

## ATSSA NEW PRODUCT SHOWCASE



### Good friction

The first-place winner in the 2014 ATSSA Innovation Awards, the Sher-Friction High Friction Surface (HFS) treatment from Sherwin-Williams, can help reduce accidents by up to 70%. Sher-Friction consists of two parts: a liquid resin film applied to the pavement surface, followed by an epoxy or MMA base coat containing bauxite. The imperfections in the rough aggregate increase control along sharp corners or other hazardous sections of roadway. **Write in 900**



### Curbing danger

Second place in the Innovation Awards went to Median Alert, a new safety device from Professional Pavement Products. The flexible, elongated device allows full-radius delineation of curbs and medians, utilizing color contrast in daytime conditions and high retroreflectivity at night. Made from 50% post-industrial waste, Median Alert is highly durable, able to rebound from multiple vehicular impacts and can withstand a wide temperature range. A flanged, D-shaped design ensures secure anchoring and effective visibility. **Write in 901**



### Automated channelizer

Royal Truck & Equipment Inc. won third place in the Innovation Awards with its new Sidewinder TMA truck-automated channelizer. The unit allows rapid deployment of cones, barrels and other channelizing devices over a large area, cementing closures up to 5 miles in just 15 minutes. Best of all, the automated process keeps workers out of harm's way. **Write in 902**

## Optimizing Flexible Pavement Design for Improved Performance

**Tensar**

A PARTNER OF  
**ROADS&BRIDGES**

Tuesday, May 20, 2014 | 2 p.m. Eastern

### WEBINAR OVERVIEW

As traffic loads have increased and infrastructure funding has remained stagnant, the need for improved pavement performance has grown more acute. New materials, design methods and technologies are available to help meet these challenges, with one of the most promising being the optimization of flexible-pavement design using specialized geogrids. This technology can greatly improve the performance and cost-effectiveness of flexible pavements, in terms of both initial construction cost and life-cycle costs.

This webinar will present the concepts underlying the optimization of flexible pavement designs, as well as the required performance validation testing and design practice for successful implementation. The design method presented is in full compliance with AASHTO guidance for flexible-pavement design methodology, and the supporting empirical research has been reviewed by leading authorities in pavement design and geosynthetic pavement applications.

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**Write in 779**

### PRESENTER



#### Bryan Gee

*Product Manager, Tensar International*

Bryan Gee is a licensed engineer with more than 25 years of experience in multiple areas of civil engineering. He develops and commercializes innovative technologies for roadway design and construction that deliver real value through reduced costs, longer life and optimized performance. Gee received his B.S.E. in Civil and Environmental Engineering from Duke University and his M.S. in Civil and Environmental Engineering, also from Duke. He has published and presented numerous papers on geosynthetics and other engineering topics. The engineer of record for more than 50 projects, Gee currently directs product management and analytics efforts in the Western Hemisphere at Tensar International for Tensar's portfolio of roadway products and systems.

### COMPANY OVERVIEW

For 30 years, Tensar International Corp. (Tensar) has been a full-service provider of specialty products and engineering services, offering innovative and cost-effective solutions for various site-development challenges. Tensar tackles the challenges of roadway construction by offering several roadway systems designed with performance, cost savings and ease of installation in mind. Our system approach to roadway construction not only includes our industry-leading products, but also site evaluation, design services, specifications and site support, in addition to our first-class customer service and extensive distribution network.



## Sun-powered watchtower

The SPTT-3000 solar-powered portable tower trailer from Solar Technology can be outfitted with lights, cameras, radar, antennas and other communication devices as needed. The light-tower configuration comes with four, six or eight lights; Solar Technology also offers a camera-tower configuration. The three-stage, telescoping and rotating mast can extend up to 30 ft in height and can easily be transported between jobsites. Users can upgrade the batteries—up to 16 total—to flooded, gel-cell or AGM maintenance-free models.

Write in 903



## Get the message

Solar Technology has added new features to its line of message boards, focusing on the themes of “get connected” and “stay protected.” The new SolarCom modem allows users to change messages remotely and monitor equipment status, such as location and condition of the batteries. It can even be set to send out alerts via smart phone when there’s a problem with the equipment. A five-year warranty covers the SolarCom modem, along with all other SolarTech equipment, at no extra cost.

Write in 904



## Automated caution flag

Safety Technologies’ AF-54 AutoFlagger is an automated-flagger-assistance device (AFAD) that facilitates control of work zones without putting human flaggers in harm’s way. Each unit is remote-controlled, allowing the human operator to stay in the middle of the work zone, where they are generally safer. Red and yellow strobes tell vehicles whether to stop or slow down; a 125-dB warning horn alerts drivers and workers if there is immediate danger. The AF-54 is narrower than its predecessor to allow operation on shoulders and other small work zones. Safety Technologies also simplified the processes for transporting the unit as well as raising and lowering it.

Write in 905

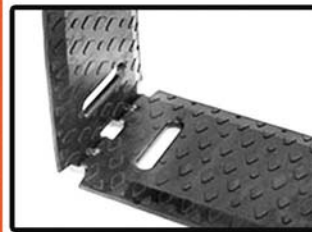
Temporary Portable Rumble Strip

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### Out of harm's way

Keeping workers safe while deploying rumble strips is easier with the SafeDeploy rumble-strip deployment cart from Plastic Safety Systems. The folding cart is 4 ft long folded and 10 ft long when fully extended. Once the rumble strip is on the cart, simply drive it out to the centerline (while workers stay behind), tip the cart and place the rumble strip while simultaneously moving the cart back to safety. Gripping the strip from the edgeline makes for easy removal. **Write in 906**

### Stripes be gone

The FS390 heavy-duty shaver/planer/scarifier attachment from Smith Manufacturing allows contractors to remove striping from pavement without damaging the roadway. Rotary erasing is the key: The process breaks up striping material while leaving a smooth, beveled-edge finish; this is in contrast with waterblasting (which leaves the potential for rutting) and scarification (which leaves sharp groove edges in the pavement). The FS390 attachment is designed to work with skid-steer loaders. **Write in 907**

### Folding rumble strip

The RoadQuake 2F temporary portable rumble strip is the successor to Plastic Safety Systems' RoadQuake 2 model, alerting drivers to a work zone via vibration and an auditory sound. Like its predecessor, the 2F is one piece, but it unfolds to 11 ft long—enough to cover an entire lane. The folded unit is 66 in. long and weighs 110 lb. No glue, nails, adhesives or knives are required for installation; the unit simply lies on the road. **Write in 908**

### Controlled crack routing

By mounting Safety Technologies' RapidRouter crack router on a skid-steer loader, operators are better able to keep the attachment and process under control at all times. Allowing the operator to work the attachment from inside the cab also keeps them out of the way of the debris stream during routing. **Write in 909**



### Quick stop

Get to work quickly with the one-piece LaneGard 3 Type-III barrier from Plastic Safety Systems, which one person can set up in seconds. The folding barricade is lightweight and measures just 2.5 in. when folded, making it easier to transport and taking up less space than conventional barricades. **Write in 910**



# Safety Technologies

Asphalt Routing    Automated Flaggers

**Rapid Router**      **AF-54**      **AF-76**

autoflagger.com    1-888-352-4437

Write in 781





## Keep on trucking

Fans of methyl methacrylate (MMA) pavement-marking materials now have more options for striper trucks courtesy of Road Services International Ltd. The 1:1 cold-spray unit is all PLC-controlled with two hydraulic material pumps and a plural spray gun with quick disconnect for stenciling use. The SpotFlex and Pathfinder striper trucks employ a roll-tank design and can apply materials at temperatures as low as 25 °F. **Write in 911**



## See the rainbow

Ruby Lake Glass offers 24 different colors of 100%-recycled glass aggregate for roadway demarcation. The aggregate is pulverized early in the manufacturing process, which removes sharp edges and ensures greater friction for a safe, skid-resistant ride. The company's coloring process bonds pigments with the glass at a cellular level, preventing the colors from fading over time. Protected bike lanes using Ruby Lake Glass color-coated glass aggregate can see accidents reduced by up to 90%. **Write in 912**

—edited by Jeff Zagoudis

**SHERWIN-WILLIAMS**  
**SHER-FRICTION**  
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Sherwin-Williams Company, Cleveland, Ohio 44115  
Website: swpavementmarkings.com  
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