

Utah Technology Transfer Center Newsletter

TA ON THE MOVE

The Direction in Transportation Progress

Brought to you by Utah's LTAP (Local Technical Assistance Program)

Volume 16, Number 2

Spring (April) 2003

Annual Asphalt & Concrete Conferences

Pave the Way for 2003 Construction Season

by Doyt Y. Bolling, P.E., Director, Utah Technology Transfer Center

The 28th Annual Utah Asphalt Conference and the 45th Concrete Conference held during March attracted a total of 325 attendees representing local and state agencies, consultants, materials suppliers, equipment manufacturers, and contractors. Good news regarding funding from both Federal and State programs launched the 28th Annual Asphalt Conference. Mr. John Njord, Executive Director of UDOT, advised that state legislative action continued to support the highway program with only a minor push back of a few projects. Mr.

David Gibbs, Utah Division Administrator for FHWA, announced that Congress had authorized full Federal funding for FY-2003 and that there was good support for increasing the funding levels in the next transportation bill.

An informative perspective from a trucker's viewpoint entitled, "Where the Rubber Meets the Road" was presented by Mr. Larry W. Miller of L. W. Miller Transportation, and Mr. Dick Tolotti of Jack's Tire & Oil. Mr. Miller stated that

poor roads cost truckers greatly in terms of increased fuel consumption, vehicle repair, tire wear, operator fatigue, and delays in delivery schedules. He challenged participants to continue their efforts to build good roads since these transportation costs are passed on to the consumer.

Mr. Jeff Richmond, Roadtec, Inc., highlighted the efforts and innovations that equipment manufacturers are making with regard to hot mix asphalt-paving operations to improve quality and production, and be environmentally friendly. He cited how hot plants were being enclosed to fit in suburban communities, how quality control procedures are being incorporated in plant operations, and the improved quality resulting from the use of material transfer devices.

Breakout sessions focusing on back-to-basics topics were provided addressing Materials, Design, Construction, and Maintenance. The Materials Session covered the basics and proper use of asphalt emulsions, polymer modified asphalts, surface recycling, costs and benefits of using Superpave mixes, the why's of using lime in asphalt mixes, and foamed asphalt. The Design Session focused on pavement design of local roads, design and use of thin asphalt overlays and alternative sur-

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About *On the Move*

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About the Utah T² Center

The Transportation Technology Transfer Program is an integral part of a nationwide Local Technical Assistance Program (LTAP) financed by the Federal Highway Administration, state departments of transportation and local transportation agencies. The Center bridges the gap between research and practice by translating the latest state-of-the-art technology in transportation into implementable products and information for the special use of local transportation agencies and personnel.

For more information about the LTAP program or items in this newsletter, please call us at 1-800-822-8878.



Legislative & Regulatory Update

Rural Road Safety

The conference agreement retains language pertaining to rural road safety, requiring the Government Accounting Office (GAO) to review federal funding of rural road safety improvements and to determine whether some interstate design characteristics could improve rural road safety. The report is to be submitted one year from the date of enactment of this Act. *Excerpt from 108th Congress Report 108-10.*

LTAP Funding Update

With passage of the latest Federal appropriations bill, the funding level for the LTAP program (funds that are used by the FHWA and passed through Utah Department of Transportation to fund the Utah T²/LTAP Center) has remained the same as for the prior year. This is good news for a program that has proved cost-effective, and efficient in helping local agencies stretch their own limited budgets in our tight economy.

Hats Off! To Jon Ruiz, Outgoing Public Works Director for Ogden City

We are sad to see Jon Ruiz leave his post as the Public Works Director with Ogden City, but wanted to express our deepest appreciation to Mr. Ruiz for his longtime service as a member of the Utah Technology Transfer Center Advisory Board. His guidance, direction, and encouragement have made a significant impact on our ability to provide timely and appropriate service to local Utah agencies!

TRB E-Newsletter

The Transportation Research Board (TRB) E-Newsletter provides a new mechanism to help facilitate the exchange of research results and other information among transportation professionals. It regularly covers transportation research developments in the United States and abroad.

To tap into this resource go on-line to the TRB Web site [www4.trb.org/trb/HomePage.nsf/web/e-newsletter]. You can browse by mode, function or type and search by phrase or keyword.

You can also subscribe to the E-Newsletter by sending an e-mail note to [rhouston@nas.edu] with "TRB E-Newsletter" in the message's subject field. Confirmation of your subscription to the "transresearchnews" listserv will be sent within 5 business days. Subscriptions are free.

Supervisor, Are You Listening? *A Key to Good Communication*

We spend half our waking hours listening to people--face to face, on the telephone, radio, or television. But most of us have trouble concentrating on what others say. How can we learn to "listen louder?"

Make Eye Contact. The best way to show you're listening is to look the speaker in the eye. Sit up straight or lean forward slightly. Offer neutral comments, such as "I see."

Don't Be a Script Writer. Planning what you're going to say while the other person is talking can cost you important information. First hear the speaker out. Give this person a chance to elaborate or correct a mistake. Then say what you have to say. Try not to make up your mind about the situation until the speaker is finished.

Use Your Mind's "Spare Time." Most people speak about 200 words per minute. The mind, however, processes words twice that fast. During its "spare time," the mind can easily wander and daydream. Daydreaming is the biggest barrier to active listening. To stay tuned in, notice when you're taking a mental vacation. Bring your self back to the subject at hand. You could try asking yourself these questions:

- **What's in this for me?**
- **What can I learn from this or pass on to my team?**
- **What does this person want from me?**

Go Easy With Advice. It's your job to coach people as a supervisor. But it's usually better to hear a person out before jumping in to solve the problem. After venting his or her feelings about the problem, the worker may come up with the solution without your help.

Listen for Feelings. People express feelings with more than words. Watch to see if the speaker stresses certain words or talks loudly. Loud talk could indicate anger. Talking softly could mean the person is nervous. A high pitch may signal distress. Fast talking often signals anxiety. If you notice a strong emotion, it may be helpful to mention it. "You sound upset, Joe," you could say. Or "It sounds like you were embarrassed when he criticized you in front of the others, Frank." Your employee can then agree or disagree with your observation and clarify the feeling.

If You Can't Listen Right Now. Suppose an employee wants to talk, but you have to meet the boss in five minutes. Politely explain that you wish you could talk now, but you have another obligation. Suggest a better time and make a note of it. Be sure to keep the appointment.

Conclusion. Improving your listening skills will not only improve your ability to be an effective supervisor, but also allow you to improve the overall tone of understanding in the workplace.

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West Valley City

Dean Steele

Utah Risk Management
Mutual Association

The T² Center Advisory Board meets twice annually (and as needed) to make recommendations and evaluate the effectiveness of the program.

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face treatments (NovaChips), design and construction of in-place recycled pavements, and rehabilitating concrete pavements with hot mix asphalt.

The Construction Session focused on construction techniques and QC/QA procedures that result in quality asphalt pavements. The topics of equipment operator skills and qualifications, hot mix plant operations and quality control, contractor QC/QA procedures, laydown operations, and the fundamentals of good compaction and proper joint construction were well covered.

The Maintenance Session covered preventative maintenance and pavement preservation treatments. In this session special emphasis was placed on proper and effective crack sealing methods, cold patching and repairing utility cuts effectively. In addition, the pavement preservation treatments of chip seals, scrub seals, fog seals and rejuvenators, and slurry seals were addressed with respect to use, performance, and proper construction techniques.

The 45th Annual Concrete Conference, held at Utah State University, attracted a hundred participants representing consultants, materials suppliers, UDOT, and contractors. This conference focused on the significant role concrete plays in society with regard to buildings, highways, dams, and waterways. Presentations addressing the positive benefits that the use of concrete has on the environment, the proper construction and protection of concrete flatwork, the use of white-topping to address problem pavement situations, and use of seismic methods to analysis concrete performance highlighted the conference. The Utah Chapter of the American Concrete Institute was also recognized for its Concrete Finisher and Technician Certification programs.

The proceedings of both the 28th Utah Asphalt Conference and the 45th Concrete

Conference have been documented and can be obtained in CD format by contacting the Utah T² Center at 1-800-822-8878

or 435-797-2931. A minimal charge of \$2.00 each plus shipping and handling is required.

National Work Zone Awareness Week (April 6-12) A Chance to Focus on Preventing Fatalities & Injuries in Work Zone

With the beginning of another season of highway construction fast approaching, transportation agencies and others across the country are planning events in April to observe National Work Zone Awareness Week (April 6-12). Since the program's inception in 1999, a week has been set aside each year in April to focus on the growing number of fatalities and injuries that occur each year in roadway work zones. In 2001, the latest year for which statistics on work zone injuries and fatalities are available, over 1,000 people were reported killed in work-zone-related crashes, four (4) of these were on Utah's highways. Surprisingly, the majority of those killed in work zones were motorists – not the workers.

Fact Sheet 2003

- Over the last 5 years the number of persons killed in motor vehicle crashes in work zones has gone from 693 in 1997 to a high of 1,079 in 2001 (for an average of 888 fatalities per year).
- In 2001, 1,079 fatalities resulted from motor vehicle crashes in work zones of which 249 resulted from large truck crashes.
- On average from 1997 to 2001, 15% of the fatalities resulting from crashes in work zones were non-motorists (pedestrians and bicyclists).
- Over 40,000 people per year are injured as a result of motor vehicle crashes in work zones.
- An estimated 5,000 people were

injured in large truck crashes in work zones in 2001.

- In 2001, over half of all fatal work zone crashes occurred during the day, while about two-thirds of fatal large truck work zone crashes occurred during the day.
- In 2001, more than two times as many fatal work zone crashes occurred on weekdays compared to weekends.
- In 2001, fatal work zone crashes, regardless of whether a large truck was involved or not, occurred most often in the summer and the fall months.
- In 2001, the number of fatal work zone crashes occurring on rural interstates was nearly 30 % greater than the number of fatal crashes occurring on urban interstates (159 compared to 124).
- In 2001, for fatal large truck crashes, the percentage of work zone crashes occurring on urban interstates is twice as high compared to all fatal truck crashes (20% vs. 10%).
- In 2001, the majority of fatal work zone crashes for all vehicles and large trucks occurred on roads with speed limits of 55 miles per hour or greater (57% and 70%, respectively).

Most people do not realize motorists are at the highest risk in work zones. Awareness events across the country help get this message out to the motoring public. The goal of these events is to save lives on our nation's roadways.



What Our Partners Are Doing

More Training Opportunities for YOU!!!



Our thanks to these important partners for sharing this information and working with us in our efforts to serve the local agencies of Utah.



Utah League of Cities & Towns

If you desire more information on League activities, or to register for a League sponsored event, please call the Utah League of Cities & Towns directly at (801) 328-1601 or 1-800-852-8528 or go to their Web site [www.ulct.org].

Mid-Year Conference April 9-11, 2003 (St. George)

Details and registration information for this event are available at the League Web site. (See the hotel list on this page.)

City Streets & County Roads School April 23-25, 2003 (St. George)

More details on the program for this year's Road School is available at the League's

Web site. The Utah Local Government Trust Truck "Rodeo" will also be held in conjunction with this event. You won't want to miss it! (See the hotel list on this page.)



Utah Association of Counties

For more information on UAC activities, or to register for a UAC sponsored event, please call them directly at (801) 265-1331 or go to their Web site [uacnet.pegasus.ultraservers.net].

UAC Management Conference April 16-18, 2003 (College of Eastern Utah, Price)

The theme for this year's Management Conference is "Back to Basics at the University of UAC." Registration forms, hotel accommodations, and program details are available at the UAC Web site. Don't delay, register today!



APWA, Utah Chapter

For more information on APWA activities please visit their Web site [www.apwautah.org]. Please note that monthly luncheons have been replaced with quarterly meetings. The quarterly meetings will last about 3 hours, and will include breakout sessions. The location of each meeting will vary to accommodate more of the APWA's diverse membership.

Golf Tournament/Quarterly Luncheon May 21 (West Ridge Golf Course, West Valley City)

Golf Tournament (shotgun format) beginning at 8:00 am to be followed by the Spring quarterly luncheon, speakers and breakout sessions that afternoon.

Awards Banquet May 22 (Gathering Place, Gardner Village, West Jordan)



ITE, Utah Chapter

For information on ITE activities, please call Jason Davis with UDOT Program Development at (801) 965-4190 or by e-mail at [jasondavis@utah.gov]. Please note that the monthly luncheons are held the third Tuesday of each month starting at 12 noon at Shanghai Gardens (7200 South 300 West, Salt Lake City, Utah) unless otherwise indicated.

Monthly Luncheon April 15, 2003 Topic to be determined.

(continued on page 8)

Hotel List for Mid-Year & Road School

Ramada Inn
1440 East St. George Blvd
(435) 628-2828
Rate : \$60/night

Fairfield Inn
1660 South Main
(435) 673-6066
Rate: \$59/night

Hampton Inn
53 North River Road
(435) 652-1200
Rate: \$72/night

Crystal Inn
1250 South Hilton Drive
(800) 662-2525
Rate: \$65/night

Holiday Inn
850 South Bluff
(435) 628-4235
Rate: \$65-75/night

Best Western Abbey Inn
1129 South Bluff
(435) 652-1234
Rate: \$79/night

FYI: For Your Information

Product Demonstration Showcase: Adjustable Manhole Covers

April 29, 2003 in Logan, Utah

Municipal road departments from "sea to shining sea" have been waiting for this. Finally American ingenuity produces an adjustable manhole cover! Imagine the labor saving potential of this long awaited technology, not to mention the public relations element.

This event is cosponsored by the Utah T²/LTAP Center, the City of Logan Public Works Water/Waste team, and the University of Florida LTAP Program. The manufacturer, Precision Cover Systems, Inc., will play an active role in this showcase as well.

Participants will learn how this product was developed and subsequently approved for use by the city's management team. You will experience how simply they install; how they adjust to match ex-

act grade and crown; and, how they adjust to match heights of future overlays.

All FHWA and AASHTO specification aspects plus actual City of Logan cost benefit information will be shared.

Participants will visit in-use sites to evaluate various grade installation applications and will observe a complete, real-time, start-to-finish field installation. Don't let your decision-making team miss this showcase!

Registration is \$29/person for this one-day showcase. This fee includes all handouts, site visit transportation and lunch. Continuing Education Units (CEUs) and Professional Development Hours (PDHs) are available for this showcase.

The showcase begins at 9 am and adjourns at 4 pm. Overnight accommodation has been arranged at the Best Western-Weston (800-532-5055) for \$60/night plus tax and the Comfort Inn (435-752-9141) for \$54/night plus tax. Additional information on these accommodations and all location maps will be provided upon registration.

If you have any questions or would like to register by phone, please call Keri Shoemaker at 1-800-822-8878 or (435) 797-2931. You can also print a faxable registration form from the Product Demonstration Showcase Web site [www.PDShowcase.org].

PO and credit card payment is welcome; checks should be made payable to the *University of Florida* (their FEID number is 596002052).

April 2003

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7 Gravel Roads Workshop (Beaver)	8	9 ULC&T Mid-Year Conference	10 Gravel Roads Workshop (Brigham)	11 ULC&T Mid-Year Conference (St. George)	12
13	14	15	16	17	18	19
			UAC Management Conference (Price)			
20	21	22 Sign Mgmt/ MUTCD Workshop (St. George)	23 ULC&T Annual Road School (St. George)	24	25	26
27	28 ATSSA TCT Training (St. George)	29 ATSSA TCS Training Adjustable Manhole Covers Showcase (Logan)	30			

May 2003

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16 ITE Regional Meeting (Jackson, Wyoming)	17
18	19	20	21	22	23	24
..... Utah Public Works Week						
25	26 	27	28	29	30	31

Updates on these and other calendar items are available at the Utah LTAP/T² Web site [www.utaht2.usu.edu]; or call the Utah T² Center at 1-800-822-8878.

June 2003

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
8th International Conference on Low Volume Roads (Reno, Nevada)						
29	30					

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ITE Regional Meeting
May 16-17, 2003 (Jackson, Wyoming)
Call or e-mail for registration details.

Monthly Luncheon
June 17, 2003
Topic to be determined.



Utah Local Governments Insurance Trust

For information on these and other Trust activities, please call Craig Bott at 1-800-748-4440. You can also e-mail Craig at [cbott@ulgt.org]. Also, check out their Web site at [www.ulgt.org].

Regional training dates allow the Trust to coordinate their overall provision of services around the state. If you have training needs, please contact the Trust and they can help you set up what you need during the assigned dates for your region.



Utah Risk Management Mutual Association

For information or to register for these and other URMMA training activities, please call Joanne Glantz at (801) 225-6692 ext. 18. You can also check out their Web site at [www.urmma.org].

HR/Personnel Review
April 3 (Farmington) 9 am-12 noon
April 3 (Orem) 1:30-4:30 pm
Camille Johnson will present this required workshop. Cost is \$15/person for members, \$30/person for non-members.

NSC Defensive Driver Training
April 9 (Layton) 9 am-1 pm
The cost for this recommended workshop is \$10/person for members, \$20/person for non-members.

How to Communicate in Court
April 16-18 (Layton) 9 am-12 noon
This one-day recommended workshop will be repeated all three days. Cost is \$10/person for members, \$20/person for non-members.

Vehicle Safety Roundtable
May 6 (West Valley City) 9-11 am
Police Officer Physical Fitness Coordinator Training
May 15 (West Valley City Fitness Center) 9 am-4 pm
The cost for this recommended training is \$150/person for members, \$200/person for non-members.

Risk Management Leadership Workshops
June 9 (Cedar City) 1-4 pm
June 10 (Cedar City) 9 am-4 pm
June 12 (Daniel's Summit) 9 am-4 pm

June 13 (Daniel's Summit) 9 am-12 noon
This recommended workshop covers personnel, negotiate or litigate and police liability. For members, the cost is \$75/person for full-day workshops and \$30/person for half-day sessions. For non-members, the cost is \$100/person for full-day workshops and \$50/person for half-day sessions.

Blue Stakes of Utah

Blue Stakes of Utah is now training interested parties in the Remote Access Ticket Entry (RTE) Program. RTE will allow members and contractors to directly enter requests into their system and manage them through their Web site 24 hours a day, 7 days a week. This new feature should make the locate request process much more convenient and accurate. For more information and to sign up if you are interested in using this new technology, please send an e-mail to [RTE@BlueStakes.org]. You can also get additional information and download the users manual at their Web site [www.bluestakes.org].

Utah T²/LTAP Center to Offer Variety of Workshops at Road School

The experienced staff of the Utah T²/LTAP Center will again be participating as instructors for Road School.

Stuart Thompson, Field Engineer for the Center, will conduct a series of **Flagger Certification** sessions. These workshops will cover the material offered in our regular ATSSA Flagger course.

**Save Time/Money:
Flagger Certification
Available at Road School!**

All Road School registrants are invited to attend, but those seeking certification can pay an additional \$25/person fee and receive the manuals and opportunity to certify as part of the session. This will be particularly helpful to local agency staff who would like to certify in advance of the road construction/maintenance season.

Dee Hadfield, Field Projects Manager, will be presenting several sessions on **Heavy Equipment Operation**, a workshop meant as an introduction to the Center's popular hands-on workshop.

Focus on Engineering

Foamed Asphalt Incorporated in In-Place Recycling

The foamed asphalt process is *not new*. It was first introduced as a central plant mixing process and was used in Montana and Colorado in the mid 1980's. The in-place recycling process has been performed outside of the United States actively for about 10 years. The engineering, design, testing and equipment are well proven.

This process recycles a highly deteriorated pavement section along with some of the base into one homogenous section. Figure 1 (below) shows the existing condition of a project constructed in September 2000.



Figure 2 (below) shows the recycler pushing the tanker of hot asphalt oil, and pulling the water truck. The addition of both the asphalt and water is computer controlled and matched to the travel speed of the machine.



As the recycler pulverizes the road, the hot asphalt is foamed by the addition of a small (2-3% to the volume of asphalt) amount of water. The foamed asphalt at-

taches to the fines in the recycled materials and becomes the mortar that binds the materials together.

After foaming, the material is handled similarly to any other moist granular base material. It is then shaped and compacted to form the new road base.

Once final compaction is complete one can drive on the road, and need only wait for the moisture to come out to apply a wearing surface. A slurry seal, chip seal, or asphalt wearing course can be used as the surface course.

Figure 3 (below) shows the finished foam surface on the left and an asphalt wearing course applied to the right half of the road.



Once complete, the road looks like any other new road. The project (shown below) covered 1.8 miles of 24' wide road, and was completed from beginning to end in 6 days.



The cost was one half the cost of conventional reconstruction, and had the benefit of not having to close the road to traffic that would have been necessary with reconstruction. Typical production rates range from 50-80,000 sq. ft./day.

It's Time for Flagger Certification

ATSSA Flagger Certification Training is available from the Utah T²/LTAP Center on-demand at your location. Local agencies needing Flagger Certification Training may contact the Utah T² Center to schedule an on-site workshop. The training costs \$40/person and includes Part 6 of the MUTCD, ATSSA Flagger Handbook, and Utah T² and APWA's Traffic Control Manual for Utah roads (a \$25 value). Don't forget those seasonal and temporary workers.

**Call us at
1-800- 822-8878.**

MUTCD: It's the Law for Local Utah Agencies Too

The Manual on Uniform Traffic Control Devices (MUTCD) defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets and highways. MUTCD users represent more than the highway community. Major users include the insurance industry, law enforcement agencies, academic institutions, private industry, and construction and engineering firms.

With this national standard in place, the Utah State Legislature, during their 1987 general session, established the MUTCD as the statewide standard as well. Section 41-6-21 of the Utah State Code states:

"(1) The Department of Transportation shall place and maintain traffic-control devices in conformance with its manual and

specifications upon all state highways as it finds necessary to indicate and to carry out the provisions of this chapter or to regulate, warn or guide traffic.

(2) A local authority may not place or maintain any traffic-control device upon any highway under the jurisdiction of the Department of Transportation except by the latter's permission."

The Legislature continued their regulation of signs in Section 41-6-22 of the Utah State Code:

"Local authorities, in their respective jurisdictions, shall place and maintain official traffic-control devices upon highways under their jurisdiction as they find necessary to indicate and to carry out the provisions of this

chapter or local traffic ordinances, or to regulate, warn, or guide traffic. **All traffic control devices erected under this section shall conform to and be maintained in conformance with the [Utah] Department of Transportation manual and specifications for a uniform system of traffic control devices."**

With the safety of the public in mind, the Utah Department of Transportation has adopted the *Manual on Uniform Traffic Control Devices* as their "manual and specifications for a uniform system of traffic control devices." **This means that, by State law, local agencies are required to adhere to the guidelines set forth in the *Manual on Uniform Traffic Control Devices*. So, be sure and check the MUTCD before placing any traffic control devices in your roadways!**

Free "Peer-to-Peer for Traffic Control Devices" (P2P TCD) Program Available to Assist Local Agencies in MUTCD Implementation

by Al Alonzi, Team Leader, Affiliates Program FHWA Office of Professional Development

FHWA has initiated a new service designed to assist public agencies in effectively applying traffic control devices and the MUTCD. The "Peer-to-Peer for Traffic Control Devices" (P2P TCD) is designed as a no-cost program to:

- Provide short-term assistance in matters related to traffic control devices;
- Address specific technical issues in the MUTCD;
- Spark dialogue and foster an "esprit de corps" among professionals in the transportation community; and
- Contribute to a better transportation system - optimized traffic performance and improved safety.

The P2P TCD program is designed to provide an easy-to-use way for practitioners to receive assistance from other practitioners.

How does it work?

Local, county, regional, or state transportation agencies request assistance by e-mail [P2P@fhwa.dot.gov] or calling a toll-free number (1-888-700-PEER). The program coordinator matches transportation professionals who are experienced and knowledgeable in the relevant technical area. The peer, in turn, will contact the agency to work out the details of the assistance to be provided

within the program framework. The peer's assistance is short-term and will address specific, technical issues.

The P2P TCD program is easy to use; send an e-mail to [P2P@fhwa.dot.gov] or call toll-free at 1-888-700-PEER (7337). For the opportunity to participate in the program on a less formal basis, visit the Discussion Area on the MUTCD Web site at [<http://mutcd.fhwa.dot.gov>].

You can contact Al Alonzi, by e-mail [al.alonzi@fhwa.dot.gov], phone (703-235-0552) or fax (703-235-0593).

OSHA & the MUTCD

The Occupational Safety and Health Administration (OSHA) has revised the construction industry safety standards to require that traffic control signs, signals, barricades or devices protecting workers conform to Part VI of the Millennium Edition of the FHWA MUTCD (Millennium Edition), instead of the American National Standards Institute (ANSI) D6.1-1971, Manual on Uniform Traffic Control Devices for Streets and Highways (1971 MUTCD).

The incorporation by reference of certain publications listed in the rule was approved by the Director of the Federal Register as of December 11, 2002.

The following excerpts outline some activities by OSHA in 2001 as they relate to work zone safety.

Trenching violations and a lack of protection for flaggers are two of the top

violations targeted in a three-state highway work zone emphasis program that resulted in \$885,000 total penalties during the 2001 fiscal year, according to OSHA.

Of the 349 highway work zone safety inspections done in Illinois, Wisconsin,

OSHA Has Revised Construction Industry Safety Standards to Require Conforming with the MUTCD Millennium Edition

and Ohio in FY 2001, 252 resulted in citations, said the assistant area director for OSHA's Chicago North area office, John Maronic.

Most Common Violations

The top five violations issued under the emphasis program in FY 2001 were:

- Unsafe trenches;
- Inadequate use of signs to warn motorists entering the work zones;
- Lack of reflective clothing worn by flaggers; and
- Not providing flaggers with red flags or paddles for directing traffic.

Other common violations included workers not wearing hard hats, missing ladders for access to trenches, and a lack of proper barricades to separate traffic from the work zone.

The majority of the violations were abated during the inspections, often by erecting signs or barriers that were available on-site.

Focus on New Technology UDOT's New Products Evaluation Panel: A Resource to Local Agencies for New Technology Evaluation

The Research Division of UDOT is responsible for sorting through the hundreds of products that are solicited each year. To accomplish this task, the Research Division has set up the New Products Evaluation Panel (NPEP) to review each product. Several criteria are used to evaluate each product.

If the product meets a UDOT standard specification it is placed on the Accepted Products List (APL). This list gives a quick method of determining a product that meets a UDOT standard.

If no UDOT standard exists for a submitted product and the product meets a National or in-house test generally accepted by UDOT, the product is placed on the Performance Data Products Listing (PDPL). This list provides a quick method

of referencing products that meet a test such as ASTM or AASHTO.

Both APL and PDPL lists are available on-line at [www.udot.utah.gov/res/research/WebDesign/prodlistings.htm].

The NPEP gives field evaluations to products that improve the UDOT standard or are experimental to UDOT. Successful field evaluations help modify current standards or lead to new standards.

One well-known example of a field evaluation is the temporary pavement marking tab used for chip seals. This product is now used nationwide in chip seal projects.

Some other products that have been evaluated include paints, sign sheeting,

barrier delineators, epoxies, sealers, and plowable markers. Products represent the majority of field evaluations; however, UDOT has also evaluated new methods like urethane slab-jacking or recycled asphalt pavement (RAP).

These lists are a particularly valuable resource for local agencies. Interested local agencies can find out more about a product from these lists and have more information to utilize when they are solicited by a new product manufacturer or salesperson.

If you have any questions, please call Robert Stewart in UDOT's Research Division at (801) 965-4333 or go on-line to [www.udot.utah.gov/res].

Raising the Bar for Safety

excerpt from a presentation to the National Local Technical Assistance Program Association Annual Meeting (January 2003) by A. George Ostensen, Associate Administrator for Safety, FHWA

Mr. A. George Ostensen, Associate Administrator for Safety with the Federal Highway Administration (FHWA) gave the keynote address at the recent National LTAP Association meeting in Washington, DC. With the topic of "raising the bar on safety" he shared his perspective on the safety situation on our nation's roads and highways. He also shared some interesting statistics about roads in the U.S.

Of the 3.9 million miles of roads in America, 3.1 million miles (78%) are rural roads. Of that amount, 661,000 miles (22%) are rural roads owned by States. Thirty-nine percent (39%) of all travel in the U.S. is in rural areas; with 61% of fatalities occurring in those areas.

Some of the strategies being undertaken by FHWA to address safety include focusing on:

- Implementing strategic safety programs
- Enhancing occupant protection measures
- Designing roads to prevent roadway departure or to mitigate the consequences of roadway departure
- Improve intersection design, operation and enforcement
- Providing a systematic approach to community safety (for safety pedestrian accommodation)

LTAP Centers nationwide were commended for their response to local concerns regarding transportation safety through training and technical assistance.

T²/LTAP Centers are working closely with FHWA to distribute safety publications and products; identifying local safety needs; maintain and enhance communication through the existing FHWA-LTAP

Safety Coordination Group; and preparing publications, presentations, train-the-trainer courses, and other courses.

There are still several challenges facing the LTAP program and the T²/LTAP Centers in each state. We have high expectations, but are striving to live up to those expectations by deepening our safety capabilities inside and outside LTAP Centers, expanding awareness at the local level, marshalling support for a state-based, data-driven comprehensive approach to improve safety, and working with customers to measure our success.

We encourage local agency personnel to contact us with any concerns they have about roadway safety. We are ready to help local agencies to improve the safety of their roads through training, technology transfer and technical assistance!

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