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Bob Alger, Ross Myers & David Walls, p. 10
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Events such as Construction Safety Week, the National Safety Stand-Down to Prevent Falls in Construction, and National Work Zone Awareness Week provide meaningful opportunities for transportation design and construction industry firms and their employees to review and renew their commitment to saving lives and preventing injuries.

They are also reminders that while we have made great strides as an industry, there is still much work be done. That’s why ARTBA publishes this issue’s “Safety Source.”

Several construction and engineering firm executive leaders and safety officials explain what drives them to maintain and improve their safety culture. (Page 14). Please contact me to share what your firm is doing to promote safety.

You’ll also find several stories about the Safety Certification for Transportation Project Professionals™ (SCTPP) program, the industry’s only internationally-accredited safety program, as it nears its third anniversary this fall. Several ARTBA leaders are challenging their contractor peers to enroll more of their employees in the program. (Page 10).

The issue also notes the 40th anniversary of ARTBA’s Traffic Safety Industry Division (Page 16), and 20th anniversary of the Lanford Family Highway Worker Memorial Scholarship Program. (Page 36).

Finally, we also address the challenging issue of transportation construction industry workplace drug use. (Page 22). This is another topic we welcome your feedback to help us produce future stories in TB and our digital Washington Newsline.

Please spend some extra time to digest the editorial content in this issue. Share it with as many of your colleagues as possible. A safer job site is everyone’s collective responsibility.

Mark Holan
Editorial Director
mholan@artba.org

We need transportation construction photos—showing projects and workers—from ARTBA members to use in our “Transportation Builder” magazine, Washington Newsline, and other publications. The deadline for our 16th Annual “Through the Lens” photo feature, published in late October, is Sept. 13. If used, we will identify the photographer, your firm, and some project details. Email 300 dpi, jpg format images to ARTBA Graphic Designer Luiza Carson at lcarson@artba.org.

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As I reviewed the editorial for this issue, I was struck by something Ross Myers, chairman and CEO of Pennsylvania-based Allan Myers, said:

“We have built a strong team of operational leaders and safety professionals who do phenomenal work each and every day, but we also make sure that all of our employees understand that they are empowered to point out an unsafe act or situation and supported when they do so. It's the small and large choices each day that make the difference. It is a constant and consistent topic of conversation at all leadership levels of the organization.”

Such a philosophy has been ingrained in the company’s corporate culture for many decades so it’s not hard to see why Allan Myers has been a trailblazer in “The Safety Arena.”

Ross’s observation about safety being a “constant and consistent topic of conversation” definitively rings true at ARTBA, too. Helping the industry to build a safety culture has been the focus of many initiatives developed and advanced by the association and its volunteer leaders since our founding in 1902.

In a 1945 “Road Builder’s News” column, then American Road Builders Association (ARBA) Chief Executive Charles Upham wrote: “You've been hearing a lot about safety on the highways. You should hear a great deal more. This is one subject which cannot be over emphasized… It is a grave national situation and one in which we all have a part. It is not an overstatement to say that your life may depend on it.” Upham goes on to explain the association “for more than 20 years has stressed the need for greater safety on our highways and has worked to bring it about.”

ARBA was also a key leader in the 1940s-era President’s Highway Safety Conferences, hosted by former association member Harry S. Truman. In the 1960s, we supported establishment of the U.S. Department of Transportation and its oversight on safety matters. As you’ll see in the pages of this issue, our long history of safety leadership isn’t close to being done.

Traffic Industry Safety Division 40th Anniversary

2019 marks the 40th anniversary of another key association milestone: the launch of the Traffic Safety Industry Division, which continues to provide a home for manufacturers of roadway safety hardware, including barricades and barriers, signage, pavement markings, crash cushions, and other temporary traffic control devices.

ARTBA hosted the nation’s first National Conference on Highway Work Zone Safety in 1985 with its partners at the Federal Highway Administration (FHWA) and American Association of State Highway & Transportation Officials (AASHTO). Since that time, we’ve held nearly 20 additional national and international events and forums that are dedicated exclusively to safety.

Work Zone Clearinghouse

The ARTBA Foundation-managed National Work Zone Safety Information Clearinghouse (workzonesafety.org), which recently celebrated its 20th anniversary, is the world’s largest online resource on road construction safety with helpful materials available in seven languages. Utilization of the facility hit a record high in April 2019.

In the past two decades, under contracts from FHWA and the Occupational Safety & Health Administration (OSHA), ARTBA has also provided safety training for more than 100,000 industry professionals.
Internationally-Accredited Safety Program

With 50,000 annual injuries and fatalities in and around U.S. transportation projects sites annually, top industry executives and safety professionals decided status quo safety performance was no longer acceptable. In 2016, they launched via ARTBA’s Foundation the groundbreaking Safety Certification for Transportation Project Professionals™ (SCTPP) program. At its core, the SCTPP seeks to institutionalize the safety culture to which all industry firms aspire.

The SCTPP is aimed at the thousands of workers, supervisors, foremen, inspectors, designers, planners, equipment operators, manufacturers, materials suppliers and owners who can make a huge, industry-wide safety impact by learning core competencies necessary to identify and mitigate potentially life-threatening on-site risks. It has earned international accreditation from the American National Standards Institute (ANSI). To date, more than 350 professionals have become “safety certified.”

In 2017, to better serve its members and other users, ARTBA launched the Transportation Construction Safety Center (artbasafetycenter.org) to serve as the consolidated home for the many unique and wide-ranging safety programs.

ARTBA will never yield in its commitment to improving safety for motorists, pedestrians, and our industry workers.

Since I opened with a quote from Ross Myers, it seems only appropriate to close with one. He notes:

“We have to remember that ‘safer’ is not the goal. Incident numbers and statistics represent real people who got hurt. Even one injury is too many if the person injured is you, a loved one, or a colleague. The goal is ‘safe’ and that requires unwavering commitment from all of us, all the time.”

David Buech

COMING THIS FALL

Don’t Miss ARTBA’s Regional Meetings

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Oct. 23-25

Southern
Featuring the Dr. J. Don Brock TransOvation™ Workshop
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Western
San Antonio, Texas
Nov. 13-14

Watch for more information at artba.org.
“Superior Construction prioritizes safety as a core value within our organization and the safety certification program allows us to demonstrate that value by challenging our leaders in both the office and field to prepare for and earn this important credential.”

Bryan Stone, safety director of Superior Construction, offers an important testimonial underscoring why the Safety Certification for Transportation Project Professionals™ (SCTPP) program was developed.

The SCTPP was launched in fall 2016 by top industry executives and safety advocates via ARTBA’s Foundation for one main reason: to substantially reduce—or ideally eliminate—the nearly 50,000 people who die or are injured in and around U.S. transportation infrastructure construction projects each year. These leaders shared the view that status quo safety performance was no longer acceptable.

One of the unique benefits of the SCTPP is its broad reach. It was not designed primarily for safety professionals.

Rather, it is aimed at the thousands of workers, supervisors, foremen, inspectors, designers, planners, equipment operators, manufacturers, materials suppliers and owners who can make a huge, industry-wide safety impact by learning core competencies necessary to identify and mitigate potentially life-threatening on-site risks.

In May 2018, the SCTPP earned the “seal of approval” from the American National Standards Institute (ANSI); which means it is the transportation construction industry’s only internationally-accredited safety program.

As of June 19, 357 professionals from 79 companies and agencies in 37 states and D.C. have earned the SCTPP credential.

On the next page, you will find a complete list of companies and public agencies with employees who have become “safety certified.” If your company is on the list, we say “thank you” for demonstrating your leadership commitment to safety. If your company isn’t on the list yet, it should be soon.

Our challenge for all ARTBA transportation contractor members is to commit at least 25 employees from your company to take the exam before the end of 2019, in 2020, and beyond.

All the information you need about SCTPP is available at: puttingsafetyfirst.org. And if your employees are hesitant to take a test, ARTBA has eight safety-related Online Learning Center courses to help them feel at ease and get prepped.

If we still haven’t convinced you yet, then perhaps this insight from Barriere Construction Company Safety Director Paul Albrecht will:

“We have found great value in the certification program and will continue to incorporate it as a component in our journey to zero.”

Certify Your Employees! Together, we can save lives.
Roster of Safety Certified Firms & Agencies

51 or More Employees

• Allan Myers, Worcester, Pa.

31-50 Employees

• Austin Industries, Dallas, Texas
• Texas Department of Transportation, Austin

16-30 Employees

• Barriere Construction Company, LLC, Metairie, La.
• Ranger Construction Industries, Inc., West Palm Beach, Fla.
• Superior Construction Company, Jacksonville, Fla.
• The Lane Construction Company, Cheshire, Conn.

1-15 Employees

• Acme Barricades, LC, Jacksonville, Fla.
• Advanced Workzone Services LLC, Muskogee, Okla.
• AECOM, Los Angeles, Calif.
• Ajax Paving Industries, Inc., Troy, Mich.
• Atkinson Construction, Golden, Colo.
• ATS Construction, Lexington, Ky.
• AWP, Inc., North Canton, Ohio
• B.A.T.S. Traffic Solutions, Fremont, Calif.
• Bancker Construction, Islandia, N.Y.
• Bryant Contracting Inc., Toano, Va.
• Burns & McDonnell, Kansas City, Mo.
• Cahill Excavating, Middlefield, Conn.
• CBRE, Los Angeles, Calif.
• Chemung Contracting, Mitchells, Va.
• Colas Inc., Morristown, N.J.
• Crossland Construction Company Inc., Columbus, Kan.
• CW Roberts Contracting, Tallahassee, Fla.
• Emery Sapp & Sons, Inc., Columbia, Mo.
• Fred Smith Construction, Raleigh, N.C.
• Gallagher Asphalt, Thornton, Ill.
• General Contractors Association of New York
• Halley Engineering Contractors, Inc., New York, N.Y.
• Hawkins Construction, Omaha, Neb.
• HDR, Omaha, Neb.
• Hellman Electric Corporation, Bronx, N.Y.
• Herlihy Mid-Continent Company, Romeoville, Ill.
• HNTB Corporation, Kansas City, Mo.
• IMA Inc., Denver, Colo.
• J. F. Shea Construction, Inc., Walnut, Calif.
• J.D. Abrams, L.P., Austin, Texas
• JMT, Hunt Valley, Md.
• John R. Jurgensen Company, Cincinnati, Ohio
• Key Constructors, LLC, Madison, Miss.
• Kiewit, Omaha, Neb.
• Kraemer North America, LLC, Plain, Wis.
• Lakeside Industries, Issaquah, Wash.
• Liberty Mutual Insurance, Boston, Mass.
• Local 172 SET - New Jersey Laborers Union, Folsom, N.J.
• Lunda Construction Company, Black River Falls, Wis.
• MBP, Fairfax, Va.
• Michael Baker International, Pittsburgh, Pa.
• Nel Corporation, Middleton, Mass.
• New York City Department of Design & Construction, New York, N.Y.
• O&G Industries, Torrington, Conn.
• Ohio Department of Transportation, Columbus, Ohio
• OHL Community Asphalt, Miami, Fla.
• Parisi Construction Co., Inc., Verona, Wis.
• Parsons, Centreville, Va.
• Pennsylvania Department of Transportation, Harrisburg, Pa.
• Preferred Materials, Inc., Lutz, Fla.
• Rieth-Riley Construction Co., Inc., Goshen, Ind.
• RK Hall, LLC, Texarkana, Ark.
• RK&K, Baltimore, Md.
• Road-Con Inc., West Chester, Pa.
• Sherwood Construction, Merritt Island, Fla.
• Siboney Contracting, West Palm Beach, Fla.
• Silver Star Construction Co. Inc., Moore, Okla.
• STV Incorporated, New York, N.Y.
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• Terracon Consultants, Inc., Olathe, Kan.
• The Ashton Company Inc., Tucson, Ariz.
• The Walker Company, Mount Sterling, Ky.
• United Infrastructure Group, Inc., Charlotte, N.C.
• Volkert, Mobile, Ala.
• Wagman Heavy Civil, York, Pa.
• Webber, LLC, The Woodlands, Texas
• Wiregrass Construction Company, Inc., Dothan, Ala.
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March 5, 2019
Building a Safety Culture

By Mark Holan
mholan@artba.org

Many transportation design and construction companies consistently perform with top safety ratings. Why? They devote many hours and resources to protecting their most important asset: their employees. In other words, the lead by example. Below, we look at why and how several industry leaders successfully built a safety culture into their corporate DNA.

People, Not Statistics

Safety discussions can turn into a numbers game. And unless the numbers of injuries and fatalities are zero, a company isn’t meeting its target. Statistics are important to measure progress, to be sure, but it’s more important to remember that safety is about protecting, and saving, real lives.

Listen to these company leaders and safety executives:

“To me, safety is simple—safety is solely about our people,” says 2019 ARTBA Chairman Robert Alger, chairman of The Lane Construction Corporation.

Ross Myers, chairman and CEO of Allan Myers, says his firm is safe “because of care, concern and personal commitment to one another and to our families and friends at home.”

Those killed or injured are more than numbers on a payroll, “they are people who have names and families,” says Selso Salazar, regional safety manager at Ames Construction.

There is, of course, a business element to emphasizing safety.

“Our competitive advantage is people, especially those in the field, designing, engineering and building our work,” says Scott Cassels, executive vice president of Kiewit Corp. “If we don’t commit to a culture that puts safety above all else, then we’re not only doing a disservice to those who work at, or with Kiewit, but we’re also not making sound business decisions.”

Adds Ben Biller, vice president and general manager of the Transportation Group at Burns & McDonnell: “It’s not just morally right; it’s also extremely economical to the project, because safety supports higher productivity and helps us avoid additional costs.”

Everyone Participates

Workers and managers alike all have a role in the effort.

“Actively involved and supportive senior leaders are crucial in developing and maintaining a positive safety culture,” says Dave Hulverson, vice president of safety at Granite Construction. “When our craft employee team members are able to see senior leaders in the field attending safety meetings, conducting inspections, and having one-on-one conversations with them, they know they are valued and supported.”

SAFETY PROGRAM SAMPLER

Here are brief descriptions of a few transportation construction firms’ safety programs:

4 Seconds for Safety

The Lane Construction Corporation

This active hazard analysis asks:
- Am I trained to do this?
- Do I have the right Personal Protective Equipment (PPE), tools, and resources I need to do this?
- Do I need help?
- Is this the safest way to do this?

Home Safe Tonight

Allan Myers

Developed to bring an entirely new perspective to the need to work safely. It’s built on making everyone understand that their best interest in working safely is not in regulation compliance or to avoid reprimand, but instead to go home safely to their family and friends each night.

Speak Up, Listen Up for Construction

Granite Construction

A behavior-based safety program developed by Caterpillar. It begins with training supervisors to ensure that as leaders they are aware of the responsibility to give and receive feedback appropriately. Supervisors then ensure team members they are empowered to speak up when they identify and unsafe condition or behavior.

Mining the Diamond

Kiewit Corp.

Focused on preventing the types of safety incidents that have led to the most serious incidents. Key incident categories include fall protection, lockout tagout, crane safety and confined space. Program is focused on the potential, not actual, severity of incidents, and helps managers pinpoint areas that require more attention, training and discussion with craft workers.
Myers adds, “all of our employees understand that they are empowered to point out an unsafe act or situation and supported when they do so.”

It’s the same at Lane: “Regardless of title, role, or job, each employee serves as a metaphoric building block in the foundation of our safety culture,” Alger says. Employees have stop work authority.

Biller says safety begins with planning ahead and cultivating an attitude of accountability and innovation. Training and support are also prioritized.

Kiewit is using behavioral science and data analytics to understand why people lose focus or make decisions that lead to safety incidents. “Safety is not about a ‘company program,’” says Cassels. “It’s a ‘people program’ managed and owned by the people doing the work. That has helped us spot new issues we need to address, and has opened the eyes of craft workers on their decision-making and how they can be safer on the job.”

**Safety Certification Helps**

Myers is co-chairman of the ARTBA Foundation’s Safety Certification Commission, which oversees the Safety Certification for Transportation Project Professionals™ (SCTPP) program. It was created in 2016 to substantially reduce—or ideally eliminate—the nearly 50,000 people who die or are injured in and around U.S. transportation infrastructure construction projects each year.

It is aimed at the thousands of workers, supervisors, foremen, inspectors, designers, planners, equipment operators, manufacturers, materials suppliers and owners who can make a huge, industry-wide safety impact by learning core competencies necessary to identify and mitigate potentially life-threatening on-site risks.

For a growing number of firms and public agencies, SCTPP (puttingsafetyfirst.org) is becoming a key element in supplementing their own safety programs.

“We have found great value in the certification program and will continue to incorporate it as a component in our journey to zero,” says Barriere Construction Company Safety Director Paul Albrecht.

Bryan Stone, safety director at Superior Construction, adds the safety certification program “allows us to demonstrate that value by challenging our leaders in both the office and field to prepare for and earn this important credential.”

Stone also serves as a certification commissioner.

Biller notes SCTPP has been accredited by the American National Standards Institute (ANSI) under the ISO/IEC 17024:2012 international standard. ANSI accreditation signifies the certificate holder has completed a prescribed course of study designed specifically to meet pre-defined industry requirements and that the program’s sponsor—ARTBA—has met, and continues to meet, international standards for quality improvement.

Burns & McDonnell is committed to having more of its employee-owners achieve certification, Biller says, “making them more prepared to identify common hazards on transportation project sites and prevent safety incidents that could result in injury or deaths.”

**Keep Improving**

Safety-focused firms are not afraid to learn from—or partner with—their industry peers to improve safety. They keep working at it.

“No matter how good your programs and results may be, there is always something to learn from each other,” says Granite’s Hulverson. “Participate in industry associations like ARTBA and don’t be afraid to ask for their help when you need it.”

Salazar, at Ames, recommends conducting a self-evaluation to determine the strengths and weaknesses of a company’s safety program. “Improve on those areas, including the strongest of them,” he says.

Remember to keep it simple, says Lane’s Alger. “Safety does not have to be fancy, complex, or intricate.” He also emphasizes the importance of getting everyone involved in the effort.

“Every safety program or culture has to be driven by actions, not words,” says Kiewit’s Cassels. “And every company needs to look in the mirror to determine if they are as committed to safety as they think they are.”

*Mark Holan is ARTBA’s editorial director.*
In 1978, average U.S. gasoline prices reached 70 cents per gallon; new cars cost about $4,700; and the driver may have listened to tunes from the hit movie “Grease” on the dashboard 8-track player.

ARTBA and its member firms were more focused on the driver’s safety, and that of the construction industry employees still building the Interstate Highway System and other important transportation infrastructure.

Safety concerns have been paramount at ARTBA since its founding in 1902. Within the Materials & Services (M&S) Division, safety equipment manufacturers, distributors, installers, and others formed groups such as the “Sign Fabricators Group,” the “Sign Safety Group,” and the “Transportation Safety Committee.”

As a growing number of motorists approached the on-ramps of the nation’s expanding highway network, the M&S leadership decided safety needed even more industry attention. On Nov. 29, 1978, they proposed dividing the division to create the “Traffic Safety Industry Division” (TSID). ARTBA’s Executive Committee voted to change the bylaws and create the new division.

The new bylaws stated:

“The Traffic Safety Industry Division shall be comprised of individuals, partnerships, corporations, and associations engaged in the design, manufacture, fabrication, processing, distribution, erection, installation, servicing or research pertaining to materials, devices, equipment and services relating to the control of traffic or safety on transportation facilities.”

ARTBA’s Board of Directors formally approved the TSID on Feb. 19, 1979, in New Orleans. Brian Knight, president of Prismo Universal Corp., was named TSID’s first president, and ARTBA’s Bob Garrett was assigned as the division’s managing director.

Safety Conscience

Since then, TSID has promoted the economic importance of infrastructure-related safety by serving as the association’s “safety conscience.”

TSID’s primary goals include:

- Advocating the interests of the safety sector of the transportation construction industry and assuring the availability of public resources to meet these needs.
- Monitoring regulatory activity at all levels of government that may impact transportation safety.
- Promoting traffic safety awareness at the national level and encouraging the development and use of “hard” safety solutions, which protect the health and welfare of the public.

Many of the improvements that literally changed safety around the world were developed by TSID members. Here are some examples:

- Retroreflective signage and pavement markings;
- Energy absorbing crash cushions and attenuators;
- Highly portable and movable barriers;
- Break-away signposts; and
- Plastic drums/channelizing devices

TSID members have pushed Congress and federal agencies to develop programs and policies aimed at saving lives. The creation of the National Work Zone Safety Information Clearinghouse (workzonesafety.org) is a great example.
ARTBA TSID members also helped secure legislation to increase use of positive separation between workers and motorists during construction; ensure that funds allocated for roadway safety are not diverted to other programs; and shored up federal contract rules to allow for special consideration in contractor bids ensuring adequate safety devices are used on America’s roadways.

TSID continues to innovate and advocate for better and safer roadways. Recently, division members helped lead ARTBA’s efforts to repeal the 1916-era U.S. Department of Transportation (U.S. DOT) rule that stifles innovation by prohibiting use of proprietary products on federal transportation contracts. ARTBA formally petitioned the U.S. DOT to repeal the rule in 2018, and a decision is currently pending with the agency.

“Safety is not only our business, it is our passion,” said Kevin Goforth, TSID president and vice president of North American Highway Safety for Potters Industries, LLC. “TSID members are world leaders in the development and distribution of transportation construction safety products.”

Brad Sant is ARTBA senior vice president of safety and education.

ARTBA’s Traffic Safety Industry Division continues to innovate for better and safer roadways.

Thermal Integrity Profiler (TIP)

Pile Dynamics’ TIP:

- Evaluates concrete quality inside and outside of the reinforcing cage
- Accelerates construction with tests conducted during concrete curing
- Reveals necking, inclusions, bulges and variations in concrete cover, shaft shape and cage alignment
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Thermal Integrity Profiler (TIP)
IN HER OWN WORDS:

How One Incident Changed My Views on Safety

By Katie Chimelewski
kchimelewski@artba.org

On my fourth day in a Community Affairs and Safety Department position at CSX Transportation, I heard this message crackle over the trainmaster’s radio: “Boss, we’ve hit a cement truck.”

The trainmaster, Dennis, was a 19-year railroad veteran. He intently absorbed further details of the incident, and we immediately diverted the car we were sharing from our original destination to the railroad/highway crossing in rural Hillsborough County, Florida. I switched from a community relations role to crisis response mode.

That day, I saw and learned first-hand the impact of one safety incident. That day, my definition of safety changed forever. That day, I knew my career would focus solely on safety and no longer on community affairs.

Nobody knows why the cement truck driver did not see or hear the train traffic that afternoon. Weather conditions were good; sight distance clear; the train crew sounded the horn; all the required roadway crossing signage was in place.

Dennis’ wife taught school with the truck driver’s wife. The couples were close friends for over 30 years. The truck driver’s death not only impacted his family but also the entire community.

How quickly things change. The driver regularly ate at the Burger King where I now dashed for sandwiches to feed first responders; he frequently filled up at the gas station where I bought bottled water and Gatorade for the crew; and he recreated at the bowling alley near the crossing, now used to stage the wrecking equipment.

These local businesses and schools, first responders and church congregations, family and friends in the small farming community east of Tampa all were impacted by that one fatality.

Over the years, I’ve come to realize many things about safety. Most importantly, it is a time commitment and a financial investment. Giving short shrift to it can costs lives.

In the United States, a person or a vehicle is struck by a train every three hours. For years, I opened my railroad safety presentations with this startling number. Now, I am citing another grim statistic: 50,000 people injured and killed in and around U.S. transportation project sites annually, according to the Federal Highway Administration.

This number is not acceptable. That’s why ARTBA continually works to ensure transportation construction industry workers and the public that travels through and near our work zone are better protected.

We are doing this by:

• Promoting the Safety Certification for Transportation Project Professionals™ (SCTPP) program, found at puttingsafetyfirst.org;

• Creating new training courses and materials that address "hot topic" safety issues in partnership with the Federal Highway Administration and Occupational Safety & Health Administration; and

• Working with our members and other safety professionals to further existing activities that help spread work zone safety messages and best practices.

I challenge you to join the elite group of transportation safety professionals who have earned the SCTPP credential. Please contact me at kchimelewski@artba.org.

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Katie Chimelewski joined ARTBA in January 2019. These are excerpts from her April 12 speech at a Maryland Transportation Builders & Materials Association meeting.
TRAVEL SAFE.
WORK PROTECTED.

Hill & Smith Inc. is an industry leading manufacturer of a wide range of transportation safety products. Through the manufacturing of our premier MASH-compliant impact attenuator, the Smart Cushion®, our extensively tested & MASH-compliant portable steel barrier, Zoneguard®, and our Work Area Protection product lines of Smart Work Zone Systems, message and arrow boards and traffic control products, Hill & Smith Inc. is dedicated to advancing Work Zone Safety, ITS, & Roadside Safety nationwide.
Since its 1997 inception, the National Work Zone Safety Information Clearinghouse has been a leader in collecting, synthesizing, disseminating, and promoting the exchange of data and information to protect workers, motorists, and pedestrians. A project of the ARTBA Transportation Development Foundation operated in cooperation with the U.S. Federal Highway Administration and Texas A&M Transportation Institute, the Clearinghouse continues to identify and implement ways to make its services and resources even more valuable to users.

Last year, for example, the Clearinghouse convened federal, state, local public- and private-sector professionals in Herndon, Virginia, for the National Work Zone Management Conference. Attendees obtained valuable information and contacts on topics such as work zone activity data collection, exchange, and management; safety assessment tools; stakeholder communications techniques during construction; autonomous vehicles in work zones; best practices to mitigate work zone liability concerns; positive protection methods; internal traffic control plans; and various work zone traffic management and traffic control alternatives.

**Website Enhancements**

Clearinghouse staff have also made numerous enhancements to the website through the years to improve access to, and use of, work zone safety information. The work zone crash dashboard is the most recent example.

The dashboard provides national and state-by-state annual counts of work zone fatal crashes and fatalities in total, that involved large trucks, and that involved pedestrians. National estimates of total work zone crashes and injuries are also provided, along with similar statistics of large-truck-involved and pedestrian-involved work zone crashes. These annual counts are then presented against the previous three-year average to assist practitioners in assessing how current work zone safety conditions are trending.

Another useful enhancement is the “hot topic” pages that identify critical resources on each area. Currently, resource pages are available for the following hot topics:

- Smarter Work Zones
- Transportation Management Plans
- Accommodating Pedestrians
- Rear End Crashes
- Minimizing Construction Interferences with Traffic
- Managing Speeds
- Large Trucks in Work Zones
- Mobile/Short Duration Work Zones
- Reducing Worker Run-overs and Back-overs
- Working at Night
- Reducing Worker Fatigue and Distraction Risks

The Clearinghouse listserve, currently hosting approximately 1,500 subscribers, continues to provide a forum on a wide range of work zone safety-related topics. Recent examples include:

- Traffic calming with pilot cars in work zones;
- State DOT use of owner-controlled insurance programs;
- Improving agency culture about work zone safety and mobility management;
- Fall protection procedures around retaining walls;
- Mobile operations techniques used on two-lane, two-way roadways; and
- Announcements of various work zone safety-related meetings and conferences.

**Growing Use**

These efforts to make the Clearinghouse useful and relevant to industry professionals are measurably successful. Clearinghouse website traffic has nearly doubled over the past five years. In April 2019, the website eclipsed 20,000 monthly visitors for the first time. During that month, users accessed nearly 60,000 pages of work zone safety information—or about 2,000 pages daily.

The most popular pages include flagger training and certification requirements, traffic crash data in work zones, characteristics of high-visibility apparel, and various toolbox pamphlets and trainee booklets included in the Roadway Safety+ Awareness program.

Without doubt, the National Work Zone Safety Information Clearinghouse is a life-saving, injury-preventing resource for the roadway work zone industry. If you have not done so recently, please visit the website—workzonesafety.org—and see how your organization can improve worker and traffic safety in work zones.

Gerald Ullman is a senior research engineer at the Texas A&M Transportation Institute.
A New Level of Leadership

INNOVATIVE: WIRTGEN’s new generation of large milling machines uses the latest advancements in technology to make milling easier for the operator, and operation of the cold milling machine more cost-effective. In addition, the machine’s production and results are unparalleled and can be documented at the touch of a button. This is made possible by cutting-edge engineering, a passion for genuine advancement, and amazing customers who share their experience with us so that we can develop innovative solutions together.

www.wirtgen-group.com/america
The construction industry is fighting in the nationwide battle against drug abuse and opioid addiction, which impacts its second largest sector—transportation. Here are some frightening statistics:

- Roughly half of all construction workers’ compensation claims submitted to the Travelers Companies Inc., involve opioid prescriptions.

- The construction sector—including residential, commercial, and transportation—ranked highest nationwide for workers testing positive for cocaine usage at 0.41 percent in 2017—more than 33 percent higher than the general U.S. workforce, according to Quest Diagnostics, a diagnostic information services provider.

- Positive tests for the use of methamphetamines—highly addictive stimulants—were highest in the construction industry in each year between 2015 and 2017, experiencing a 15 percent jump in the period.

- Positive tests for marijuana use during the same three-year period jumped nearly 27 percent, putting construction industry employees second only to transportation operators and warehousing workers in the use of pot.

Faced with these daunting numbers, the transportation construction sector is coming to grips with an unpleasant reality: there is no one-size-fits-all solution to the complicated issue of drug and opioid abuse. Interviews with executives from transportation construction firms, insurers, the labor community, and workers’ compensation lawyers instead point to one consistent, time-honored remedy: an ounce of prevention is worth a pound of cure.

“It’s a really vicious cycle,” says Chris Trahan Cain, executive director at the Center for Construction Research and Training (CPWR) and safety and health director for North America’s Building Trades Unions. “The trick is how we can interrupt this cycle from the beginning.”

Whether it involves continually lifting heavy objects or repeatedly hammering things into place, workers in the construction industry can be prone to repetitive motion injuries. The drug and opioid abuse cycle starts when an injured worker, reluctant to leave a jobsite, sees a doctor who prescribes powerful pain-killers. By continuing to work, the employee slows the healing or aggravates the injury. Ongoing pain leads to increased doses to relieve pain. Addiction can set in.

“Unfortunately, we work in an industry that is highly subject to a large number of chronic pain incidents,” says Michael Sturino, president and CEO of the Illinois Road and Transportation Builders Association (IRTBA), an ARTBA state contractor chapter. “Opioids are effective in battling pain but are extraordinarily destructive when it comes to addiction.”
Faced with no one federal or state government-sponsored remedy, transportation construction firms are choosing for themselves how to address the issue, ensure a safe work environment, and help employees recover. Employers, unions, insurers, and government recognize the problem and, working in concert, are dealing with it. They employ a variety of approaches, including frequent drug testing, company drug policy education and working with injured employees to find alternative pain-management techniques.

“I think we are doing a good job of keeping drug users out of our workforce,” says Mark Potnick, director of labor relations and safety affairs for the Ohio Contractors Association, an ARTBA contractor affiliate. “The tools are there to fight it. But it’s a big, widespread issue.”

One Firm’s Approach

At Vecellio Group, Inc., based in West Palm Beach, Florida, the focus is on helping employees throughout its multi-state operations avoid that vicious cycle before the use of opioids becomes an acute addiction. “It starts with a strong written policy outlining the company’s position on drug use in the workplace,” says Vice President Michael Vecellio, co-owner of the fourth-generation family contractor firm.

Vecellio, first vice president of ARTBA’s Contractors Division, says his firm works with its construction unions to facilitate the return of injured workers, including light-duty assignments or temporary transfers to a different job classification that allows them to stay on the payroll and in compliance with company policy on drug use.

The Vecellio Group, for its part, keeps its policies updated to comply with applicable local, state and federal laws, including those relating to medical and recreational marijuana use. Per federal law, the group considers marijuana a prohibited substance in all states where it has operations, even if the states allow medical and non-medical marijuana use. (Page 25).

To ensure compliance among employees, each morning during pre-shift job meetings, supervisors conduct informal “fitness for duty” evaluations to assess the physical and mental status of each employee. The goal is to ensure everyone is alert and able to work, keeping job sites and employees safe.

Insurance Industry Role

For the insurance industry, the opioid abuse epidemic requires a widespread effort at addiction prevention as well, in part to reduce the amount of workers’ compensation claims it must process and pay, says Richard Ives, Travelers’ vice president of workers’ compensation claims.

“We see the construction industry uniquely impacted by this crisis,” he says.

Workplace Drug Testing Principles

To avoid lawsuits by employees terminated for drug-use at the workplace, Dena Calo, a partner with Saul Ewing, Arnstein & Lehr, suggests contractors should be transparent about workplace drug-testing based on the following principles:

- Respect the privacy and dignity of employees
- Provide adequate notice of testing program
- Detail the method for selecting employees to be tested
- Explain how samples will be analyzed
- Notify employees of the consequences of testing positive or refusing to be tested
- Receive written consent
- Establish procedures detailing exceptions for “false positives”
- Use a reputable laboratory
- Maintain confidentiality

continued on page 26
The ARTBA Foundation’s annual “Contractor Safety Awards” were created to promote worker safety and health as core values of the transportation design and construction industry. Nominations are considered in three categories:

- Less than 500,000 hours
- 500,000 to 1 million hours
- More than 1 million hours

Nomination forms available: artbatdf.org
Beyond the addictive power of opioids, the gradual legalization of marijuana—for medical and recreational uses—is another challenge facing construction industry efforts to maintain a safe workplace. Why? Because increasingly, doctors prescribe pot as an alternative to highly addictive opioids.

Transportation construction employers, like those in other sectors of the economy, have traditionally assumed that federal laws banning workplace drug use superseded state laws. But as more and more states legalize marijuana, what constitutes legal versus illegal drug-use monitoring shifts almost daily as U.S. courts rule on one case after another, says Dena Calo, a partner with Saul Ewing, Arnstein & Lehr.

“Court decisions are trending in favor of employees,” she says. “A number of my [employer] clients believed federal [statute] language protected them, but in most states, that’s no longer true.”

The contradiction is becoming widespread. As of May 2019, 10 states and Washington, D.C., had fully legalized marijuana for recreational and medical purposes. Another 36 states allow the use of medical marijuana in some form or fashion. Only Idaho, Kansas, Nebraska, and South Carolina prohibit the use of marijuana, which also remains illegal under federal law.

Adding to the legal confusion over pot use is the difficulty in determining when people are under its influence. Unlike an alcohol breathalyzer, which provides instant analysis of the amount of liquor in a person’s bloodstream, no similar test exists for pot.

Tetrahydrocannabinol, or THC, is the chemical responsible for most of marijuana’s psychological effects. But once pot is inhaled, traces of THC stay in the body long after its effects are gone. So, a person could test positive for THC but no longer be under its influence.

“How do we know if someone was impaired by marijuana?” asks Phillip Russell, a workers’ compensation attorney based in Tampa, Florida. “There really isn’t any definitive way to test impairment versus past use. As a result, I have no idea how impaired you are with a certain amount of THC in your blood.”

With all the steps being taken to fight the opioid epidemic, he says, “Why should you tolerate someone who’s impaired by another substance? It’s a tough situation.”

Construction contractors are further caught between differences in state and federal laws governing both the medical and recreational use of pot. For example, the U.S. Department of Transportation’s Drug and Alcohol Testing Regulations (49 CFR Part 40, at 40.151(e) do not authorize ‘medical marijuana’ under a state law to be a valid medical explanation for a transportation employee’s positive drug test result. But the Drug-Free Workplace Act does not require the dismissal of employees who test positive for drug use on the job.

“We are still allowed to maintain a zero-tolerance policy for drug use, but it gets tricky because of the medicinal value of marijuana,” says Michael Sturino, president and CEO of the Illinois Road and Transportation Builders Association (IRTBA), an ARTBA state contractor chapter.

Zero tolerance penalties for other substance abuse can normally cover everything from suspension or mandatory drug addiction treatment to outright termination. But defining what constitutes zero tolerance for pot use “is not so clear-cut in the collective bargaining agreement,” Sturino says.

Further complicating matters, several states have enacted anti-discrimination laws preventing employers from firing employees who test positive for pot use. These include Arizona, Connecticut, Delaware, Illinois, Maine, Minnesota, Nevada, Pennsylvania and Rhode Island.
That has led Travelers to develop an early intervention approach called the Early Severity Predictor model, which helps forecast which injured employees are at higher risk of developing chronic pain. A pharmacy management program in turn monitors drug interactions, excessive dosing and abuse patterns to reduce the risk of opioid dependency.

Once a claim is identified, a team with a variety of viewpoints, including medical and claim managers, reviews it. If the claim is accepted into the program, the group creates a specific action plan that often includes physical therapy and other interventions to prevent acute pain from becoming chronic.

The approach is particularly relevant to the construction industry. Travelers insurance claims data shows that injured construction workers who suffer from chronic pain can be out of work as much as 50 percent longer than those in other industries.

Contractors & Unions Working Together on Prevention

Sturino says IRTBA recognized the potential for opioid drug abuse early and addressed the issue in the collective bargaining agreements it struck with unions.

“We were able to get extremely rigid rules for doctors to prescribe opioids for pain,” he says. “As a result, we don’t believe it’s much of an issue in our workforce. Our healthcare plans don’t allow for opioid use to be payable. They try to treat pain with non-opioid prescriptions.”

In Ohio, Potnick says there is “great buy in” from unions for testing and drug eradication or rehabilitation programs.

“The unions were skeptical at first until they started seeing what has happened, and now the unions are pretty good partners,” he says. “We all suffer if the problem is not controlled.”

Indeed, preventing on-the-job construction injuries before they become chronic is the focus of a “Best Built Plans” program by CPWR. It provides contractors and workers with practical tools and information to plan for safe materials handling.

CPWR’s website contains a “Materials Handling Contractor Planning Tool,” which provides construction firms with tools and information to plan for how materials will be stored, lifted and moved at every project stage. CPWR says the plan helps contractors prevent injuries, control insurance costs, improve productivity and meet schedules, as well as continue to win work and retain employees.

Legal Obstacles

Dena Calo, a partner with Saul Ewing, Arnstein & Lehr, says the best advice to combat the epidemic is to be totally transparent with employees about your workplace specific drug-use policy.

“This problem isn’t left at home, it comes into the workplace,” she says.

Despite the inconsistent legal situation, Potnick says the safest thing to do is to test and be damned. “If you are not testing in this day and age, you are absolutely crazy,” he says.

Richard Ives, The Travelers’ Companies, Inc.

“We see the construction industry uniquely impacted by this crisis.”

Helpful Resources

These websites contain multiple resources, including links to U.S. government agencies.

National Safety Council/Drugs at Work
nsc.org/work-safety/safety-topics/drugs-at-work

The Center for Construction Research & Training
cpwr.com/research/opioid-resources

Editor’s Note: Drug use in the workplaces is a complicated issue. Employers should check with their legal team to get the best advice for their situations. Likewise, employees should check with the human resources managers and/or union representatives to be sure they understand their employer’s rules.
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.
Business experts say it can take three to four years for a startup to establish itself in the marketplace and become profitable. Building a world-class certification program can take a few years longer.

The Safety Certification for Transportation Project Professionals™ (SCTPP) program was established by transportation construction executives and safety leaders via ARTBA’s Foundation to significantly boost the hazard awareness and risk management skills of a broad range of industry supervisors and workers. The program’s vision is to make transportation project worldwide zero-incident zones for workers, motorists, and pedestrians.

As the SCTPP nears its third anniversary, Transportation Builder’s editorial team wanted to look at what’s been accomplished since the program was launched in fall 2016 during ARTBA’s National Convention in Tucson. Among the significant milestones:

- As of June 19, 357 industry professionals from 79 companies and agencies in 37 states and D.C. have become “safety certified.”
- The program earned in May 2018 the “gold standard” in professional credentialing, achieving American National Standards Institute (ANSI) accreditation under ISO/IEC 17024:2012 international standard. SCTPP is the only internationally-accredited safety transportation construction program.

More on Safety Certification in This Issue

- Contractor Challenge, p. 10
- Certification Commissioners & Subject Matter Experts, p. 31
- Online Learning Center Professional Development Courses, p. 32
- Credential Recertification, p. 35

Visit the SCTPP website: puttingsafetyfirst.org
More than 350 industry professionals from 79 companies and agencies in 37 states and D.C. have become “safety certified” since fall 2016.

• Secured a multi-year commitment from the Texas Department of Transportation to have 500 of its employees annually become safety certified.

• Six ARTBA Planning & Design Division firms accepted a challenge to send at least 25 employees through the program during 2019: AECOM, Burns & McDonnell, HDR, HNTB, CKL Engineering, and Terracon.

• Creation of eight Online Learning Center courses—Building Safety Plans, Communication, Environmental Conditions, Hazard Control, Personal Protective Equipment, Risk Assessment, Traffic Control, and Work Sites—that can be a valuable resource to help with exam preparation.

Benefits of Safety

Of course, what can’t be measured are the injuries and deaths that were prevented because of the awareness that certificants bring to the project site.

There are two major benefits for firms that have their employees earn the SCTPP credential, notes Donald E. Stanfield, construction specialist at Liberty Mutual Insurance and a certification commissioner.

• Enhanced education: Any opportunity for employees to learn advanced safety controls has a direct impact on that company’s overall safety programs and effective implementation. Newly certified employees often share their knowledge with others in the organization through safety meetings, daily traffic control audits, or pre-job safety planning.

• Personal accountability: Earning a professional certification from an accredited program such as the SCTPP, often produces a higher level of self-responsibility and accountability.

“Adding the SCTPP program to a civil contractor’s safety toolbox should ultimately result in fewer work zone losses; which ultimately result in lower insurance cost,” Stanfield said.

What’s Next

As the third anniversary approaches, the ARTBA Foundation and the industry leaders backing the program are preparing for three key developments.

First, the initial wave of SCTPP certificants will be eligible to renew their three-year credential by recertifying later this year. Certificants can recertify by submitting professional development hours or retaking the exam. The process can be completed on the SCTPP website: puttingsafetyfirst.org.

Second, outlined on page 10, ARTBA leaders have challenged the association’s transportation contractor members to commit at least 25 people from their company to sit for the exam this year and beyond.

Third, the ARTBA Foundation will launch later this year a face-to-face prep course. The two-day training will bring the digital resources of the Online Learning Center and the SCTPP Study Guide & Exam Practice Questions to your headquarters or job site.

Feedback is critical to the SCTPP program. Please send your questions or comments to certificationteam@artba.org.

Mark Holan is ARTBA’s editorial director.
The Transportation Construction Industry's Only Internationally-Accredited Safety Program

The Safety Certification for Transportation Project Professionals™ (SCTPP) program was developed and launched by top transportation design and construction industry’s executives from the public and private sectors. Their goal: significantly boost the hazard awareness and risk management skills of all transportation project professionals who are in positions of influence—from project inception through completion—to cause a decline in the 50,000 fatalities and injuries that occur in and around U.S. transportation infrastructure projects annually.

Certify Your Employees. Save Lives.™

www.puttingsafetyfirst.org

SCTPP Developers
Thank You, Safety Certification Leaders & Subject Matter Experts

The ARTBA Foundation’s Safety Certification for Transportation Project Professionals™ (SCTPP) Program was developed over several years by the outstanding leaders highlighted below. Our industry owes them a huge debt of gratitude.

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**THE ARTBA FOUNDATION’S SAFETY CERTIFICATION FOR TRANSPORTATION PROJECT PROFESSIONALS™ (SCTPP) PROGRAM WAS DEVELOPED AND LAUNCHED BY TOP TRANSPORTATION DESIGN AND CONSTRUCTION INDUSTRY’S EXECUTIVES FROM THE PUBLIC AND PRIVATE SECTORS. THEIR GOAL: SIGNIFICANTLY BOOST THE HAZARD AWARENESS AND RISK MANAGEMENT SKILLS OF ALL TRANSPORTATION PROJECT PROFESSIONALS WHO ARE IN POSITIONS OF INFLUENCE—FROM PROJECT INCEPTION THROUGH COMPLETION—to cause a decline in the 50,000 fatalities and injuries that occur in and around U.S. transportation infrastructure projects annually.**

**CERTIFY YOUR EMPLOYEES. SAVE LIVES.**

SCTPP Developers
National Institute for Occupational Safety & Health
www.puttingsafetyfirst.org
ARTBA’s Online Learning Center Promotes Safety

By Beth MacNeil Stinson
bstinson@artba.org

The ARTBA Online Learning Center (OLC) offers engaging self-directed courses on a range of transportation construction topics. Our courses are developed by industry experts to help you train for career advancement, prepare for certification exams, and to keep on top of new technologies and regulations.

In course evaluations, our users say the OLC is “easy to navigate,” and our courses offer “content that reflects actual site conditions,” and “activities and case studies are applicable to real-life situations.”

Six out of seven users say they would recommend it to a friend or colleague.

Where We Started

ARTBA launched the OLC in October 2016 with six safety courses aimed at increasing worker awareness of the hazards of transportation construction. Two more courses were added in 2017 to solidify the foundation of a safety curriculum that provides training for professional development and certification exam preparation.

The current eight offerings and available Professional Development Hours (PDHs) are:

- Building Safety Plans; 1 PDH
- Communication; 1 PDH
- Environmental Conditions; 2 PDHs
- Hazard Control; 2 PDHs
- Personal Protective Equipment; 1 PDH
- Risk Assessment; 1 PDH
- Traffic Control; 2 PDHs
- Work Sites; 2 PDHs

ARTBA courses are pre-approved to meet continuing education requirements for professional licensing renewal for engineers in Florida, North Carolina, and New York. The courses are also accepted in the 38 other states that follow the National Council of Examiners for Engineering and Surveying (NCEES) Model Rules for continual professional competency.

In 2018, ARTBA and National Asphalt Pavement Association (NAPA) partnered to develop five more online training modules to improve work zone safety specific to asphalt road construction activities. These courses each offer 1 PDH:

- Fundamentals
- Laborers
- Truck Drivers

Where We Are Going

Later this year, ARTBA will host a course developed by the Texas Department of Transportation on Reducing Risks to Motorcycles in Work Zones, as well as safety courses developed in partnership with the Federal Highway Administration (FHWA). Our new titles include:

- Work Zone Access and Egress
- Work Zone Safety for Motorcycle and Bicycle Safety
- Work Zone Strategies for Improving Large Truck Safety
- Fall Training Programs
- Working Outdoors
- Working at Night

Based on user feedback, we are also working on updating our core curriculum to provide narration, more interactivity, and new assessment questions. ARTBA’s continuing mission is to provide the latest and most accessible content to promote safety in transportation construction projects.

If you are interested in partnering to develop content or have ideas for new topics, please contact me.

Beth MacNeil Stinson is ARTBA’s vice president for education operations.
That’s the opportunity for civil engineers worldwide who take advantage of two new ARTBA safety initiatives. The association has developed eight, web-based courses that focus on understanding and addressing safety issues common to transportation infrastructure projects. They give decision makers—from the planning and design phase, through project completion—the knowledge needed to eliminate or mitigate potential safety problems.

The courses have been approved for engineers’ Professional Development Hours (PDHs) in New York, Florida and North Carolina. Other states do not require pre-approval or do not require engineers to earn PDHs for license renewal.

They also provide prep learning for individuals interested in taking the computer based Safety Certification for Transportation Project Professionals™ (SCTPP) exam, which is administered at Pearson VUE Test Centers globally. The SCTPP has been developed to meet the rigorous ISO/IEC 17024—Conformity Assessment-General Requirements for Bodies Operating Certification of Persons.

Visit “Prep Courses” at ARTBA’s Online Learning Center: puttingsafetyfirst.org. The courses cost $50 per PDH and include a printed “Certificate of Completion.”

For more information, contact ARTBA’s Beth Stinson: bstinson@artba.org or 202.683.1028.
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Get Ready to Recertify Your Safety Certification Credential

By Katie Chimelewski
kchimelewski@artba.org

Transportation construction professionals start thinking about safety long before they enter the work zone. Likewise, Safety Certification for Transportation Project Professionals™ (SCTPP) certificants need to prepare for recertification well before their credential expires.

The SCTPP program, launched in late 2016, is now accepting recertification applications through the website: putting safetystatic.org/recertification.

Holding a SCTPP credential requires dedication to professional development in the transportation construction industry safety field, and that is recognized through the process of recertification. SCTPP certificants are required to recertify every three years, either on or just before the certificate issue date.

The first wave of SCTPP recertifications are due at the end of this year.

Recertification is achieved by completing the required safety-related Professional Development Hours (PDHs), or by re-testing. Whether you are due to recertify this year, or you have a future recertification deadline, here’s what you can do to prepare:

- Review the Recertification Handbook. This helpful tool explains the options, requirements, and application process.
- Collect the required documentation for your application. Documentation, or evidence, for recertification by Professional Development Hours is required to complete the application. Evidence may include certificates of completion, conference programs, class transcripts, meeting or conference registration forms, or letters of participation from a sponsor.
- Check the Recertification PDH requirements document found on the homepage of the SCTPP website. It explains the required number of hours for recertification, types of activities, activity content and descriptions.

For easy tracking and uploading, activities may be recorded in your online profile as they are completed at any point during the 3-year period prior to the recertification date. Certificants are always welcome to contact the ARTBA Certification Team for assistance at certificationteam@artba.org.

Not yet certified? Learn more about the eligibility requirements and how to apply at putting safetystatic.org.

Katie Chimelewski is ARTBA’s director of safety & certification.
The Lanford family name for decades has been prominent in highway and bridge construction in Virginia and other mid-Atlantic states. Brothers Stan and Jack Lanford were ARTBA chairmen in 1999 and 1991, respectively. But they share a more impressive legacy: a national scholarship program that has provided nearly $600,000 in educational assistance to children of roadway workers killed or permanently disabled on the job.

For 20 years now, through ARTBA’s Foundation, nearly 200 scholarships have been awarded to 80 individual students in 32 states. The money has helped them pursue undergraduate and graduate courses as well as technical training.

Stan, of Lanford Brothers, and Jack, with Adams Construction Company, began the program in 1999 with a $100,000 gift. The association renamed the scholarship program in their family’s honor in 2010.

“We spoke several times with each other about how we could give back in a way that could truly make an impact. We were in regular contact with (then ARTBA CEO) Pete Ruane about a scholarship program that would help the children who had a parent die in a work zone,” Stan says.

The brothers say the scholarship program also helped emphasize the importance their father had put on education, something he himself lacked because of a modest background.

“Our father had to discontinue his education at an early age, so he encouraged us both to pursue ours,” Stan adds. “Jack was able to do so on a football scholarship to VMI, while I was able to somehow gather the $800 or so I needed at the time to go to UVA.”

The brothers both earned degrees in engineering.

“Everybody has a responsibility to give back, so as we get older it’s very heartwarming to see other people stepping up and continuing to support this program,” says Jack. “The fact that it has grown significantly over the past decade makes us both proud of those in our industry who have kept it going,” Stan adds.

“The Lanford scholarship embodies the spirit of our industry and its commitment to both give back and to look forward to the future,” says ARTBA President and CEO Dave Bauer.

The Lanford brothers say they think about the program often and hope that it will continue with ongoing support from their peers in the transportation construction industry. “We wish there were no work zone deaths and this program wasn’t needed, but, while it is, we are happy this program can make a difference,” Jack says.
The Scholarship Class of 2019-2020

ARTBA Foundation Trustees May 13 awarded financial scholarships to a record 16 students for the 2019-2020 academic year. They are:

- Amy (McNeil) Graves, Lamar State College (Texas)
- Misty McNeil, Lamar Institute of Technology (Texas)
- Cirar Butler, Mississippi Valley State University
- Jacob Schwarz, Columbia College Chicago (Illinois)
- Victoria Markle, Charlotte Technical College (Florida)
- Carolyn (Carrie) Lillis, Oregon State University
- Stan Jones, Clemson University Graduate School (South Carolina)
- Hadley Voudrie, Jefferson State Community College (Alabama)
- Kaitlyn Henry, Ball State Graduate School (Indiana)
- Caitlyn Rains, Arkansas State University
- Andrea Pair, Harding University College of Pharmacy (Arkansas)
- Mashawn Blubaugh, Kent State University (Ohio)
- Willie Blevins, University of Georgia
- Kristen Jares, University of Mary Hardin-Baylor (Texas)
- Jenna Jares, University of Mary Hardin-Baylor (Texas)
- Faith Shoemaker, South Dakota State University

The scholarship fund received financial support in 2018 from the following:

- Fernandez Pave the Way Foundation
- Virginia Transportation Construction Alliance
- Paul & Anita Yarossi
- Brian Weidman
- York County Community Foundation
- The de Moya Group
- AASHTO
- Paul Drury, Patriarch Contracting LLC
- Donald and Dorothy Stabler Foundation
- Blue River Foundation
- Ajax Paving Industries of Florida
- John K. Hale, Jr.
- Stan & Elise Lanford
- The Louis Berger Charitable Foundation
- Beaty Construction, Inc. & C-Tech Corp.
- Ananth Prasad
- Construction Industries of Massachusetts
and continued support helped her pursue a master’s degree in education at Harvard. This allowed her to honor her father’s deep commitment to higher education.

**Stan Jones** lost his father, Stan Jones, Sr., in 2007 after he was struck by a vehicle while at work for the South Carolina Department of Transportation. Stan, a 2019 graduate of Clemson University, was a walk-on member of the national championship football team, something sure to make Jack Lanford proud. Stan says the scholarship has helped him “tremendously throughout his journey” and he is thankful to be able to continue graduate studies in architecture at Clemson with the financial and personal support of the Foundation Trustees.

**Willie Blevins**, a current scholarship recipient, lost his mother Kathy in 2004 when he was just eight years old. She was painting highway stripes for the Georgia Department of Transportation and was struck and killed. “I had a normal childhood story up until that day,” Blevins told ARTBA members at the 2018 National Convention in New York. He says he is profoundly thankful for the help the program has provided him to continue his education. Blevins studies mechanical engineering at the University of Georgia, where he also volunteers at a local nursing home and rehab center. His dream is to become an Air Force pilot.

*If you have a lead on an eligible student or would like to make a contribution to the scholarship fund please contact ARTBA Director of Foundation Programs Eileen Houlihan at ehoulihan@artba.org or visit the website at artbatdf.org.*
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Information provided by the National Workzone Safety Information Clearinghouse, award #69J3JJ31750009, does not necessarily reflect the views of the U.S. Highway Administration (FHWA) or the American Road & Transportation Builders Association-Transportation Development Foundation. References to specific products and services do not imply endorsement by the Clearinghouse or FHWA.
ARTBA: Historically and up to the present day, ARTBA’s membership has included thousands of smaller and family-owned transportation construction firms. How can ARTBA work with OSHA to ease compliance – and associated costs – so these small businesses can protect their workers while staying financially viable?

SWEATT: It is far more cost-effective to be in compliance with OSHA and all federal regulations than for a company to experience a preventable injury or fatality. One resource to assist small, family-owned businesses is OSHA’s On-Site Consultation Program. The program provides no-cost and confidential occupational safety and health services to small- and medium-sized businesses to identify workplace hazards, provide advice for compliance – and associated costs – so these small businesses can protect their workers while staying financially viable.

Additionally, Compliance Assistance Specialists in OSHA’s regional and area offices around the country are available to a variety of groups free of charge. These groups include small businesses and other employers, trade and professional associations, union locals, and community and faith-based groups. Compliance Assistance Specialists can provide general information about OSHA’s compliance assistance resources, and how to comply with OSHA standards. They are available for seminars, workshops, and speaking events.

ARTBA: How can OSHA work with the transportation construction industry – and particularly its small businesses – to adopt a balanced approach to compliance with the new silica rule?

SWEATT: For construction, the silica rule has an innovative regulatory approach. By applying appropriate technology controls, construction workers can be protected, while the employer does not have to engage in the more-costly aspects of compliance. Even simple housekeeping measures can reduce exposure, while ensuring that employers do not need to implement a comprehensive respirator program. Frequently asked questions and fact sheets are available on the OSHA website to provide compliance assistance.

The vast majority of employers strive to keep their workplaces safe and comply with applicable laws. OSHA is working to provide compliance assistance, to give employers and employees the knowledge and tools they need to comply with their obligations and stay safe. Employers who want help to do the right thing can take advantage of OSHA’s free and confidential Consultation Program. This is aimed at small employers who may not have the same resources as their larger counterparts.

ARTBA: How is OSHA involved in the Department of Labor’s new Office of Compliance Initiatives? How can ARTBA members assist in this effort?

SWEATT: The Office of Compliance Initiatives is working to more effectively highlight all the Department of Labor’s compliance assistance resources and promote online resources to deliver information to the American workforce. ARTBA can assist by ensuring that its vast network of construction contractors is aware of the information available at Worker.gov and Employer.gov.

ARTBA: How is OSHA working with the private sector to manage the growing use of medical/recreational marijuana, and abuse of prescription drugs, in the workplace?

SWEATT: The President has directed the federal government to eradicate the scourge of opioid addiction. The toll on workers across the country is devastating to communities and families. OSHA and ARTBA can work together to help raise awareness of this issue and promote...
suicide prevention. OSHA has identified resources to assist in this effort.

The agency’s Northeast region signed an alliance with the American Foundation for Suicide Prevention and presented strategies to prevent occupational suicide. The agency is also working with the district attorney’s office in Middlesex County, Massachusetts, and the county’s Opioid Task Force. In addition, OSHA is working with various states to insert training on non-traditional hazards – opioid addiction, workplace fatalities by suicide, and post-traumatic stress disorder – into the State Licensing continuing education requirements for all trades license renewals.

HELPFUL WEBSITES

At osha.gov, type these program names into the search bar:

• On-Site Consultation Program
• Silica, Crystalline

Also visit: employer.gov and worker.gov.
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Inspirational Legacy Built from Florida Tragedy

By Mark Holan
mholan@artba.org

ARTBA Southern Region Vice Chairman Jeffrey D. Nelson has found a way to leverage goodness from evil.

In 1980, when he was 12, Nelson’s 10-year-old sister, Elisa, was kidnapped and murdered 200 yards from their school in Palm Harbor, Florida, about 8 miles north of Clearwater on the central Gulf coast.

The crime was followed by years of trials, appeals, and finally the execution of the killer. It took an emotional toll on Nelson, his family, and the local community.

But Nelson, president of the David Nelson Construction Company, doesn’t want to focus on his sister’s death. He wants to share the inspiration of his sister’s life, of how she:

• helped a learning-disabled neighborhood kid with his ABCs;
• pledged the contents of her piggy bank to the annual Muscular Dystrophy fundraiser; and
• loved animals from butterflies to horses.

“What a cool person this little girl was,” Nelson says. “She was a leader.”

Four decades later, his sister’s examples are inspiring others. The Elisa’s Greatest Wishes fund created by Nelson has raised over $600,000 in the last five years. The money is being distributed to nearly two dozen charities, including the Muscular Dystrophy Association and Make-A-Wish Foundation; four local libraries; two animal-care organizations; and several kids’ camps and recreational programs.

The number of people assisted by these programs is growing from hundreds to thousands to tens of thousands. And it’s not just adults writing checks, but also kids helping kids, Nelson said.

“This event still resonates in the community 40 years later,” Nelson said. “The community for a long time felt like they couldn’t do anything. Now they can do something. It isn’t just a Nelson thing, it’s a community thing.”

And that’s why in April the Pinellas County School Board voted to rename a closed middle school as Elisa Nelson Elementary. It will reopen in August as a magnet school for gifted students and offer special literacy programs.

“Heroes are not always measured by what they do in their lifetime, but by the legacy they leave behind,” board member Lisa Cane said after the vote.

With the school renaming accomplished and Elisa’s Greatest Wishes charity continuing to grow, Nelson has set a new task for himself: insure that internet searches for “Elisa Nelson Palm Harbor” bring more results about how his sister lived and continues to inspire others, rather than details of how she died.

“We would like people to remember her for the dynamic, loving, generous, and talented person she was,” he said.

Mark Holan is ARTBA’s editorial director.
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Creating a Strong Construction Safety Culture

Safety is improving in the construction industry, according to the National Safety Council, but serious injuries and fatalities still occur.

Going beyond compliance training is one of the biggest things that organizations in any industry can do, says John Dony, director of the Campbell Institute/National Safety Council.

This is perhaps more relevant in construction than any other industry because compliance training is often mandated, he adds.

Commit to Ongoing Training

Training around more advanced safety topics and focusing on creating a culture of safety are critical - not necessarily scoring high on a comprehensive test, Dony explains.

This safety culture includes empowering all workers, employees, or contractors to make observations, report unsafe conditions, and have the authority to stop work without retribution.

“Until an organization is able to build that sort of a culture and back it with a management system built on the principle of continuous improvement, it won’t get very far with training,” he explains.

For example, you can take first aid training a hundred times, but you will never be a doctor. You’ll just be very good at first aid.

In the same way, focusing on a basic level of safety training and not paying attention to systems and culture will not fundamentally make an organization any safer, Dony says.

Examples of available and effective resources and tools include rainy-day and on-the-spot training. And in-person training provides invaluable tools, resources, and information to ensure participants can apply information learned in the field, suggests Eric Perry, senior technical advisor at the American Traffic Safety Services Association (ATSSA).

Take Advantage of Technology

Technology, in general, is making training and development both more efficient and effective. An example: mobile learning, education and training conducted via hand-held devices.

“Organizations can now offer ongoing, engaging micro-learning events. ... [S]afety training can literally accompany employees to the jobsite, keeping safe practices and procedures top of mind,” explains David Braunstein, president of Together for Safer Roads.

Advances in the field of training and development include virtual reality (VR) and augmented reality (AR), which are already helping construction professionals analyze, predict, and prevent hazardous situations.

Other emerging technologies that can help with safety training include:

- Wearables for monitoring heat stress or limiting access to restricted areas;
- Sensors for avoiding human and machine interaction;
- Drones for inspections; and
- Mobile devices for safety reporting and information.

“The key is to consider what technology will have the biggest bang for the buck and also ensure that you don’t add any additional or new risks to a project when you integrate technology as a solution for an existing problem,” Dony says.

Learn more about the latest industry trends and technologies at AEM’s CONEXPO-CON/AGG 2020 exhibition in Las Vegas, March 10-14, and online at conexpoconagg.com.
Trump Administration Releases Upcoming Regulatory Agenda

By Nick Goldstein
ngoldstein@artba.org

The Trump administration’s latest regulatory agenda indicates movement in multiple areas relevant to ARTBA members.

The regulatory agenda, released each spring and fall by the Office of Information and Regulatory Affairs, provides a schedule of upcoming rulemaking releases. The schedule is not binding, but it is a useful road map of what to expect from federal agencies, and when to expect it.

The Trump administration is turning to regulatory agencies to accomplish its policy goals. This is not surprising given the divided Congress, and at this point in the president’s term, if Trump is not reelected, the window to accomplish his goals will close in 2020.

His maneuvering room is further limited by the Congressional Review Act (CRA), which a new president and Congress could use to strike down regulations passed in the final six months of the administration. When the CRA is considered, the deadline for regulatory action moves up to May 2020, less than a year away.

Keeping all this in mind, ARTBA members should watch these items from the spring regulatory agenda:

- **Hours of Service:** A Federal Motor Carrier Safety Administration (FMCSA) proposed rule making changes to regulations for drivers is scheduled for June. ARTBA has consistently advocated for a transportation construction industry exemption from hours of service rules.

- **National Environmental Policy Act (NEPA) Updates:** The Council on Environmental Quality (CEQ) is scheduled to propose updates to the NEPA review and approval process in June. It is hoped these updates will reduce unnecessary delay in the transportation construction project review and approval process, a top ARTBA priority.

- **Proprietary Products Rule:** The Federal Highway Administration (FHWA) is scheduled to answer ARTBA’s petition to repeal the 1916 “proprietary products rule” in July. ARTBA petitioned in March 2018 to repeal the rule.

- **Buy America:** A U.S. Department of Transportation (U.S. DOT) proposed rule establishing waiver standards for the Buy America program is scheduled for August. ARTBA favors a waiver for “commercially available off-the-shelf” products.

- **Waters of the United States (WOTUS):** The Environmental Protection Agency (EPA) is scheduled to finalize its withdrawal of the 2015 WOTUS rule in August. The final replacement WOTUS rule is scheduled for December. ARTBA is involved in litigation over the 2015 WOTUS rule, which would exert federal Clean Water Act authority over roadside ditches. ARTBA also supports the 2019 replacement rule, which would exclude roadside ditches from federal jurisdiction.

- **Manual on Uniform Traffic Control Devices (MUTCD):** In October, the FHWA plans to propose updates to the MUTCD. It could involve several areas relevant to the ARTBA membership, including safety, and the use of patented and proprietary products.

As always, you can keep track of these and other issues online with ARTBA’s Regulatory Scorecard, which is updated monthly on our website: artba.org.

*Nick Goldstein is ARTBA’s vice president of regulatory and legal issues.*

Keep track of ARTBA’s regulatory activity by downloading our scorecard at artba.org.
FHWA Administrator Nicole Nason Debuts at ARTBA Event

By Mark Holan
mholan@artba.org

Federal Highway Administrator (FHWA) Nicole Nason made her first public speaking appearance May 14 at ARTBA’s Federal Issues Program. The new agency leader said she is committed to safety and innovation.

“We still have too many fatalities on our roads,” Nason said. “FHWA has done some wonderful things with designs and improving work zone safety, but I am committed to a future of zero fatalities, and would like to work with all of you to reach that goal.”

Nason said the Trump administration is also committed to regulatory reform and permit streamlining. She said the agency will have “a lighter touch” by moving some decisions to states and local officials.

Nason noted FHWA’s role in the Highway Construction Workforce Partnership (HCWP), a government and private industry effort to bolster highway construction employment.

“The transportation system depends on qualified workers,” Nason said. “Investing in their success is vital to the system’s success.

FHWA partnered with ARTBA, the American Association of State Highway and Transportation Officials (AASHTO), and the Associated General Contractors (AGC) of America, along with the U.S. Department of Labor’s Employment and Training Administration (ETA), to develop the program.

Search #RoadsToYourFuture at fhwa.dot.gov to learn more.

Mark Holan is ARTBA’s editorial director.
2017 Work Zone Fatalities

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