WIN-OVATION
Proprietary Products Rule Repealed
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.
“FHWA’s decision was a direct response to ARTBA’s March 2018 petition, and it highlights once again a hallmark of the association’s value-add as a regulatory reform champion.”

ARTBA CEO Dave Bauer, p. 8
“Transportation Builder (TB) is the official publication of the American Road & Transportation Builders Association (ARTBA), a federation whose primary goal is to aggressively grow and protect transportation infrastructure investment to meet the public and business demand for safe and efficient travel. In support of this mission, ARTBA also provides programs and services designed to give its members a global competitive edge. TB is the primary source of business, legislative, regulatory, safety and economic news that matters most to transportation development professionals.”

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New Hall Inductees

Years ago, I visited the National Baseball Hall of Fame in Cooperstown, N.Y. Others may prefer to see the sports heroes enshrined at similar halls in Canton, Ohio, or Springfield, Mass. Here in Washington, D.C., you can view images of presidents and other historical figures at the National Portrait Gallery. The city is famously dotted with statues and other monuments.

And the ARTBA Foundation’s Transportation Development Hall of Fame is located inside the association’s main boardroom. An online version also exists at: artbahalloffame.org.

This fall, the Foundation announced its tenth round of inductees. It’s a distinguished foursome of transportation-focused innovators and leaders:

- **Fred Fehsenfeld, Sr.** (1924-2018), the visionary founder of transportation construction giant The Heritage Group and a pioneering advocate for “Critical Commerce Corridors.”
- **Ethel A. Birchland** (1888-1974), a pioneering woman highway official, public works official, and ARTBA secretary from 1923-1929.
- **Dr. T. Peter Ruane**, the “dean of transportation lobbyists” and ARTBA’s president and CEO for 30 years until his 2018 retirement.

These four individuals join an elite group of nearly 30 earlier inductees, including ARTBA founder Horatio Earle and U.S. President Dwight D. Eisenhower; as well as Dr. J. Don Brock and Stan and Jack Lanford, whose names are attached to the association’s TransOvation® Workshop and scholarship program, respectively.

Details of when the 2020 class are officially inducted will be announced in the new year.

Consider stopping by the ARTBA office to visit the Hall of Fame that honors public and private sector individuals or families who have made extraordinary contributions to U.S. transportation development.
It's been an honor to serve as ARTBA chairman for the past year.

Our FAST Act Reauthorization Task Force, originally contemplated for presentation in September after nearly a year of deliberation, instead was completed in an accelerated three-month time frame because of fast-moving events on Capitol Hill. Paula Hammond (WSP) and Tim Duit (Duit Construction) led the 27-member group in fashioning a comprehensive and consensus 32-page blueprint full of legislative and regulatory recommendations for the next highway and transit bill.

We've been using the report to lead and frame the policy debate on Capitol Hill. This includes meetings with the key staff of the congressional transportation committees, and more than 40 House and Senate offices. Plenty of lobbyists ask Congress to fix this, or pay for that, but seldom offer the kind of detailed solutions offered in the ARTBA report, a House legislative assistant told us.

While it's obviously disappointing Congress hasn't completed action on a Highway Trust Fund fix—a long time ARTBA priority—we are making progress. The Senate Environment & Public Works Committee’s unanimous approval in July of a five-year highway bill that provides a significant increase in investment was completed more than a year before the FAST Act law expires. Senators continue working to identify “pay fors” to support those increased investment levels, which speak volumes about their commitment to address infrastructure issues.

Regulatory Wins

There have been major developments on the regulatory front, none more notable than the repeal of the 103-year old proprietary products rule. This was in direct response to ARTBA’s 2018 petition to the U.S. Department of Transportation. It represents a monumental victory with the result leading to more innovative products in the marketplace that will help improve highway safety. See our cover story on page 18, and ARTBA President Dave Bauer’s column on page 8 for additional context and explanation of what this landmark decision means for our industry.

Other regulatory reforms benefiting ARTBA members include improvements to hours of service for truck drivers, changes to the Endangered Species Act, and roll back of the Waters of the United States rule.

Putting Safety First

We successfully expanded the reach of our safety certification program to get more non-safety professionals engaged. We brought more of the planning and design community to the table. And as a result, more than 425 people have now earned the credential. We still have a lot of work ahead of us to engage more contractors, engineers and public agency officials with the program so that we have more “safety certified eyes and ears” on project sites. The job won't truly be done until there are zero safety incidents.

Thank You

I want to thank the entire ARTBA membership for your support and counsel over the past year. I also want to thank those member firms and state chapters that have provided financial support for the Transportation Makes America Work advocacy program.

We’ll need it again in 2020 as the battle continues.
National Work Zone Safety Information Clearinghouse

The World’s Largest Online Safety Information Resource

- Crash Data
- Research Library
- Learning Opportunities
- Flagger Information
- Events & Conferences
- Hot Topics

USE IT...SAVE LIVES!

Information provided by the National Workzone Safety Information Clearinghouse, award #693JJ3175009, 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.
Change is hard. Change in the federal legislative and regulatory policy arena can be even harder.

But as the famed 20th century American cultural anthropologist Margaret Mead once observed: “Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has.”

Such a sentiment rings true as it relates to ARTBA’s volunteer leaders in the wake of a Sept. 26 Federal Highway Administration (FHWA) announcement. The agency said it was repealing the 1916 procurement rule prohibiting state and local governments from using patented or proprietary products on highway and bridge projects that receive federal funding — unless those products qualified for limited exceptions.

FHWA’s action was a direct response to ARTBA’s March 2018 petition, and it highlights once again a hallmark of the association’s value-add as a regulatory reform champion.

“Highway administration eliminates a pesky rule for states,” was the headline over a CQ News story, which recognized ARTBA lead role in “a concentrated campaign” to get it repealed.

For those not well versed—which is most—on this archaic rule, it has obstructed state transportation agencies from utilizing patented or proprietary materials, specifications or processes on federal-aid highway projects. It’s had the practical effect of hindering innovation and development of potentially life-saving technologies for use throughout the nation’s highway and bridge system.

The repeal gives states the option to use patented and proprietary products on federal-aid projects if they choose to do so. While the original rule was intended to preserve fair competition, a level playing field must not be confused with celebrating the status quo. States now have the freedom to use federal funds on the full range of transportation products and solutions that best meet their needs.

Such a major regulatory achievement didn’t just happen. For many years and during several editions of ARTBA’s Dr. J. Don Brock TransOvation® Workshop, ARTBA members cited the rule as a barrier to innovation, in part because of inconsistent implementation of the waiver process among the states.

It’s also the result of extraordinary leadership from ARTBA’s volunteer leaders. Hats off to Kevin Groeneweg (Mobile Barriers, LLC), who relentlessly pursued this reform for many years, and John Hillman (Parsons Corporation), a leading voice among industry innovators.

Long-time ARTBA members Trinity Highway Products, CRH Americas Materials, 3M, and Transpo Industries also supported ARTBA’s legal efforts.

Another hallmark of a successful advocacy organization is the realization that the job is never truly done.

That’s why ARTBA is launching a working group from its eight membership divisions to share information and strategies to integrate proprietary products throughout the states. We also will continue to spotlight the proprietary products issue as FHWA reexamines the Manual on Uniform Traffic Control Devices (MUTCD) later this year. As Mead reminds us, it takes a “small group of thoughtful, committee citizens” to bring about real change.
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
Workers on the retaining wall of a Tennessee Department of Transportation contract to reconstruct US 27 through downtown Chattanooga.

Owner: Wright Brothers Construction Company, Inc.

Photo: Lawson Whitaker
Welcome to Transportation Builder’s 16th Annual “Through the Lens: Transportation Construction in Pictures” feature. The photos on these pages were taken by ARTBA member firms and public agencies. We thank them for their contributions.

A deck pour in progress on I-80 in Council Bluffs, Iowa, for the Iowa Department of Transportation.

Owner: Hawkins Construction Company
Photo: Alex Micek
US 183 South Bergstrom Expressway $580M design-build expansion of a four-lane to an eight-lane highway in Texas. Work includes eight miles of major roadway construction with more than 60 new structures, including four bridges over the Colorado River and a Capital Metro Rail Line, and 100 lane-miles of concrete paving in a highly congested corridor.

Owner: RS&H
Photo: Kevin Brown

As part of improvements to I-4 and Florida’s Turnpike near Orlando, a Ranger Construction milling crew prepares a roadway for resurfacing near a Turnpike exit ramp. Night work is often stipulated for major resurfacing jobs to minimize traffic disruption during the day.

Owner: Vecellio Group, Inc.
Photo: Carl Thiemann

Continued on page 15
Trinity Highway and its affiliates Energy Absorption, Safe-Hit® and Yodock® are leading innovators of solutions for both domestic and international roadways. Trinity Highway offers numerous products including guardrail, cable barrier, crash cushions, truck and trailer mounted attenuators, steel and water filled barrier, sign supports, flexible delineators and other roadside hardware.
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> www.wirtgen-group.com/america
North Carolina Department of Transportation project to construct a bypass at Asheboro.

Owner: Wright Brothers Construction Company, Inc.
Photo: Lawson Whitaker

The Frankford Avenue Bridge Rehabilitation Project in Philadelphia.

Owner: TranSystems
Photo: Michael Cuddy, PE
GOT PHOTOS? GET PUBLICITY!

We need transportation construction photos—showing projects and workers—from ARTBA members to use in our “Transportation Builder” magazine, Washington Newsline, and other publications. 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.
White River Bridge replacement and roadway approach construction on 1.2 miles of I-40 in Prairie County, Arkansas.

Owner: Arkansas DOT
Photo: Rusty Hubbard
The late September repeal of a 103-year-old federal procurement rule is a major victory for motorists, project owners, and all aspects of the transportation construction industry; one that should spur the deployment of new technologies to help save lives, minimize congestion, and improve the performance of the nation’s highways.

The U.S. Department of Transportation (USDOT) decision came 18 months after ARTBA formally petitioned the agency to repeal the rule, which prohibited state and local governments from using patented or proprietary products on highway and bridge projects that receive federal funding, unless those products qualify under limited exceptions.

“ARTBA became the face of the exercise,” Burnley said, and helped by urging its members, other industry associations, and business groups to support the effort. “The country and ARTBA members are certainly better off for having the rule repealed.”

1916 ERA RULE

Calls to repeal the so-called proprietary products rule (23 CFR 635.411) began almost immediately after it was imposed in 1916 by the U.S. Department of Agriculture, which then managed the nascent federal-aid highway program in the Woodrow Wilson administration. At the time, the nation’s population was approaching 100 million, less than a third of today’s count; and public roads totaled 2.8 million miles, half the length of the network a century later. Today’s concepts of traffic safety and mobility would be unrecognizable back then.
The 14-year old American Road Builders Association, as ARTBA was known at the time, strongly objected to the rule. So did the American Association of State Highway Officials, today’s AASHTO.

At the roadbuilders’ February 1917 annual convention in Boston, the new rule was “the only topic” members wanted to discuss with a guest federal highway official, even as the moderator tried to move on to other subjects, according to an historical account.

While concerns about the rule persisted for the next century, they became less of a priority as the nation and transportation construction industry focused on other objectives, from winning World War I—and World War II—to achieving ARTBA’s founding vision of an interstate highway system. With the new millennium bringing unprecedented advances in highway construction technologies and innovation, the rule became an anachronism.

Even so, ARTBA’s Executive Committee did not authorize the March 2018 petition to repeal the rule on a whim. After leading numerous efforts advocating for improvement of the rule and its implementation by the Federal Highway Administration (FHWA), it became obvious to ARTBA leaders that nothing short of total repeal would ensure reform. As examples of ARTBA activities leading to this conclusion:

- In 2007, ARTBA worked with AASHTO to organize a meeting at USDOT headquarters in Washington with then-FHWA Administrator Rick Capka and top agency staff to discuss concerns with 23 CFR 635.411. This dialogue eventually resulted in revised agency guidance to its field offices in 2011, which—while well-intended—did not demonstrably improve consistent implementation of the rule on the state level.

- In 2008, ARTBA advanced a resolution through the AASHTO-AGC-ARTBA Joint Committee—which the boards of the three organizations subsequently approved—urging Congress to pass legislation allowing the use of particular patented and proprietary products on federal-aid highway projects when states certify their significant public benefit.

- In 2015, at the Dr. J. Don Brock TransOvation™ Workshop, ARTBA members gathered with then-FHWA Administrator Greg Nadeau, top agency staff, and several state DOT officials for a session titled “Breaking Down Barriers: Accelerating Innovation in Transportation Construction.” Prompted in part by this discussion, FHWA launched a nationwide review of its policy on patented and proprietary products in 2016.

- To provide FHWA with input it requested for this review, ARTBA formed a task force, led by John Hillman of Parsons Corporation, which met at length with agency staff and developed a white paper. The document pointed out that deploying innovation, technology, and process improvements to deliver transportation projects in a safer, less costly, and faster manner has been a stated USDOT priority for more than 20 years. It went on to show how the proprietary products rule clearly contrasted with this objective and accepted practices in other federal agencies.

“Tensar was thrilled with ARTBA’s initiative to lobby for a repeal of this century-old rule. ARTBA did the due diligence to bring the right organizations together, and approach their proposal in the most effective way, to get the results we were all hoping for. Without ARTBA’s ability to see and act beyond the status quo, our industry would continue to lag behind in innovation.”

--Scott Edgecombe, president of the Americas for Tensar
• At FHWA’s request, ARTBA also participated in a series of roundtable discussions on the topic as part of its “Every Day Counts” program, which aims to reduce project delivery time and accelerate the rapid deployment of innovative technology.

Nadeau, 2015-2017 FHWA administrator, recognized the friction that the proprietary products rule caused with his agency’s larger agenda.

“Often I would hear from states and private industry that on the one hand we were pushing innovation, on the other hand proprietary products was often getting in the way; that it created problems,” Nadeau told Transportation Builder.

With the Trump administration taking office in 2017, ARTBA included the proprietary products rule in its outline of key regulatory reforms for the new federal policymakers to consider. As ARTBA emphasized in its petition on the proprietary products rule, the president made the repeal of such regulations a top priority.

IMPEDING INNOVATION

In its filing, ARTBA pointed out that since many emerging technologies—particularly those marking a significant advance in quality, performance, or durability—incorporate intellectual property, the rule has inevitably impeded the development and deployment of many products from the federally-aided market. It cited examples including the use of composite materials and disc bearings for bridges, moveable traffic barriers, higher visibility signage and breakaway sign posts.

The association’s petition argued the rule was not directed by the governing statute, the 1916 Federal-Aid Road Act, nor was it ever subject to the Administrative Procedures Act’s rigorous public notice and comment requirements. It further said there did not appear to be any factual record or official federal proceedings to support an objective rationale for the rule.

ARTBA also noted other federal agencies, including the U.S. Department of Defense, the Coast Guard and the National Aeronautics and Space Administration, have set up procurement systems that allow for the appropriate use of sole source contracts for patented or proprietary products to accomplish their missions.

Similarly, Burnley pointed out that state agriculture, housing, and education agencies that accept federal funds have not been constrained by such rules as the one that hampered roadbuilding and other transportation work.

THE INDUSTRY Responds

In response to ARTBA’s petition, USDOT proposed two options: loosening state certifications requirements, or an outright repeal.

The department opened a docket for public comment, and 17 ARTBA members—including private firms and state transportation departments—weighed in with their support for a complete repeal. They detailed the types of products the rule helped block from use in the federal-aid highway program and the benefits it thus denied to taxpayers.

(23 CFR 635.411)

“No part of the money apportioned under the act shall be used, directly or indirectly, to pay, or to reimburse a State, county, or local subdivision for the payment of any premium or royalty on any patented or proprietary material, specification, process, or type of construction, unless purchased or obtained on open actual competitive bidding at the same or a less cost than unpatented articles or methods equally suitable for the same purpose.”

This innovation-stifling language from the 1916 proprietary products rule was repealed in September.
“We saw a need and developed a product to protect workers and minimize public disruption during short-term work,” said Kevin Groeneweg, chairman and CEO of Mobile Barriers LLC, a top industry leader championing the repeal. “The rule increasingly became an obstacle not only to deployment but also for the mere dissemination of information regarding the barriers.”

ARTBA was joined in the push for full repeal by business groups such as the U.S. Chamber of Commerce, National Association of Manufacturers, and American Trucking Associations. Secretary of Transportation Elaine Chao and Federal Highway Administrator Nicole Nason announced the decision Sept. 26.

The FHWA action gives states the flexibility to use federal-aid highway funds on a host of patented or proprietary road and bridge technologies that can help deliver a safer and more efficient roadway system for American motorists and businesses. These include reflective road lane dividers that deter tired motorists from drifting into oncoming traffic, traffic signs that minimize injury by collapsing at impact and road barriers on wheels that provide physical but movable walls between traffic and construction workers.

“With the repeal of this century-old rule, the opportunities to leverage the creative ideas inherent in the spirit of American ingenuity have once again been unleashed for our profession,” said Hillman of Parsons Corporation.

Other ARTBA members also praised the association’s leadership.

“We support the repeal of the proprietary products rule and applaud recent developments that enable states to more easily deploy new, safety-enhancing technologies that can help bring families home safely,” said Shawn Lowry, global business director at 3M Transportation Safety Division. “This rule change also provides encouragement for companies like 3M to continue to invest in innovation. We commend ARTBA for leading a member coalition to seek repeal of the over 100-year-old rule that inhibits innovation."

Karen Dinitz, president of Transpo Industries, adds: “Because ARTBA represents all segments of the transportation industry and is a credible voice in Washington, it is able to attract much more attention to important issues than any individual member could hope for.”

**NEXT STEPS**

While the repeal is long overdue, the work isn’t done. “We’ve got tentacles of the proprietary product rule still to be addressed,” said Burnley.

One key area will be FHWA’s reexamination of the Manual on Uniform Traffic Control Devices (MUTCD) later this year, he said. Another is removing language in the Every Day Counts program that blocks ideas that are patented or have intellectual property protection.

**THESE 17 ARTBA MEMBERS SUBMITTED COMMENTS**

- 3M
- Central Clay Products
- Delaware Department of Transportation
- Evolutionary Markings
- Geotec Associates
- Idaho Department of Transportation
- Mobile Barriers
- North Dakota Department of Transportation
- Oregon Department of Transportation
- Propex Operating Company
- South Dakota Department of Transportation
- TenCate Geosynthetics Americas
- Tensar International
- Texas Department of Transportation
- Transurban
- Trinity Industries
- Washington Department of Transportation

ARTBA’s Bauer said the association is launching a working group drawn from its eight membership divisions to share information and strategies to integrate proprietary products throughout the states. It also will continue to spotlight the proprietary products issue in the MUTCD review.

“We must continue to explore how best to integrate new technologies into the transportation marketplace and ensure that new, beneficial ideas are not prevented from reaching the driving public,” Bauer said. “At the same time, we have confidence transportation agencies will work to protect the integrity of procurement processes in their respective states.”

**ARTBA’s Nick Goldstein vice president of regulatory & legal issues; Rich Juliano is general counsel, Brad Sant is senior vice president of safety & education; and Mark Holan is editorial director.**
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ARTBA Members Help Drive Transportation Awards

Two state transportation department projects featuring the work of ARTBA member firms won top prizes in this year’s America’s Transportation Awards. More than 30 ARTBA member firms were among 10 of the 12 finalists in the annual competition, which recognizes state DOTs and highlights projects that improve the quality of life in their communities. It is sponsored by the American Association of State Highway and Transportation Officials (AASHTO), AAA, and the U.S. Chamber of Commerce. Each winner received a $10,000 cash award for a charity or transportation-related scholarship of their choice.

TOP WINNERS

Missouri and Illinois Departments of Transportation – Improvements for Downtown City of St. Louis

This Grand Prize winner was selected by a panel of judges. The neighboring DOTs cooperated in the $801 million design and construction of the Stan Musial Veterans Memorial Bridge across the Mississippi River and interchange connection to I-70 in downtown St. Louis. Local roads on both sides of the river also were improved to speed travel times, increase traffic capacity, reduce crashes, and enhance economic development. Seven ARTBA members participated, including HNTB, which designed the bridge, and AECOM, which designed the interchange. Massman Construction and Traylor Brothers formed a joint venture to construct the main bridge span of the Mississippi River Bridge. Keeley & Sons, Fred Weber Inc., and Halverson Construction built the approach and other project segments. – John Schneidawind

Georgia Department of Transportation – Northwest Corridor Express Lanes

This People’s Choice Award winner was decided by online popular voting scaled to state populations. Georgia’s Northwest Corridor Express Lanes are a nearly 30-mile connection to downtown Atlanta on Interstates 75 and 575 in densely-populated Cobb and Cherokee counties, which contain several business centers, two shopping malls, and Dobbins Air Force Base. I-75 is one of Atlanta’s most congested commuter and trucking corridors. ARTBA members Archer Western and Hubbard Construction teamed as Northwest Express Roadbuilders for this $840 million public-private partnership (P3), the largest transportation project in Georgia DOT history. Parsons was the lead design engineer and provided integral software to monitor traffic, control messaging signs, and operate access gates. Member firms TransSystems Corp., Arcadis U.S. Inc., and Terracon Consultants, Inc. also contributed. Since opening in September 2018, the express lanes have moved traffic 30 percent faster than general purpose lanes, shaving an hour off rush hour commutes. – Eileen Houlihan

Other finalists with ARTBA member participation:

Maryland Department of Transportation – Dover Bridge Project

The Depression-era Dover Bridge had 12-foot-wide lanes, no shoulders, and other safety concerns. At times, mechanical failures closed the swing-span bridge to traffic, which caused delays and hindered emergency responders’ access to the University of Maryland Shore Medical Center at Easton. The new $65.4 million structure built by ARTBA member McLean Contracting, Inc. has two 12-foot-wide lanes and two 8-foot-wide shoulders. The 50-foot-high, fixed-span allows marine vessels to use the river without stopping bridge traffic. Maryland officials have praised McLean for closely coordinating with local emergency responders, subcontractors, and county agencies to minimize community impact. – John Schneidawind

Texas Department of Transportation – U.S. 290 Reconstruction from I-610 to Beltway 8

U.S. 290 from Interstate 610 to Beltway 8 is a major Houston highway. This $1.7 billion project reconstructed 11.5 miles.
of roadway, created bike paths, trails, and sidewalks, and improved safety. Seven ARTBA firms had major roles: HNTB, program management consultant; Kimley-Horn and Associates, Inc., RS&H, Inc., CDM Smith, Inc., and Jacobs Engineering Group, design consultants; and Williams Brothers Construction Company, Inc., and Webber, LLC, contractors. These firms covered a wide range of planning, design, management and construction activity, including federal project requirements, public outreach, right-of-way acquisition, utility relocations and construction inspection, bridge building, retaining, paving, storm sewer, and demolition work. – Mark Holan

Florida Department of Transportation - SunRail Southern Expansion

Central Florida’s commuter SunRail service began in 2014 on a 32-mile system connecting 12 stations. The $200 million Southern Expansion opened in July 2018 added another 18 miles and four stations. ARTBA members Herzog and Middlesex Corp. were the design-build joint venture responsible for the final design, engineering, construction, testing, and commissioning. Major project elements included the construction of the track and stations, three bridges, parking lots, and a vehicle storage and maintenance building. The expansion created jobs, improved transportation options, and boosted other development to the region. An aggressive public outreach campaign has helped increase ridership by 82 percent. – Eileen Houlihan

Pennsylvania Department of Transportation — PennDOT Connects

The Pennsylvania Department of Transportation (PennDOT) is striving for better collaborative planning with the communities impacted by its work. One example is the $65 million I-676 Bridges Project in Philadelphia, completed in 2018. It replaced seven bridges in poor condition, while boosting pedestrian and driver safety. Four ARTBA members had major roles in the work: Pennoni Associates, design engineering; AECOM, design management; Urban Engineers, construction management; and Buckley and Company, Inc., general contractor. The construction accommodated the 2015 Papal Visit, 2017 NFL Draft, and the city’s annual July 4 fireworks. – Mark Holan

Ohio Department of Transportation — I-71 & Martin Luther King Jr. Interchange

The 1970s-era construction of Interstate 71 split Cincinnati’s Uptown neighborhoods but only provided partial access to the highway. This $84 million project—a collaborative effort between the Ohio DOT, City of Cincinnati, and regional governments—reconstructed nearly two miles of the interstate, including new entrance and exit ramps and rehabilitated some older bridges and ramps. ARTBA member Kokosing Construction Company built the full diamond interchange, including several new and rehabilitated bridge structures and 100,000 square feet of retaining walls. The project also widened I-71 and rebuilt numerous local city streets. – John Schneidawind

Washington State Department of Transportation – I-90 Snoqualmie Pass East Project, Phases 1 and 2A

The Snoqualmie Pass is a crucial mountain freight corridor for Washington state. This $564 million project will address projected traffic growth, improve safety, and consider the environmental impact on a 15-mile stretch of Interstate 90. It will provide a six-lane freeway on new pavement designed to last 50 years, help reduce closures due to avalanches and rock slides, and landscaped bridges and culverts for wildlife to pass over or under the highway to protect motorists. Four ARTBA firms are involved in the work: AECOM, design; Jacobs Engineering Group, engineering; and Kuney Construction and Atkinson Construction, contractors. – Mark Holan

Wisconsin Department of Transportation — Zoo Interchange Core and Adjacent Arterials

The $986 million Zoo Interchange Core and Adjacent Arterial project updated a 1960s freeway. It used a variety of innovative solutions and designs, including efforts to alleviate merging and weaving from the main thoroughfares via 3D modeling. The project included four miles of local roadways, nine miles of freeway, and seven service interchanges. HNTB and Jacobs Engineering Group led the engineering and design team, and four other ARTBA member firms built the project: Lunda Construction Company, Michels Corporation, and Edgerton Contractors, working together as Wisconsin Contractors II in one phase; Walsh Group in a second phase. – Mark Holan

Connecticut Department of Transportation – I-84 Waterbury Widening Project

To improve safety, operation and highway capacity on Interstate 84 in the city of Waterbury, Conn., ARTBA member Lochner was the prime contractor on the 2.7-mile highway reconstruction of a third lane in each direction through the city. Members AECOM and Louis Berger helped complete the $330 million project that included upgrading eight highway bridges and one pedestrian bridge, seven culverts, 20 retaining walls, replacing and upgrading traffic signals, signs and pavement markings, and replacing and relocating utilities. The project also included the relocation of Mad River and Beaver Pond Brook, two bodies of water that run under the highway—a major route for travelers between New York and Boston. It opened in August, a full year ahead of schedule. – Eileen Houlihan
Laura Metaal: from the creators of BarrierGuard 800™

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Fuel Efficiency Tips: Get the Most Out of Each Gallon

Fuel is one of the greatest operating costs for any contractor who owns heavy equipment and/or trucks. Working in a way that can save fuel can end up saving a lot of money.

“To reduce fuel use, you have to know how and when fuel is being wasted,” says William “Bernie” Bernhard, technical and safety services manager for the Association of Equipment Manufacturers (AEM).

Start by examining top fuel usage influencers in off-highway applications. “Machines equipped with telematics can provide actionable data by tracking dozens of data points so that workers can gain valuable insights to help save fuel,” says Bernhard.

Idle Time – A Key Factor

Idle time is often the largest contributor to fuel inefficiency and a good place to manage fuel consumption.

To decrease idle times, operators can take advantage of fuel-saving technology, such as auto-idle. Also popular is auto-shutdown where a machine can idle for a preset period.

Examine the patterns in your machine’s idle times. If a machine idles for short periods (a few seconds to a few minutes) frequently throughout the day, that may mean the machine is at a bottleneck in the workflow.

An example is one operator having to wait for a co-worker to complete a task before continuing work. In this case, either machine selection, material location, or some other jobsite factor needs to change to reduce idle time.

However, if a machine idles for several minutes at a time or more, infrequently throughout the day, that probably means the operator is not shutting down the machine when on break or on the phone, when exiting the machine, or when having their work interrupted for a longer period.

In these cases, a discussion is needed with the operator regarding company expectations, to take the necessary steps to decrease idle time.

Equipment Operation

How an operator uses a machine can influence fuel efficiency. Small changes in behavior can have large effects on fuel use.

One easy way that operators can save fuel is by using the appropriate work mode, which makes it easier for operators to match the power needed to the application at hand.

In order to set up a jobsite to optimize fuel use, a company needs to examine data related to jobsite workflow, including equipment capacities, the number of each machine on site, equipment and material locations, terrain and more.

Maintenance is also an issue, for example, checking fuel filters on the machines, from your suppliers, the storage tanks at your jobsites and your base fuel storage facilities, according to Bernhard.

“By tracking how much fuel is used in applications, the amount and type of idle time, and analyzing other machine data, you can get a good picture of when fuel is wasted,” he adds. “Combine this with fully understanding and using the fuel-saving features of your machines, and you will be able to get the most out of each gallon.”

Visit aem.org (safety & technical/end user resources) for fuel-related best practices, including “Get CLEAN on Fuel” information to protect Tier 4 engines.
2019 ARTBA NATIONAL CONVENTION

Immediate past chairman Bob Alger, left, and 2020 ARTBA Chairman Steve McGough.

Left: ARTBA Foundation Women Leaders Awards
Left to right: Aikaterini Deliali, Sheida Khademi, Claudia Bilotto (accepting for WSP) and Esther McGinnis

Keynote speaker Amber MacArthur
Top left: ARTBA Foundation Awards Luncheon
Top right: ARTBA President & CEO Dave Bauer at the Leadership Dinner

Left: Chris LaRocca (Allan Myers), Ethan Brown (Wright Brothers), J.R. Glascock (Lane), and Bryan Stone (Superior Construction) speak at the Putting Safety First general session on ARTBA's Safety Certification program.

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