

Country Roads & City Streets

WV Local Technical Assistance Program

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West Virginia University



RECORD ATTENDANCE AT THE 2010 SNOW AND ICE CONTROL WORKSHOP

Kim Carr, WV LTAP



Winter 2010, Preston County, West Virginia. Photo Provided by WVDOH.

Last winter's snowfall was certainly one for the record books and was the best publicity the WV LTAP could have had for the September 30, 2010 Snow and Ice Control Workshop. A record-breaking 164 registrants attended this year's workshop. We were excited to see so many people participate, learning techniques to deal with Mother Nature's winter wrath.

During a typical winter, roadway workers, managers, and supervisors face many challenges and last winter was certainly one of the more challenging in recent years. Recognizing that you cannot improve methods and systems until you take a close look at what worked and what did not work, this year's workshop opened with a panel discussion entitled, "Lessons Learned This Past Winter." Four panelists from municipal and state

roadway agencies discussed some changes they plan to implement for the coming winter along with techniques they found successful. Panelists discussed the challenges they encountered while dealing with high levels of stress, long hours, fatigue, broken equipment, closed roadways, and many more, along with the strategies they used for these issues.

Another topic that was covered during this workshop was highway deicers. Scott Koefod, Principal Scientist for Cargill Salt and Cargill Deicing Technology, presented a general session entitled, "Deicers 101," that provided an introductory explanation of how deicers work, the role of liquid deicers, common performance enhancers, and how commonly

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Why Children At Play Signs Are Not Recommended

Country Roads & City Streets is typically published quarterly. The purpose of this newsletter is to provide information that is beneficial to decision makers, elected officials, and roadway construction, maintenance and management personnel.

The material and opinions included in this newsletter are those of the West Virginia LTAP and do not necessarily reflect the views of the Federal Highway Administration or the West Virginia Department of Transportation. Every effort has been made to ensure the integrity and accuracy of both original and borrowed material; however, the West Virginia LTAP does not assume responsibility for any information that is found to be incorrect.



The West Virginia LTAP is part of the National Local Technical Assistance Program, which is funded by the Federal Highway Administration. West Virginia LTAP also receives funding from the West Virginia Department of Transportation.

MISSION:

The mission of the WV LTAP 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.

To help achieve this mission, training, demonstrations, personalized technical assistance, and resource materials are provided.

TIRED BEHIND THE WHEEL?

Ashley Collins, WV LTAP Student Employee



It only takes a quick second to cause an accident if you are not paying attention while driving a motor vehicle. Distracted driving can cause you to swerve between lanes, run a red light or stop sign, drive into a ditch, rear-end a car in front of you, or lose total control of your vehicle. Driving while tired is one of the most dangerous things you can do and the consequences are too severe to take the risk.

The National Highway Traffic Safety Administration (NHTSA) estimates that over 100,000 car crashes each year are due to drowsy driving. A November 2010 ABC News report states that studies have shown “staying awake for 24 hours can leave a person as impaired as someone with a 0.1 alcohol level — the equivalent of consuming six drinks.” Fatigue slows your reaction time and lowers awareness of your surroundings. The AAA Foundation for Traffic Safety found that 41 percent of drivers admitted to driving while tired and 1-in-10 said they had fallen asleep at the wheel in the past year.

SIGNS OF DROWSY DRIVING

The National Highway Traffic Safety Administration lists a few signs of drowsy driving. These include: uncontrollable yawning, trouble keeping your eyes open, hitting rumble strips more than a few times, disconnected thoughts, not remembering driving the last few miles, running a stop sign or red light, weaving between lanes, or any other signs of poor driving skills.

TIPS FOR GETTING HOME SAFELY

To get home safely when feeling drowsy, NHTSA provides helpful tips that can be put into action. Take a taxi or some type of public transportation when feeling drowsy, avoid medications or alcohol, carpool if possible, and pull over in a well lit area if you hit a rumble strip to take a quick nap or consume caffeine. Experts recommend drinking two cups of a caffeinated beverage and taking a 15-20 minute nap so the caffeine has time to take effect when you are waking.

IMPROVE YOUR SLEEP CYCLE

NHTSA gives some tips that will help improve your sleep cycle. Make your room completely dark when going to bed. The darker your room is the better sleep you will have. Block outside noises that are disturbing and consider investing in a white noise machine that will play soothing sounds while you sleep. Unplug phones so you are not interrupted while sleeping. Adjust your thermostat between 60 and 65 degrees Fahrenheit. A room that is too hot or too cold disturbs your sleep patterns. Keep a regular sleeping schedule. Go to bed around the same time every night and wake up at the same time every morning. Avoid alcohol and caffeine before you go to sleep. Maintain or improve your overall health by eating better and exercising. Take a warm bath or read before you go to bed to calm your system and make you feel sleepy. Lastly, know the side effects of any medications you are taking.

Feeling tired and falling asleep at the wheel are dangerous; do not be a part of the 17 percent of motorists who cause a fatal accident due to sleepiness. Take precautions and use the tips listed above to help you be a safer driver.

2010 SNOW AND ICE CONTROL WORKSHOP CONT'D



used materials compare in their ice melting performance. Scott also presented a breakout session called “Understanding and Managing Deicer Environmental Effects,” which focused on deicers used in the winter months and the impact they have on vegetation, water, soil, concrete, and metals.

Chain saw safety was another topic covered during this workshop. Often roadway workers are involved with clearing roadways of trees that have fallen from high winds, heavy snow, or accumulations of ice. Knowing proper chain saw safety techniques and practicing these techniques is an important part of maintenance operations.

A communication-focused topic that was presented at this workshop dealt with working with residents. Participants were provided with some practical tips for communicating with irate individuals: in-person, on the phone, or through written correspondence. This session also focused on the importance of positive, proactive communication and follow-through



to increase resident satisfaction and reduce complaints.

Techniques that should be used for properly patching potholes and different technologies were the focus of the final break-out session. Last winter left state and local agencies with more than their fair share of roads riddled with potholes. This is an important issue; learning proper patching techniques and investing in appropriate equipment can help an agency save time and money over the long-term.

The asphalt recycler machine was one piece of equipment demonstrated during the workshop. The equipment takes asphalt millings, heats these millings, and essentially provides a supply of hot mix asphalt that can be available year round. Another piece of equipment that attendees were able to learn more about was an asphalt spray machine, which is great for crack repairs.

In addition to the non-traditional winter equipment, participants also had the opportunity to learn more about traditional winter arsenal equipment, such as plows, spreaders, trucks, stainless steel truck beds, and storage buildings.

Thank you to all of our exhibitors and attendees that brought equipment, displays, and helped others learn more about available options. This was the 20th Snow and Ice Control Workshop hosted by the WV LTAP, and the staff is looking forward to our 21st workshop. Please contact us with any suggestions for next year’s workshop. Happy snow fighting!



Clockwise from top left:

1. Ed Murriner of CAHOJO Consulting is discussing the importance of personal protective equipment during the chain saw safety session.
2. Leonard Hancock, Jr of LH Jones Equipment Co. lets the attendees know about different types of winter weather equipment.
3. Kenny Martin of Schwarze Industries explains the features of an asphalt spray patching machine to the group.
4. Participants had the chance to see a WVDOH asphalt recycler machine in action.

THINKING OUTSIDE THE BOX: NON-TRADITIONAL DEICERS

Kim Carr, WV LTAP

Being innovative and thinking of new ways to use materials and equipment are essential to the continued efficiency and success of road agencies across the world. The “old way of doing things” isn’t always the best, nor is it usually the only option. Environmental issues, budget issues, and personnel and equipment constraints make it more important than ever for agencies to think creatively. Below are two brief examples of non-traditional materials that are being used in other states as part of their winter weather arsenal.

SPREADING THE CHEESE...BRINE?

During the winter of 2008-2009 a pilot project between F & A Dairy Products, Inc., in Dresser, Wisconsin and the Polk County Highway Department was implemented. The Polk County Highway Department was looking for alternatives to the deicer, magnesium chloride. One alternative was dairy salt brine. F & A Dairy Products, Inc was manufacturing 900,000 lbs of milk per day into cheese. This left them with several gallons of waste brine from the cheese production process, for which they paid hauling and disposal fees.

This study allowed the Polk County Highway Department to use brine from this cheese making operation as a pre-wetting agent and allowed the Highway Department to determine if the material had any added value in improving winter road conditions. The Highway Department reported it had been able to use 30 to 40 percent less salt and sand on the county’s roadways (compared to normal application rates) and the brine provided a quicker reaction time for clearing roads to safer winter driving conditions.



To learn more, visit these links:

Crossroads Newsletter (TIC/WI LTAP)

http://epdfiles.engr.wisc.edu/pdf_web_files/tic/crossroads/xrds_2010_4.pdf (pages 2 and 3)

Wisconsin’s Waste and Materials Management Program 2009 Annual Report

<http://dnr.wi.gov/org/aw/wm/publications/aneupub/wa1423.pdf> (page 10)

“BEETING” WINTERY MIXES

Last winter, the Maryland Department of Transportation’s State Highway Administration (MD SHA) used something a bit unorthodox in pre-treating highways—sugar beet molasses. The molasses is a commercial product that is manufactured by SNI Solutions, Inc of Geneseo, IL. As a pilot project, MD SHA used sugar beet molasses mixed with salt brine on roadways in Frederick and Howard counties. In addition to being environmentally-friendly, sugar beet molasses reduces corrosion to salt spreaders and other winter equipment, reduces salt scatter, and helps salt brine adhere to the pavement over a longer period. Since this pilot project was successful last winter, MD SHA is expanding this project and will use sugar beet molasses mixed with salt brine on roads and bridges in more counties across Maryland this winter, including Prince George’s, Montgomery, Anne Arundel, Charles, Calvert, St. Mary’s, Washington and Allegany. Maryland Department of Transportation’s State Highway Administration will continue to use sugar beet molasses where it was piloted last year in Howard and Frederick counties. For winter 2010/2011, MD SHA has purchased 30,000 gallons that will work in unison with salt brine. The brine will be mixed as 85 percent salt brine and 15 percent sugar beet molasses. The cost for sugar beet molasses is \$1.60 per gallon.

To learn more, visit this link:

<http://www.mdot.maryland.gov/News/2010/November2010/sugarbeetfactsheet.htm>

MORE 2010 WV LTAP ROADS SCHOLAR I GRADUATES

The WV LTAP staff is always proud of our Roads Scholar graduates. These individuals strive to learn new techniques and refine current practices. In the Spring/Summer edition of this newsletter, seven individuals who became Roads Scholar I graduates were highlighted. In this edition, we congratulate sixteen additional individuals. In February, fourteen employees from the WVDOH District 10 in Princeton, one from the WVDOH District 1 in Charleston, and one from the WVDOH District 6 in Moundsville became graduates. In total, twenty-three people were officially declared Roads Scholar I graduates in calendar year 2010.

An interesting fact was brought to our attention that showcases the motivation of these graduates and is as follows: Many of the WVDOH D10 employees worked snow and ice removal on night shifts and attended classes the following day. Several of these individuals also drove forty miles each way to attend the Roads Scholar classes. They are definitely a motivated group of people who expressed their appreciation for the opportunity to be a part of the WV LTAP Roads Scholar I Program. The WV LTAP staff appreciates the dedication of these employees in helping take care of our roadways. A special thank you also goes out to the WVDOH training coordinators and everyone else around the state that helps with the training logistics.



WV LTAP Senior Advisor Ron Eck is shown here with Larry Legg, a February Roads Scholar I Graduate from WVDOH District 1.



WVDOH District 10 Technician Training Coordinator - Howard Leedy
Roads Scholar I Graduates - Joe Pack, Bev Maxwell, Bradley Sampson, Lindly Long, Gerald Terry, Krystal Grose, Rick Delp, Chris Hatcher, Shannon Stewart, Dennis Cline, David Workman, and Victoria Jeffrey
Not pictured: Rick White and Arlie Matney



Allen Hall, from the WVDOH District 6 is shown here with his RS I certificate and cap.

WV LTAP Roads Scholar I Program Fun Facts:

During the last five years (January 2005 through December 2010)

107 Individuals have become WV LTAP Roads Scholar I Program Graduates

120 Roads Scholar I Classes were presented by the WV LTAP in West Virginia

439.50 Hours of face-to-face training was provided by the WV LTAP

AREA SCHOOL CHILDREN USE THEIR ARTISTIC TALENTS FOR THE CITY OF MORGANTOWN PWS DEPARTMENT



Residents and visitors to Morgantown, WV will once again have the opportunity to see snow plow operators combating snowfall in style this winter season. For the third time, the City of Morgantown Public Works Department has partnered with area schools to have murals painted on plow blades. After the workout and beating the plows got last winter, the blades definitely needed a fresh coat of paint and some new graphics. Also for the first time, West Virginia University (WVU) Facilities Management and the Board of Park and Recreation Commissioners (BOPARC) provided plow blades to be painted. The City of Morgantown and WVU provided four each and BOPARC provided one.

Bill Rumble, Assistant Public Works Director for the City of Morgantown, was the coordinator for this project. Bill worked with nine different Monongalia County schools in this year's event. The participating schools were: Morgantown High, University High, Mountaineer Middle, Suncrest Middle, Cheat Lake Elementary, Mountainview Elementary, North Elementary, Ridgedale Elementary, and Woodburn Elementary. This was the first year that students from Mountainview Elementary participated in this program. Sara Guerry, the art teach at Mountainview, was very excited about this program. She said, "It was a great way to involve the students in the community and they had fun." The students from Mountainview that participated in the plow blade painting were fourth and fifth graders.

As in previous years, it was up to the teachers and students to create their individual concepts and themes. This year, the murals ranged from school spirit themes, to winter scenes, to a marine scene. Once the murals were painted on the plow blades, the blades were picked up from the schools by City of Morgantown Public Works employees, brought back to the municipal garage and treated with clear protective coats of paint.



On Wednesday, November 10, 2010, approximately 40 parents, teachers, students, and administrators gathered at the City of Morgantown's Public Works Garage for an unveiling of the plows. A reporter for the local newspaper, the *Dominion Post*, was also on hand to capture photos of the students and the plows. This provided a great opportunity for these individuals to learn a little more about the Morgantown Public Works Department. Participants were also excited to learn that their plows would be on display during the December holiday parade, and that if they wanted to, they could walk alongside the truck with their respective plows.

This is a great community outreach program, and the WV LTAP encourages each city and town in the state to consider a program of this sort. The City of Morgantown first learned about this program several years ago when they were attending a national winter maintenance conference, and were intrigued by the concept.



More information on starting a program and full-color photos of all of the painted plows from this year's event can be found on our website at <http://wvltap.wvu.edu>. You are also welcome to contact the WV LTAP if you would like more information on starting a program in your community.



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AN IMPORTANT TOOL: A PERSONALIZED WINTER COMMUNICATION PLAN

Wisconsin Transportation Information Center, Wisconsin LTAP

This article originally appeared in the Fall 2008 edition of the Wisconsin LTAP newsletter, Crossroads and was entitled: "Add Communication Plan to Pre-Winter Checklist." This article is being used with the permission of the Wisconsin Transportation Information Center, Wisconsin LTAP

As you will see when reading, this article focuses on the importance of proactive communication regarding winter maintenance operations. Developing a winter communication plan is certainly more effective when it is done year round and implemented prior to the first snow or ice storm. It is also important though, to continue communication through the winter season.

If your agency does not already have a communication plan in place, especially as part of your pre-winter planning and preparation, the WV LTAP encourages you to start one now. Many questions and issues can be alleviated or even eliminated if the public understands the process and what to expect. Whether or not you already have a plan, we hope the following information will provide you with some ideas of how to improve the communication portion of your winter maintenance season.



Roadway maintenance decision makers and personnel are busy right now reviewing pre-winter checklists, making sure orders are in for deicers and abrasives, plows are ready, spreaders calibrated and crews trained. Highway commissioners and public works directors should add one more thing to the list: Develop and implement an effective plan for communicating with the public.

It is easier to explain a winter maintenance operation to the public before the cold winds blow. Having to present the rationale behind an operation while fighting a storm, and fielding a blizzard of questions and complaints from frustrated members of the public, only makes a hard job harder.

A well thought-out communication plan anticipates what the public needs to know and creates a consistent process for getting the word out in a timely way. This proactive approach also intercepts potential problems and improves public relations for the department.

COMPILE FREQUENTLY ASKED QUESTIONS

Start by listing topics and issues residents frequently raise during the winter season.

A short list should cover 80 percent or more of the usual queries and concerns. Some examples are:

- When will my street be plowed?
- Why did you pile snow at the end of my driveway? Will you come out to remove it?
- Where can I park during a snowstorm?
- Do I have to shovel/salt/sand my sidewalks? Or, my neighbor hasn't shoveled/salted/sanded his sidewalk!
- What will you do about my damaged mailbox?

Records from past seasons and input from staff members who field calls can help with compiling a good list. The next step is to think about the information, policies and resources available to provide answers.

UPDATE POLICIES, DEVELOP MESSAGE

Prepare to communicate winter maintenance plans to the public. Provide general information and specific answers to the recurring questions. In the process, identify any policies that are out-of-date or ambiguous.



A well thought-out communication plan anticipates what the public needs to know and creates a consistent process for getting the word out in a timely way.



to restore roads to normal winter driving conditions.

For issues like parking and sidewalk shoveling, translate relevant ordinances into simple language and make clear why they exist. Give people reasons behind the rules—so that snow-removal crews can do their jobs efficiently and effectively, and get safe streets open sooner—to help them appreciate how important it is to comply. Direct people to a source where they can read the complete ordinance if interested.

USE MULTIPLE OUTLETS

A sound communication plan uses a variety of media and methods to get the message out. Combining multiple outlets

is the best way to reach local residents who depend on the community’s winter maintenance services. It improves the odds of reaching everyone in the target audience and gives them repeat exposure to the message.

EFFECTIVE OPTIONS INCLUDE:

- Run an article in agency brochure or newsletter distributed to the public.
- Do a separate mailing about winter maintenance operations.
- Send a press release to local media—including daily or weekly newspapers, TV and radio outlets, shoppers and neighborhood newsletters.
- Hold a press conference to kick off the winter season.
- Create TV video and news photo opportunities by holding a media day at the maintenance yard to showcase seasonal equipment, introduce staff members and talk about the winter maintenance operation.
- Invite media contacts, elected officials or members of the public to ride along

on a dry run of snow routes or during an actual storm event.

- Add or update information about winter operations on the local government’s website and refresh the information frequently.
- Explore opportunities to air information on a community access cable station.
- Make presentations on the topic at meetings of service or community groups, like Rotary, Kiwanis, Chamber of Commerce.
- Tailor a presentation for school groups to give children a hands-on experience that gets them excited about snow plowing and eager to share what they learn with parents.
- Exchange key contact information with media outlets so they have a direct link to the department during a storm and the department knows whom to reach with critical information for immediate broadcast or publication.
- Provide news about winter operations via a prerecorded telephone hotline, webpage or email message as a subscription service for residents. (Make updating this information integral to routine procedures.)
- Add a staffed phone line to take questions and complaints during the winter season.

continued on next page



A sound communication plan uses a variety of media and methods to get the message(s) out.

KEEP IT POSITIVE

Much of the time, the contact highway and public works agencies have with the public emphasizes prohibitions, what not to do. Warnings and alerts are important for public safety, but proactive communication about upcoming winter maintenance offers a chance to be in touch with a positive message that invites interest and cooperation from customers.

A good plan covers the operation's practical details and answers the top questions. It also informs the public which streets constitute the department's territory. Let them know about the people, equipment and materials available to fight winter storms. Describe anything innovative or different about the operation and how it improves outcomes for the public.

Let the public know what they can do to help make it a safe winter season. Highlight important issues or problems that hamper the maintenance operation, like residents shoveling, blowing or plowing snow into cleared streets, causing a safety hazard and requiring crews to plow the street again.

Include information about resources for staying safe on the roads in winter.

Provide website links that offer basic tips on safe winter driving and incorporate these tips into agency communications.

WORTH THE INVESTMENT

An organized communication plan is a good addition to any road maintenance operation. It is worth the investment because it reaches both the media and the public with the message that the local agency is serious about running a professional, effective operation. Reinforce that message with ongoing communication as the season progresses. Educating these important audiences improves the relationship with customers and limits complaints and controversies during the snow season.



Proactive communication about upcoming winter maintenance offers a chance to be in touch with a positive message that invites interest and cooperation from customers.

RESOURCES

October 2006 **APWA Reporter** article "Never Under-estimate the Power of PR Public Relations for Winter Operations."

Direct Web link:

http://www.apwa.net/Publications/Reporter/ReporterOnline/index.asp?DISPLAY=ISSUE&ISSUE_DATE=102006&ARTICLE_NUMBER=1379

September 2006 **American City and County** article "Getting the Drift"

Direct Web link:

http://americancityandcounty.com/features/government_getting_drift/

PRE-WINTER PR CHECKLIST

- Run article in agency newsletter or on website
- Send informational flyer to customers' homes
- Hold a media day and/or a press conference
- Schedule ride-alongs for the media and/or community members
- Speak at service club meetings
- Create a program for school groups
- Set up phone hotline or email alert system
- Establish key media contacts



REQUEST FOR UPDATED EMAIL ADDRESSES

The WV LTAP regularly uses electronic notices to advertise upcoming workshops, conferences, and other programs. We post items on the WV LTAP website, located at <http://wvltap.wvu.edu> and we often send out emails.

If you would like to get notices of upcoming training opportunities and are not sure if we have your correct email address, please send an email to Kim at Kim.Carr@mail.wvu.edu. Please use the subject line *updated email address*. Also, include your name, mailing address, and phone number. This will help ensure you get notices in a timely manner.

A WV LTAP RECIPE FAVORITE: THROW-N-GO CHICKEN CHILI

Kevin Butler, WV LTAP

Nothing helps beat the chill of winter quite like a steaming bowl of chili. Replacing ground beef with chicken breast makes this recipe not only filling, but healthier as well. Hopefully this winter won't leave you having to temporarily fix as many potholes as last winter, so you can save your energy and use your "throw-n-go" skills for making a huge crock full of chili. Enjoy!

Materials (Ingredients):

- 1 can (15 oz.) dark red kidney beans, drained, rinsed
- 1 can (15 oz.) light red kidney beans, drained, rinsed
- 1-1/2 cups chunky mild salsa
- 1 can (16 oz.) tomato sauce
- 2 tbsp. chili powder
- 2 tsp. ground cumin
- 1-1/2 lb. boneless, skinless chicken breasts cut into bite-size pieces
- 1 onion, chopped
- 1 cup frozen corn
- 1 cup Mexican style shredded four cheese blend

Directions:

1. Put the beans, salsa, tomato sauce, chili powder and cumin in slow cooker, stirring to mix all the ingredients.
2. Top this mixture with the chicken, onions and corn. (Do not stir.) Cover with lid.
3. Cook on LOW 6 to 8 hours (or on HIGH 4 to 5 hours).
4. Stir just before serving. Serve topped with cheese.

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Q&A REGARDING SCHEDULING WV LTAP TRAINING



Participants are working in groups during a Roads Scholar I Work Zone Traffic Control Course.

The WV LTAP staff often gets questions regarding the process for scheduling training, class availability, training costs, etc. The purpose of this question and answer is to address some of the most commonly asked questions we get about these issues. Please don't hesitate to contact the WV LTAP if you have additional questions or would like to schedule a class.

1. To whom does the WV LTAP provide training?

The WV LTAP trains state, local, and private sector individuals. This includes, but is not limited to, the WV Division of Highways, the WV Parkways, municipal public works employees, and contractors.

2. How do we schedule a training class?

You can contact either Kim Carr (304) 293-9924; kim.carr@mail.wvu.edu or Andrew Morgan (304) 293-9939; andrew.morgan@mail.wvu.edu with your agency's training request(s).

3. How many people do we need to agree to have in attendance for the WV LTAP to come to our site to teach a class?

The WV LTAP likes to have an agreement with the host agency that at least 10 people will be in attendance.

4. I'd like to have the WV LTAP come do some training, but I don't have enough people on my staff. What are my options?

Even if you only have two people on staff, if you are interested in training, let us know. We will work with you to invite individuals from neighboring communities, along with employees of other departments in your community, such as the water department.

5. What does it cost to host a WV LTAP class?

Most of the training that the WV LTAP offers is free of charge. We cover the instructor's travel costs for in-state workshops and the course material costs. We do ask the host agency to provide a meeting room that can comfortably accommodate up to 25 people (classroom style), coffee, and snacks. We do have some classes and workshops, such as the ATTSA Flagger Certification class, that have a registration fee. Potential hosts would be advised, prior to scheduling a class, if there is a fee and the fee amount.

6. Are all classes that the WV LTAP offers publicly announced?

Much of the training that the WV LTAP offers is by request. As such, often the host agency reaches maximum class capacity within their organization. Therefore, we do not advertise classes that do not have available space.

7. Why do I sometimes get last minute notices of training?

In cases where a host agency has expected more people than are actually able to attend and space is available, we want to make sure that individuals in surrounding areas are aware of the training and have the opportunity to attend if interested.

8. How long does it take from the time a class request is made until the class is offered?

This depends on a variety of factors, such as the instructor's schedule, when the class was last offered in your area, and if the class is already developed.

9. How do I know what training is being offered by the WV LTAP and the dates and locations of upcoming training?

Website: The WV LTAP website is a great resource to find out what training we have scheduled. We update our site on a regular basis and list classes that have space available. (<http://wvltap.wvu.edu>)

Email: Provide us with your email address. Because of rising printing and mailing costs, we often email training announcements. We tend to send information to individuals who are within a two-hour drive of the available class. If you are not currently getting training announcements, please make sure we have your correct contact information.

Newsletter: We often include information on upcoming classes and workshops in this newsletter.

Partnering Organizations: We send information to other organizations, such as the WV Contractor's Association and the WV Municipal League to help get the word out.

INTRODUCING TWO NEW WV LTAP CLASSES

ROAD SAFETY 365: A SAFETY WORKSHOP FOR LOCAL GOVERNMENTS



The WV LTAP is excited to announce the addition of a brand new class to our Roads Scholar I (RS I) Program: Road Safety 365. This class focuses on rural and local roadways, which present unique safety challenges.

This half-day class is aimed at local and rural road agency personnel. Ron Eck, the instructor for this workshop, will provide practical guidance on improving road safety that is specifically geared toward the day-to-day activities and project development processes of local/rural road agencies. Ron will discuss how construction and maintenance activities impact roadway safety and help encourage development of a safety mindset. During this workshop, attendees will learn how to identify specific road safety problems and to identify practical, low-cost countermeasures to address the problems, both in existing roads and during project development. Attendees will also be able to identify and access appropriate road safety information and use it effectively.

Who Should Attend: Individuals from the following areas are encouraged to attend: local and rural road supervisors, public works directors, elected officials, law enforcement personnel, emergency medical personnel, representatives of regional/rural development organizations and representatives of local planning commissions and safety committees.

Currently Scheduled Workshop Information:

April 6, 2011, 8:30 AM - Noon

WVDOH – D4 Headquarters Conference Room, Clarksburg/Bridgeport WV area

Registration is open to any state, local, or private agency attendee.

There is no registration fee, but you must contact Kim at kim.carr@mail.wvu.edu if you are interested in attending.

DESIGNING PEDESTRIAN FACILITIES FOR ACCESSIBILITY

The WV LTAP is also excited to be able to bring a newly revised full-day class to the Roads Scholar II (RS II) Program: Designing Pedestrian Facilities for Accessibility.

Facilities in the public right-of-way (including walkways, ramps, curb ramps and landings, crosswalks, and pedestrian overpasses and underpasses) must be designed, constructed and maintained to serve all users. To meet the needs of all users, those involved with designing, building and maintaining infrastructure need a clear understanding of the wide range of abilities that occur within the population and the challenges in the public right-of-way faced by persons with disabilities. This course will identify applicable laws, regulations, guidelines and standards pertaining to accessibility for persons with disabilities. Requirements for ensuring accessibility in existing facilities versus work in new construction and alterations will be discussed. Design elements necessary for achieving accessibility in the public right-of-way will be reviewed. Best practices will be identified. A detailed handout will be provided, including resources on accessibility.

Specific Topics Include:

- Legal Requirements
- Pedestrian Access Route (PAR)
- Detectable Warnings
- Street Furniture and Parking
- Accessible Pedestrian Signals
- Pedestrian Characteristics
- Curb Ramps and Other Transitions
- Pedestrian Crossings
- Work Zones and Maintenance
- Americans with Disabilities Act Accessibility Guidelines (ADAAG) and Public Rights-of-Way Accessibility Guidelines (PROWAG): Laws and Regulations

Who Should Attend: The target audience for this workshop is local, state and private sector personnel with responsibility for designing, constructing and maintaining facilities in the public right-of-way. These include engineers (municipal and consulting), MPO staff, technicians, public works directors, street supervisors, crew leaders, landscape architects and contractors.

Note: A 1.5 day version of this class is being held in Charleston, WV January 18 and 19, 2011 in conjunction with the Federal Highway Administration. A limited number of seats are available for local agency participants. Please contact Kim at 304-293-9924 or by email at kim.carr@mail.wvu.edu for more information.

UPCOMING TRAINING

The courses listed below are what we have scheduled thus far for 2011. We will be adding more classes throughout the year, including some chain saw safety classes around the state. We are also planning to host an OSHA 10 Hour Training for the Roadway Construction Industry later in 2011.

Remember to check the WV LTAP website for updated training information, including classes, class descriptions, location information, dates, registration information, etc. Our website is a great resource for getting this up-to-date information on currently available and upcoming workshops. You can also contact Kim for more information.

JANUARY

- | | |
|---------|--|
| 18 & 19 | Designing Pedestrian Facilities for Accessibility (1.5 days class); Charleston |
| 19 | Design and Operation of Work Zone Safety (Full-day RS II class); Burlington |

FEBRUARY

- | | |
|----|---|
| 17 | Roadside Safety (Full-day RS I class); Burlington |
| 22 | Risk Management/Tort Liability (Full-day RS I class); Princeton |

MARCH

- | | |
|----|--|
| 22 | Design and Operation of Work Zone Safety (Full-day RS II class); Princeton |
| 23 | Drainage, Drainage, Drainage (Full-day RS II class); Princeton |

APRIL

- | | |
|----|---|
| 5 | Inspecting for Traffic Sign Retroreflectivity (3.5 hour class); Huntington
Risk Management/Tort Liability (3 hour class); Huntington |
| 6 | Drainage: The Key to Roads That Last (3.5 hour class); Huntington
Asphalt Roads: Common Maintenance Practices (3 hour class); Huntington |
| 6 | Road Safety 365: (4 hour class); Clarksburg |
| 26 | Successful Supervision/Working with People (3 hour class); Huntington
Equipment Operation and Worker Safety (3 hour class); Huntington |
| 27 | Work Zone Traffic Control (3.5 hour class); Huntington
ATSSA Flagger Certification Class (4 hour class); Huntington |

WHY CHILDREN AT PLAY SIGNS ARE NOT RECOMMENDED

Andrew Morgan, WV LTAP



Traffic signs are a key part of our transportation network. They provide information to drivers, pedestrians and bicyclists about the rules of the road such as where drivers must stop and the permitted speed limit. Street name and directional signs help us find our desired destination. And when a hazard is present in or near the road, warning signs are there to caution us. Without good signage we might find ourselves lost, in a ditch, or stopped by law enforcement.

Proper signage also helps make communities more liveable and streets safer, something most residents tend to want. Sometimes residents view the street in front of their homes as more than just a place for cars. They may use the road as a walking path, a place to stop and chat with neighbors, or an extension of their front yard where they allow their children to play. Often, residents make requests to road agencies for additional signs which they believe will make their community safer.

One request that many road agencies receive is for “CHILDREN AT PLAY”, “SLOW CHILDREN AT PLAY”, or “SLOW CHILDREN” signs. Residents often argue

that children play in or near the road, and there needs to be some warning given to drivers. Without these signs, some feel, children are at risk. Based on these arguments alone, it may seem logical that “CHILDREN AT PLAY” signs should be installed. However, there are other issues that need considered.

The Manual on Uniform Traffic Control Devices (MUTCD) is a federal manual that has been adopted by the State of West Virginia as law. The intent of the manual is to give roadway agencies a set of standards to help make roads safer. It is the source for when and where a sign should be installed and which sign it should be. The MUTCD does not include “CHILDREN AT PLAY” signs or any variation. But why is this?

There are many reasons that “CHILDREN AT PLAY” signs are not recommended. These are just a few.

- They are typically designed to look like warning signs, diamond shaped and yellow with a black legend. Other warning signs provide information on the specific location of the hazard (pedestrian crossing, curve, etc.). “CHILDREN AT PLAY” signs do not give a specific location.

They merely tell the driver that kids may be in the road somewhere.

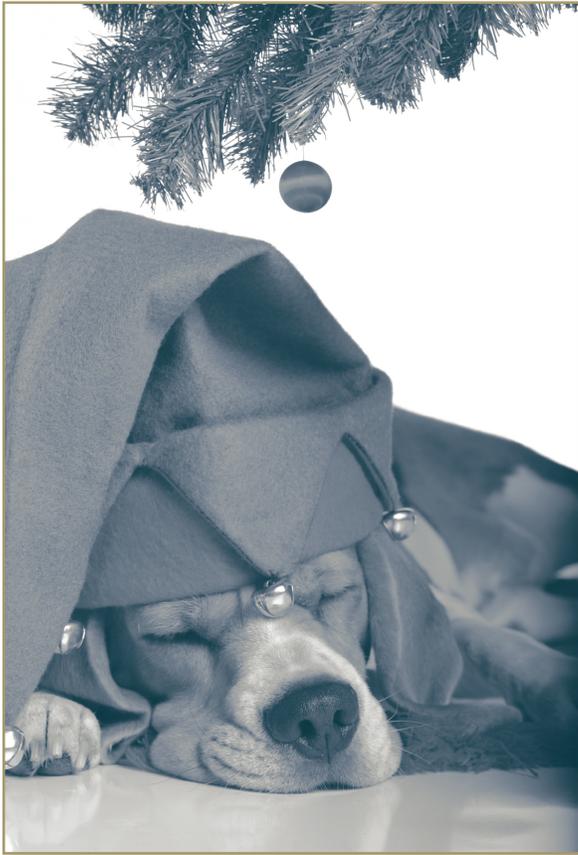
- If you install “CHILDREN AT PLAY” signs in some neighborhoods and not others, drivers may be led to believe that there are no children in the areas without signs, making them more vulnerable.
- “CHILDREN AT PLAY” signs give parents a feeling of security in letting their children play in the roads. In fact, no level of signage could ever protect a child should they be hit by a car.
- Studies have shown that “CHILDREN AT PLAY” signs do not reduce traffic speeds or make drivers more observant.

Additionally, nearly 30 percent of tort cases filed against roadway agencies pertain to signs. When you install signs not in conformance with the MUTCD, you are increasing your agency’s liability should a child be hit on your roadways.

There are some alternatives that can work in many instances. The playground sign is an appropriate sign alongside parks where children may often visit. Also the pedestrian crossing sign should be used in those locations where children and others frequently cross the road to warn motorists.

It isn’t always easy to say no to residents of your community, but by not erecting “CHILDREN AT PLAY” signs, you may actually be making the community safer for everyone.

The Wisconsin Department of Transportation and CTC & Associates LLC prepared a Transportation Synthesis Report (TSR) in September 2007 called *Effectiveness of Children at Play Warning Signs*. To see this synthesis, please visit: <http://on.dot.wi.gov/wisdotresearch/database/tsrs/tsrchildrenwarningsigns.pdf>. You can also access this report from a link on the WV LTAP website.



Happy Holidays

*Best Wishes for a
Holiday Season
Filled With Happy Dreams
and Cheer.*



*From the WV LTAP
Andrew, Ashley, John, Kim,
Ron, and Sabrina*

West Virginia Local Technical Assistance Program
West Virginia University
College of Engineering and Mineral Resources
Department of Civil and Environmental Engineering
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Morgantown, WV 26506-6103



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*The WV LTAP encourages you to
share this newsletter with others.*

- Road Supervisors
- Council Members
- Public Works Department
- Road Crew
- Managers
- City Engineers
- Mayors
- Others