



# LTAP MATTERS

Montana's Answers To Technical Education of Roads & Streets

Montana Local Technical Assistance Program 1-800-541-6671

College of Engineering

Montana State University

Bozeman, MT 59717-3910

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## Twenty-five Roads Scholars Honored at 27th MACRS Conference

By Michele Beck, Montana LTAP



*Road Scholars honored at the MACRS banquet.*

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### PASS IT ON

After you have read this newsletter, copy what you need for your files and pass it on to other interested readers in your department.

MACRS held their annual spring conference in Kalispell, Montana, March 2007.

“It’s always a plus when the conference numbers are up even when the location is in the northwestern corner of Montana,” commented President Tim White. “It just indicates that the value of the training, interaction with other MACRS members, and the variety of vendors are an important part of county road departments’ priorities.”

The first day’s sessions began with Mark Willmarth, City of Great Falls, and Jim Lynch, MDT Director, addressing the conference audience. The afternoon included Steve Monlux, retired US Forest Service, presenting gravel roads management, followed by T.R. Lane with CDL requirements.

Harold Blattie, MACo, started off the second day of events. He discussed the financing and budgeting at the legislature. A panel from a variety of entities presented wildfire concerns. Montana LTAP Director Steve Jenkins presented on county road standards.

Two representatives from the Montana Department of Environmental Quality, Peter Mahrt and Rod Samdahl, reviewed the opencut program. The final panel of the day offered their experiences addressing additional road mill funding.

Ray Barnicoat, retiring Safety Manager from MACo, said his farewell to the MACRS group at the evening banquet, recounting several stories that brought laughter from the audience.

“As our Roads Scholar Program grows, so does the number of participants attending various safety workshops provided by Montana LTAP,” commented Director Steve Jenkins. “This means that not only is the road worker following safety methods for themselves, but that the safety programs are applied to roadways providing safety to the general public,” added Jenkins.

The award ceremony was followed by entertainment by Brad Montgomery, Ordinary Magic.



**ADVISORY  
COMMITTEE  
MEMBERS**

**Debbie Arkell**  
City of Bozeman

**Bob Burkhardt**  
Federal Highway  
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**Kelly Elser**  
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**Sam Gianfrancisco**  
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Lewis and Clark County

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MACo

**Russ Huotari**  
Richland County

**Jack Knorr**  
Sweetgrass County

**Lynn Miller**  
Montana Dept of Transportation

**Jim Rearden**  
City of Great Falls

**Sue Sillick**  
Montana Dept of Transportation

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

# 2007 Roads Scholars

**Ivan Balch**  
Stillwater County

For over 35 years, I have been a welder and fabricator. Most of that time was building county trucks with plows and wings. Now I can run the equipment that I built.



I enjoy Montana fishing and hunting. I like to cook and bake, but don't like doing the dishes.

I enjoy the classes so I can do my job better. Thank you MACRS and LTAP.

**Terry Brumfield**  
Stillwater County

For the past seven years, I have been working for Stillwater County and am currently the shop supervisor. I live on my family's homestead and have lived in Stillwater County all my life.



I am married to a wonderful woman for 33 years and have two sons. My oldest works as a head technician for a local car dealership. Our youngest son works for Stillwater County as a truck driver and operator. We are both on the county road fire crew and I am with the Reed Point Volunteer Fire Company. For the past 18 years I have taught hunter and bow safety. In my spare time I enjoy shooting and working on my old pickup.

Attending the LTAP classes has helped me to observe and determine the different kinds of gravel we have on our roads and be able to help set up the equipment to perform better on the roads. Learning proper safety and operation of loaders, forklifts and all other equipment is very important. Keeping all equipment properly maintained is also very important.

I want to thank LTAP and the commissioners for letting me be a part of this great system.

**Travis Brumfield**  
Stillwater County

In the summer of 1999, I started working for the Stillwater County Road and Bridge Department. They were looking for someone to clear asphalt off the grizzly of a pugmill. I did that all summer and then they hired me full time in the fall of 1999.



I am a Montana native and live on a third-generation homesteaded ranch. My hobbies are desert racing, four-wheeling, hunting, fishing, and camping. My passion is the outdoors.

The LTAP classes are very beneficial to me. The classes bring new methods and tactics into the field which better my skills every day.

**Larry Chapman**  
Lewis & Clark County

I have been with Lewis & Clark County for the past thirteen years running the motorgrader in the Marysville area, plowing and grading. Prior to that I was a journeyman machinist.



I was born and raised on two ranches in the White Sulphur Springs area. My wife, Kelly, and I have been married for 15 years and have twins, a boy - Lane, and a girl - Sloan; and my oldest boy is Rex. My hobbies include bow hunting, big game rifle hunting, and old trucks and tractors. I am also a diehard New York Jets fan.

The biggest help I received from LTAP was renting their equipment videos when I first got started in road work. The LTAP classes helped me learn more about road construction and design. The Snow Rodeo has been a highlight in my life, having won several divisions over the past years. Our commissioners recognize the importance of this training and have sent myself and fellow operator Doug Nisbet to the National Snow Rodeo in Colorado when we placed at the state rodeo. We were the second place Snow Plow team in 2005 at National.

# 2007 Roads Scholars (Cont'd from Page 2)

**Ted Coffman**  
**Madison County**

My wife had relatives at the talc mine out of Virginia City and Ennis and that's why we came to Montana. In 1978, I was running equipment at the talc mine. In the 1970's I had also worked for the state in the maintenance department. For awhile, I had my own construction company. I was a road superintendent and then became a county commissioner for the last twelve years at the county. Now that I am retired, I like to head to the hill to ride horses and help local ranches move a few cows.



**Tom Fairbank**  
**Blaine County**

I have been employed by Blaine County Road Department for 32 years. I started as a patrol operator in 1975, and the past four years as Road Supervisor.



My hobbies include camping and doing projects in the wood shop. My wife and I have lived in Turner for the last 36 years. We have two daughters and five grandchildren.

Blaine County has 1,200 miles of roads to maintain. Since 1975 there has been a steady increase of vehicles on our road system. With this comes an increasing demand on us for keeping our transportation system up. LTAP's training programs have helped us to meet this demand for improving and maintaining the safety of our road system.

**Joe Foran**  
**Fergus County**

For the past 28 years I have enjoyed working with roads and bridges and the public. While in high school, I had attended Boys State and that got me interested in government. For 17 years, I was the Public Works Director at Forsyth during the hay days of Coal Strip. I then worked at Dawson County for 5 years as road supervisor. I have been with Fergus County since 2002 in the capacity as road supervisor.



My wife of 29 years and I have ranching interests and enjoy raising limousin cattle. We have twin boys and one girl. Our daughter works for an engineering firm in Billings. Our sons are in college majoring in business administration.

The LTAP training is very beneficial and provides that extra knowledge and a "go to" place to find information. By attending the MACRS meetings and conference, there is always someone I can ask about a problem and leave with it resolved. It provides a forum to exchange information.

*Continued on Page 4 . . .*

**Carl Dahl**  
**Sheridan County**

I was born and raised in Plentywood, Montana, where I graduated in 1980. For the past 26 years, I have been working for Sheridan County road Department.



I think Montana LTAP training is good. It gives me access to new products and ways of doing things. The safety training makes you think before you do it, and ask "Is it safe for you and your co-workers?" It has also helped me think of safety in my farming operations.

**Ron Downey**  
**Lincoln County**

I have been working for the county for twenty years now. I have been involved with all the training sessions and safety films that are available through LTAP. Steve Jenkins and Sam Gianfrancisco have done an outstanding job putting on the sessions and traveling around the State keeping us informed of law changes with our county roads. Most importantly, the classes on leadership have helped to deal with the ever-changing public.

It is a good tool for us to use to stay up-to-date and give all employees the needed training to accomplish the various jobs. Exchanging ideas and seeing first hand how the various jobs are accomplished is, by itself, an education.

LTAP Matters is published by the Local Technical Assistance Program at Montana State University, Bozeman, Montana.

Phone: (800) 541-6671  
(406) 994-6100  
FAX: (406) 994-5333

E-Mail (Internet):  
MTLTAP@coe.montana.edu

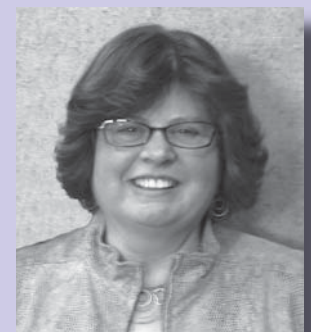
Web Site:  
www.coe.montana.edu/ltap

- Director  
**Steven Jenkins**  
StevenJ@coe.montana.edu
- Administrative Associate/  
Conference Coordinator  
**Julie Satterwhite**
- Graphic Designer/Librarian  
**Michele Beck**  
mbeck@coe.montana.edu
- Student Assistant  
**Kali Walker Vergeront**

**Montana LTAP's Lois Evans  
Says Good Bye**

Although it was a difficult decision, Lois Evans, LTAP's Conference Coordinator and Administrative Associate, has left LTAP and moved across campus to Office of Sponsored Programs.

"My time at LTAP has been very interesting and I have thoroughly enjoyed getting to know all the county and city employees," said Lois. "It really is like a big extended family and was great working with everyone," she said.



# 2007 Roads Scholars (Cont'd from Page 3)

## 2007-08 MACRS Officers

### President

Jim McCarthy  
Road Foreman  
Butte-Silver Bow County  
1700 Civic Center Rd  
Butte, MT 59701  
(406) 497-6567  
jmccarthy@bsb.mt.gov

### 1st Vice President

Wayne Waarvik  
Road Superintendent  
Valley County  
PO Box 1024  
Glasgow, MT 59230-1024  
(406) 228-4233  
Fax: 406-228-4231  
vcroads@hotmail.com

### 2nd VP & Secretary-Treasurer:

Jerry Forman  
Road Supervisor  
Custer County  
5125 Valley Dr. East  
Miles City, MT 59301-1142  
(406) 232-1970  
j.forman@co.custer.mt.us

### Training Committee Rep:

Russ Huotari  
Richland County  
Public Works Director  
2140 W. Holly  
Sidney, MT 59270-5700  
(406) 433-2407  
coworks@richland.org

### MACo Reps:

Eric Griffin  
Public Works Director  
Lewis & Clark County  
3402 Cooney Dr.  
Helena, MT 59602  
(406) 447-1636  
griffin@co.lewis-clark.mt.us

### Jack Knorr

Public Works Director  
Sweet Grass County  
PO Box 888  
Big Timber, MT 59011  
(406) 932-5104  
sgroads@mtintouch.net

### Ken Heppner Sheridan County

I have lived in Montana my whole life. From a very young age, I have been around heavy equipment and road construction/



maintenance since my father worked for Sheridan County for forty-three years before retiring. I have been working for the county for twenty-five years.

I have seen numerous improvements in the health and safety aspects of county road and bridge work, thanks to the Montana LTAP. I enjoy the public service part of my job and now am doing more GIS duties and less equipment operating. I have been working with ESRI's newest software and would like to see LTAP do some training on Geographic Information Systems and the benefits to local governments.

### Scott Jones Beaverhead County

I had been working at my previous job for about twenty-one years and I was about 40 years old. I decided it was time for a change before I got any older.



As it turned out, it was a great move to work as an equipment operator for the county.

I was somewhat green at this type of work and through on-the-job training and LTAP workshops, I am still alive and have all my fingers and toes, and besides Steve (Jenkins) is a hoot.

If you are living in southwest Montana, what else is there but fishing and hunting. Between those two things I don't seem to have any spare time to find another hobby.

### Ken Kissler Stillwater County

I have worked for Stillwater County for the past 13 years and presently am acting supervisor. For eight years



before that I was a mechanic, handled parts, and was in the warehouse at Stillwater Mining. Eight years prior to that I worked at Davey Motors in Columbus in parts and equipment set-up. When I was in the military I went through the heavy equipment operator and maintenance school.

My wife and I have been married for forty years and have two sons and two granddaughters. I was born and raised in the Absarokee area and lived here most of my life. I enjoy lake fishing and hunting for whitetail deer.

By taking classes from LTAP, the information has helped solve problems with every day situations. Specifically, when I attended the Safety Congress, I learned the importance of proper signage use from the MUTCD. The distribution of the sign package was very helpful for our county. The leadership class helped in working with commissioners and fellow workers. All the workshops are a great asset for us.



Lois Evans & Bart Kraus, LTAPers,  
at 2007 MACRS Conference

# 2007 Roads Scholars (Cont'd from Page 4)

## Jim McCarthy Butte-Silver Bow County

I started working for the City of Butte in 1973 with the Park Department, served as Foreman from 1975, and became Foreman of the Road



Department in 1991. The City of Butte and Silver Bow County merged into a consolidated form of government in 1977, and shares that designation with Anaconda-Deer Lodge as the only city-county consolidated governments in the state of Montana. This brings a totally different perspective to the over-all responsibilities and functions of the Road Department, but yet offers many related problems and situations faced by the other counties and cities throughout the state.

I have been involved in all of the similar county functions like rural road grading, cattle guards, culverts, signage, traffic control, gravel, bridges and my favorite "washboard roads." But, I have also been involved with more of the city related functions such as sweeping and flushing streets, animal control, alley grading and maintenance, patching and paving streets, traffic control and park development and maintenance.

## Marc McCully Lincoln County

For three and a half years, I worked as a mechanic, and then worked part-time for the sheriff and part-time at the road department. Eventually I transferred full-time into the road department and became assistant road foreman. I have been working in this capacity for the last ten years. In June 2007, I will become Road Foreman for District I.



In addition to cabinet making, I welded for three years in the oil field. I have three patents on drywall tools and working on a fourth.

The LTAP education has brought a better understanding of heavy equipment and gravel roads, signing, the importance of road law. During this MACRS conference, I have learned a lot from Harold Blattie and his presentation.

My passion is archery hunting and enjoy fishing and hiking.

*Continued on Page 8. . .*

## 2007-08 MACRS Representatives

### District #1:

Bill Meisner, Road Foreman  
Ravalli County Road Dept  
244 Farigrounds Road  
Hamilton, MT 59840  
406-363-7233  
(cordept@qwest.net)

### District #2:

Shane Escott, Road Foreman  
Madison County Road Dept  
3895 Hwy 287  
Twin Bridges, MT 59754  
406-684-5666  
escott@3rivers.net

### District #3:

John Stokes, Road Administrator  
Pondera County Road Dept  
PO Box 171  
Valier, MT 59486  
406-279-3651  
pocova@3rivers.net

### District #4:

Herb Schmierer, Road Foreman  
Richland County Road Dept.  
2140 W. Holly  
Sidney, MT 59270  
406-433-2407  
hschmierer@richland.org

### District #5:

Clay Moore, Road & Bridge Foreman  
Yellowstone County Road/Bridge Dept  
3321 King Avenue E  
Billings, MT 59101  
406-256-6812  
kimpeterson@co.yellowstone.mt.gov

**Precast/Prestressed Concrete Institute (PCI) National Concrete Bridge Conference**  
**October 22-24, 2007**  
**Phoenix, AZ**

Sponsored by PCI and FHWA, the conference will provide a forum for state-of-the-art reports on concrete bridges, showcasing precast, prestressed concrete bridges in particular. The conference is aimed at State and Federal bridge designers, consultants, academics, and industry engineers.

Contact John Dick at PCI, 312-360-3205; email: JDick@PCI.org or

Gary Jakovich at FHWA, 202-366-4596; email: gary.jakovich@fhwa.dot.gov.

Information is available online at [www.pci.org/news/bridge\\_conference](http://www.pci.org/news/bridge_conference)

The National Traffic Management & Work Zone Safety Conference  
 October 9-12, 2007  
 Ft. Lauderdale, FL

This conference will connect transportation leaders with people at all levels of government and private industry to discuss challenges and cutting edge solutions to help improve the safe and efficient movement of traffic under many different roadway conditions.

For more information and to register online visit [www.workzone-safety.org](http://www.workzone-safety.org)

# Annual Calendar 2007

January 2007	February 2007	March 2007																																																																																																																																					
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Some dates & locations subject to change. Call LTAP, 1-800-541-6671 or 406-994-6100 to confirm.

# Calendar of Events 2007

## 18th Annual Equipment Operator Training and Snow Rodeo - September 5 & 6, 2007

This annual event is held at the Montana Expo Park, 400 3rd St NW, in Great Falls, Montana. Pre-registration is required. The brochures and registration forms will be mailed in July. Brochure is available on-line: <http://www.coe.montana.edu/ltap/pages/snowrodeo2007.pdf>. The tentative classroom schedule includes:

- Weed Mowing Safety
- Winter Survival Training
- Garbage Truck Driving
- Staking a Roadway Curve
- Surveying the Curve
- Hands-on Equipment Training

If you have any questions, please contact Montana LTAP at 1-800-541-6671 or 1-406-994-6100.

## League of Cities & Towns Annual Conference

**October 3 - October 5, 2007**

76th Annual League Conference is being held at:

Best Western GranTree Inn  
1325 N. 7th Avenue  
Bozeman, Montana  
(406) 587-5261

For more information about the conference:

Montana League of Cities and Towns  
208 N. Montana Avenue - Suite 201  
Helena, Montana 59601  
406 442-8768 E-mail: [mlct@mt.net](mailto:mlct@mt.net)

## MACRS Fall District Meetings

- **Glendive**
- **Billings**
- **Butte**
- **Missoula**
- **Conrad**

**October 10, 2007**  
**October 11, 2007**  
**October 16, 2007**  
**October 17, 2007**  
**October 18, 2007**

### Gravel Road Equipment Training:

- |          |                             |
|----------|-----------------------------|
| 8:00 am  | Registration                |
| 8:30 am  | Curves, Ditches, Road Crown |
| 10:00 am | Motorgrader Walk Around     |
| 11:00 am | Ditching Field Operations   |
| Noon     | Lunch                       |
| 1:00 pm  | Curve Maintenance           |
| 2:30 pm  | Road Crown, Slope Meters    |
| 5:00 pm  | Adjourn                     |

Contact Montana LTAP at 1-800-541-6671, regarding registrations or inquiries. Brochures will be mailed in August with registration forms.

## Upcoming Events

MACo's Loss  
Control Conference  
Tentative Dates:  
January 16, 17, 18, 2008  
GranTree Inn  
Bozeman, Montana

2008 MACRS Spring  
Conference  
March 31-April 3, 2008  
Red Lion Colonial Hotel  
2301 Colonial Drive  
Helena, MT  
406-443-2100

## Fall MACRS Meetings

After the MACRS Officers meeting in June 2007, it was the consensus of the group that the fall training needed to be focused on equipment and hands-on training. Consequently, the agenda on this calendar page indicates a well-rounded training session that was developed during this meeting.

As the old muleskinner once said, "A clear understanding in the beginning makes for a happy ending." If there is a particular need for your county employees, please express your thoughts to your MACRS District Representatives, MACRS officers, or LTAP.

## 2007 Roads Scholars (Cont'd from Page 5)

### Montana Scored Highest in Alcohol-Related Fatalities in the Nation

In a study that was released in December 2006, from the National Highway Traffic Safety Association's Center for Statistics and Analysis, Montana had the highest alcohol-related fatality rate in the nation in 2005. It was 1.11 per 100 Million VMT. Utah had the lowest rate at 0.15 per 100 million VMT. In 2004, Louisiana had the highest rate of alcohol-related fatalities in the nation at 0.95 fatalities per 100 million VMT and again Utah had the lowest rate at 0.30 fatalities per 100 million VMT.

In 2005, crashes involving at least one driver or motorcycle operator with a BAC of .08 or above, Montana had the highest fatality rate of 0.94 fatalities per 100 million VMT and Utah had the lowest at 0.13 fatalities per 100 million VMT. Correspondingly, in 2004, Montana had the highest rate of 0.87 per 100 million VMT while New Jersey and Vermont had the lowest rate of .25 fatalities per 100 million VMT.

The report notes that the overall fatality rate increased a little to 1.45 from 1.44 fatalities per 100 million vehicle miles of travel in 2004. The good news is that the alcohol-related fatality rate declined to 0.56 from 0.57 fatalities per 100 million VMT nationally.

To review entire report, go to this website:

<http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/RNotes/2006/810686.pdf>

### Bill Meisner Ravalli County

I have been moving dirt for over forty years. When it comes to road machinery, I have operated all types. Currently, I am the



road foreman, but worked my way up starting as a district operator and then leadman.

I was born and raised in the Bitterroot valley. For 32 plus years, I was in the service and am a Navy veteran. My hobbies include making knives, hunting, and various aspects of rifles.

LTAP is the greatest resource available to cities and counties. They offer the most cost-efficient training that exists.

### Tim Miller Yellowstone County

I have worked for Yellowstone County for seventeen and a half years starting as an equipment service worker. I worked my way up to Bridge Foreman and now Assistant Road & Bridge Director.



I reside near Shepherd with my wife, where I was the area operator for several years. I enjoy ranching and traveling to visit our children.

I feel the training I have received from LTAP has been very beneficial in helping me do my job better as well as giving fellow Yellowstone County employees the opportunity to gain more knowledge and share ideas with other public servants.

I would like to thank the County Commissioners for the opportunity to serve them and the taxpayers of Yellowstone County.

### Bob Moats Yellowstone County

I began working for the Yellowstone County Road & Bridge Department in June 1974 following in the footsteps of my father and grandfather. I started as summer help shoveling asphalt, graduating to a truck driver, crane operator, backhoe operator, blade operator, bridge foreman, Road & Bridge Superintendent. Most recently, I am Director of the Yellowstone County Road & Bridge/Public Works Department.



I am a Montana native, born and raised in Billings. I have two wonderful children. I enjoy spending time traveling and golfing. I also enjoy my time spent with our county employees, developing strong public relations within the Yellowstone County community.

I have gained a wealth of knowledge and experience from the LTAP training received over the years, from the equipment operations aspect to the management aspect. All the training received has been very useful. I would like to thank the County Commissioners for the opportunity to serve the public and the Public Works/Road & Bridge employees for the privilege of being a part of the best organization for the past 32 years.



*Steve Monlux, Retired USFS  
MACRS Speaker*



# 2007 Roads Scholars (Cont'd from Page 8)

## Shawn Norwick Liberty County

For the past seven years, I have been the road supervisor for the county. Prior to that I had worked in ranching for over eleven years and eight years in the timber and lumber industry.



I am a native Montanan and have been married to my wife for twenty-four years. We have eight kids, ranging in ages from 23 down to 5 years old. One of our hobbies that turned into a small business is making fur products. I am a fur buyer and by all the local trapped and shot animal hides. We make high-end products such as pillows, teddy bears, and throws.

The LTAP training has been huge in our operation. I cannot express enough how important this training has been to everyone. Our commissioners support this training and several have started coming to the MACRS conventions. At this MACRS conference, the leadership training has given me ideas of how to create teamwork. The other part of the training is the LTAP resources that are available for getting the job done.

## Jerry Otto Hill County

I was hired to work for the county in 1977 as a heavy equipment operator. I never asked how much I was going to be paid or knew about the great insurance plan, (5.27/ hr. + paid holidays and with paid insurance) I was just happy to have a year-round job. I will never forget my first day as a county heavy equipment operator. I was excited when we got to the job site. A new three-span bridge was just getting started and there was a lot of nice yellow equipment setting around. The foreman called me over and opened a big old box then handed me a hard hat, a twenty-ounce claw hammer and said to me, "The nails and spikes are over there in those boxes." The hammer was my heavy equipment for about a month (it was a test to see if I could work).



Eventually I worked my way up to Road and Bridge foreman in 1981. By '93 I was selected as Road and Bridge Supervisor.

Like many other road personnel we like hunting, fishing, gold panning, and metal detecting. My wife, Debbie, and I have been White's Metal Detector dealers for about ten years. We enjoy traveling and even more so, coming home. Debbie and I have three sons, Jason, Wesley, and Chris, and four grandchildren. We really enjoy going to the MACRS Conference every year and like visiting with all our friends. The LTAP crew of Michele, Lois, and Steve do a great job. Sometimes our jobs pull us in every direction all year and can slowly wear us down. Coming to a MACRS conference is like getting a shot in the arm and being recharged to take on another year.

*Continued on Page 10. . .*

## Yesterday Dump the Pump Day

More than 100 public transportation agencies nationwide participated in the Second Annual 2007 National Dump the Pump Day on Thursday, June 21, the campaign sponsor, the American Public Transportation Association, reported.

"The 2007 National Dump the Pump Day is a public awareness day that emphasizes the environmental benefits of using public transportation," said APTA President William W. Millar. "It is also a day for people across the country to make a difference as they conserve gasoline and help our environment."

APTA says public transportation produces nearly 50 percent less carbon dioxide and nitrogen oxide per passenger mile as private vehicles. In addition, U.S. public transportation systems save 1.4 billion gallons of gasoline every year, the equivalent of 108 million cars filling up in a year.

Some transit authorities offered free rides or half-fare rides, contests, T-shirt giveaways and open houses with picnic food. Others are offered grocery store shopping sprees, contests for one-year bus passes, and others are encouraging people, on the first day of summer, when the ozone season gears up, to increase awareness of our environment and use public transit.

In 2006, there were 10.1 billion trips taken on public transportation, the highest in 49 years. Public transit use is up 30 percent since 1995.

From the AASHTO Journal  
June 22, 2007



Jim Lynch, MDT Director  
MACRS Speaker



2007 MACRS Luncheon

## Safer Sign Supports: Are Yours Breakaway Yet?

Rigid objects close to a roadway can become deadly hazards when struck by a vehicle that strays off the pavement. Supports for road signs, frequently placed close to the roadway, are hazards if they are not designed, manufactured, and constructed to break away upon impact. Even relatively small and innocent looking road sign supports can be deadly if they are not designed to break away.

The Manual on Uniform Traffic Control Devices (MUTCD), which is the national standard used for all roads open to public travel, states that roadside sign supports in the clear zone shall be breakaway, yielding, or shielded. This requirement applies to all roads, whether publicly or privately owned. Although state highway agencies are generally in compliance already, the FHWA is concerned that many local agencies may not be aware of this requirement.

“Breakaway” is often used as an umbrella term to describe crash tested sign supports that break or bend upon impact. This includes sign supports that, when struck by a vehicle, separate from the base and are knocked ahead of or up and over the errant vehicle. It also includes “yielding” sign supports - those that bend, allowing a vehicle to run over them. Many sign supports are yielding at low speeds and breakaway at high speeds. Specific testing and acceptance criteria for breakaway sign supports can be found:

- The Guide to Small Sign Support Hardware (purchased from AASHTO web site bookstore, Code GSSSH-1 at <https://bookstore.transportation.org/>)
- AASHTO Roadside Design Guide, 2002 (from AASHTO web site bookstore, Code RSDG-3-M: <https://bookstore.transportation.org/>)

... continued on Page 11

## 2007 Roads Scholars (Cont'd from Page 9)

### Mike Shafer Beaverhead County

I went to work for the county in 1976. When I was hired I was told that the job would just be for the summer and now it is going on 31 years. I guess it's been a long summer. I enjoy going to work each day and most of all like spending time in a motor grader. After 30 years of blade work, I find that I learn something new and different every day.

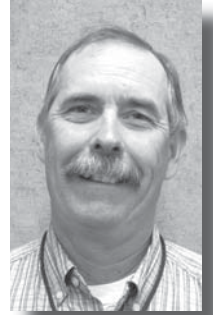


I have been married to my best friend for almost 37 years and she is still the boss. We have a boy and twin girls, and even better than having children around are the grandchildren. Family life has been the stable force in my life. Living in western Montana gives me the opportunity to enjoy fishing, hunting, and everything else the outdoors has to offer.

LTAP has been a very good addition to the training program for our county. Any county not using their services are definitely missing some great opportunities. The people at LTAP are very helpful and I enjoy their classes and training. Steve has been excellent to the crew at our county and we would like to thank him very much.

### Bob Smith Powder River County

I have valued my 32 years of employment with Powder River county. It has been an educational experience from the beginning, right up to the present. It's been a mix of gravel roads and life in general.



It is similar to our roads with ruts, big rocks, washouts and occasionally smooth sailing. The majority of my first 25 years with the county involved running the backhoe and installing car-gates and culverts. I also operated a motor grader, bulldozer, and scraper. We didn't have a training program back then. We mostly learned how to operate machinery by the seat of our pants and trial and error. Of course you always received the most “help” after the error.

I have been married to my wife, Sharon, for 35 years. We have five children and four grandsons. For 32 years, our family has ranches south of Broadus. We raise registered Black Angus cattle. Hunting is one of my hobbies as well as hunting for arrow heads.

All the training and help from LTAP that Steve, Sam, and Bart have provided has made our crew better equipped to deal with situations on and off the road that may arise. Our entire crew has been through the Gravel Roads training, signs and flagging, in addition to other LTAP courses. Our MACRS meetings are invaluable with the maze of laws, regulations, and unforeseen circumstances. We need all the information we have obtained at the conferences.

Tim White, 2006-07 MACRS President



Trying out vendor simulator equipment at 2007 MACRS Conference

# 2007 Roads Scholars (Cont'd from Page 10)

Greg Sodt  
Dawson County

I have been with Dawson County for eight years. I was hired as an operator/truck driver in 1999. In 2005, I became road foreman.



Prior to working for Dawson county, I spent several years working highway construction in Montana and Wyoming. My previous experience with machine operation was primarily construction with some maintenance.

I enjoy living in Richey with my wife, Tracey, and my four-year old daughter, Peyton.

My previous experience combined with the LTAP training I have received, has greatly improved my general knowledge of the county road department's operations. I look forward to more training.

Paul Tweten  
Valley County

Over the past six and a half years I have worked for Valley County building and repairing bridges and signing, installing culverts, and helping out where ever needed.

Prior to this work, I was employed by a drilling company and worked in the oil fields from the mid 1980's to the early 1990's. I also have worked for a local contractor mainly doing concrete work.



I was raised on a Montana farm. My wife and I have a six year old daughter.

LTAP training is very important and has helped me with safety tips when operating heavy equipment, erosion control, and proper signing. One of the most important things I have learned are the legal liabilities counties can face when we don't do things right. My thanks to LTAP! I would also like to thank my boss and the Valley county Commissioners for giving the opportunity to attend LTAP training.

Art Ullery  
Stillwater County

I am going on my eleventh year with the county as an operator/truck driver. Prior to that I had worked as a mechanic for six years.



Although I grew up on a farm back east, I took my first steps at my grandfather's place in Reed Point, Montana. My wife, Norma, and I have been together for twenty years and have a boy and a girl. We enjoy the outdoors and like big game hunting, upland game bird hunting, and fishing.

The LTAP classes have expanded in quality and really helped in understanding safety. In particular, the gravel roads workshop has gathered years of experience from the "dirty hands" guys who are older operators, information that I would not get out of a book. The Snow Rodeo in the fall provided excellent training as well as networking with guys I would normally not have a chance to meet, considering the size of the state. I look forward to more training.

Mitch Urdahl  
Valley County

I have worked for the Gallatin County Road Department since 1995, with the last seven years as road foreman.



I was born and raised in Bozeman, Montana. I enjoy most of the outdoor activities that Montana has to offer, including boating, fishing, and hunting. I also enjoy occasional indoor activities.

The training that LTAP has offered to our department has expanded my knowledge of road maintenance and road building techniques, management skills, and safety fundamentals, as well as providing an opportunity to visit with other county road departments. The ability to learn about their problems and how those problems are addressed is always enlightening and beneficial.

## Safer Sign Supports: Are Yours Breakaway Yet? (. . . cont'd from Page 10)

If a sign support within the clear zone cannot meet breakaway criteria, it should be shielded with a barrier, such as a guardrail or crash cushion.

FHWA realizes that no agency can inventory, inspect, design, and replace non-breakaway sign supports overnight. The easiest way to accomplish this is to begin using breakaway supports when installing new signs or replacing damaged supports. All non-breakaway sign supports within the clear zone of roads posted at 50 mph or greater shall be replaced by January 2013.

### MUTCD Section 2A-19:

" . . . Ground-mounted sign supports shall be breakaway, yielding, or shielded with a longitudinal barrier or crash cushion if within the clear zone."

The retroreflective material on traffic signs has a limited life span. It is recommended that this retroreflective sheeting be upgraded over a seven to ten year span. Costs can be minimized by coordinating the replacement of sign supports with the upgrading of retroreflective sheeting of signs.

### What is a Clear Zone?

A driver of a vehicle that leaves the roadway might be able to regain control of the vehicle and return to the roadway if the open space adjacent to the roadway is clear, unobstructed, and relatively flat. This area is known as the "clear zone." The width of the clear zone is a function of the speed of traffic, traffic volume, steepness of the side slopes, and curvature of the road. State highway agencies have accepted procedures for determining the required clear zones for roadways.

Information from FHWA Brochure  
on Breakaway Supports

# County Road by Wes Hubbel

## AASHTO Receives SAFETEA-LU Funding for Center for Environmental Excellence

AASHTO competed for and has been awarded \$3.1 million in SAFETEA-LU funding over the next three years for a Center for Environmental Excellence. The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) provides that the goal of the center is “To provide technical assistance, information sharing of best practices, and training in the use of tools and decision-making processes that can assist states in planning and delivering environmentally sound surface transportation projects.”

The existing AASHTO Center for Environmental Excellence serves as an important resource for AASHTO member states and their partners seeking technical assistance, training, information exchange, partnership-building opportunities, and quick and easy access to environmental tools.

With the SAFETEA-LU funding, AASHTO will build on the success of the center to actively promote environmental excellence in transportation by providing a wide variety of services aimed at defining the state of the art in environmental protection, restoration, and enhancement, and promoting innovative techniques that maximize the efficiency, reliability, and consistency of delivering environmentally sound transportation projects and programs.

AASHTO, which was awarded the funding on June 13 effective July 2, will work with the Federal Highway Administration to develop a strategic work plan that provides innovative ways to assist state transportation agencies and their partners in improving public trust, environmental performance, and program delivery.

*... continued on Page 13*

The following poem was written by a fellow county road employee from Wibaux County located on the far eastern border of Montana. He is in the process of writing a book of poems. This particular poem was auctioned off at the 2007 Spring MACRS Conference.

### The County Road By Wes Hubbel

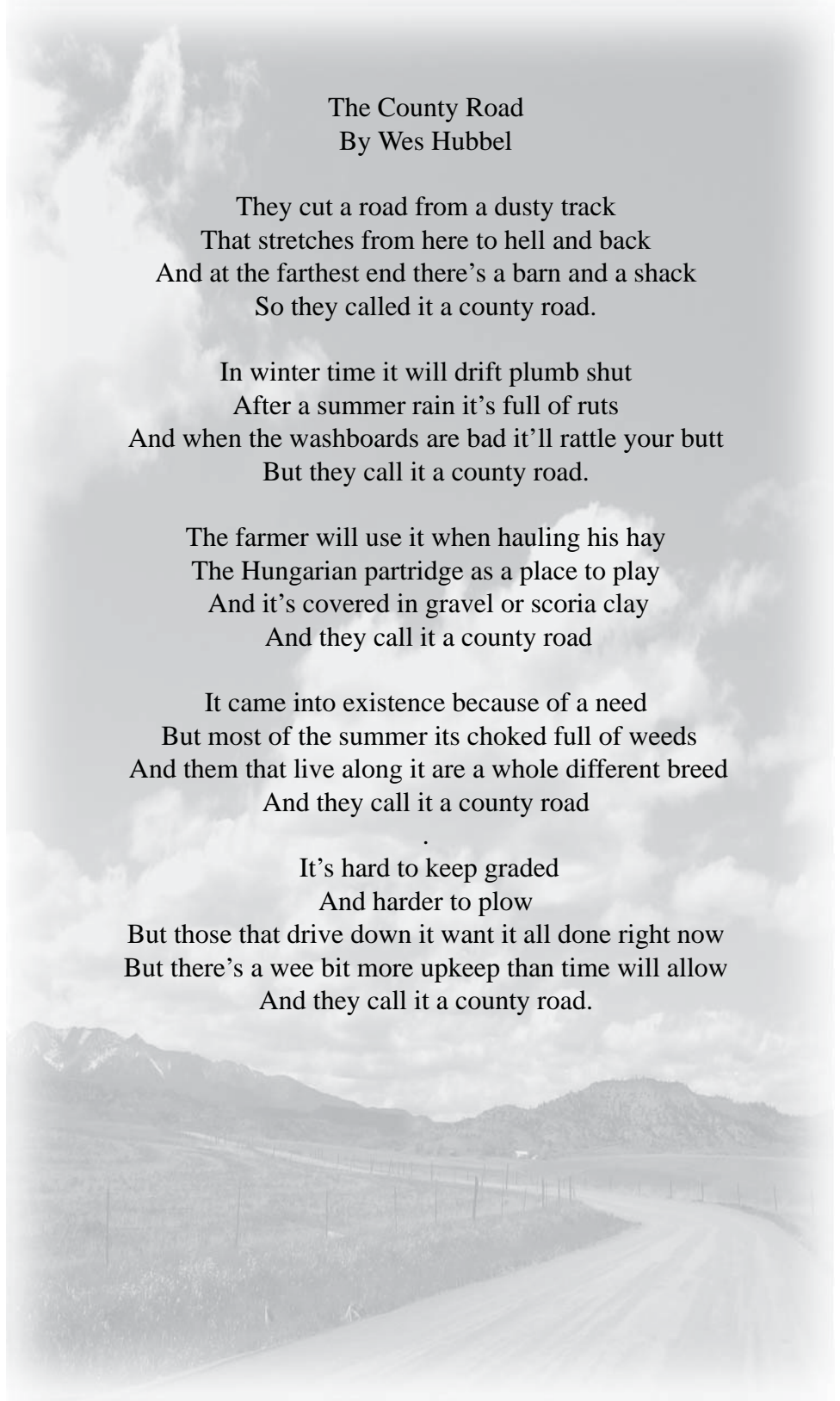
They cut a road from a dusty track  
That stretches from here to hell and back  
And at the farthest end there's a barn and a shack  
So they called it a county road.

In winter time it will drift plumb shut  
After a summer rain it's full of ruts  
And when the washboards are bad it'll rattle your butt  
But they call it a county road.

The farmer will use it when hauling his hay  
The Hungarian partridge as a place to play  
And it's covered in gravel or scoria clay  
And they call it a county road

It came into existence because of a need  
But most of the summer its choked full of weeds  
And them that live along it are a whole different breed  
And they call it a county road

It's hard to keep graded  
And harder to plow  
But those that drive down it want it all done right now  
But there's a wee bit more upkeep than time will allow  
And they call it a county road.



# True Team Effort

## True Team Effort Sustains Successful Safe Corridor Program in Washington State By Gib Peaslee & Marie Roybal

Maintaining vehicle and pedestrian safety is a major public challenge but moving promising safety initiatives from the planning room into actual practice has also proven to be a daunting task for safety experts.

Because of this, many states are considering the Safety Corridor concept as a way to help reduce crash and fatality rates in identifiable problem areas. Washington is one such state. What makes Washington State's effort unique is a high level of integration of all safety interests throughout the entire process. Citizen and business groups, law enforcement, engineering, education and medical service safety professionals all play an equal role in the planning, development and construction process. Most importantly, the involvement of these interested parties is an important aspect for sustaining the effort over the long-term.

Here's just a sample of the results of these integrated safety efforts, total collisions were reduced by 5%, total injuries were reduced by 11%, alcohol-related collisions were reduced by 15% and, fatal and disabling injury collisions reduced by 34%. Not only have federal and state agencies bought into the concept but the state has also been able to get local communities involved in their Corridor Safety Program (CSP).

Safety professionals are invited to participate in a Product Demonstration Showcase (PDS) of the Washington State DOT process, August 23 & 24, 2007 in Vancouver, WA. The Showcase (see information below) is co-hosted by the City of Vancouver, WA, WSDOT and the Federal Highway Administration's Washington state and Utah state Local Technical Assistance Programs (LTAP).

The Showcase will cover all aspects of the process that was used to bring the Safety Corridor Program to life. Including how all the parties were approached, the challenges they faced and how participation, planning, design and jurisdictional obstacles were overcome. Each partner will speak to their role and responsibilities. First, presentations will be covered in an interactive classroom format. Then Showcase participants, accompanied by a docent, will visit three real-time field sites including a 16 mile rural safety corridor along the Columbia River to experience original conditions and resulting solutions. This will be a two-way information sharing experience since participants may have solutions that WSDOT could consider.

. . . results of these integrated safety efforts, total collisions were reduced by 5%, total injuries were reduce by 11%, alcohol-related collisions were reduced by 15% and, fatal and disabling injury collisions reduced by 34%.

If you're serious about traffic safety don't miss this unique well-rounded learning experience. Decision-makers cannot afford to miss this opportunity. CEU and PDH credits are available for this Showcase.

Registration is \$99.00 for the two day event and includes all handout materials, site visit transportation and dinner Thursday evening.

For those requiring overnight accommodations, a group room block has been arranged at the Hilton Vancouver Washington in Vancouver, WA for \$101.00 per night for single occupancy. You may contact the hotel direct at: 360.993.4500. Please mention the Corridor Safety Showcase to receive this rate. To register, or for more information please visit [www.utahltap.org](http://www.utahltap.org) or call Keri Shoemaker at the Utah LTAP Center 435.797.2931 or Mathew Enders at the Washington LTAP Center 360.705.6907.

## AASHTO (cont'd from Page 12)

Focus areas for the work plan include:

- Improving planning and environmental processes to achieve better results and timeliness
- Advancing awareness of SAF-ETEA-LU environmental provisions and good practices
- Advancing use of technology, geospatial tools, and decision-support tools to support integrated decisionmaking
- Integrating Context Sensitive Solutions (CSS) throughout all aspects of planning, project development, construction, maintenance, and operations
- Advancing environmental review process innovation to support congestion relief and public-private partnerships
- Promoting commitment tracking methods and environmental management systems
- Advancing and showcasing exemplary ecosystem and human environmental initiatives
- Increasing availability and access to information-sharing/problem solving activities
- Building partnerships to leverage and coordinate the center's activities and other related research efforts, and
- Advancing National Environmental Policy Act cost estimating and project oversight tools.

"The Center for Environmental Excellence will continue to be an essential resource for state transportation departments to efficiently deliver environmentally sustainable projects," said AASHTO Executive Director John Horsley. "We're pleased to be able to work with the Federal Highway Administration to provide these important tools and services to the states."

AASHTO Announcement  
June 21, 2007

# Graduated Driver Licensing Reduces Fatal Crashes

## National Center for Safe Routes to School Information

To better facilitate communication about Safe Routes to school, the national Center for Safe Routes to School has established an e-mail sign-up feature on its Web site. The National Center for Safe Routes to School assists State programs and communities in enabling and encouraging children to safely walk and bicycle to school. The Center strives to equip Safe Routes to School (SRTS) programs with the knowledge and technical information to implement safe and successful strategies. The Center also serves as the coordinating agency for Walk to School activities in the U.S.

By signing up for the feature, subscribers will receive periodic e-mails from the National Center for Safe Routes to School, including SRTS Program Status Reports, news releases, general updates and Safe Routes Matters, the Center's electronic newsletter. The National Center's web site address is <http://www.saferoutesinfo.org/> From NACE News February 2007

Nationwide Review of Graduated Driver Licensing Report from AAA Foundation for Traffic Safety. This report was prepared by Susan P. Baker, MPH; Li-Hui Chen, PhD, MS; Guohua Li, MD, DrPH; Johns Hopkins Bloomberg School of Public Health, Center for Injury Research and Policy; February 2007  
Permission Granted to Reprint from AAA

## Background

Teens have a greater chance of death in motor vehicle crashes than from any other cause (Centers for Disease Control and Prevention 1999; Cvijanovich et al. 2001; Foss 2000). Injuries are the primary cause of death of teenagers, and 41% of injury deaths at ages 15-19 involve motor vehicle crashes (Centers for Disease Control and Prevention 2006). In 2004, 7,898 drivers aged 15 to 20 years were involved in fatal crashes (National Highway Traffic Safety Administration (NHTSA) 2004). In addition to the lives lost in motor vehicle crashes, the annual economic cost of police-reported crashes among teen drivers is a staggering USD \$40.8 billion (NHTSA 2002).

## Rationale for GDL programs

Injuries resulting from motor vehicle crashes are the number one cause of death among teenagers in the United States. The highest rate of fatal crashes is found for 16-year-old drivers (Williams and Shabanova 2003). Graduated Driver Licensing was proposed in the early 1970s because research showed that younger drivers had the greatest probability of being involved in crashes, were more likely to experience crashes when driving between the hours of midnight and 6 a.m., and were at greater risk when carrying teenage passengers (Waller 2003).



## Common GDL program components

GDL program components affect crash rates of novice drivers in three ways: by reducing exposure, increasing supervised practice, and decreasing unsupervised driving under hazardous conditions such as driving late at night or with passengers.

## Summary of findings

### Fatal crashes

Fatal crash involvement rates of 16-year-old drivers were lower by 21% and 38%, respectively, when programs had four or five GDL components in effect, based upon comparisons with state-quarters with no GDL components. State-quarters with fewer than four components were not associated with statistically significant reductions in fatal crash rates of 16-year-old drivers.

### Injury crashes

Results for injury crashes were similar to the results for fatal crashes, but with somewhat greater reductions in crash involvement rates of 16-year-old drivers than were found in fatal crashes. For all GDL programs combined, including weaker programs, an overall reduction of 19% was shown by regression analyses that adjusted for state and time. For programs with five components, a reduction of 40% was seen in involvement rates of 16-year-old drivers.

If you would like hard copies of the report, please email [asaiddman@aaafoundation.org](mailto:asaiddman@aaafoundation.org) with the number of copies and your shipping address. Report can also be viewed at: <http://www.aaafoundation.org/pdf/NationwideReviewOfGDL.pdf>



# Workaholics: Extreme Workers

By Dr. Donald E. Wetmore

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In the May 23, 2007 edition of USA-Today there appeared a feature article about the growing number of workaholics in our country. My experience with my clients confirms that it becoming an epidemic in the workplace where employees are given increased tasks and then achieve increased performance by paying for it out of their hides, putting in more time rather than acquiring better time management skills to learn how to get more done in less time.

About 60% of high earners work more than 50 hours each week and complain that their health and sleep suffer as well as their relationships with their spouses and children. About 35% of the workforce is giving up some vacation time to work more and more a third of those surveyed felt guilty about taking time off.

The causes for this increase of workaholics include a more competitive business environment, less job security and technology such as BlackBerries, laptops and cell phones that keep people tethered to their jobs 24/7.

The article offers some warning signs to tell if you are an Extreme Worker:

- Do you find your enjoyment of social activities less?
- Are you thinking or worrying about work?
- Does your family complain about your work hours?
- Are you the last one to leave the office?

Effective personal productivity is not working harder but getting the most important items done. You will leave undone more that

you ever get done. You will only accomplish a tiny fraction of what you would like to get done. Having a goal, then, of “getting it all done” just buys stress and frustration and more hours for work and less time for you as you become ensnared in the Extreme Worker trap.

What to do? Two strategies might be helpful. Start by setting in advance the total number of hours you wish to spend on the job. This will help you to take advantage of Parkinson’s Law which says,

in part, that a project tends to expand with the time allocated for it. If you give yourself ten hours in the day to do your work it will take ten hours to complete. You will fill in that time.

On the other hand, if you chose to give yourself eight hours in the day to do your work, you will find yourself generally getting it done within that time frame. You will automatically become more effective at planning

and managing your time. You will be less willing to spend time in wasteful meetings for example and will suffer fewer wasteful interruptions.

Second, take a regular, hard look at your To Do list and identify the items that can be delegated. There is a big difference between “I do it” and “It gets done.” What is more important is that it gets done. And the hardest part about delegating is simply letting go, especially for Extreme Workers.

I have had many executive coaching assignments helping clients to get free of the workaholic syndrome and as is often the case, the problem stems from an inability and unwillingness to delegate. “If you want a job done well you have to do it yourself,” leads you to the prison of an Extreme Worker.

Effective personal productivity is not working harder but getting the most important items done.

## Montana LTAP Library

The LTAP Lending Library has publications, DVD’s, videos, and software available that may be borrowed for two weeks and then returned to the Library. Up to three videotapes may be borrowed from the LTAP Lending Library rent-free for two weeks. Some publications are free or for a nominal charge upon request.

For information or checkout procedures, call Julie Satterwhite or Michele Beck at LTAP:

1-800-541-6671

If you have computer access, please e-mail us at: [mtltap@coe.montana.edu](mailto:mtltap@coe.montana.edu)

You will find the total library publications, software, DVD’s, and videos lists at this web site:

[www.coe.montana.edu/ltap](http://www.coe.montana.edu/ltap).

You can also keep track of upcoming workshops, our newsletter, and “What’s New” items that change periodically at this web site.



Local Technical Assistance Program  
 Faculty Court Unit 22  
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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.

The Local Technical Assistance Program Newsletter, LTAP MATTERS, is published quarterly. Funding for this program is provided by the Federal Highway Administration through the Montana Department of Transportation, Montana State University and a portion of Montana's gas tax revenues.

This newsletter is designed to keep you informed about new publications, techniques, and new training opportunities that may be helpful to you and your community.

Present and past issues are available at [www.coe.montana.edu/ltap](http://www.coe.montana.edu/ltap) or by calling 1-800-541-6671.

### Editorial Contributions Welcome

LTAP welcomes contributions to LTAP MATTERS. Those wishing to submit relevant material to be published in the next newsletter can submit their ideas and articles to:

Michele Beck  
 Local Technical Assistance Program  
 Faculty Court Unit 22  
 PO Box 173910  
 Montana State University-Bozeman  
 Bozeman, M 59717-3910

(800) 541-6671 or (406) 994-6100  
 Fax: (406) 994-5333  
 email: [mbeck@coe.montana.edu](mailto:mbeck@coe.montana.edu)