

LTAP MATTERS

Montana's Answers To Technical Education of Roads & Streets
Vol. 32, No. 1

Winter 2014

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MONTANA
STATE UNIVERSITY

Local Technical
Assistance Program

From Montana LTAP Director

At one of our recent monthly safety webinars, I had announced my previous training came from over thirty-five years of experience in the transportation field working for local governments. During this time my training modules are continually updated with the latest information available.

A quote from our October 2013 "Effective Public Relations" webinar was by Albert Einstein, "...the significant problems we face cannot be solved at the same level of thinking we were at when we created them..."

Not only have I observed considerable change in what is being requested by local governments, the clientele is much younger and has more avenues to find information regarding technology to use at their jobs.

In helping upcoming supervisors, this webinar provided some important ways of working with their crew. Goethe talked about treating "... a man as he is and he will remain as he is. Treat a man as he can and should be and he will become as he can and shall be."

My point here is to work as a team, listen to your crew, consider every person's idea, and the synergy will create a positive work atmosphere. As a leader, it is important to treat our employees with the same respect and concern that we want for ourselves. If we ignore and do not listen to suggestions, the reciprocal treatment will be handed to us. In my experience with various road supervisors, I have heard stories crew members got angry when they were not heard and the supervisors were shocked.

Communication is the key. Listening is the root of all professionalism. In this recent webinar, I outlined it is our job to become effective leaders by becoming good listeners. This holds true when working with the public.

By passing on positive listening skills to everyone in your department, there is the hope when an angry driver stops a motorgrader operator, the operator will be able to listen. Part of listening is to remember sixty percent of communication is non-verbal. Have your crew members take notes from the concerned public citizen and let them know this information will be taken to the road department.

Another part of communication that can work toward building the department's positive image is providing information to the public of how and why certain roads are being upgraded. The PASER inventory provides actual statistics with a simple graph showing the condition of a county road department's roads. When the public understands the reasoning of managing a limited budget and that good roads cost less to maintain, the public can actually end up supporting your department to obtain more dollars for road projects.

This particular webinar ended with discussion on the importance of having a Snow Plowing Policy in place. Sandra Broesder, Pondera County Commissioner, noted, "We need to work together to give the same message to the public. A Snow Plowing Policy helps meet this criteria so everyone is on the same page."

There is no doubt information is traveling much faster than thirty-five years ago. By having Facebook updates on Montana Department of Transportation's road concerns, tweeting on road closures, and texting information to concerned parties in just seconds, the public appreciates knowing what is happening on the traveled roadway. As transportation providers, it is our job to make sure the communication is accurate and informational. ❖

*Slow down on icy roads and travel safe,
Steve Jenkins, Montana 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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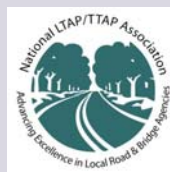
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Our website lists upcoming training courses, registration forms, library information, our contact information, newsletters, various links, and MACRS information. Please go to: <http://www.coe.montana.edu/ltapv2/index.html>

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.

MT LTAP ADVISORY COMMITTEE MEMBERS

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

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Administration

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City of Bozeman

Front Page Photo: Bridger Canyon, north of Bozeman - by Michele Beck

You Show Us Winner - Tim White, Lincoln County

"It was a great surprise when I was notified our Beaver Clean-out Gate entry placed First at Region 7 at the You Show Us Contest in Rapid City, South Dakota, at the Regional Local Roads Conference this October," said Tim White, Lincoln County Road Supervisor District 3.

"As a winner at regional, MT LTAP will now send Tim's entry into the National Competition for 2014," commented Steve Jenkins, MT LTAP Director. "National winners will be announced at the 2014 July LTAP/TTAP National Conference."

Problem Statement:

A beaver or muskrat would build inside or in front of the culvert. If not caught in time the stream would build up to where it would take a couple of men in chest waders to remove the dam. On larger culverts, this was a safety concern when the dam would break loose. The volume of water rushing into the culvert would have enough force to suck a man in and possibly drown him, if not cause bodily injury.

Discussion of Solution:

We determined we needed a system where one person could easily unplug the head end of the culvert. Our design considered how the animal will build in the tines of the beaver gate. By raising the gate with the come-along, the debris will automatically loosen and fall off in small enough portions to go through the culvert. The rush of the backed-up water would also clean out the culvert at the same time.



L to R: Tim White, Lincoln County, receiving congratulations from Steve Jenkins, MT LTAP, for placing first at Region 7.

Labor, Equipment, and Materials:

Shop time to weld and construct gate:

One Employee @ \$17.50 x 8 hours = \$140.00

Equipment Used: Metal Cutter

Welding Equipment Material:

2" Black Pipe 21' @ \$3.50/ft = \$ 73.50

1/4" x 11/2" Flat Bar 26' @ \$.72/ft = \$ 18.73

21/2" Black Pipe 6" @ \$5.50/ft = \$ 2.75

Total Cost

\$234.97



This photo shows the gate in a closed position over the culvert. (No come-along used when closed.)



This photo shows the gate open with the use of the come-along in place, hoisting the gate.

Savings and Benefits to County:

The safety of an employee's life or bodily injury was the biggest benefit of this design. The savings and benefits to the Lincoln County Road Department included cost of manpower of using just one person rather than sending two for cleaning out culverts. Savings occurred on the amount of time it takes to pull the gate to clear the culvert, instead of manually wading into the water and physically pulling debris from head end of culvert. There is also a savings of keeping the culverts cleaner due to ease of just lifting the gate and therefore keeping the roadway drainage flowing and preventing any water roadway damage issues. ❖

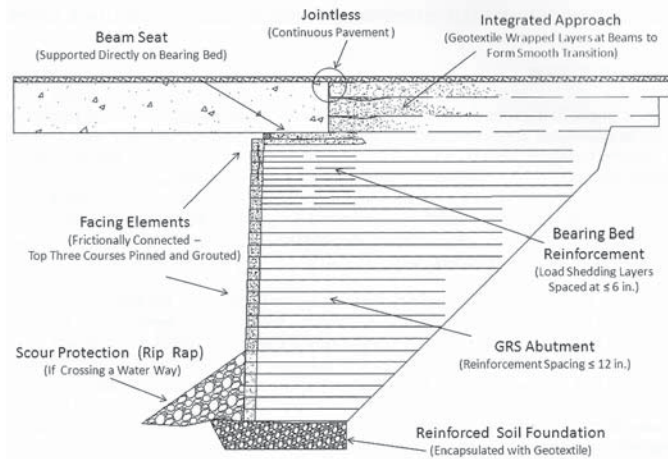
To view past National You Show Us Entries, go to this website:
<http://www.ltap.org/resources/mousetrap.php>

Dupuyer GRS-IBS Showcase

by Craig Abernathy, Montana Department of Transportation

In September, Federal Highway Administration (FHWA), Montana Department of Transportation (MDT), and Montana Local Technical Assistance Program (LTAP) teamed up to present a 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.

GRS-IBS is a form of accelerated bridge construction (ABC) that lowers cost, slashes construction time, improves durability, and increases safety. GRS-IBS technology uses alternating layers of compacted granular fill material and fabric sheets of geotextile reinforcement to provide support for the bridge.



GRS-IBS also provides a smooth transition from the bridge onto the roadway. This type of bridge structure alleviates the “bump at the bridge” caused by uneven settlement between the bridge and connecting roadway. The technology offers unique advantages in the construction of small bridges:

- Reduced construction time and cost
- Use of common equipment and materials for simplified construction and maintenance
- A flexible design easily modified in the field for unforeseen site conditions, including unfavorable weather conditions

The Dupuyer showcase included a morning classroom session and working lunch focused on technical overviews and national perspectives presented by FHWA. MDT staff presented on the design and construction criteria and lessons learned on the current bridge project.

In the afternoon, the participants were bussed to the bridge construction site.



MDT Photo



Fairbank Photo



Fairbank Photo



Fairbank Photo

MDT Photo

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.

Additional information is available on FHWA's GRS-IBS website: http://www.fhwa.dot.gov/everydaycounts/technology/grs_ibs/ and MDT's website: http://www.mdt.mt.gov/research/projects/grs_ibs.shtml. ❖

If you have questions, please contact Craig Abernathy (406.444.6269 or cabernathy@mt.gov).

Thanks to Tom Fairbank, Blaine County Road Supervisor, for providing three photos.

Hill County Truck Driving Info

At the recent MACRS fall meetings held in Polson, Helena, Billings and Glendive, truck driving safety was covered with a special emphasis on air brakes. Steve Jenkins, MT LTAP Director, and retired Cascade County Road Supervisor Dave Sutton provided a review of the Montana Commercial Driver License manual. In addition to the classroom training and review exam, field exercises were performed by participants in the hosting county's yard demonstrating 3-point contact, walk-around inspection, loading trucks safely, dumping even windrows, and diagnostics challenge.

Topics covered during classroom instructions included:

- Vehicle Inspection: Before, During, After
- Driving Safety: Staying Alert and Backing
- Communicating to Other Drivers
- Controlling Speed
- Managing Space
- Distracted Driving
- Road Rage
- Skidding
- Fires
- Parts of Air Brake System and Using Air Brakes
- Using Parking Brakes

Additional input also came from Jerry Otto, Hill County Road Supervisor, who provided the following information from his experience about truck driving:

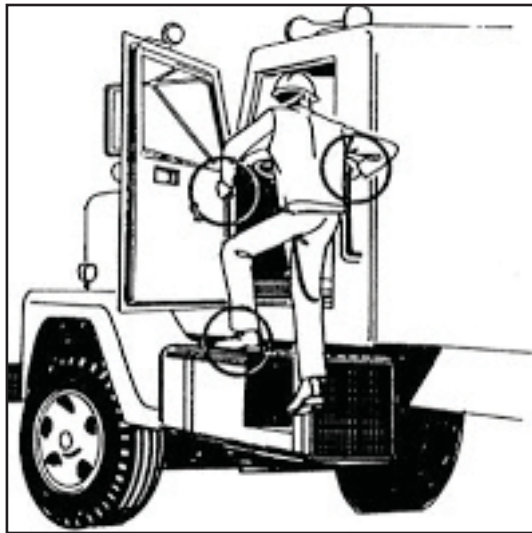
This fall I started my thirty-seventh year for the Hill County Road and Bridge Department. My first four years began as a heavy equipment operator, then twelve years as a working foreman, and the last twenty years as Hill County Road & Bridge Supervisor. Throughout this time, I have seen a variety of serious situations happen and offer these pointers:

#1. Never run anything but the best tires on the steering axle and always keep an eye on them. When they get a little worn pull them off and run them on a trailer. Ask your drivers to help you watch this.

#2. Always slow down when meeting an oncoming vehicle no matter who they are. A loaded gravel truck will scare the heck out of some people. Always give the other loaded truck full right of way even if this means you have to come to a stop. We are not in a race to see who can get the most loads. We appreciate safe and steady loads over the most hauled one day and none the next.

#3. More than anything -- pay attention. Like the song says, "Shut-up and Drive", stay off the cellphones when driving or if you have to talk, pull over and stop. Do not be reaching for something in your lunch bucket or a thermos that has rolled over against the door.

I had to let a truck driver go for this reason after three previous written warnings. I got a call from the crew to come out to the job site because this driver was driving too fast and not paying attention. When I met him on a crest of a hill, I had two feet of roadway left, so I had to hit the ditch. He had to "Hit the Road." He said he was reaching for something.



3-Point Contact

#4. Your grader and truck drivers have to work as a team. This is a must for the safety of the drivers, trucks and everybody involved. For example, we will haul throughout the winter if it is possible. This one time we had a little snowfall and I asked the blade operator to clear the corners off before the trucks got there. He had plenty of time to do so. Unfortunately the first three trucks arrived before the grader got there and packed the snow. Then it warmed up a little. When the fourth truck arrived and made the corner he all most came to a stop when his trailer slid around and pulled the truck and trailer over into the ditch. My grader operator said, "I was coming." He should have been there an hour before this incident!

#5. Always watch for overhead electrical lines before lifting your load. Stay in your truck as it is getting loaded. If you want to do a walk-around, pull out of the loading area. Counties will sometimes use pit run for haul road repair. When you are checking the tires, watch for rocks getting stuck between the dual tires on all trucks. They can become flying missiles!



Above: Backing Issues

#6. As county road departments, we all have a washout we need to fill with end dumps and sometimes it is a one-man band. For the first load, get out and check your ground conditions. If you do not have a spotter, be careful and dump on the far left side of the road. Then you can back your next load by moving to the right a half width of your truck and using your previous load as a stopping block for the rear left dual. Always make sure your truck is as level as possible. If not, after dumping -- pull ahead just a few feet

to make sure the box is empty and then lower the box all the way before moving. ❖

Calendar of Events • January 2014 - June 2014

January 2014

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	②⑩	②①	22	23	24	25
26	②⑦	28	29	30	31	

1: New Year's Day - MT LTAP Offices Closed

12-16: Transportation Research Board, Washington, DC

20: Martin Luther King Day - Offices Closed

21: MT LTAP Safety Webinar - Collaborations - 7:30am-8:00am

27-29: 12th Annual Safety Congress - Great Falls, MT (MT LTAP):

27am: Work Zone Tech

27pm: Traffic Control Supervisor

28: Traffic Control Supervisor

29: Roadway Safety Training

February 2014

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	

11: Asphalt Institute - Helena, MT (MT LTAP)

12: Intelligent Compaction Workshop (AI/MDT) 8am - noon, Helena

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

18: MT LTAP Safety Webinar - Personal Safety - 7:30am-8:00am

March 2014

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	②⑩	②①	22
23	②④	25	26	27	28	29
30	31					

10-14: MSU Spring Break

11: MT LTAP Safety Webinar - Work Zone Safety - 7:30am-8:00am

17: Flagging Certification Course - Butte (MT LTAP)

18: Flagging Certification Course - Great Falls (MT LTAP)

19: Flagging Certification Course - Havre (MT LTAP)

20: Flagging Certification Course - Billings (MT LTAP)

21: Flagging Certification Course - Billings (MT LTAP)

24-27: MACRS 34th Annual Conference Heritage Inn, Great Falls, MT (MT LTAP)

April 2014

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

7-11: National Work Zone Awareness Week (FHWA)

15: MT LTAP Safety Webinar - County Road Specs 7:30am-8:00am

21-25: NACE 2014, Baton Rouge, LA

22-24: Rocky Mountain APWA - Northern Hotel, Billings, MT

May 2014

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	②⑩	②①	②②	23	24
25	②⑥	27	28	29	30	31

4-7: APWA North American Snow Conference - Cincinnati, Ohio

More info: <http://www.apwa.net/Snow>

7-8: Gravel Roads - Conrad (MT LTAP)

13: Work Zone Flagging Course - Miles City (MT LTAP)

13: MT LTAP Safety Webinar - Gravel Road Materials - 7:30am-8:00am

14: Work Zone Flagging Course - Glendive (MT LTAP)

15: Work Zone Flagging Course - Wolf Point (MT LTAP)

19-20: Gravel Roads - Glasgow (MT LTAP)

20-22: Safety Fest - Miles City (www.safetyfestmt.com/)

21-22: Gravel Roads - Miles City (MT LTAP)

26: Memorial Day - Offices Closed

June 2014

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					

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

4: MACRS Executive Meeting, 1-5pm - Bozeman

5: MT LTAP Annual Advisory Board Meeting, 9am-12pm - Bozeman

17: MT LTAP Safety Webinar - Millings 7:30am-8:00am

Safety Meeting Webinars from Montana LTAP

January 21, 2014: Collaborations with Other Agencies

February 18, 2014: Personal Safety - Back/Hands/Eye

March 11, 2014: Work Zone Safety

April 15, 2014: County Road Specifications

May 20, 2014: Gravel Road Materials

June 17, 2014: Millings

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 2014 - December 2014

July 2014

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

15: MT LTAP Webinar: TBA-7:30-8:00am

21-24: National LTAP/TTAP Summer Conference, St. Louis, MO

Training on Request:

*Summer Survival
Hand Safety
Slips, Trips, & Falls*

August 2014

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

12-14: SafetyFest - Havre (www.safetyfestmt.com/)

19: MT LTAP Webinar: TBA - 7:30-8:00am

Training on Request:

*Forklift
Sign Safety
Road Audits*

September 2014

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				

2: Labor Day Holiday - Offices Closed

3 & 4: 25th Annual Equipment Safety Training and Snow Rodeo - Great Falls, MT (MT LTAP) Brochure available in July

16: MT LTAP Safety Webinar: TBA 7:30am-8:00am

21-25: MACo 105th Annual Conference, Hilton Garden Inn, Kalispell, MT
www.mtcounties.org or MACo's Karen Houston 406-449-4360

SAVE THE DATES: September 3 & 4
25th Annual Snow Rodeo - Great Falls, MT

October 2014

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	

MACRS Fall District Meetings: TBA

8 - 10: 83rd League of Cities & Towns - TBA

8: Public Works Directors Meeting -TBA

10: Put On The Brakes Day - 14th Anniversary (go to: www.brakesonfatalities.org)

13: Columbus Day - Observed (Montana LTAP Offices Open)

21: MT LTAP Safety Webinar: TBA- 7:30am-8:00am

21 - 23: 28th Regional Local Road Coordinators Conference, Rapid City, SD

November 2014

S	M	T	W	Th	F	S
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2	3	4	5	6	7	8
9	10	11	12	13	14	15
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23	24	25	26	27	28	29
30						

4: Election Day - Offices Closed

11: Veterans' Day - Offices Closed

TBA - LTAP Leadership

TBA - MACRS Planning Meeting, 1pm - 5pm and 8am -noon;

18: MT LTAP Safety Webinar: TBA 7:30am - 8:00am

27 - 28: Thanksgiving Holiday - Offices Closed

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

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 2014

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 - LTAP Winter Safety

16: MT LTAP Safety Webinar: TBA 7:30am-8:00am

25: Christmas Holiday - Offices Closed

Training Opportunities at Montana LTAP Website:
<http://www.coe.montana.edu/ltapv2/training/index.html>

Parting Shot . . . Dave Sutton

In order not to lose the wisdom, this special column is dedicated to those who are retiring, or recently retired, and wish to pass on some gems from their years dealing with county roads or city streets. The following comments are from former Cascade County Road Supervisor Dave Sutton:

My home town is Twin Bridges and I was born, raised and educated in Montana. Forty years of my career found me working in Alaska, Idaho, Nevada, and Wyoming, but mostly Montana. Whether financing myself through college or working in my career field, life found me wearing many hats, such as in the seat of a 10-wheeler or an 18-wheeler, driving “over-the-road” as well as loaders, dozers, blades and scrapers on construction. The greater share of my career was being an Engineer-Estimator/Project Manager. I was quite fortunate being able to combine both a technical education with a practical education. I think of it as having two degrees, one technical and one practical and the two of them combined formed the “College of Hard Knocks.” With all of this, valuable lessons were learned in dealing with people, budgets, and earthly conditions Mother Nature would cast upon on us.



I recently retired as Cascade County Road & Bridge Supervisor after nearly eight years where I discovered my job was dealing with people skills; job costing and operational cost analysis; roadway ratings, the costing of these upgrades; and scheduling of a crew. These people included commissioners, taxpayers, superiors, equipment and material suppliers, and one of the most important--my crew.

As a road supervisor, I found the “Great Challenge” being able to balance the management of the crew, the actions of the commissioners, the scantness of a budget, explanations to a taxpayer why their road had not been bladed--since Moby Dick was a minnow--all the while trying to answer and educate superiors as to my management protocol. It is quite a juggling act to set up a man-power schedule with variables like people getting sick, no-shows, and biggest of all--weather. The greater share of people are easy to communicate and deal with as long as I gave them sincere, knowledgeable, straight-up answers about their issues. It was extremely important to instill my credibility and gain their trust.

FHWA Pedestrian Safety Guide

From FHWA Office of Safety Website: http://safety.fhwa.dot.gov/ped_bike/

On September 3, 2013, the FHWA Safety Office released an updated version of Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE 2013), which was first released in 2003. PEDSAFE 2013 is intended to provide the latest information available for improving the safety and mobility of those who walk, particularly as it pertains to roadway design and physical roadway features.

PEDSAFE 2013 is comprised of four sections: a Guide of basis information, specific Countermeasure details, Case studies, and an expert system tool for countermeasure selection. The Guide section helps practitioners better understand the issues facing pedestrians, how to analyze crashes and how to implement new treatments.

In reference to an accurate costing system, which is your life blood, tracking and analyzing my operational costs was necessary to: a) provide my Commission an accurate budget request; b) to indicate internal problems so I was able to fix them; c) summarize bids and be sure to include all lifetime costs for that piece of equipment which includes fuel per hour and operation cost per hour; d) summarize quantity of material which includes royalties to pit owners, reclamation costs per acre, and haul cost per mile; e) to affix an accurate cost to respective productions such as miles per day of bladed or cost/yard of gravel laid down per day; f) to compile an accurate cost estimate to upgrade a section of roadway from one rating to the next; g) to cost out downtime and repair costs for our equipment which in turn indicated when it was time to rebuild, repair, or replace a piece and/or pieces of equipment. All of this costing needs to be one of the most important tools of management you have. It also should give you an aid to show your taxpayers what they are getting out of their dollar.

The days of “just give me money enough to balance my budget next time” are gone. Today we need this information to see what, where and how if something is broken so we can fix it. Partner up with your finance officer or the person responsible for paying your department bills if you have to but keep current on those cost issues.

In summary, knowledge and experience, used properly, are your most valuable tools. Continuing the education process by training, by schools or just by the things we learn every day all become the most valuable part of our tool boxes. As a person with an extensive background in the private sector, I feel LTAP is one of the most valuable tools available in the state. With it exists an excellent wealth of training and subject matter to build quality crews and supervisors to go out and manage and provide the maintenance and repair of the ever critical county road systems. LTAP provides training for the physical operation of equipment and costing/rating of your roads, and an entire gamut of education. USE THEM! MACRS and LTAP are two of the most professional groups I have had the privilege to be a part of. Though retired, I sincerely extend my experience and any help I can be to these fine groups of dedicated officials. ❖

A summary of federal pedestrian funding opportunities can be viewed at:
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/bp-guid.cfm#bp4

While the earlier version of PEDSAFE was produced in printed form, the latest iteration of PEDSAFE 2013 is only available online. The new site offers a variety of interactive tools to best help practitioners address pedestrian safety issues. ❖

PEDSAFE 2013 can be accessed at:
<http://www.pedbikesafe.org/PEDSAFE/>

MACRS President Jerry Backlund



For more MACRS Info: <http://www.coe.montana.edu/ltapv2/resources/macrs/index.html>

The Montana Association of County Road Supervisors (MACRS) officers and representatives met mid-November to plan the agenda for the Spring MACRS Conference to be held March 24-27, 2014. Having served on the MACRS Board in varying capacities, Jerry Backlund, MACRS President, appreciates the continuance of those serving to keep their organization viable.

"Having worked for the Custer County for over 23 years, it has been my experience to personally get to know government agencies we work with in a variety of situations," Backlund said. "That is why I have chosen the topic for this upcoming MACRS Conference: 'Interaction with Interagencies and Counties' emphasizing this partnership."

Backlund briefly outlined conference topics:

- Pre-conference on DEQ forms
- Disaster and Emergency Services (DES) and the Bureau of Land Management
- Malmstrom Air Force Base Speaker
- Speed and Weight Limits on County Roads
- Documenting Disciplinary Action
- Tier 4 Emissions
- GRS-IBS Bridge Showcase from Dupuyer
- HSIP Funding, Safety Audits
- PASER
- Ball Banking Curves
- Wild Land Fires

For More MACRS Info, go to this website: <http://www.coe.montana.edu/ltapv2/resources/macrs/index.html>

Along with this outstanding program that has something for everyone, the MACRS guest program is in the planning also. Backlund encourages everyone to get registered as soon as possible and get your room reserved. *Registration Forms:* <http://www.coe.montana.edu/ltapv2/training/index.html>

He also emphasized the appreciation of vendors that attend and support MACRS. With over fifty vendors last year, this conference is as important to the vendors as it is to the participants. All 56 counties are MACRS members and this conference provides an opportunity for everyone to come together in one location.

Backlund noted Montana LTAP has been instrumental in providing conference planning and registration assistance over the years. Because the conference had a record number of over 300 participants last year, the Best Western Heritage Inn of Great Falls continues to be about the only place in Montana that can handle vendor booth set-ups in the dining area and outdoor equipment space Backlund explained.

"At Wednesday night's banquet we are also going to have quite a number of Roads Scholars and Road Masters who will receive their awards," said Backlund. "This program has honored those county road employees who further their education in safety and equipment training offered through Montana LTAP. It is a win-win for everyone."

"Reminder to all county road departments," said Backlund, "MACRS is your organization. The officers and representatives are here to help you so be sure to contact your regional rep or any of the officers if you have a question or concern." ❖

TSEP Funding

From TSEP website: <http://comdev.mt.gov/TSEP/default.mcp>

Are your city's water lines leaking? Have you reached the capacity of your town's wastewater treatment plant? Do you have a bridge that has deteriorated to the point that it may have to be closed?

These issues, along with other infrastructure problems, are a dilemma for local governments trying to maintain their community's vital infrastructure. Local officials, staff and engineers are encouraged to consider whether the Treasure State Endowment Program (TSEP) could help finance a local infrastructure project.

The Montana Department of Commerce's research findings, along with comments from local government officials and citizens, indicate that the principal reason why so many local public facilities are deficient is that most options for correcting deficiencies are simply not considered affordable by local residents.

TSEP is a state-funded program that has been designed to help address that "affordability" problem by providing grants to lower the cost of constructing public facilities projects. The program was authorized by Montana's voters with the passage of Legislative Referendum 110 on June 2, 1992. The law has been codified as Sections 90-6-701 through 90-6-710, MCA.

Recently Becky Anseth said there are also planning grant funds at the planning bureau link to help a community get started on a potential project or community goals. The planning grant funds are non-competitive and applications are received on a continual basis until funds run out, currently there is funding available. TSEP construction grants are a competitive application process with review and ranking by TSEP staff. The next application deadline is early May 2014. The construction applications will then be reviewed by staff and recommendations made to the Governor and finally awards announced near the end of the next Legislative session.

For more information, please contact:

Becky Anseth	Valerie Short
TSEP Manager	Program Specialist
406-841-2865	406-841-2787

If you have questions about the information provided on the TSEP website, please contact the Community Development Division at 406-841-2770 or e-mail DOCTSEP@mt.gov ❖

Montana Assists In Road Repair

Interview with Joe Carter, Jefferson County Road Supervisor. All photos by MSgt Brewer unless indicated.

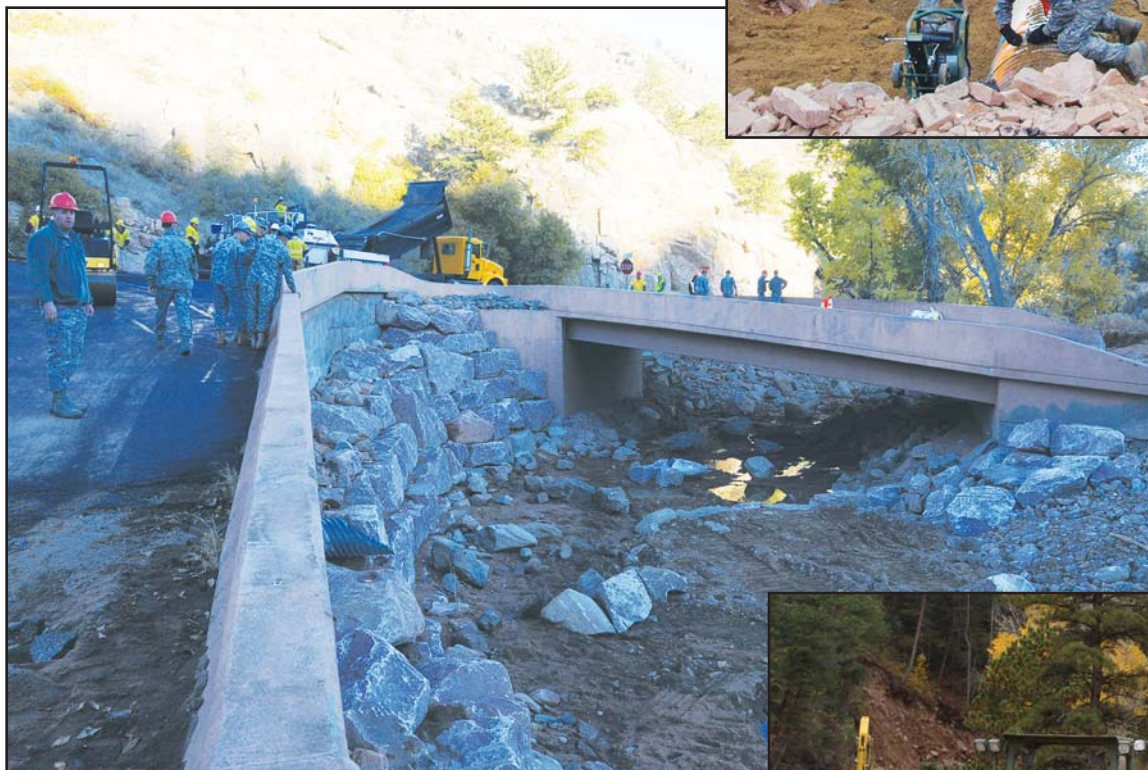
Normally quiet Little Thompson River shares the canyon with US HWY 36 from Estes Park to Lyon in Colorado. However in September 2013 torrential rains devastated the area and seventeen highway sites were washed out completely by the 30-foot wall of water that came charging down the twenty-two miles in the canyon.



Above: US Hwy 36 Damage

Colorado Governor John Hickenlooper worked out a contractual agreement with Montana Governor Steve Bullock to provide thirty-one Montana Air National Guardsmen from the 219th RED HORSE Squadron to assist on rebuilding US HWY 36.

Right: Reconstruction of culverts



Above: Bridge with riprap and flowable fill

Right: Left to Right: Army Specialist Nick Fossum, CO Army National Guard; and Joe Carter, 219th Red Horse Squadron & Jefferson County Road Supervisor

Joe Carter, Jefferson County Road Supervisor and Sr. Master Sergeant who is the Chief of Operations for the 219th RED HORSE Montana National Guard, was deployed to Colorado on October 10 (his birthday) to help with rebuilding the road to Estes Park on HWY 36. Carter left with 30 other Montana crew members of the RED HORSE Squadron, taking the 12-hour bus ride to Colorado. Ten additional Army personnel were added to his division when they arrived. He immediately started coordinating teams when their boots hit the ground.

Carter set up three teams and appointed two of the teams with a Master Sergeant each. Carter's teams were responsible for ten of the eighteen sites, #8 - #17. Because Carter's heavy equipment operators from the RED HORSE Unit had completed a job at the St. Ignatius dam earlier in the summer, they were not available for deployment for this particular job. He said the thirty crew members deployed included carpenters, plumbers, electricians, and engineers.

Continued on Page 11 . . .

Rapid
Engineer
Deployable

Heavy
Operational
Repair
Squadron
Engineers



Road Repair (Cont'd from page 10)

When he assessed the situation, he chose his Airfield members (Dirt Boys) as key heavy equipment operators with the majority driving dump trucks. Several became smooth drum roller and sheepsfoot compactor operators, while some provided assistance as office staff.

Team 3, lead by SSgt Parriman, Benny (his nephew), tackled the biggest issue of saving a bridge by building a retaining wall to support flowable fill (like concrete) and placing rip rap in strategic areas. They also had to move a fifteen-foot high pile of rocky debris that had been pushed up against a cliff face in the canyon by the flooding.



"I don't think people understood the extent of damage caused by this flood," Carter said. "The power of water literally tore several sections of highway apart."

In just two weeks they had their portion of roadway rebuilt and paved. Carter mentioned the folks from Estes Park were so appreciative for getting the road opened, they brought the crew bags of home-baked chocolate chip cookies and personally thanked them for all their hard work.

Carter noted there were other National Guard units from Kansas, Utah and Colorado working on other sites in the canyon and on several other closed roads. Highway 36 was opened three weeks early and a ribbon cutting dedication took place on November 4, 2013.

For getting this road opened at an earlier date than scheduled, Carter was awarded by two-star General Quinn from Montana and two Colonels from Utah and Colorado. Carter also was recently promoted to the RED HORSE Squadron's Chief of Operations and in 2011 received Sr. NCO of the Year Award.

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(at)coe.montana.edu.

We have new lists for the library publications, software, DVD's, and videos at our web site, just click on Resources: <http://www.coe.montana.edu/ltapv2/>

At this web site, you can also keep track of upcoming workshops, past and present newsletters, and workshop announcements. Our 2014 Needs Assessment Survey is available at this web site. Thank you in advance for taking time to complete it.

L to R: MT National Guard Adjutant General Maj. Gen. Matthew Quinn and Senior Master Sgt. Joe Carter, Jefferson County Road Supervisor. Photo by Maj. Cody Smith



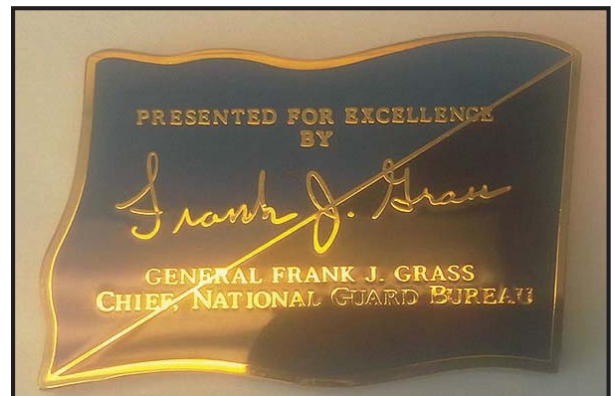
On November 18, 2013, Carter also received a letter of appreciation from four-star General Frank J. Grass, Chief of the National Guard Bureau, Washington D.C., and the medal pictured below.

In this letter, General Grass thanked Carter for his "outstanding leadership directing 30 members of the 219th RED HORSE Squadron during Operation Sapper Fury."

Carter's "extensive technical knowledge was instrumental in securing the equipment, man-power, and material requirements necessary to rebuild...work sites along Colorado HWY 36, ..." quoting General Grass. Concluding in his letter to Carter, he noted supporting our communities and fellow Guardsmen in their time of need is part of the Guard's mission. ❖



*Above: Front of Medal
Below: Back of Medal*





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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.