inches wide and extremely low deflection characteristics. Drivers crossing the Walt Whitman Bridge can rest assured they are even safer than before. ●

>>> For more information about the The Road Zipper System™ by Lindsay Transportation Solutions, visit www.theroadzipper.com.



If your company has a positive protection product that you'd like to see highlighted in a future issue of *The Signal*, please send the request to communications@atssa.com for consideration.

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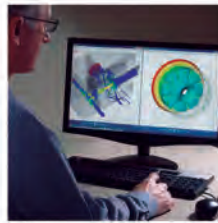
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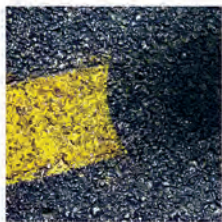
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Spivey Rentals, Inc., Combining Quality Products and Excellent Customer Service Since 1969

From the moment you step into Spivey Rentals, Inc., in Chesapeake, Va., the greetings are warm and welcoming. While the summer season is the busiest time of the year for the company, which provides roadway safety products and services throughout the state of Virginia and Northeast North Carolina, the employees share a warm camaraderie and an occasional joke. Upon walking through the door, Spivey customers can expect that same warmth with friendly, efficient service.

It's evident that employees are valued at Spivey. A sheet cake is decorated with birthday wishes for a long-time employee and ready to share at an opportune time—when the phones stop ringing or there's a slight lull in the workday (which doesn't seem likely on this Monday morning). From working together for so long, employees can tell you who has a birthday and the date without checking a calendar.

Spivey began as a portable toilet rental company by Warren Spivey in 1969. The company expanded and, in 1976, Spivey's brother, Dan, who drove his first truck delivering Porta-Potties when he was 16, joined the team. Joyce Stone, office manager, and Larry Brown, shop foreman, have worked for Spivey since 1980 and 1984 respectively. They've been around since Warren's son, Evan, was born and reminisce about how he would visit the office with his father. They've been part of his life from the time he went to kindergarten to college to working together.

"As far back as I can remember, I'd come to Spivey with my dad," said Evan Spivey, who has worked for the company since 2004, and became its president a year ago. "I remember visiting some of the employees here when I was in kindergarten, growing up in this business and eventually working for my dad."

Evan attended Virginia Wesleyan College and graduated with a B.S. in social sciences.

Warren Spivey eventually saw a need for more than portable toilet rentals in the industry—he realized the company could expand and meet many other demands of the roadway safety industry. The company morphed into construction services, traffic control, disposal/recycling, custom traffic signs, safety and special event rentals, while specializing in portable toilets. Branching out to other areas meant that Spivey needed growing room, leading to an additional location. Today, the company employs about 90 people (up to 130 employees in the summer season) and is based in Chesapeake and Hampton, Va.



Mark Council, safety sales and sign manufacturer for Spivey Rentals, Inc., is at the company's Chesapeake, Va., location. He has worked for Spivey for the past nine years.

Considered a visionary, Warren Spivey saw the need for recycling before the "green revolution" even started. This farsightedness led to the 2007 opening of Spivey Disposal, the first material recovery facility in Hampton, Va., which is located next to the newer rental office. As Hampton Roads' leading hauler and construction and demolition recycler, Spivey specializes in 20, 30 and 40-cubic-yard, open-top containers for residential, commercial and industrial uses. Long-time employees Joe McGowan, vice president of Spivey who oversees the Hampton office, and Brian Wheeler, general manager of the disposal division and material recovery, carried out Spivey's vision of the business by designing, overseeing construction and working to get the recovery facility—and the Hampton office—"off the ground."

For the past nine years, Mark Council, safety sales and sign manufacturer, has worked for Spivey. He said every day brings new and exciting challenges. On this mid-August day, Council was preparing for a grueling schedule for the week ahead, where he and his team would be installing and repairing attenuators on the busiest highways in the region, I-495 and I-95 in Virginia. Council, who is also the Virginia ATSSA Chapter president, pointed out a wall in the facility that consisted of a daunting list of jobs Spivey is responsible for each day.

Another upcoming event, the Rock ‘n’ Roll Marathon Series in Virginia Beach, is on the schedule. Spivey employees will be busy transporting portable toilets to the grounds the Tuesday before the event. At Old Dominion University, Spivey is responsible for supplying trash cans and portable toilets inside and outside the stadium and setting up traffic control for all the home games. Since students attend classes and can’t be disrupted, Spivey delivers the trash cans and portable toilets before most of them are awake at 5 a.m. The City of Virginia Beach, which is a tourist haven in the summer and host of many events year-round, depends on Spivey for its portable toilets, signs and cones.

As far as the eye can see, the Chesapeake facility is filled with traffic control signs and devices, portable toilets, comfort stations, 20- to 40-yard roll-off containers, personnel barricades, pavement markings and safety equipment. Workers use golf carts to navigate their way around the property, a form of transportation that’s most efficient when weaving in and out of the acres of trucks, attenuators, restroom and shower trailers and portable toilets.

The newest additions to Spivey’s inventory are Smart Cushion® crash attenuators by Work Area Protection Corp. The Smart Cushion® is the world’s only speed-dependent crash attenuator that varies stopping resistance during an impact.

“It was because of ATSSA’s Traffic Expo that we now rent attenuators,” said Council. “We stumbled upon the attenuators during the Traffic Expo four years ago, and now we’re a distributor. We love attending the Traffic Expo, because that’s where all our vendors and departments of transportation are. The whole industry is small, and it makes us one big family.”

Spivey’s sign shop is manned by James Crute, who makes the neon, orange-and-white messages to keep pedestrians and motorists safe. Stocked to the ceiling, they range from construction and street to regulatory and warning signs. Many of the warning and traffic signs seen on highways and other roads are created at the sign shop, where they are neatly categorized. Spivey makes, rents, installs and maintains signs.

Before any signs or traffic control equipment are placed on the roads, Spivey’s traffic control division, which is headed by Larry Wilford and Skip Johns, are consulted. Johns provides traffic control solutions and applications beginning with traffic control plans created from GPS technology-based software that enables the traffic control division to provide an easy-to-understand, authority-approved plan. As Johns likes to say, “Everything is calculated down to a gnat’s eyelash.”

Barry Butler, corporate safety director, said the Truck-Mounted Attenuator (TMA) Driver Training certification was the result of discussions with ATSSA officials and the first of its kind of course for the association.

“About 10 years ago, we started seeing a problem with traffic growing by leaps and bounds,” Butler said. “There used to be two people working on lane closures, and now there are about 40 people.”

When representatives from Spivey and other companies met with ATSSA officials, they discussed the fact that workers were on the roads and weren’t trained in the area of driving truck-mounted attenuator vehicles. This led to the development of the course, which joins a long list of high-quality education, training and professional certifications through ATSSA.

“The initiative of truck-mounted attenuator (TMA) driver training classes is perfectly in line with ATSSA’s goal of ‘Toward Zero Deaths,’” said Butler.

With a full line of traffic safety equipment, an in-house sign manufacturing shop and 24-hour traffic control services, Spivey is a “one-stop-shop” for working in the cone zone and beyond. Working with Spivey promotes confidence in knowing that the expert staff includes traffic control design specialists, supervisors and technicians who earn certifications from ATSSA and VDOT. ●

>>> For more information about Spivey, call (757) 485-8888 or (757) 722-2533, or visit their web site at www.spiveyrentals.com.

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Circle of Innovation[®] Workshop Brings State DOTs and ATSSA Members Together

ATSSA's Circle of Innovation[®] (trademark pending) workshop, now in its sixth year, is held during ATSSA's Annual Convention & Traffic Expo. It was created to offer public transportation officials a unique opportunity to present their ideas for future worker, motorist and roadway safety innovations to a large group of ATSSA members who manufacture and install these types of products. ATSSA members have the chance to offer their solutions, services and devices for these needs, helping transportation officials perform their tasks more efficiently and safely while improving roadway safety for workers and motorists.

ATSSA publishes *The Circle* newsletter on a regular basis throughout the year, allowing ATSSA members an opportunity to respond to the needs of public officials who provide input during the workshop.

The most recent issue of *The Circle* featured exit gore signs (a result of the discussion during the workshop). A participant said: "I'm going to bring up exit gore signs, one of the things I know we've been looking for here at the Traffic Expo. We had an employee killed replacing an exit gore sign. That's one of our number one hit signs out there. So, we're looking for devices to protect the exit gore sign so that maybe drivers won't come through that gore—a fast method for our employees to go out there once in a while to make changes and return safely."

ATSSA members responded immediately with their solutions to the exit gore problem. Craig Schulz, design engineer/technical sales for Pexco, LLC, in Tacoma, Wash., offered the company's new product called the City Post that has worked well in this application in other states.

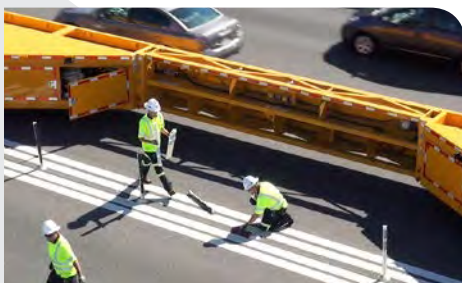


The City Post, by Pexco, LLC

"The City Post is an ultra-high impact performance channelizer post that has a high target value, looks to the motorist like it might be a metal bollard, but yields under impact and rebounds time after time," said Schulz. "Should the post ever need replacement, it can be accomplished in a matter of seconds with a spin-out/spin-in deployment."

The IRS Sergeant Stripes and Type III Object Markers, by Impact Recovery Systems, Inc.

Sue Reiss, national sales manager for Impact Recovery Systems, said the company has, for a number of years, has promoted the use of devices to make the gore areas more visible to the motorist and for the protection of workers and often the impact attenuators at those locations. Two possible solutions are the installation of a series of flexible, reboundable sergeant stripe units and Type III hazard markers in advance of the sign and/or attenuator. This is inexpensive insurance for the trade-off of losing much more expensive equipment, and more importantly, the loss or injury of a highway worker. Or one can use curbing products with uprights to make the exit more visible to motorists. Exit lane delineation is already a practice in many states, and the use of a similar product for the identification of the exit gore would seem appropriate.



Mobile Barriers MBT-1, by Mobile Barriers LLC

Kevin Groeneweg, CEO of Mobile Barriers LLC, said the Mobile Barriers MBT-1 is a highly mobile, positive protection system with interchangeable right/left configuration that can be effectively used for work at exit gores to protect workers and motorists. The modular, efficient, self-contained system includes lighting and storage and is considered "movable longitudinal barrier" by the FHWA. This product is currently in use on various toll roads and state routes. It also has military, security and defense applications. ●

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ATSSA Members Host Members of Congress at Facilities

Highway Trust Fund and Transportation Authorization Update

Congress passed a funding patch for the Highway Trust Fund, which averted a shutdown of the federal program, July 31. Had Congress not acted, funding for the federal aid highway program would have ceased in mid-August during the annual congressional August recess. Accompanying this funding patch was an extension of the current transportation law, MAP-21, through May 2015. However, the transportation stakeholder community in Washington, D.C., including ATSSA's government relations team, continues to push hard for increases in revenue for the Highway Trust Fund in order to be able to fully fund a new, long-term highway bill. Congress will most likely return to Capitol Hill following the November elections for a lame duck session, which may offer an opportunity for work on the Highway Trust Fund. ●



(Center) Rep. Jan Schakowsky (D–Ill.) joined (from left) Nate Smith, Director of Government Relations for ATSSA, and the Avery Dennison Graphics and Reflective Products Division team Nick Tucci, Scott Chapman, Moe Madar, Kevin Dyer and Dan Zampa for a tour of the company's facilities in Niles, Ill., in August.

ATSSA members took the opportunity to host members of Congress at their offices and facilities in North Carolina, Illinois, Ohio and Pennsylvania over the last few months. Arkema Coating Resins hosted Rep. George Holding (R–N.C.) at its facility in Cary, N.C., to talk about the company and the impact of roadway safety on the highway bill.

Avery Dennison hosted Rep. Jan Schakowsky (D–Ill.) at its plant in Niles, Ill., to discuss retroreflectivity and the importance of the Highway Safety Improvement Program on reducing roadway fatalities and serious injuries. ATSSA's Director of Government Relations Nate Smith attended the Avery Dennison site visit.

Gregory Industries welcomed Rep. Bob Gibbs (R–Ohio) at its facility in Canton, Ohio, to talk about manufacturing, roadway safety infrastructure and the need for the long-term, fully funded highway bill, August 25. ATSSA's Associate Director of Government Relations Robby Wehagen also attended. DBi Services hosted Rep. Lou Barletta (R–Pa.) at its offices in Hazelton, Pa. Barletta has been a vocal leader on roadway safety issues since the first day he entered Congress.

Congressional site visits, such as these, develop long-lasting relationships for your business and elected officials. If you are interested in hosting a member of Congress at your company, contact ATSSA's government relations team at govrelations@atssa.com. ●



Rep. Bob Gibbs (R–Ohio) (left) speaks with John Sherban, entry end galvanizing line welder, during a visit to the Gregory Industries facility in Canton, Ohio, August 25.

Meet the New Government Relations Team

Two new staff members joined ATSSA's government relations team in July. **Robby Wehagen**, associate director of government relations, was most recently on Capitol Hill as a congressional staffer for Transportation and Infrastructure Committee member Rep. Tom Rice (R-S.C.). Wehagen has worked on transportation issues and knows ATSSA and its safety mission well. He previously worked for Rep. Lou Barletta (R-Pa.) and former Transportation and Infrastructure Committee Chairman John Mica (R-Fla.). Wehagen graduated from Furman University with degrees in political science and history. He is a native of Ohio. His email address is robby.wehagen@atssa.com.

Dana Lange joined the government relations department as government relations assistant. She worked at a state government relations/lobbying firm and interned at the Wisconsin State Legislature and the American Heart Association. A graduate of the University of Wisconsin-Madison, she earned degrees in political science and sociology. Lange is a native of Minneapolis, Minn. Her email address is dana.lange@atssa.com.

Government Relations Committee Update

August 22—The Government Relations (GR) Committee received an update about activities in Congress and in the Obama administration during the Midyear Meeting in Kansas City, Mo. The Committee discussed ATSSA's legislative priorities, the status of the Highway Trust Fund and the outlook for a new highway bill for this fall or next year. The Fly-In Task Force, one of the GR Committee's subgroups, will begin assisting in the planning of the 2015 Legislative Briefing and Fly-In.

ATSSA PAC and RSAF Oversight Committees Update

August 22—The ATSSA Political Action Committee (PAC) and Roadway Safety Advancement Fund (RSAF) Oversight committees reviewed the current track of both the ATSSA PAC and the RSAF during the Midyear Meeting in Kansas City, Mo. Both funds are critical to the industry's work on Capitol Hill to ensure there are sufficient investments being made for roadway safety infrastructure.

SHSP Council Update

August 20—The Strategic Highway Safety Plan (SHSP) Council convened during the Midyear Meeting in Kansas City, Mo. Members discussed how ATSSA can become more engaged in each state's safety planning process. While ATSSA's government relations team works to ensure that experts in roadway safety infrastructure have a seat at the table, many ATSSA members are participating with their state DOTs to craft and implement these plans. ●

>>> For more information about any of these Government Relations Committee activities, contact govrelations@atssa.com.

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In 2012, there were 33,561 roadway fatalities in the U.S.

Toward Zero Deaths



Let's continue to focus on roadway safety in the next highway bill

- Over the past 10 years 383,542 individuals have died on America's roadways
- Based on current NHTSA statistics, the economic cost of these fatalities was \$3.5 trillion

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Call for Name Submissions National Work Zone Memorial



"Respect and Remembrance: Reflections of Life on the Road"

When one loses a family member, colleague or loved one in a work zone accident—doing work that most people consider routine—the sacrifice is too often underappreciated. Since 2002, the National Work Zone Memorial—Respect and Remembrance: Reflections of Life on the Road—has stood as a living tribute to their memory and travels to communities throughout the nation to raise public awareness of the need to respect and stay safe in America's roadway work zones.

Help the Foundation in its endeavor to make the National Work Zone Memorial as comprehensive and meaningful as it is meant to be by submitting the names of those who deserve recognition. The deadline to add names to the Memorial for 2015 is Friday, December 12, 2014. ●

*ATSSA and The Foundation:
Working Together to Make Zero Deaths a Reality.*

The Foundation is Accepting Applications for 2015 Roadway Worker Memorial Scholarships

The American Traffic Safety Services Foundation is accepting applications for the 2015 Roadway Worker Memorial Scholarship program, which provides financial assistance for higher education to dependents of roadway workers killed or permanently disabled in a work zone accident (including mobile operations and the installation of roadway safety features).

Each Roadway Worker Memorial Scholarship has a value of up to \$5,000. Applicants who demonstrate a strong commitment to volunteerism may be eligible to receive an additional \$1,000 in honor of Chuck Bailey, an esteemed member of the roadway safety industry who passed away in June 2002.

If you know someone who is eligible, encourage them to apply for the Roadway Worker Memorial Scholarship. The deadline for scholarship applications is February 15, 2015, and applications must be postmarked before this date. ●

CW Sliter & Sons Inc., dba CWS Fence & Guardrail Sponsors National Work Zone Memorial

The New Hampshire DOT (NHDOT) hosted the National Work Zone Memorial (June 24–28) and showcased it at a benefit Motorcycle Ride-In at DOT headquarters, June 28. The Ride-In raised funds to build a Memorial for New Hampshire Public Works employees who died while performing their duties.

A special thank you to ATSSA member Craig Sliter, of CW Sliter & Sons Inc., dba CWS Fence & Guardrail, who volunteered to sponsor the Memorial at the NHDOT event. ●

Host the National Work Zone Memorial in 2015

Host the National Work Zone Memorial, and remember the heroes who keep America moving. The Foundation seeks organizations or individuals who wish to host the National Work Zone Memorial traveling exhibit in 2015.

Show respect for those whose lives have been lost in work zone accidents by hosting the Memorial at an event in your area, and don't let another year go by without paying tribute to a fallen friend or colleague.

Below is the National Work Zone Memorial Schedule (as of September 9, 2014).

Feb. 6–10	45th Annual Convention & Traffic Expo, Tampa, Fla.
March 23–27	National Work Zone Awareness Week, Washington, D.C.
April 28–29	ATSSA Legislative Briefing & Fly-In, Washington, D.C.
June 3–5	New York State Association Engineers Annual Conference, Happaage, NY <i>Sponsored by: 3M, Impact Recovery Systems, Inc., and Plastic Safety Systems, Inc.</i>

>>> For more information about the National Work Zone Memorial and the Foundation's programs, click here www.atssa.com/TheFoundation ●

Don't Miss the Annual Foundation Golf Classic Tournament and Sporting Clays Event During ATSSA's Convention & Traffic Expo

Join colleagues and invite customers for a day of golf or sporting clays while attending the 45th Annual Convention & Traffic Expo —both events are on February 6, 2015.

These popular events offer competitive fun while helping the Foundation's mission. Proceeds from both events will help promote roadway safety through charitable giving and public awareness programs, including the Roadway Worker Memorial Scholarship program and the National Work Zone Memorial. ●



24th Annual Golf Classic Tournament



The 24th Annual Foundation Golf Classic Tournament will take place at TPC Tampa Bay in Lutz, Fla. Built in 1991, the facility has earned numerous accolades, including a 4½ star rating in *Golf Digest* "Places to Play" and has been voted the top golf course in the *Tampa Tribune* "Readers Choice Awards" annually. TPC Tampa Bay was named the top golf facility in West Central Florida and one of the top five in the state by readers of *Florida Golf Magazine*.

Companies and individuals wanting to sponsor the Golf Classic Tournament will find a variety of options, including:

- Diamond Sponsor \$5,000 (includes 6 free players)
- Platinum Sponsor \$3,500 (includes 4 free players)
- Gold Sponsor \$2,500 (includes 2 free players)
- Silver Sponsor \$1,000 (includes 1 free player)
- Gift Sponsor \$3,000 (includes 1 free player)
- Golf Ball Sponsor \$3,000 (includes 1 free player)
- Breakfast Sponsor \$1,500 (includes 1 free player)
- Awards Ceremony Sponsor \$1,500 (includes 1 free player)
- Hole-In-One Sponsor \$1,500 (includes 1 free player)
- Golf Cart Sponsor \$1,000 (includes 1 free player)
- Beverage Cart Sponsor \$800
- Bus Transportation Sponsor \$750
- Prize Drawing Sponsor \$600
- Special Event Hole Sponsor \$575
- Hole Sponsor \$350
- Player Registration Fee \$285/pp
- Club Rental Fee \$75 ea. ●



>>> For sponsorship and player registration forms, click here: www.atssa.com/TheFoundation/GolfClassicTournament.aspx



3rd Annual Foundation Sporting Clays Event



The 3rd Annual Foundation Sporting Clays Event will be held at FishHawk Sporting Clays in Lithia, Fla. Situated on 77 acres of pristine woodland in the FishHawk District, the property is conveniently located in the heart of Tampa Bay (20 miles from downtown Tampa).

Don't miss the chance to sponsor the Sporting Clays Event with opportunities including:

- Lunch Sponsor \$2,000
- Gift Sponsor \$1,800
- Breakfast Sponsor \$1,500
- Bus Transportation Sponsor \$1,500
- Ammunition Sponsor \$800
- Special Event Sponsor \$575
- Refreshment Sponsor \$500
- Station Sponsor \$400
- Early Registration Fee (before Jan. 1) \$200
- Regular Registration Fee (after Jan. 1) \$250 ●



>>> For sponsorship and player registration forms, click here: www.atssa.com/TheFoundation/SportingClays.aspx.

>>> For more information about either event, contact Lori Diaz at (800) 272-8772 (ext. 150) or email lori.diaz@atssa.com.

Ennis-Flint Raises \$10,500 for the American Traffic Safety Services Foundation

Employees of Ennis-Flint, a company based in Thomasville, N.C., raised \$10,500 for the American Traffic Safety Services Foundation during the company’s campaign drive from June 16 to July 7. Participating employees completed pledge forms and had the option to donate through payroll deduction, cash, check or credit card.



Steve Vetter, CEO of Ennis-Flint

The Foundation provides academic scholarships to school-age children, spouses and legal guardians of roadway workers who have been permanently injured or killed in work zone accidents. Additionally, the Foundation’s initiative, “Toward Zero Deaths,” is used to make the public aware of the need for roadway safety, which has resulted in a decline in work zone injuries and deaths.

Sixty-four employees pledged donations to the Foundation. The employees viewed “Steve Morgan’s Story,” the story of a firefighter, highway worker, father, son, colleague and brother, who was killed in a roadway work zone in Sarasota, Fla., on November 23, 2011. Morgan was an employee of DBi Services, a company that provides infrastructure maintenance and operations internationally, when he was killed by a motorist who was unable to control his vehicle due to work zone traffic slowdown. The Foundation, through donations, presented Morgan’s daughter, Lyndsay, with a scholarship toward Florida Gulf Coast University, where she majors in athletic training.

“On behalf of the Foundation, I wish to thank you and your team for the wonderful program you worked so hard to develop and implement, and what a fabulous response to those efforts,” said Foundation President Sue Reiss. “We are delighted to hear of the phenomenal response to your program and are overwhelmed by your employees’ generosity.”

The donations from Ennis-Flint’s employees will assist the Foundation in its goals of advancing programs that address work zone death and injury; providing scholarships for family members of fallen roadway workers; and maintaining the National Work Zone Memorial that honors lives lost in work zones and helps make fatalities “real” to policy makers and drivers. The Foundation’s ultimate goal is for no roadway worker or motorist to be killed on the roads and is stated in its initiative, “Toward Zero Deaths.” In turn, there would be no need for scholarships for loved ones (“Toward Zero Scholarships”) and no names to be added on the National Work Zone Memorial (“Toward Zero Names”).

Companies and organizations interested in implementing a similar program can contact Melanie McKee at (540) 368-1701 (ext. 112) or melanie.mckee@atssa.com or Lori Diaz at (540) 368-1701 (ext. 150) or lori.diaz@atssa.com.

To view Steve Morgan’s story and other Foundation videos, visit www.atssa.com/TheFoundation/CreatingALegacy/FoundationVideos.aspx. For more information about the American Traffic Safety Services Foundation and to find out how to promote roadway safety through charitable giving and public awareness, visit www.atssa.com/TheFoundation. ●



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The Foundation Thanks the Following Ennis-Flint Campaign Donors

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ATSSA Master Instructor John McEahern Retires

John McEahern, who has taught every class ATSSA offers with the exception of two (Pavement Marking classes) for 14 years, announced his retirement in July. An integral part of the ATSSA team, he was honored by the ATSSA board of directors with a life membership in the association, a designation awarded to individuals who are fully retired from active business, have been active members for at least 10 years and are approved by the board of directors.

McEahern, of Colorado, taught classes for various reasons, including that he felt he was doing something beneficial for the roadway industry, and he enjoyed the interaction with students.

“I felt I was doing something positive in the industry and wanted to share the knowledge I gained over the years with the students,” said McEahern. “I’ve thoroughly enjoyed being a part of the ATSSA team.”

An independent traffic engineering consultant with more than 45 years of highway design, construction and traffic engineering experience, he is president of McEahern Consulting, Inc., a Colorado corporation (incorporated in 2000). While he expected to provide traffic engineering advice and review to clients, he found, instead, that his schedule of exclusively teaching ATSSA classes fit perfectly with his plans to enjoy retirement. With his background and knowledge of the industry, the decision was a “win-win” situation for McEahern, ATSSA and the students.

For more than a decade, McEahern taught hundreds of classes throughout the U.S., including Traffic Control Technician, Traffic Control Supervisor, Maintenance and Short Duration, Nighttime Traffic Control, Urban Work Zone Design, Flagger Instructor, Traffic Control Design Specialist, Longitudinal Barrier Systems, Guardrail Installation and Incident Control for Responders.

“ATSSA’s ‘Toward Zero Deaths’ initiative is very admirable,” said McEahern. “A review of the fatalities on our nation’s roadways over the past 60 years shows a downward trend, which is partly attributable to the efforts of organizations such as ATSSA. In my career, I’ve seen an improvement in the overall treatment of temporary traffic control in construction, maintenance and incident work zones. I always told my students that the one thing I hoped for was that they would safely perform their duties and go home to their families at the end of the day. I’ve known several people who were killed on the job, and every one gave me a reason to ‘get the word out’ about how to do their jobs safely and efficiently.”

Born and raised in Denver, Colo., McEahern has been married to his wife, Patricia, for 47 years. He has a son, Michael, and a daughter, Colleen, who passed away last year, as well as three grandchildren. His most enjoyable hobby is woodworking, especially making cedar chests for his extended family members. The chests are copies of those McEahern’s grandfather made for his mother when she was a child in the 1920s. He enjoys fly fishing and looking for grammatical errors, misspelled words and inconsistencies in class PowerPoint presentations and student notebooks.

“I guess it was a fetish of mine to make sure these presentations were perfect,” he said. ●



John McEahern, who taught nearly every ATSSA training course, retired after 14 years with the association. The ATSSA board of directors awarded him with a life membership in ATSSA at the July 18 meeting.

ATSSA Work Zone Safety Grant Training Courses Impact Lives of Road Safety Workers

Free training material available on ATSSA web site

The Federal Highway Administration (FHWA), which monitors, improves and advances safety for work zone workers, awarded ATSSA with multi-year grants to provide roadway safety training across the nation for individuals who make their livelihood on the country's roadways. With the grant, ATSSA developed training, including videos, podcasts and publications, to inform workers about safety procedures and improve their knowledge in the goal of avoiding injuries.

There are many benefits of Grant Training, including:

- High-quality education for \$25—the affordable price means more employees are able to get training
- Employers keep compliant with state or federal mandates, and employees keep current on standards
- Confidence of employers and employees knowing they've been trained to set up work zones correctly
- Free guidelines—workers are equipped with information that can be applied on the spot



For more than three decades, ATSSA has been a leader in creating customized training solutions. Instructors are experts in their fields who deliver training and guide the development of publications. The program offers training to state and local governments, transportation agencies and other groups. Course materials are developed in strict adherence to National Highway Institute standards.

To order a free ATSSA Work Zone Safety Grant Guideline, visit the online store at www.atssa.com/OnlineStore.aspx. Below are brief descriptions of ATSSA's Work Zone Safety Grant Training Courses. For more detailed information about the courses, visit www.atssa.com/Training. ●

Work Zone Traffic Impact Analysis (2-day course)

When agencies and participants complete this course, they'll be able to provide guidance to agencies and/or individuals considering modeling and simulation tools for traffic impact analysis.

Traffic Control Design Specialist (1- or 2-day course)

Addresses the entire process for designing, installing, maintaining and evaluating temporary traffic control in work zones.

Work Zone Strategies (2-day course)

Discusses design strategies available to work zone designers. It focuses on strategies geared to improving work zone safety and mobility, such as work zone full closures, intelligent transportation systems applications, variable speed limits, impact analysis and enforcement.

Maintenance and Short Duration Work Zones (1-day course)

Covers typical applications that apply to short-duration activities, including utility, moving operations and maintenance operations.

Temporary Traffic Control Considerations in Urban Work Zones (2-day course)

Learn about work zones in more populated and congested areas, particularly the considerations necessary to address work zones in urban environments.

Minimizing Worker Exposure in Highway Work Zones Through the Use of Positive Protection and Other Strategies (2-day course)

Covers issues related to the application of positive protection devices in highway work zones.

Work Zone Road Safety Audits (2-day course)

Addresses the purpose and procedures for conducting a Work Zone Road Safety Audit (RSA).

Work Zone Data Collection (1-day course)

Provides information to assist highway agencies in developing techniques and strategies to successfully collect and analyze work zone safety-related data for the purpose of making work zones safer for motorists and workers.

Traffic Control Technician Training Course (1-day course)

Introductory course covering the basic principles of temporary traffic control for those who install, maintain and remove traffic control devices. It applies workable concepts, techniques and practices in the installation and maintenance of traffic control devices. Course materials include a "Pocket Guide" that will prove to be an indispensable tool in the field.

Traffic Control Supervisor Training Course (2-day course)

Advanced course geared to the specific job-related duties of the supervisor. Updated and improved to meet the needs of today's Traffic Control Supervisor, it has been the industry standard for nearly 20 years. Critical lifesaving knowledge is passed on by experienced instructors who combine multi-media and group activities to solve real problems.

Flagger Instructor Training (2-day course) Limited to 15 students

Designed to prepare qualified persons to present standardized training to those who want to become registered flaggers. Participants will receive basic training in fundamental concepts of work zone traffic control. Adult training techniques will be presented, discussed and demonstrated. Participants will practice training techniques and flagging procedures.

>>> For more information about the Traffic Control Technician, Traffic Control Supervisor Training and Flagger Instructor Training courses, visit www.atssa.com/TrainingCertification/TrainingCertificationDatabase.



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TRAINING

NATIONAL Course Schedule

October 2014–January 2015

MEETING ID	COURSE NAME	CITY	STATE	BEGIN	END
38405	Flagger Instructor Training	Anchorage	Alaska	1/15/2015	1/16/2015
37442	Traffic Control Technician—CA State Specific	Santa Ana	Calif.	12/15/2014	12/15/2014
37443	Traffic Control Supervisor—CA State Specific	Santa Ana	Calif.	12/16/2014	12/17/2014
37444	Flagger Instructor Training	Santa Ana	Calif.	12/18/2014	12/19/2014
37447	Traffic Control Technician	Colorado Springs	Colo.	1/20/2015	1/20/2015
37448	Traffic Control Supervisor	Colorado Springs	Colo.	1/21/2015	1/22/2015
38037	Traffic Control Technician	Newark	Del.	1/26/2015	1/26/2015
38038	Traffic Control Supervisor	Newark	Del.	1/27/2015	1/28/2015
38039	Flagger Instructor Training	Newark	Del.	1/29/2015	1/30/2015
35355	Florida Advanced Training	Clearwater	Fla.	12/2/2014	12/4/2014
35356	Florida Advanced Refresher	Clearwater	Fla.	12/4/2014	12/4/2014
35188	Florida Advanced Refresher	Fort Lauderdale	Fla.	11/10/2014	11/10/2014
35187	Florida Advanced Training	Fort Lauderdale	Fla.	11/11/2014	11/13/2014
35199	Florida Advanced Training	Kissimmee	Fla.	11/18/2014	11/20/2014
35200	Florida Advanced Refresher	Kissimmee	Fla.	11/20/2014	11/20/2014
36211	Florida Advanced Refresher	Tampa	Fla.	12/15/2014	12/15/2014
36210	Florida Advanced Training	Tampa	Fla.	12/16/2014	12/18/2014
35212	Florida Advanced Training	West Palm Beach	Fla.	12/9/2014	12/11/2014
35213	Florida Advanced Refresher	West Palm Beach	Fla.	12/11/2014	12/11/2014
38374	Flagger Instructor Training	Indianapolis	Ind.	1/8/2015	1/9/2015
35357	Traffic Control Technician	Westminster	Md.	12/8/2014	12/8/2014
35358	Traffic Control Supervisor	Westminster	Md.	12/9/2014	12/10/2014
36763	Virginia Intermediate/TCS	Roanoke	Va.	12/1/2014	12/2/2014
36764	Virginia Advanced/TCDS	Roanoke	Va.	12/3/2014	12/4/2014
37410	Virginia Intermediate/TCS	Virginia Beach	Va.	11/13/2014	11/14/2014
38440	Flagger Instructor Training—WA State Specific	Richland	Wash.	10/27/2014	10/28/2014
38400	Traffic Control Supervisor Refresher—WA State Specific	Vancouver	Wash.	1/9/2015	1/9/2015

For more information about ATSSA Training & Certification, course schedules and more, click here (<http://www.atssa.com/training.aspx>)

GRANT Course Schedule

October 2014–January 2015

MEETING ID	COURSE NAME	CITY	STATE	BEGIN	END
38403	Traffic Control Technician—Grant 2013	Anchorage	Alaska	1/12/2015	1/12/2015
38404	Traffic Control Supervisor—Grant	Anchorage	Alaska	1/13/2015	1/14/2015
38372	Traffic Control Technician—Grant 2013	Indianapolis	Ind.	1/5/2015	1/5/2015
38373	Traffic Control Supervisor—Grant	Indianapolis	Ind.	1/6/2015	1/7/2015
38397	Traffic Control Technician—Grant 2013	Hattiesburg	Miss.	11/19/2014	11/19/2014
38398	Traffic Control Supervisor—Grant	Hattiesburg	Miss.	11/20/2014	11/21/2014
38384	Traffic Control Technician—NC State Specific—Grant	Raleigh	N.C.	1/27/2015	1/27/2015
38385	Traffic Control Supervisor—NC State Specific—Grant	Raleigh	N.C.	1/28/2015	1/29/2015
38441	Traffic Control Supervisor—WA State Specific—Grant	Vancouver	Wash.	10/29/2014	10/31/2014
38399	Traffic Control Supervisor—WA State Specific—Grant	Vancouver	Wash.	1/6/2015	1/8/2015

For more information about ATSSA Training & Certification, course schedules and more, click here (<http://www.atssa.com/training.aspx>)

Content on Demand Webinars

- Wrong Way Ramp Entry
- Work Zone Traffic Control for Safe Bicycle Travel
- Best Practices of Installation and Removal of TTC on Freeways
- The Work Zone Life Cycle—Four-part series
 - Part 1—Plan
 - Part 2—Do
 - Part 3—Check
 - Part 4—Do

ATSSA Chapter Presidents Council

The Chapter Presidents Council convened with 19 of the current 25 ATSSA chapters represented. Three newly-chartered chapters (Chesapeake, Kentucky and New England) and the reactivated Michigan Chapter were announced, and new chapter presidents and presidents-elect were welcomed.

ATSSA President & CEO Roger Wentz presented a “special report” and discussion of the Federal Highway Authority’s “Every Day Counts” program and State Transportation Innovation Councils (STIC) that included activities and sample projects the chapters could engage in. ATSSA Associate Director of Member Services Bob Felt provided an update about public agency memberships and reviewed the roles of public agency officials in ATSSA. ATSSA Director of Member Services Dan Williams followed with updates of chapters’ strategic plans, participation matrices, committee and meeting schedules, followed by discussions of states’ QPL/APL information, chapter liaison evaluations, meeting evaluations and “Top 3” referral forms.

Georgia ATSSA Chapter Past President and Board of Directors Chairman Steve Hayes presented detailed information about his efforts in getting the chapter’s 501(c)(6) status updated and annual tax filing requirements. Northland Chapter President-elect Reed Leidle spoke about the commitment required by chapter members and their respective DOT officials for a successful “How-To.”

Williams reviewed the 2014 ATSSA Leadership Program and provided information about the 2015 Leadership Program. The group discussed chapters that offer scholarships to ATSSA’s Annual

Convention & Traffic Expo, Fly-In and Leadership Program, followed by chapter “assessments vs. fundraisers” and webinar topics. Government Relations Director Nate Smith presented guidance on Chapter/DOT Strategic Highway Safety Plan participation. Foundation Chairwoman Sue Reiss gave an update on the Foundation’s programs and goals.

Council Chair Troy Hill advised the group that his term will be up during the 2015 Convention & Traffic Expo meeting and solicited volunteers/nominations to succeed him. Several volunteers stepped forward, and the Council will have a formal election before the end of the year. The Council will also elect a vice chairman and appoint a secretary. Special thanks go to Council Secretary Rob Buerer for serving an additional two-year term with superb meeting summaries and minutes. ●

Guardrail Committee

Chairman Brent Tewksbury thanked Paul Kelley, Virginia DOT, for his service on the committee. He led a strategic planning discussion focusing on membership recruitment, government relations, education and training.

ATSSA Director of Government Relations Nate Smith provided a government relations update, which included ATSSA’s Bid Enforcement Policy and efforts to obtain grant money for guardrail installation, inspection and design training. Joe Jones, of the Missouri DOT (MoDOT), provided an update on the state of guardrail in his state. He also discussed MoDOT’s System-wide Safety Focus program. Andy Artar, of Gregory Industries, Inc., updated the group about activities of the NTPEP meeting. John Durkos, of Road Systems, Inc., informed attendees of ongoing NCHRP research projects. He also reported that the next webinar in the Guardrail Committee series will be “State of the Guardrail Industry: Legal Liability and Documentation.” Scheduling information will be forthcoming. ●



Nearly all of the 25 ATSSA chapters were represented at the Chapter Presidents Council during the Midyear Meeting in Kansas City, Mo., August 20.



All committee meetings were held at the ATSSA Midyear Meeting in Kansas City, Mo., August 20–22.

High Friction Surfacing Council

Chairman Rob Dingess welcomed new members: Mari Kottaka, of Integrated Traffic Systems, USA, Inc.; Chris Fox, of The Sherwin-Williams Company; David Entrekin, of Future Labs LLC; and Tyler Reid, of Potters Industries. Derrick Castle, of the Kentucky Transportation Cabinet, gave an update of the status of the NTPEP Test Deck. Jennifer Harper, of the Missouri DOT (MoDOT), spoke about HFS activities in her state. A task force was formed to update the book, “Safety Opportunities in High Friction Surfacing.” Another task force was formed to review and make suggestions for revisions to the HFS Materials Specification.

The Friction Testing Task Force reported that it needed another season before reporting any results. The Research Ideas Task Force will develop problem statements for nine potential research areas. Council members were encouraged to use the HFS book and brochure when presenting HFS. They can be ordered by contacting Donna Clark at donna.clark@atssa.com.

A new video, created in cooperation with the FHWA, “High Friction Surface Treatments: A Road Surface Treatment for Critical Safety Spot Locations that Helps Vehicles Stay in Their Lane,” was introduced and can be viewed at www.highfrictionsurface.net. ●

Manufacturers and Suppliers Committee

ATSSA President & CEO Roger Wentz presented the “Fund for Global Health and Roadway Safety Infrastructure.” Wentz also presented the FHWA’s “Every Day Counts (EDC)” program (formed in 2009) to support deploying proven safety initiatives that have been underused. He spoke about the creation of State Transportation Innovation Councils (STICs), which includes the participation of 38 states.

Exhibitor Subcommittee Chairwoman Mary Beth Klein reported that the 2015 Convention & Traffic Expo will be in Tampa, Fla., Feb. 6–10. The ATSSA Pavilion short power sessions—called “Traffic Talks” lasting 20–25 minutes—are a new addition. Another new feature includes five ATSSA-related learning sessions, which will be generic in nature and not product-specific. Suggested topics include ADA, emergency responders, pedestrian safety and a report on retroreflectivity for signs and/or pavement marking. Topics are being accepted; submissions/suggestions should be sent to Melanie McKee at melanie.mckee@atssa.com.

Dave Poffenberger introduced a report for NTPEP in the absence of Subcommittee Chairman Dave Villani. Industry representatives are to provide a report for each project panel after the annual NTPEP. The next NTPEP meeting is in Scottsdale, Ariz., May 17–21, 2015.

Guest panelists Bruce Wacker, of Overland Park DOT, in Kansas, and Jeff Henry and Kelly Gaer, of Kansas DOT, were featured in a “Heartland Listening Session,” where they participated in a discussion with committee members about initiatives underway in Kansas.

The Strategic Plan Update Task Force and the Transportation Scholarship Program Task Force were formed. ●

Safety and Public Awareness Committee

Safety and Public Awareness (SPA) Committee Chairwoman Joy Shamay welcomed new members, Max Baker, of ILLUMAGEAR, Inc., and Devvon Holst and Meagan Long, both of D2K Traffic Equipment and Design, LLC.

The committee hosted three guest speakers, including Chris Redline, of the Missouri DOT, who presented transportation challenges and successes faced by Missouri. Bernie Wagenblast, of the I-95 Coalition, spoke about community relations activities to help

Safety and Public Awareness Committee, continued on page 26 > >

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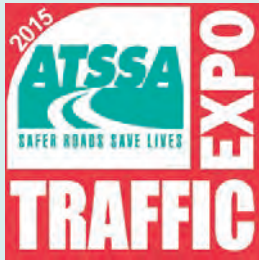
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Visit the ATSSA Web Site for Information About ATSSA's 45th Annual Convention & Traffic Expo

ATSSA's 45th Annual Convention & Traffic Expo is only a few months away, and room blocks are filling up fast. Nearly 3,000 roadway safety professionals from the U.S., Canada and 44 countries will be there. Don't be left out of the full schedule of events, including the Chairman's Reception, New Member Welcome, Opening General Session, the Foundation Golf Classic Tournament and Sporting Clays Event, committee meetings and many more opportunities.

Don't miss being in the center of Traffic Expo 2015, where thousands of qualified buyers from every niche of the marketplace will be. As the premier meeting place for roadway professionals around the world, the Traffic Expo has continued to grow in size to nearly 500 exhibit booths.

For information about attendee and exhibitor registration; educational workshops, sessions, speakers and the conference program; the Foundation Golf Classic Tournament and Sporting Clays Event; hotel information; the Traffic Expo's exhibitor listing and details about exhibiting; 2014 convention highlights and video, visit www.expo.atssa.com. ●

Safety and Public Awareness Committee, continued

ATSSA members spread the word to the public beyond traditional press releases. Jack Van Steenburg, chief safety officer and assistant administrator, FMCSA, stressed his agency's commitment to help reduce the number of work zone accidents and incidents involving heavy trucks. Van Steenburg reported that the FMCSA will release a "Notice to the Federal Register" to allow ATSSA members and the association an opportunity to comment on the exemption of truck-mounted attenuators as "reported crashes" when they are struck by vehicles on the roadway.

Three finalists were selected for the ATSSA National Safety Award: Donna Hardy, West Virginia DOT; Frank Julian, Federal Highway Administration; and Frank Newbowles, Washington State DOT.

A motion presented by Shamay to elect Kathi Holst as the SPA Committee chairwoman was unanimously passed. Taylor Bowlden presented a motion to elect Mark Fellows as vice chairman, which was unanimously passed. Jeff Tidaback volunteered to serve as the secretary.

The committee discussed a strong desire to include "Distracted Driving" in the association's dialogue as roadway safety advancements and innovations continue across the country. Members decided to focus on the Roadway Safety Outreach on ATSSA's web page. That task force, which is already established, will meet by conference call prior to the 2015 Annual Convention & Traffic Expo. ●

Sign Committee

Guest speaker Scott Shogan, of Parsons Brinckerhoff, continued his talk from the General Session, informing the committee that signs wouldn't be necessary in the future with the new V2I and V2V technology. This started a debate about the future of the sign industry.

Joe Frazzetta, Sign Committee chairman, reviewed the Louisiana DOT Training Course and its success. He introduced Bill Birdwell, ATSSA master instructor, who developed and taught the course. Birdwell spoke of the potential development of a TxDOT Certification Training Course. The committee discussed the certification training for the TxDOT and passed a motion to support ATSSA in working with TxDOT to develop the Sign Fabricator Certification Course. The committee established a task force to offer an expert panel to review and comment on course content. Those interested in assisting the panel can contact Chairman Frazzetta. ●

Temporary Traffic Control Committee

David Plazak, of TRB, provided an update on SHRP 2, "Accelerating Solutions for Highway Safety, Renewal, Reliability and Capacity." Plazak highlighted worker fatigue risk management, Work Zone Implementation Strategies Estimator (WISE), "Safety Data: Strategic Rationale, Obtaining Data from Vehicle Sensors and Video," and provided a review of initial analysis projects, including rural, two-lane curves, offset left-turn bays, and driver inattention. Jim Shurbutt, of the FHWA, spoke about "Extending Event Horizons Navigation and Wayfinding for Visually Impaired Pedestrians in Unstructured Environments." Shurbutt shared the unique challenges for the blind community and the goal of assisting the visually impaired.

For the MUTCD/NCUTCD, Henry Ross, of Plasticade, reminded the committee of the March 2nd notice of the proposed Rule-Making regarding Safety Performance Measures and updating the existing requirements for HSIP. Ross also said the FHWA is discussing the proposed changes to Part 6 of the 2016 Manual and that Rule-Making will most likely be at the end of 2014. As the changes have been deemed quite significant, the extensive review may result in a 2017 update.

The subcommittee, ADA in Work Zones, has not met for some time, but it was agreed that ongoing discussion of this topic is essential. Eydie Case, of MDI Traffic Control Products, is the new subcommittee chairwoman. The subcommittee members will have a conference call and report back on the action items.

ATSSA Associate Director of Member Services and Staff Liaison Bob Felt reported on the success of the 2014 ATSSA Leadership Program and requested those interested to apply for the 2015 program as soon as possible. ●

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- (1) Road Tractor
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- (1) LP Tank Truck
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- (1) Service Truck with AutoCrane
- (4) Vans
- (3) Pickup Trucks
- (1) Landoll 53' Hyd. Equipment Trailer
- (3) Road Pro Grind/Saw Systems
- (1) Caterpillar PR105 Cold Planer
- (1) Grove RT58D Rough Terrain Crane
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Mark the Calendar for the 2015 Leadership Program



Don't miss the ATSSA 2015 Leadership Program at the Crystal City Marriott at Reagan National Airport in Crystal City, Va., April 25–27. The intensive course is designed to help participants understand different leadership styles, discover their personal styles through a consultant-facilitated model and fully develop leadership potential. Geared to individuals seeking to transition into a leadership position within their company, employees who have demonstrated leadership potential and those who want to refine their natural style for greater success, the program teaches valuable skills and an education that will last throughout participants' careers.

For more information about the ATSSA 2015 Leadership Program and application forms, contact Sandy Bryant at (540) 368-1701 (ext. 118) or sandy.bryant@atssa.com. ●

ATSSA's 2014 Midyear Meeting Attracted More than 200 Attendees

The ATSSA 2014 Midyear Meeting attracted 218 attendees in Kansas City, Mo., August 20–22. The event included the general session and committee and council meetings. The 2015 Midyear Meeting will take place at the Rancho Bernardo Inn in San Diego, Ca., August 12–14.

For more information about the 2014 Midyear Meeting, to view a list of ATSSA committees and find out more about them, catch up on the latest issues being discussed and learn about the projects being undertaken in the committees, visit www.atssa.com/Events/MidyearMeeting.aspx.

For more information about the 2015 Midyear Meeting, contact Sandy Bryant at (540) 368-1701 (ext. 118) or sandy.bryant@atssa.com. ●



ATSSA Chairman Scott Seeley, of Ennis-Flint, addresses attendees at the Midyear Meeting.

ATSSA Chairwoman-Elect Debra Ricker (left), of Worksafe Traffic Control Industries, Inc., presents Joy Shamay, of Evonik Corporation, with a plaque of appreciation for her work as chairwoman of the Safety & Public Awareness Committee from 2010–2014. The meeting was held during the Midyear Meeting in Kansas City, Mo., August 20–22.

FLORIDA Chapter Board of Directors

August 7—Chapter President Tom Brady opened the Florida Chapter’s Board of Directors (BOD) meeting in Boca Raton, Fla. The group updated the Chapter’s bylaws and reported on recent election results. Kirt Guidry, of Crown Technologies, was introduced as the new President-Elect. The new BOD members are Tom Underwood, of Danton Hydroblasting; Carlos Montecalvo, of AMRoad; Kevin Harrison, of Eastern Metal/USA Sign; and Joel Switch, of AKCA, Inc.

The group discussed the future direction of the chapter, new members, balanced membership categories representation, functions and purpose and agreed on a monthly conference call with an advance agenda. It discussed scheduling a Florida DOT (FDOT) chapter meeting at the 2015 ATSSA Convention & Traffic Expo in Tampa and appointed a task force to check with FDOT. ATSSA Director of Member Services and Chapter Liaison Dan Williams introduced strategic planning and a participation matrix. He presented an ATSSA update and Foundation video.

>>> The next meeting is November 6–7 in the Tampa area.

GEORGIA Chapter Board of Directors

June 5—The Georgia Chapter Board of Directors (BOD) reviewed/updated the Chapter’s policies and events at a meeting in College Park, Ga. Ryan Shirley presented an overview of the 2013 annual Jim Shirley Memorial Golf Tournament and discussed plans underway for the golf tournament/annual meeting, September 24–25, 2014.

The BOD reviewed and updated the chapter’s bylaws, including:

- Authorizing public official agency member to vote in chapter elections, policies and issues
- Limiting the number of BOD members to seven, including president, president-elect, secretary, treasurer and three elected positions
- Making only past presidents eligible to be elected as BOD chairman
- Appointing Glen Black as chapter treasurer and Pam Kellett as chapter secretary
- Electing past president Steve Hayes as the chapter’s BOD chairman

Dave Evans, chairman of the nominating committee, reviewed the election status for the vacated president-elect position and one additional BOD member. Nominations will be requested, and an election will be conducted to fill the vacant positions. Results will be announced at the Sept. 25 meeting.

The chapter’s Strategic Plan was updated to reflect the progress made and the vision for the chapter’s future. Chapter-sponsored scholarships for ATSSA’s Annual Fly-In and Leadership Program were discussed. Availability will be determined by funds on hand at the time of the respective event planning. The new Strategic Plan and Bylaws are on the chapter’s web page.

HEART OF AMERICA Chapter

July 15—The chapter held a meeting at the Osage National Golf Resort in Lake Ozark, Missouri. Chapter President Jay Bruemmer reported great success at the 2014 Fly-In and encouraged members to participate in 2015.

Missouri DOT (MoDOT) representative Ed Hassinger outlined the Transportation Sales Tax Bill—Amendment 7. MoDOT hopes to use the additional money (\$4.8 billion over a 10-year period) to make critical



The Heart of America Chapter’s Golf Outing Titlists: (from left) Scott Fisher, Tom Sheets, Mark Colombo and John Buffington celebrate with a trophy at the Osage National Golf Resort in Lake Ozark, Mo.



ATSSA Director of Government Relations Nate Smith (left) joined **Tim Bradley** (Custom Products Corporation), ATSSA’s Ga. Chapter President, Vice Chairman of ATSSA’s Temporary Traffic Control Committee, and a member of ATSSA’s Operating Committee representing the Sign Manufacturers Division, during the Heart of America Chapter Meeting, July 15.

improvements to Missouri’s transportation system. “We need \$500 million a year just to keep the existing system of roads and bridges in good condition,” said Hassinger.

The ATSSA national update included news that SCDOT, WVDOT and Salt Lake City Airport are ATSSA’s newest members. ATSSA is developing new training courses (TMA Operator Training and Sign Installation). Director of Government Relations Nate Smith informed attendees how to become more involved in government relations in D.C.

MoDOT and KDOT officials provided information about work zone safety and other safety-related topics.

Bruemmer held a meet-and-greet on July 14, and the golf outing included 64 participants on July 16.

>>> The next summer meeting is July 14–15, 2015, at Osage National Golf Resort.

CHAPTER NEWS

KENTUCKY Chapter

June 5—The meeting was held at the Kentucky TC Central Office Conference Room in Frankfort, Ky. Guest speaker David Cunningham, of CNA Insurance, spoke about General Construction Insurance and how/why insurance rates are affected by DOT ratings and safety scores. He encouraged strong company safety programs with formal documentation to complement any insurance policy. He also spoke about non-owned vehicle policies and recommended that employees in such situations have personal policies that are similar to fleet policy limits.

Associate Director of Member Services and Chapter Liaison Lee Stuart informed the group that ATSSA has a Truck-Mounted Attenuator (TMA) Certification course in development, and the association is working with the DOT in Washington about TMA accidents and their correlation with insurance rates and MOD scores. He showed a video from ATSSA's Annual Convention & Traffic Expo in regard to the Foundation. He informed members that ATSSA provided five scholarships and added 11 new names to the National Work Zone Memorial. Stuart said donations can be made to the Foundation by visiting www.atssa.com.

Scott Muessig provided a government relations report, including the promotion of Nathan Smith as ATSSA's new director of government relations. Muessig relayed that Highway Funding Bills are undergoing various stages of the House and Senate.

>>> The next meeting is December 4 at a location to be determined.

MICHIGAN Chapter Chapter Formation/Steering Committee



The Michigan Chapter Formation/Steering Committee met at MDI Worldwide in Farmington Hills, Mich., August 14.

August 14—The Michigan Chapter Formation/Steering Committee meeting convened at MDI Worldwide in Farmington Hills, Mich. Bob Felt, associate director of member services, provided an overview of ATSSA and welcomed the Michigan Chapter of ATSSA, giving an update of the history and background of the chapter.

Chapter President Eydie Case gave the chapter officers and board of directors update. A chapter mission statement, "Working Hand-in-Hand to Improve Roadway Safety," was developed and approved by a unanimous vote. The chapter's goals include public awareness of roadway safety and to raise awareness of the chapter, which were approved unanimously. The next meeting/grand reopening chapter meeting was discussed, including 2015 meetings and events. Mark Bott, of the Michigan DOT (MDOT), will work to have an MDOT representative speak at an awareness meeting. A tentative meeting was made for fall 2014.

NEW ENGLAND Chapter

June 4—New England Chapter President Michael Allen called the meeting to order at the historical Washington Square, Union Station, in Worcester, Mass. MassDOT State Traffic Engineer Neil Boudreau provided an update about MassDOT State of the Work Zones and advised that it is focused on all road users, including pedestrians and bicyclists, and is taking a "Complete Street" approach. Boudreau discussed taking the lead for Public Right of Way Accessibility Guidelines even if it is not mandated in the MUTCD. He said MassDOT is developing a MassDOT-specific MUTCD publication, "MassDOT WZ Safety: Guidelines for Municipalities."

NHDOT State Traffic Engineer Bill Lambert presented the New England Traffic Engineers meeting summary, including a focus on Wrong Way Driving and the steps being taken by New England states to address the issue. Interstate Accident Reconstruction Consultant Peter Murphy presented "Accident Prevention in the Work Zone," including experiences from his service with the Mass. State Police.

Boudreau facilitated a two-hour meeting/open discussion with all MassDOT District Engineers and regional ATSSA Pavement Marking Division members to find solutions and determine best practices regarding compatibility with evolving pavement marking and roadway materials.



NHDOT State Traffic Engineer Bill Lambert focused on Wrong Way Driving and steps taken by New England states to address the issue at the New England meeting, June 4.

NEVADA Chapter

June 19—The chapter hosted guest speaker Steve Norkus, of Professional Pavement Products, Inc., who presented retroreflectivity standards. Jeff Pritchett, chairman of the training committee, said the ATSSA Grant Course had great attendance in May. He said the chapter will try to have Traffic Control Technician and Traffic Control Supervisor classes together every six months.

Safety Committee Chairwoman Linda Weyl presented Zero Death/Work Zone Safety Alliance for Double Penalties in a Work Zone. She also said chapter members are needed to join the Metro Alliance Program, which is free-of-charge, and to schedule training with her. Pritchett, chairman of the membership committee, said he would call pavement marking and sign companies to become members.

Weyl said the Nevada chapter's web site is being updated, and she took pictures of board members and officers. She also provided information about the chapter's holiday dinner, which is scheduled for December 6, 2014.

>>> The next meeting is December 18 in Las Vegas.



Northland Chapter President Rick Shomion received an appreciation plaque from ATSSA Director of Member Services and Chapter Liaison Dan Williams during the meeting, July 23.

NORTHLAND Chapter

July 22—The Northland Chapter’s Board of Directors, general meetings and golf outing were hosted at Thumper Pond Resort in Ottertail, Minn. The Board reviewed its 2014 “How-To” final report and continued planning for the 2015 “How-To” program.

The chapter members tested its skills on the resort’s golf course and enjoyed an awards dinner that afternoon.

Chapter President Rick Shomion opened the meeting and provided the Board update the next morning. ATSSA Director of Member Services and Chapter Liaison Dan Williams presented Shomion with a plaque to thank him for his leadership in the Chapter, followed by an ATSSA update. The Chapter approved a motion to provide two scholarships, open to industry and agency, of up to \$2,500 each to supplement ATSSA’s scholarships to the 45th Annual Convention & Traffic Expo in 2015. It approved a motion to provide a scholarship of up to \$2,000 to subsidize a chapter member’s attendance at ATSSA’s 2015 Legislative Fly-In.

The election results were announced, and new President Chad Weatherman assumed the helm. Reed Leidle was introduced as the new president-elect; Tim McChesney was introduced as a director; and Brad Barondeau volunteered to be treasurer.

>>> **The next meeting is March 16, 2015 at the annual “How-To” in Fargo, N.D.**



The Northland Chapter’s Board of Directors, general meetings, and golf outing were hosted at Thumper Pond Resort in Ottertail, Minn., July 22.

NORTHWEST Chapter

June 18—The meeting was held at the Oregon DOT (ODOT) offices in Salem, Ore. Chapter President Pete Speer said they should examine a higher level of scholarship assistance for NW/West Coast attendees for the 45th Annual Convention & Traffic Expo in Tampa, Fla., February 6–10, 2015.

The agenda included the Oregon Transportation Safety Plan (SHSP), DOT Work Zone Safety Audits and an ODOT product evaluation update. The item that continues to stand out each year is Oregon’s WZ Safety Audits; there is a need for more pedestrian and bicycle accommodations.

>>> **The next meeting is in November in Washington.**



Northwest Chapter President Pete Speer (far right) welcomed attendees to the meeting at the Oregon DOT offices in Salem, Ore., June 18.



Nancy Murphy, of the Oregon DOT, talks about the Oregon Transportation Safety Action Plan at the Northwest Chapter Meeting, June 18.

OHIO Chapter

June 13—Ohio Department of Transportation (ODOT) Statewide Transportation Safety Administrator Debra Bateman was the special guest. She discussed how ODOT is keeping workers safe. Early in 2012, it became mandatory for ODOT workers to wear hard hats and vests, and ODOT began purchasing steel-toe boots as of June 11.

Bateman spoke of ODOT’s experience with Smith Systems Defensive Driving Class, which has a two-percent crash rate in comparison to a 25-percent crash rate.

A review of temporary portable rumble strips is being conducted by ODOT. An ODOT employee was killed on the turnpike, and a memorial is located at the ODOT Central Office. The chapter wants to add the ODOT worker to ATSSA’s National Work Zone Memorial. The treasurer’s report included sending a check for \$2,000 to the Foundation and \$1,000 to the Chuck Bailey Fund.

CHAPTER NEWS

PENNSYLVANIA Chapter

June 12—The meeting was held at the Pennsylvania Turnpike Commission in Middletown, Pa. Andrew Roberts, Ron Foose and Ken Baker comprise the Work Zone Memorial Task Force (with Matt Briggs and Glen Ganassi as back-ups).

A Turnpike official offered training room for future ATSSA meetings, and dates were set for September 18 (Turnpike location) and November 19 (Hershey Lodge). The Pavement Marking and MPT committee meetings were held prior to the chapter meeting with PennDot and the Turnpike. Issues discussed included Publication 213 from PennDOT, field inspection challenges and/or inconsistencies, pavement marking retroreflectivity testing, clearance transmittal updates and cold weather marking.

Between the two meetings, Pennsylvania Chapter President Doug Dolinar, President-elect Sue Willman and Associate Director of Member Services Bob Felt met with a City of Philadelphia official in regard to the basics of ATSSA training courses.

ROCKY MOUNTAIN Chapter

July 22—The meeting included 22 attendees representing the Federal Highway Authority (FHWA), state and city DOTs and the Douglas County DOT at Loveland Barricade in Loveland, Colo. Shawn Severin and Joseph Brandt, of Loveland Barricade, hosted the chapter meeting and lunch.

Chapter President Bob Saxon, of Roadsafe, said he is committed to the chapter. He will have the Participation Matrix at the next meeting for members to sign up and support the chapter. Members discussed the agenda for the next meeting, including a CDOT representative, who will present its flagging program and new routes coming to the state.

The membership committee feels the pre-meeting personal calls to members system (personal invitations to the chapter meeting) work well and will continue the system. Members agreed to contact one CDOT employee they know and invite them to the next chapter meeting. Members/nonmembers requested several ATSSA training classes, including Flagging, Traffic Control Technician and Traffic Control Supervisor. Two member companies will represent the chapter at the Midyear Meeting, and Saxon will attend the Chapter Presidents Council.

Matt Gerdes, chapter past president, received a plaque for his service.



At the Rocky Mountain Chapter Meeting, Matt Gerdes received a plaque for his service, and Chapter President Bob Saxon confirmed his attendance at the Chapter Presidents Council.

TEXAS Chapter Board of Directors

July 17—The Texas Chapter's summer Board of Directors (BOD) and general meetings were held at Threadgill's World Headquarters in Austin, Texas. The Board reviewed and updated the chapter's bylaws and reviewed plans for its annual October golf event. Cory West talked about his great experience at the ATSSA 2014 Leadership Program in April.

After the BOD meeting, Chapter President Dave Poffenberger introduced John Roberts, P.E., Texas DOT (TxDOT) Performance Based Contracts Section Director, who provided a presentation about TxDOT Performance Based Contracts. Chapter Legislative Liaison Shelley Williams provided a government relations update, followed by Dave Poffenberger's discussion of upcoming elections and request for nominees for the BOD, with several members volunteering. ATSSA Director of Member Services and Chapter Liaison Dan Williams provided an ATSSA update, discussed Federal Motor Carrier Safety Administration/DOT commercial vehicle/Truck-Mounted Attenuators incident reporting and showed the Foundation video.



John Roberts, P.E., TxDOT Performance Based Contracts Section Director, gave a presentation at the Texas Chapter summer Board of Directors and general meetings.

WISCONSIN Chapter

June 10—The Wisconsin Chapter gathered for a summer meeting and golf tournament at the Cold Water Canyon Golf Course in Wisconsin Dells.

Chapter President Frank Both presented an update on the WisDOT TC2 meeting and opened discussions on ATSSA Flagger, Traffic Control Technician/Supervisor and Pavement Marking Technician training programs. The chapter reviewed and updated its bylaws and discussed the development of a strategic plan and implementation of a participation matrix. Chapter Liaison Dan Williams presented an ATSSA update and discussed Federal Motor Carrier Safety Administration/DOT commercial vehicle/Truck-Mounted Attenuator incident reporting and hours of service interpretation, followed by a Foundation update and video.

The group proceeded to the golf course for lunch, golf and socializing. Frank Both presented trophies to the winning foursome of Lance Mauel, Mike Aders, Greg Frank and Taylor Potratz. ●

>>> The next meeting is December 11.



The Wisconsin ATSSA Chapter's golf tournament winning foursome included (second from left) Lance Mauel, Mike Aders, Greg Frank and Taylor Potratz.

OUTPERFORM.

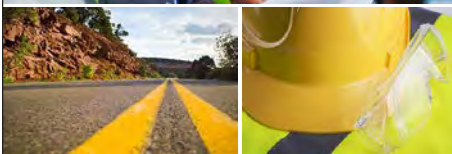
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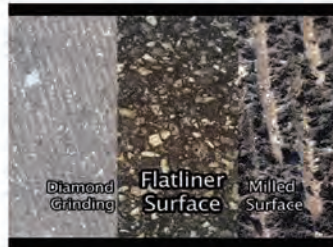


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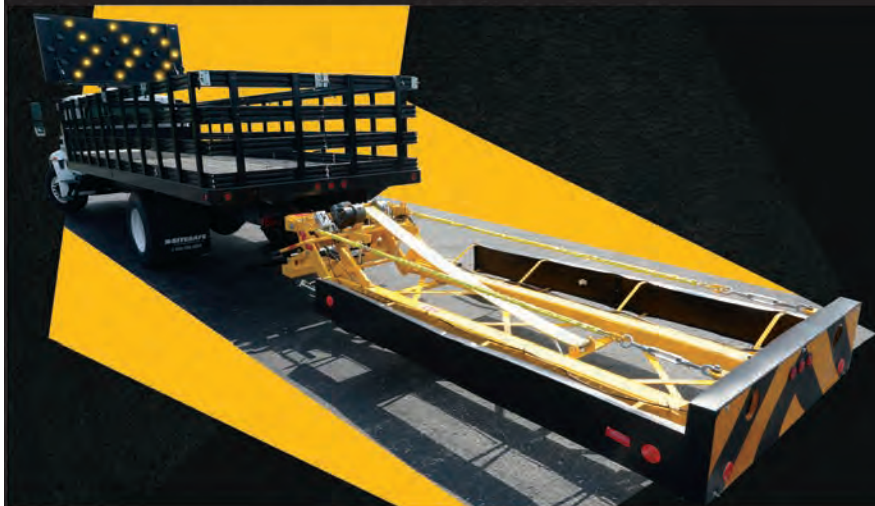
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Chapter Member's Comment Moves Toward Members' Victory

By Daniel B. Williams, Director, Member Services and Technical Assistance, dan.williams@atssa.com

The following series of events began with one member's comment during an open discussion opportunity at a Pennsylvania ATSSA Chapter Meeting more than a year ago.

Returning from ATSSA's 2014 Midyear committee and council meetings in Kansas City in August, the huge announcement from Federal Motor Carrier Safety Administration (FMCSA) Chief Safety Officer & Assistant Administrator Jack Van Steenburg caused me to reflect on some of the behind the scenes, often unseen, efforts that are made by ATSSA staff on behalf of our members.

J-Tech General Manager Jason Rohrer's comment regarding truck-mounted attenuator (TMA) incident reporting concerns led to a persistent process of phone calls and meetings by ATSSA to FMCSA staff.

While representing our members at the Transportation Research Board (TRB) annual meeting last January, I made a point of attending the FMCSA/DOT panel discussion about commercial vehicles in work zones. On the panel sat the top executives from FMCSA, including Administrator Anne Ferro. After watching a presentation about the increase in commercial vehicle incidents in work zones, I took the opportunity to step to the microphone and inquire from the panel why TMAs, which are designed to be hit to protect the lives of the workers in front of the TMA, were being categorized the same as standard commercial vehicles. I advised the panel that the current reporting system was causing many of our members to incur safety audits, DOT numbers being revoked and escalating insurance costs. Our members were being forced to decide whether to risk TMAs or workers.

Administrator Ferro requested that I speak with Senior Policy Advisor Earl Hardy and her during the break, advising me that until I brought the topic up, they had no idea what a TMA was.


After more months of discussions, meetings and phone calls with Senior Policy Advisor Hardy, the issue was elevated significantly and brought to the forefront of the FMCSA. Because the reporting

of commercial vehicle incidents is federally mandated, the FMCSA made a presentation to Congress recently, and the outcome was a potential, significant victory for ATSSA members and our core purpose: to Advance Roadway Safety. Mr. Steenburg announced at the General Session his agency's commitment to help reduce the number of work zone accidents and incidents involving heavy trucks. He reported that in the very near future, the FMCSA will release a "Notice to the Federal Register" to allow ATSSA members and the association to have the opportunity to comment on the exemption of TMAs "reported crashes" when they are struck by vehicles on the roadway.

When the "Notice to the Federal Register" is released, ATSSA's Member Services and Technical Assistance Center will keep you apprised in *The Signal* and *The Flash* and during ATSSA chapter meetings.


Your comments, questions and suggestions are always welcome. We at ATSSA would like to hear about how we can more effectively serve the members, chapters and committees, so please share your ideas with us. ●

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Top Dynamic Women In Roadway Safety



Kathleen Holst
Past President, ATSSA Board

Kathleen Holst (Kathi) is the President and Founder of Roadway Construction & Maintenance Services, LLC, a firm specializing in providing heavy highway construction services in the public sector. Previously, she was the Senior Vice President for Business Development and Strategic

Initiatives for RoadSafe Traffic Services, Inc., a provider of traffic control and pavement marking services nationwide.

Kathi has been very involved in the advancement of roadway safety at the local and national levels. She serves on the national board of directors of American Traffic Safety Services Association (ATSSA) and served as its Chair from 2002-2004, the first and only woman to do so. She also serves on the board of directors of the American Road and Transportation Builders Association (ARTBA), the Construction Safety Council, and the American Traffic Safety Services Foundation.

Kathi is notably one of the top female business leaders in the roadway safety industry, yet her accomplishments and contributions provide inspiration across all public and private sectors.



Donna Clark, PMP
Director of Training & Business Development, ATSSA

Donna Clark is the Director of Training & Business Development at ATSSA and has headed the association's training course programs and product development for more than 17 years. Under her direction, the

department delivers instruction to more than 15,000 roadway safety workers each year in more than 400 classes across the nation.

Donna has led efforts to develop work zone and guardrail/roadside safety training courses, and also serves as staff liaison to the association's Certification Board, HFS Council and the Guardrail Committee.

Donna is highly accomplished and her influence extends well beyond her role at ATSSA. She continues to bring expertise, knowledge, and leadership to the roadway safety industry.

These dynamic women make command decisions within their organizations, mentor those who will follow them and lead the way for females in all professions. *The Signal* will publish a series of stories about outstanding women who work in the roadway safety industry.

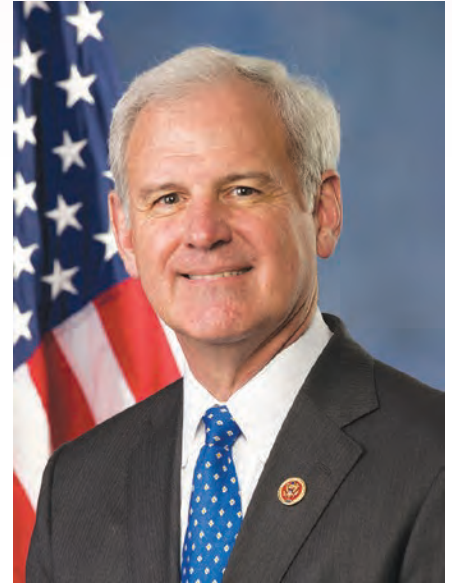
If you know a woman who is an ATSSA member and works in the roadway safety industry, contact lenora.kruk@atssa.com.

540-368-1701 |

Rep. Bradley Byrne (R-Ala.)

“I think we have made some significant progress in highway safety over the last few years in decreasing the number of fatalities on our highways, but more work remains.”

—Rep. Bradley Byrne



First elected to Congress in a special election in December 2013, Rep. Bradley Byrne (R-Ala.) has quickly become a champion for roadway safety infrastructure in the House of Representatives. Prior to his election to Congress, he was the chief executive officer of Alabama’s two-year college system, served on the Alabama State Board of Education and served in the Alabama State Senate.

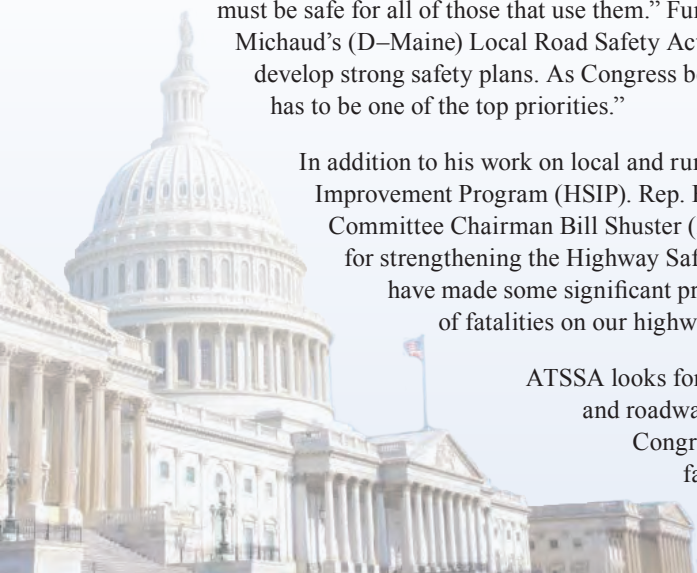
Rep. Byrne sits on the House Committees on Armed Services, Natural Resources and Education and the Workforce; however, he has been working across party lines on transportation issues from the start. Rep. Byrne noted, “My number one priority is just to get a transportation reauthorization bill through Congress and signed by the President. We can’t let political differences stand in the way of completing what I believe to be one of our fundamental responsibilities as a Congress. I think it is also important that we get serious about some of the term funding issues instead of just continuing to put the issue off every year. No one wins until Congress gets serious about putting a long-term transportation funding strategy in place.” In addition, he said, “It doesn’t matter how good our federal highway policy is if we don’t have a sustainable source of funding. Now, obviously there is no easy solution to the funding question, but that doesn’t mean we need to keep passing the buck. I am committed to continuing to work with my colleagues in the House to come up with a long-term funding strategy.”

With Congress set to continue work on a new transportation authorization, Rep. Byrne is committed to working with his colleagues to enact such a law. He stated, “I firmly believe that supporting our nation’s transportation system is a fundamental responsibility of the Congress. The Constitution clearly gives Congress the authority to establish ‘post roads,’ and transportation is also a key component to successfully regulating ‘commerce among the several states.’” He continued, “To me, transportation is really all about economic growth and ensuring that our nation’s infrastructure is efficient, safe and up to par.”

When it comes to roadway safety, Rep. Byrne has quickly shown himself to be a leader. He noted, “Whether it is an eighteen wheeler transporting lumber or a family heading down to Alabama’s Gulf Coast for a vacation, our roadways must be safe for all of those that use them.” Furthermore, Rep. Byrne said, “I’m a proud co-sponsor of Rep. Michael Michaud’s (D-Maine) Local Road Safety Act (H.R. 4336), which encourages state transportation departments to develop strong safety plans. As Congress begins the surface transportation reauthorization process, highway safety has to be one of the top priorities.”

In addition to his work on local and rural road safety, the Congressman has also focused on the Highway Safety Improvement Program (HSIP). Rep. Byrne stated, “I signed a letter earlier this year to Transportation Committee Chairman Bill Shuster (R-Pa.) and Ranking Member Nick Rahall (D-W.Va.) to lend my support for strengthening the Highway Safety Improvement Program during the reauthorization process. I think we have made some significant progress in highway safety over the last few years in decreasing the number of fatalities on our highways, but more work remains.”

ATSSA looks forward to working with Rep. Bradley Byrne and his staff on transportation and roadway safety infrastructure issues in the months and years ahead. As the Congressman himself noted, we’ve made significant progress in reducing fatalities and serious injuries, but more work remains to be done. ●





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