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ATSSA NE Chapter Meeting – 11/2/2017

Newington, CT (8th Chapter Meeting, 1st in CT)

4/3/2018 – Next ATSSA meeting where work zone safety wall will be hosted.

4/4/2018 – ATSSA meeting at AGC Montpelier location

Introductions & Chapter Business – Mike Allen

Golf Outing pitch for 2018 – request to add interest to Comments form.

\$5,900 in ATSSA account. Rob Voccia ATSSA Chapter Treasurer

Speakers:

Mark Carlino, PE – Traffic Engineering Chief, Bureau of Construction, CDOT

Statewide campaign to improve safety for pedestrians and bicyclists.

Complete Streets requires designers to prepare written assessment for each specific project.

First time in the CT DOT history there is a standing committee that has representation from all parts.

New CT DOT SHSP finished recently. Upward turn on non-motorized user fatalities nationally mostly attributed to distracted driving.

2017 Bike and Pedestrian Transportation Map

Initiatives:

- All School warning signs replaced – Fall 2015
- Systemic initiative to replace and enhance signs on state routes to be completed 2017.
- Signal revisions ensuring correct pedestrian timings.

- Lane widths changed from 12' to 11' where possible. Wider shoulders incorporated.
- Road Diets and reducing travel lanes where possible. Center left turn lanes incorporated.

Lets GoCT to improve transportation (Governor initiative) - Road Safety audits conducted. 80 audits completed 2016-2017. From this program stemmed a community grant program to provide construction funding. Engagement – Safety Circuit Rider

Jessica Scheyder, ATSSA Director of Training

Courses available from ATSSA. Variety of courses offered. Check ATSSA website or contact Jessica.

Juan Morales PE is Chief Instructor. ATSSA has 20+ Master Instructors

Bob Felt, ATSSA New England Chapter Liaison

Update on webinars, training, DC Fly-In, memberships, social media outreach, and Work Zone app.

Innovate.atssa.com.

Tom Wood, Sherwin Williams

Update on the ATSSA Foundation, the Roadway Worker Memorial Scholarship Program, the Work Zone Memorial, and Experience Camps offered to children who have lost someone close to them.

Neil Boudreau, MassDOT Implementing MASH – Challenges for States & Industry

Crash Testing History 1962 – 2015 for MASH (Manual for Assessing Safety Hardware)

MASH replaces NCHRP 350 as test standard for roadside safety.

Presented impacts on test vehicles (small cars, pickups, single unit, tractor trailer) and reviewed modification evaluation.

Major change between MASH 2009 and 2015: crash testing criteria for cable barriers on slopes.

FHWA/AASHTO TCRS (Technical Committee for Roadside Safety) group was formed to update the agreement. TCRS responsible for developing and maintaining evaluation criteria. FHWA responsible for issuing letters of eligibility for federal aid reimbursement.

To be eligible for aid, even if you are making a small change, you must complete full suite of recommended testing.

TTC devices including portable barriers manufactured after 12/31/19 must have been successfully tested to the 2016 edition of MASH. Cones, drums, sign stands, etc. are all included. Who is testing these against plywood, roll up? Is the State going to be responsible? There is a lot of uncertainty. How is the testing of the bridge rails work? Are we going to test all bridge rails across the county? More

uncertainty. Maintenance / Replace in Kind uncertainty (mower crashes into a terminal end, what is the result?)

Dave Kilpatrick CT DOT & Jim Danila, Asst. State Traffic Engineer MassDOT PANEL DISCUSSION

MA and CT have both adopted a sequential process for implementation based on compliance dates. Adopted guardrails and terminals simultaneously. Adopted temporary barrier about 1 ½ year ago.

Library of standards and drawings available for review. MA took advantage of crash testing already done. Only available to Pool Fund Member States. Most can probably be found on FHWA site.

Offset composite blocks issue. All composite blocks are not compliant because they don't match. How is state bringing material engineers so they have the correct info? Composite blocks are proprietary and as such MassDOT does not show them in their standards. In this issue, no one would take responsibility. For CT, they try to refer back to the national standards, rather than a generic drawing.

Regarding TTC required testing - want to avoid having 50 different standards. A push has been made through AASHTO to get together with all of the states to explore.

Devices that were considered generic or Category 1 some manufacturers are just not testing. However; those devices that were tested under 350 were already tested for MASH. Companies feel as though they are paralyzed in a way.

Neil is vice chair for TTC Committee for AASHTO. AASHTO webinar instructed that message boards be crash tested, for instance. According to Neil, he believes King Ji of AASHTO are working on the TTC requirements behind the scenes.

Mike Allen – Wrap-up & MA STIC Update

- Pavement preservation and fog seal
- Mobilize all residents into using a table to reduce paper on jobs
- Drone use in future
- Digital printing
- Traffic signal performance measures