

# ON THE MOVE

Vol. 21, No. 3

Summer (July) 2008

*Sharing Knowledge. Improving Communities.*



## In-place Pavement Recycling Investment Pays Major Dividends

by Doyt Y. Bolling, Director, Utah LTAP Center

With the increasing cost of asphalt cement, quality aggregates, and Portland cement the rehabilitation and reconstruction of our roads and streets has become increasingly more costly. This coupled with increasing haul costs and diminishing funds to do the necessary work on our road system is becoming almost insurmountable. In-place recycling technologies offer some major relief for roads and streets that are approaching their design life.

A recently conducted In-place Pavement Recycling workshop held in Salt Lake City, Utah, showcased many of the latest technologies, ma-

terials, equipment and benefits of recycling.

Considering the value of the in-place materials (asphalt concrete, Portland cement concrete, & aggregates) that rests within our roads and streets, it only makes sense to capitalize on its reuse. By recycling the existing pavements, rehabilitation and reconstruction costs are greatly reduced, energy is saved, and the impact on road users and the environment is significantly reduced. A little known fact is that asphalt is the most recycled product in the U.S.

There are a number of economical and highly effective construction methods and equipment used to recycle existing pavements. These methods include cold in-place recycling (CIR), hot in-place recycling (HIR), partial

(continued on page 2)



**Cold In-place Recycling Project on I-70 in Colorado**

### Inside This Issue

Belt Tightening Notes ..... 3

Management Principles for Success--The John Wooden Way ..... 3

Accelerated Bridge Construction at UDOT ..... 4

UDOT Local Government Programs Corner ..... 6

Utah DWQ Gathers Public Comment on Storm Water Construction Permit ..... 7

APWA "Utah Employee of the Year" Awarded ..... 7

Nebraska MDSS Product Demonstration Showcase: A Success to Be Repeated! ..... 8

MDSS Offered in Idaho ..... 8

Upcoming Courses, Workshops & Webinars ..... 9

Partner Happenings ..... 10

Utah OSHA to Implement New Construction Inspection Program ..... 11

Utah LTAP Center

Page 1

July 2008



(continued from page 1)

depth in-place recycling and full depth recycling (FR). Many state DOT's are beginning to use a combination of these methods to combat the growing need to rehabilitate and reconstruct both high volume and low volume roads. The bottom line results are lower costs, energy savings, and less impact on road users and the environment while continuing to provide quality and highly serviceable roads. The use of in-place pavement recycling methods, materials and equipment offers to pay the same benefits for local road systems.

The choice of which in-place recycling procedure and which material to use does require good engineering. The current condition of the pavement needing rehabilitation or reconstruction must be evaluated. This can be accomplished through a comprehensive pavement condition surveys. Once this is done, it is beneficial to take representative samples of the in-place materials and conduct materials tests to determine the best recycling agent to use.

In most cases the recycling method most applicable is determined by the type of pavement distress that exists and the severity level and extent of the distress in the pavement. In general, hot in-place recycling (HIR) methods work best where there are surface related distresses and the need for limited structural enhancement. Cold in-place recycling methods tend to work best where the pavement distress is prevalent deeper in the pavement structure. This method can be



### **Cold In-place Recycling Project in St. George, Utah**

used for both partial depth and full depth recycling (CR) and is coupled with either a thin asphalt concrete overlay or a surface seal. Full depth in-place recycling is typically accomplished with a performance-based asphalt emulsion or with a foamed asphalt.

The proceedings of the In-place Pavement Recycling workshop previously cited are posted on the Utah LTAP Center Web site [<http://www.utahltap.org>]. Please refer to the

Web site for more details on the cost savings, the reduction in energy usage, the reduction of impacts on the environment, and the details of each in-place recycling method and the equipment that is used.

We plan to conduct additional workshops and demonstrations of the various in-place recycling in the coming months. Please check out the Utah LTAP Center Web site for these upcoming events.

## **Don't Forget... Comment Period for MUTCD Notice of Proposed Amendments Closes July 31, 2008**

The Federal Register Notice is posted on the MUTCD Web site [<http://mutcd.fhwa.dot.gov>]. Contact Hari Kalla, P.E., MUTCD Team Leader, FHWA, Office of Operations by phone at (202) 366-5915, fax at (202) 366-3225 or e-mail at [[Hari.Kalla@dot.gov](mailto:Hari.Kalla@dot.gov)] with any comments or questions.



# Belt Tightening Notes

from Doyt Y. Bolling, Director, Utah LTAP Center

We are all feeling the impact of rising fuel costs in our personal lives and on the job. Unfortunately, the Utah LTAP Center is not immune from the effects. The increase in costs for the Center budget means we are looking at ways to cut costs while still providing the quality services our customers have come to expect. In view of this, we are looking at several ideas (below). We hope that these ideas will also be the means of cost savings for your public works budgets as well!

Newsletters– We are asking our customers to move to receiving the newsletter electronically thus cutting our printing and mailing costs significantly. To do so, simply send an e-mail to [utahltap@usu.edu]

asking to be put on our electronic mailing list. You will be sent the quarterly newsletter in .pdf format.

Technical Assistance– Over the past year we have been able to provide assistance through web conferencing on a majority of technical assistance requests. We plan to continue doing this with savings for all involved.

Training Courses– We are proposing to provide a number of training courses through distance learning technologies such as webinars, video conferencing, and blended training courses using a combination of both live and distance learning technologies. We will also partner with UDOT, APWA, FHWA, NHI,

industry associations and others to provide informative and high quality training. This will save our customers and the Center considerable money on time and travel expenses, as well as broaden the opportunity for many remote agencies to attend the courses.

We are also aligning the Center to work more closely with the USU Utah Transportation Center and UDOT Research Division in the areas of technology transfer and research implementation.

In summary, we are open to any suggestions on how we can serve you better. We look forward to continuing to serve you in these belt tightening times.

## Management Principles for Success-- The John Wooden Way

With the recent excitement of the NBA finals, and the win by the Boston Celtics of the NBA title, many of us have stopped to reflect on what makes a winning team.

Few would argue that one of the all-time greatest basketball coaches is John Wooden. Not only did he lead his college teams to 10 NCAA men's basketball championships, but many of his players went on to achieve success in the professional ranks as well. Coach Wooden has also continued his success off the court and now is the perfect time to highlight some of the management and leadership principles he used to mold the teams and many athletes

he has influenced. These principles are appropriate for use by anyone in a leadership position no matter what business or activity.

1. Listen to those you supervise.
2. Care about those you supervise.
3. Recognize those around you for the things they do and contribute to your team.
4. Prepare yourself and those you supervise for the job that needs to be done.
5. Work hard.
6. Be enthusiastic and inspire those around you.
7. Have patience..."Good things take time."
8. Be confident in yourself and

inspire those around you to be confident in themselves.

9. Don't be afraid of failure. Encourage those you supervise to never be afraid to make a suggestion and if that suggestion works be sure to give them credit for it.
10. Win respect by being honest and letting them know they can depend on you.

*Our thanks to the LA Times article, "Wooden's tips for courting success," June 2, 2008 which inspired this article.*



# Accelerated Bridge Construction at UDOT

from Utah Department of Transportation

There are several benefits associated with accelerated bridge construction (ABC). These benefits include minimized traffic disruption and congestion to the traveling public, minimized environmental impact, and improved work zone safety. Additionally, prefabrication can improve constructability, increase quality, lower life-cycle costs, etc.

The Utah Department of Transportation (UDOT) has already implemented the use of Accelerated Bridge Construction (ABC) and is committed to including ABC in all future bridge projects. To-date UDOT has used precast deck panels, precast abutments, precast approach slabs, and Self Propelled Modular Transports (SPMT).

UDOT is utilizing this technology for several good reasons:

- decreased impact on the traveling public
- increased quality, and
- increased safety.

UDOT is now involved in the process of streamlining ABC through the development of Standards for ABC, which will include precast panels with connections, and SPMT bridge move standards.

ABC is the future of bridge construction in Utah and it will continue to grow and improve.

In January of this year, UDOT hosted a workshop dedicated to



making Accelerated Bridge Construction the standard in Utah by the year 2010. National representatives from FHWA, various State DOTs, universities, local consultants, contractors, and fabricators all attended the workshop to provide insight, as well as to learn from the progress that UDOT has made.

## UDOT's ABC Success

The 4500 South Bridge over I-215 in Salt Lake City had to be replaced. The project, however, had the potential to greatly inconvenience users who relied on the bridge as one of the few available roadways for crossing I-215. A traditional replacement process would have shut down this crossing for months, creating substantial congestion at the other crossings and causing significant delays to daily commuters. To mitigate these public impacts, UDOT (supported by a \$1 million grant from the FHWA Highways for LIFE program) opted to undertake this project using in-

novative Accelerated Bridge Construction (ABC) techniques.

The 4500 South Bridge replacement was the first time in America that an old four-span bridge was removed and then replaced by a new bridge (172 feet single-span) in less than 48 hours. The three most notable elements of the ABC techniques that enabled this project's rapid completion were:

- Employing the innovative Construction Manager/General Contractor (CMGC) contracting method to shorten the project schedule by a full construction season and enable the contractor to be on-board when design began.
- Using a Self-Propelled-Modular-Transporter (SPMT) to quickly move the old bridge out of position and the new one into place in one weekend.
- Creating a 3D visualization based on detailed terrain information that enabled the project team to virtually walk through



Utah LTAP Center

Page 4

July 2008

each step of the replacement, from start to finish, before the construction equipment was even turned on.

**CMGC:** The actual bridge removal and installation dates were set six months ahead, right after the contractor and bridge engineers were on-board. The CMGC process allowed UDOT to have the bridge designers and general contractor on board before the final design began. The resulting design, led by UDOT's Jim McMinimee (Director of Project Development) and Shana Lindsey (Director of Research and Bridge Operations), was a collaborative effort between UDOT bridge engineers and the contractor, Ralph L. Wadsworth Construction Company. With the owner, designer, and contractor all coordinating on the design, the team was able to immediately recognize and resolve potential issues, incorporate lessons-learned from multiple perspectives to avoid problems, and understand the feasibility and practicality of design decisions when it came time for actual construction.

**SPMT:** Because of the many slopes, angles, and grade variations at the project site, this particular bridge was one of the most complicated projects undertaken using SPMTs. To match the existing site geometry, the bridge itself needed to incorporate various slopes (up to 12%) and offsets. The route below (north- and south-bound I-215) has different elevations and grades (5 feet difference in elevation and 4% and 2% grades, respectively). This left the design team little room for error and the construction team even less. Relying on an SPMT to put the bridge in place, added even more challenge to the project. However, the benefits of the construction not requiring months of road closures and impacting daily traffic far outweighed overcoming the technical hurdles. Additionally, due to the magnitude of the project—moving a 172-foot, 1,500 ton single-span bridge into position after removing the existing structure—a thorough SPMT Operation Plan was required. In addition to the bridge being designed and constructed to accommodate the SPMT Operation Plan, the project area itself also had

to be prepared to accommodate the machinery. A portable ramp was built and removed within 20 hours to meet the SPMT's operational requirements, allowing access to the bridge location with ease.

**3D Visualization:** To help the project team provide a visual tool to the public, UDOT contracted with IntelliSum to provide 3D models and animations for the 4500 South Bridge Replacement. The 3D real-world terrain data of the site and surrounding area was captured using IntelliSum's patented LD3 IntelliCamera. This data was then processed using LD3 Modeler software to stitch together individual scans as an entire scene, wherein every pixel in the scene is intelligent and accurate. Based on this digital scene, a real world simulation was created that allowed planners and engineers to "walk through" each step of the bridge replacement to ensure that the bridge and terrain specifications would be met, thereby facilitating a smooth replacement process.

Employing ABC techniques resulted in great success, allowing the existing bridge to stay in service while the majority of the construction took place. Furthermore, the project—which could have resulted in five to six months of road closures and detours—only shut down I-215 for one weekend and 4500 South for 10 days. It proved how innovative techniques can reap real benefits in terms of reducing user impacts, minimizing traffic disruptions and saving travelers precious time. Overall, when user impacts were included in an analysis of the



real project cost by the University of Utah Traffic Laboratory, researchers found the innovation saved the community \$4 million on the project, slashing what could have been a \$12 million price tag by a third!

# UDOT Local Government Programs Corner

by A. Matthew Swapp, P.E.,  
UDOT Local Government Programs Engineer

## Local Agency Application

Several ways exist for local agencies to add ABC to their arsenal of money and time-saving techniques:

- Expand the use of prefabrication for rapid on-site construction.
- Stock typical prefabricated bridge components that can be used on planned and emergency projects to gain speed and decrease costs.
- Look at local need and determine which standard components should be prefabricated, and at which dimensions.
- Determine funding mechanisms for prefabricating components without a project.
- Develop cost-effective aesthetic options in prefabricated systems.

For more information on accelerated bridge construction (ABC), please contact Shana Lindsey with the Utah Department of Transportation by phone at (801) 965-4196 or by e-mail at [rlindsey@utah.gov](mailto:rlindsey@utah.gov).

You can also review UDOT's ABC standards on-line at [<http://www.dot.state.ut.us/main/f?p=100:pg:3893193866879148307:::1:T,V:1992,>].

## Look What's Coming Up

The Transportation Commission will give final approval to the 2009-2012 STIP during the August-September time frame. The 2009 STIP year begins October 1, 2008.

Local government projects to be included in the new STIP are those projects recommended by the Joint Highway Committee through 2012 and Transportation Enhancement projects recommended through 2011. Also included are those new local government projects in the MPO TIPs and any congressional earmark projects programmed in the funded STIP years.

Calls for project applications for Joint Highway Committee and Transportation Enhancement Committee recommended projects for the next STIP cycle will go out in October of this year and will be due in January.

New project application forms will be made available on the UDOT Web site by the end of the summer.

## Other Items of Note

UDOT structures will be providing some training in the near future regarding innovative bridge construction alternatives for local governments. Precast and pre-designed options are becoming popular around the country and considerable cost savings are possible on various types of bridges. Notifications for this training will be forthcoming.

Another item that is going to become more important for our local government programs is the use of Additive Alternate Bidding for projects. Under this procedure, the owner includes most of the project scope of work in base-bid items, and then specifies additional work packaged as additive alternates that may be selected if the base-plus-alternates price is within budget.

This was used successfully in a recent county project and should be considered in the future where appropriate. Training and information for this type of bidding will also be forthcoming.

## UDOT Local Government Program 2008 Calendar

July 2008	Draft STIP approved by Commission to go out for Public Comment
August 2008	STIP to FHWA and FTA for final review
October 2008	New 2009 STIP in place

# Utah Division of Water Quality Gathers Public Comment on General Storm Water Construction Permit

The Utah Division of Water Quality recently completed the first-stage of gathering public comment regarding issuing a General Storm Water Permit for Construction Activities.

This renewal permit (UTR100020) serves as a re-issuance or replacement of the previous Storm Water General Permit for Construction Activities issued on October 01, 2002 ("2002 Permit"). Also issued at the same time is a permit (UTG100010) which continues coverage for those people with active NOIs issued under the "2002 Permit". The duration of this permit (UTG100010) will be two years and the permit will serve as a time bridge from the "2002 Permit" to the renewal permit UTR100020.

In that time bridge, a permittee can submit a Notice of Termination (NOT) or a new Notice of Intent (NOI) to be covered under the renewal permit UTR100020.

The time bridge was given in order for people under the old "2002 Permit" to become aware of the availability of a new re-issued permit (UTR100020) and to make a reasonably smooth transition.

People with active NOIs/construction sites under the old "2002 Permit" will be automatically covered under the UTR100010 permit (no NOIs or any other forms need to be completed for coverage) and all of the requirements of the old "2002 Permit" will be continued in the UTR100010 permit.

Automatic coverage under UTR100010 will terminate on May 31, 2010 on which date (or before) those people automatically covered under UTR100010 will need to fill out a new NOI (for UTR100020) if they wish to be covered for continued construction activities.

The Utah Water Quality Board is now in the process of reviewing the public comment received and will make a determination on whether to execute the permit or revise it.

If you have any questions about this issue, please contact the Utah Water Quality Board, P.O. Box 144870, Salt Lake City, Utah 84114-4870.

## Local Agency Public Works Inspector Receives APWA "Utah Employee of the Year" Award



*From left to right: South Salt Lake City Mayor Bob Gray, Public Works Inspector Ed Rufener, and Public Works Director, Dennis Pay*

Ed Rufener has something new and exciting to add to his resume.

He was given the special distinction of being named the APWA "Utah Employee of the Year!" This honor comes to the South Salt Lake City Pub-

lic Works Inspector after more than 24 years working for the city in the Water and Public Works Departments. He shares that long-time experience in the field as a teacher for the APWA Construction Inspector Class and is ATSSA certified to teach the Utah LTAP Center's Work Zone Safety courses.

Our congratulations to Ed on this well-deserved honor!

Utah LTAP Center

Page 7

July 2008



# Nebraska Regional Maintenance Decision Support System Product Demonstration Showcase: A Success to Be Repeated!

from Ray Murphy, U.S. Department of Transportation, FHWA

FHWA's Resource Center in conjunction with their Road Weather Management Program, Nebraska Department of Roads (NDOR), the American Association of State Highway Transportation Organizations (AASHTO) and the National LTAP Center partnered together on a recent Product Demonstration Showcase (PDS) on the Maintenance Decision Support System (MDSS). This one day event was hosted by NDOR in Omaha, Nebraska on May 28, 2008. The showcase was well attended with over 100 attendees representing nine state transportation agencies, four municipal agencies, seven

private sector organizations and Ontario, Canada.

The showcase focused on the MDSS technology, a computer-based, customized tool that provides winter maintenance personnel with route-specific weather forecast information and treatment recommendations. Through partnerships with national laboratories and a stakeholder community of public, private sector, and academic participants, the MDSS has evolved from a concept to a functioning application. Subject areas included presentations and discussions on:

- Training
- Communications
- Management support
- Set up requirements
- Cost and expectations

This success will be repeated at an upcoming MDSS Product Demonstration Showcase in Boise, Idaho in September (see article below). We look forward to seeing you there!



## Join Us for the Maintenance Decision Support System (MDSS) Showcase *Wednesday, September 17, 2008 in Boise, Idaho*

Since 1999, the Federal Highway Administration's (FHWA) Road Weather Management Program has invested in the development of a Maintenance Decision Support System (MDSS) to help highway maintenance agencies provide for the safety and mobility of the traveling public. Through partnerships with a consortium of national laboratories and a stakeholder community of public, private and academic sector participants,

the MDSS has evolved from concept to a functioning application.

Generally speaking, MDSS is a computer-based, customizable tool that provides winter maintenance personnel with route-specific weather forecast information, treatment recommendations and training for new personnel using customized rules of practice. This translates into a safer and more efficient transportation system.

in Boise, Idaho. This program is part of the FHWA Product Demonstration Showcase program and is sponsored by the FHWA, Idaho Transportation Department (ITD), AASHTO, and National LTAP and TTAP programs. The showcase features demonstrations of MDSS from state and local agencies, plus discussion of mobile data collection and MDSS deployment issues.

You can register and find more information on the conference (and hotel accommodations) on-line at [www.utahltap.org](http://www.utahltap.org). You can also call (435) 797-2931 or email [utahltap@usu.edu](mailto:utahltap@usu.edu).

# Upcoming Courses, Workshops & Webinars

Summer is traditionally a slow training season for everyone since we're all out on the road hard at work before the cooler fall/winter temperatures descend upon us. But, we have tentatively planned to offer the following workshops in the next few months and wanted to give you a heads up so you could plan now to participate. Scheduled dates, locations and costs will be posted on the Utah LTAP Center Web site as they become available.

Flagger Training .....	August & September
Heavy Equipment Operator Training.....	October
Pavement Management (features TAMS PMS).....	July
Worker Safety .....	August
Sediment & Erosion Control Inspection .....	August
Storm Water Phase Two Permit Update.....	September
Road Safety Audits .....	July
Traffic Sign Management.....	September
In-Place Recycling Workshop.....	August
Crash Analysis Program Training .....	August
Implementation of Safety Software .....	July & August
Winter Maintenance Workshops .....	October
Truck & Equipment Rodeos .....	to be announced
Project Estimating Procedures .....	September

## Utah LTAP Center Summer/Fall 2008 Workshop Registration Form

Name: \_\_\_\_\_

Agency/Supervisor Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ FAX: \_\_\_\_\_

E-mail: \_\_\_\_\_

Total Workshops Registered For: \_\_\_\_\_ Total Amount Due: \_\_\_\_\_

Method of Payment (Please check one)

Check enclosed                       Agency PO (Number: \_\_\_\_\_)

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

### How to Register

Use on-line registration at our Web site [[www.utahltap.org](http://www.utahltap.org)] OR...

1. Circle the workshop date you want to register for.
2. Complete the form (left).
3. Fax the entire page to the LTAP Center at (435) 797-1582.

### Questions?

**Call 1-800-822-8878!**

**Federal Tax ID #87-6000528**



# Partner Happenings

## What You Should Know...



### 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](http://www.ulct.org)].

#### 101st Annual Convention (Salt Lake City)

- **September 10-12, 2008**

This three-day event will provide many opportunities for you to hear from inspiring speakers, knowledgeable practitioners, and of course there will be plenty of time to network with others and renew old friendship and create some new ones. The complete agenda is available on-line, but here are a few highlights:

- Doris Kearns Goodwin, historian and Pulitzer Prize-winning author
- Chris Jordan, photojournalist and social commentator
- 40-plus workshops, designed for the smallest town to the largest city
- Mobile workshops, your chance to see and understand the issues firsthand
- Planners' Day, September 11, planning and land use related topics all day long

Make your own hotel reservations by calling:

**Sheraton City Centre (host hotel)**  
150 West 500 South, Salt Lake City  
(801) 401-2000  
\$99

**Little America Hotel**  
500 South Main Street, Salt Lake City  
1-800-437-5288  
\$152 (Tower)/\$142 Garden Room



### 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](http://www.uacnet.org)].



### ITE, Utah Chapter

For information on ITE activities, please contact Andy Powell by e-mail at [[Andy.Powell@URSCorp.com](mailto:Andy.Powell@URSCorp.com)]. ITE, Utah Chapter monthly luncheons are generally held on the third Tuesday of each month starting at 12 noon at the Chinese Gourmet Restaurant in Murray (4500 South State Street).



### APWA, Utah Chapter

For more information on APWA activities please visit their Web site [<http://utah.apwa.net>]. Chapter meetings will be held at The Gathering Place in West Jordan at Gardner Village (1100 W 7800 South) or Ruby River in Provo.

#### Monthly Luncheons

*11:30 am lunch, 12 noon speaker*

- NO Lunch in July
- August 21, 2008 (Ruby River)
- August 28, 2008 (The Gathering Place)
- September 25, 2008 (The Gathering Place)

Please note that the Southern Utah Branch meets the 1st Tuesday of each month at the Holiday Inn in St. George.

#### APWA/ASCE/UCEA Fall Conference

October 1-2, 2008

Utah Cultural Celebration Center



### Utah Local Governments Insurance Trust

For information on training and other Trust activities, please call 1-800-748-4440. You can also check out the Trust Web site at [[www.ulgt.org](http://www.ulgt.org)].

#### Personnel Issues Training

Presenter: David L. Church, Trust Legal Counsel

- July 9, 2008, 9-11am (Trust)

#### First Aid and CPR Training

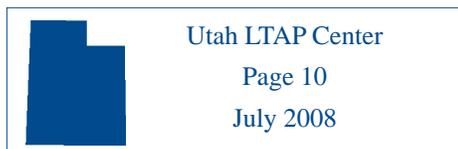
This course helps employees who may respond to work place injuries to understand how to best protect themselves and how to minimize injury and even prevent death. There is a charge of \$12 per person for this training. Class size is limited to 20 – sign up now!

- July 14, 2008, 9am-3pm (Hyrum)
- July 15, 2008, 9am-3pm (Vernal)
- July 16, 2008, 9am-3pm (Moab)
- July 17, 2008, 9am-3pm (Washington City)
- July 18, 2008, 9am-3pm (Trust)

#### Community Planner Seminar

Subjects covered are The Planning Process and the General Plan, Liability of the Elected and Appointed Official, The Planning Commission, The Public Meeting and Assuring Due Process, Zoning and the Zoning Ordinance, Special Zoning Methods, The Board of Adjustment, Subdivisions, Development and Regulations, Property Owner Rights, Responsibilities and Liability of Planning and Zoning Officials. The fee is \$50.00 per person for Trust members, \$75.00 per person for non-Trust members.

- October 2-3, 8am-4pm (Logan)
- December 11-12, 8am-4pm (Trust)



Utah LTAP Center

Page 10

July 2008

# URMMA

"Serving Utah Municipalities"

## Utah Risk Management Mutual Association

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



## Utah Safety Council

For more information or to register for Utah Safety Council training activities, please call (801) 478-7878 or 1-800-933-

# Utah OSHA to Implement New Construction Inspection Program

The Utah Occupational Safety and Health Division (Utah OSHA) has announced a new safety initiative program with emphasis on residential construction safety. Named The Big 4, the program will be conducted at residential construction job sites statewide, from June to August 2008. The program is designed to help identify and eliminate safety hazards at residential construction job sites associated with the four major causes of fatalities, accidents and injuries in the state of Utah: falls (from elevations), struck by, caught in/between, and electrical.

Compliance Safety and Health Officers (CSHO's) will visit residential construction job sites to determine if:

- serious hazards or imminent danger situations are present.
- an effective safety and health

5943 or e-mail [safety@utahsafetycouncil.org]. You can also check out their Web site at [www.utahsafetycouncil.org]. All workshops are offered at their location (1574 W 1700 S, Lower Level, Salt Lake City) and some are even offered on-line. Online registration forms and scholarship applications are available at their Web site.



**CALL BEFORE YOU DIG.  
IT'S FREE & IT'S THE LAW.**

**BLUE STAKES OF UTAH**  
Utility Notification Center, Inc.  
**1-800-662-4111**  
www.bluestakes.org  
**Dig Safely** Know what's below. Call before you dig.

## Blue Stakes of Utah

For more information on the services and activities of Blue Stakes of Utah, please visit their Web site or contact their notification center.

- program has been implemented.
- citations and proposed penalties need to be issued for alleged serious violations found during the inspection.
- no serious hazards or violations are observed and a safety program is in place.

If needed, to ensure safety, Utah OSHA will respond as prescribed by Utah Code R614-1-7.

UOSH remains committed to the safety and health of Utah's men and women working in the construction industry. By initiating this program, UOSH is taking positive steps to maximize the protection of employees and eliminate workplace hazards at residential construction sites. For more information, visit <http://uosh.utah.gov/> or contact Eldon Tryon, UOSH Compliance Manager at (801) 530-6901.

# Advisory Board

**Glade Allred**  
Vernal City

**Scott Anderson**  
Woods Cross City

**Dave Beach**  
Utah Highway Safety Office

**TBA**  
FHWA, Utah Division

**Douglas E. Folsom**  
Utah Local Governments Trust

**Brian Hall**  
Utah League of Cities & Towns

**W. Gary Hansen**  
Blue Stakes of Utah

**Paul James**  
Bridgerland Applied Technology College

**Vern Loveless**  
Tooele County

**Doug Perry**  
Utah Association of Counties

**William Rahmeyer, P.E., Ph.D**  
Utah State University

**Trace Robinson, P.E.**  
Riverton City

**Dean Steele**  
Utah Risk Management Mutual Assoc.

**A. Matthew Swapp, P.E.**  
Utah Department of Transportation

**Abdul Wakil**  
Utah Department of Transportation

**Kevin Womack, P.E., Ph.D**  
Utah State University

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

Utah LTAP Center

Page 11

July 2008





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

Return Service Requested

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

## We're part of...



U.S. Department of Transportation  
**Federal Highway Administration**



**Utah State**  
 UNIVERSITY

and...



# THANKS!



Utah LTAP Center

Page 12

July 2008

### 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  
 Business Manager .....Pam Pyle  
 Field Projects Manager .....N. Dee Hadfield  
 Network Administrator .....Brant Whiting  
 Newsletter .....Julie Duersch  
 Phone/Fax ..... (435) 797-2931/797-1582  
 E-mail.....utahltap@usu.edu  
 Web site.....www.utahltap.org

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