115th NATIONAL CONVENTION Preview

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- 4 ARTBA Regional Meetings
- Dr. J. Don Brock TransOvation® Workshop
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“THERE WAS A LOT OF EXCITEMENT AND PRIDE AT BEING SELECTED. PEOPLE WANTED TO BE A PART OF IT.”

--C.W. Matthews Contracting Co. President Dan Garcia on being selected for emergency repairs to I-85 in Atlanta.

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Remembering Minneapolis

It’s the 10th anniversary of the Interstate 35W bridge collapse in Minneapolis. A dozen motorists and one transportation construction professional were killed, and about 150 people were injured.

The Aug. 1, 2007, disaster occurred at rush hour and raised national awareness about the need for safe and reliable transportation infrastructure. Coverage in the September/October 2007 issue of Transportation Builder reveals several statements that —sadly, but not surprisingly—are as true this year as a decade ago.

ARTBA President & CEO Pete Ruane, with an eye on the upcoming 2008 presidential campaign, hoped that “the political process will compel each candidate to develop and share real transportation plans.” He noted, however, that “among most elected officials, tangible leadership is still in short supply.”

Ray McCabe, then senior vice president & national director of bridges and tunnels at HNTB, wrote that “the magnitude of structurally deficient bridges is clearly unacceptable,” adding “our nation needs to act now and not wait until the memory of this tragedy fades from our minds.”

About 10 percent of the U.S. bridge inventory was structurally deficient at the time. The figure has declined to about 9 percent today, which is still more than 55,700 spans.

On Sept. 5, 2007, then ARTBA Vice Chairman At-Large Bill Cox gave this testimony to the House Transportation & Infrastructure Committee:

“Not surprisingly, since the accident, certain groups have put forth the same stale arguments as to why federal leadership to help rehabilitate the nation’s bridges is not warranted. In doing so, they really miss the point—the U.S. is suffering from not just a bridge crisis, but from a systemic transportation crisis. We need to dramatically upgrade the nation’s bridges, roadways, public transportation facilities, rail lines and airport infrastructure. It will take strong federal, state and local leadership.”

So, what will people be saying 10 years from now?
Mountains of big data and growth in cloud computing … new developments in machine learning … the daily introduction of smartphone apps and increased reliance on mobile devices are all technologies that are transforming the way we live and work. This is true for those of us in transportation development business, too.

ARTBA is committed to doing its part to help its member firms and agencies keep up with this rapid, ever-changing pace. Hence, the theme and focus for the 2017 ARTBA National Convention: “Artificial Intelligence & Technological Innovation: A New Era in Transportation Construction.” It takes place Sept. 17-20 in Amelia Island, Florida.

This will not be a typical ARTBA convention. Most of our featured speakers come from outside our industry. They will help us peer into the future.

Our opening session speaker is Michael Steep, executive director of Stanford University Global Project Center’s Digital Cities & Emerging Technologies. He will share his expertise about how to build, manage and transform companies by utilizing emerging technologies to deliver innovation and ground-breaking, scalable business models.

Other key speakers include Ross Smith, director of customer engineering at Microsoft, and Mike Lester, technology transfer partnership manager for the NASA Kennedy Space Center.

Dave Sadler, director of Florida DOT’s Office of Construction at the Central Office, will provide an overview of market opportunities in the state.

A panel of executives from the U.S. transportation construction industry will discuss the state of the market around the country. They will also discuss overall recruitment and retention challenges that the industry is facing and what can be done to address workforce issues.

Of course, the program will also feature the legislative, regulatory and transportation construction market conditions reports from senior ARTBA staff that you’ve come to expect.

And on the final night, we’ll host a dinner to celebrate the election of 2017-2018 ARTBA Chairman Matt Cummings of AECOM and his leadership team. You will find additional information about this year’s program starting on page 19.

I look forward to seeing you in Florida!
2017 NATIONAL CONVENTION

“Artificial Intelligence & Technology Innovation: A New Era in Transportation Construction”

Omni Amelia Island Hotel
September 17-20

www.artbanationalconvention.org
ARTBA Meetings Help Drive Your Business

Nearly one year after ratifying the bylaws that led to its creation, the first convention of the American Road Makers—or A.R.M. as ARTBA was known back then—took place Feb. 13-14, 1903, at the Wayne Hotel in Detroit. Attendance levels were reflective of a nascent organization.

It was a different story, however, by February 1904, when 1,129 registrants from 29 states attended the second A.R.M. convention in Hartford, Connecticut. The increased participation reflected the growing influence of the association and increased interest in building new roads to get America out of the mud.

Bringing key professionals from the public and private sectors of the transportation design and construction industry together under one roof for advocacy work, policy development, information sharing, and networking and business development are tangible benefits of ARTBA membership. We’ve heard many stories over the decades about how relationships developed by attending such events led to project partnerships, joint ventures or breakthrough public affairs strategies.

Today, ARTBA annually hosts between 16-20 national or regional events for thousands of industry professionals. The annual convention, now in its 115th year, is still going strong. The P3s in Transportation Conference turns 30 next year. Along the way, we’ve also introduced events such as the 7th Annual Dr. Don Brock TransOvation® Workshop scheduled this fall in Boston, and the 4th Annual National Workshop for State & Local Transportation Advocates, which occurred this summer.

Earlier this year, an ARTBA Meetings Task Force, established by Chairman David Zachry and chaired by HNTB’s Tom O’Grady, initiated a broad examination of the association’s overall meetings program and assessed the need for changes. Surveys of the Board of Directors and Industry Leader Development Council (comprised of the next generation of association leaders) revealed that members are overwhelmingly satisfied with the scope and content of the meetings program, and the amount of time devoted to connecting with their peers.

With the challenges of business travel today, and the need to limit expenses and time away from the office and family, the Meetings Task Force took to heart some of the survey respondent feedback. Among its recommendations:

- Build an annual convention program schedule that has flexibility for attendees to stay two nights or maximum three nights, depending on other commitments.
- Host events, when possible, near major city airports to limit multiple flight connections and thereby make it more time efficient for attendees.
- Continue to hold the four Regional Meetings in cities with strong ARTBA membership presence and keep the content format focused on market issues with the involvement of nearby public agency officials.
- Incorporate the Dr. J. Don Brock TransOvation® Workshop into the National Convention or one of the Regional Meetings to help maximize attendance and better reach the target audience in the Industry Leader Development Council.

All of these ideas and others were fully endorsed by the ARTBA Board in May, and are already working their way into the planning for the upcoming events.

This summer issue of “Transportation Builder” is dedicated to highlighting the programs for the remaining events in 2017, beginning with the 115th Annual ARTBA Convention in Amelia Island, Florida, and extending to the regional meetings and TransOvation® Workshop.

Please take a few minutes to review and see why it will be a good investment of time for you and your firm’s colleagues to attend. After all, ARTBA’s meetings help drive your business!
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West Virginia Gov. Jim Justice (D) signed legislation to provide $135 million per year in new transportation funding by adjusting the state’s variable-rate gas tax, and increasing vehicle registration fees and sales tax. The new revenue may fund a $2.8 billion bond.

Airport Improvement Program (AIP) funding levels are only half of what is necessary to make safety improvements and help reduce runway congestion, an ARTBA study found. These 10 states received the most grant money in 2016:

- **California** $262M
- **Texas** $243.8M
- **Alaska** $215M
- **Illinois** $179.6M
- **Florida** $178.4M
- **New York** $130M
- **Georgia** $94M
- **Colorado** $79.6M
- **Louisiana** $77.7M
- **Missouri** $77.7M

Full report at [www.artba.org/aip](http://www.artba.org/aip).

The 200th bridge in Pennsylvania’s Rapid Bridge Replacement (RBR) Project was completed in June. The P3 between the Pennsylvania Department of Transportation (PennDOT) and Plenary Walsh Keystone Partners, including ARTBA members Plenary Group, Walsh Construction Co., Granite Construction Inc. and HDR, is replacing 558 smaller bridges.

The 200th bridge in Pennsylvania’s Rapid Bridge Replacement (RBR) Project was completed in June. The P3 between the Pennsylvania Department of Transportation (PennDOT) and Plenary Walsh Keystone Partners, including ARTBA members Plenary Group, Walsh Construction Co., Granite Construction Inc. and HDR, is replacing 558 smaller bridges.

Michael J. Dew became the Florida Department of Transportation (FDOT) Secretary in June, replacing Jim Boxold, who resigned in February.

ARTBA member CASE Construction Equipment celebrated its 175th anniversary in June.

“THERE IS A SIGNIFICANT MISUNDERSTANDING OF THE WAY PUBLIC-PRIVATE PARTNERSHIPS ACTUALLY WORK. TAXPAYERS OR USERS ARE GOING TO NEED TO PAY FOR PRIVATE INFRASTRUCTURE JUST AS THEY NEED TO PAY FOR PUBLIC INFRASTRUCTURE. YOU’RE GOING TO NEED TO GET REVENUES FROM SOMEWHERE.”

--David Besanko, of the Kellogg School of Management at Northwestern University, in The New York Times.

Propex Operating Company LLC joined the Materials & Services Division.

Sterling Construction Company, Inc joined the Contractors Division.
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How an Atlanta Highway Disaster Became a Success Story

By Mark Holan
mholan@artba.org

Dan Garcia watched a road builder’s nightmare unfold on live television the evening of March 30. Six miles north of the Georgia State Capitol in downtown Atlanta, a massive fire engulfed a 100-foot-long section of an Interstate 85 overpass.

Garcia, president of Marietta, Georgia-based C.W. Matthews Contracting Co., had two thoughts as the news chopper video flickered across his home screen: the inferno was not at one of the company’s nearby projects, and the interstate span was going to collapse in the intense heat.

It did.

“I thought maybe a tanker had hit the bridge,” Garcia said. “It reminded me of 9/11, but thankfully not to that extent.”

There were no deaths or injuries from the bridge collapse. But with 250,000 vehicles a day motoring across this stretch of I-85, metro Atlanta commuters and the Georgia Department of Transportation (GDOT) also faced a nightmare.

As it turned out, the I-85 disaster became an opportunity for ARTBA member firm C.W. Matthews and GDOT to show how the private sector and a public agency could team up to rebuild the highway faster than anyone watching the fiery collapse on television might have imagined.

Taking Action

The blaze was caused when some homeless men set fire to building material stored under the overpass, police said. As it burned, Garcia began swapping text messages and telephone calls with state highway officials, including GDOT Commissioner Russell McMurry and Marc Mastronardi, the agency’s construction director.

GDOT reached out to C.W. Matthews because of the company’s solid reputation since being established at the end of World War II. In 2001, the company was hired to repair a bridge on I-285 over SR 400 that was damaged by a tanker fire. Matthews also had lighting and other equipment at a nearby job, which could be moved quickly to the latest disaster.

As GDOT activated its emergency response, conversations moved swiftly between putting out the fire and redirecting traffic to demolishing the span and rebuilding the highway. The Federal Highway Administration (FHWA) quickly determined that GDOT could hire a contractor through a negotiated contract rather than regular bidding procedures.

Mastronardi had a simple question for Garcia: “Are you interested in building a couple of bridges for me?”

Matthews was on the job before daybreak, working at cost and without a contract, Garcia said. D.H. Griffin Companies of North Carolina was hired for the demo, as GDOT pulled original plans for the elevated section and began to modify them for the rebuild. Eight days later, Matthews, GDOT and FHWA officials negotiated a contract in about three hours.

The agreement provided Matthews an incentive of $1.5 million to get the interstate reopened before Memorial Day (May 29); $2 million if completed by May 21; and an additional $200,000 per day if earlier, up to a $3.1 million maximum.

Garcia was confident his company could meet the challenge.

It did.

Saving Time

Several factors allowed Matthews to finish the I-85 emergency rebuild by May 13, a month ahead of projections, and secure the $3.1 million incentive. As a result, GDOT is reconsidering how it tackles regular projects.

I-85 REBUILD BY THE NUMBERS

- **13** columns
- **61** beams
- **4** caps

- **13 million** pounds of debris removed
- **505,296** pounds of steel
- **2,103** cubic yards of concrete

- **6 weeks** earlier opening = **$27 million** benefit to motorists

*Estimated time from start to finish of the project

Georgia Department of Transportation graphic
Garcia said it’s important to educate the public about construction costs, compared to the wider economic impacts of what happens when a major road or bridge has to be closed. “It’s a matter of perception for the public, they need to see a benefit,” he said. “Because this was done so quickly and at not too much inconvenience, it may change some of those perceptions.”

He said local government and the media did a good job of keeping the public informed throughout the project. The early highway opening provided an estimated $27 million economic benefit to the region, more than eight times the incentive. Mastronardi said GDOT will consider wider use of incentivizing early project completion. “This has given us reason to review how we’ve applied it,” he said. “Not every project is worth it. We should look at the time value, maybe it does warrant some expansion of incentives.”

Mark Holan is ARTBA editorial director.
ARTBA’s OSHA 10-Hour

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2017 ARTBA MEETINGS

WESTERN REGIONAL
October 23-24
Denver, Colorado

SOUTHERN REGIONAL
October 25-26
Nashville, Tennessee

CENTRAL REGIONAL
November 14-16
Indianapolis, Indiana

TRANSOVATION & NORTHEASTERN REGIONAL
November 8-9
Boston, Massachusetts

NATIONAL CONVENTION
September 17 – 20
Amelia Island, Florida
ARTBA’S FALL MEETING SCHEDULE LOOKS TO THE FUTURE

By Mark Holan
mholan@artba.org

ARTBA this fall is offering its members a half dozen opportunities to explore the future, beginning with the 2017 ARTBA National Convention—Sept. 17-20, at the Omni Amelia Island Hotel in Florida.

It’s followed by four regional meetings from late October through mid-November. The 7th Annual Dr. J. Don Brock “TransOvation® Workshop” is combined with the Northeastern regional, Nov. 7-8, in Boston.

The national convention theme is “Artificial Intelligence & Technological Innovation: A New Era in Transportation Construction,” and most of the featured speakers come from outside our industry. TransOvation® will focus on urban mobility and smart cities, especially the impact on the transportation design and construction industry.

The other three regional meetings are: Western, Oct. 23-24 in Denver, which is being held in conjunction with Colorado DOT’s Transportation Summit; Southern, Oct. 25-26 in Nashville, Tennessee; and Central, Nov. 14-16 in Indianapolis. These events also will delve into the impact and opportunities of technology, as well as more localized market intelligence and government affairs updates.

Learn more about the programs on the following pages.

Mark Holan is ARTBA editorial director.

NATIONAL CONVENTION

Omni Amelia Island Resort
39 Beach Lagoon Rd.
Amelia Island, Florida 32034
Phone: 888-261-6161

Room Rate: $225
Group Name for discounted rate: ARTBA 2017 National Convention
Rooms Reservation Deadline: August 15

artbanationalconvention.org

PHOTOS COURTESY: OMNI AMELIA ISLAND RESORT.
DAVE SADLER

Dave Sadler has worked for the Florida Department of Transportation (FDOT) in the construction field for nearly 30 years. He is a graduate of the University of Florida with a B.S. in civil engineering and is currently serving as director, Office of Construction at the Central Office, in Tallahassee.

Mike Sadler was raised in the rural agricultural communities of west-central Florida. After graduation from the University of Florida in 1988, he began his career as a project engineer with FDOT in the Jacksonville Construction Office. In 1996, he was promoted to resident engineer, a post he held for six years before accepting the position of construction engineer at the State Construction Office in 2002. He was promoted to his current position in 2008.

ROSS SMITH

Ross Smith, director of customer engineering at Microsoft, is one of the nation’s top innovation thought leaders. Having spent more than 20 years developing and testing software for Microsoft, he knows how to cultivate an environment that can lead to increased collaboration, productivity and profit. Smith is one of the authors of “The Practical Guide to Defect Prevention.”

Smith, who holds five software patents, has been featured in “The Wall Street Journal,” “The Economist” and on CNBC and MSNBC.

MIKE LESTER

Mike Lester is the technology transfer partnership manager for the NASA Kennedy Space Center (KSC) Technology Transfer Office. This team is devoted to transferring NASA’s patented space technologies and software to U.S. commercial companies, government agencies and academia.

Mike has an eclectic history of engineering, project management, business development, and strategic planning accomplishments for the U.S. military and NASA space programs.

While he has a passion for the development of new technologies for space exploration, he also strongly believes in making these technologies available to the U.S. public for use here on Earth—uses that can have a positive impact on our economy and our lives.

He will share information about NASA’s Technology Transfer program that offers more than 1,400 patents for commercialization.

ENTERTAINMENT: MOTOWN MADNESS

Take a musical journey through the last 60 years as this energetic group of celebrity impersonators belt out the hits! The Motown Madness ensemble includes incredible-looking impersonators of Stevie Wonder, Aretha Franklin, Tina Turner, Diana Ross and The Blues Brothers, who engage the audience with plenty of banter. Each performer sings top hits backed by the live band, Stir Crazy, and a team of four dancers. You’ll be singing along, too.
### Sunday, September 17

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<tr>
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<td>2–5:30 p.m.</td>
<td><strong>Golf on Your Own</strong>&lt;br&gt;Omni Hotel Courses: Oak Marsh, Ocean Links, Long Point&lt;br&gt;Reserve Your Tee Time: 904.277.5907</td>
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<tr>
<td>2:15–5:30 p.m.</td>
<td><strong>Contractor Safety Awards judging</strong></td>
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<tr>
<td>3–4 p.m.</td>
<td><strong>Industry Leader Development Council</strong></td>
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<td><strong>Women Leaders in Transportation Design &amp; Construction Council</strong></td>
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<tr>
<td>5–6 p.m.</td>
<td><strong>Joint Materials &amp; Services, and Equipment Manufacturers Divisions</strong></td>
</tr>
<tr>
<td>6–7:30 p.m.</td>
<td><strong>Public Private Partnerships Division</strong></td>
</tr>
<tr>
<td>7:30–10 p.m.</td>
<td><strong>ARTBA Past Chairmen’s Dinner</strong>&lt;br&gt;(Invitation Only)</td>
</tr>
</tbody>
</table>

### Monday, September 18

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>2–5:30 p.m.</td>
<td><strong>Golf on Your Own</strong>&lt;br&gt;Omni Hotel Courses: Oak Marsh, Ocean Links, Long Point&lt;br&gt;Reserve Your Tee Time: 904.277.5907</td>
</tr>
<tr>
<td>2:15–5:30 p.m.</td>
<td><strong>Opening Keynote: Transforming Disruptive Technologies into Bottom Line Business Opportunities</strong></td>
</tr>
<tr>
<td>3–4 p.m.</td>
<td><strong>Political Action Team Reception</strong></td>
</tr>
<tr>
<td>4–5 p.m.</td>
<td><strong>Women Leaders in Transportation Design &amp; Construction Council</strong></td>
</tr>
<tr>
<td>5–6 p.m.</td>
<td><strong>Joint Materials &amp; Services, and Equipment Manufacturers Divisions</strong></td>
</tr>
<tr>
<td>6–7:30 p.m.</td>
<td><strong>Welcome Reception</strong></td>
</tr>
<tr>
<td>7:30–10 p.m.</td>
<td><strong>ARTBA Past Chairmen’s Dinner</strong>&lt;br&gt;(Invitation Only)</td>
</tr>
<tr>
<td>9:30–9:45 a.m.</td>
<td><strong>ARTBA Annual Business Meeting and Student Video Awards Presentation</strong></td>
</tr>
<tr>
<td>9:45–10:30 a.m.</td>
<td><strong>General Session: Machine Intelligence &amp; Smart Infrastructure</strong></td>
</tr>
<tr>
<td>10:45–11:30 a.m.</td>
<td><strong>General Session: Bringing Technology Down to Earth: Where NASA Innovation Meets Transportation Design &amp; Construction</strong></td>
</tr>
<tr>
<td>11:30–11:45 a.m.</td>
<td><strong>Networking Break</strong></td>
</tr>
<tr>
<td>11:45 a.m.–1 p.m.</td>
<td><strong>General Session: Federal Legislative &amp; Regulatory Update, and Transportation Construction Market Conditions Report</strong></td>
</tr>
<tr>
<td>1–2:15 p.m.</td>
<td><strong>Lunch &amp; Panel Session: State of the U.S. Transportation Construction Industry</strong></td>
</tr>
<tr>
<td>2:15–4 p.m.</td>
<td><strong>Board of Directors</strong></td>
</tr>
<tr>
<td>4–6 p.m.</td>
<td><strong>Free time</strong></td>
</tr>
<tr>
<td>6–9 p.m.</td>
<td><strong>Incoming Chairman’s Hospitality Event</strong></td>
</tr>
</tbody>
</table>
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Four Models for
Purchase or Rental

66' Working Platform Truck Model
HPT66

43' Working Platform Truck Model
HPT43

38' Working Platform Truck Model
HPT38

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HP35  35’ Working Platform Trailer Model

HPT38 38’ Working Platform Truck Model

HPT43 43’ Working Platform Truck Model

HPT66 66’ Working Platform Truck Model

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ne of the nation’s preeminent thought leaders about smart cities and the future of urban mobility will deliver the keynote address at the ARTBA Foundation’s 7th Annual Don Brock “TransOvation® Workshop, Nov. 8-9 in Boston.

Carlo Ratti, an architect and engineer by training who has co-authored over 500 publications and holds several patents, directs the Massachusetts Institute of Technology’s (MIT’s) “Senseable City Laboratory” and is a leading voice in the debate on new technologies’ impact on urban life. Two of his projects – the Digital Water Pavilion and the Copenhagen Wheel – were hailed by Time Magazine as “Best Inventions of the Year.” He has been included in Wired Magazine’s “Smart List: 50 people who will change the world.”

This year’s TransOvation® is being co-located with ARTBA’s Northeastern Regional Meeting, at the direction of the ARTBA Industry Leader Development Council.

In addition to innovative content and increased networking opportunities, meeting attendees will be able interact with panelists in a town hall forum and receive updates from key state and federal government transportation design and construction officials.

“Public officials are tapping into big data and emerging technologies to make cities safer, more efficient and more mobile. It may just be the start of sweeping changes in how cities are run,” ARTBA Vice President of Member Services Allison Klein says. “The speakers at TransOvation® will help make sense of the rise of the ‘smart city’ and its potential impacts on how we design and build transportation projects in the future.”

Other TransOvation® speakers include:

• **Ted Zoli**, a heralded bridge engineer and a senior vice president at HNTB;
• **John Hillman**, chairman, CEO and president at HCB;
• **Ross Smith**, director of test at Skype (a Microsoft company) and one of the nation’s top innovation thought leaders;
• **Jascha Franklin-Hodge**, Boston’s chief information officer; and
• **Stephen Buckley**, vice president, WSP

Attendees will also participate in an interactive workshop and have plenty of opportunities to acquire real-world practical ideas and information to bring back to the office and put to work at their firms.

Mark Holan is ARTBA editorial director.
### Wednesday, November 8

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
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</thead>
<tbody>
<tr>
<td>11–11:10 a.m.</td>
<td>Welcome from ARTBA’s Chairman</td>
</tr>
</tbody>
</table>
| 11:10–11:30 a.m. | Opening & Program Overview from Ted Zoli, senior vice president, HNTB Corporation  
(2009 MacArthur Award Recipient, 2012 ENR Magazine Award of Excellence Recipient) |
| 11:30 a.m.–12 p.m. | Opening Session from John Hillman, president & CEO, HC Bridge Company  
(2010 ENR Magazine Award of Excellence Recipient) |
| 12–1 p.m. | **Keynote Presentation**: Professor Carlo Ratti, director, MIT  
Senseable City Laboratory |
| The increasing deployment of sensors and hand-held electronics in recent years is allowing a new approach to the study of the built environment. The way we describe and understand cities is being radically transformed - alongside the tools we use to design them and impact on their physical structure. Prof. Carlo Ratti will address these issues from a critical point of view through projects by the Senseable City Laboratory, a research initiative at the Massachusetts Institute of Technology, and the design office Carlo Ratti Association. |
| 1:15–2:15 p.m. | The Smart City & Infrastructure Development Discussion  
Jascha Franklin Hodge, chief information officer, City of Boston  
Suzanne Sloan, principal technical advisor, Volpe National Transportation Center |
| 2:15–2:30 p.m. | Networking Break |
| 2:30–3:15 p.m. | Planning for Automated Vehicles  
Stephen Buckley, vice president, Northeast manager, Planning, Environment and Traffic, WSP |
| 3:15–5:15 p.m. | Innovative Group Workshop: How Will “Smart Cities” Shape Transportation Infrastructure? Part 1 |
| 5:15–6:30 p.m. | Networking Reception |

### Thursday, November 9

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>8–8:30 a.m.</td>
<td>Breakfast</td>
</tr>
<tr>
<td>8:30–9:30 a.m.</td>
<td>Innovative Group Workshop: How Will “Smart Cities” Shape Transportation Infrastructure? Part 2</td>
</tr>
<tr>
<td>9:30–10:30 a.m.</td>
<td>Presentations by workshop groups to industry leaders</td>
</tr>
<tr>
<td>10:30–11 a.m.</td>
<td>Closing TransOvation Session</td>
</tr>
</tbody>
</table>
| 11–11:15 a.m. | Welcome by Northeastern Region Vice Chairman  
Randy Lake, CEO, Oldcastle Materials |
| 11:15–11:45 a.m. | ARTBA Chairman’s Report                                                                     |
| 12–1 p.m. | Luncheon  
Keynote Speaker: Secretary Pollack, MBTA (invited) |
| 1–1:45 p.m. | Transportation Policy & Regulatory Update  
ARTBA Government Affairs staff |
| 1:45–2 p.m. | Networking Break |
| 2–3 p.m. | Executive Leadership Panel Discussion  
The State of the Transportation Design & Construction Industry in the Northeast  
Mike Shamma, leader, Northeast Transportation Business Line, Gannett Fleming  
Mike McCardle, chief development officer, VHB  
Ted Hoffman, business development manager, Lane Construction |
| 3–4 p.m. | State Market and Government Affairs Roundtable  
Presented by: ARTBA Chapter Affiliates  
Mike Elmendorf, president & CEO, AGC of NYS  
Anthony Attanasio, executive director, UTCA of NJ  
Jim Russ, president, MTBMA  
John Pourbaix, executive director, CIM |
| 4–4:45 p.m. | Northeastern Region Transportation Construction Market Report  
Dr. Alison Premo Black, ARTBA chief economist |
| 4:45 p.m. | Closing Remarks |
## Quick Look

October 23-24  
Magnolia Hotel  
Denver, Colorado  
artbaregionalmeetings.org

### Monday, October 23

- **11 a.m.–4:30 p.m.**  
  **Colorado DOT Transportation Summit**  
  The first day of ARTBA’s event is being held in conjunction with the Colorado DOT Transportation Summit. ARTBA President & CEO Pete Ruane will discuss transportation developments from Capitol Hill.

- **4:30–6 p.m.**  
  **CDOT/ARTBA Networking Reception**

### Tuesday, October 24

- **8–9 a.m.**  
  **Breakfast**

- **9–9:15 a.m.**  
  **Welcome by ARTBA Western Vice Chairman Jeff Clyde, W.W. Clyde, and ARTBA Chairman’s Report by Matt Cummings, AECOM**

- **9:15–9:30 a.m.**  
  **Industry Leader Development Council Opening Remarks & Workshop Presentation**

- **9:30-11:45 a.m.**  
  **Workshop: Innovative Technology**  
  The presenters will cover a variety of new technologies in the transportation construction industry and emerging innovations that could have a major impact on infrastructure development. Topics include robots, drones, artificial intelligence, automated vehicles, and more.  
  
  Mark Berry, partner, Peckar & Abramson, P.C.  
  Matthew J. Schiemer, vice president, Gannett Fleming, Inc.

- **11:45 a.m.–12 p.m.**  
  **Networking Break**

- **12–1 p.m.**  
  **Lunch & Workshop Presentations & Conclusion**

- **1–1:45 p.m.**  
  **Colorado DOT Deputy Director Mike Lewis and Aeronautics Director David Ulane**

- **1:45–2 p.m.**  
  **Networking Break**

- **2–2:45 p.m.**  
  **Western Region Transportation Construction Market Report**  
  Dr. Alison Black, ARTBA chief economist

- **2:45–3:30 p.m.**  
  **State Market & Government Affairs Updates from Contractor Chapter Executives**  
  Tony Milo, executive director, Colorado Contractors Association; Bobby Stem, executive director, Association of Oklahoma General Contractors; and others invited.

- **3:30–4 p.m.**  
  **Transportation Policy & Regulatory Update**  
  ARTBA Government Affairs staff

- **4 p.m.**  
  **Closing Remarks**
# 2017 Southern Regional Meeting Schedule at a Glance

## October 25-26

**Hotel Indigo**  
**Nashville, Tennessee**  
[artbaregionalmeetings.org](http://artbaregionalmeetings.org)

### Wednesday, October 25

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1–1:15 p.m.</td>
<td>Welcome by ARTBA Southern Vice Chairman</td>
</tr>
<tr>
<td>1:15–1:45 p.m.</td>
<td>ARTBA Chairman's Report</td>
</tr>
<tr>
<td>1:45–2:30 p.m.</td>
<td>Keynote Speaker: John Schroer, commissioner, Tennessee Department of Transportation</td>
</tr>
<tr>
<td>2:30–2:45 p.m.</td>
<td>Networking Break</td>
</tr>
<tr>
<td>2:45–3:45 p.m.</td>
<td>Executive Leadership Panel Discussion</td>
</tr>
<tr>
<td>3:45–4:45 p.m.</td>
<td>The State of the Transportation Design &amp; Construction Industry in the South</td>
</tr>
<tr>
<td>5–6:30 p.m.</td>
<td>Networking Reception</td>
</tr>
</tbody>
</table>

### Thursday, October 26

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>8–9 a.m.</td>
<td>Breakfast</td>
</tr>
<tr>
<td>9–10 a.m.</td>
<td>Millennials and the Future Workforce</td>
</tr>
<tr>
<td></td>
<td>Presenters:</td>
</tr>
</tbody>
</table>
|            | Steve McGough, president & COO, HCSS  
|            | Tom Webb, vice president, strategy/R&D, HCSS                         |
| 10–11:30 a.m. | Innovative Workshop on the Future Workforce                         |
|            | Hosted by the ARTBA Industry Leader Development Council              |
| 11:30 a.m.–12:15 p.m. | Workshop Presentations & Conclusion                                    |
| 12:15–1:15 p.m. | Networking Luncheon                                                   |
| 1:15–2:15 p.m. | State Market and Government Affairs Updates from Contractor Chapter Affiliates |
| 2:15–3 p.m.   | Transportation Policy & Regulatory Update                            |
| 3 p.m.      | Closing Remarks                                                       |
2017 CENTRAL REGIONAL MEETING SCHEDULE AT A GLANCE

QUICK LOOK

November 14-16
Conrad Hotel
Indianapolis, Indiana
artbaregionalmeetings.org

Tuesday, November 14

1–1:15 p.m.
Welcome by ARTBA Central Vice Chairman

1:15–1:30 p.m.
Industry Leader Development Council Opening Remarks & Opening Workshop Presentation
Hosted by the ARTBA Industry Leader Development Council

1:30–3:15 p.m.
Workshop: Autonomous Vehicles & Impact on Infrastructure Development
Chandra Bhat, director, Center for Transportation Research
The University of Texas at Austin
Dr. Christopher Poe, assistant director, Texas A&M Transportation Institute for Connected and Automated Transportation Strategy
Hosted by the ARTBA Industry Leader Development Council

3:15–3:30 p.m.
Networking Break

3:30–4:15 p.m.
Workshop Presentations & Conclusion

5–6:30 p.m.
Networking Reception with Indiana Constructors

Wednesday, November 15 continued

9:15–10:15 a.m.
The State of the Transportation Design & Construction Industry in the Central U.S.

10:15–10:30 a.m.
Networking Break

10:30–11:30 a.m.
Central Region Transportation Construction Market Report
Dr. Alison Black, ARTBA chief economist

11:30 a.m.–12 p.m.
INDOT Commissioner

12–1 p.m.
Lunch

1–1:30 p.m.
Indianapolis Airport Authority

1:30–1:45 p.m.
Networking Break

1:45–2:30 p.m.
Transportation Policy & Regulatory Update
ARTBA Government Affairs staff

2:30–3:30 p.m.
State Market & Government Affairs Updates from ARTBA Chapter Affiliates

3:30 p.m.
Closing Remarks

Thursday, November 16

ARTBA members encouraged to attend Indiana Constructors membership meeting.
GOMACO Corporation pioneered the development of the first cylinder finisher nearly 50 years ago when the company manufactured and introduced a bridge deck cylinder finisher to meet the growing needs for bridge markets. Today, GOMACO cylinder finishers are designed for versatility with the C-450 and C-750. The frame widths can range from 12 feet to 160 feet. They are easy to operate and save time and labor costs on all of your concrete finishing projects. Pin-connected sections provide fast setup time and the versatility to fit exact job requirements. GOMACO’s patented three-point finishing system provides the smoothest deck possible with an auger to level the concrete, a cylinder consolidates and finishes the concrete, and a float pan seals and textures the surface. GOMACO finishers are available with several different options to customize them to your exact bridge deck specifications. Join the bridge builders choosing GOMACO for sales, service, and parts support.
THE MOPAC EXPRESSWAY is named for the Missouri Pacific Railroad and also called Loop 1. The project adds sound walls, bicycle and pedestrian lanes. New buffer-separated lanes will provide buses, car pools & individuals the option to bypass congestion on the heavily-used corridor during peak travel times. The project is financed through CAMPO and TxDOT grants totaling $200 million, with an agreement to the Mobility Authority for a Regional Infrastructure Fund to deposit $230 million over the next 25 years.

PROJECT FEATURES:
- Variable tolls designed to keep traffic flowing.
- Permeable Friction Course asphalt will drain faster, limit ponding and reduce hydroplaning, back spray and improve visibility.
- New ramps allow express lane users to exit without entering general purpose lanes.
- Buses and vans operated by public transit agencies that adopt green vehicle technology or that transport military veterans can use the express lanes for free.

THE PROJECT is expected to be complete and open to traffic in August 2017. Phase 1 constructed the northern half of the Carson City Freeway, a 4-mile portion of roadway, connecting existing U.S. 395 to a new intersection with U.S. 50 East. Phase 2 added a remaining nearly 5 miles of controlled access freeway from U.S. 50 East to the southern connection at the existing U.S. 50 West – Tahoe Junction/Carson Street intersection. Two lanes in each direction have provisions for future widening of the median.

PROJECT FEATURES:
- Connects Carson City, the state’s capital, to the Interstate system.
- Reduced congestion and shorter commute times.
- Improved safety.
- A hill-climbing truck lane added near Carson City.
- Grade separated crossings.
- Drainage facilities for roadway and offsite storm water runoff, including drainage channels, detention basins and box culverts.

THE PROJECT

MoPac Improvement Project

LOCATION:
Austin, Texas

AGENCY/OWNER:
Central Texas Regional Mobility Authority with the Texas Department of Transportation (TxDOT), the City of Austin, the Capital Area Metropolitan Planning Organization and the Federal Highway Administration.

COMPLETION:
Fall 2017

WEBSITE:
www.mopacexpress.com

PROJECT NAME:
MoPac Improvement Project

LOCATION:
Reno to Carson City, Nevada

AGENCY/OWNER:
Nevada Department of Transportation (NDOT)

COMPLETION:
August 2017

WEBSITE:
www.nevadadot.com

PROJECT NAME:
Carson City Freeway Project

LOCATION:
Reno to Carson City, Nevada

AGENCY/OWNER:
Nevada Department of Transportation (NDOT)

COMPLETION:
August 2017

WEBSITE:
www.nevadadot.com

PROJECT NAME:
Carson City Freeway Project

LOCATION:
Reno to Carson City, Nevada

AGENCY/OWNER:
Nevada Department of Transportation (NDOT)

COMPLETION:
August 2017

WEBSITE:
www.nevadadot.com
IN LATE MAY, a giant tunnel-boring machine punched through the wall of a future transit station 110 feet below the busy streets of Los Angeles. Twin 1.9-mile long rail tunnels will link three new stations along the Connector’s expanded path from Little Tokyo to the Financial District. The 1,000-ton, 450-foot long machine, nicknamed “Angeli,” simultaneously digs, builds circular concrete to shape the tunnels and lays train tracks at a rate of 50-feet per day while excavating 1,300-tons of soil.

PROJECT NAME:
Regional Connector Transit Project

LOCATION:
Los Angeles

AGENCY/OWNER:
Los Angeles County Metropolitan Transportation Authority (Metro)

COMPLETION:
Tunnels in 2018; overall project in 2021

WEBSITE:
www.metro.net

THE MAIN PROJECT GOAL was to raise the bridge height from 155 feet to 215 feet above mean high water level to accommodate a new generation of larger ships now using the expanded Panama Canal. The roadway features four, 12-foot wide lanes traveling in both directions, inside and outside shoulders and a pedestrian/bicycle path.

PROJECT FEATURES:
• Total length of the main span of bridge is 5,780 feet.
• Design allow for future transit options.
• The project was originally estimated at $1.29 billion. The cost is now about $1.6 billion. There is no federal funding.
• Original $14 million bridge opened in November 1931.

PROJECT NAME:
Bayonne Bridge Navigational Clearance Project

LOCATION:
Across the Kill Van Kull tidal strait between Bayonne, N.J. and Staten Island, N.Y.

AGENCY/OWNER:
Port Authority of New York & New Jersey

COMPLETION:

WEBSITE:
www.panynj.gov

IN LATE MAY, a giant tunnel-boring machine punched through the wall of a future transit station 110 feet below the busy streets of Los Angeles. Twin 1.9-mile long rail tunnels will link three new stations along the Connector’s expanded path from Little Tokyo to the Financial District. The 1,000-ton, 450-foot long machine, nicknamed “Angeli,” simultaneously digs, builds circular concrete to shape the tunnels and lays train tracks at a rate of 50-feet per day while excavating 1,300-tons of soil.

PROJECT FEATURES:
• Angeli now returns to Little Tokyo to dig a second tunnel to the Financial District.
• When completed, passengers will be able to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica without transferring lines.
• The $1.76 billion project receives partial funding from a half-cent sales tax increase voters approved in 2008.
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RK&K Announces Two New Partners

By Mark Holan
mholan@artba.org

Planning, design and construction management firm RK&K this spring announced two new leaders to its partnership: Mimi Kronisch and Melinda Peters.

Kronisch joined the firm in 2002 as an engineer. She managed construction projects of all sizes for public and private clients in Northern Virginia and the Capital region. Kronisch said she continually sought and embraced a variety of leadership opportunities within the firm, but never dreamed that becoming partner was possible.

“I am thankful every day for the project teams that have taught me so much and a firm culture that has always supported my advancement and provided challenging opportunities,” she said.

In September 2015, Peters joined the firm as a senior director. Since 2011, she had led the Maryland State Highway Administration, an agency with more than 3,000 employees and 17,000 miles of roads and 2,500 bridges, including the $2.5 billion Intercounty Connector, which Peters managed and delivered on time and within budget.

“Spending my entire career collaborating on various projects with RK&K, I have always seen the firm as a very innovative and progressive firm with technical experts who deliver great projects,” she said.

As two leaders of the five-partner, privately-held firm, Kronisch will oversee construction management teams in North Carolina and Florida, in addition to keeping her responsibilities with planning, design and construction management in Virginia and Washington, D.C.

Peters will provide leadership for planning, design and construction management staff in Maryland and Delaware, as well as a companywide focus on design-build and alternative delivery projects.

Tom Mohler, partner at RK&K, emphasized that each of his two colleagues achieved their new position through teamwork, exceptional leadership and hard work. RK&K focuses on career development for all its employees through various collaborative opportunities, he said.

The firm’s Women’s Leadership Forum encourages professional development at all levels. In 2016, ARTBA recognized that effort with a Glass Hammer Award, which is given annually to the transportation firm that fosters innovative programs and activities directed at mentoring, educating and promoting women leaders. In May, Kronisch spoke at an ARTBA Women Leaders Council forum during the association’s annual Federal Issues Program.

“One of the goals of the ARTBA Women Leaders Council is to focus on raising the profile of women within ARTBA and the industry,” said Allison Klein, vice president of member services at ARTBA. “We are proud to put a spotlight on the amazing achievements of Mimi and Melinda.”

Kronisch and Peters follow retired partners Carolann Wicks, a former Delaware Department of Transportation cabinet secretary and chief engineer, and Mike Potter, who also served on the ARTBA Board of Directors. Peters has stepped into that role with the association.

Mark Holan is editorial director at ARTBA.

ARTBA’s Women’s Leader Council promotes leadership and career advancement for professional women in the transportation design and construction industry through networking, mentoring, recognition and educational activities. It is open to all ARTBA members. To sign up, or for more information, please contact Allison Klein at aklein@artba.org, or call 202.289-4434.
Submit your best transportation construction photos in 300 dpi, jpg format to smonaghan@artba.org. The photographer who submits the image selected by ARTBA staff for the September/October cover of Transportation Builder will receive a framed copy of the magazine. Other selected images will appear on inside pages.

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Q & A

with Virginia DOT’s
Innovation & Tech Chief Rob Cary

In April, the Virginia Department of Transportation (VDOT) named Robert H. Cary as the agency’s first chief of innovation and technology. “He will have the freedom and latitude to work across all aspects of our organization and guide us in implementing new ideas,” VDOT Commissioner Charles Kilpatrick said. Cary, who holds civil engineering degree from Virginia Tech, joined VDOT in 1992. He was district engineer in Richmond since 2014. Transportation Builder recently caught up with Cary to ask about his new role, which has resonance with the theme of this year’s ARTBA National Convention: “Artificial Intelligence & Technological Innovation: A New Era in Transportation Construction.”

CARY: When I joined VDOT we were using Highway Advisory Radios to alert travelers to crashes, roadway conditions, etc. Today, we are taking the remaining Highway Advisory Radios out of service since there are better ways to connect with drivers. The technology of Highway Advisory Radios, while effective in specific situations, is being limited by so many drivers using satellite radio and the proliferation of other modes of communications.

TB: What are some the short-term goals or changes for your first year in this new job?

CARY: I believe that we have many early opportunities to use proven technologies within VDOT. For example, we currently hold public meetings on projects we are designing that require anyone interested in learning more about the project to attend a meeting in person. There is really no reason that we can’t bring the public hearing to that person in their home or place of business through a webinar or similar technology.

Another example might be to make use of digital signatures and approvals in contracting, project management and procurement to streamline and improve the approval process. Another area that makes sense is to expand our use of digital signage at transportation hubs … to alert drivers of traffic and weather conditions, local attractions, and provide directions and alternate routes through proven touchscreen technology.

TB: How about long-term goals, say five or 10 years from now?

CARY: It will be critical that VDOT pay close attention to the changing landscape of the transportation system’s users. I believe some of the greatest changes will be seen in the urban areas as densities continue to increase. Transit will continue to play an even larger role within five to 10 years. I also believe that both autonomous car sharing and autonomous transportation network companies will be available in many cities.

I also expect continued use of high occupancy toll, or express lanes with dynamic tolling in heavily congested areas. This is a model that has already proven its worth in Virginia.

Perhaps the greatest change will be roadway safety brought about by technology being used on a broader extent. Wider scale deployments of vehicle-to-vehicle and vehicle-to-infrastructure communications, such as those VDOT is already piloting in the Northern Virginia area, have huge potential to improve safety and efficiency. These changes, coupled with advancements in automotive technologies including adaptive cruise control, lane departure warning systems, back up cameras, antilock braking systems, blind spot monitors, automatic emergency braking, and tire pressure monitoring systems will all combine to dramatically improve safety on Virginia’s roadways.

TB: Who are your technology/innovation heroes, and why?

CARY: There are so many tremendous technology and innovation heroes to pick from today. I would have to say that [Google founders] Sergey Brin and Larry Page stand out for me. These two individuals took a fairly straightforward concept that can be easily explained to people and created what I consider to be one of the most transformative technologies the world has ever seen.

TB: Do you see technology and innovation as having more impact at the project site, or in office environments such as design, engineering and management?

CARY: While technology and innovation are pervasive across almost every aspect of life today, I believe the impacts of technology and innovation in transportation are going to be more pronounced than ever in the very near future. As connected and autonomous vehicles begin to move into the mainstream market, these will start to have an impact on our engineering designs and management of the construction of these projects.
In the field, there are many opportunities for innovation and the application of technology. While you see some of that today with GPS-guided equipment and the sight of tablet PCs being much more common amongst construction staff, I don’t believe that the implementation of technology into the field construction and maintenance activities is anywhere close to where it will be in a few years. The opportunities to streamline manual processes and to make electronic submissions and reviews will really have an impact on the management of construction projects.

TB: How about safety, either for transportation project workers, and/or the traveling public?

CARY: Virginia is currently working on several initiatives to improve safety for highway workers and the travelling public. We are actively involved with research on autonomous truck-mounted attenuators as well as systems to provide better information to motorists about work zone locations.

TB: Are other state DOTs adding similar innovation and technology jobs to their top management?

CARY: The U.S. DOT has a chief innovation officer who I look forward to meeting. I know that other states are taking a focused approach to innovation and I am working to determine those states that have a similar position and how I might be able to work with these individuals to leverage our mutual ideas and experiences to benefit Virginia.

TB: What new innovation or technology really helped a recently completed or current Virginia transportation infrastructure project?

CARY: VDOT recently completed a project on I-77 from Fancy Gap Mountain to North Carolina, which installed an Active Traffic Management System (ATMS) with variable speed limits based on congestion and weather conditions. This section of roadway has been the site of several very large crashes in foggy weather since it was originally built. The most recent was on Easter Sunday 2013 and involved 95 vehicles and three fatalities. The ATMS will allow VDOT to communicate appropriate speed and alerting messages to drivers in the corridor, which is subject to frequent fog and other adverse weather conditions. VDOT worked extensively with the Virginia Tech Transportation Institute conducting research on how best to implement these groundbreaking technologies and computer algorithms, which are benefitting drivers in this corridor regularly.

“Perhaps the greatest change, and one that Virginians are most likely to benefit from in the next five to 10 years, will be changes in roadway safety brought about by technology being used on a broader extent.”
The FAA & Drone Regulations

By Mark R. Berry
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Potential construction industry uses of unmanned aircraft systems (UAS)—popularly known as drones—are expanding rapidly as the technology continues to evolve. Existing drone laws are not keeping pace, however, and the resulting regulatory gap is grounding many useful commercial applications.

For example, current UAS regulations require visual line of sight (VLOS) operation of all drone operations within U.S. airspace. This rule makes sense in crowded urban environments. In less populated areas with limited air travel, the risk posed by such operations is much less. It is further reduced by reliable collision avoidance technologies.

The prohibition on non-VLOS flights prevents the construction industry from maximizing one of the greatest benefits of drones—the ability to remotely observe, measure and map large project sites without a human having to cover the same ground.

To be sure, there are legitimate public safety concerns about drones sharing the skies with traditional passenger, military and cargo aircraft, and with humans at ground level. The risk of operator or mechanical errors calls for a careful approach to adopting the technology.

FAA Regulations

U.S. airspace is regulated by the Federal Aviation Administration (FAA), and most drone regulation originates with the agency. States also may place additional limits on UAS operations.

The August 2016 issuance of Part 107 Rules for commercial drone operation was the FAA’s first significant attempt to close the regulatory gap. The regulations eliminated the requirement that all commercial drone operators be certified FAA aircraft pilots. The agency created a pilot certification exclusive to drone operators, and recognized that UAS are fundamentally different from other aircraft.

Some builders have the misconception that they can have an employee or third party use a drone at a construction site for the benefit of the business without being required to conform to commercial operation rules. Not true. Drone operations conducted by a construction company, even with an employee’s personal drone, are subject to Part 107 rules, including the requirement for a traditional pilots license or a “Remote Pilot Airmen Certificate,” and other operational restrictions, such as VLOS.

The FAA can waive certain requirements if it is satisfied there is a safe operational plan. Obtaining advanced approval for a waiver is based on the complexity of the request. The FAA says its goal is to process such requests within 90 days. The most commonly granted waivers are for nighttime operations, and flying near or within restricted airspaces.

The agency prohibits flying drones over 133 military facilities without prior approval. An interactive mobile app—called B4UFLY—identifies these restricted areas and is available through the FAA’s website.

Some Waivers

The construction industry is encouraging the FAA to permit autonomous drone flight without VLOS monitoring. It is backed by the drone industry, which argues that available technologies such as geo-fencing and collision avoidance systems make autonomous flight safe.

The FAA and NASA are testing autonomous operations, and the FAA is beginning to carefully grant some waivers where the risk of human or air traffic interference is minimal. Still, the FAA is advising the construction industry it probably will not ease VLOS rules before 2019.

In the interim, the industry continues to creatively deploy the approved technologies within the existing regulatory framework.

Attorney Mark R. Berry is a partner at Peckar & Abramson, P.C., in Washington, D.C.
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CASE Construction Equipment is pleased to award $25,000 in equipment support to Quincy Township. This grant will provide machinery to help repair major deficiencies in the Old Forge Bridge — a vital entry/exit route servicing the greater Waynesboro, Pennsylvania area.

Read more about their story at DireStates.com
Take Five: Fuel-Quality Tips to Protect Your Tier 4 Engines

Fuel quality is critical to keeping today’s Tier 4 engines running smoothly and a key factor in keeping machines doing their job.

Tier 4-compliant engines are dramatically different from their predecessors. Today’s Ultra-Low Sulfur Diesel (ULSD) has evolved from the fuel of just a few years ago.

“While these engines reduce diesel emissions and protect our health and the environment, the fact is they are rather finicky about fuel,” said William “Bernie” Bernhard, technical and safety services manager for the Association of Equipment Manufacturers (AEM).

“A among other things, it is subject to change and contamination as it moves from the refinery to the engine, making storage, temperature, age and filtration, and related factors critical in maintaining fuel quality.”

AEM member company experts have come together through the association and developed informational material to increase awareness of the importance of diesel fuel quality.

Keep It C.L.E.A.N.

A downloadable AEM fuel-quality infographic relays five quick tips using the CLEAN acronym, accompanied by actionable guidelines:

C - Commit to understanding your T4 engine
L - Learn the facts about today’s fuel
E - Evaluate your fuel source and fuel handling
A - Always follow manufacturer guidelines
N - Never take your role for granted

Not Your Same Old Diesel Fuel

Today’s engines use extremely precise components and very high fuel pressure. They are less tolerant of poor fuel quality and require cleaner fuel and better filtration to maintain expected performance, fuel economy and component life.

Fuel standards alone can’t ensure fuel is clean enough to meet Tier 4 engine needs. Today’s fuel chemistry creates more challenges with water and allows for growth of bacteria and fungi that can shut you down.

Take cleanliness very seriously. Refining techniques and additives may vary from supplier to supplier. Ask the right questions to choose a fuel supplier that uses best practices for fuel storage, distribution and handling. Ensure that your fuel handling systems are clean and use proper filtration.

Always follow manufacturer guidelines. They are experts on the unique requirements and maintenance needs for your machine. Make sure all your equipment operators understand and follow the guidelines on fuel for your machine.

And, never take your role for granted. With Tier 4 engines, manufacturers have increased the maintenance responsibilities of the equipment owner/operator. Therefore, proper diesel fuel sourcing, storage and supply are critical. Also remember that biodiesel blends require a new level of maintenance needs.

Whether you are involved with bulk fuel or handling supplier’s fuel, doing your part is critical to ensure the uptime and performance you expect on your equipment.

Download the complete infographic and guidelines at aem.org/clean.

The Association of Equipment Manufacturers is the North American-based international trade group providing innovative business development resources to advance the off-road equipment manufacturing industry in the global marketplace: www.aem.org.
Percentage of Federal-Aid Highway Miles in Need of Resurfacing or Reconstruction in Each State

Sources: Highway - Federal Highway Administration. Highway Statistics 2015, Tables HM63, HM64 and HM15. Percentages refer to roads with "Unacceptable" ride quality (IRI over 170) or in "Poor" or "Mediocre" condition (PSR under 2.5).

ARTBA’s 2017 U.S. Highway, Street & Bridge Construction Salary & Hour Wage Guide Preview

Highway maintenance workers in Boulder, Colorado earn an average of $20.76 per hour. That’s 52% above what file clerks earn.

Construction equipment operators in Boulder, Colorado make an average of $23.22 per hour. That’s 20% more than audio and video equipment technicians.

Construction laborers in Boulder, Colorado make an average of $15.83 per hour. That’s 18% more than veterinary technicians.

ARTBA’s 2017 U.S. Highway, Street & Bridge Construction Salary & Hourly Wage Guide will be available to association members later this year.
Innovations for Safety from PSS!

RoadQuake®2F
Temporary Portable Rumble Strip

Designed to reduce accidents and save lives, RoadQuake alerts distracted drivers in work zones. RoadQuake generates the same level of sound and vibration as milled strips. Drivers re-focus their attention on driving!

LaneGard3™
Type III Barricade
LaneGard unfolds for use, folds for transport and storage. One-piece design sets up and tears down in seconds.

BoardWalk RAMP & Platform
Temporary Pedestrian Modular Ramp

BoardWalk Ramp and Platform is a temporary device that provides accessible, detectable, safe guidance where access routes cross curbs. BoardWalk replaces curb transitions and temporary ramps that are non-compliant.

Contact us for more information, or demonstration, or trial!
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Introducing the 950K, North America’s only production-class dozer that offers a six-way power-angle-tilt blade (PAT) and an outside dozer blade (OSD). Thanks to input from customers like you, it’s got all the angles covered. Ability to fine grade? Check. Power to mass exc? Check. Eco mode that burns 20 percent less fuel than conventional transmissions? Check. A hydrostatic drive that pushes a full load through turns without losing material? Check. What you’ll probably be banking a bigger percentage of? Checks. Bottom line, whether you need a PAT or standard OSD blade, the 950K lets you Run Your World.