

LTAP MATTERS

Montana's Answers To Technical Education of Roads & Streets
Vol. 29, No. 3

Summer 2012

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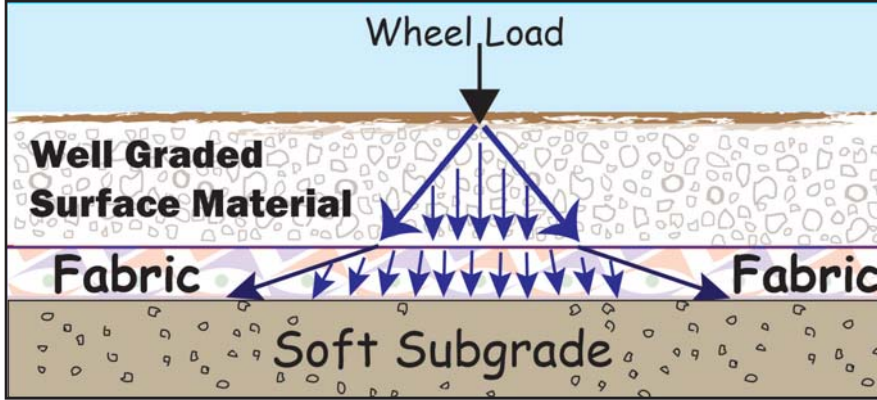
MONTANA
STATE UNIVERSITY

Local Technical
Assistance Program

From Montana LTAP Director

It is important as an instructor to keep informed with the latest information. These past few months have given me ample opportunity to learn. Having just provided seventeen two-day gravel road workshops in nine states, the broad compass of information gathered at these trainings has added depth in knowing what other local governments in other states are facing during these economic difficulties.

Technician (with flagger certification), Forklift Certification, Motorgrader Certification, and attending our Traffic Control Supervisor course. They have assisted the LTAP Director in teaching a course. In the Leadership requirement, they serve in some capacity for either the MACRS organization or Montana League of Cities and Towns and attend the Leadership Conference.



This is an exciting time to know we have nearly ten who will be receiving this award next spring at the MACRS conference. It is indicative of the importance of attending training and applied what was learned. The well-known statement “standing on the shoulders of giants” comes to mind here when thinking over my past thirty years of experience working with outstanding individuals who strive for the best in managing and maintaining the lifelines of their communities – roads. Our hats are off to them.

The goal is the same, build safer roads. The method is determined by the dollar. In coming months, I look forward to sharing this knowledge at our Montana LTAP workshops.

With the longevity of those working at county road departments and attending LTAP training, next year has promise of awarding for the first time ever our Roads Scholar Level II – Road Master certification. Having already received their Roads Scholar Level I award of attending ten LTAP courses, these dedicated employees will have met the requirements of 20 LTAP classes. Requirements include certifications in Work Zone



Throughout the summer months, be sure to slow down, enjoy the ride and arrive alive. Distractive driving has taken over drunken driving statistics in fatalities and injuries. As a community we need to help each other remember what safe driving means—turn off the cell phone, get both hands on the wheel, and stay alert.

Stay safe and see you in the fall, Steve Jenkins, LTAP Director

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LTAP Matters is published by the Local Technical Assistance Program. LTAP is located at Western Transportation Institute, College of Engineering, Montana State University, Bozeman, Montana.

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Our website lists upcoming training courses, registration forms, library information, our contact information, newsletters, various links, and MACRS information. Please go to: <http://www.westerntransportationinstitute.org/centers/ltap/>

The Local Technical Assistance Program/Tribal Technical Assistance Program (LTAP/TTAP) is a nationwide network of 58 centers - one in every state, seven serving Native American tribal governments and one in Puerto Rico.



The LTAP/TTAP Mission is to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and decision makers.

Front Page Photo: City of Bozeman Street Crew - by Michele Beck, MT LTAP

MT LTAP Advisory Committee Members

The Advisory Board meets annually to make recommendations and evaluate the effectiveness of the Montana LTAP program.

Russ Albers

Chouteau County

Debbie Arkell

City of Bozeman

Kris Christensen

Montana Dept of Transportation

Thomas Danenhower

MMIA

Kelly Elser

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Alec Hansen

Montana League of Cities & Towns

Greg Jackson

MACO

Russ Huotari

Richland County

Jim Rearden

City of Great Falls

Bob Seliskar

Federal Highway Administration

A Few Words from MACRS President Tom Fairbank

As newly-elected 2012-2013 MACRS President, I look forward to working with all 56 county road departments in Montana. I served for several years as a MACRS Representative and moved up through the ranks as 2nd Vice President and then 1st Vice President. I saw how past presidents and past representatives stay active in making this organization an outstanding tool for all county road employees. This organization was built on "we." It is not necessary to become an officer. If you have an idea or problem, let me or your District Representative know and it will be brought to the table.



As we meet the challenges of floods, droughts, and blizzards, those who keep informed through training and sharing information with their county neighbors are able to meet the demand of the public to keep our county roads safe.

Being a legislative year, I am happy to report we have hired Gordon Morris again for our legislative correspondent who will keep us updated on all transportation issues as they relate to MACRS. We will be setting up a 7:30 am

weekly call. If you are interested, be sure to contact me to get on the listserv. (Contact Info Below)

The following is the list of officers for 2012-2013. Feel free to contact any of them with your concerns.

Through MACRS and our partnership with Montana LTAP, training topics and workshops have been provided based on your requests. Coordination of our spring conference through Montana LTAP has been effective in providing the best conference possible for not only county road employees, but for our county commissioners--almost 40 county commissioners attended the 2012 spring conference.

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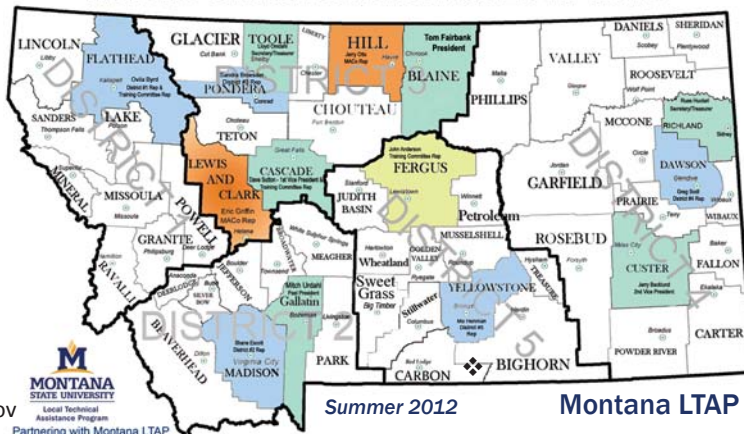
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MACRS Officers & Districts 2012-2013



Summer 2012

Montana LTAP 3





Missoula Street Project

The 5th/6th/Arthur and Maurice Intersection Safety and Circulation Improvement Project, near the University of Montana (University), dates back to the fall of 2005, when a proposal for the project was first introduced.



Lacking public support, University, Montana Department of Transportation (MDT), and City of Missoula (City) leaders went back to the drawing board, brought in WGM Group, and came up with a project that addressed safety and traffic circulation improvements without increasing capacity.

safety for all modes of transportation, including protected crosswalks, bike lanes and other amenities. New pushbutton-integrated devices at the intersections of 5th and 6th Streets with Arthur are some of the first Accessible Pedestrian Signals implemented in Montana; they are designed for pedestrians who are visually impaired.

WGM Group designed improvements to include changing one-way streets into safer two-way streets. Features were also incorporated to increase



L to R: Missoula Mayor John Engen; City of Missoula Street Maintenance Superintendent Brian Hensel; University of Montana President Royce Engstrom; and University of Montana Financial Vice President Bob Duringer.



WGM Group worked with numerous entities to design and fund the project. The University funded most of the project with a \$1.25 million Special Improvement District in the neighborhood. The City and the Montana Department of Transportation each contributed about \$200,000 in labor and materials.

City crews provided street restoration with milling and paving, and MDT furnished and funded the new traffic signal at the corner of 5th and Arthur. Drivers, bicyclists and pedestrians now find the area safer, more livable, and easier to navigate thanks to this extensive collaboration.

Thanks to APWA Rocky Mountain Chapter for granting permission to reprint their article. Questions about this project can be directed to Steve King, PE, Public Works, City of Missoula, 406-552-6345.



Public Works Directors Meeting at MT LCT this Fall

"Partnerships are important these days in being able to meet the demands of safety training," commented Steve Jenkins, Montana LTAP Director, at a recent LTAP Advisory Board meeting. "For example, we are able to stretch our training dollar by assisting the Public Works Directors' host city plan their agenda for events on October 2 and 3, 2012, at the 81st Montana League of Cities and Towns Conference being held in Kalispell."

Day One: Hands-On Equipment Safety Training - 10/2/2012

Here's something new! An additional Hands-On Safety Training Day has been planned for city street employees. Training will be provided by Montana LTAP on Tuesday, October 2, 2012, at the Flathead County Fairgrounds. The morning classroom session will include:

- **Loader Training**
- **Truck Driving Safety**
- **GPS/GIS Training**

In the afternoon, there will be hands-on training with:

- **GPS/GIS Cache Location Challenge**
- **Snow Plow Course**
- **Diagnostic Test on Equipment**
- **Written Safety Exam**

All afternoon events will be scored and prizes awarded to 1st, 2nd and 3rd place winners!

Day Two: Public Works Directors Meeting - 10/3/2012

Jenkins has coordinated with Terri Loudermilk, City of Kalispell, various presenters for the Public Works Directors meeting on Wednesday, October 3, 2012, at the Hilton Garden Inn. Topics include:

- **LED Street Lighting**
- **Wastewater Treatment Panel**
- **Public Works Liability Issues**
- **Storm Drain Design**
- **Asset Management**
- **Tour of Whitefish's Water Storage/Power Plant**

SAVE THESE DATES! October 2 • October 3

Loudermilk encourages Public Works Directors to get the word out to their city street employees regarding the Hands-On Equipment Safety Training on October 2. Great training opportunity for your employees!

She also wants Public Works Directors to mark October 3 in their calendars for the PWD meeting. These topics were the most requested from a survey sent to Montana Public Works Directors earlier this spring and will provide for healthy dialogues at the meeting.

Registration brochures will be available in August from Montana LTAP. For questions, please contact Montana LTAP at 1-800-541-6671. ❖

Special Thanks to Debbie Arkell, City of Bozeman PWD

There comes a time when someone special shows up on committees, provides immediate responses to emailed requests, and basically has an overall dedication to their job, one takes notice. Here at Montana LTAP, we have had the privilege of knowing and working with such an outstanding individual -- Debbie Arkell, City of Bozeman Public Works Director.



Debbie Arkell, City of Bozeman PWD

Over the past years, Debbie has served on our LTAP Advisory Board and always brought thoughtful suggestions and insights for our training program.

Her support has shown up through newsletter articles from APWA Rocky Mountain Chapter; topic suggestions for the Public Works Directors meeting at the Montana League of Cities and Towns; and invited LTAP to be on conference agendas at various APWA functions.

Her understanding of the importance of safety training for the transportation workforce is indicated by the fact three of the first five Montana LTAP Roads Scholars for cities and towns came from the City of Bozeman.

With her retiring from her position as Public Works Director of the City of Bozeman this summer, Montana LTAP tips our hat to Debbie! Her support and great smile will be missed.

Congratulations on a job well done,
Steve Jenkins, Montana LTAP Director ❖

Lloyd Rue, Montana FHWA, Comments on EDC at LTAP Board Meeting

Montana LTAP's annual Advisory Board meeting was held at the end of June. All stakeholders were in attendance, including representation from Montana FHWA with Lloyd Rue and Paul Harker.

Rue thanked Montana LTAP's efforts in providing distribution of the past four Every Day Counts notifications to local governments for FHWA's Dynamic Webinars. He explained the focus behind providing a "dynamic" webinar is to bring together local and tribal transportation officials, FHWA representatives, state DOTs and any other stakeholders involved in deploying EDC initiatives. With the initial

real-time presentations being broadcast from US DOT in Washington, D.C. at 25-minute sections and then providing the various sites 20 minutes of in-house discussion, this type of new outreach will provide exchange of ideas from all involved. Rue noted there will be another EDC Dynamic Webinar on August 16 (Adaptive Signal Control).

He announced there will be "Round 2" coming this fall also, stay tuned! For more information: <http://www.fhwa.dot.gov/everydaycounts/>

Calendar of Events • January 2012 - June 2012

January 2012

S	M	T	W	Th	F	S
	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

2: New Year's Holiday - Offices Closed

16: Martin Luther King Day - Offices Closed

17: MT LTAP Safety Webinar - Leadership - 7:30am-8:30am

22-26: Transportation Research Board, Washington, DC

23-26: 10th Annual Safety Congress - Great Falls, MT (MT LTAP):

23 am: Work Zone Tech

23 pm & 24: Traffic Control Supervisor

25 am: Signing/Prisms/Clear Zones

25 pm: Safety Audits

26 am: Sign Retroreflectivity/Driving Behavior

26 pm: Worker Safety

23-25: IMSA Certification - Contact MT LTAP

31: Asphalt Institute, Billings, MT (MT LTAP)

February 2012

S	M	T	W	Th	F	S
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7-8: FREE OSHA-10 Hour Safety Course, Heritage Inn, Great Falls, MT (Hosted by Montana LTAP)

12-16: ATSSA Convention & Traffic Expo www.TrafficExpoTampa.com

13-16: MACo's Midwinter Conference

Billings Hotel & Convention Center, Billings, MT

16: EDC-Every Day Counts-Exchange Live Webinar FHWA/MDT/MTLTAP 11am - 2pm

20: President's Day - Observed (Montana LTAP Offices Open)

21: MT LTAP Safety Webinar - Materials 7:30am-8:30am

27 - March 2: SafetyFestMT - Billings Hotel & Convention Center, Billings, MT

www.safetyfestmt.com

March 2012

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Feb 27 - March 2: SafetyFestMT - Billings Hotel & Convention Center, Billings, MT www.safetyfestmt.com

6: Work Zone Tech Course - Helena (MT LTAP)

7: Work Zone Tech Course - Missoula (MT LTAP)

8: Work Zone Tech Course - Kalispell (MT LTAP)

10-18: MSU Spring Break

13: Flagging Certification Course - Miles City (MT LTAP)

14: Flagging Certification Course - Glendive (MT LTAP)

15: Flagging Certification Course - Wolf Point (MT LTAP)

16: Flagging Certification Course - Plentywood (MT LTAP)

20: MT LTAP Safety Webinar - Falls & Back Safety - 7:30am-8:30am

26-29: MACRS 31st Annual Conference Heritage Inn, Great Falls, MT (MT LTAP)

April 2012

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1-5: NACE 2012, Lexington, KY www.naco.org

9-10: Gravel Roads - Missoula (MT LTAP)

11-12: Gravel Roads - Kalispell (MT LTAP)

17: MT LTAP Safety Webinar - Work Zones - 7:30am-8:30am

19: EDC-Every Day Counts-Exchange Live Webinar 11am - 2pm

FHWA/MDT/MTLTAP

25-26: Gravel Roads - Sidney (MT LTAP)

23-27: National Work Zone Awareness Week (FHWA)

Training Opportunities at Montana LTAP Website:
www.westerntransportationinstitute.org/centers/ltap/

May 2012

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8-10: Rocky Mountain Chapter - APWA - 45th Spring Conference, Nampa, ID More info: <http://rockymountain.apwa.net>

15: Work Zone Flagging Course - Great Falls (MT LTAP)

16: Work Zone Flagging Course - Lewistown (MT LTAP)

17: Work Zone Flagging Course - Billings (MT LTAP)

28: Memorial Day - Offices Closed

29: MT LTAP Safety Webinar - Culverts/Trenching- 7:30am-8:30am

30 & 31: LTAP Region 7 Meeting - Denver, CO

Some dates and locations are subject to change.

Call Genevieve Albert, LTAP, 1-800-541-6671 to confirm.

June 2012

S	M	T	W	Th	F	S
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3	4	5	6	7	8	9
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24	25	26	27	28	29	30

11: Work Zone Flagging Course - Bozeman (MT LTAP)

12: MACRS Executive Meeting - Bozeman

13: Montana LTAP Annual Advisory Board Meeting - Bozeman

19: MT LTAP Safety Webinar - Summer Survival - 7:30am-8:30am

19: EDC-Every Day Counts-Exchange Live Webinar 11am - 2pm

FHWA/MDT/MTLTAP

Safety Meeting Webinars from Montana LTAP

January 17, 2012 - Leadership

February 21, 2012 - Materials

March 21, 2012 - Back Safety & Slips, Trips, Falls

April 17, 2012 - Work Zones

May 29, 2012 - Culvert Placement & Trenching Safety

June 19, 2012 - Summer Survival

Monthly Thirty-Minute Safety Webinars held at 7:30am on Tuesday Mornings

Call Montana LTAP at 1-800-541-6671 for more information!

Calendar of Events • July 2012 - December 2012

July 2012

S	M	T	W	Th	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

4: Fourth of July Holiday - Offices Closed
 30-Aug.2: National LTAP/TTAP Conference, Grapevine, TX

Training on Request:

Summer Survival
 Hand Safety
 Slips, Trips, & Falls

August 2012

S	M	T	W	Th	F	S
			1	2	3	4
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

July 30-Aug.2: National LTAP/TTAP Conference, Grapevine, TX
16: EDC-Every Day Counts-Exchange Live Webinar 11am - 1pm
FHWA/MDT/MTLTAP

26-29: APWA International Public Works Congress & Exposition,
 Anaheim CA. Go to this link: <http://www2.apwa.net/events/>

Training on Request:

Forklift
 Sign Safety
 Road Audits

September 2012

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23	24	25	26	27	28	29

30
 3: Labor Day Holiday - Offices Closed
5&6: 23rd Annual Equipment Safety Training and Snow Rodeo - Billings, MT (MT LTAP) Brochure available in July
 23-27: MACo 103rd Annual Conference, Heritage Inn, Great Falls, MT
www.mtcounties.org or MACo's Karen Houston 406-449-4360
TBA: MT LTAP Safety Webinar 7:30am-8:30am

October 2012

S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

1: MACRS Fall District Meetings: Materials- Kalispell
3-5: 81st League of Cities & Towns - Hilton Garden Inn, Kalispell, MT
2: Hands-On Equipment Training - City Street Employees
3: Public Works Directors - MT LTAP
 TBA: Put On The Brakes Day - 12th Anniversary (go to: www.brakesonfatalities.org)
 8: Columbus Day - Observed (Montana LTAP Offices Open)
MACRS Fall District Meetings: Materials
9: Great Falls 10: Havre 11: Lewistown 16: Miles City
TBA: MT LTAP Safety Webinar 7:30am-8:30am
 24 & 25: 27th Regional Local Road Coordinators Conference, Rapid City, SD

November 2012

S	M	T	W	Th	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

6: Election Day - Offices Closed
 12: Veterans' Day - Offices Closed
14: MACRS Leadership Course - 8am - Noon (Roads Scholar Required)
14 & 15: MACRS Planning Meeting, Heritage Inn, Great Falls, MT
 22 - 23: Thanksgiving Holiday - Offices Closed
27: Winter Maintenance & Winter Survival - Missoula
29: Winter Maintenance & Winter Survival - Billings
TBA - MT LTAP Safety Webinar - 7:30am - 8:30am

December 2012

S	M	T	W	Th	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

TBA - MT LTAP Safety Webinar - 7:30am-8:30am
 24 & 25: Christmas Holiday - Offices Closed

Training on Request:

Winter Survival
 Winter Maintenance

Some dates and locations are subject to change.
 Call Genevieve Albert, LTAP, 1-800-541-6671 to confirm.

MUTCD Changes in 2012

The following memo was issued by US DOT on May 10, 2012. Contact listed: Cathy St. Denis, 202-366-0660

U.S. Department of Transportation Reduces Burden on Local Governments: Final Rule Eliminates Dozens of Deadlines for Replacing Traffic Signs, Simplifies Requirements

WASHINGTON - U.S. Transportation Secretary Ray LaHood today announced the Obama Administration is eliminating 46 regulations on traffic signs to provide more flexibility for state and local governments, including allowing communities to replace traffic signs when they are worn out rather than requiring signs to be replaced by a specific date.

"Some of these burdensome deadlines would have cost communities millions of dollars at a time when they can't afford that," said Secretary LaHood. "We spoke to state and local officials across the country, and we heard them loud and clear."

Earlier this year, President Obama called for a government-wide review of regulations in order to identify those that needed to be changed or removed because they were unnecessary, out-of-date, excessively burdensome or overly costly.

"Officials at the state and local levels are in the best position to make decisions related to sign replacement and other issues related to traffic management," said Federal Highway Administrator Victor Mendez. "These changes will give them the flexibility they need to make the best use of taxpayer dollars."

The regulations establishing deadlines for street sign replacement came from the Manual on Uniform Traffic Control Devices (MUTCD), which is a compilation of national standards for all pavement markings, street signs and traffic signals. The Federal Highway Administration (FHWA), which has published the manual since 1971, updates it periodically to accommodate changing transportation needs and address new safety technologies, traffic control tools, and traffic management techniques.

Last August, FHWA issued a Notice of Proposed Amendments to eliminate the 46 deadlines, and a final rule has been sent to the Federal Register for publication. The final rule is available in the docket, FHWA-2010-0159, available at <http://www.regulations.gov>.

The deadlines requiring that certain street name signs be replaced by 2018 to meet minimum retroreflectivity standards and requiring larger lettering on those street name signs are among the deadlines that will be eliminated.

The final rule also eliminates deadlines for increasing the size of various traffic signs, such as 'Pass With Care' and 'Low Clearance.' Instead, communities will be able to replace and upgrade these signs when they reach the end of their useful life.

In addition to eliminating the deadlines, Federal Highway Administration will allow communities to retain historic street-name signs in historic districts.

The DOT has **retained** 12 deadlines for sign upgrades that are critical to public safety. These safety-critical sign upgrades include installing ONE WAY signs at intersections with divided highways or one-way streets and requiring STOP or YIELD signs to be added at all railroad crossings that don't have train-activated automatic gates or flashing lights.

Page I-4

2009 Edition - Revision 2

Table I-2. Target Compliance Dates Established by the FHWA

2009 MUTCD Section Number(s)	2009 MUTCD Section Title	Specific Provision	Compliance Date
2A.08	Maintaining Minimum Retroreflectivity	Implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning sign retroreflectivity at or above the established minimum levels (see Paragraph 2)	2 years from the effective date of this revision of the 2009 MUTCD*
2A.19	Lateral Offset	Crashworthiness of sign supports on roads with posted speed limit of 50 mph or higher (see Paragraph 2)	January 17, 2013 (date established in the 2000 MUTCD)
2B.40	ONE WAY Signs (R6-1, R6-2)	New requirements in the 2009 MUTCD for the number and locations of ONE WAY signs (see Paragraphs 4, 9, and 10)	December 31, 2019
2C.06 through 2C.14	Horizontal Alignment Warning Signs	Revised requirements in the 2009 MUTCD regarding the use of various horizontal alignment signs (see Table 2C-5)	December 31, 2019
2E.31, 2E.33, and 2E.36	Plaques for Left-Hand Exits	New requirement in the 2009 MUTCD to use E1-5aP and E1-5bP plaques for left-hand exits	December 31, 2014
4D.26	Yellow Change and Red Clearance Intervals	New requirement in the 2009 MUTCD that durations of yellow change and red clearance intervals shall be determined using engineering practices (see Paragraphs 3 and 6)	5 years from the effective date of this revision of the 2009 MUTCD, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first
4E.06	Pedestrian Intervals and Signal Phases	New requirement in the 2009 MUTCD that the pedestrian change interval shall not extend into the red clearance interval and shall be followed by a buffer interval of at least 3 seconds (see Paragraph 4)	5 years from the effective date of this revision of the 2009 MUTCD, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first
6D.03**	Worker Safety Considerations	New requirement in the 2009 MUTCD that all workers within the right-of-way shall wear high-visibility apparel (see Paragraphs 4, 6, and 7)	December 31, 2011
6E.02**	High-Visibility Safety Apparel	New requirement in the 2009 MUTCD that all flaggers within the right-of-way shall wear high-visibility apparel	December 31, 2011
7D.04**	Uniform of Adult Crossing Guards	New requirement in the 2009 MUTCD for high-visibility apparel for adult crossing guards	December 31, 2011
8B.03, 8B.04	Grade Crossing (Crossbuck) Signs and Supports	Retroreflective strip on Crossbuck sign and support (see Paragraph 7 in Section 8B.03 and Paragraphs 15 and 18 in Section 8B.04)	December 31, 2019
8B.04	Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings	New requirement in the 2009 MUTCD for the use of STOP or YIELD signs with Crossbuck signs at passive grade crossings	December 31, 2019

Rev. 2

* Types of signs other than regulatory or warning are to be added to an agency's management or assessment method as resources allow.

** MUTCD requirement is a result of a legislative mandate.

Note: All compliance dates that were previously published in Table I-2 of the 2009 MUTCD and that do not appear in this revised table have been eliminated.

For further information on revisions on pages 4, 10, and 163, go to:
•2009 Edition with Revision Numbers 1 and 2 incorporated, dated May 2012 (PDF): http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm

•Revision 2 Pages Only: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r2pages.pdf>

•Revision 1 Pages Only: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1pages.pdf>



Local Emergency Preparedness • Flathead County

To The Transportation Workforce:

I would like to share my recent experiences with Emergency Preparedness. It has been an honor and privilege to be asked to partake in these opportunities. I was asked by our local Office of Emergency Services (OES) department, which most of you refer to as DES, early last year to become involved with our local Emergency Preparedness. They expressed public works road departments were essential in every disaster (can't get to a disaster without roads/bridges). It would be an asset to the county to have me involved in preparedness planning.

Since then I have proceeded to take part in FEMA-sponsored training. This training has not only been rewarding but also enlightening. What I have found is the planning process is multi-faceted and a general working knowledge of how public works fits into the larger scheme is important.

In any All-Hazard event we, as Public Works, need to know how we would be implemented into the Disaster. I mentioned to one of the instructors I really was wondering why I needed the training. I could just use my men when they were needed. He explained, for him to tell me about how they would use Public Works would take a whole day and as a disaster is happening there would not be the opportune time to explain the where and why they were requesting those resources.

He also pointed out for counties to be reimbursed for disasters by the FEMA, their forms needed to be filled out a certain way and correct documentation needs to be collected. I found this out last year when we had flooding and was able to recoup some money for gravel. After he explained this to me, it again became clear why this presumptive training was so important in a disaster.

Working with other county agencies has been a valuable tool. In the process, I have made good friends that have the same vision as me--to help the public and our community in whatever situation may arise. I recommend county road departments become acquainted with other county offices to make sure everyone has a workable plan that allows you to deal with any and all disasters. It is important for you to have input because there may be assumptions on their part and on yours of what is needed in a disaster.

I also want to point out I have been to trainings in Utah and Colorado where instructors have come from all over the country. Every training I attended the instructors have gone out of their way to come over and introduce themselves to me to tell me how awesome and important it was that Public Works was involved and getting trained. This reiterated the point that Public Works is essential in every disaster.

If you have any questions about how this all works feel free to contact me and we can visit. I am still the "newbie" on the block but would be happy to share any information I have learned in my past trainings.

Hope you all find yourselves in good health and safe environments,

Ovila Byrd, Road and Bridge Supervisor

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Student Success



Congratulations to Montana LTAP Student Assistant Veronica Grosek, recipient of the Jake Jobs Scholarship for Entrepreneurship. A third-year undergraduate studying Business at Montana State University, Grosek received the award along with several other deserving students at the College of Business awards

banquet this spring. The Jake Jobs scholarship is awarded to students who are interested in entrepreneurship and who have demonstrated leadership qualities through participation in clubs or service organizations. She also cinched a summer internship at Oracle, world's second-largest software maker, in Bozeman.

Veronica is a Management Junior with an Entrepreneurship minor. Her home town is Sturgis, South Dakota. Several clubs she is involved with are: MSU Japan Club, MSU Management/Human Resources Club, MSU Advocats.

We look forward to Veronica's return this fall and continuing her work at Montana LTAP during the regular school year. ❖

Truck Liner Solution

At the recent LTAP Advisory meeting, the topic of sanding materials sticking to the sides of dump trucks brought forth a solid solution -- liners. Jerry Otto, Hill County Road Supervisor, has been using the DuraPro liner from Northwest Plastics in his trucks now for the past several years. He said not only does the sanding materials NOT stick, it allows for even distribution. Otto added another benefit is safety because crew members do not have to climb into the truck bed to try and knock loose any materials that are stuck. There had been some injuries in the past from this activity.

Russ Albers, Chouteau County Road Supervisor, also noted it keeps the truck bed from becoming top heavy with even distribution of materials flowing out. He mentioned it comes in different thicknesses and can be ordered to fit any size of truck. Albers said it is easy to install and comes with a kit.

Tom Fairbank, MACRS President, said Northwest Plastics, who sells this product, has been a MACRS member for a number of years and has a booth at the MACRS spring conference every year. They are located in Libby, Montana. (Northwest Plastics contact info: <http://northwestplastics.net/index.html>) ❖

Motor Vehicle Traffic Crashes • Leading Cause of Death

From NHTSA's Traffic Safety Facts, Research Note, May 2012, at <http://www-nrd.nhtsa.dot.gov/Pubs/811620.pdf>
Written by Rajesh Subramanian

Summary

For the first time since 1981 (when data was first available), motor vehicle traffic crashes were not among the top 10 causes of death in the United States.

Motor vehicle crashes were the 11th leading cause of death in 2009. In 2008, motor vehicle traffic crashes were the 9th leading cause of death overall. Fatalities in motor vehicle crashes have declined by about 25 percent since 2005, influenced largely by a significant drop in crashes and fatalities involving the younger population.

In spite of these changes, motor vehicle traffic crashes continue to be leading cause of death in the younger age groups. Because of the young lives lost, in 2009, motor vehicle traffic crashes ranked 5th overall in terms of the years of life lost, i.e., the number of remaining years that the person is expected to live had they not died, behind only cancer and heart diseases.

The corresponding rank in 2008 in terms of the years of life lost was 4th overall. Also, in 2009, when ranked by specific ages, motor vehicle traffic crashes were the leading cause of death for age 4 and every age 11 through 27.



In 2008, motor vehicle traffic crashes were the leading cause of death for each age 13 through 30. The age groups reflect categories of interest to the National Highway Traffic Safety Administration (NHTSA) in terms of child-restraint programs (toddlers, infants, and young children), new drivers (youth and young adults), other adults, and older people.

For further reading on Background, Trends, Leading Cause by Gender, Methodology, and Charts, go to <http://www-nrd.nhtsa.dot.gov/Pubs/811620.pdf>.

4



Top 10 Leading Causes of Death in the United States for 2009, By Age Group¹

National Highway Traffic Safety Administration's National Center for Statistics and Analysis

RANK	Cause and Number of Deaths											Years of Life Lost ²
	Infants Under 1	Toddlers 1-3	Young Children 4-7	Children 8-15	Youth 16-20	Young Adults 21-24	Other Adults			Elderly 65+	All Ages	
							25-34	35-44	45-64			
1	Perinatal Period 12,999	Congenital Anomalies 406	Malignant Neoplasms 374	MV Traffic Crashes 851	MV Traffic Crashes 3,947	MV Traffic Crashes 3,278	Accidental Poisoning 6,209	Malignant Neoplasms 12,519	Malignant Neoplasms 157,445	Heart Disease 479,152	Heart Disease 599,413	Malignant Neoplasms 24% (8,921,892)
2	Congenital Anomalies 5,319	Accidental Drowning 405	MV Traffic Crashes 338	Malignant Neoplasms 716	Homicide 2,386	Homicide 2,347	MV Traffic Crashes 5,651	Heart Disease 11,081	Heart Disease 104,188	Malignant Neoplasms 391,038	Malignant Neoplasms 567,628	Heart Disease 19% (7,204,123)
3	Heart Disease 386	Homicide 336	Congenital Anomalies 184	Suicide 468	Suicide 1,948	Suicide 2,219	Suicide 5,320	Accidental Poisoning 7,388	Chronic Lwr. Resp. Dis. 18,824	Chronic Lwr. Resp. Dis. 117,099	Chronic Lwr. Resp. Dis. 137,353	Chronic Lwr. Resp. Dis. 4% (1,625,065)
4	Homicide 317	MV Traffic Crashes 268	Accidental Drowning 139	Homicide 362	Accidental Poisoning 1,025	Accidental Poisoning 1,984	Homicide 4,222	Suicide 6,677	Chronic Liver Disease 17,531	Stroke 109,239	Stroke 128,842	Stroke 4% (1,414,941)
5	Influenza/Pneumonia 234	Malignant Neoplasms 262	Exposure to Smoke/Fire 115	Congenital Anomalies 273	Malignant Neoplasms 714	Malignant Neoplasms 816	Malignant Neoplasms 3,659	MV Traffic Crashes 4,856	Diabetes 17,086	Alzheimer's 78,168	Alzheimer's 79,003	MV Traffic Crashes 4% (1,342,034)
6	Septicemia 221	Heart Disease 133	Homicide 115	Heart Disease 198	Heart Disease 423	Heart Disease 572	Heart Disease 3,174	Homicide 2,762	Stroke 16,686	Diabetes 48,944	Diabetes 68,705	Suicide 3% (1,284,213)
7	Stroke 147	Exposure to Smoke/Fire 117	Heart Disease 80	Accidental Drowning 153	Accidental Drowning 300	Accidental Drowning 210	HIV 881	Chronic Liver Disease 2,481	Suicide 14,406	Influenza/Pneumonia 43,303	Influenza/Pneumonia 52,135	Accidental Poisoning 3% (1,207,657)
8	Nephritis/Nephrosis 111	Influenza/Pneumonia 105	Influenza/Pneumonia 55	Influenza/Pneumonia 122	Congenital Anomalies 231	Congenital Anomalies 191	Diabetes 604	HIV 2,425	Accidental Poisoning 13,588	Nephritis/Nephrosis 40,465	Nephritis/Nephrosis 48,935	Diabetes 3% (1,022,154)
9	MV Traffic Crashes 91	MV Nontraffic Crashes 97	MV Nontraffic Crashes 50	Chronic Lwr. Resp. Dis. 113	Influenza/Pneumonia 141	Influenza/Pneumonia 159	Influenza/Pneumonia 592	Stroke 1,916	MV Traffic Crashes 9,342	Septicemia 26,763	Suicide 36,909	Perinatal Period 3% (1,021,725)
10	Malignant Neoplasms 74	Septicemia 64	Benign Neoplasms 40	MV Nontraffic Crashes 99	MV Nontraffic Crashes 121	Pregnancy, Child Birth 137	Stroke 537	Diabetes 1,872	Nephritis/Nephrosis 7,144	Hypertension Renal Dis. 21,256	Septicemia 35,639	Homicide 2% (784,678)
ALL ³	26,412	3,781	2,224	5,255	13,880	15,377	42,502	74,665	490,875	1,761,947	2,437,162	All Causes 100% (37,526,185)

¹Overall, motor vehicle crashes are the 11th leading cause of death. When ranked by specific ages, they are the leading cause of death for each age 4 and 11 through 27.
²Number of years calculated based on remaining life expectancy (2009 data from CDC) at time of death; percents calculated as a proportion of total years of life lost due to all causes of death.
³Not a total of top 10 causes of death. *A motor vehicle nontraffic crash is any vehicle crash that occurs entirely in any place other than a public highway.
Source: National Center for Health Statistics (NCHS) CDC, Mortality Data 2009.
Note: The cause of death classification is based on the National Center for Statistics and Analysis, Revised 68 Cause of Death Listing. This listing differs from the one used by the NCHS for its reports on leading causes of death by separating out unintentional injuries into separate causes of death, i.e., motor vehicle traffic crashes, accidental falls, motor vehicle nontraffic crashes, etc. Accordingly, the rank of some causes of death will differ from those reported by the NCHS. This difference will mostly be observed for minor causes of death in smaller age groupings.

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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: mtltap@coe.montana.edu.

We have new lists for the library publications, software, DVD's, and videos at our web site:
<http://www.westerntransportationinstitute.org/centers/ltap/Resources>

At this web site, you can also keep track of upcoming workshops, past and present newsletters, and workshop announcements. Our 2012 Needs Assessment Survey is available at this web site. Thank you in advance for taking time to complete it.

New Publications

p-3.10: China Earthquake Reconnaissance Report: Performance of Transportation Structures During the May 12, 2008, M7.9 Wenchuan Earthquake (FHWA Dec 2011)

A team of U.S. engineers was invited by the Ministry of Communication of China to study bridge damage from the M7.9 Wenchuan earthquake of May 12, 2008. This report documents the lessons learned from damage caused to the 14 observed bridges and summarizes the team's findings. (49 pages)

Online: <http://www.fhwa.dot.gov/publications/research/infrastructure/structures/11029/11029.pdf>

p-3.11: Postearthquake Reconnaissance Report on Transportation Infrastructure Impact of the February 27, 2010, Offshore Maule Earthquake in Chile (FHWA Oct 2011)

A transportation infrastructure reconnaissance team (TIRT) was organized by the Federal Highway Administration and performed a thorough postearthquake investigation of highway infrastructure from April 4 to 13, 2010.

This report presents the preliminary findings of the earthquake's effects on the transportation infrastructure, including bridges and other highway structures that the team visited during the reconnaissance. (214 pages) Online: <http://www.fhwa.dot.gov/publications/research/infrastructure/structures/11030/11030.pdf>

p-2445: TCRP Project H-38: Developing, Enhancing, and Sustaining Tribal Transit Services: Native Americans on the Move – Challenges and Successes (TRB Dec 2011)

This booklet provides an overview of the state of tribal transit programs throughout the country based on preliminary observations from the research effort. The intent is to provide tribal leaders and planners with basic information about the variety of tribal transit programs, challenges they are likely to face, how other tribes have overcome these challenges, and resources which are available to tribal governments. (16 pages) Online: http://onlinepubs.trb.org/onlinepubs/tcrp/docs/TCRPH-38_Phase1brochure.pdf

New Librarian at MDT

Kris Christensen, MDT Research, announced at the recent LTAP Advisory Board meeting they have a new librarian, Katy Callon. Christensen said anyone is welcome to contact Katy regarding MDT library materials they may want to check out. Katy's phone number is 406-444-0871 or you can email her at kcallon@mt.gov.

Go to MDT's library website for further information:
<http://www.mdt.mt.gov/research/unique/services.shtml>.

Their home page provides instruction on how to become a registered patron, do a catalog search, various sites to explore in transportation research, and transportation journals on-line.

They also can provide Interlibrary Loans by following the "I Need Materials" link. ❖

"Saddle Up" for the 23rd Annual Snow Rodeo in September!

It's time to pull down your Stetson, take a deep seat, and get ready to ride at the 23rd Annual Equipment Safety Training and Snow Rodeo to be held in Billings at the Metra on September 5 and 6, 2012!

The first day of the event will include training on Load Securement, Trenching and Excavation, Road Materials, and Equipment Tip-Overs--what happened and prevention safety. There will also be GIS/GPS classroom training followed by Geo Caching for hands-on field exercises. The afternoon will include walk-arounds on new equipment.

Competition will abound on Day 2 at the Annual Snow Rodeo. There will be obstacle courses on motor graders, snowplows, front-end loaders, backhoes, as well as equipment diagnostics and a written safety exam. Safety will be the key word of the day, reminding participants they will be **DISQUALIFIED** if they do **NOT** buckle their safety belt when operating any piece of equipment.

Registration brochures will be available mid-July. Questions can be directed to Montana LTAP, 1-800-541-6671. ❖



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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:

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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.