

ON THE MOVE

Vol. 17, No. 1

Winter (January) 2004



From the Director's Desk: Transportation Bill Stalled in Senate

As with traffic in many locations, new transportation legislation is stalled in the U.S. Congress. Congress typically passes multi-year authorization bills for the federal highway, mass transit, and aviation programs. Both the federal highway and mass transit (TEA-21) programs expired on September 30, 2003. Because Congress did not complete their work on the reauthorization of these programs by this deadline, legislation was passed to provide for a short-term extension. TEA-21 was extended until January 31, 2004.

The House of Representatives has taken action under an Omnibus Funding Bill for FY 2004 that will allow the federal highway and transit programs to continue to operate at the FY 2003 funding levels. The Transportation and Infrastructure (T&I) Committee of the House has introduced a six-year, \$375 billion, bill that is gaining support. This bill (H.R. 3550) would:

- Authorize \$375 billion for surface transportation improvements- \$298.7 billion for highways and \$69.2 billion for transit.
- Ensure all states receive at least 95 percent return on their contributions to the Highway Trust Fund by 2009.
- Establish a congestion relief program that would focus state action on relieving traffic congestion by removing roadway bottlenecks, maximize roadway capacity and implementing time lines for congestion relief projects.
- Provide \$1.5 billion for a program dedicating "truck only" lanes.
- Establish a \$1.5 billion "High Risk Rural Road Safety Improvement Program" to address the safety challenges presented on rural two-lane roads (see article on page 7).



- More than double TEA-21's investments in roadway safety infrastructure improvements.
- Establish a new \$17.6 billion program for projects of national and regional significance.

Action on this bill is slated for February 2004.

This bill is quite responsive to the transportation needs at both the state and local levels and offers a substantial stimulus to the economy. In Utah alone, economic analysis of the bill for the six years indicates a disposable income increase per household of \$1,279.00. The sections targeting "congestion relief" and "rural road safety" have the potential for addressing many of our local road needs on both the urban and rural road systems. Grass roots support of this bill is warranted to ensure action is taken by Congress early in 2004. The American Road & Transportation Builders Association (ARTBA), the National Association of County Engineers (NACE), and the League of Cities & Towns (LC&T) encourages concerned citizens to contact their congressional representatives and let them know of their local roads needs.

(continued on page 2)

Table of Contents

"New Look" for Utah LTAP Center	2
ACPA Concrete Conference.....	2
Legislative & Regulatory Update: Rural Road Safety Program (RRSP).....	3
Center Line Rumble Strips Reduce Crash Risk.....	4
Watch Out for Fraudulent Flagger Certification Cards	4
Winter Maintenance Manual Available in Time for Winter Rush	5
Getting the Most from Training	5
Learning Approaches	6
ATSSA Praises Highway/Transportation Legislation.....	7
Utah Asphalt Conference (Salt Lake) ..	8
USU Concrete Conference (Logan).....	8
Utah LTAP Center Winter Workshop Schedule/Registration Form.....	9
What Our Partners Are Doing.....	10
Utah LTAP Center Calendar Updated On-line	11
NACE Conference (Florida).....	12

Utah LTAP Center

Page 1

January 2004



(continued from page 1)

"New Look"

Accompanies Transition to New Utah LTAP Center Name

You can contact your elected Representatives and Senators by phone, e-mail or fax. Just check your local phone directory or go on-line to get the pertinent contact information.

Some important statistics to keep in mind in voicing support for new transportation legislation are:

- Insufficient capacity and bottlenecks account for 40 percent of traffic congestion delays in America.
- From the period 1982 to 2000, highway capacity increased 4.4 percent while vehicle miles of travel rose 71.8 percent.
- Today total delays from traffic congestion approach 4 billion hours per year.
- Local agencies own nearly 70 percent of the Nation's road mileage and receive approximately 25 percent of the funds allocated.
- Seventy (70) percent of fatalities occur on rural two-lane roads.

In support of proposed new transportation legislative emphasis areas the Utah LTAP Center is focusing activities and efforts on the following:

- Road Safety Audits
- Intersection & Roadside Safety Improvements
- Transportation Asset Management
- Work Force Development
- Accident Reporting & Crash Analysis
- Pedestrian & Bicycle Safety
- Work Zone Traffic Control & Safety
- Access Management
- Technical Assistance & Implementation of the Manual on Uniform Traffic Control Devices

For further detail on these efforts, please contact us at 1-800-822-8878 or go to our Web site: [www.utaht2.usu.edu].

We hope you've noticed the new look to our Utah LTAP Center On the Move quarterly newsletter! We want to thank Mike Malecki of the Florida LTAP Center for graphically designing the new logo (see front cover) with some creative inspiration from our own Center Program Coordinator, Keri Shoemaker!

Mr. Malecki met with Keri at the annual LTAP meeting during the summer, and worked over the next several months on the ideas they discussed for the new logo. The "mountain road" logo is truly a reflection of much of the transportation environment in Utah, and a uniquely "Utah" look for our Center. It should make it easier for local Utah agencies and outside entities to recognize the services and products of the Utah LTAP Center.

With the transition from our longtime name of the Utah T² Center to the "new" name of the Utah LTAP Center, we wanted to update our logo as well.

The mountain road view is repeated in three different versions of the logo (all designed by Mike Malecki) to meet the needs of the Center in various situations: on our newsletter, on brochures, on business cards, and on display at conferences and events.

We are excited to showcase this new look in this newsletter, and hope you will come to associate our new logo with the same high quality services the Center has consistently provided for local Utah agencies during our more than 15 years of existence!

Our name and logo have only changed to more accurately reflect the local flair and overall nature of our service to local Utah agencies. We still remain committed to our mission of serving the training and technology transfer needs of local transportation agencies in their efforts to provide the best service for the traveling public!

ACPA Concrete Conference-- January 29, 2004

It's not too late to register for the annual Utah Chapter, ACPA/Utah LTAP Center Concrete Pavement Conference to be held on January 29, 2004 at the Little American Hotel, in Salt Lake City.

The theme for this year's event is "quality is no accident." The conference is organized into general and breakout sessions. General session topics include:

- innovative contracting project planner;
- the complete lifecycle cost analysis picture;
- a panel discussion on how to get a good job in a low bid system;
- procedures and techniques for fast track paving;

- FHWA's concrete pavement technology program; and
- how long do Utah's concrete pavements really last.

Breakout sessions will include topics under "tools for quality concrete" and "techniques for design, construction and maintenance."

You can register on-line at [www.utaht2.usu.edu], or fax your name, your company name, address, phone and fax numbers, and e-mail address to (435) 647-5972.

If you have any questions please call Mitzi McIntyre (801) 556-9561.



Legislative & Regulatory Update

Rural Road Safety Program (RRSP)



Excerpt from [www.naco.org].

The new Rural Road Safety Program (RRSP) should provide approximately \$1 billion a year to improve roadway safety on local two-lane collector roadways. The RRSP should be funded as a separate stand-alone program (similar to HBRRP program). Eligible activities would include: improving horizontal and vertical alignment; eliminating wheel lane rutting, increasing skid resistance, and smoothing roadways; improving sight distances; widening lanes and shoulders; installing dedicated turn lanes; installing and upgrading guardrails, traffic barriers, crash cushions and protective devices; and installing traffic and safety lights, improving signage and pavement markings and other safety activities designated by the Secretary.

The following is excerpt from the implementation language of the program:

"Part I, Title 23, Subchapter I is amended to include the following new Section-- Section 165. Rural Road Safety Program (RRSP)

a. In General. -

1. PROGRAM. Each State shall conduct and systematically maintain an engineering survey of all 2-lane rural roads classified as collectors to identify dangerous locations, sections, and elements, including roadside obstacles and unmarked or poorly marked roads, which may constitute a danger to motorists, bicyclists, pedestrians, impaired and "older" drivers, assign priorities for the correction of such locations, sections and elements, and establish and implement a schedule of projects for their improvement.

2. ELIGIBLE ACTIVITIES.

Improving horizontal and vertical alignment; eliminating wheel lane rutting, increasing skid resistance, and smoothing roadways; improving sight distances; widening lanes and shoulders; installing dedicated turn lanes; installing and upgrading guardrails, traffic barriers, crash cushions and protective devices; rumblestrips; installing traffic and safety lights, improved signage and pavement

markings and other safety activities designated by the Secretary.

3. DANGERS. In carrying out paragraph (1), a State may, at its discretion--

A. identify, through a survey, dangers to motorists, bicyclists, pedestrians, impaired and "older" drivers, and users of 2-lane rural roads classified as collectors; and

B. develop and implement projects and programs to address the dangers.

a. The Secretary may approve as a project under this section any safety improvement project, including a project described in subsection (a).

b. Funds authorized to carry out this section shall be available for expenditure on-1. Any 2-lane rural road classified as collectors;

a. The Federal share payable on account of any project under this section shall be 90 percent of the cost thereof.

b. Funds authorized to be appropriated to carry out this section shall be available for obligation in the same manner and the same extent as if such funds were apportioned under section 104(b), except that the Secretary is authorized to waive provisions he deems inconsistent with the purposes of this section.

c. Each state shall establish an evaluation process approved by the Secretary, to analyze and assess results achieved by safety improvement projects carried out in accordance with the procedures and criteria established by this section. Such evaluation process shall develop cost-benefit data for various types of corrections and treatments, which shall be used in setting priorities for safety improvement projects.

d. Each State shall report to the Secretary of Transportation not later than December 30 of each year, on the progress being made to implement safety improvement projects for danger elimination and the effectiveness of such improvements. Each State report shall contain an assessment of the cost of, and safety benefits derived from, the various

means and methods used to mitigate or eliminate dangers and the previous and subsequent accident experience at these locations. The Secretary of Transportation shall submit a report to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives not later than April 1 of each year on the progress being made by the States in implementing the Rural Road Safety Program. The report shall include, but not be limited to, the number of projects undertaken, their distribution by cost range, road system, means and methods used, the previous and subsequent accident experience at improved locations and a cost-benefit analysis. In addition, the Secretary's report shall analyze and evaluate each state program, identify any State found not to be in compliance with the schedule of improvements required by subsection (a) and include recommendations for future implementation of the Rural Road Safety Program.

e. Notwithstanding any other provision of law no portion of a State's apportionment allocated to the Rural Road Safety Program (Section 165) through section 133(d) may be transferred to any other apportionment of the State for such fiscal year.

f. For the purposes of this section the term "State" shall have the meaning given it in section 401 of this title.

Part II, Title 23, Subchapter I, Section 133 (d) is amended to include the following new language: "...under such section. For the Rural Road Safety Program - \$ 1 billion a year shall be available for program activities (Option if within STP; 10 percent of the funds apportioned to a state under section (104)(b)(3) for a fiscal year shall only be available for program activities pertaining to Section 165) (Rural Road Safety Program)."



Center Line Rumble Strips Reduce Crash Risk on Rural Two-Lane Roads

by Richard Retting, Insurance Institute for Highway Safety

On a national basis, rural roads account for approximately 40 percent of all motor vehicle travel but 60 percent of all fatal crashes. Approximately 90 percent of all fatal crashes in rural areas occur on two-lane roads, which typically lack physical measures such as wide medians or barriers to separate opposing traffic flows.

As a result, a major crash problem on these roads involves vehicles crossing the centerline and either sideswiping or striking opposing vehicles head-on. These types of opposing-direction crashes account for about 20 percent of all fatal crashes on rural two-lane roads and result in approximately 4,500 fatalities annually.

The risk of head-on and opposing-direction sideswipe crashes can be reduced by engineering improvements such as roadway widening and median barrier installation. However, such measures are costly and therefore generally are applied on a limited basis to high-priority locations.

Because centerline incursions can occur at virtually any point along undivided roads, spot safety improvements can provide only limited protection against widespread opposing-direction crashes. More widely applied measures are needed to reduce the risk of drivers inadvertently crossing roadway centerlines.

One such potential countermeasure entails installation of rumble strips along the centerlines of undivided rural two-lane roads to warn/alert distracted, fatigued, or speeding motorists whose vehicles are about to cross the centerlines and encroach into opposing traffic lanes.

A comprehensive before-and-after study was undertaken to estimate the nature and magnitude of crash reductions associated with installation of center line rumble strips on rural undivided two-lane roads. Data were drawn from seven states: California, Colorado, Delaware, Maryland, Minnesota, Oregon, and Washington. In total, 98 treatment sites along approximately 210 miles of road were studied. Statistical procedures were used to properly account for regression to the mean--a threat to the validity of simple before-and-after studies--while normalizing for differences in traffic volume and other factors between the before and after periods.

Results of Treatment

- 14% reduction in motor vehicle crashes.
- 15% reduction in injury crashes.
- 21% reduction in head-on and opposing-direction sideswipe crashes.
- 25% reduction in head-on and opposing-direction sideswipe crashes involving injuries.

Overall, motor vehicle crashes at treated sites were reduced 14 percent; injury crashes were reduced by an estimated 15 percent. Head-on and opposing-direction sideswipe crashes--the primary target of center line rumble strips --were reduced by an estimated 21 percent, while head-on and opposing-direction sideswipe crashes involving injuries were reduced by an estimated 25 percent.

This result, taken together with the fact that installation costs are relatively low, suggest that consideration should be given to wider application of center line rumble strips on rural two-lane roads to reduce injury crashes.

For a free copy of the full report, contact [publications@iihs.org].

Watch Out for Fraudulent Flagger Certification Cards

In a memo dated December 12, 2003, John Leonard, P.E., Operations Engineer with the Utah Department of Transportation warns individuals inspecting flagger certification cards:

"It has come to the attention of the Division of Traffic and Safety that there may be fraudulent Flagger Certification cards in circulation. Our information indicates that a card has been photocopied, and individuals' names placed on them that have not taken the course and received certification to perform flagging work.

As you perform your routine check of the flagger, either in construction, maintenance, or permitted operations, do not accept a photocopied certification card. Each flagger has been instructed in the flagging certification course to carry the original certification when working.

The following suggested procedure is recommended if you suspect the certification card is fraudulent: Ask for an additional picture ID, or other form of identification. If the flagger does not cooperate, confiscate the card, and require the contractor or permittee to replace the individual prior to continuing with work activities. Please obtain information on the individual, including name and contact information, and the company they work for or the referring employment agency. Forward this information to the Region Risk Manager and the Division of Traffic and Safety.

Thank you for your support in maintaining the safety of our work zones for the public and our employees."

If you have any questions, please contact Glenn Schulte at 801-633-6406, or John Leonard at 801-633-6407.



Utah LTAP Center

Page 4

January 2004

Winter Maintenance Manual

Available in Time for Winter Rush



After months of cooperative effort, the Utah LTAP Center and the Utah Department of Transportation, Maintenance Division, are going to press on a Winter Maintenance Manual.

This manual is meant to fit into a glove compartment and serve as a quick reference guide for roadway maintenance personnel dealing with on-the-spot winter maintenance issues. The water resistant paper finish and coil binding assist with ease of use.

Topics covered in the manual include:

- Basic Winter Maintenance Strategies
- Three Steps to Winter Storm Management
- Temperatures
- Pure Salt Concentration &

Corresponding Specific Gravity

- Dilution of Solution
- Dilution of a Product
- Example Freezing Point of Magnesium Chloride Brine
- Quality Control
- Material Quality Control
- Dry Equivalents
- Pounds of Ice Melted Per Pound of Salt



- Salt Hydrometer Conversation Chart
- Mag Chloride Hydrometer Chart
- Post-Storm Benefits
- Guide to Anti-Icing and Snow, Ice Control Strategies
- Keys to Success

- Effective Use of Plows
- Weather Information Sources
- Public Awareness
- T. A. P. E. R.
- Application Rate Tables
- Product Selection
- Conversion Factors
- Perimeter, Area, & Value Formulas
- Product Considerations
- Spreader Calibration Procedure
- Winter Equipment PlowGuard & CurbGuard Installation

There are plenty of graphs, charts, and easy-to-understand guides to help maintenance personnel make decisions about the best way to conduct winter maintenance operations.

Local Utah agencies will receive a copy of the Winter Maintenance Manual as Utah LTAP Center personnel make site visits around the state, and your agency can request copies by calling 1-800-822-8878.

Don't get caught out in the cold. Use this resource to help with your winter maintenance operations!

Getting the Most from Training

Adapted by the University of New Hampshire T² Center for Road Business (Fall 2003), excerpt from "Going to Training? Here's Some Hints" by Robert Bacal in the T3S Quarterly, South Carolina Transportation Technology Transfer Service, 1-2 (Summer 2003)

Here Are Some Suggestions

Most people attend training for new knowledge and skills. Sometimes they want to expand on what they know, or to refresh themselves on a topic. Training also provides an opportunity to network with others in the same or related fields. Whatever the purpose, they expect to be able to do their job better, and to advance in their careers.

What people learn depends on the quality of the training. Perhaps even more important, it also depends on the learners'

preparation, participation, and application. This article suggests ways to get the most out of training.

Selecting Training

Above all else, people should define training topics based on their need for knowledge. For many topics, there are often a number of training options. For some, options are limited, and for a few topics training must be developed. Managers must often search for the options. The search is easier if they get on training providers' mailing lists. Web

searches might reveal possible training possibilities.

After finding a training provider, managers should ensure the training will fulfill their need. If necessary, they should contact the provider and ask specifically what will be covered. People often contact the Utah LTAP Center with

(continued on page 6)

Utah LTAP Center

Page 5

January 2004



(continued from page 5)

specific questions about courses. They can also ask others who have attended a course.

Have a Training Purpose

Before attending a session, learners should have a clear purpose. It should be based on the training need defined above, and in terms of “learning outcomes.” That is, learners should know what they want to learn, and how they might apply it in their job. The clearer they are about learning outcomes, the more likely they will learn what they want. In other words, knowing learning outcomes creates more active, and satisfied, learners.

If a boss requests a learner to attend training, he or she should understand the boss’s expectations. The learner can ask, “How do you expect me to use what I have earned?”

Involving the Boss

Many municipal officials require approval for training. Before requesting

approval, learners should list the training benefits for the department. After the training, learners should meet with superiors to discuss what was taught. Such discussions also reinforce learning.

While You Are There

It is the instructor’s responsibility to clearly present material. Learners should hold instructors to that responsibility. They should help by asking questions. Moreover, questions help learners fulfill their learning purpose.

Some learners hesitate to ask questions. They should remember that if they do not understand something, others probably do not either. Asking questions can generate discussion and benefit other learners. Of course, learners can also speak with the trainer during breaks.

Learners should take notes during the workshop. No one can remember everything that is said. Notes are useful for later reference. They are also another way to learn the material. Notes are especially important for ideas about application of the material.

During breaks, learners should organize the handouts and their notes. They also try to discuss the material with other learners.

After The Session

The following will help learners retain what is taught.

- As soon as possible after the workshop, go over handouts and notes. Make additional notes to help organize ideas.
- Discuss what was taught with superiors and co-workers. This review reinforces learning, and benefits the department.
- Apply what is learned as soon as possible.
- Periodically review the course materials and notes.

These suggestions will help learners get more out of workshops. They will benefit learners, others, and the municipality. It also helps ensure approval of future training requests.

Learning Approaches

Excerpt from “Nothing Fails Like Success,” by Larry Kokkelenberg, printed in [Hot Mix Asphalt Technology](#) (July/August 2003) & the University of New Hampshire T² Center [Road Business](#) (Fall 2003)

Educators have many approaches to help people learn. Some are more effective than others. Effectiveness varies by individuals; people differ in how they learn. As recommended below, learners gain the most knowledge and skills from a combination of the following approaches.

Instructor-led Training

Generally, people learn more in classrooms. Instructor-led field exercises are also very effective. Trainers must know their material and how to teach adults. They must prepare clear and organized presentations. They should have handouts so learners can follow the presentation. Handouts are useful for

reference in the workplace. Instructors are most effective when they engage learners through discussion and exercises.

Although effective, instructor-led training can be costly in terms of both time and money. Therefore, municipalities should be sure they invest in high quality training.

Book Learning

Some people learn effectively from written materials. Books and periodicals provide new ideas and information. They also enable readers to refresh and clarify prior learning.

Book learning is relatively inexpensive and easy to administer. However, reading alone seldom develops new skills or results in changed behavior. For the best return on investment, many individuals should read the book, and

then participate in group or departmental discussions.

Video Learning

Videos add a visual component that helps many people learn. Otherwise, it has the advantages and disadvantages of books. Studies have shown that video learning is especially effective if groups view and discuss the video.

E-learning

Many new web-based learning programs are becoming available (i.e. Click, Listen & Learn). They vary in purpose as well as effectiveness. Some only provide information, often with pictures and at times with videos. Some programs are essentially courses on computers. Learners read materials, and then answer questions or take exams.



Effectiveness depends largely on the learning style of the learner. Computer operation skills can also be a factor. In general, learners develop few new job-related skills, and retain the information for only a short time. Advantages include lower travel costs and greater personal convenience.

Action Learning

Nearly everyone learns by doing. The process is real-time, work-related problem solving. A group of employees solve work problems or improve processes. For individuals, it can result in self-discovery and increased confidence. For the group, it can build confidence in each other, and shows what they can accomplish together

The advantage is its relevance to the workplace. The disadvantage is that it tends to be reactive: "When there is a problem, we fix it."

On-the-job Training

This approach includes mentoring, tutoring, or coaching. It is especially effective for skills training. The mentor, tutor or coach must have personal relations skills as well as be skilled in the subject. The advantage is that learning is personalized, both to the individual and the situation. On the other hand, it is usually time consuming and limited to special situations.

Combining Approaches

Combining the above approaches expands as well as reinforces learning. For example, after instructor-led training, managers can set up action learning and on-the-job training situations. They can similarly combine book or video learning with action and on-the-job learning.

Some e-learning programs incorporate instructor-led training. Via

e-mail, learners discuss material with the instructor and other learners. Taken by a group of employees, they could combine e-learning with action or on-the-job training.

OUR THANKS...

...to the University of New Hampshire T² Center, and particularly Kathy L. DesRoches, for the excellent compilation of articles in the fall issue of Road Business and their willingness to share them with us!

ATSSA Praises \$375 Billion Highway & Transit Legislation Cites "Safety" Provisions and Funding Levels as a Major Step Forward

Washington, D.C. - Surrounded by a bevy of House Transportation and Infrastructure Committee members, transportation leaders and the press, Chairman Don Young (R.-Alaska) and Ranking Member James Oberstar (D.-Minn.) unveiled the committee's \$375 billion, six-year highway and transit funding bill targeted to reduce congestion and save lives on U.S. roadways earlier this week. Roger Wentz, executive director of the American Traffic Safety Services Association (ATSSA) offered congratulations to the committee's leaders for their vision and courage to put forward such an aggressive proposal.

Wentz released the following statement this morning, "Chairman Young and Ranking Member Oberstar have demonstrated that the hearings and efforts to tackle the issue of mobility and safety the past two years were not in vain. While others continue to find reasons why our nation cannot rise to meet its transportation challenges, both have

demonstrated true leadership. If enacted and fully implemented, this legislation will be the first to provide transportation investments consistent with the needs documented in the U.S. DOT's Conditions and Performance Report to Congress.

However, the genius of this legislation is not simply measured in dollars, but equally in how these scarce funds will be invested. The legislation's core Highway Safety Improvement, Rural Road Safety and Safe Routes to School Program's infrastructure investments alone will save thousands of lives, prevent tens of thousands of injuries and greatly reduce the economic burden of roadway crashes on the U.S. economy. In addition, significant increases in NHTSA funded programs will ensure that these vital behavioral programs will continue to prosper without pitting infrastructure and educational safety initiatives against each other in a fight over scarce resources. Truly, this legislation will reduce the carnage on our nation's roadways.

Additionally, every motorist will benefit from the programs' congestion reduction initiatives. The programs' effort to provide funds to enhance the manner in which the current system is operated, coupled with funds aimed at providing low-cost congestion improvements, build nicely upon the Administration's proposals in this regard. ATSSA looks forward to working with the committee as the process continues.

For more information, please contact James S. Baron, Director of Communications & PR, American Traffic Safety Services Association (ATSSA), 15 Riverside Parkway, Suite 100, Fredericksburg, Virginia 22406-1022, (540) 368-1701, ext. 113 Fax: (540) 368-1717, [www.atssa.com].



Don't Wait! Register Today for the Annual Utah Asphalt Conference--March 4, 2004 (Sandy, Utah)

Plan now to participate in the annual Utah Asphalt Conference in Sandy. The event is scheduled for March 4, 2004 at the Salt Lake Community College--Miller Campus (Karen Gail Miller Conference Center, Bldg 2, 9750 South 300 West, Sandy, Utah). On-site check-in begins at 7:30am with sessions scheduled to start at 8:30 am.

The cost to register is \$75/person if received before February 25, 2004 and \$90 if received after that date. The cost includes all meals and materials.

As in years passed, the conference will be organized into three tracks, designed to accommodate all areas of interest in the asphalt field. These tracks include design/materials, construction, and maintenance. Break-out sessions will be held on the following topics for each track:

Design/Materials Track

- √ Simple Performance Test: Preliminary Utah Results

- √ Recycled Asphalt Pavement in Utah
- √ AASHTO 2002: Utah Implementation Update

Construction Track

- √ Smoothness Measurement: Profilograph vs. Profilometer
- √ QA/QC/A: The APWA Perspective
- √ HMA Inspector's Checklist
- √ Thermal Segregation in HMA
- √ Rubblization of I-15: Case Study
- √ Hot Applied Chip Seals
- √ Quality Construction of Hot Mix Asphalt Pavements

Maintenance Track

- √ Asphalt 101 for Maintenance Personnel
- √ Pavement Management: State of the Practice
- √ Effectiveness of Surface Treatments in Improving Skid Resistance
- √ Cold In-Place Recycling

To register, please contact the Utah LTAP Center by calling 1-800-822-8878,

or by utilizing the on-line registration feature at the Utah LTAP Center Web site [www.utah2.usu.edu].

For participants needing overnight accommodations, room blocks have been arranged at the following hotels.

- √ Hampton Inn-Salt Lake City/Sandy
10690 South Holiday Park Drive
(801) 571-0800
- √ Courtyard by Marriott-Salt Lake City/Sandy
10701 South Holiday Park Drive
(801) 571-3600
- √ Fairfield Inn by Marriott--Salt Lake City/Draper
12117 South Factory Outlet Drive
(801) 572-1200
- √ Residence Inn by Marriott--Salt Lake City/Sandy
270 West 10000 South
(801) 561-5005

Participants will need to make their own hotel reservations.

46th Annual Concrete Conference Returns to USU Campus--March 11, 2004

The 46th Annual Concrete Conference will be held again this year at the Eccles Conference Center on the campus of Utah State University in Logan, Utah. The conference is held each spring and is devoted to extending the knowledge of portland cement concrete. It draws concrete and construction professionals from Utah, Idaho and Wyoming. It is sponsored by the ACI (American Concrete Institute) Intermountain Chapter, Utah LTAP Center and USU and brings in speakers from throughout North America.

Topics this year include: New Structural Fiber Blends, Stamping, Stencils & Stains, Super Flat Floors, Crackless HPC Concrete, Self Consolidating Concrete, Fast Concrete Repairs, etc.

Conference registration is on-going with an early registration price of \$45/person for registrations received before March 1, 2004. Registrations received after March 1, 2004 will pay \$55/person.

The conference will begin on-site check-in at 7 am, with sessions beginning at 8 am and continuing until 3 pm. Please note that there is a \$5 parking fee for participants who park in the USU Parking Terrace.

To register for the conference, please use one of the following methods:

- √ Fax: (435) 797-0036 or (435) 797-0636 (24hrs)
- √ Mail:
Concrete Conference Registration
USU Conference Services
5005 Old Main Hill
Logan, UT 84322-5005
- √ Phone: 1-800-538-2663 or (435) 797-0423

Conference registration payment can be made by check (made payable to Utah State University), purchase order (please provide number for faxed registrations), or Credit Card (Visa, Master Card, Diners and American Express are accepted).

Don't Get Caught Out in the Cold--Sign Up for These Hot Winter Workshops!

The following workshops are being offered by the Utah LTAP Center during the fall training season. As a service to our participants, CEU credits are available for these courses through Utah State University. Use the form provided below to register for these workshops!

MUTCD Update

January 26, 8 am-12 noon (Logan)
 January 27, 8 am-12 noon (Ogden)
 January 28, 8 am-12 noon (Salt Lake)
 January 29, 8 am-12 noon (Orem)

This workshop is designed to bring local agency personnel up-to-date on the many recent changes to the MUTCD. The cost is \$25/person and includes one free copy of the updated MUTCD for each participating agency.

Click, Listen & Learn (CLL) Plus February 19 (Salt Lake)

This workshop will include broadcast of the CLL workshop followed by additional training from the Utah LTAP Center. The cost is \$40/person and includes all materials.

ATSSA Flagging

Feb 23 or March 22, 1-5 pm (Salt Lake)
 Feb 24 or March 23, 1-5 pm (Logan)

Feb 25 or March 24, 1-5 pm (Orem)
 Feb 26 or March 25, 1-5 pm (Richfield)
 This workshop is designed to train those who need certification in flagging. A certification exam will be offered as part of the course. The workshop costs \$40/person and includes all handout materials.

Americans with Disabilities Act (ADA)

February 23, 8 am-12 noon (Salt Lake)
 February 24, 8 am-12 noon (Logan)
 February 25, 8 am-12 noon (Orem)
 February 26, 8 am-12 noon (Richfield)
 This experiential workshop covers the design of ADA-compliant roadside features. The cost is \$40/person and includes all materials.

ATSSA Traffic Control Technician

March 16, 8 am-5 pm (Salt Lake)
 This workshop provides in-depth coverage of the responsibilities of a traffic control technician. The cost is \$75/person and includes all materials.

ATSSA Traffic Control Supervisor

March 17-18 (Salt Lake)
 This two-day (8 am-5 pm each day) workshop provides in-depth coverage of the responsibilities of a traffic control supervisor. The cost is \$185/person.

Speed Setting

March 22, 8 am-12 noon (Salt Lake)
 March 23, 8 am-12 noon (Logan)
 March 24, 8 am-12 noon (Orem)
 March 25, 8 am-12 noon (Richfield)
 This workshop covers all aspects of the State engineering requirements for setting speed limits on city/county roads. The cost is \$40/person and includes all materials.

Heavy Equipment Safety Operations

March 22, 8 am-5 pm (St. George)
 March 29, 8 am-5 pm (Tooele)
 This workshop is designed to cover all aspects of heavy equipment safety operation. The cost is \$60/person and includes lunch and all materials.

Heavy Equipment Hands-On Training

March 23-26 (St. George)
 March 30-April 2 (Tooele)
 This two-day (7:30 am to 5 pm each day) hands-on follow-up workshop provides participants with practical experience in heavy equipment operation. The cost is \$200/person and includes all materials and use of equipment.

Utah LTAP Center Winter 2004 Workshop Registration Form

Name: _____
 Agency: _____
 Address: _____
 City/State/Zip: _____
 Phone: _____ FAX: _____
 E-mail: _____

Total Workshops Registered For: _____

Total Amount Due: _____

Method of Payment (Please check one)

Check enclosed (made payable to Utah LTAP/T² Center)
 Agency PO (Number: _____)
 Credit Card (Visa/MC/Discover) #: _____ Exp. date: _____

Please indicate the workshops you will attend.

ATSSA Flagging (\$40)

Feb 23 (Salt Lake) Feb 24 (Logan)
 Feb 25 (Orem) Feb 26 (Richfield)
 March 22 (Salt Lake) March 23 (Logan)
 March 24 (Orem) March 25 (Richfield)

Click, Listen & Learn (CLL) Plus (\$40)

February 19 (Salt Lake)

Heavy Equipment Safety Operations (\$60)

March 22 (St. George) March 29 (St. George)

Heavy Equipment Hands-On Training (\$200)

Mar 23-26 (St. George) Mar 30-Apr 2 (Tooele)

Speed Setting (\$40)

March 22 (Salt Lake) March 23 (Logan)
 March 24 (Orem) March 25 (Richfield)

Americans with Disabilities/ADA(\$40)

Feb 23 (Salt Lake) Feb 24 (Logan)
 Feb 25 (Orem) Feb 26 (Richfield)

ATSSA Traffic Control

Technician/Supervisor (\$75/\$185)

March 16 (Salt Lake) March 17-18 (same)

MUTCD Update (\$25)

January 26 (Logan) January 27 (Ogden)
 January 28 (Salt Lake) January 29 (Orem)



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].

Local Officials' Day at the Utah Legislature

January 21, 2004

One day is set aside during the annual legislative session for local officials to meet at the Capitol to see the Legislature at work and to discuss shared concerns with their legislators. A luncheon following the morning activities offers another forum for state and local leaders to discuss the issues affecting their communities.



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 21-23, 2004 (Ogden)

Contact Doug Perry at UAC for more

information, or go on-line for details and registration information when they become available.



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.



ITE, Utah Chapter

For information on ITE activities, please call Sara Colosimo with Riley Transportation; her e-mail address is [scolosimo@rileytransportation.com]. Please note that the monthly luncheons are generally held the third Tuesday of each month starting at 12 noon at Shanghai Gardens (7200 South 300 West, Salt Lake City, Utah).



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.



"Serving Utah Municipalities"

Utah Risk Management Mutual Association

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

Effective Training of Adults: How to Make the Most of Your Training Programs

January 30, 9-11 am (Orem)

February 12, 9-11 am (West Valley City)

March 18, 1-3 pm (Ogden)

This workshop will help participants "make the most" of agency training programs and opportunities. There is no cost to URMMA members for this training; the cost for non-members is \$20/person.

Supervisors Risk Management Training

January 27 (South Jordan)

February 5 (Roy)

February 20 (Draper)

March 4 (West Valley City)

March 23 (Orem)

This hands-on workshop covers communication and coaching skills as it relates to vehicle accidents, personnel issues such as effectively handling harassment issues, protected activities, interviews, performance appraisals, e-mail and the internet. There is no cost to URMMA members for this training; the cost for non-members is \$40/person.



Utah LTAP Center

Page 10

January 2004



Blue Stakes of Utah

Blue Stakes of Utah is the communications link between excavators, homeowners and utility companies and is the only statewide association in Utah to contact to have underground utility lines located and marked before commencing any excavation. This service is free of charge to excavators and homeowners and is funded by member utility companies.

The Utah State Law, "Damage to Underground Facilities Act", specifies that if an association is formed, each operator with underground facilities in the area shall become a member of the association.

The act also specifies that an operator that does not comply with the act will be liable for damages incurred by an excavator who has complied with the requirements of the act. In addition to damages that an operator is liable for by not being a member of the association and complying with the act, civil penalties can also be imposed as specified in the act.

To receive more information regarding membership in Blue Stakes of Utah, please contact W. Gary Hansen, Executive Director, at (801) 538-5700 or garyh@bluestakes.org. Please plan now to participate in one of the following Damage Prevention Awareness workshops on the following dates and in the following locations:

- Friday, January 16, 2004, Dixie Center at St. George, 1835 Convention Center Drive, St. George, UT., 7-10 a.m.
- Tuesday, January 20, 2004, Ogden Marriott, 247 24th Street, Ogden, UT., 7-10 a.m.
- Wednesday, January 21, 2004, Provo Marriott, 101 West 100 North, Provo, UT., 7-10 a.m.
- Thursday, January 22, 2004, 150 West 500 South, SLC, UT., 7-10 a.m.
- Friday, January 23, 2004, 150 West 500 South, SLC, UT. 7-10 a.m.

Utah Operation Lifesaver

Utah Operation Lifesaver serves the community by helping to raise awareness of the safety issues relating to railroad grade crossings. Last year Utah Operation Lifesaver gave 464 presentations to nearly 19,000 people. To schedule a presentation for your group, please call Bret Barney at (801) 489-8041.

Check Updated Calendar On-line

www.utaht2.usu.edu

We've mentioned a lot of dates in this issue of On the Move, but this isn't the only place you can find the dates of upcoming workshops, partner events, or other training opportunities!

Simply go on-line to our Web site at [www.utaht2.usu.edu] and check out our three-month calendar. We are constantly updating the calendar with events and activities to help you meet your training and technology transfer needs!

Advisory Board

Joe Anderson
Utah Local Governments Trust

Loren R. Anderson, P.E., Ph.D
Civil & Envir. Engineering
Utah State University

Denton Beecher, L.S.
Box Elder County

Ken Berg, P.E.
Utah Department of
Transportation

L. Brent Gardener
Utah Association of Counties

Kenneth H. Bullock
Utah League of Cities & Towns

J. Raymond Johnson, P.E.
Tooele County

Paul Mooney
FHWA, Utah Division

Clyde Naylor, P.E.
Utah County

Trace Robinson, P.E.
West Valley City

Dean Steele
Utah Risk Management
Mutual Association

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

Utah LTAP Center

Page 11

January 2004



NACE Conference Set for Florida-- April 4-8, 2004

The National Association of County Engineers (NACE) is a professional association representing county engineers and professional road managers. The annual NACE Conference is held each year to bring together members of NACE to discuss the pressing issues facing their membership.

The conference will be broken into general and technical sessions, committee meetings, an exhibit of the latest products and services, and the president's reception and annual banquet.

Additional details about the conference and registration instructions are all available on-line at the NACE Web site [www.countyengineers.org].

About the Utah LTAP Center

The Utah LTAP Center 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.

About On the Move

On the Move is published quarterly by the Utah LTAP/Transportation Technology Transfer Center at Utah State University. Subscriptions are free and are available by contacting the Utah LTAP Center. Articles may be submitted to the editor at the above address. To obtain permission to reprint any articles from On the Move, please call the Center.

Utah LTAP Center Staff

Director	Doyt Y. Bolling
Assistant Director.....	Stuart Thompson
Coordinator	Keri Shoemaker
Field Projects Manager	Dee Hadfield
Network Administrator	Brian Birch
Newsletter	Julie Duersch
Phone/Fax	(435) 797-2931/797-1582
E-mail.....	utaht2@cc.usu.edu
Web site.....	www.utaht2.usu.edu

USU is an equal opportunity education institution/equal opportunity employer.



U.S. Department of Transportation
Federal Highway Administration

NON-PROFIT ORGANIZATION
U.S. POSTAGE PAID
LOGAN, UTAH
PERMIT#1



Utah LTAP Center
Utah State University
4111 Old Main Hill
Logan UT 84322-4111

Return Service Requested