



# Summer Newsletter

## Spring Meeting Recap- Lincoln, NE

Thank you to all who attended and presented at this Spring’s TF13 meeting in Lincoln, NE from April 24<sup>th</sup>- 26<sup>th</sup>! It is your participation and engagement that ensures the continued quality and integrity of Task Force 13. We strive to provide a platform that encourages accessibility and collaboration through offering both physical and virtual options to attend the bi-annual meetings. There was great turn out from our virtual participants this Spring and hope those who cannot physically attend, chime-in online in the Fall.

The three day meeting kicked off with a crash test at the Midwest Roadside Safety Facility and rolled into the broadcasted Midwest Pooled Fund Program and TF13 joint meeting. With 95 attendees virtually and in person, participants were informed on topics such as roadside data updates to include motorcycles and large vehicles, future availability of the NHI web-based training for evaluating roadside safety hardware using MASH guidelines, and M180 specification updates.

TF13 continued to meet the final two days with 44 in person and 27 virtual participants. The agenda included updates on the latest activities of the subcommittees, insights into laboratories accredited to crash test roadside safety hardware, industry expert led discussions, current research projects, and inquiries into the reviewal process of the new AASHTO Roadside Design Guide.

Missed a few topics during the meeting? No problem. Catch up with the meeting notes on the [TF13 website](#).



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### Next Fall TF13 Meeting

**SAVE THE DATE:**

October 1<sup>st</sup> – 3<sup>rd</sup> 2024

**LOCATION:**

Calspan Facility; Buffalo, NY

**ACCOMMODATIONS:**

Details to follow

**Submit Presentation Topics by August 15<sup>th</sup> !**

## Step Up to the Plate– A Call for Volunteers

As a non-profit organization, TF13 relies on the generosity of its members to provide essential leadership for the board and subcommittees. Working as a TF13 officer can be a source of personal and professional growth. Subcommittee co-chairs aid in the facilitation of discussion and sharing of ideas and information impacting the members of the subcommittee. Typically, TF13 subcommittees are chaired with an industry member and a DOT member, but it is not a requirement.

Please see current vacancies below:

- ⇒ Vice President
- ⇒ Subcommittee #1 Guide Maintenance
- ⇒ Subcommittee #3 Bridge Railings
- ⇒ Subcommittee #6 Work Zone Systems
- ⇒ Subcommittee #9 Marketing

If you are interested in volunteering as a co-chair, please reach out directly to John Durkos at [jdurkos@roadsystems.com](mailto:jdurkos@roadsystems.com).

### TF13 Guide to Standardized Roadside Hardware

<https://tf13.org/guides/>

Links also available from main website:

<https://tf13.org/>

### Hardware Categories

Bridge Railings  
Crash Cushions  
End Treatments/Terminals  
Longitudinal Barriers  
Sign Supports  
Transition Systems  
Work Zone Systems  
Components  
Industry Contacts/  
Manufacturers

## Hardware Guide Updates

- ◆ Within the Bridge Railing Guide, 13 systems are currently “In Review”. 3 systems have been approved and added:

Colorado Type 10 Bridge Rail

<https://tf13.org/br/colorado-type-10-bridge-rail/>

PA 3-Rail Bridge Barrier

<https://tf13.org/br/pa-3-rail-bridge-barrier/>

RK-19 Bridge Rail

<https://tf13.org/br/rk-19-bridge-rail/>

- ◆ In the categories of Crash Cushions, End Treatments/Terminals, and Sign Supports, all designators that were “In Review” have changed to “As Submitted” as the vast majority of systems in these categories are proprietary with an FHWA letter and have already been thoroughly reviewed by the product owners before being submitted to FHWA.

### New AASHTO Roadside Design Guide

- ⇒ Leidos is using the TF13 drawings as a reference for the update
- ⇒ Text is currently in review and will go before a committee
- ⇒ Expected publication 2025

## AASHTO M180-23 is LIVE

Revisions of the AASHTO M180-23 specifications compel significant modifications affecting manufacturers, installers, and other stakeholders in the industry. Successful implementation will require close collaboration of state DOT's and industry to come together for an organized approach for all states to follow.

### Relevant Changes for Manufacturers & Installers:

- ◆ Increased steel thicknesses for 10 gage and 12 gage items; Elimination of min/max tolerances
- ◆ Steel guardrail posts must be appropriately marked for traceability
- ◆ W-beam and T-beam radius panels must be appropriately marked with the identification of the radius; radius only allowed in 5'0 increments
- ◆ Galvanizing changes from A 123 to M 111 requirements

### Efforts to Facilitate a Smooth Implementation:

⇒ May 2024: A [letter](#) formally written by ATSSA and drafted in support by widespread industry experts was sent to AASHTO and all 50 DOT's requesting their assistance and collaboration in addressing critical issues related to the implementation of the revised specifications.

Suggestions within the letter include:

- ◆ A 5 year implementation schedule to allow for the proper transition of current material stockpiles
  - ◆ A Memorandum of Understanding between AASHTO & DOTs to provide alignment and clarity until agreement on raised concerns can be determined
- ⇒ Fall 2023 / Spring 2024: AASHTO Committee on Materials and Pavements (COMP) and AASHTO Product Evaluation & Audit Solutions (formerly NTPEP) performed [audits and surveys](#) on current implementation efforts of manufacturers and DOTs. AASHTO Product Evaluation & Audit Solutions Guardrail/Guidesail Technical Committee is working with COMP Technical Subcommittee 4d Safety Devices to provide information to assist with proposed revisions.
- ◆ Industry is invited to join COMP Technical Subcommittee 4d– Safety Devices
  - ◆ Email Casey Soneira (csoneira@ashto.org) to become a member

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*“Our focus and goal all along is that we want the DOT's to work with industry and come together for an organized approach.”*

*- Jeff Grover, Vice President- Gregory Highway*

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# Buy America VS Build America, Buy America Act

## FHWA Buy America Regulatory Policy

Applicable to all steel or iron products permanently incorporated in a Federal-aid highway construction project, the FHWA Buy America regulatory policy provides the following requirements:

- ◆ All manufacturing processes must take place domestically, including the application of a coating
- ◆ Alternate bid provisions
- ◆ Minimal usage criteria for non-domestic products
- ◆ A waiver process based on public interest or the availability of domestic products

## Build America, Buy America Act (BABA)

As part of the 2021 Bipartisan Infrastructure Law (BIL), BABA establishes several procedural and substantive requirements with respect to Buy America:

- ◆ Section 70917(a) allows the preservation of existing Buy America policies that meet or exceed the standards required by BABA, including requirements for iron and steel under 23 U.S.C.313
- ◆ Office of Management and Budget (OMB) and Congress must review waivers of general applicability
- ◆ Coverage of Buy America extends to “construction materials” and defines them as articles, materials, or supplies that consists of only one of the following items:
  - ◆ non-ferrous metals
  - ◆ plastic and polymer-based products
  - ◆ glass
  - ◆ fiber optic cable
  - ◆ optical fiber
  - ◆ lumber
  - ◆ engineered wood
  - ◆ drywall
  - ◆ not including cements; aggregates; or aggregate binding agents or additives

Each listed construction material has a “standard” for the material to be considered “produced in the United States”.

- ◆ All items are required to fit into one of four categories:
  - ◆ Iron and Steel
  - ◆ Manufactured Products
  - ◆ Construction Material
  - ◆ Section 70917(c) Material

## Build America, Buy America- Continued

### Recent Updates

- ⇒ March 2024: FHWA submitted a Notice of Proposed Rule Making regarding the Manufactured Products Waiver, and is currently reviewing comments they received during the comment period
- ⇒ August 2023: OMB published Final Guidance on applying the domestic content procurement preferences to implement BABA provisions
- ⇒ August 2023: USDOT published a public interest Waiver for De Minimis Costs and Small Grants
- ⇒ March 2023: FHWA requested comments to review the Manufactured Products Waiver and general applicability waivers

## Where Are They Now?

### Retirees

- ◆ Steve Conway – *Nucor Steel*
- ◆ Jim McDonnell – *AASHTO*
- ◆ Mike Stenko – *Transpo Industries*

### Role Transitions

- ◆ John Donahue – *Oregon DOT: Stepped down as Chair of TRB AKD20 Committee on Roadside Safety Design.*
- ◆ Jim Kovar – *TTI: Appointed new Chair of TRB AKD20 Committee on Roadside Safety Design*
- ◆ Jordan Virzi: *Resigned from SiteSafe; accepted position with Gregory Highway*

### Awards and Honorees

- ◆ Dean Sicking: *Selected for induction into the 2025 class for NASCAR Hall of Fame for his work on the SAFER Barrier, receiving the [Landmark Award](#)*

## Upcoming Industry Meetings

- ⇒ August 20-23 ATSSA Midyear Meeting; Louisville, KY
- ⇒ October 1-3 TF13 Fall Meeting; Buffalo, NY
- ⇒ January 5-9 TRB; Washington, DC
- ⇒ February 28-March 4 ATSSA Annual Expo; Orlando, FL

Thank you to everyone who helped contribute and provide sources of information to include in this edition of the newsletter!