

ON THE MOVE

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Sharing Knowledge. Improving Communities.



Utah LTAP

Calling All Local Agencies, Industry & Educators!!! Help Stop the Loss of Experienced Construction Employees by Taking An Active Part in Utah Construction Career Days

by Keri Shoemaker, Program Coordinator, Utah LTAP Center

In March 2005 the very first Utah Construction Career Days was held at the Washington County Fairgrounds in Hurricane, Utah. Over 2,200 middle school and high school students, adult learners, and volunteers participated in the event.

The event was a huge success and all involved are excited to see this program continue to travel around the state of Utah.



We are pleased to announce that the second Utah Construction Career Days is scheduled for **September 27-29, 2005** at the **Utah State Fairgrounds in Salt Lake City**. We anticipate student participation to be close to 6,000 for this 3 day event.

The objective of the Utah Construction Career Days (CCD) Program is to provide high school students throughout the state with hands-on exposure to the diverse and exciting careers the commercial construction industry offers.



The CCD Program includes interactive exhibits, trade industry

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Fast Facts!!!

- Out of 500 careers surveyed by parents and their high school kids nationwide, construction ranked 498th!
- By the year 2008, there will be 952,000 net construction skilled, trade jobs VACANT. And, we will need 1 million+ new people each and every year thereafter.
- Presently, the average age of workers in the skilled trades nationwide is 48.
- Out of EVERY 1000 high school students: 140 will drop out and 860 will finish high school.
- Out of EVERY 1000 high school students: 86 will graduate from a four-year college, 914 will not.

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displays, and demonstration projects, all requiring student involvement. Youth are vital to the construction industry. Today's high school students represent the pool of workers from which the construction industry will recruit its future workforce. The events offer students a chance to see first-hand a career option they might not otherwise have considered.

The Construction Industry is facing a severe shortage of skilled workers. If not addressed, the shortage will increase, affecting quality, safety, and the industry's overall ability to compete in building the infrastructure needed by an ever-growing population.

Unfortunately, the construction industry does not enjoy a visible and positive image among youth. Construction Career Days are designed to educate our youth about a friendlier and more professional industry that cares about them and their future.

Partnerships between industry, government, community organizations and education at the national, state and local levels are critical to improving the quality of life in our communities. Construction Career Days are strongly based on partnerships of volunteers working together for youth, industry and community.

Career Day partnerships reach beyond planning and conducting career day events. These partnerships also work towards enhancing career technology education, developing curriculum that better prepares students for careers in the industry and increasing the diversity of the construction industry's workforce.

The Utah LTAP Center and the Construction Career Days Committee is seeking support from local government, industry and educators to help promote this vital program. You can participate by being a volunteer, exhibitor or sponsor. Planning meetings are held monthly at the Associated General Contractors office in Salt Lake City. We welcome those

interested to come and join us. You will be joining those from the construction industry who have already **become part of the solution** to the qualified construction worker crisis.

To find out more about the monthly meetings or how you or your agency can be involved go to www.utahccd.usu.edu or call N. Dee Hadfield (435) 757-8513 or Keri Shoemaker (435) 797-2931.



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Web Sites

www.utahccd.usu.edu

www.constructioncareerdays.info

Legislative & Regulatory Update

with material taken from the Federal Highway Administration (FHWA) Reauthorization Web site <http://www.fhwa.dot.gov/reauthorization/> and AASHTO's Reauthorization Update Web site <http://transportation1.org/aashtonew/>

It's been more than 650 days since TEA-21 expired September 30, 2003! And despite our positive outlook in the last *On the Move* newsletter, reauthorization has yet to be completed and signed into law. In fact, the current bill is still in the House and Senate conference committee working out discrepancies between the measures passed in both bodies of Congress.

AASHTO has prepared a brochure entitled, "Transportation Reauthorization: Get it Done!" On the cover page is the

heading "States Need Quick Passage of Transportation Bill." The brochure further urges that the "reauthorization bill be... introduced in January, marked up and passed in February, on the conference table by March, and on the president's desk by April." Well, it's June, going into July, and it's still not on the president's desk or even out of the conference room!

The key sticking point now seems to be the difference in funding levels between the Senate and House versions of the bill. In addition to these differences,

the Administration "has insisted upon a funding level of \$284 billion in both contract authority and obligation limitation," according to material available at AASHTO's [<http://transportation1.org/aashtonew/>] Web site. That is the level adopted by the House, but the Senate is "bargaining for an authorization of \$295 billion."

In a May 5, 2005 statement from Secretary of Transportation, Norman Y. Mineta, he responds to the Senate proposal by saying, "there is a dark cloud looming that will needlessly delay many important highway and transportation projects around the country and force consumers to pay more at the pump at exactly the worst possible time."

The concern is that the proposal will bankrupt the Highway Trust Fund by increasing spending based on "accounting gimmicks."

Secretary Mineta further states, "offering American taxpayers an artificially inflated six-year highway, transit and safety authorization bill means promising to spend money that doesn't exist. If Congress chooses to irresponsibly add billions to the cost of the bill, it is setting itself up to raise gas taxes or risk bankrupting the Highway Trust Fund in the very near future. Neither option is acceptable."

While a genuine greater level of funding would be welcome news for the States and citizens this authorization so critically impacts, at this point, getting this bill signed into law is the top priority all around! The latest (7th) extension of TEA-21 is set to expire at midnight on June 30, 2005!

We urge you to contact your Senators and representatives and urge them to "Get it Done! NOW!"



The Utah Local Governments Trust Hosts Another Successful Truck Rodeo

As part of the Utah League of Cities & Towns annual Road School in St. George, the Utah Local Governments Trust hosted another successful "truck rodeo" where local agency equipment operators showed their skills!

The winners can be seen in the photo above, with representatives from the Truck Rodeo sponsor, the Utah Local Governments Trust, and the Rodeo

coordinator. From left to right

- Rocky Hamblin, Davis County (2nd place)
- Bill Ingham, Trust
- Jason Torgersen, St. George City Streets (1st place)
- Rueben Johnson, Tooele County Roads (3rd place)
- Joe Anderson, Trust
- N. Dee Hadfield, Utah LTAP Center (Rodeo Coordinator)

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April Joint Highway Committee Meeting Addresses Transportation Issues Important to Local Governments, Approves Funding for City & County Transportation Projects

by Brett L. Hadley, P.E. Local Government Program Engineer,
Utah Department of Transportation

The Joint Highway Committee met in April in St. George to approve funding for various City and County transportation projects and to discuss transportation issues important to local governments.

The Federal Highway and Transit bill, TEA-21, requires that “project selection for areas of less than 50,000 population be selected by the State in cooperation with the effected local officials.” UDOT in collaboration with local government officials represented by the Joint Highway Committee (JHC) have developed a long range planning process through which needs are identified and prioritized in local rural and small urban areas.

The JHC is a 30-member committee with 15 members selected by the Utah Association of Counties and 15 selected by the Utah League of Cities and Towns. In addition to administering the Small Urban and Non-urban Funds the JHC also oversees the Local Government Bridge Replacement Fund and State Park Access Fund.

The JHC’s charge and role is to administer the selection of projects for the funds mentioned above and to adopt policies for administering Class B and Class C roads through cooperative and mutual efforts. It also has the responsibility to advise the Transportation Commission on the mobility issues of local governments in the State of Utah.

The JHC’s primary focus is on areas of the state not covered by the four currently designated Metropolitan Planning Organizations (MPO’s), with



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Joint Highway Committee Members

as of May 2005

Jim Abegglen, Uintah County
Ken Bassett, Vernal City
Jack Bippes, Clearfield City
Carlos Braceras, UDOT
Chuck Chappell, Wasatch Front MPO
Craig Dearden, Weber County
Jim Eardley, Washington County
Woody Farnsworth, Richfield City
Jim Gass, Cache MPO
Ira Hatch, Emery County
Rick Johnston, Salt Lake City
William Krompel, Carbon County
Daniel D. McArthur, St. George City
Clyde R. Naylor, Utah County
Ralph Okerland, Sevier County
John Patterson, Salt Lake County
Gary D. Sontag, Price City
Dennis E. Stowell, Iron County
Jerry Washburn, Orem City
Gerald Webster, Tooele City

Jim Allan, Cedar City
Lewis Billings, Provo City
Kay Blackwell, Piute County
Brian Bremner, Garfield County
Neil Cook, Juab County
Max Ditlevsen, UDOT
Lowell Elmer, Dixie MPO
Brent Gardner, UAC
Brett Hadley, UDOT
Colleen Johnson, Tooele County
Nicholas R. Jones, Provo City
Lynn Lemon, Cache County
Dannie R. McConkie, Davis County
Dan Nelson, Mountainland MPO
Don Olson, Ephriam City
Lincoln Shurtz, ULCT
Scott Stanger, Murray City
Gary Uresk, Woods Cross City
Chris Webb, Blanding City
Bevan K. Wilson, Transp. Comm.

Not all members of the Committee have voting privileges.

one exception. This is the selection of locally owned bridge replacement projects anywhere in the state.

Projects are proposed to the committee by the various local governments through oral presentations at the groups semi-annual meetings. The selection process includes evaluation of the following:

1. current and projected traffic volumes,
2. remaining service life of the existing roadway or projected life of the new proposed road,
3. safety issues, including accidents and fatalities,

4. project cost and time frame, and
5. indication that the project is part of a long range transportation plan of the community.

The JHC typically meets in April and September. In the most recent meeting, Carlos Braceras, UDOT’s Deputy Director, addressed the group and discussed significant State Road projects that will affect Cities and Counties in the coming year. He also discussed the rising cost of road construction and funding for Federal Aid projects in general and the status of reauthorization of the Federal Highway Bill.

Charles Larson of UDOT discussed the overpayment of B and C funds in FY 2004 and the department's plans to resolve the issue and other concerns with this fund.

The Small Urban Fund, draft 2006 plan, was presented and approved by the group. This fund is for Cities ranging in size from 5,000 to 50,000, outside the MPO's. The group discussed the formation of a new subcommittee that would make selection recommendations for the Non Urban Fund, Local Government Bridge Replacement Fund and State Park Access Fund.

A new UDOT policy requiring the Department and Cities and Counties to provide a 10% contingency amount on all Federal Aid projects before being allowed to advertise was presented to the group. Lastly several legislative issues were discussed that have a direct bearing on Local Agencies. These included Corridor Preservation, Jurisdictional Transfer, Exchanging State dollars for Federal dollars on Local Government Projects, and SB 11 Partnership between Local Governments and UDOT. The proposed location and date for the next JHC meeting is September 9th, 2005 in Provo.

**Get involved with
the Highway Worker
Memorial Scholarship
Fund from the ARTBA
Transportation
Development Foundation**

For more information,
check out the Web site:
[http://www.artba.org/foundation/hwy_ worker_scholarship.htm](http://www.artba.org/foundation/hwy_worker_scholarship.htm)



Utah LTAP Center Partners with National Workforce Development Program to Provide Expanded Services to Local Agencies

The Utah LTAP Center, to action in early June to join the Transportation Curriculum Coordination Council (TCCC). This partnership will help the Utah LTAP Center in our efforts to provide comprehensive and expanded work force development opportunities to local agencies in Utah.

The TCCC has united experts from industry, academia, and Federal, State and local government to support transportation agencies in their technician and inspector training and qualification/certification programs. This effort has been launched to address the current and pending shortfall that is developing with regard to sustaining a qualified and skilled workforce in transportation and construction.

The TCCC is supported in part by FHWA and a State DOT Pooled Fund Research Program along with contributions from industry.

The TCCC works

1. to identify training needs through development of core curriculum matrices;
2. to prioritize the development of training courses as identified in the matrices; and
3. to coordinate training for the transportation workforce.

The matrices represent four levels of knowledge, skill, and abilities (SKA's) competencies ranging from basic to the professional level.

The TCCC promotes commonality, course-sharing and high standards to drive down training costs, reduce duplication of course development, and offer a curriculum that is customer based, and that can be tailored to the specific needs of each organization.

**Attention:
Local Agencies Personnel!!!
Check out the TCCC Web site...
<http://www.nhi.fhwa.gov/tccc>
and let us know what courses are
of interest to you!**

The TCCC is comprised of a team of volunteers from FHWA, the National Highway Institute (NHI), AASHTO, State Transportation DOTs, Regional Technician Certification Groups, and Professional Associations, local agencies, Universities and industry.

There are currently forty courses available for use addressing all aspects of transportation. In addition, the TCC has sixteen courses under development in partnership with the NHI and four with State or regional developers.

Further information regarding the TCCC program and the listing of available courses can be obtained by logging on to the TCCC Web site:

<http://www.nhi.fhwa.gov/tccc>

We are reviewing the courses that are available and will be offering those in our fall and winter training program. In the meantime please review the TCCC Web site and determine which courses that are of most interest and that will be most beneficial to you and your agency. Your input is appreciated.

You can contact the Utah LTAP Center with your suggestions by phone at 1-800-822-8878, by e-mail at utaht2@cc.usu.edu!

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Work Zone Information Resources

Available On-line

The Alabama LTAP Center plays host to a comprehensive work zone information resource Web site: <http://alabamat2.org/WZInfoResources.html>. You will find all kinds of information from other LTAP Centers and the Federal Highway Administration, etc. to help you serve the public in providing the safest possible work zones. Below you will find a few of the tips and resources you can find, but be sure to check out the Web site for yourself!

KUTC Newsletter looks at FHWA Work Zone Web Site
www.ops.fhwa.dot.gov/wz/index.asp
excerpt from "This Web site has work zone tips for everyone," KUTC Newsletter (Winter 2005, pg. 6) by Courtney Hansen

Much like the roads to which it is dedicated, the Federal Highway Administration's work zone Web site has undergone an overhaul. The new Web site, at www.ops.fhwa.dot.gov/wz/index.asp, is broken down into eight sections, and within each is a wealth of information. Some of it applies to larger agencies, while some of it pertains to those with more modest projects and budgets.

Each of the eight sections has several different features. For example, the section entitled "Best Practices" has a guidebook and a link to a related training module. Visitors can even submit their own best practices to share with others. The "Regulation and "Policy" section links to the Manual on Uniform Traffic Control Devices, and other FHWA publications related to work zone safety.

While just about all the information on the Web site is useful to some degree, the following are a few areas you may find particularly so...

- The "Best Practices" section helps agencies compare their work zone procedures with those of other

agencies. Project planners can find out what has worked in similar situations or share a solution that worked well on their own projects. A best practices guide from Colorado is also found here. The 90-minute best practices training module link outlines a course that could be offered to road workers to introduce them to the information in FHWA's best practices guidebook.

- In the "ITS & Technology" section, Web site visitors can read about the ITS Peer-to-Peer program, a national technical assistance program that provides free short term assistance, usually in the form of one-on-one information exchange, to those who request it. For example, the program will provide agencies will assistance with traveler safety and security, emergency services, and fleet operation and maintenance.
- The "Performance Measurement" section includes a work zone self-assessment guide. This tool can be adapted to the size of any project or organization. Using this tool, you can evaluate your agency's use of work zones and identify areas that need attention.
- The "Outreach and Training" section contains downloadable workshops for improving work zone practices as well as both a list of NHI courses and a directory of Local Technical Assistance Program (LTAP) centers.
- A guide to creating work zone incident management policies is included in the "Work Zone & Traffic Analysis" section.

The Cone Zone
excerpt from California T2 Center's Tech Transfer Newsletter (February 2005, pg 12)

Did you know that nationally 1 work zone fatality occurs every 8 hours?! Or that 1 work zone injury occurs every 13

**Alabama LTAP Center
Work Zone Information
Resource Web Site...Help
With All Your Work Zone
Needs**

<http://alabamat2.org/WZInfoResources.html>

minutes?! Financial losses top \$3 million dollars annually!

So, who exactly is responsible for work zone safety? In fact, the answer is EVERYONE! We are all responsible for driving, biking and walking, safely through work zones.

Engineers and road crews are responsible for designing and operating the work zone properly--with safety in mind. Drivers and pedestrians must always be alert and obey the traffic laws. Passengers should always buckle up and act responsibly.

Police and the courts must ensure that traffic and work zone laws are enforced. Public safety agencies are responsible for responding to and securing crash locations and enforcing traffic laws. Local communities and county and state governments need to allocate funding for safe roads and increase public awareness about work zone safety. For work zones to be safer, everyone must take responsibility.

So, keep in mind that you've got a great resource only a mouse click away at the Alabama Work Zone Information Resource Web site! Local agencies can use the available material to help communicate the importance of work zone safety with the traveling public, and to get ideas on how to effectively manage work zones to maximize safety for all involved.



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USU Research Busy "Picking Away" at Bridge Flaws...Topic of Concern State-wide

*excerpt with permission, from an article in Creating Tomorrow,
Utah State University, College of Engineering, Spring 2005*

Marvin Halling is in the business of shaking things up. And he does this with all the panache a civil engineer can muster--with "great big pneumatic chisels on backhoes."

The Utah State University professor aims his power tools at bridges, chiseling away at the columns and foundations to determine how much damage can be inflicted before a structure fails.

It's important work. As Dr. Halling puts it, "Bridges are expensive." "You're talking millions of dollars," he says. "Plus, it's just not the replacement cost you have to worry about, it's the down time. If it's a critical bridge, it can be a major hinderance to emergency operations, particularly right after an earthquake." That's precisely the scenario Dr. Halling hopes his research will help avoid.

With funding from the Federal Highway Administration and the Utah Department of Transportation, he's tested the network of bridges on the I-15 corridor through Salt Lake City, deliberately damaging them to check their earthquake resistance. The work, now almost complete, is in it's seventh year.

"There were going to be so many bridges demolished due to the freeway reconstruction that this was thought to be an excellent opportunity to test some of them to see what their capacities would be," Dr. Halling explains. "Since many were old bridges that were slated to be torn down anyway, we were able to inflict damage on them without any problems."

The research team, which included engineers from Brigham Young University and the University of Utah, went to work pushing and vibrating each bridge at different levels of damage to record what's known in engineering lexicon as a "dynamic structure." Then came the theoretical challenge: to devise a mathematical model explaining the location of damage. That's no small



potatoes, according to Halling.

"On the more complicated structures, there were several times when we couldn't identify the damage," he says. "There were too many variables."

Still, the group met with considerable success, which means federal and state agencies now have better information on which to base earthquake preparedness decisions--good news especially in Utah, where most metro areas lie alarmingly close to major fault lines.

But a lot more needs doing, Dr. Halling says. "It's a good thing we now have new up-to-code bridges through Salt Lake's main corridor, but there are still plenty of other bridges in Utah that have not been updated or upgraded, and are seriously seismically deficient," he laments.

That means one thing state legislators don't want to hear--more money. And Halling is afraid seismic safety could easily slip through the cracks.

"We need to designate an amount of money every year to earthquake preparedness, earthquake mitigation, structural upgrading and the like," he warns matter-of-factly. "Otherwise, we're

eventually going to get caught in a bad position."

With that in mind, he's lobbying the powers that be, impressing upon them the important of his research, and generally doing what he does best--giving things a good shake-up.

The issue of bridge failure was also highlighted in a copyright May 15, 2005 Deseret Morning News article entitled "Bridging the Gaps" by Lee Davidson. The article included a map and table with information on the 10 lowest-rated bridges in the State of Utah. The lowest rated bridge can be found in Duchesne County (along with the 4th, 6th, and 10th), with other top 10 lowest rated bridges found in San Juan, Sanpete, Summit, Iron, Carbon and Washington counties. Only one bridge was on the State system (McElmo Creek in San Juan County), with the rest under county or city stewardship.

For more information on this issue you can visit the Utah LTAP Center on-line at www.utaht2.usu.edu or Dr. Halling directly at [halling@cc.usu.edu].

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BYU Researchers Compare Bond Strengths of Asphalt Patch Joints

from W. Spencer Guthrie, Ph.D., Assistant Professor & Keith H. Woffinden, E.I.T. Undergraduate Research Assistant, Department of Civil and Environmental Engineering & Dennis L. Eggett, Ph.D., Director and Associate Research Professor, Center for Statistical Consultation and Collaborative Research, Department of Statistics, Brigham Young University



Constructing patches in asphalt pavements typically involves sawing vertical cuts into the roadway surface and laboriously breaking up and removing the deteriorated material before repaving. An appealing, alternative removal technique utilizes a portable asphalt recycling machine, the Asphalt Zipper, that simultaneously cuts and pulverizes the asphalt concrete. The machine is readily transported by trailer behind a standard pickup truck; can be unloaded and placed in operation within just a few minutes after its arrival on site; and easily and securely mounts to the bucket of a loader or backhoe using hydraulic actuators.

While the saw-cut method produces a smooth vertical face on the existing asphalt pavement, the Asphalt Zipper imparts a rough scarification to the pavement edge that has the potential to improve patch performance by increasing

the bond strength of patch joints. Increased aggregate interlock between patch materials and original pavement can reduce cracking in the vicinity of the joint, minimize joint faulting, and decrease water ingress through the joint. Increases in patch longevity can in turn lead to reductions in overall pavement maintenance costs.

To compare the effects of saw-cutting and scarification on patch joint bond strength, an experimental pavement section was constructed in Pleasant Grove, Utah, at the Asphalt Zipper testing yard. The Asphalt Zipper 480S shown in Figure 1 (top, left) was used to make a 48 inch wide experimental cut approximately 75 feet in length through a 6 inch layer of asphalt concrete. Figure 2 (below, right) shows the textured vertical face resulting from the scarification process. A saw cut was then made parallel to the scarified section approximately 8 feet to one side, and all of the asphalt between the saw cut and the outer scarified edge was removed. A tack coat

was sprayed onto both vertical cut faces, and an AC-20 hot-mix asphalt patch was placed and compacted in the trench by a local paving contractor in fall 2003.

Twenty-five cores were extracted from each patch joint both before and after winter to enable comparison of the bond strengths of each joint before and after subsection to in-situ freeze-thaw cycling. The cores were transported to the Brigham Young University Highway Materials Laboratory for trimming and density measurements, and then each core was loaded to failure at a strain rate of 0.05 inches/minute, where the load was applied across the joint in the direction parallel to the longitudinal axis of the core.

Analysis-of-covariance testing was used to compute adjusted mean bond strengths at the average density for the saw-cut and scarified specimens. The adjusted average strengths of the scarified cores were 20.8 percent and 25.1 percent higher than the corresponding strengths of the saw-cut cores before and after winter, respectively. These analyses indicate that the relative strength of the scarified joint compared to the saw-cut joint actually increased after both joints were subjected to freeze-thaw cycling during the winter. The results of this study therefore suggest that scarification of joint faces has the potential to improve patch performance compared to the saw-cut method of asphalt removal.



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Summer Sizzles With LTAP Training

Although the summer is always filled with heavy maintenance and construction schedules for our local agency customers, we are offering the following Utah LTAP Center workshops during the summer training season. Additional workshops may be added, so please check our Web site for up-to-date details on available workshops.

In addition, we continue to 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 required form with payment directly to the USU Continuing Education Office.

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

ATSSA Traffic Control Technician

- July 6, 2005 (8 am-5 pm)--USU Extension (5250 South Commerce Drive #300, Murray)

This course is offered as an introduction to the basic principles of temporary work zone traffic control. This one-day course is designed to instruct the participants in the underlying principles of temporary traffic control as set forth in the MUTCD. Cost is \$75 for State and local agency personnel, \$150 for ATSSA members and \$160 for non-ATSSA members.

This course provides participants with practical knowledge, techniques, and instruction on the installation and maintenance of traffic control devices to enable them to apply practical concepts. This course is recommended for all workers who may be required to handle temporary traffic control devices and is accepted by UDOT as a Traffic Control Technician. Participants are required to complete a written exam and will receive a certificate of completion from ATSSA.

ATSSA Traffic Control Supervisor

- July 7-8, 2005 (9 am-5 pm & 8 am-5 pm)--UDOT Region 2 (2010 South 2760 West, Salt Lake City)

This two day advanced training course is geared to the specific job related duties of the supervisor. The course has been updated and improved to meet the needs of today's work zone Traffic Control Supervisor. It has been the industry standard for nearly 20 years.

Critical life saving knowledge is passed on by experienced instructors who combine

YOU Can Become a Certified Traffic Control Supervisor...

1. Pass ATSSA TCT Course
2. Pass ATSSA TCS course and apply for certification
3. Have 4000 hours (or 2 years) of work zone experience
4. Provide at least one reference to verify work experience
5. Attend 4 hour ATSSA Flagger training (or equivalent) within 6 months of TCS certification

Cost is \$95 for ATSSA members, \$115 for non-members.

multimedia and group activities to solve real problems. Upon completion of the two day course and passing a written exam, participants are mailed a certificate of completion from ATSSA. The cost is \$185 for State and local agency personnel, \$275 for ATSSA members, and \$285 for non-ATSSA members.

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!

Utah LTAP Center Summer 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].

Annual Convention September 14-16, 2005 (Salt Lake City)

This three-day conference highlights important municipal topics. Keynote addresses, concurrent workshops and a trade show provide excellent information for all who attend. At the Annual ULCT Business Meeting (included in this conference) League policies are formed and officers and board members are elected. A spouse's program also offers informative workshops for the spouses of elected and appointed officials.



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].

- **Recorders Summer Workshop--
July 27-29, 2005 (Logan)**
- **Surveyors Summer Workshop--
August 18, 2005 (Heber)**
- **Annual Convention--November 9-
11, 2005 (St. George)**



ITE, Utah Chapter

For information on ITE activities, please contact Jay Nelson by e-mail at [jnelson@korve.com]. 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 August 25, 2005

Monthly Luncheon September 22, 2005

APWA Fall Conference October 5-6, 2005

This annual event will be held this year at the Utah Cultural Celebration Center in West Valley City.



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]. 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

- August 15, 2005 (Logan)**
- August 16, 2005 (Vernal)**
- August 17, 2005 (Monticello)**
- August 18, 2005 (Richfield)**
- August 19, 2005 (St. George)**

This training covers a variety of risk management topics including: managing public nuisance issues; rights and responsibilities associated with employee discipline and termination; avoiding slips/trips/falls; and understanding and complying with Federal employee rights legislation (i.e. ADA/ADEA/FMLA/HIPPA).

Risk Management Conferences

- October 17, 2005 (Tremonton)**
- October 18, 2005 (North Salt Lake)**
- October 19, 2005 (Gunnison)**
- October 20, 2005 (Kanab)**
- October 21, 2005 (St. George)**

This training covers a different set of risk management topics, including: developing a performance management system (parts 1 and 2); general safety principles (OSHA compliance in the workplace); and planning and zoning rights and responsibilities.

Defensive Driving

- August 24, 2005 (Trust)**
- October 12, 2005 (Trust)**

This course runs from 9 am to 11:30 am and focuses on the critical aspects of defensive driving--how to avoid traffic crashes and bodily injury. This course is the National Safety Council recommended training, which all government drivers should attend every two years.



"Serving Utah Municipalities"

Utah Risk Management Mutual Association

For more information or to register for these and other URMMA training



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activities, please call Joanne Glantz at (801) 225-6692. You can also check out their Web site at [www.urmma.org].

Police Physical Fitness Roundtable July 7, 2005 (West Valley City)

This roundtable discussion will be held from 9 am to 12 noon in the West Valley City Multipurpose Room. There is no cost for you to participate.

How to Hire the Right Person August 24, 2005 (Layton)

This discussion will be held from 9 am to 1:30 pm at Layton Fire Station #1. The cost is \$10 for URMMA members, \$50 for non-members. Jathan Janove will be the presenter for this discussion session.

Risk Managers Roundtable & Luncheon

September 20, 2005 (Brigham City)

This discussion and luncheon will be held from 10 am to 1 pm in Brigham City. The cost is \$10 for URMMA members, \$30 for non-members (lunch is included in the cost).

New Supervisor Training September 22, 2005 (Centerville)

This course is part of URMMA's required training and will be held from 9 am to 1 pm in Centerville. There is no cost for URMMA members, \$30 for non-members.

Claims Handling 101 September 22, 2005 (Orem)

This basic required workshop is a must for URMMA members. There is no cost.

Counseling Without Confrontation September 23, 2005

This course is recommended training for all URMMA members and will be held from 1 to 4:30 pm in the Brigham City EMS Building. Chief Randy Watt will be the course presenter. There is no cost for URMMA members, \$30 for non-members.

URMMA members are also reminded that they will be conducting training in the following required areas for no charge: Supervisor Risk Management, Leadership Under Pressure (for Public Safety Supervisors), Supervisors Communication Skills, Harassment Training for Elected and Appointed Officials, and Defensive Driving.



Blue Stakes of Utah

Blue Stakes of Utah was organized to "promote the protection of underground facilities, avoid personal injury, and minimize service interruptions while processing locate requests and providing damage prevention education." They accomplish this mandate by serving as the "communications link between excavators [both private and public] and facility owners as the statewide one-call center in providing efficient and accurate customer service."

Available at their Web site is a list of frequently asked questions. You can find out just what the colored markings mean, how close you can dig to the markings, just what will be marked when a request is made, etc.

It's a great resource, and it's only a mouse click away!

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

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Utah Local Governments Trust

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Utah State University

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William Swensen

St. George City

Abdul Wakil

Utah Department of Transportation

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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Survey Ranks States With Dumbest Drivers

www.cnn.com/2005/AUTOS/05/26/drivers_study/index.html

When faced with a written test, similar to ones given to beginning drivers applying for licenses, one in ten drivers couldn't get a passing score, according to a study commissioned by GMAC Insurance.

Utah ranked #33! For more information, check out the Web site.

2005 UDOT Engineering Conference

November 14-16, 2005

South Towne Expo Center

Planning is ongoing for the 2005 UDOT Engineering Conference. Vendors are invited to visit the Web site [<http://www.dot.state.ut.us/>] for more information on how to get involved.

Attendees can also sign up for e-mail notification on current Conference information (lodging, agenda, registration, etc.).

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

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