

Montana LTAP Partners with EDC GRS-IBS Showcase

In September, Federal Highway Administration (FHWA), Montana Department of Transportation (MDT), and Montana Local Technical Assistance Program (LTAP) teamed up to present the first in Montana Geosynthetic Reinforced Soil - Integrated Bridge System (GRS-IBS) technology showcase in Dupuyer.

The showcase focused on bridge technology being used to construct a new structure south of Dupuyer on US HWY 89. The Dupuyer showcase included a morning classroom session and working lunch focused on technical overviews and national perspectives presented by FHWA.

MDT engineers presented on the design and construction criteria and lessons learned on the current bridge project.



In the afternoon, participants were bussed to the bridge construction site. The showcase was attended by individuals representing a variety of organizations both within Montana and surrounding states, including: MDT staff, private consultants, U.S. Forest Service, and interested counties.

—Steven V. Jenkins, Montana LTAP Center

Ohio LTAP Center Receives Ohio DOT Outstanding Crash Reduction Award

On September 11, 2013, The Ohio LTAP Center received the Ohio DOT’s 2013 Outstanding Crash Reduction Award at the Total ODOT Performance (TOP) awards ceremony. 2013 is the first year this award has been given as a part of the annual TOP awards ceremony.



L to R: Jerry Wray, Ohio DOT; Mike Fitch, Ohio LTAP Program Manager; Chris Mabe, Ohio Civil Service Employees Association; and Victoria Beale, Ohio LTAP Director

The Outstanding Crash Reduction Award is presented to an individual or team whose efforts or actions have had a major positive impact in accomplishing the goal of reducing roadway crashes and improving safety on public roadways. The recipients’ efforts must have resulted in improvements in roadway design which address identified safety locations. The results must be directly related to crashes and public safety. The award criteria covers five categories – Outstanding Leadership, Strong Safety Partnerships, Safety Innovation, Measurement and Customer Feedback.

The Ohio LTAP Center was selected as the first ever recipient of this award due to the center’s focus on crash reduction on Ohio’s local roadways. The local roadway system in Ohio makes up 84% of total roadway miles in the state. To address crashes on the local level, Ohio LTAP has:

- Created a **Rural Road Safety Audit Assistance** (RRSAA) program. RRSAA addresses, through a partnership with the County Engineers, high risk rural roads (HRRRs) on Ohio’s local roadway system.
- Implemented a **Township Signage Upgrade Grant** program. The program is funded with \$1,000,000 annually from the Highway Safety Improvement Program (HSIP) funds and targets the top 50 Townships with a township-wide crash rate above the statewide average and also targets the top 50 HRRRs on the township roadway system.
- Provided a copy of the new **Highway Safety Manual** (HSM) to every County Engineer in Ohio and the City Engineers in Ohio’s Forty-four (44) largest cities.

“Roadway safety is everyone’s responsibility and reaching the ultimate goal of “TZD” – Towards Zero Deaths,” said Ohio LTAP Director Victoria Beale, “is what we want to help Ohio achieve.”

—Victoria Beale, Ohio LTAP Center



NLTAPA SAFETY WORK GROUP
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Janet Leli, NJ LTAP
Marie Walsh, LA LTAP

MEMBERS:
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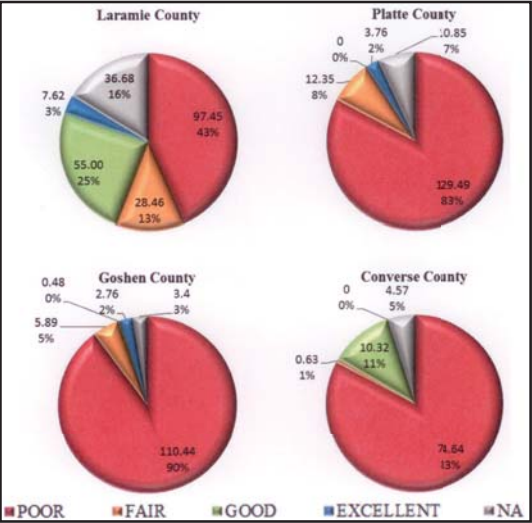
NLTAPA Road Safety Work Group Bulletin:
Highlights and Happenings in Local Road Safety
Winter 2014

The Safety Work Group works to establish the Local Technical Assistance Program (LTAP-TTAP) as a National leader in rural road safety, by providing leadership, advocacy and improved resources to the local transportation community. Members work closely with other safety associations to spearhead rural transportation safety activities nationally.

Wyoming LTAP Developing Uniform Process to Monitor County Paved Roads

A recent study conducted by the Wyoming T2/LTAP center established a procedure for county roads to have conditions evaluated in a manner similar to WYDOT’s procedure for the state highway system. It is not surprising to anyone when the conditions of local roads in four counties were obtained, it was clear a significant percentage of the paved roads were in poor condition. This would illustrate the need to determine the condition of all Wyoming county paved roads.

The Wyoming T2/LTAP center has been working closely with WACERS, WCCA, WYDOT, and FHWA to develop a uniform process to monitor the conditions of all county paved roads around the state. The expectation for the first year is for the conditions of all roads to be established. Future conditions would be then determined every other year.



Some of the benefits associated with such a statewide pavement management system are:

- Counties would be able to determine the current conditions of their paved roads and compare these conditions to other roads in the state. This is especially useful for counties with limited resources.
- Counties can identify the impact of any industrial activities on the conditions of their paved roads.
- Counties would have a systematic process to establish maintenance and rehabilitation strategies for their roads.
- Cost estimates for maintenance and rehabilitation needs can be established for all counties so that a comprehensive strategy to fund paving projects for county paved roads can be initiated.

—Khaled Ksaibati, Wyoming LTAP Center

COME JOIN US!

The Safety Work Group holds **bimonthly** conference calls on the **second** Monday of every other month at 1:00pm Eastern Time (almost)

UPCOMING MEETINGS:

• **LTAP/TTAP Conference**
St. Louis Missouri
July 21-24, 2014

HAVE AN EXCITING SAFETY RESOURCE TO CONTRIBUTE?

INTERESTED IN GETTING INVOLVED IN THE SAFETY WORKGROUP?

PLEASE CONTACT:

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Visit the Safety Work Group on the web for meeting info, minutes, Safety updates and more!

www.NLTAPA.org

Northwest TTAP Organizes Safety Track for National Conference

One of Northwest TTAP's biggest safety efforts this year was setting up the safety track for the 16th Annual National Tribal Transportation Conference held in Prior Lake, Minnesota from October 28 - 31, 2013. Richard Rolland and Michele Siedenburger with the Northwest TTAP helped organize the safety track for the conference. The safety track training sessions included three 4-hour workshops and eight other safety training sessions.

The Beta Test of a new four-hour course titled "Models for Tribal Highway Safety Management Programs" was one of the four-hour tracks. This course was funded by the Tribal Transportation Program (FLH-FHWA) and developed by VHB. (See more information below).

Director Rolland also worked with Kim Kolody and Doug Harwood, who presented last July at Boise for the National LTAP/TTAP Conference, to produce a four-hour version of "Safety Management in a Data-Poor Environment" workshop. (See more information right column.)

Here are brief descriptions of three of the eleven tracks:

Models for Tribal Highway Safety Programs:

This was an interactive 4-hour training course on the development, implementation, oversight, and evaluation of the comprehensive Tribal Safety Program. This workshop was led by Dr. Frank Gross with Vanasse Hangen Brustlin (VHB) Inc. Dr. Gross is a Senior Project Manager at VHB with over 10 years of diverse transportation training.



Dr. Frank Gross

Safety Management in a Data-Poor Environment:

Doug Harwood of MRI Global and Kim Kolody of CHM2Hill presented training materials developed by the TRB committee on Highway Safety Performance to assist local and tribal agencies in managing highway safety. Training materials were presented for modules including overview of roadway safety management, working with crash data, net-work screening, diagnosis of areas of interest, and selecting countermeasures. Kim Kolody demonstrated the FHWA systemic safety tool and Doug Harwood demonstrated the USRAP Tools software. This workshop provided basic safety analysis skills for those who do not have a formal background in traffic safety analysis. The workshop design was to fill in the gaps between, and be complementary of, other existing safety analysis training that is currently available.



Will Marchand

Colville Tribes Traffic Safety Management Program:

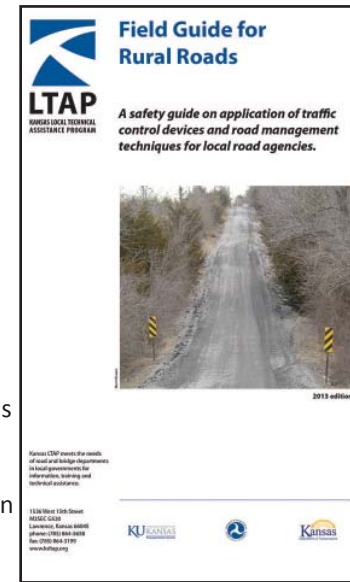
Will Marchand presented the video, "Traffic Safety Successes on the Colville Indian Reservation." He discussed the positive impacts the Washington State Strategic Highway Safety plan (Target Zero) had on the reservation. Will Marchand is the Colville Confederated Tribes (CCT) DOT Transportation Planner.

—Richard Rolland, Northwest TTAP Center

Kansas LTAP Updates Field Guide

In 2013, Kansas LTAP updated their "Field Guide for Rural Roads." The purpose of this guide is to provide assistance to local governments responsible for safety of rural roads. It provides a convenient reference to help answer questions in the field in order to provide a safer road environment for rural roads.

This revised guide updates the information presented in the previous edition (dated July 2004) to comply with the current editions of the MUTCD, Green Book, Roadside Design Guide, etc. The guide reminds users to always consult the latest editions.



This guide is not all encompassing and should not be considered as a legal document. The decision to use a particular device at a specific location should be made on the basis of either an engineering study or the application of engineering judgment. Thus, while this guide provides guidance for design and application of traffic control devices, it should not be considered a substitute for engineering judgment.

Special thanks to Norm Bowers, Local Road Engineer for the Kansas Association of Counties, for his contributions in updating this guide, available at: <http://www2.ku.edu/~kutc/pdffiles/FieldGuide2013-Final.pdf>

—Lisa Harris, Kansas LTAP Center

Chip Seal Practices Showcased in Missouri

Missouri LTAP partnered with the Missouri Department of Transportation (MoDOT) to co-host three regional technology showcases on chip seal technology and best practices along with FHWA and Vance Brothers Asphalt. The showcases were meant to transfer established best practices and procedures to city and county transportation agencies.

City and county public works staff, along with area contractors, were able to learn about MoDOT's best practices in using chip seal to extend pavement lives. New technologies related to chip seal were shared with state and local representatives. DeGraff emphasized keeping a log when performing chip seal projects. Other points of chip sealing included:

- Waterproof roadway surface
- Seal small cracks
- Improve skid resistance - roadway safety

The course consisted of a 1-2 hour in-class workshop followed by an on-site chip seal demonstration of MoDOT jobsites. The showcases were funded through FHWA Deployment Funds. Lunch was provided.



All attendees received a free hardhat, reflective vest and safety glasses. August classes were held at Lebanon, Chillicothe, and Jefferson City.

Highlights of the Chip Seal Showcase are available in a video clip on the Missouri LTAP website (<http://moltap.org/highlights-chip-seal-showcase/>). The clip includes information presented in the workshop by Mike DeGraff of Vance Brothers as well video from one of the on-site chip seal projects.

"Missouri LTAP appreciates this partnering and thanks FHWA, Vance Brothers and DeGraff for their support of these workshops," said Missouri LTAP Director Heath Pickerall.

—Heath Pickerall, Missouri LTAP Center