

Florida Atssa Chapter Meeting: Tallahassee April 9, 2008

-Guest Speaker: Roland Lamb a forensic engineering expert spoke on work zone safety, expert witnesses and liability in the workplace.

-Steve Mitchell said FL Atssa board has agreed that the Florida Atssa Chapter's 2 main priorities are inspection of traffic markings and its enforcement. National Atssa's Dave McKee will assist in promoting these priorities in Florida with the DOT.

-Dave McKee from National Atssa gave presentation on Atssa Revenues and a National Work Zone Awareness Week. Next highway budget bill expected to be in the \$459 billion range. Last budget was \$324 billion

-Atssa has trained over 4,000 people in Work Zone Worker Safety Program.

-Discussed new Temporary Traffic Control Devices coming into effect.

-Proposed recommended Min Retro Levels from FHWA for 2009

	<u>50 mph</u>	<u>55-65mph</u>	<u>70mph</u>	<u>RPM</u>
Fully marked	40	60	90	40
Center line only	90	250	575	50

**-ATSSA Foundation Facts
\$7000 in scholarships awarded in 2007 3 total
\$9000 “ “ “ awarded in 2008 4 total**

-Officer Jim Ward FDOT of the Motor Carrier Compliance Office(MCCO) gave a presentation to group on commercial vehicle

enforcement, safety enforcement, compliance reviews.

www.dot.state.fl.us/mcco

Officer Ward's office telephone # is 850-245-7937 and will try to answer any questions personally.

-Chester Henson from FDOT gave report on Test deck and showed a wetnight video on audible and vibratory markings. FDOT has a formal policy on audible and vibratory markings, no policy as yet on wetnight markings.

-Used on lane departure crashes on limited access and 2 lane and multi lane rural roadways

-1,578,550 crashes from 2002-2006 in Florida. Lane departure is half the total.

-Audible and Vibratory Policy:

-Edgelines only on 2 lane and multi lane rural and suburban roads.

-On centerlines only of 2 lane rural roads with history of centerline cross over crashes.

- Wet weather audible markings are considered acceptable as meeting this requirement

-5 years hope to have 2000 miles of resurfacing to use audible/vibratory markings.

-Policy will take effect with January 2009 workbook

Not enough wetnight accidents in Florida to justify use of wet weather products. Will not come up with wet weather policy at this time.

Next meeting scheduled in July/'08. Location undecided at this time.