

IDAHO TECHNOLOGY ASSISTANCE NEWSLETTER



Local Highway Technical Assistance Council

LHTAC / LTAP



Idaho Technology Transfer Center

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Safety Fest Of The Great Northwest Pocatello—2010



Safety Fest of the Great Northwest is a **FREE** four day conference available to the workforce in construction, general industry, and transportation, which provides safety and health training in an effort to help reduce fatalities, injuries and illnesses on the job. The Pocatello conference is being coordinated by the Idaho T2 Center and will be held Tuesday, April 20th through Friday, April 23rd, 2010 at the Pocatello Armory.

This will be the first Safety Fest to be held in Pocatello, however, for the past four years URS/Washington Group has hosted one in Boise and for the first time earlier this year it was offered in Post Falls. After being a Founding Partner in Boise for the past two years, the Idaho T2 Center recognized the need for this training in other parts of Idaho and has taken on the important task of offering it in the Pocatello area.

The Safety Fest of the Great Northwest - Pocatello is an affordable Safety and Health Training event for the education of the area's front line workers, supervisors and managers of all levels. To be able to offer this event **free** we count on many generous partners.

Our Founding Partners are organizations that help with creating the course agenda, supplying their expert instructors for the course classes or volunteers for registration and classroom logistics. They are also instrumental in spreading the word to the community they work in so we can reach as many people as possible. As a Founding Partner, their company name and logo will appear on our Safety Fest website as well as any printed brochures or signage. Our Founding Partners for the Safety Fest of the Great Northwest - Pocatello are URS/Washington Group,; ASSE/URS; Idaho Associated General Contractors; OSHA; MSHA; Department of Transportation; FHWA/DOT; Idaho National Laboratories/BEA and CWI Divisions; ICRMP; Shoshone/Bannock TERO; ISU Workforce Training, and Idaho Counties Risk Management Program.

Having major sponsors is also critical to the success of this event as we depend on them to help with needed supplies and training materials. As a sponsor, there are several options – sponsoring a refreshment break for \$250.00, or sponsoring one or more classes at \$100.00 each, they might also wish to sponsor a lunch. Monetary donations are always welcome to cover any and all miscellaneous expenses.

We have 39+ classes scheduled over the four day period and expect approximately 400+ attendees. All the instructors for these courses volunteer their time and expertise to make sure the Idaho workforce is properly trained on their jobs. The courses offered include from 2 to 5 hours in duration, plus the OSHA 10 Hour General Industry Out-

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Commissioner, Filer Highway District

Dan Schaeffer
Commissioner, Hillsdale Highway District

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Association of Idaho Cities

Stuart Davis, Executive Director
Idaho Association of Highway Districts

Tony Poinelli, Deputy Director
Idaho Association of Counties



IDAHO T2 ADVISORY BOARD

The people listed below help guide and direct the policies and activities of the Idaho T2 Center. You are invited to contact any of them to comment, make suggestions, or ask questions about the T2 Program.

Nate Marvin – Chairman
Public Works Superintendent
City of Weiser
208-814-1965

Kevin Eckersell
Public Works Director
Bonneville County Road & Bridge
208-529-1290

John Perry
Transportation Engineer
Federal Highway Administration
208-334-1843

LeRoy Lewis
Road Supervisor
Jerome Highway District
208-324-4601

Terry Little
Traffic Manager
Ada County Highway District
208-387-6140

Steve Hyndman
Training Specialist
Idaho Transportation Department
208-799-4242

Kim Reed
Road/Bridge Director
Gem County Road/Bridge Dept.
208-365-3305

Stuart Davis
Executive Director
Idaho Association of Highway Districts
208-345-5176

T2 Ex-Officio Member
Lance Holmstrom
LHTAC Administrator
800-259-6841

T2 Associate
Ned Parrish
ITD Research Program Manager
208-334-8296



LHTAC STAFF

- Lance Holmstrom, M.U.P., Administrator
- G. Daniel Shirilla, Deputy Administrator
- Susan Lasuen, Office Manager
- Cindy Stewart, Publication/Council Manager
- Jessica Barnes, Secretary/Receptionist
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- Vicki Courtois, Federal-aid Administrative Assistant
- Jim Zier, Asset Manager
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- Matthew Syphus, GIS Specialist
- Bruce Drewes, T2 Manager
- Lorie Cover, T2 Training Coordinator
- Denise Shields, T2 Event Coordinator



New Officers at LHTAC

On December 11, 2009 the quarterly meeting of LHTAC was convened and the following members were elected to their respective offices:

Dick Edinger, Chairman,
Commissioner, Eastside Highway District

Lan Smith, Vice Chairman,
Commissioner, Gem County

**Mac Pooler, Secretary/
Treasurer,** Mayor, City of Kellogg



New Council Members

We would like to welcome the newly appointed members that will be serving on the Council. Dan Schaeffer, Commissioner, Hillsdale Highway District has been appointed by the Idaho Association of Highway Districts (IAHD) and Randall Prescott, City Council Member, City of Soda Springs has been appointed by the Association of Idaho Cities (AIC). LHTAC would like to thank Shawn Larsen, former Mayor of the City of Rexburg, for his 3.5 years served on the Council.

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 (T2) Center - LTAP
 3330 Grace Street, Boise, ID 83703
 Phone: (208) 344-0565 (800) 259-6841
 Fax: (208) 344-0789
 LHTAC webpage, www.lhtac.org
 Idaho T2 Center webpage, www.idahot2.org





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reach Training class and the 10 Hour OSHA Construction class - all for *free*. Some classes are offered in Spanish. The emphasis is on construction, General Industry, transportation, and mine safety and health. Here is a list of some of the classes scheduled to be offered at this four day event – OSHA Recordkeeping; Slam The Door On Killer Four; Crane Management; Defensive Driving; First Aid/CPR (English and Spanish); Combustible Dust; DOT Reasonable Suspicion Training for Drugs & Alcohol; MSHA Dust/Noise; Forklift; Confined Spaces; Lockout/Tagout; MSHA Sand/Gravel; Rigging; Welding Gas; Accident Investigation Training; ADA Compliance; Fall Protection: Cranes; Z-10 VPP/Safety Management; MUTCD/Work Zone Safety; VPP Road Map; BBS; Excavation/Trenching; OSHA 10 hour G.I. (English and Spanish); Arc Flash; Overhead Power Lines/Electrical Safety/Electrical Hazards; Human Performance; START Program; Soft Tissue Injuries; Flagger; 10 hour OSHA Construction (English and Spanish); Bucket; Machine Guarding; HAZMAT; Scaffolding; and Respirator/Air Supply.

To sign up for a particular course, participants will register on line at the designated website and receive a confirmation. If a class is full, participants will not be confirmed but will be added to an overflow list, and if there is enough interest and available space, another class will be added to accommodate the extra registrants. Participants are encouraged to register early, before the classes fill up. Upon arrival, each participant will receive the Safety Fest agenda, their individual class schedule, and other pertinent materials,

along with their name badge. Each participant will receive a “Certificate of Completion” for each course they attend at the end of the course. OSHA certificates will be requested and issued by OSHA for each participant who completes the OSHA 10-hour courses. These will be mailed directly to the participant.

There will also be a vendor trade show on Tuesday, April 20th and Wednesday, April 21st with vendors displaying health and safety items of all kinds. A vendor booth will be approximately 8’ x 8’ and set up in the area where the attendee refreshments will be served assuring that all participants will visit the vendors. Vendors will be charged \$200.00 per booth area, however if they choose to sponsor a refreshment break, they will not be charged for their vendor booth area.

To register, go to Pocatello’s Safety Fest website:
<http://www.safetyfest-pocatello.org>

Also visit the Post Falls Safety Fest website, which will be held in February <http://www.safetyfest-northernidaho.org/>. The Twin Falls Safety Fest, being held in March, does not have a website available yet, so please watch for that on the Idaho T2 Center website <http://www.idahot2.org/>.

The Boise Safety Fest is scheduled for January 26th through the 29th <http://www.safetyfest-boise.org/>. **Registration for Boise closed on December 31, 2009.**

For more information, please contact Denise Shields, Event Coordinator, at 208-344-0565 or dshields@lhtac.org.

FHWA Launches Economic Recovery Web Site

To assist its State and local partners and other stakeholders in implementing the American Recovery and Reinvestment Act of 2009 (ARRA), which provides significant new funding for transportation infrastructure, the Federal Highway Administration (FHWA) has launched an ARRA Web site at www.fhwa.dot.gov/economicrecovery.

The site includes implementation guidance, a summary of ARRA provisions, estimated apportionment tables for highway infrastructure investment funds, questions and answers on ARRA issues, and actions that State and local agencies can take to expedite the delivery of economic recovery funds. Also featured are additional FHWA resources that can be helpful to transportation agencies as they implement new highway construction and maintenance projects. These resources include information on workforce training, accelerated construction techniques, innovative technologies, and

alternative contracting methods, as well as work zone considerations for ARRA projects. The work zone section includes details on regulations and guidance, best practices, and technical assistance resources.



FHWA's ARRA Web site will be updated regularly to provide the latest details on ARRA implementation. For more information, visit www.fhwa.dot.gov/economicrecovery. Questions regarding the material posted on the site can be sent to Gloria Shepherd, FHWA Associate Administrator for Planning, Environment, and Realty, at gloria.shepherd@dot.gov.

Reference: FOCUS, March 2009



Ten Essentials Of A Good Road

This article provides 10 basic tips to help maintain and keep your roads in good condition.

1. KEEP WATER AWAY FROM THE ROAD

Drainage cannot be overemphasized in road construction and maintenance. Water affects the entire serviceability of a road. Too much water in the base material weakens the road. Water allowed to remain on top of a gravel or black topped road weakens the surface and, combined with traffic, causes potholes and cracking. If improperly channeled, water causes soil erosion and a breakdown of pavement edges. Whether it is mud in the spring or frost heaves in the winter, the presence of water in roads is nothing but trouble.

A good surface drainage system is the best way to lessen water damage on a road. Proper surface drainage prevents water from infiltrating the pavement surface and removes water from the driving lanes in a constant thin sheet to the side ditches, which carries the water away from the roadway. A surface drainage system has four main components: road crown, shoulders, ditches, and culverts.

The road crown, or super-elevation of the road surface, drains water off the road surface.



Culverts protect roadways by channeling and slowing water flow, thus reducing erosion.

Shoulders are an extension of the road surface and allow for the continued flow of water to the ditches.

Ditches are used to carry water away from the roadway. They need to be kept clean and protected from erosion. Water left in the ditch can sometimes leak back into the base.

Water collected and carried in the ditch has to be directed away from the roadway at frequent intervals, sometimes using culvert pipe.

Culverts usually channel water from one side of the road to the other, helping to control the flow of water and slowing it down to reduce erosion.

Road managers are guided by the principles that water runs downhill, that water needs outlets at the bottom of all grades, and that puddles mean problems.

2. BUILD ON A FIRM FOUNDATION

A highway wears out from the top, but it falls apart from the bottom. This is another way of saying that the road base determines the service-life of a road. The base supports everything above it, including traffic.

Without adequate support, the road will deteriorate rapidly. A good road requires a suitable foundation composed of stable material. A road material is stable if it has negligible soil settlement with a change in moisture content and does not deform excessively under repeated loads whether the material is wet or dry.

3. USE THE BEST SOILS AVAILABLE

The supply of natural, good quality soils and aggregates

is beginning to disappear. Blended or crushed gravel is a more expensive alternative. The quality of soils used by a road manager often depends on local availability and budget. In deciding what is available, consider the long-term consequences of using lower quality material. Using inferior base material may require excessive maintenance during the road's life and, perhaps, expensive rehabilitation. The adage "pay me now or pay me later" applies to road building.

4. COMPACT SOILS WELL

The more dense the material is, the stronger it is. When soil is improperly compacted, future traffic loads or changes in moisture content can cause settling and failure of the roadway. Compaction is achieved by pressing soil particles together, which expels some of the air from the mass, making the material more dense. Well-graded soils having a fairly even distribution of particle sizes will compact more easily than poorly graded soils that have mostly one particle size. Crushed or angular particles will compact to a more stable condition than rounded particles of similar size. A certain amount of moisture is necessary for good compaction.

5. DESIGN FOR WINTER MAINTENANCE

In areas that receive substantial snowfalls, roads that are designed for winter maintenance should be adequate for the rest of the year. Consider the following: if the traveled way is wide enough to allow a snowplow and a school bus to meet, it should be wide enough for the rest of the year.

If ditches and roadside areas are wide enough to store snow, chances are they will accommodate spring thaws and heavy water flows.

Grades should be a minimum of

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1% for drainage purposes and should not be greater than 10% if at all possible. If the road is steeper, it is difficult for heavy equipment to maneuver, especially in the wintertime.



Consider the size of snowplows when determining road width on roads receiving lots of snowfall.

Sight distance should be considered in designing a road. For safety's sake, a driver should be able to see 75 to 100 feet up the road for every 10 mile per hour increment of driving speed.

6. BUILD FOR TRAFFIC LOADS AND TRAFFIC VOLUMES

Thin ice on a pond may support a young skater, but it will crack and break apart under the weight of an automobile. Similarly, a road built to serve residential traffic will break down when it starts carrying a number of large trucks. Road managers know that roads, like bridges, should be designed with the expected traffic type and volume in mind.

A rule of thumb is to design a road to accommodate the largest vehicles that will use the road under normal operation. If in doubt, design the road for the largest piece of equipment that maintains it in all kinds of weather.

Road managers can get information and guidance from their State transportation agencies about the type and thickness of pavement mixes to apply to a gravel road. Generally speaking, a low volume road with some truck traffic may provide good services with a "chip seal" or "sand seal." As traffic

volumes and weights increase, cold-mix asphalt and hot-mix asphalt pavement may be better alternatives.

7. PAVE ONLY ROADS THAT ARE READY

Some agencies make the mistake of paving over a road that is not properly prepared in their haste to get rid of another dusty gravel road. The result may be a complete waste of money. Paving will not cure the other problems that the gravel road may have. It still must be built of well compacted layers of free draining soil, be able to carry expected traffic loads, and be able to drain well. The cost of rebuilding a mistake is

much higher than not making the mistake and doing it right the first time.

8. BUILD FROM THE BOTTOM UP

A road that has a poor base and poor drainage cannot be adequately improved with a top dressing of gravel or new pavement. It may be necessary, in some cases, to dig out the old road, put in new materials, and build up the road in layers.

Consider the size of snowplows when determining road width on roads receiving lots of snowfall.

Before doing anything to correct a road surface problem, road managers should take into consideration what is causing the problem underneath. Improper drainage, insufficient depth of base, or poor quality gravel may be the culprit. These should be corrected before spending money on the surface.

9. PROTECT YOUR INVESTMENT

Roads and bridges need regular maintenance to keep them from deteriorating. The increased weight and frequency of traffic on roads, combined with adverse weather conditions, means an increased rate of road and street deterioration. Regular road

and bridge maintenance preserves our road investment and prevents costly major rehabilitation later on. Maintenance activities include:

- Roadway surfaces: blading and shaping; patching; resurfacing; dust control; and snow and ice removal.
- Drainage: cleaning and repairing culverts and ditches.
- Roadside: cutting bushes, trees, and grass; and repair and prevention of roadside erosion.
- Bridges: clearing channels; repair of rails, decks, and structure; and cleaning and painting.
- Traffic services: sign maintenance; and cutting vegetation to maintain visibility.
- Special projects: restoration or improvements; and emergency work such as removing slides, repairing washouts, and repairing retaining walls.

10. KEEP GOOD RECORDS

Road managers know their roads like the back of their hands. Most of them are walking history books when it comes to the roads they manage every day. This knowledge is of little use, except when the road manager is ill, moves, or retires.

Good record keeping makes roadwork much easier for everybody. It is easier to formulate budgets and to show the citizens a plan for roadwork. Recording which type of work was done on roads or bridges, when, and what materials were used can help a lot in making decisions later on.

Agencies can start by doing an inventory of all roads and bridges, listing length, width, surface types, culverts, problem areas, and other items. Placing these items on a map helps. Next comes listing and prioritizing needed improvements, putting a price tag on them, and taking care of a few problems each year.

Reference: Oregon Roads Newsletter, Winter 2008-2009, Number 91

Highway Safety Professionals Consider Strategies For Reducing Deaths From Car Crashes

Ensuring safe travel on Idaho's highways was the primary focus for highway safety professionals from throughout the state who met in Boise on November 4, 2009. The Idaho Transportation Department sponsored the all-day workshop that included discussion and strategies for improving safety.

"Safety for users is ITD's highest priority," said ITD Acting Director L. Scott Stokes as he welcomed nearly 100 participants gathered to work with ITD's Office of Highway Operations and Safety to update Idaho's strategic highway safety plan.

The goal of the collaborative effort is "Toward Zero Deaths – Every Life Counts," explains Mary Hunter, ITD highway safety manager.

The meeting featured speakers from Washington and Missouri who talked about how their states succeeded in reducing highway fatalities. During afternoon sessions, participants developed strategies and action plans to reduce traffic deaths caused by impaired driving, aggressive driving, distracted driving, lack of seat belt use and others.

Tamiko Burnell, with the Federal Highway Administration, told attendees that all states need to update their statewide coordinated safety programs and offered guidelines for success:

- Ensure that plans are data driven;
- That plans are developed by state DOTs in collaboration with outside partners;
- That they integrate engineering, education, enforcement and emergency medical services;
- They consider safety needs of all public roads; and
- That highway safety investment decisions be guided by a plan and evaluated.

Missouri Department of Transportation engineer Jon Nelson explained that data typically shows crash locations are random, but crash types are predictable.



"We don't know exactly where these will happen, but we know why," he said, noting that the top causes of traffic crashes have remained unchanged in Missouri since at least 2006. Missouri fo-

cuses on low cost, short term roadway fixes including rumble stripes, lane markings, and improved signage.

Angie Ward and Matthew Enders discussed the successes of Washington's Corridor Safety Program. Washington's "Target Zero Vision" is intended to eliminate fatal and serious crashes by 2030 through planning, collaboration and careful analysis of all available data, then targeting resource investments to generate the greatest safety benefits. Washington reports one of the lowest fatality rates in the nation.



"Idaho's immediate task is to achieve fewer than 200 annual traffic deaths by 2012," Hunter said. Last year, 232 people died on the state's highways.

"We will focus on behavioral safety, utilizing programs proven effective, and will further develop the Idaho Highway Safety Coalition to help create and sustain a culture of safety on Idaho's roads," she said.

Highway Operations and Safety Engineer Brent Jennings said ITD is evaluating and developing programs consistent with successful programs from other states to address infrastructure solutions to reduce traffic deaths.

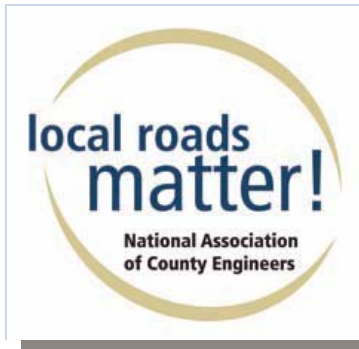
Examples include a Road Safety Audit Program, implementation of data-driven local safety corridors, and use of a system-wide approach to infrastructure safety issues by implementing low-cost, near-term improvements, especially in regard to lane departure crashes, a primary contributor to the toll of deaths, serious injuries and economic losses for Idahoans.

Hunter said a recent public opinion poll conducted by the University of Idaho for ITD showed that 87 percent of respondents believe risky driving behaviors – including speeding, impaired driving and failing to wear seat belts – resulted in increased costs to all Idahoans for medical and insurance costs.

Photos: Professionals from diverse backgrounds assembled on November 4, 2009 to talk about how to reduce fatal crashes on Idaho highways (top). Acting ITD Director Scott Stokes (above right) emphasized that safety is ITD's highest priority. Missouri's Jon Nelson talked about how his state reduced fatal crashes (bottom), and attendees divided into groups for brainstorming sessions (above center).

Reference: *ITD Transporter*, 11-6-09

LOCAL ROADS MATTER CAMPAIGN LAUNCHED



The National Association of County Engineers (NACE) has launched its “Local Roads Matter” campaign to highlight the importance of “Local Roads” to our nation’s transportation system. Over 75% of the roads and bridges in the United States are under local jurisdiction, but national and

state transportation funding policies starve them of the resources necessary to maintain a state of good repair and meeting growing mobility needs. The surface transportation authorization provides us with the opportunity to act on these critical issues. NACE President Chris Bauserman, County Engineer, Delaware County, Ohio added that “Across the nation, it is difficult for those responsible for the local road system to have a voice at the state level to ensure money is targeted for investment at the local level is actually spent at the local level.”

The consequences of this shortsightedness range from an appalling highway safety record to a pervasive negative impact on local and regional economies. A new and more enlightened federal, state, and local partnership is needed to restore the balance to highway investments and achieve important economic, environmental and safety goals.

Local Roads do matter. The time is now to address fundamental issues of fairness and equity in the distribution of federal highway funds if we are to stimulate and preserve local economies and address a safety problem of troubling dimensions. Valerie Brown, President-elect of the National Association of Counties and member of the Sonoma County, California Board of Supervisors adds “The NACE Local Roads Matter Campaign supports our efforts at NACo to “Restore the Partnership” between the Federal government and America’s counties. County roads are the backbone of rural America and as such a renewed national focus is required to protect the users and preserve these vital public assets.”

THE NATIONAL NEEDS ASSESSMENT EXPLORES FIVE KEY POINTS:

1. LOCAL ROADS MATTER! – THEY CONSTITUTE THE VAST MAJORITY OF HIGHWAY MILEAGE AND OVER HALF THE BRIDGES IN THE UNITED STATES.
2. LOCAL ROADS ARE AT RISK – IN EVERY CORNER OF THE COUNTRY, ROADS AND BRIDGES ARE FALLING FURTHER INTO A STATE OF DISREPAIR AS LOCAL OFFICIALS STRUGGLE TO MAKE ENDS MEET AMID GROWING DEMAND FOR SERVICES.
3. THE HIGHWAY SAFETY RECORD ON LOCAL ROADS, AND PARTICULARLY RURAL ROADS, IS TOTALLY UNACCEPTABLE AND IS IN PART A CONSEQUENCE OF UNDERINVESTMENT IN LOCAL ROADS.
4. LOCAL ROADS ARE GETTING SHORTCHANGED THROUGH COMPLEX FEDERAL FUNDING FORMULAS AND STATE SUB-ALLOCATION PROCESSES THAT FAIL TO GET ADEQUATE FUNDING DOWN TO THE LOCAL LEVEL.
5. LOCAL ROADS DO INDEED MATTER. WE NEED TO ADDRESS FUNDAMENTAL ISSUES OF FAIRNESS AND EQUITY IN FEDERAL HIGHWAY FUNDS DISTRIBUTION IF WE ARE TO STIMULATE AND PRESERVE LOCAL ECONOMIES AND ADDRESS A SAFETY PROBLEM OF TROUBLING DIMENSIONS.

RESOURCE: [HTTP://COUNTYENGINEERS.ORG/LRM/NEEDS-ASSESSMENT/NEEDS-ASSESSMENT-BROCHURE.HTML](http://COUNTYENGINEERS.ORG/LRM/NEEDS-ASSESSMENT/NEEDS-ASSESSMENT-BROCHURE.HTML)



National Association of County Engineers

Reference: Missouri-LTAP, Quarterly Newsletter, Summer 2009

Building Sidewalks With Federal Dollars Comes With Duty To Ensure Winter Maintenance

By Lisa Harris



When federal funds are used to build sidewalks in your community, those funds come with strings attached, regarding maintenance of those sidewalks. Federal law requires that the sidewalks be maintained for safe pedestrian passage, and that includes being cleared of ice and snow in the winter.

A memorandum issued by Butch Wlaschin, Director of FHWA's Office of Asset Management, spells this out. Issued last August to the FHWA division

offices, the memo discussed two provisions that provide FHWA with the authority to require snow removal on pedestrian facilities constructed with federal funds.

One of the provisions concerns maintaining accessibility. The other, 23 U.S.C & 116, requires a State DOT to maintain projects constructed with federal-aid funding or enter into a maintenance agreement with the appropriate local official where such projects are located.

That's where you come in. According to Eric Deitcher of KDOT's Bureau of Local Projects, KDOT does have maintenance agreements with locals on federal aid projects. So the responsibility for maintenance falls to the local government. However, local governments have the ability to create ordinances to pass along the maintenance

and snow removal responsibilities to the owners of the properties.

The upshot: If you have sidewalks in your community that have been built with federal funds, and you have an ordinance delegating responsibility for sidewalk maintenance, you are all set. If not, be aware that, legally, your government is responsible to "ensure that *reasonable* snow removal efforts are

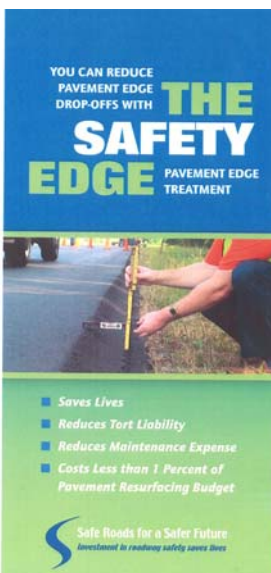
We're especially interested in areas that get a lot of pedestrian traffic. This is a risk management issue for the local government. Federal law stipulated a duty to maintain the sidewalks for safety.

-David La Roche, FHWA

provided to make facilities safe and traversable, considering local conditions," per FHWA.

Reference: Kansas LTAP Newsletter, Summer 2009

Solutions To The Pavement Edge Drop-Off Risk



- Require a 30° - 35° angle asphalt wedge "Safety Edge" at the graded material interface in asphalt resurfacing projects.
- Routinely resurface shoulders when roadways are resurfaced, and add the Safety Edge.
- Maintain edge drop-off depths at 2 inches or less on high-speed highways.



The asphalt wedge provides a safer roadway edge, and a stronger interface between the pavement and the graded material. The additional cost of the asphalt wedge is minimal when included as part of resurfacing projects. Benefits include the avoided economic and social impacts of fatalities, injuries, and property damage.

The placement of the asphalt wedge during resurfacing operations mitigates the risk posed by edge drop-offs as soon as the paving machine lays down the asphalt mat, allowing the highway agency reasonable time to restore the shoulder or other adjacent graded material.

For more information about Roadway Departure issues and effective countermeasures to prevent Roadway Departure crashes, go to the FHWA Office of Safety's Web site at <http://safety.fhwa.dot/> and click on "Roadway Departure". Copies of this Safety Edge brochure can be obtained by contacting Lori Cover at the Idaho T2 Center 1-800-259-6841 or email lcover@lhtac.org.

Sign-Related Deadlines Are Coming: Will You Be Ready?



In recent years new national standards have been adopted for sign retroreflectivity, the size of letters for street signs, and the use of break-away supports in the Clear Zone. Here is a reminder about the new requirements and their deadlines for compliance.

Sign retroreflectivity. The Federal Highway Administration's Minimum Levels of Retroreflectivity Ruling went into effect on January 22, 2008, adding new provisions regarding sign retroreflectivity to Section 2A.09 of the 2003 MUTCD, as well as a new Table 2A-3, Minimum Maintained Retroreflectivity Levels. For more information, go to <http://mutcd.fhwa.dot.gov>

From January 22, 2008 agencies will have:

- Four years to implement (and continue using) an assessment or management method to maintain traffic sign retroreflectivity at or above the established minimum levels (by January 2012).
- Seven years for replacement of regulatory, warning and ground-mounted signs (except street name signs) that fail to meet the established minimum levels (by January 2015).
- Ten years for replacement of street name signs and overhead guide

signs that fail to meet the established minimum levels (by January 2018).

The required minimum levels of retroreflectivity mean

that agencies currently using engineer grade material need to upgrade to a prismatic material for many types of traffic signs in order to meet the new retroreflectivity standards.

The Idaho T2 Center offers workshops on the MUTCD and covers issues related to signing. Visit <http://www.idahot2.org> to view a schedule of classes.

Letter size on street signs. The lettering of street name signs is addressed in MUTCD Section 2D.38 and it states that on ground-mounted street name signs that are not on multi-lane streets, the letters should be at least 6 inches high where all capital letters are used, or you can use 6 inches upper-case letters with 4.5 inches lower-case letters.

For local roads with speed limits 25 mph or less, there is an option provided that allows the use of 4-inch letter height, and words such as Street, Avenue, Road, or NW may be 3-inch letter height.

The letter size of ground-mounted street name signs discussed above was originally added to the MUTCD in January 1997. A 15-year compliance period was provided. This means the compliance date for increasing the letter size of all ground-mounted street name signs on roads that are not on

multilane streets is January 2012.

On multi-lane streets with speed limits greater than 40 mph, the lettering on ground mounted street name signs should be at least 8 inches in all capital letters, or 8 inches upper-case with 6 inches lower-case letters. This change to the MUTCD was adopted in November 2003 with a 15-year compliance period. This means the compliance date for increasing the letter size of all ground-mounted signs on multi-lane streets with speed limits greater than 40 mph is November 2018.

Breakaway posts: MUTCD Section 2A.19 states that ground-mounted sign supports shall be breakaway, yielding, or shielded if within the clear zone. This means that any of these three methods (breakaway, yielding, or shielded) are appropriate, according to FHWA. The use of crashworthy supports was added to the MUTCD in December 2000. For roads with posted speed limits of 50 mph or higher, the compliance date is January 17, 2013. There is no compliance deadline on lower speed roads, but FHWA recommends that sign supports should be upgraded whenever the sign installation requires maintenance or replacement, and crashworthy supports be used on all new sign installations.

FHWA has developed a **Sign Retroreflectivity Guidebook for Small Agencies, Federal Land Management Agencies and Tribal Governments**, FHWA-CFL/TD 09-005 September 2009. Copies of this guidebook can be obtained by contacting Lori Cover at the Idaho T2 Center 1-800-259-6841 or email lcover@lhtac.org.

Reference: KUTC Newsletter, Winter 2009





Road Scholar 2009 Fall Recipients

City of Nampa, Street Division

The Idaho T2 Center is proud to announce that the City of Nampa Street Division has had several employees graduate within this last year. In December of 2008, Curt Hensley, Scott Hensley, Doug Standley, and Matt Stanley, received their Road Scholar awards. This year Jeff Keeney, Les Gibbens, Shawn Fournier and Don Barr were presented with their awards in September. These employees have worked very hard to complete the Road Scholar program and we appreciate their efforts!

Next step...Road Masters! Good luck guys!

From left to right: Doug Standley, Curt Hensley, Scott Hensley and Matt Stanley



From left to right: Shawn Fournier, Les Gibbens, Jeff Keeney and Don Barr



Carl Vaughn, Idaho Transportation Department

Carl J. Vaughn, Transportation Technician Senior, has worked for the Idaho Transportation Department since November 2002. Upon retiring from the United States Air Force after twenty-one years in the Military Police field, Carl was looking for a new career direction. As a child, Carl loved to play in the dirt with his trucks and tractors, thus he chose the transportation sector to pursue.

Raised in Southern California, and moving extensively in the military, Carl now calls Idaho home with his wife of twenty years their two children. As an outdoor enthusiast, Carl enjoys relaxing in the mountains at his cabin hideaway where he can snow ski, fish, and hunt out his back door. Attending night classes at Boise State and Park University in peruse of that elusive engineering degree has been challenging to say the least, but as Carl stated "Today more than ever, you need to keep up with technology and your education to stay marketable in the work place".



Road Master 2009 Fall Recipients



Congratulations!

Neal Capps, Gem County Road and Bridge Department, Truck Driver

Originally from Salmon, Idaho, Neal attended Salmon High School and Boise State University. His personal interests are being a proud parent, spending time with family—hunting, camping and traveling. He also enjoys looking through Idaho Transportation Department’s bidding section to see who is bidding on projects, and who was awarded the contracts. “I would like to thank the Board of Commissioners and Kim Reed for giving me the opportunity to participate in the Road Scholar and Road Master programs. I enjoy my job and the people I work with. It is great satisfaction knowing everything you do on a county road is for public safety. – Neal Capps



Winter Tips & Information

Being properly prepared for winter conditions is an important consideration when traveling during this time of the year. The following tips can help motorists to arrive at their destinations safely.

- LEAVE EARLY - Expect any trip to take double the normal amount of time.
- PLAN YOUR ROUTE - Avoid steep upgrades and lightly traveled roads where deep snow drifts may form.
- SLOW DOWN - Slick pavement means reduced traction and loss of control. On snow or ice the posted speed limit is NOT a safe speed.
- INCREASE FOLLOWING DISTANCE - It can take from 3 to 10 times farther to stop on winter-slick pavement than on a dry road. Allow a large gap between yourself and the car ahead of you.
- STOP GRADUALLY - Never slam on your brakes in ice or snow.

Reference: Ohio LTAP Quarterly, January-March 2009

Positive News on the Safety Front: Fatalities Down in First Six Months of 2009

Traffic deaths on U.S. roads reached a record low in the first half of 2009. Although 16,626 people died in traffic crashes between January and June, this was a 7 percent drop from the same period last year. The American Association of State Highway Transportation Officials (AASHTO) President and Pennsylvania Department of Transportation secretary Allen Biehler praised state actions to make travel safer. “Of course, you would expect that with reductions in driving (due to the slowing economy), you would also see

reductions in fatalities. But the fact is travel is down about a half of a percent, but fatalities are down by seven percent for the first six months of 2009. Over the past four years, travel has declined by about two percent, but the fatality rate has dropped by more than 20 percent. So the vital work being done in states is paying off big time in saving lives nationwide.”

Reference: NACE News, November 2009

New Director and Board Member at ITD

November 19, 2009, the Idaho Transportation Board announced that they have hired a new Director, Brian Ness. Mr. Ness was Administrator for the Michigan Department of Transportation Northern Region, and he is to start at ITD on January 11, 2010.

December 9, 2009, it was announced that Governor Butch Otter appointed Jan Vasser, Lewiston City Manager, to the fill the vacancy on the Idaho Transportation Board.



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IDAHO TECHNOLOGY ASSISTANCE NEWSLETTER

DECEMBER 2009

CALENDAR OF EVENTS

January 29, 2010	2010 Federal-aid Incentive Program—STP Applications due to the ITD District Offices	1-Coeur d'Alene, 2-Lewiston, 3-Boise, 4-Shoshone, 5-Pocatello, 6-Rigby
January 29, 2010	The Boise Management Conference (www.careertrack.com or 1-800-556-3009)	Boise, ID
February 12, 2010	2010 Federal-aid Incentive & Bridge Programs—STP Applications due to LHTAC	Boise, ID
March 12, 2010	Local Highway Technical Assistance Council (LHTAC) Meeting	Boise, ID
March 14-17, 2010	2010 ITE Technical Conference and Exhibit	Savannah, GA
April 18-21, 2010	American Public Works Association (APWA) 2010 Snow Conference	Omaha, NE
April 25-29, 2010	National Association of County Engineers (NACE) Annual Conference	Fort Worth, TX
June 10, 2010	Idaho Technology Transfer (T2) Center Semi-Annual Board Meeting	Boise, ID

If you are interested in additional information regarding any of the above referenced meetings and/or training sessions, please contact Cindy Stewart at 1-800-259-6841 or cstewart@lhtac.org.