

When a Single Audit is Triggered by Local Participation in a Federal Aid Project

The OMB A-133 single audit requires entities that receive more than \$500,000 of federal funds in a given year, to undergo the single audit. There has been some confusion in recent years whether Federal Aid funds, Stimulus funds, and Governor's Discretionary are included in the \$500,000 threshold. Part of the confusion has been with how to handle the asset once it is turned over to the local entity. Some auditors feel you need to record all project costs, which may exceed the \$500,000 threshold.

The Local Highway Technical Assistance Council (LHTAC) has requested the opinion of the Federal Highway Administration (FHWA) and Governmental Accounting Standards Board (GASB). The response is simply that the local entity is only responsible to report on the dollars they touch. So in most cases this would be the amount of funds they are reimbursed for design services and construction funds.

Per GASB and FHWA, the local entity is only responsible to report the design and construction dollars the local

entity has paid out and been reimbursed for as a sub-recipient. In terms of the Generally Accepted Accounting Principles (GAAP) standards for recording the asset "The local government would report the total cost of the project as an asset on their statement of net assets. The credit side of the entry would be to an intergovernmental revenue and classified as program revenue: capital grants and contributions on the statement of activities. In the governmental funds, only the amount for preliminary design would be reported as an expenditure. The donation of the remaining part of the project would not be reported in gov-



ernmental funds because it does not constitute a flow of financial resources."

Per GASB, the local entity will not have to undergo a single audit because of federal aid projects. It is important to understand this to ensure that your entity does not undergo an unnecessary single audit, when one is not required. It is the responsibility of the state agency or LHTAC to report the construction and other project dollars, not the local entity.

For any additional questions please contact Susan Lasuen, LHTAC Office Manager, 208-344-0565, 800-259-6841 or slasuen@lhtac.org.

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Council News

LHTAC would like to thank Lawrence (Dick) Edinger, former East Side Highway District Commissioner, for his eight years of service on the Council.

With his 35 years of highway experience and knowledge, Dick brought much to the Council. He will be missed and we wish him all the best with his retirement!



We would like to welcome our newly appointed member that will be serving on the Council. Terry Werner, Commissioner, Post Falls Highway District has been appointed by the Idaho Association of Highway Districts (IAHD) in October 2011.

We look forward to working with all of our Council members, and to an exciting new year!



Local Highway Technical Assistance Council (LHTAC)

Idaho Technology Transfer Center (T2) - LTAP

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ITD DISTRICT 4'S FIRST FORMAL ROAD SAFETY AUDIT (RSA)

The Wood River Valley of Central Idaho is home to many famous attractions; the first ski lift, the Sun Valley Resort and well known actors, such as Jamie Lee Curtis and Bruce Willis. Recently, the intersection of US-20 & SH-75, locally known as Timmerman Junction, in the Wood River Valley, itself became the subject of intense public interest.

While locally infamous as a high incident location, all had been relatively quiet there for the past decade. In 1999 a number of important safety improvements were made to the 2-way stop intersection, including but not limited to numerous advanced rumble strips, STOP AHEADs, warning flashers, pavement markings, and the largest (48-inch) stop sign that Idaho Transportation Department (ITD) stocks.

ITD's high crash location program, which weighs crash severity, frequency, and rate to determine the most at risk intersections did not view this one as particularly dangerous. ITD was spending money to improve other intersections, but not this one. However, a big spike in accidents occurred there recently that may have been related to construction at a nearby rest area. What was causing the accidents? What should be done?

The local newspaper carried opinion pieces that portrayed the intersection as a long-time danger zone that had never been completely fixed and was due for an upgrade. Other more serious crashes miles away were linked to the intersection in the public's mind due to its proximity as a local landmark. Eventually, a letter demanding action was sent to ITD, signed by the four City mayors of the valley and the Blaine County Commission Chairman.

In short, this was a difficult, high profile safety concern tailor made for a formal road safety audit (RSA), although it was not clear, at first, what form the RSA would take. Consulting help to do the RSA was proposed and discarded due to funding concerns. Another proposal for the RSA to be done by a cadre of ITD district traffic engineers was also discarded due to the possibility that Wood River Valley residents would perceive bias on the part of those who share the same job description and employer as the district traffic engineer organizing the RSA.

In the end a committee consisting of: 1) a District 4 environmental planner, 2) a District 4 maintenance worker, 3) an ITD roadway designer from southeast Idaho, 4) a Research Analyst, Principal from the Office of Highway Safety in Boise, 5) a traffic engineer from Ada County Highway District in

Boise, and 6) the Blaine County Sheriff, who also happens to host a weekly radio show addressing traffic concerns in the area, was selected for their impartiality and local knowledge of the intersection.



Figure 1. Lane narrowing on SH-75.

At times communication was difficult due to the strong opinions and differing backgrounds of each of the team members. Funding availability was restricted, as well, and so a team meeting time of only one day was decided upon. With the exception of rough cost estimates, all engineering analysis was provided by ITD District 4. However, a number of important recommendations were made by the RSA team and have been installed at the intersection including:

- Lane narrowing to 9-ft lanes with 10-ft between rumble strips on SH-75 approaching the intersection, including Narrow Road signs
- Intersection warning signs with warning flashers on SH-75
- Larger Cross Traffic Does Not Stop signs on US-20
- Upgraded overhead flashing beacon to brighter LEDs on both SH-75 and US-20
- Eliminated some signs on US-20 across from the intersection for less sign clutter

In addition to lane narrowing which may reduce speeds and is expected to decrease crashes, a posted speed limit reduction from 55 to 45 mph approaching the intersection on

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Which Pavement Marking Product to Use?

By Nora Fairchild

A look at some studies on the subject, and recommendations for different types of roads.

According to the Federal Highway Administration's Safety website, the United States spends approximately \$200 billion annually on pavement markings. This is money well spent. Without pavement markings' visibility and retroreflectivity, drivers would have trouble staying on the road, especially at night or during inclement weather.

While durability and retroreflectivity of pavement markings are important for drivers to see the road in front of them, cost also is a significant factor when it comes to choosing a pavement marking product. The perspective of local communities, accounting for 75 percent of U.S. roads, is quite significant to the industry. In Kansas (and Idaho), local communities own most of the roads and streets with low average annual daily traffic, or AADT, in the state, and what is cost-effective for those roads is different than for roads and streets with higher amounts of traffic. This article will describe a few common pavement marking technologies and what to consider in choosing a pavement marking product as recommended in a few resources on the topic.

Paints and thermoplastics

Paints. Paint-based pavement markings are classified as conventional or non-durable marking materials. The Federal Highway Administration's (FHWA) *Roadway Delineation Practices Handbook* says markings can be applied either hot or cold, and depending on the type of paint can take from 30 seconds to seven minutes to dry. According to the Minnesota DOT's *Cost of Pavement Marking Materials* report, initial retroreflectivity (ability to re-



Paint sticks best to pavement that is neither too rough nor too smooth.

flect light back to a source) starts at 275 mcd/m²/lux for white paints and 180 mcd/m²/lux for yellow, but deteriorates at a faster rate than thermoplastics. On high-volume roads, paints are usually used only temporarily.

Lead-free latex paints are a viable option for local roads. Latex, or waterborne, paint is relatively easy to apply, clean and dispose-of, and does not contain the high amounts of volatile organic compounds (VOCs) that alkyd paints have been known for in the past. While the FHWA's handbook notes that alkyd paints are less than ideal not only for their toxicity but because they aren't as durable as latex, MnDOT's *The Cost of Pavement Markings* says that alkyd paints have been recently changed so that they no longer contain high levels of VOCs. Regardless, the Minnesota DOT notes that alkyd paints are highly flammable and difficult to store.

For proper application of paint markings on all types of pavement, roads must be clean and dry. For latex

paint markings to work best they must be installed during warm outside temperatures, generally above 50°F, but alkyd paints can be used in cold weather.

Both types of paint are quick-drying, but it is important to also apply the appropriate amount of clear, round, glass beads to ensure retroreflectivity in wet conditions and for the product's lifespan. Glass beads are either part of the paint mixture or are dropped or sprayed with a nozzle located directly behind the paint nozzle, allowing them to adhere to the paint markings almost immediately. By returning light emitted from a car's headlights back to the driver, the beads allow drivers to better see the markings at night and during rainy conditions.

Thermoplastics. Thermoplastics are resin-based marking materials that are durable and highly retroreflective, and therefore better seen by drivers at night and during inclement weather.

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Thermoplastics last longer than paint markings, and are commonly used on high-volume roads to lessen the amount of restriping work (and related traffic delays), or in places where visibility is especially critical, such as sharp curves.

Thermoplastic material starts out as a solid and needs to be heated to become liquid during application to adhere to the pavement when it cools. The product requires special equipment for installation, and the markings must be heated to 400°-425°F to stick to pavement. Because thermoplastic markings tend to weaken with road surface moisture, temperature fluctuations and damage from snowplows, they should be replaced every three to six years.

Durability depends on pavement characteristics and traffic counts

Pavement marking types are chosen based upon their retroreflectivity, lifespan, and cost. Many factors affect the durability of pavement markings, including pavement type, which can cause premature wear and tear due to variations in roughness, heat retention, and porosity (roughness). Concrete, for example, has a very low porosity so it is difficult to get pavement markings to adhere correctly. Road sands and high average annual daily traffic (AADT above 10,000) traffic volumes can also cause both paints and thermoplastics to wear away.

Low-volume local roads are classified as having an AADT of less than 10,000. Paint markings are deemed suitable for local roads, although they only last from 12 to 36 months. It is important to keep in mind that rough pavements such as surface treatments like chip seals can cause paints to wear away prematurely, and that paints are

On low-volume roads that have areas where conventional paints must be renewed in less than one year, thermoplastics or other durable marking products may be the more economical choice.

not recommended for concretes.

Thermoplastics can by far outlast paint markings with a lifespan of 3-6 years. Reflective beads are usually mixed in with the material and spread on top, so initial retroreflectivity values should exceed the minimum 275 mcd/m²/lux for white and 180 mcd/m²/lux for yellow.

Unfortunately, snow plows can damage thermoplastics fairly easily. Another con is that because of their long lifespan, the markings are difficult to remove and replace. Lead contents must be properly disposed of, and if the old markings haven't completely worn away, they have been removed either by sandblasting, grinding, chipping, or by using an oxygenation process.

Cost

Pavement markings vary in price from about three cents per foot for paint up to \$2.65 per foot for more durable products. For example, paint markings range from three to five cents per foot. Mid-durable paints vary from eight to ten cents, but are not much different in performance from conventional paint. Thermoplastics cost between \$0.19 and \$0.26 per foot and require special installation methods, which may add additional costs to communities who have never used them before. The FHWA handbook says that thermoplastic application equipment can cost over \$150,000 and that local staffs rarely have the prior experience to work with such complex tools and carry out the delicate installation process.

To give you an idea of the cost for contracting-out this service, Bill Francis from Twin Traffic Marking Corporation in Kansas City says that thermoplastic installation from his company on high-volume roads costs approximately 60 cents per foot for a four inch line, while the contracting cost for paint markings is would be 12-13 cents per foot for a four inch line in large installations. Equipment and materials are

provided in his estimates.

What is recommended for low-volume roads?

The Wisconsin transportation bulletin sums up the pros and cons of paints and thermoplastics well by saying, "Conventional paints are most cost effective for low-volume roads. In higher traffic areas, where conventional paints must be renewed in less than one year, thermoplastics or other durable marking products may be more economical." So, if you are dealing with multiple restripings and want to try a more durable alternative, thermoplastic markings may be the answer, but if you are satisfied with the way paint-based pavement markings perform on roads with a low-volume AADT, there is no need to invest in the equipment and specialization or extra contracting cost that thermoplastic installation requires.

For more information, consult the sources for this article.

Sources:

- James Migletz, Joseph K. Fish, and Jerry L. Graham. *Roadway Delineation Practices Handbook*. FHWA. August 1994. http://ntl.bts.gov/lib/jpodocs/repts_te/8203.pdf
- Texas Department of Transportation. *Pavement Marking Handbook*. Traffic Operations Division. August 2004. <http://onlinemanuals.txdot.gov/txdotmanuals/pmh/pmh.pdf>
- Thomas Heydel, P.E. *Pavement Markings*. Wisconsin Transportation Bulletin no.9. December 2005. http://epdfiles.engr.wisc.edu/pdf_web_files/tic/bulletins/Bln_009_Pavement_Markings.pdf
- Georgia LTAP. *Selecting the Right Pavement Marking Materials*. Georgia Roads. Vol. 20, No. 13, Summer 2009. <http://www.dot.state.ga.us/localgovernment/ltap/Documents/Summer09.pdf>
- David Montebello and Jacqueline Schroeder. *Cost of Pavement Marking Materials*. Minnesota DOT Synthesis Report. March 2000. <http://www.lrrb.org/PDF/200011.pdf>

Reference: Kansas LTAP Newsletter / Spring 2011

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Figure 2. Solar power advanced warning flasher installed NB and SB on SH-75.

SH-75 has also been implemented in conjunction with law enforcement.

The recommendations in the RSA have proven invaluable. In the last year, since construction of the rest area was substantially completed and about the time when ITD started making intersection changes based on the RSA, only 1 accident has been reported, although it could not be found in the database. (It may not be reportable based on minimum property damage requirements).

In summary, an RSA conducted by a multi-discipline, impartial team has been extremely helpful to the long term safety

of this high profile intersection. Although it took a significant amount of time to assemble the RSA team and perform the RSA, and although lessons were learned about the process, in particular the owner's need for a formal face to face response to the RSA team's recommendations, the number of accidents has been reduced, and changes to the intersection have been well received. The RSA team's report and ratings of possible safety improvements continues to guide ITD's decision making process going forward.

Figure 3. Example of sign clutter EB on US-20. Buckle up sign has been removed. Cross Traffic Does Not Stop Sign has been enlarged.



Reference: Bruce Christensen, ITD D4 Traffic Engineer, 208-886-7860

RIGHT-OF-WAY ACQUISITIONS—THE EMOTIONAL FACTOR



We hear it often; "It's necessary to replace a bridge." "Two more lanes will meet increasing traffic counts." "It's a public safety issue." There are many good reasons for a project. All the property owner hears however, is "I'm from the government and I'm coming to take your land." Unfortunately, in too many situations, this is the only statement the property owner hears, and fears. Certainly it's an emotional response, but it's a real issue which must be addressed before any progress can be made, and the earlier the better.

There are several ways to address the emotional factor. First, you can address it collectively, in public. At the first public forum where the proposed project is presented to the property owners, your right-of-way agent can explain the acquisition process. He/she can answer questions during the presentation, or meet with property owners privately during, or after the presentation. By introducing the right-of-way agent in this venue the District can, and should, divert all future questions regarding the process from the Commissioners to the right-of-way agent; where they should be directed. The right-of-way agent then has an opportunity to build a relationship with

property owners and establish future access by phone and e mail. Most importantly, the property owner has an opportunity to express his/her specific concerns and the right-of-way agent has an opportunity to address them early on in the process. This initial, early personal contact goes a long way to address the "emotional factor".

Professional engineering, photos, clear illustrations, well developed construction plans are all important, as are facts and figures supporting your project. Important, necessary, and logical certainly. But all the facts and figures won't make your project acceptable without first addressing the emotional factor. When dealing with property owners my motto is: "People may forget what you say and people may forget what you do; but they will never forget how you make them feel." Once you address the emotional factor, you are well down the road to a successful negotiation process, and a successful project.

For more information, please contact Larry Rincover, Project Manager, ns@rincover.com, 208-861-0488.

Reference: Larry Rincover, Negotiation Services, LLC

GPS and You: Putting the Technology to Work: New Solutions for Today's Highway Infrastructure

Learn how global positioning system (GPS) technology can be used to improve transportation construction operations and quality with the Federal Highway Administration's (FHWA) free Web-based course, GPS Technology (Course No. FHWA-NHI-134078). Developed by the Transportation Curriculum Coordination Council (TCCC), the course is available through FHWA's National Highway Institute (NHI).

The 1-hour introductory course will provide participants with a general understanding of GPS, which is becoming a commonly used tool for highway construction and maintenance. GPS can be used, for example, in surveying, rough and fine grading, determination of utility locations, excavation and grading, and paving.

"Awareness of emerging GPS-based applications and equipment modifications is essential to technicians today when performing inspection and maintenance job functions," said Christopher Newman of FHWA.

Upon completion of the course, participants will be able to define GPS, describe the levels of GPS accuracy, and understand how GPS is used in highway construction today. The training is designed for representatives from FHWA, State, and local agencies, as well as industry.

Launched in 2000, the TCCC is a partnership that includes representatives from FHWA, NHI, regional State training and certification groups, several American Association of State Highway and Transportation Officials subcommittees, and industry associations. More than 100 online training

courses developed by the TCCC are available from NHI. In addition to basic training for transportation workers, many of the TCCC courses can help with implementation of emerging technological advances.

For additional information on the course or to register, visit www.nhi.fhwa.dot.gov. Details on other online TCCC training opportunities can be found at www.nhi.fhwa.dot.gov/



[training/course_search.aspx](http://www.nhi.fhwa.dot.gov/training/course_search.aspx) (click on "View All Available Web-Based Training Courses"). Information on the GPS technology course is also available by contacting Douglas Townes at the FHWA Resource Center, 404-562-3914 (email: douglas.townes@fhwa.dot.gov).

Reference: FOCUS • September 2011, Publication Number: FHWA-HRT-11-017

Proper Salt Storage: A Reminder



Road managers should consider the benefits of investing in proper salt storage. Salt needs to be covered to prevent water from infiltrating the stock pile. Water contaminated with salt can end up polluting lakes and rivers, costing the city, county or highway district more money for proper clean-up and preparation for drinking water. In addition, a salt storage shed should be large enough to house all the salt needed for the winter. Replenishing your salt supply mid-winter can be risky and will usually cost more, since it would not be a bulk purchase.

Reference: UNH T2 Center, *Road Business*, Winter 2010, Vol. 25, No. 4.
Edited by LHTAC Staff



Challenge of Change

Change is an evergreen issue; folks have struggled with it throughout the ages. In a world characterized with relentless personal and organizational change it's not easy to let go of old paradigms and embrace new ones.

- ⌚ Change is time and time is change.
- ⌚ A big part of dealing with change is initially resisting the change.
- ⌚ We don't fear change. . . we fear the unknown.
- ⌚ There will be no change until we can let go of the "old form" and embrace the new one.
- ⌚ Humor and dealing with change go hand-in-hand; never take it out of the equation.

As you face the future, be grateful for all that has passed and look forward with gusto!

Reference: © Mark "Tenacious" Towers/Speak Out Seminars, LLC . AIC November 2011 Newsletter. Edited by LHTAC Staff

"Don't let your rearview mirror be bigger than your windshield."

Reference: Guideposts January 2012

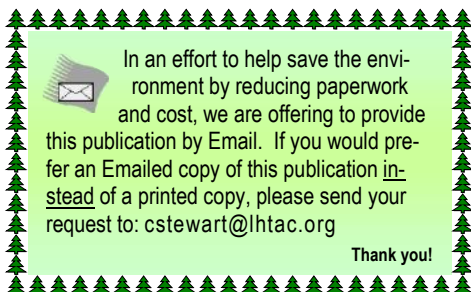
10 Tips for Safe Lifting



As most of us know you can really mess yourself up if you lift wrong and the fact is there are many of us out there that have bad backs from improper lifting.

1. It's always safe for you to test every load before you lift by pushing the object lightly with your hands or feet to see how easily it moves. This exercise will provide you information on the weight of the load. If it's too heavy for you, do not try to lift it; seek someone's help.
2. Do not judge by the size of the load as even small loads might be pretty heavy to lift. Release the object on the way if you feel any kind of muscle pain or irritation.
3. Use proper gears that support you well for every lift. Wear shoes with good traction and solid gripping gloves which will help you to hold the object for a longer period of time.
4. Avoid standing too far from the load as it might not provide you the needed grip to hold the object properly; always stand close to the object. Align yourself properly over the load with your feet and shoulders wide apart. This will give you the exact balance needed to hold the load while lifting it.
5. The best technique to lift heavier loads is to keep your back straight, bend your knees to the floor and grab the load. For heavier loads, try lifting with your full breath, and tighten your abdominal muscle too for added support.
6. Make sure you lift with a slow, steady force. This will help you avoid muscle strains from having to counter an unbalanced load.
7. Make use of the handles applied to the object or box as this might also provide an accurate grip and will further moderate the weight. Do not bend yourself or by any ways twist the body. This will certainly cut off your momentum and cause muscle strain.
8. Always identify the path on which you will be going with the load and clear all obstacles from your intended path. Take smooth and small strides with much heavier loads to avoid muscle strain from overcompensating for shifting loads.
9. Try to avoid taking loads over slippery or uneven surfaces. Hold loads on your shoulders for the best support and balance.
10. Consider taking your loads over small intervals instead of carrying multiple items at the same time.

Reference: EVERGREEN SAFETY COUNCIL, Safety Solutions, August 2011



Lewiston Safety Fest of the Great Northwest -Update Hosted by the Idaho T2 Center, October 2011

The Idaho T2 Center hosted the 2nd annual Lewiston Safety Fest of the Great Northwest October 25-27, 2011. We are pleased to announce this event saw 490 participants who received safety training through the 26 **free** classes. This was a 28% increase in attendance over 2010. Classes presented included OSHA's 10 hour Construction and General Industry courses, along with 24 other Safety courses, *all available at no charge*.

The assistance of our vendors and sponsors was critical to the success of this event and due to their commitment, we were

able to offer break refreshments to all the attendees each day. Also, our 39 expert instructors *volunteered* their time once again to make this event possible.

We look forward to the upcoming 2012 Idaho Safety Fest events (see schedule below) and we anticipate an increase in attendance at each event. The T2 Center and LHTAC want to thank everyone involved for their commitment to safety and the training of Idaho's workforce... **Thank you!**



SAFETY FEST OF THE GREAT NORTHWEST—2012

Safety Fest of the Great Northwest is in its 7th year of **FREE** 3 or 4 day training conferences available to the construction and general industry communities to provide safety and health training to the Northwest Region's front line workers. This includes anyone who desires to improve the safety performance of their business! Please visit our registration websites:

BOISE, ID

Dates: January 24-27, 2012 – **(Registration closed mid-December - Walk-ins Welcome if space available)**
Location: URS/Washington Group
 720 Park Blvd.
 Boise, ID 83702
<http://www.safetyfest-boise.org/>

POST FALLS, ID

Dates: February 21-23, 2012
Location: Post Falls Armory
 5453 E. Seltice Way
 Post Falls, ID 83854
<http://www.safetyfest-northernidaho.org/>

TWIN FALLS, ID

Dates: March 27-30, 2012
Location: College of Southern Idaho
 315 Falls Ave.
 Twin Falls, ID 83303
<http://www.safetyfest-southernidaho.org>


POCATELLO, ID

Dates: April 24-26, 2012
Location: Idaho National Guard Armory
 10714 Fairgrounds Rd.
 Pocatello, ID 83201
<http://www.safetyfest-easternidaho.org>


LEWISTON, ID

Dates: October 23-25, 2011
Location: LCSC – Williams Conference Center
 500 8th Avenue
 Lewiston, ID 83501
<http://www.safetyfest-lewiston.org>

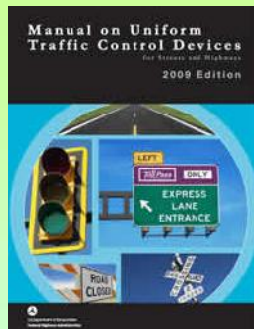
For information or questions on any of the Safety Fest events, please contact Denise Shields, Event Coordinator for Pocatello and and Lewiston, Idaho T2 Center 208-344-0565, dshields@LHTAC.org.



Idaho T2 Library



Don't forget to look at our lending library at www.idahot2.org. These videos, DVD's and CD's are very helpful to be used during your agency training meetings, or for individual viewing. We have videos on Health, Safety and any number of job related subjects. We also have a wide variety of publications on different subjects to add to your training tools. If you need help finding a certain subject, or help signing on to the website, please call Denise Shields at 208-344-0565 or send an e-mail to dshields@LHTAC.org.



The 2009 Manual on Uniform Traffic Control Devices (MUTCD) is now available for purchase.

As of September 15, 2011, ITD accepted a temporary rule to adopt the 2009 MUTCD. The permanent rule will go to the 2012 Legislature next spring. The cost of the manual is \$109.00 each. To order a copy, please contact: idahot2@lhtac.org or dshields@lhtac.org or call Denise at 208 344-0565.

Idaho T2 Center 2011 Recipients Road Scholar and Masters



Bruce Drewes, T2 Manager and Wil Bening

Road Scholar

Wil Bening, East Side Highway District

Wil is originally from Kellogg, Idaho. He served four years in the United States Air Force. Wil worked twelve years (1994-2006) for the Shoshone County Road and Bridge Department. In May 2006, he began working for the East Side Highway District as a road maintenance crewman. Wil is the leader of the Gondola Evacuation Team at Silver Mountain Resort. He is married and the father of two daughters. In his off time, Wil enjoys white-water kayaking, rafting, sky diving, scuba diving, and downhill skiing.

Road Master

Ron Hauck, Foreman, Lakes Highway District

Ron is from Coeur d' Alene, Idaho and attended Post Falls High School. Ron enjoys snowmobiling, work and spending time with his family.



Ron Hauck and Bruce Drewes, T2 Manager



Road Master

Dustin Howe, Worley Highway District, Assistant Foreman

Dustin is from Rose Lake Idaho. He graduated from Kellogg High School and has taken several continuing educational classes. Dustin likes to go hunting, fishing, camping and he likes to work on vehicles. "I enjoy learning new ways and techniques to maintain public roadways. The safety of the traveling public is my number one goal." – Dustin Howe

Road Master

Mike Monette, Post Falls Highway District, Assistant Road Supervisor

Mike is from Coeur d'Alene, Idaho, graduated from Coeur d' Alene High School, and served three years in the U.S. Army. His work experience includes six years with Inland Asphalt and other miscellaneous jobs such as: logging, finish carpenter, and rock crusher operator. Mike has been with Post Falls Highway District for 26 years and is also involved with IACERS and NACE. His personal interests include woodworking, fishing, hunting, gardening and being entertained by his four granddaughters. "I would like to thank the Board of Commissioners and Kelly Brownsberger for the opportunity to work for the District and giving me the continued education to better serve my community and fellow employees." – Mike Monette



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Idaho T2 Center 2011 Recipients Road Scholar and Masters

Road Master

Ken Peterson, City of Post Falls, Traffic Maintenance Foreman

Ken is from Grand Junction, Colorado. His professional background includes: graduating from North Idaho College Vocational College; U.S. Army veteran (Expert Marksman, Expert Grenade), residential construction. In 2000 he began working for the City of Post Falls, Street Department, as a Street Worker. In 2003 Ken was promoted to Traffic Maintenance Foreman. Ken is involved with the International Municipal Signal Association. Ken enjoys every minute he can with his wife and daughters; spending time at their Twin Lakes property, fishing, playing golf and playing guitar. "Thank you, T2 Center staff, for your commitment to the Road Scholar Program. I also thank the City of Post Falls for their commitment to train their employees."



Ken Peterson & Steve Tate

Road Master

Steve Tate, City Of Post Falls, Street Maintenance Foreman

Steve is originally from Watsonville, California. Steve spent 20 years in the construction field and in 1997 he began working for the City of Post Falls in the Parks Department. In 2003, he was transferred to the Street Department as a Street Worker and then was later promoted to Street Maintenance Foreman. Steve was awarded a Master Certificate in Business Management in 2011. Steve's hobbies include: hunting, fishing, and camping. Steve enjoys spending time with his wife, adult children, and the "triplet" grandchildren. He also enjoys restoring his 1953 Chevy pickup.



Brian Christiansen and Reed Shuler

Road Master

Brian Christiansen, City of Ketchum, Street Department, Street Superintendent

Brian was born in California and raised in the Wood River Valley. Brian's work experience includes: being a foreman for an asphalt contractor; working for Hughes Aircraft as a Parking Coordinator; and working for Continental Airlines for 6 years as a Tech Planner. He has been with the City of Ketchum for 18 years and has served as Street Superintendent for the last 16 years. Brian has his Private Pilot and A&P License. He has been married for 25 years with two boys. He enjoys hunting, hiking and spending time with his family.

Road Master

Reed Shuler, City of Ketchum, Street Department, Street Operations Supervisor

Reed was born in San Luis Obispo, California and raised in Jerome Idaho. He worked on cattle ranches throughout Idaho, Oregon, Montana, Nevada, and California. Reed was also self-employed for 3 years starting colts, training horses and as a Ferrier. Reed is an aircraft owner and working on his private pilot license. Reed has been married for 25 years with 1 daughter and 2 grandchildren. He enjoys hunting, flying, being in the mountains, and above all, his favorite time is spending time with his family and friends.

Local Highway Technical Assistance Council (LHTAC)
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VOL. 5, No. 2

IDAHO TECHNOLOGY ASSISTANCE NEWSLETTER

DECEMBER 2011

CALENDAR OF EVENTS

January 24-27, 2012	Safety Fest of the Great Northwest—Boise	Boise, ID
February 6-10, 2012	Idaho Assoc. of Counties (IAC) Midwinter Legislative Conference & Affiliate Assoc. Meetings	Boise, ID
February 10, 2012	2012 Bridge Replacement & Rehabilitation Program—STP Applications due to LHTAC	Boise, ID
February 12-16, 2012	American Traffic Safety Services Assoc. (ATSSA) 42nd Annual Convention & Traffic Expo	Tampa, FL
February 21-23, 2012	Safety Fest of the Great Northwest—Post Falls	Post Falls, ID
March 4-7, 2012	Institute of Transportation Engineers (ITE) 2012 Technical Conference and Exhibit	Pasadena, CA
March 9, 2012	Local Highway Technical Assistance Council Meeting (LHTAC)	Boise, ID
March 27-30, 2012	Safety Fest of the Great Northwest—Twin Falls	Twin Falls, ID
April 1-5, 2012	National Association of County Engineers (NACE) Annual Conference & Expo	Lexington, KY
April 24-26, 2012	Safety Fest of the Great Northwest—Pocatello	Pocatello, ID
June 20-22, 2012	2012 Association of Idaho Cities (AIC) Annual Conference	Boise, ID

If you are interested in additional information regarding any of the above referenced meetings and/or training sessions, please contact LHTAC at 208-344-0565, 800-259-6841 or lhtac@lhtac.org.