

ON THE MOVE

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Sharing Knowledge. Improving Communities.



From the Director's Desk:

Local Roads Team Bus

Hits the Highway

by Doyt Y. Bolling, Director, Utah LTAP Center

Resurrection of the annual Local Roads Program visits to Utah Counties and Cities paves the way for local road improvements and projects. During the months of February and March the Utah Department of Transportation Local Roads Team, led by Brett Hadley, conducted local program seminars in all twenty-nine counties. These visits involved elected officials as well as city and county road department personnel.

The visits focused on that latest information on transportation funding for cities and counties. This includes the B & C Road Fund Program, the State-wide Transportation Improvement Program (STIP), and the Federal-aid Local Roads Programs, among others. The requirements of the B & C Road Fund were reiterated and information shared about the slight funding adjustments due to over allocation of funds in the previous year. UDOT Regional Directors and Project Managers provided an update on the projects that are currently on the STIP and the proposed construction work schedules affecting counties and cities in their respective geographical areas.

Briefings regarding status of projects, available funds, and related program submittal processes for each of the following funding sources were given (see article on page 2):

- B&C Fund
- Mineral Lease Fund
- Non-Urban STP Fund
- Small Urban STP Fund
- Bridge Off System Fund



- State Parks Access Fund
- Transportation Enhancement Fund

A short video presentation, reviewing UDOT's personnel involved in city and county programs was shown. City and county representatives were given the opportunity to make suggestions to UDOT Region personnel regarding improvements to state roads in their area. UDOT also provided information to local entities regarding UDOT's free service of assisting cities and counties in preparing a transportation master plan and a discussion concerning common mistakes cities and counties make in following the STIP process.

The details regarding each of these programs can be downloaded from Utah DOT's Web site (<http://www.utah.dot.gov>). In these briefings, local agencies were encouraged to take full ownership of their projects ensuring that all projects are fully and properly scoped in the concept stage, ROW and environmental issues are resolved and preliminary engineering is

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And much, much more!

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completed so approved projects can be expeditiously constructed on schedule and within budget. Local agencies were further encouraged to take ownership of their projects and work closely with their assigned UDOT Project Manager and consulting firm to achieve a quality project within budget and on schedule.

Several key issues regarding functional classification, selection of consultants, project administration and coordination, and pavement type definition surfaced during these briefings. Local agencies were advised to be sure their road mileage and associated pavement type were accurate, current and reported to UDOT so the proper allocation of B & C funds could be made. Brett and the UDOT Local Roads Program Team highlighted the resources and persons to contact within UDOT for assistance and guidance on these issues.

Opportunity was also provided for the Utah LTAP Center to brief county and city representatives on the focus areas being targeted this year and the workshops, conferences, training courses, and technical assistance that are available from the Center. The key focus areas are:

- Highway and Worker Safety.
- Workforce Development.
- Infrastructure Asset Management & Preservation.
- Program Value Delivery.

Special efforts in the Highway Safety area include Road Safety Audits/Reviews, ADA Requirements & Provisions, Sign Management Programs, and Traffic Operations Improvements. In the area of worker safety; emphasis and training in equipment safety and operation, trenching, lifting, driving, handling and storage of hazardous materials, and OSHA requirements are being continued.

The Center has provided technical assistance to sixty plus local agencies in implementing infrastructure asset management and will be offering this

assistance on a continuing basis. This includes addressing the reporting requirements of GASB-34.

The Center staff is working closely with UDOT's Local Roads Team to develop a Local Roads Program delivery manual and to conduct workshops on project development procedures and requirements and project administration.

Opportunity was also given during these seminars to conduct a survey of local agencies needs and how the Utah LTAP Center can better serve local agencies. The needs survey is posted on the Center Web site (<http://www.utaht2.usu.edu>). Local agencies that have not responded to this survey are encouraged to download and complete the survey form, and send the completed form back to the Center.

The 7 Funds of Highly Successful Local Governments from Brett Hadley, UDOT Local Government Programs Engineer

B and C Fund: 25% of State Fuel Tax Collected, Lump sum dollars, Not project specific, Quarterly Distribution Formula: 50% population-50% road mileage by surface type, Approximately \$125 Million to cities and counties each year.

Mineral Lease Fund: Quarterly distribution to counties with significant mining activity on Federal lands, Lump sum dollars, Not project specific, Approximately \$25 Million distributed each year.

Non-Urban STP Fund: Project specific fund, All major collector roads and above in the state, outside MPO and small urban boundaries qualify, \$6.6 Million per year, 7% local match, Apply to Joint Highway Committee, non-urban group each April.

Small Urban STP Fund: Project specific fund, All major collector roads and above in small urban boundaries qualify, \$1.7 Million per year, 7% local match, Apply to Joint Highway Committee, small-urban group each April.

Bridge Off System Fund: Project specific fund, All locally owned bridges with span length greater than 20 feet qualify, Must have sufficiency rating less than 80 for rehab and less than 50 for replacement with a category score of 4 or less, \$3.5 Million per year, 20% local match, Apply to Joint Highway Committee, non-urban group each April.

State parks Access Fund: Project specific fund, Roads that lead to State Parks qualify, \$0.5 Million per year, 50% local match, Apply to Joint Highway Committee, non-urban group each April.

Transportation Enhancement Fund: Project specific fund, For bicycle and pedestrian pathways, landscaping, or historical preservation of transportation related structures, and other categories, \$4.5 Million per year, 20% local match, Apply to TE Selection Committee each January.



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Legislative & Regulatory Update

SAFETEA Moving Ahead in U.S. Congress--House & Senate Make Progress on Critical Transportation Legislation

*excerpt from <http://transportation1.org/aashtonev/>
with additional information from the
LTAP Clearinghouse*

In early March, the U.S. House of Representatives overwhelmingly approved H.R. 3, The Transportation Equity Act—a six-year bill that provides \$284 billion for the federal highway, transit and highway safety programs.

“Compared to the previous six-year bill, H.R. 3 represents a 42 percent increase in investment in highways, transit and safety programs,” Chairman Don Young (R-Alaska) said. “And the increased funding levels in H.R. 3 are supported by the Administration.

One week after the House passed its bill, the Senate Environment and Public Works Committee approved the highway title to the Senate’s Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), on March 16 by a vote of 17-1. Like its House counterpart, the Senate bill will total \$284 billion, once the transit and safety titles, which are each under the jurisdiction of different committees, are added to the bill.

The measure, which has not yet been numbered, provides \$191.9 billion in guaranteed funding for highway and bridge programs for five years, 2005-2009. It is similar to the bill the Senate passed last year, but rather than guaranteeing each state a minimum 95 percent return on revenues paid the Highway Trust Fund, the bill’s Equity Bonus program guarantees donor states a 92 percent rate of return by 2009.

Several amendments were in a manager’s package and voted en bloc including provisions to expand the transportation Systems Management and Operations program to all surface modes.

Several Senate Environment and Public Works Committee leaders indicated

that the funding level in the Senate bill is too low and that they will seek to increase funding later in the process. The Administration has issued veto warnings against a bill that exceeds \$284 billion.

The Senate Banking, Housing and Urban Affairs Committee scheduled a markup of the \$52 billion transit title on March 17.

SAFETEA is expected to reach the Senate floor possibly the third week in April. The Senate Commerce Committee, which has jurisdiction over safety programs, and the Finance Committee, which has jurisdiction over the measure’s tax provisions, will not mark up their portions of the bill until after the two week recess to begin March 21.

Federal transportation programs are currently operating under a sixth temporary extension due to expire May 31, 2005. Congress must pass and the President must sign a bill into law before that date to avoid the need for a seventh extension of TEA-21, which expired on September 30, 2003.

APWA is urging Congress to act quickly to pass an adequately funded, multi-year authorization which secures an enhanced role for local decision-making and places needed emphasis on flexibility, intermodal goals and on addressing local and regional needs.

Unfunded Mandates Drain County Government Coffers *excerpt from <http://www.naco.org/>*

The National Association of Counties (NACo) President and Lake County, Ill. Board Member Angelo D. Kyle testified before the House Government Reform Committee on March 8 regarding NACo’s support for strengthening of the Unfunded Mandates Reform Act (UMRA). Fairfax County, Virginia Board Chairman and President of the Virginia Association of Counties (VACO) Gerald Connolly also testified at the hearing.

NACo released a snapshot survey in conjunction with President Kyle’s

testimony, which showed that unfunded mandates continue to affect county government budgets. Uncompensated healthcare is taking up 8 percent of one county’s entire budget for FY2005, according to the survey.

In his testimony, Kyle praised the original passage of UMRA as a landmark achievement, yet also emphasized that the law is not comprehensive, nor a perfect solution.

“Counties continue to struggle with mandates that were adopted prior to the passage of [UMRA], such as the Clean Air Act and the Clean Water Act,” Kyle testified. “Regulatory mandates such as these have become more strict and expensive to implement over time, especially for counties with fewer resources.” Kyle stressed that counties are willing to provide needed services for its citizens, but need to be compensated by the federal government.

“If the federal government believes that it knows best how to clean county water supplies, or run county elections, or manage county hospitals, then it should at least pay for the mandates that it passes on to county officials,” Kyle testified. “County officials resent decisions being taken out of our hands and being made instead by someone hundreds of miles away in Washington, D.C.—especially when we have to pay for it.”

Kyle concluded by pledging NACo’s support for building on the successes of UMRA by expanding the current process for attaching cost estimates to proposed mandates and strengthening the enforcement power of the point of order.

The snapshot survey...found that for only 30 counties, the three-year total cost of an average of six mandates is \$1.5 billion dollars. If all federal mandates were included, the nationwide unfunded mandate figure could reach in the hundreds of billions.



AASHTO & LTAP Team to Promote & Implement New Technologies

The AASHTO Technology Implementation Group (TIG) has identified and initiated efforts to promote and implement new cost effective technologies to improve transportation. The LTAP Centers, including the Utah LTAP Center, are serving as technology implementation agents to further promote and assist in the implementation of these technologies. The current technologies identified and being promoted by TIG are listed as follows along with the Lead States using these technologies:

- Accelerated Construction (Pennsylvania DOT)
- Prefabricated Bridge Elements (Texas DOT)
- ITS for Work Zones (Maryland & North Carolina DOTs)
- Air Voids Analyzer (Kansas DOT)
- Global Positioning Systems (North Carolina DOT)
- Fiber Reinforced Polymer, Wrapping of Aluminum, Overhead Sign, Structure Trusses (New York DOT)
- Thermal Image Safety, Screening for Commercial, Vehicle Brakes (Pennsylvania DOT)
- Road Safety Audits (Iowa & SC DOTs, NACE, & LTAP Centers)
- Cable Median Barriers (NC DOT)
- Virtual Weigh Stations (SD DOT)

Associated potential benefits from use of these technologies offer improved highway safety, construction cost and time-savings, improved productivity and enhanced quality, road user cost savings. Detailed information on each of these technologies can be obtained from the AASHTO TIG Web site (<http://tig.transportation.org>).



Utah Construction Career Days Off to a Great Start!

We're off and running with Utah Construction Career Days! The first event, held March 8-9, 2005 in St. George, was a HUGE success, introducing students to opportunities in construction career fields.

Plans are now in the works to bring the Construction Career Days program to the Salt Lake Area, with the goal of reaching 6000 students!

We will hold the next Construction Career Days event, September 27-28, 2005 at the Utah State Fairgrounds in Salt Lake City. The three-day event will also include a parent night (September 28) which will bring the students, their families, contractors and visitors together to show parents in particular what their students are learning!

Tooele, Granite, Jordan, Salt Lake, Murray, Davis, Ogden/Weber, Alpine and Provo school districts will be involved with this event. The target audience is 11-12th grade students.

During the planning stages of this event, we invite businesses and other entities in the trades, demolition and equipment areas to exhibit and work with the children!

To get involved, or find out more, please contact Keri Shoemaker or Dee Hadfield with the Utah LTAP Center by calling 1-800-822-8878. You can also obtain more information at the Utah Construction Career Days Web site [<http://www.utahccd.usu.edu>].

Best Practices for PCC Pavements Workshop: April 5-6, 2005



The Utah Department of Transportation and FHWA's Concrete Pavement Technology Program are teaming up to offer a Best Practices of PCC Pavements workshop, April 5-6, 2005 at the UDOT Complex (R2 Hurley Conference Room) in Salt Lake City.

This two-day event will feature pavement experts highlighting PCC pavement fundamentals, including an

introduction to PCC pavements, PCC pavement performance, and long-life PCC pavement design concepts. Examples will be given from several states.

Pavement design, concrete materials and mix designs, construction, as well as maintenance, repair and rehabilitation of PCC pavements will be discussed.

For those interested, a special "advanced concrete pavement design" session will conclude the workshop.

For more information, please contact Bruce Vandre, UDOT Pavement Management Engineer at (801) 965-4835 or by e-mail at [bvandre@utah.gov].

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Int'l Conference on Best Practice for Ultrathin & Thin Whitetopping Close to Home April 13-14, 2005 in Denver

The Federal Highway Administration (FHWA), Colorado Department of Transportation, American Concrete Pavement Association (ACPA), Transportation Research Board (TRB), and the International Society for Concrete Pavements are teaming up to sponsor the International Conference on Best Practices for Ultrathin (UTW) and Thin (TWT) Whitetopping in Denver, Colorado, April 13-14, 2005!

With conference speakers drawn from state and federal government, ACPA, universities, and industry leaders, you won't want to miss this great opportunity to learn more about UTW and TWT practically in your own backyard!

Sessions include discussion of the Colorado experience, regional experience, and global experiences and studies, along with testing, research and development, and airport applications.

The conference will be held at the Hotel Denver Tech Center (formerly the Hilton Denver Tech South) in Englewood, Colorado. Hotel reservations can be made by phone at (303) 779-6161 or 1-800-327-2242. General registration for the conference itself is \$250, with the government and university registration rate at \$200. Student registration is also available at \$150.

For more information, you are urged to contact Shiraz Tayabji with CTL Group by calling (410) 997-0400 or e-mail at [stayabji@ctlgroup.com] OR Ahmad Ardani with the Colorado DOT by phone at (303) 757-9978 or e-mail at [ahmad.ardani@dot.state.co.us].

RR Flatcar Low-Volume Bridges

excerpt from an article by B.P. Keierleber, J. Witt, T.J. Wipf, and F.W. Klaiber in TR News, September-October 2004

Iowa counties, like many in the nation face the problem of insufficient funds to address all of the problems that arise with low-volume bridges. So, to address this problem, the Bridge Engineering Center at Iowa State University investigated the feasibility of using railroad flatcars as the superstructure for bridges on low-volume roads.

Several characteristics make flatcars desirable for bridge superstructure: flatcars are easy to install, can be used on current or new abutments, are available in various lengths, and are relatively inexpensive.

A feasibility study indicated that properly designed flatcar bridges are capable of supporting Iowa legal loads. To test the constructability, adequacy, and relative economy, two flatcar demonstration bridges were designed and constructed--one in Buchanan County and the other in Winnebago County.

The Buchanan County bridge was constructed as a single span of three adjacent 56-foot-long flatcars supported at each end by reinforced concrete abutments. Reinforced concrete in the substructure allowed for an integral abutment at one end of the bridge and an expansion joint at the other end.

Reinforced concrete beams served as longitudinal connections between the adjacent flatcars and distributed the live loads. A model of this connection beam was tested in the laboratory for flexure and torsion before installation in the field. Guardrails and an asphalt milling driving surface completed the bridge.

The Winnebago County bridge incorporated three 89-foot-long flatcars side by side. Preliminary calculations, however, indicated that the flatcars were not adequate as 89-foot simple spans. Therefore, new steel-capped piers were placed to support the flatcars at the bolsters--that is, where the wheels had been located--and abutments supported the flatcars at the ends. The resulting structure

consisted of a 66-foot main span with two 10-foot end spans.

The longitudinal connections between the adjacent flatcars, however, were not adequate to support significant loads. As a result, transverse, recycled timber planks were used to distribute live loads effectively across all three flatcars. Gravel was placed on top of the timber planks, and a guardrail system was installed to complete the bridge.

The engineered flatcar bridges have low live-load stresses and deflections that are below the limits set in the bridge design specifications of AASHTO.

Winnebago County constructed their test bridges at a cost of \$30/square foot--a substantial savings from the nearly \$70/square foot for a standard concrete slab bridge in Iowa. The savings for the six flatcar bridges constructed to-date exceeded the cost of the research.

The results of this research show that proper flatcar selection, construction, and engineering make flatcar bridges a viable, economical replacement bridge system. A flatcar bridge requires less construction time--approximately one-half to two-thirds the time required to construct a similar-sized slab bridge--and at approximately one-half the cost of a slab bridge.

For more information, contact:

- Brian Keierleber, Buchanan County Eng.--phone (319) 334-6031, e-mail [bceingr@bcch.sbt.net]
- Jim Witt, Winnebago County Engineer--phone (641) 585-2905, e-mail [jwitt@wctatel.net]
- Terry J. Wipf, Bridge Engineering Center--phone (515) 294-6979, e-mail [tjwipf@iastate.edu]
- F. Wayne Klaiber, Bridge Eng. Center--phone (515) 294-8763, e-mail [klaiber@iastate.edu]

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Recruitment: How to "Reel in a Keeper"

by Arin Gustafson

reprinted with permission from the Kansas Trans Reporter, Kansas University Transportation Center

NOTE FROM THE EDITOR: *With the difficulty facing local agencies in recruiting and retaining good employees we wanted to share this article with you.*

It takes time to review applications, conduct interviews and check references. But short-cutting the hiring process can result in hiring a candidate who later creates even more time-consuming performance problems, and can eventually lead to additional costs to recruit, train and select a replacement. So it pays to properly screen your...employees before you hire them, and create an environment that encourages good employees to stay.

Screen them...before you place and establish the job's requirements. For example, when hiring a...driver, identify the license and training applicants must have. Be specific about functions and tasks required, then develop interview questions that relate to each qualification. This should help you find a candidate who can do the job.

Interview them. After you have selected candidates who meet your qualifications, it's time for the interview. Here are a few interview tips.

- Ask the same questions of each applicant so that each receives equal treatment.
- Check for inconsistencies in interview responses and on application materials.
- Ask only job-related questions, such as how many years he/she has been [employed in the field] or where did the applicant receive his/her training.
- Ask questions that force the applicant to display the knowledge and ability required for the position. For example,...ask how they [would] prioritize [their job tasks].
- Incorporate scenario questions in the interview. These are questions which ask a candidate how he/she would



- respond to a job-related situation.
- Participate with the applicant in a role-play exercise to determine how he or she might react on the job.
- Document applicant responses so that you will be able to refer to them after the interview.
- Have more than one person conduct the interview so that impressions can be compared. And include peers. For example, if you are hiring a [heavy equipment operator] have a current [heavy equipment operator] sit in on the interview.

Choose them carefully. How do you determine the best candidate? Meeting qualifications is important, but so is fitting into your organization. Many agencies make the mistake of hiring someone with the right skills but the wrong mind-set. Look for the candidate compatible with your organization's passions, values, and interests. Ask the candidate why they are applying for the position; if he or she is primarily interested in making money, think twice before hiring. Good responses will focus on the satisfaction or working with [the

customers you serve]. Another way to help determine whether a candidate would fit into your organization is to have several people conduct the interview; this can provide a broader perspective on how the candidate relates to your staff.

Retain them. After you reel in your new employees, how do you retain them? Retention relies on job satisfaction, growth potential, and a good working environment.

Job satisfaction--The essence of job satisfaction is to meet challenges, deal with challenges successfully, and feel a sense of accomplishment. To be successful, employees must be presented with challenges that call on their experience and range of abilities.

Growth potential--Once a particular challenge has been met, being required to repeatedly meet the same challenges loses its appeal and ceases to provide satisfaction. Thus, to be assured of ongoing satisfaction, a position must continually challenge skills and abilities so your employees can grow as individuals.



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Top Ten Tips to Attract, Retain and Motivate

by Don Grimme, Training Authority

www.employee-retention-hq.com

1. Pay employees fairly and well, then get them to forget about money.
2. Treat each and every employee with respect. Show them that you care about them as a person, not just as a worker.
3. Praise accomplishments--and attempts:
 - ◇ both large and small
 - ◇ at least four times more than you criticize
 - ◇ publicly...and in private
 - ◇ verbally and in writing
 - ◇ promptly (as soon as observed)
 - ◇ sincerely
4. Clearly communicate goals, responsibilities, and expectations. Never criticize in public; redirect in private.
5. Recognize performance appropriately and consistently:
 - ◇ Reward outstanding performance (e.g. with promotions and opportunities)
 - ◇ Do not tolerate sustained poor performance; coach and train, or remove!
6. Involve employees in plans and decisions, especially those that affect them. Solicit their ideas and opinions. Encourage initiative.
7. Create opportunities for employees to learn and grow. Link the goals of the organization with the goals of each individual in it.
8. Actively listen to employee's concerns--both work-related and personal.
9. Share information--promptly, openly and clearly. Tell the truth...with compassion.
10. Celebrate successes and milestones reached--organizational and personal. Create an organizational culture that is open, trusting and fun.

Equally important, offer your employees the potential for greater responsibility and authority within the organization.

Working environment--An environment of respect, trust, and mutual support will encourage productivity while retaining top talent. When you respect your employees, you foster their self-esteem, and this in turn motivates them to do their best. Trust forms the foundation for effective communication. Keep your employees informed, and be honest. Confront difficult issues in a timely fashion.

Support your employees in both their career and in their personal lives. A working environment that gets the best from people is more than just a place to work in. It's about how people work together and how they are motivated to excel. Hiring and retaining quality employees requires both advance work and long-term effort, but it is worth it. It results in hiring employees who have the qualifications, education and personality your agency needs, and empowers them to be productive within your agency.

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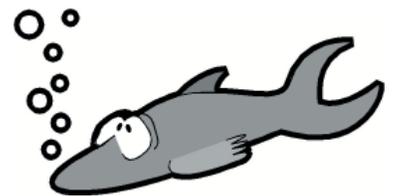
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National Work Zone Awareness Week--"Slow Down or Pay Up"

By John R. McCarthy, Alabama Technology Transfer Center

The sixth annual National Work Zone Awareness Week (NWZAW) will be held April 3-9, 2005. Activities for the week will kickoff with a media/community awareness event near the Woodrow Wilson Bridge project at 10 am on April 5. Law enforcement organizations from several states have expressed an interest in this event. They have been encouraged to bring the various devices that individual states use to combat work zone violators such as speeders. These items include "drones," special outfitted cruisers, speed cameras/devices, and more.

The Woodrow Wilson Bridge project is a 7.5-mile arterial project along Interstate 95 and 495. The corridor is also known as the Capital Beltway and the project extends from the Maryland 210 Interchange to the Telegraph Rd Interchange in Virginia. The bridge crosses the Potomac River. More information about the project can be obtained at the Web site [<http://www.wilsonbridge.com>].

The NWZAW Task Force is leading the activities for the media event. They are seeking a heavy police presence. Members of the law enforcement community who are interested in attending should contact Jim Baron of American Traffic Safety Services Association (ATSSA), which is located in Fredericksburg, VA. Jim can be reached at ATSSA at (800) 272-8772, ext.



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http://www.artba.org/foundation/hwy_worker_scholarship.htm**

113. The theme for National Work Zone Awareness Week 2005 is "SLOW DOWN OR PAY UP," in keeping with the theme of "enforcement." Posters will be available for NWZAW 2005.

NWZAW began in 1999 with a partnership of ATSSA, the Federal Highway Administration (FHWA) and the Association of State Highway and Transportation Officials (AASHTO). Since then, other organizations have joined and encouraged local community activities to help educate the nation on work zone related injuries and fatalities. Part of this education effort is informing the public of the hazards and dangers that can be encountered and avoided when driving through a roadway construction zone. More information on NWZAW is available at the ATSSA Web site [<http://www.atssa.com/public/nwzaw.asp>]. FHWA also has promotional material available on their Web site [<http://www.ops.fhwa.dot.gov/wz/index.asp>].

Concrete Workshop Takes Another Look at Life Expectancy for Concrete Pavements in Utah

The Utah Chapter, ACPA and the Utah LTAP Center co-sponsored the 4th Annual Concrete Pavement Workshop, January 20, 2005 at the Little America in Salt Lake City. Participants enjoyed topics ranging from balancing quality vs. time, jointing basics, curing practices, concrete pavement rehabilitation, and several others.

One presentation of particular interest was the "How long do Utah's concrete pavements really last? Part Deux." Last year, for those in attendance, UDOT presented some data that would lead one to believe that the life expectancy of some of the concrete pavements in the state wasn't that great. However this year upon further investigation, that is not the case. There appears to be trouble with the

Utah LTAP Center Joins Others to Support National Work Zone Awareness Week

Whereas, the objectives of the "National Work Zone Awareness Week" are consistent with the goals of the Local Technical Assistance Program (LTAP) and the Tribal Technical Assistance Program (TTAP) of the Federal Highway Administration, and...Whereas, the activities of the LTAP and TTAP Centers train persons to have the knowledge which when applied can help reduce the number of crashes, injuries and fatalities in the work zones on the highways of our nation..., and be it...resolved, that each LTAP and TTAP Center take the action necessary to promote the April 3 to April 9, 2005, activities of "National Work Zone Awareness Week."

The above resolution was adopted by the National Local Technical Assistance Program Association at their Annual Business Meeting on January 9, 2005.

model that analyzes the data. UDOT will do further review of their model and their collection of data for their pavements.

The annual awards luncheon was held to recognize four outstanding concrete pavement projects. A special award was presented to Salt Lake City Corporation. The organization won the "Utah Concrete Community Award" for their commitment to building concrete pavements. The awards program was co-sponsored by the Utah Chapter and the Utah DOT.

This year's attendance surpassed 180, which was quite surprising given the fact that many other events were going on as well. Many thanks go out to all of the speakers, moderators, and all that helped make this conference a success!

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"Spring into Training" With LTAP Center Workshops

The following workshop offerings are scheduled to-date by the Utah LTAP Center during the spring training season. Additional workshops will be added, so please check our Web site for up-to-date details on available workshops.

In addition, we offer workshops on-demand as instructor schedules permit. If you need training, please contact us as soon as possible to arrange a workshop for your area!

As a service to our participants, CEU credits are available for these courses through Utah State University.

Workshop participants may apply for CEU credits using the form available on our Web site. The cost is \$20/course. Students choosing to receive this credit must submit the form with payment to the USU Continuing Education Office directly.

To streamline your workshop registration needs, we have provided a winter training registration form below. You can also register for specific workshops on-line at our Web site.

ATSSA Flagging

Cost for this workshop is \$40.

- April 27, 2005 (St. George) 1-5 pm*
- *cost for this workshop is only \$25 as part of Road School

Heavy Equipment Safety Operations

Cost for this workshop is \$60.

- April 4, 2005 (Tooele)

Heavy Equipment Hands-On Training

Cost for this workshop is \$200.

- April 5-6, 2005 (Tooele)
- April 7-8, 2005 (Tooele)

ADA Compliance

Cost for this workshop is \$60.

- April 1, 2005 (Provo) 9 am-4 pm
- April 26, 2005 (St. George) 9 am-4 pm

School Area Training

This training is available on-demand for local Utah agencies. Topics include: child access routing plans and school zone signing requirements. Call 1-800-822-8878 to schedule your workshop!

Workshop dates are subject to change. Please call us or go on-line to confirm dates and availability!

Circle the bullet beside the workshop date you want to register for. Then use the form below to complete your registration and fax the entire page to the LTAP Center at (435) 797-1582. Questions? Call 1-800-822-8878!

The Show for Snow

2005 APWA North American Snow Conference

April 17-20, 2005

Kansas City, Missouri

It's not too late to participate in the 2005 APWA North American Snow Conference. Keynote speakers and the always-popular Snow Conference Talk Show will be featured during the general sessions, with more than 30 education and technical sessions and roundtables addressing a variety of topics throughout the conference. Topics include: snow plowing procedures, new salt applications, anti-icing and de-icing, AVL/GPS/GIS, winter pavement maintenance, fleet responsibilities in a disaster, new technologies, snow removal, winter vehicle maintenance, and much more!

The Conference will be held at the Hyatt Regency Crown Center in Kansas City, Missouri, with guest rooms, exhibits, and education sessions all under one roof!

For more information:

APWA
www.apwa.net/meetings/snow/2005
1-800-848-APWA

Hyatt Regency Crown Center
www.crowncenter.hyatt.com
(816) 421-1234

Utah LTAP Center Spring 2005 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 Center)

Agency PO (Number: _____)

Credit Card (Visa/MC/Discover) #: _____ Exp. date: _____

Federal Tax ID #87-6000528



What Our Partners Are Doing

More Training Opportunities for YOU!!!



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].

ULCT Midyear Convention (St. George)

April 14-15, 2005

AKA, that "Spring Thing," is a two day conference held each spring in St. George. A full day of this conference is devoted to exploring a single municipal issue. The second day is spent reviewing the outcome of the most recent legislative session and its impact on local government. A workshop for newly elected officials is also included, along with a program for spouses. Cost, program and registration material are available on-line! See the list of hotel room blocks held (for both events) below.

City Streets & County Road School (St. George)

April 27-29, 2005

This event is held specifically for public works department personnel from around the state. Workshops present state-of-the-art techniques, money-saving alternatives, EPA compliance regulations, safety procedures, and management skills. The conference provides an opportunity to exchange ideas, as well as to visit with vendors offering new equipment and techniques. The Utah Local Government's Trust also sponsors a Truck Road-ee in conjunction with this event. Cost, program and registration material are

available on-line! See the list of hotel room blocks held (for both events) below.

Hotel Room Blocks for Mid-Year Convention & Road School

Go get the special room rate, please indicate that you are attending the Utah League of Cities & Towns Mid-Year or Road School Conferences.

- Ramada Inn, 1440 E St. George Blvd, \$65, (435) 628-2828
- Holiday Inn, 850 S Bluff, \$70/78, (435) 628-4235
- Hampton Inn, 53 North River Road, \$79, (435) 652-1200
- Crystal Inn, 1450 S Hilton Drive, \$65, (435) 688-7477
- Farifield Inn, 1660 S Convention Center Drive, \$55, (435) 673-6066
- Best Western Abby, 1129 South Bluff, \$65, (435) 652-1234
- Best Western Coral Hills, 125 E St. George Blvd, \$65, (435) 673-4844
- Comfort Suites, 1239 South Main Street, \$65, (435) 673-7000



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 [www.uacnet.org].

April 20-22, 2005

Management Conference (Layton)

Cost, program and registration information will be available at the UAC Web site.



ITE, Utah Chapter

For information on ITE activities, please contact Walt Steinworth by e-mail at [msteinworth@utah.gov]. Please note that the monthly luncheons are generally held

the third Tuesday of each month starting at 12 noon at Golden Corral (8860 South Redwood Road, West Jordan).



APWA, Utah Chapter

For more information on APWA activities please visit their Web site [www.apwautah.org]. Please note that monthly luncheons will be held at Classic Choice Catering in West Jordan.

Monthly Luncheon

April 28, 2005

The Board of Directors will meet at 10:30 am with the monthly luncheon at 11:30 am and speaker at 12 noon.

Public Works Week

May 16-20, 2005

This week long celebration of the contributions made by public works to our community and way of life, includes the annual golf tournament on May 17 in West Valley City, and the annual awards banquet at 6 pm on May 19 at Classic Choice Catering in West Jordan.

Monthly Luncheon

June 23, 2005

The Board of Directors will meet at 10:30 am with the monthly luncheon at 11:30 am and speaker at 12 noon.

No Monthly Luncheon in July!



Utah Local Governments Insurance Trust

For information on these and other Trust activities, please call Craig Bott at



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1-800-748-4440. You can also e-mail Craig at [cbott@ulgt.org]. The Trust is also offering internet training through their Web site at [<http://www.ulgt.org/internettraining.htm>]. Please check out their Web site at [www.ulgt.org].

Risk Management Conferences
May 16, 2005 (Tremonton)
May 17, 2005 (North Salt Lake)
May 18, 2005 (Roosevelt)
May 19, 2005 (Nephi)

The following will be covered during the conferences:

- Development of Personnel Policy & Procedures (9-10:30 am)
- Developing & Improving Documentation Skills (10:30 am-12 noon)
- Back Health & Safety Programs (1-2:30 pm)
- Employee Drug & Alcohol Testing (2:30-4 pm)

To register, please contact Marilyn Beesley at the Trust.

Citizen Planner Workshops
April 7-8, 2005 (Payson)
June 9-10, 2005 (North Salt Lake)

Defensive Driving
May 11, 2005 (North Salt Lake)



"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].

Media Relations Roundtable
April 6, 2005 (South Jordan)

Vehicle Safety Roundtable
April 19, 2005 (Roy)

**Police Physical Fitness Coordinator
Training**
May 3, 2005 (West Valley City)

Police Roundtable
May 11, 2005 (Centerville)

New Supervisor Training
June 21, 2005 (Draper)

Claims Handling 101
June 21, 2005 (Draper)

Risk Managers Roundtable
June 22, 2005 (Orem)



Blue Stakes of Utah

Check out the Blue Stakes Web site and view the on-line Excavators' Guide!

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

**Check Out New Additions
to Utah LTAP Center
FREE Lending Library**

"**Bike Safe. Bike Smart.**" is a new video from the Utah Department of Transportation. This entertaining, yet instructional bicycle safety video uses a visually stimulating, peer-to-peer approach to teach elementary and middle school age audiences how to Bike Safe, Bike Smart.

New material is constantly being added to our FREE lending library! So, check out materials on-line at our Web site: [<http://www.utaht2.usu.edu>].

**Advisory
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The Utah LTAP Center Advisory Board meets at least twice annually to make recommendations and evaluate the effectiveness of the program.

Utah LTAP Center

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2004 Edition Standard Highway Signs Book Available Online

The 2004 Edition of the Standard Highway Signs book, English and Metric versions, is now online on the MUTCD site [<http://mutcd.fhwa.dot.gov>]. The SHS book is the companion document to the MUTCD and contains layout details for designing signs. It also contains some frequently used designs that are not found in the MUTCD.

The Standard Highway Signs is in PDF form, and is on-line as individual pages, accessed through the Table of Contents. Clicking on an item in the contents will take you to that page of the book. In early 2005 the book will be available as assembled chapters, similar to the previous edition. This will make downloading of the book easier, for those who wish to save or print a copy for themselves.

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.

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