2016 Snow Rodeo Winners

From Montana LTAP
MACRS & LTAP History by Sam
2016 Snow Rodeo
Calendar of Events
2016 Snow Rodeo Winners
MACRS Honors Jerry Otto
MACRS Fall District Meetings
Montana Library
Parting Shot - Tim White, Lincoln Co.

2016 Snow Rodeo Winners
Montana LTAP values our partnerships with many transportation entities such as APWA, NACE, FHWA, AASHTO, and close to home, Western Transportation Institute. Over the years, MT LTAP has looked to WTI to provide new and innovative best practices to bring to our constituents.

In 2014, WTI was awarded FHWA’s National Center for Rural Road Safety Center, and this has created an interesting and beneficial collaboration with New Jersey LTAP, Louisiana LTAP, Iowa LTAP and Montana LTAP.

Noted on their website for this Rural Road Safety Center, “As the only federally sanctioned rural center, we are in a unique position to access and leverage FHWA expertise and training resources. Representatives of multiple FHWA offices will serve on our newly created technical panel to guide training initiatives. To ensure that our safety tools and trainings are comprehensive and holistic, our stakeholder panel also includes representatives from law enforcement and emergency medical services.”

“To reach such a large and widespread audience, we will work closely with synergistic organizations, especially LTAPs and TTAPs across the country. These organizations provide an established, successful model for conducting transportation training at the local level. They will play a key role in our Stakeholder Panel, and we believe we can support and add value to their programs by providing them with enhanced training tools, networks of experts, and targeted content on high priority safety issues. At the same time, they can help us expand the reach of our programs to nearly every corner of the country.”

Here is the link to the Center’s website: https://ruralsafetycenter.org/

Another valuable connection WTI provided recently on a national level was the recent national summit held in Colorado. The following letter from Brian Pettet, PWD from Aspen, Colorado, sums up how WTI focuses on national transportation safety:

I recently attended the National Working Summit on Transportation in Rural America in Denver, Colorado. This program was a resounding success!

I appreciated the problem solving format that was orchestrated. Speakers defined the program (safety issues related to transportation on rural roads) effectively and from multiple disciplines. The breakout sessions provided effective venues for participants to help identify strengths and weaknesses within the current transportation state. Ultimately, local, regional and statewide solutions were identified that would help create a transportation system, as well as, change societal culture; to further the concept of Toward Zero Deaths on the roadway system.

I have challenged myself and the County Engineer to develop an interdisciplinary (EMS, public safety, public health and public works) local road safety plan over the next nine months that will result in fewer accidents and deaths on State and Local Roads in the Aspen area. Thanks again for this experience and for organizing this catalyst toward safer roads in Pitkin County.

Please let me know if I can ever assist you to continue this important journey.

Brian Pettet, Director of Public Works, Pitkin County

How does this help Montana LTAP and our constituents? From these gatherings of transportation officials, important solutions are found to current problems and those best practices for our transportation systems are filtered to us to share with our constituents. For example, we are currently working with Montana FHWA to provide a TIM (Traffic Incident Management) webpage on Montana LTAP’s website. This information will assist those looking for practical application of how to assist in a TIM. By working together, we can reach the concept of Zero Deaths.
MACRS and LTAP History
By Sam Gianfrancisco, MT LTAP Field Engineer

With so many new people coming on board, I thought a little history would provide how MACRS (Montana Association of County Road Supervisors) became partners with LTAP.

In 1979, a few Montana county road foremen, under the leadership of John Bilbro, Rosebud County, and Gene Dreidlein, Meagher County, thought it would be a good idea if counties would get together and share ideas. For the first few years, they held two meetings each year. One was in the eastern part of the state and one in the western part of the state. At that time, these conclaves were called “County Road Meetings.” Only ten to twelve counties attended. In 1981, it was decided to have only one annual spring meeting, moving it to different locations each year. This allowed all counties to continue to share ideas.

Meanwhile RTAP (Rural Transportation Assistance Program), which is now LTAP (Local Technical Assistance Program), became actively involved in 1984 with MACRS. LTAP’s were based on the extension programs at universities, but rather than being involved in agriculture and transferring that type of information, LTAP’s were developed to provide transportation information services in transferring the latest innovative research and development from transportation research facilities to local agencies such as city street, county road and state highway departments.

The founders saw a gap between research and those needing the innovative research information. By using the extension platform as their blueprint, the LTAP’s, and later the TTAP’s (Tribal Technical Assistance Program), would be able to provide technical assistance and outreach to local governments, state highway departments, and others involved in the transportation community.

In the 1980’s LTAP Centers opened and the first decade is characterized as a period of rapid growth of centers. State agencies joined partnership by providing 50/50 match to FHWA funding.

In 1987, the Montana counties’ organization changed their name to Montana Association of County Road Supervisors (MACRS) and the organization became incorporated.

In the 1990’s, LTAP program expanded to include urban areas. National Benefits Study showed FHWA and LTAP centers yielded a return on invested funding of 8.53:1. As the program developed, the history of bridging the gap, transforming and transferring innovative research to workers and public and private agencies brought discoveries and best practices to communities. These improvements conserved our environment, increased efficiency and improved safety for all. By the end of this decade there was a technology transfer center in every state. Formal partnering agreements were established between the National LTAP Association and AASHTO, NACE, and APWA.

In 2001, several Montana county road officials legislated to increase the match money for Montana LTAP by having $100,000 allocated from the cities and counties gas tax monies to fund part of the matching money for Montana LTAP. The other matching funding came from State Planning and Research (SPR) funding at Montana Department of Transportation. This money “matched” the Federal Highway Administration funding of $150,000 allocated to each LTAP in each state, including Puerto Rico.

By 2004, MACRS had grown to include all fifty-six Montana counties.

Montana LTAP is overseen by Montana Department of Transportation Research staff to insure technology transference of the latest transportation innovations. Montana LTAP is housed under the College of Engineering at Montana State University and managed by Western Transportation Institute, a research facility with eight integrated research groups with focus on rural and urban concerns.

Presently, LTAP/TTAP Centers have become a trusted resource to local agencies for training and technical assistance. These centers move innovative transportation technologies and best practices into the hands of the men and women charged with maintaining the nation’s local roads and bridges.

Montana LTAP’s partners continue to grow. Below are several helpful websites:

- Montana LTAP: http://www.montana.edu/ltap/
- Montana LTAP important Partner Links: http://www.montana.edu/ltap/links/index.html
- Western Transportation Institute: http://www.wti.montana.edu/
- Montana Department of Transportation Research: http://www.mdt.mt.gov/research/
- National LTAP: http://www.ltap.org/
- NACE: http://www.countyengineers.org/Pages/default.aspx
- APWA: http://www.apwa.net/
The 27th Annual Equipment Training and Snow Rodeo event was well attended this year according to host, Doug Nisbet, Lewis & Clark County Road and Bridge Operations Superintendent. Almost 100 participants attended TIM training in the morning by Sergeant Betz, followed with Blu Santee, from HUB International in the afternoon. Snow Rodeo competition followed on the second day.

September 7: MORNING SESSION - TIM
Sergeant Alex Betz, Montana Highway Patrol, focused this morning session on TIM, Traffic Incident Management. This particular TIM program is being pushed out from a national initiative to reach everyone possible involved with traffic incidents. Montana Department of Transportation Director Mike Tooley, also a former Montana Highway Patrol Officer, wants this initiative to be understood and practiced by all transportation entities. MDT’s Vision Zero includes traffic deaths and traffic injuries. According to the Center for Disease Control and Prevention, traffic incidents are causing an epidemic proportion of injured people who get taken out of the workforce.

Betz outlined his TIM training over the last eight years on this topic which has taken him to just about every county in Montana, from Plentywood to Eureka, from Flathead County down to Ravalli. Their goal is for safe, quick, clearance in a traffic incident.

How to be effective in TIM? Betz outlined that traffic is like trying to stop water, it just keeps flowing. The best and usually the most effective method is to put up incident signs. Not that all these signs are going to direct everyone. There has been a significant increase in distracted driving since the advent of the cell phone, texting, talking, and alcohol and drug problems.

The most dangerous time in a work zone is when putting up or taking down signs or cones. Dependent on the speed zone and situation, it is better to have longer warning areas to make sure the semitrucks have sufficient enough time to slow down by the time they arrive at the work zone transition area.

Betz mentioned that the one with the most lug nuts wins. He referenced large truckers coming into your incident site versus smaller cars. Obviously the large semis are going to take more time to slow down and maneuver slower than a smaller vehicle. By keeping our workers safe, we also are helping keep the traveling public safe.

In an effort to remind the traveling public, there are now signs on the highway reminding everyone to slow down and move over if there is an emergency situation. Betz requested from the audience if there are traffic concerns and motorists are not slowing down in your work zone, call a patrol car to come sit in your area. He emphasized to be sure to set up your work zone so workers stay safe.

He recommended to give a courtesy call to your local highway patrol regarding dangerous road conditions, especially during the winter. By having all parties exchange roadway conditions we can keep the traveling public safe, our main goal. To establish this kind of communication, invite the patrolman in for coffee or if the patrolman calls be sure to have a cup of coffee with him.

To date, Betz indicated there have been over 300 people trained in local governments such as cities and counties along with state employees. His message included to leave the ego at the door and work cooperatively.

Another important message he shared was to remember just because you have your lights on does not mean the traveling public will always go around you. Their perspective and our perspective could be different. Slow is relative, so be sure to have your speed signs up and then there is no question as to what “slow” means.

When it comes to clearing the roadway due to hazards on the road itself, Betz encourages workers to check with your supervisor and know if you are supposed to remove obstacles off the road, follow your operating procedures. As always, focus on getting traffic around and by obstacle.

When calling the dispatcher, Betz said to use just plain English when describing the location of the incident. Remember the dispatcher is working with the public and is just the messenger, so try to understand where they are coming from in relaying the message. Find out everything you can about the incident.

Continued on Page 5 . . .
Referring to the audience, Betz said this is your road and the patrolman wants your help. They have a specialized trailer with everything ready to go for TIM, such as signs and cones. Because it may take some time to get there, it is important you have the knowledge of how to set up a work zone.

Betz outlined to set up work zone and set up resources so there are not additional incidents within the primary crash site. He recommended setting up the dump truck, or whatever you are using to protect the site, at an angle. By using an angle block they have found it works better to get the traffic to flow out and around it. Linear blocks are not as effective.

To keep you and your workers safe while at the crash site, remember to have an escape route for an errant car. This is especially true if the incident is on a curve on a hill with an icy road. Be thinking about the best direction you can move to keep yourself safe.

Another important thing Betz said to remember is situational awareness for yourself and your crew. Stay away from cones and traffic, and if you see someone who may be in that danger area to move also.

Some additional points Betz made were:
• Because LED lights are so bright, they can blind oncoming traffic. If you don’t need all the lights, don’t use them. Rear lights are okay, but if you have to have your front lights on, try to angle them so they are not pointing into oncoming traffic.

• In an incident management situation, there needs to be a unified command.

• With hazmat situations, follow standard operating procedures, know what they are. Remember the powdered doughnut rule: if it is blowing in your face downwind, you need to operate from an upwind position so hazardous things will not harm you.

• It would be good to put it in your standard procedures to not let a helicopter land on your county road. If it can’t take off because they had a hard landing and damaged something, you now have a helicopter blocking your roadway.

Locate a flat landing area for them, as county road personnel would have that information. If city personnel, they are familiar with local school areas for landing or appropriate areas.

• Because tow truck operators always carry a five gallon bucket and push broom, now all TIM personnel are carrying the bucket and broom, to clean up area of broken glass and parts.

In closing, Sergeant Betz reminded everyone TIM is a “we” situation. We all need to work together to keep ourselves and the traveling public safe.

September 7:
AFTERNOON SESSION
Blu Santee, Senior Risk Consultant, HUB International, addressed how safety is the responsibility of everyone and how participants can become leaders in their workplace to keep safety front and center.

In order to understand how to change the safety attitude at work, one of the first things that needs to happen is understanding your own perception of risk.

Santee had everyone participate in his Personal Risk Tolerance Exercise. This involved observing photos on the screen of various forms of possible risk, then scoring them with 1 - No Risk, 2 - Little Risk, 3 - Moderate Risk, 4 Extreme Risk, and 5 - No Way.
# Calendar of Events • July 2016 - December 2016

## July 2016

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4: Fourth of July Holiday - Offices Closed

# August 2016

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## Training on Request:
- Summer Survival
- Hand Safety
- Slips, Trips, & Falls

## September 2016

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5: Labor Day Holiday - Offices Closed

7 & 8: 27th Annual Equipment Safety Training and Snow Rodeo - Helena, MT (MT LTAP) Brochure available in July

18-22: MACo 107th Annual Conference, Billings, MT
   www.mtcounties.org or MACo’s Karen Houston 406-449-4360

20: MT LTAP Safety Webinar: Snowplow Safety 7:30am-8:00am
MACRS Fall District Meetings: Trench Safety & Culvert Installation,
Load Securement Safety with Large Equipment
27: Conrad 28: Townsend 29: Missoula

## October 2016

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20: MT LTAP Safety Webinar: Snowplow Safety 7:30am-8:00am
MACRS Fall District Meetings: Trench Safety & Culvert Installation,
Load Securement Safety with Large Equipment
4: Billings 5: Glendive
5-7: 85th League of Cities & Towns, Hilton Garden Inn, Missoula, MT
5: Public Works Directors Meeting - Hilton Garden Inn, Missoula, MT
TBA: Put The Brakes On Fatalities Day - 16th Anniversary (go to: www.brakesonfatalities.org)
10: Columbus Day - Observed (Montana LTAP Offices Open)
11: MT LTAP Safety Webinar: Hearing Safety - 7:30am-8:00am
18-20: 31st Regional Local Road Coordinators Conference, Rapid City, SD

## November 2016

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8: Election Day - Offices Closed
11: Veterans’ Day - Offices Closed
15: MT LTAP Safety Webinar: WZ for Low Volume Roads - 7:30am
16: Roadway Safety Plus/Backovers-Runovers - Great Falls
16 & 17: MACRS Planning Meeting, 1-5pm and 8am - noon;
Great Falls
24-25: Thanksgiving Holiday - Offices Closed

If you injure or kill someone while DUI, you can be convicted of vehicular homicide while under the influence. Expect a prison term up to 30 years and fines up to $50,000, or both. DON'T DRINK & DRIVE! § 45-5-106, MCA

## December 2016

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1: LTAP Advisory Board Meeting - 1:00 pm, Helena, MT
20: MT LTAP Safety Webinar: TBA
26: Christmas Holiday - Offices Closed

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**Safety Meeting Webinars from Montana LTAP**

Monthly Safety Webinars held at 7:30am usually on Tuesday Mornings
Call Montana LTAP at 1-800-541-6671 for more information!
Recorded safety webinars: http://www.montana.edu/ltap/resources/webinars/index.html

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Some dates and locations are subject to change.
Call Genevieve Houska, LTAP, 1-800-541-6671 to confirm.
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Two: New Year’s Day - MT LTAP Offices Closed  
8-12: 96th Transportation Research Board, Washington, DC  
16: Martin Luther King Day - Offices Closed  
17: MT LTAP Safety Webinar-TBA 7:30am  
24-25: 15th Annual Safety Congress - Helena, MT (MT LTAP)  
30 - Feb 2: SafetyFestMT - Missoula, MT  

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### February 2017

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1-2: SafetyFestMT (con’td) Missoula, MT  
16: Martin Luther King Day - Ofϐices Closed  
21: MT LTAP Safety Webinar -TBA 7:30am  
28: Asphalt Institute - Helena, MT (MT LTAP)

### March 2017

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13-17: MSU Spring Break  
13: Work Zone Flagging - Missoula (MT LTAP)  
14: Work Zone Flagging - Great Falls (MT LTAP)  
15: Work Zone Flagging- Miles City (MT LTAP)  
16: Work Zone Flagging - Billings (MT LTAP)  
23: MT LTAP Safety Webinar TBA 7:30am  
27 - 30: MACRS 37th Annual Conference- Heritage Inn, Great Falls, MT (MT LTAP)

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### April 2017

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3-7: National Work Zone Awareness Week (ATSSA)  
http://www.atssa.com/Events/NationalWorkZoneAwarenessWeek.aspx  
18: MT LTAP Safety Webinar: TBA 7:30am  
9-13: NACE Annual Conference 2017, Cincinnati, OH

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### May 2017

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2: Gravel Roads Maintenance & Design - TBA  
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9: Gravel Roads Maintenance & Design - TBA  
10: Gravel Roads Maintenance & Design - TBA  
16: MT LTAP Safety Webinar: TBA 7:30am  
21 - 27: National Public Works Week(APWA)  
http://www.apwa.net/discover/National-Public-Works-Week  
23-25: SafetyFestMT, Havre, MT - www.safetyfestmt.com  
More info: http://www.apwa.net/Snow  
29: Memorial Day - Offices Closed

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### June 2017

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TBA: LTAP North Central Regional Meeting  
6: Work Zone Flagging - Bozeman  
7: MACRS Executive Meeting, 1-5pm - Bozeman  
8: MT LTAP Annual Advisory Board Meeting, 9am-12pm - Bozeman  
20: MT LTAP Safety Webinar -TBA 7:30am

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**SAVE THE DATES:**  
MACRS 2017 Spring Conference  
March 27 - 30, 2017

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**Training Opportunities at Montana LTAP Website:**  
[http://www.montana.edu/ltap/training/index.html](http://www.montana.edu/ltap/training/index.html)
Snow Rodeo (Cont’d from Page 5)

As he proceeded through the images, Santee discussed how perception is different with each person. For example, a soldier who just came back from Iraq, where bullets had been whizzing by his head, will have a different perception of risk than someone who just graduated from high school.

Someone who has had more life experiences will more likely feel less risk than a younger person. Another example was a roofer with years of experience will probably take more risk than someone new on the job roofing. Other types of risk can come from social influence, inebriation, or cognitive bias where you convince yourself it would be okay to do this risky behavior even though it is dangerous.

In Santee’s experience, the last company he worked for had over $250,000 in claims and by the time he had helped change the perception of risk in the company, the claims came down to $637. He changed the way people thought about safety. It was because the employees wanted the safety change and not due to compliance. This company also broke every production record when he was able to identify where the risk was and why employees had their perception of risk. When safety gets better, production gets better.

Again Santee emphasized it is your responsibility to be a leader for safety no matter what your position in the workplace. By creating a team working together for safety, all will be safe. It is a matter of changing perception of risk.

Wrapping up the afternoon was Kevin Sedgwick, Tractor and Equipment Company, discussing automatic cross slope control systems in the new graders. A study in South Dakota compared running an automated blade system versus a manual run blade system. At the end of the study, there were fewer passes made and less maintenance required using the automated system.

According to this study, there was improved accuracy. The machine equipped with the automated cross slope... “hit the target specification for road crown (4.5%) much more consistently than the other grader. Its average deviation from target was just .10%, compared to 1.3% for the machine the grader that didn’t have the technology. With higher accuracy came higher efficiency and lower costs. The higher-tech machine burned much less fuel during the 8-month test—more than 400 gallons less—at a cost of over $1,400. Projected fuel savings for the county’s five graders over a five-year period were nearly $55,000.” Go to this link for more information: http://www.cat.com/en_US/articles/support/construction/m-series-3-motorgraders/motor-grader-technologies/cat-grade-with-crossslope.html.

September 8: COMPETITION DAY

With sixty-four competitors, Lewis and Clark Accounting Technician, Maria Penna, and Karen Mays, Lewis and Clark County Administrative Associate, were kept busy scoring and proctoring safety tests. On the competition courses assisting with judging were more Lewis and Clark County employees.

Sponsors of Snow Rodeo 2016:
Lewis & Clark County
City of Helena
Montana LTAP
Tractor and Equipment Company
RDO Equipment Company
Spieker Sprinklers
Valley Sand and Gravel
Green Meadow Market

To open the ceremonies, Mike Murray, Lewis and Clark County Commissioner, welcomed all and thanked those supporting this event at Helena.
Snow Rodeo (Cont’d from Page 8)

Sergeant Betz drove snowplow course and was the only one to break a small cone! He was very appreciative of snowplow drivers and all they have to contend with when plowing our roadways. (Sgt. Betz photos by Bill Brownell, Gallatin County Road Department.)
Congratulations to 2016 Snow Rodeo Winners:

**Backhoe:**
1st: Bill Kries, Missoula County
2nd: David Augare, Pondera County
3rd: Mike Miller, Missoula County

**Front End Loader:**
1st: Andy Dean, Yellowstone County
2nd: Cody Lattin, City of Great Falls
3rd: Bill Kries, Missoula County

**Snow Plow:**
1st: Cody Lattin, City of Great Falls
2nd: Andy Dean, Yellowstone County
3rd: Bill Kries, Missoula County

**Motorgrader:**
1st: Doug Erickson, Lewis and Clark County
2nd: Andy Dean, Yellowstone County
3rd: Mike Fritz, McCona County

**All Around 2016 Snow Rodeo Champion:**
Andy Dean, Yellowstone County

MACRS Honors Jerry Otto

At the July MACRS Board meeting, Jerry Otto was honored with a plaque thanking him for all of his service to MACRS:
- 1994-95: District Rep for North Division
- 1995-96: District Rep for North Division
- 1996-97: Various MACRS Committees
- 1997-98: Vice President
- 1998-99: President
- 1999-2016: Various MACRS Committees

As MACRS President John Anderson commented, “Jerry has been a contributing MACRS Member over the years and his common sense input will be remembered, along with his contagious smile. Thank you, Jerry!”
MACRS Fall District Meetings Success!

In July, the MACRS Board concurred trenching safety and load securement were key essential for county road department training for the MACRS Fall District Meetings.

Montana LTAP brought on board Jim Matosich, Earth Movers Training Company, who provided in depth trenching safety training for September 27, 28, 29, October 4 and 5, in Conrad, Townsend, Missoula, Billings, and Glendive respectively. Sam Gianfrancisco, MT LTAP Field Engineer, assisted in these training events. Over 160 county and city crew members received training.

True North Steel added an hour of culvert installation training with their engineer. This training emphasized the difference between compaction and no compaction when installing a culvert. The demonstration showed a Plexiglas container showing with no compaction around the culvert, it will become distorted and possibly destroy a culvert. When compacted, the walls of the culvert are supported and can take the weight from above.

Matosich covered all safety aspects of trenching including the importance of protecting workers in trenches. He said to have a safety ladder available and one person out of the trench watching for any deterioration of the walls of the trench. Be sure to use a trench box when the depth of a trench is over five feet. However, as OSHA states there can still be serious results if walls collapse in a trench four and a half feet!

He reminded everyone:
• Identify other sources that might affect trench stability, such as saturated soils, sandy soils, disturbed soils, and equipment too close to the edge of trench.

Montana LTAP Library

Welcome to the LTAP Lending Library where publications, videos, DVD’s, and software may be borrowed for a two-week period. We have a limit of three videotapes or DVD’s for a rent-free two-week period. Some publications are free or for a nominal charge upon request.

For information or checkout procedures, please call Genevieve Albert or Michele Beck, LTAP, 1-800-541-6671. If you have computer access, please e-mail us: mltap(at)montana.edu.

We have new lists for the library publications, software, DVD’s, and videos at our web site, just click on Resources: http://ou.montana.edu/ltap/index.html (Note: Many of our publications are electronically available.)

At this web site, you can also keep track of upcoming workshops, past and present newsletters, and workshop announcements.

Our 2015-2016 Needs Assessment Survey is available at this web site. Thank you in advance for taking time to complete it.

Editorial Contributions Welcome

LTAP welcomes contributions to LTAP MATTERS. Those wishing to submit relevant material to be published in the next newsletter can submit their ideas and articles to: Michele Beck, Local Technical Assistance Program, PO Box 173910, Bozeman, MT 59717-3910 (800) 541-6671 or (406) 994-6100 Fax: (406) 994-5333 email: mbeck(at)montana.edu

LTAP MATTERS is published quarterly. Funding for this program is provided by the Federal Highway Administration, Montana Department of Transportation, Montana State University, and a portion of Montana’s gas tax revenues.

This newsletter is designed to keep you informed about new publications, techniques, and new training opportunities for you and your community.
• Present and past issues are available at http://ou.montana.edu/ltap/newsletter/index.html or by calling 1-800-541-6671.
• Please contact LTAP if you are in need of a printed copy. This newsletter is now electronically disbursed to over 350 agencies and available on our website.
• LTAP attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity. Alternative accessible formats of this document will be provided upon request.
• Please send us any comments or concerns you may have regarding this newsletter with your name and address in order that we may respond in a timely manner.

CALL before you DIG
Watch out for hazards such as low oxygen, gas fumes and toxic gases when four feet deep or deeper.
• Benching and sloping are effective protective methods
• Shoring, although more costly, may be an effective method
• Shielding, such as trench boxes, may be needed dependent on the trenching project

Load securement was covered in the classroom at the end of the morning. After lunch, all went out into the field for trenching exercises with backhoes and reviewing actual tie down applications with heavy equipment on trailers.
Parting Shot . . .

In order to share their wisdom, this special column is dedicated to those who are retiring, or recently retired, and wish to pass on some gems from their years managing county roads or city streets. The following article is from Tim White who recently retired from Road Foreman, District 3, Lincoln County, on August 31, 2016.

I started with Lincoln County Road Department at the ripe age of 23. For seven years I would be the newbie. It wasn’t the best paying job around, but I knew if I stuck it out, in the long run, it would pan out.

I worked alongside the “old boys” learning the in’s and out’s of the county road work for fourteen years before being promoted to Road Foreman. I took over in late winter of 1996-97. This particular winter is still talked about as one of the snowiest and toughest winters on record for our area. So it was truly baptism by snow, so to speak, for me and my new commissioners. We made it through not only this first trying winter but also for the next nineteen years of floods, fires, wind storms and whatever else Mother Nature conjured up.

First starting out, I had little to no experience on running a crew, let alone a road department. I felt like I was being set up to fail. I knew I needed help if I was going to succeed. That spring I attended my first MACRS conference and the rest is history as they say. I got involved with MACRS, met some of the best minds in the business and was elected MACRS President in 2007.

Along the way I also attended every LTAP seminar, training and video conference I could to learn everything I could to do the best job possible. So thank you LTAP and MACRS for all you have done to further the education of guys like me.

And for all those who are attending the fall training classes or the spring conference, get involved with MACRS. Get as much training from LTAP as possible. Training, knowledge and good old common sense will get you a long way.

Once again my sincere appreciation to LTAP and MACRS for everything they do. My time as Road Foreman will fade fast, but the friendships I have made through these two organizations will last a life time.

Thanks, Tim White