The Missouri “Show-Me” Road Scholar Program now has 97 Level I graduates as of April 1. The program was deployed in the summer of 2008. Since that time, the program has continued to grow at a steady rate. There are now 412 participants representing 50 agencies throughout the state. These agencies include city and county street, highway and public works departments, as well as special road districts. Boone County Public Works is well in the lead with 32 Level I graduates. Missouri LTAP wishes to congratulate all of those agencies who have Road Scholar Level I graduates. The following is a list of the agencies and the number of graduates for each:

- Boone County Public Works – 32
- Platte County Public Works – 11
- City of Nixa Public Works – 8
- City of Republic Street Department – 8
- Joplin Special Road District – 7
- City of Clayton Public Works – 3
- Jasper County Highway Department – 3
- Webster County Road and Bridge Department – 3
- City of Belton Public Works – 3
- City of Gladstone Public Works – 3
- City of Houston – 3
- New Madrid County Highway Department – 2
- City of Mexico – 3
- City of Fulton – 2
- City of Jackson – 1
- City of Potosi – 1
- City of Town & Country – 1
- Buchanan County Public Works – 1
- Johnson County Highway Department – 1
- Pike County Highway Department – 1

Road Scholar Level I
Platte County on January 29, 2013
From Left to Right: Beverlee Roper (1st District Commissioner), Brian Marten (Level I graduate), Greg Sager (Public Works Director), Lucas Wagner (Level I graduate), Jason Brown (Presiding Commissioner), Duane Soper (2nd District Commissioner), Ray Brady (Level I graduate), Heath Pickerill (MO-LTAP Director) Not pictured: Matthew Morris (Level I graduate)

Road Scholar Level I
Boone County Public Works on February 8, 2013
From Left to Right: Corey Boles, Mark Rowland, Ricky Harvey, Dwayne Kimbrel, Ryan Bennett (Level 1 graduates), Heath Pickerill (MO-LTAP Director)
It is once again time to write about the news and events of Missouri LTAP. While winter seems to drag on, hints of warm weather continue to tell us that spring is just around the corner. This time of year brings with it a flurry of activity in the MO-LTAP office. To begin, we met with our MO-LTAP district ambassadors recently. The meeting was held on February 6 in Rolla on the Missouri S&T campus. This gave us an opportunity to get an update on the Missouri Local Public Agency (LPA) Program at a state and local level. Each ambassador shared what has been happening with local agencies in their area of the state. We were also able to ask them for suggestions on what we can do to best serve these agencies. See the article in this newsletter for a complete summary of the meeting. We have also been busy offering a variety of classes throughout the state. Many have been our usual offerings, but some have been new programs. As always, we welcome hearing from you if you have any questions, comments or suggestions.

Best wishes,
Heath Pickerill
Director, Missouri LTAP

The Missouri LTAP staff met with its MO-LTAP ambassadors on February 6 in Rolla on the Missouri S&T campus for its winter 2012/2013 meeting. The MO-LTAP ambassadors represent each of the seven MO-LTAP districts and provide MO-LTAP with a direct link to the local agencies and customers within each district. They help communicate what is necessary, how well existing programs are received, and help make introductions between the LTAP staff and county commissioners and other pertinent local government officials. Six ambassadors attended along with other MO-LTAP staff. The ambassadors included: Elquin Auala, Dion Knupp, Marsela Ward, Greg Wilhelm, Julie Zibert and Chad Zickefoose. Other MO-LTAP staff included: Jeff Hoffman - Senior Materials Specialist, Bill Stone - Research Administrator, and Kenny Yoss - Local Programs Administrator. MO-LTAP was represented by Heath Pickerill - Director, and Kristi Barr - Program Coordinator.

The complete list of ambassadors includes:
- Northwest – Darby Logan
- Northeast – Ronald Watts
- Kansas City – Marsela Ward
- St. Louis – Greg Wilhelm
- Central – Dion Knupp
- Southwest – Chad Zickefoose & Julie Zibert
- Southeast – Elquin Auala

Heath Pickerill opened the meeting by welcoming the new ambassadors and thanking everyone for attending. He then gave an overview of MO-LTAP for those new ambassadors not entirely familiar with the program. He explained the Road Scholar Program, Equipment Loan Program and covered many of the classes that are offered. He also gave an update on recent activities, which included recent training classes held, upcoming classes, the new website, and updated handouts and workshop books. Each ambassador then had an opportunity to give an update on their district. The focus of recent activities for each has been on the distribution of local project funding. The group then discussed the Local Programs Administration (LPA) training and MO-LTAP's involvement in advertising the classes and managing the registration. Everyone agreed that MO-LTAP plays an integral role in the LPA training program. The group then discussed ideas for new classes, which included right-of-way training, environmental assessment and a construction materials overview. MO-LTAP is currently developing a materials class and hopes to offer it later this year. The meeting concluded with closing comments from each attendee. Everyone agreed that it was a worthwhile meeting and looking forward to meeting again at the end of the year.

COMMUNITY FORESTRY WORKSHOPS

The Missouri Department of Conservation (MDC) will host several workshops throughout the state to educate and encourage communities to become more aware of their public tree resources. To go to the main page of the Missouri LTAP website for more details.

Scheduled Workshops:
- April 4-2:4 pm in Cape Girardeau
- April 9-2:4 pm in Hannibal
- April 11-7:9 pm in St. Louis
- April 15-7:9 pm in Rolla
- April 18-2:4 pm in St. Charles

MISSOURI LTAP AMBASSADORS MEET

Page 3

Page 2
Next, they sent a Streets Lead-Worker to the annual APWA Snow Conference. He came back with multiple ideas. First, the division recalibrated their salt spreaders. That reduced the cost of salting during snow events from $3.48 cents per lane mile to $2.53 cents. He also learned about mixing red and white salts to work more effectively based on weather conditions. That also improved service level by improving efficiency and effectiveness of road salting.

Second, the employee learned about the advantages of pre-wetting roads with salt brine. He and his coworkers presented a proposal to build and utilize a brine system. When the numbers were crunched, they were given the go-ahead to design and build the system and dispensers. This program further reduced the cost of salting from $2.53 cents per lane mile to $1.15 cents. The mixing, storage and pumping plant was constructed in-house as were the dispensing systems for mounting on multi-use hook trucks that replaced limited-use 10-wheelers and hobotails (a plan developed by the Fleet Division to reduce fleet costs and improve usability of fleet assets). For the cost of less than $40,000, the City will save more than that annually.

Another idea came from the concrete crew. Rather than tearing out and replacing damaged sidewalks, they proposed to purchase a pumper that raised sunken sidewalks. The cost was $15,000 to start up and allowed a two-man crew to repair more sidewalks in a week than a full crew of six could complete in a month for a fraction of the cost. This idea came forward after attending a local training session on concrete care and replacement.

Their latest program came in the form of building a dispenser for GSB-88. In the never-ending struggle to keep roads in good repair, the City has a treatment program designed to extend the service life of its roads. Part of the program calls for treating roads with regenerating agents. A bid was let for GSB-88 that came in at 11 cents per square foot. When the Streets Division manager and his staff came up with the plan to build their own dispenser and put the numbers into the bid that they could do the treatment for 4.3 cents per square foot and build the dispenser for $6,000 to be used on the same hook truck as the brine dispenser. They saved more than the cost of the system on their first job.

I must give great credit to the right-thinking of the South Jordan leadership to continue to invest in training that has proven to pay continuing dividends in cost-effective and service level improvements in the face of tough budget decisions. I also give great credit and thanks to the young men and women who have taken that training and put it to great use. The benefits will be realized by the residents of South Jordan for years to come. It pays to train!
Bike Safety

Motorists—please share the road
Most Americans support the creation of communities that are safe for bicycling and walking. How you drive around town makes a big difference in bicycle and pedestrian safety.

When you pass a bicyclist on the street, remember:
• By Missouri state and local law, bicyclists are allowed to use the road. By law, bicyclists have the same rights and duties as other vehicle drivers.
• When passing cyclists, common sense and standard traffic law says that “Drivers shall pass at a safe distance.” Squeezing past is simply unsafe—no matter if you are passing a bicycle, a pedestrian, or a motor vehicle.
• Good road design allows autos and bicyclists to cooperate with little friction. But many of our Missouri roads are not the best, and that requires a little bit of patience from everyone.
• Please use special care around young cyclists and pedestrians

Young cyclists and pedestrians present a special challenge for drivers. Remember that young people are far safer, both for themselves and for others, on a bicycle or on foot rather than behind the wheel of a car.

• Young bicyclists are frequently unpredictable. Approach each cyclist at a safe speed and leave an extra distance between yourself and the cyclist for safety. Remember how you rode when you were that age—you probably weren’t very predictable, either!
• Young cyclists (and pedestrians) often emerge unexpectedly from behind parked cars or from driveways and side streets. They might be over the top of a hill or around a curve. Slow down and expect to see people walking or cycling at any time on any city street.
• Be especially cautious and reduce speed at dusk, when many pedestrians and cyclists are out and it is very difficult to see them.
• If you see a young pedestrian or cyclist, slow down. If you see one young person, there are likely several more nearby that you haven’t seen—yet.

Cyclists—following common-sense traffic rules increases your safety many times
• Safety depends on how you ride, not where. Millions enjoy bicycling in traffic throughout their lives without collision or trouble. The safest cyclists have taught themselves to cooperate with other drivers by using all the rules of the road:
  • Stop. Stop and yield to cross traffic before entering a road from a driveway or sidewalk. Stop at stop signs. Stop when you have the red at traffic signals. Motorists follow these rules because they make the streets safe and predictable for everyone—you should, too.
  • Be predictable and visible. Good drivers don’t weave all over the road—neither should you.
  • Ride with traffic, never against it. Cycling against traffic is 5-20 times more dangerous than cycling with traffic.
  • Use arm signals. If you communicate with motorists they will cooperate with you.
  • Check traffic before merging or turning—just as car drivers do.
  • Wear a helmet. Your helmet is a lot like your seat belt in your car—wear it all the time as “insurance,” but then drive so safely that you never need that insurance.
  • Lights on at dusk and wear light-colored or reflective clothing. Motorists try to avoid hitting a cyclist they can see, but an unlit bicycle at night is nearly invisible to motorists.

More about bike lights:
• Reflectors are not enough. Reflectors don’t help drivers approaching from the front or sides, because their headlights do not shine on your reflector.
• We have good streetlights in my area. I can see just fine when I’m riding. Why do I need bike lights?” Bike lights help you see better. But their main purpose is to help other drivers see you. Motorists are dazzled by their own headlights and can see surprisingly little by the light of streetlights.
• The bike’s front light is even more important than the rear light—more than 75% of bike-car accidents involve cars approaching from the front or sides.
• Both front and rear lights are required by Missouri state law.
• Inexpensive lights can be purchased at any store that sells bicycles.
• Parents should know that about half of the young people seriously injured or killed in bicycle accidents in Missouri recently were riding after dark with no lights. Parents—don’t let your kids ride at night without lights!

Done right, cycling is a quick, easy, healthful, and fun way to get from here to there.

Resource:
http://www.safemotorist.com/Missouri/Driving/bicycle_safety.aspx

SAFETY ENGINEERING

States Consider New Every Day Counts Innovations

A series of fall summits gave more than 1,000 professionals at the front lines of highway project delivery the opportunity to mull over the latest round of Every Day Counts innovations to shorten project delivery.

Each day-and-a-half event—held in California, Georgia, Maryland, Michigan, Missouri, Oregon, Rhode Island and Texas—featured sessions on the innovative project delivery strategies the Federal Highway Administration announced last summer. Four are new:

Strategies for locally administered Federal-Aid projects are designed to help local public agencies navigate the complexities of the Federal-Aid Highway Program.

Three-dimensional modeling technology allows for faster, more accurate and more efficient planning and construction.

Intelligent compaction uses special vibratory rollers and GPS technology to improve the quality, uniformity and performance of pavements.

The use of alternative technical concepts enables contractors to propose innovative options on projects that are equal to, or better than the state’s criteria.

Other strategies are among the first round of Every Day Counts that began in 2010, including programmatic agreements, design-build and construction manager-general contractor project delivery methods, and accelerated construction techniques. Sessions also covered environmental provisions of the new Moving Ahead for Progress in the 21st Century Act.

Some innovations in the second round of Every Day Counts—including high-friction surface treatments, geometric intersection and interchange designs, and geospatial data collaboration—will be covered in a series of virtual summits in spring 2013.

Tailored to State Needs

At the fall summits, FHWA sought feedback from participants on proposed strategies to implement the Every Day Counts innovations so the expert teams the agency has formed to spearhead deployment could adapt their strategies to state needs. Participants also met in state caucuses to come up with preliminary recommendations on which innovations to incorporate into their highway programs over the next two years. They took those suggestions back to their state agency colleagues to develop their own plans.

The state-based approach is at the heart of Every Day Counts, FHWA Administrator Victor Mendez told summit participants in Baltimore, Md. “This is about tailoring Every Day Counts to the needs, laws and regulations of each state,” he said.

The summits are an important part of the process because they foster ownership of the goal to improve project delivery, Mendez said, but the ultimate goal goes beyond deploying new technologies.

“We have a much more ambitious goal, which is to change the culture of the transportation community to one that embraces innovation as the standard way of doing business,” he said. “We’ve committed ourselves to a course that will benefit the American taxpayer. Every Day Counts is about fulfilling our mission in a better, smarter, faster way.”

First-Round Results

FHWA launched Every Day Counts in 2010 to deploy innovations that shorten project delivery, enhance roadway safety and improve environmental sustainability. Every state has applied one or more of the 16 first-round initiatives, and many are now widely used, FHWA Deputy Administrator Gregory Nadeau told Baltimore summit participants.

One is the Safety EdgeSM, a paving technique that shortens the roadway edge to allow drivers who drift off highways to return safely. Since October 2010, more than 40 states have used the technique on more than 774 projects. The Virginia Department of Transportation has completed all 15 of the pilot projects and developed a draft specification, said Dr. Jose Gomez, director of the Virginia Center for Transportation Innovation and Research.

Other initiatives have also generated significant results:
• Forty-five states now have specifications or contractual language that allows the use of warm-mix asphalt, which can be produced and placed on the road at lower temperatures than conventional hot-mix asphalt, reducing fuel use and extending the paving season. The Delaware Department of Transportation plans to use it on all asphalt paving jobs by 2013, Rusty Lee, director of the Delaware Local Technical Assistance Program, reported at the Baltimore summit.
• Forty-four transportation agencies are in various stages of implementing adaptive signal control technology at 64 locations. This technology automatically adjusts when green lights start and end, promoting smooth traffic flow and easing congestion. In West Virginia, a system was installed in Morgantown to ease congestion in the West Virginia University area, said Murphy, state highway engineer.

Article continues on page 9...
Some benefits of diversity in the workplace are: promotes and celebrates individuals' collective achievements. The essence of the diversity experience: "Diversity is a commitment to recognizing and appreciating the variety of characteristics that make individuals unique in an atmosphere that promotes and celebrates individuals' collective achievements. Some benefits of diversity in the workplace are:

- Identify your agency's or company's needs.
- Make every effort to make your workforce resemble the demographic it serves.
- Develop a hiring strategy to increase workforce diversity.
- Develop a procedure to track, measure and enforce policy.
- Develop relationships with local organizations and with community connections including churches, cultural institutions, colleges, Urban League, National Council of La Raza.
- Use employee referrals and minority job headhunters.

The workforce measuring stick is based on the demographic it operates in. Each agency or company should mirror the demographic it serves. The Declaration of Independence states "that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty, and the pursuit of Happiness." It is very difficult to obtain these unalienable rights without gainful employment. When a person is employed they have an opportunity to provide for their families which is an important element in obtaining Life, Liberty, and the pursuit of Happiness. Diversity is a broad subject, but for me, this definition captures the essence of the diversity experience: "Diversity is a commitment to recognizing and appreciating the variety of characteristics that make individuals unique in an atmosphere that promotes and celebrates individuals' collective achievements."

Some benefits of diversity in the workplace are:

- New learning opportunities.
- Additional creativity.
- Increased productivity.
- Attracting and retaining talent.

Increased market share and creation of a satisfied customer base.

Anderson County Public Works Division will begin as a pilot division for the County to implement the "Measuring Stick Program" beginning in March 2013. The program is intended to promote awareness and accountability as we embrace diversity in our workforce. The implementation process will consist of the following:

- Obtain support from top level management.
- Schedule bi-annual meetings with the department heads and top level officials encouraging them to support and promote the "Measuring Stick Program."
- Review workforce demographic vs. service area demographic, assess recruiting method, and promote diversity.
- Develop a brochure to distribute to local organizations, churches, cultural institutions, colleges, Urban League, National Council of La Raza as required to become more inclusive in getting the information out about the types of jobs, job openings, and the method to apply for jobs.

In conclusion, when we toured Largo, Fla., I saw a beautiful flower garden. What made that garden so attractive were the many types and colors of flowers. If we can add some different flowers to our workforce garden, how beautiful our agencies or companies would be with people coming from near and far wanting to be a part of your workforce. As we grow in diversity, we also grow as an agency, as a department, and as a workforce.

MoDOT Employees Give Back to Communities

Missouri Department of Transportation employees showed they care for others in a generous way by contributing the most of all state agencies in the annual Missouri State Employee Charitable Campaign. This is the sixth consecutive year the state's fourth largest agency has been first in giving with a contribution of $164,551.

The campaign is organized and administered by the Missouri Office of Administration to provide state employees with a unified, but voluntary, fundraising drive for charitable organizations.

Overall, Missouri state employees raised a total of $1,050,000 for local, state and national non-profit organizations during the campaign, now in its 28th year.

Seat Belts Just Don't Click With Teens

Under Missouri's Graduated Driver License Law, seat belt use is required for young drivers. It is a primary offense. Unfortunately 34 percent of Missouri teens don't buckle up. To lower that percentage, law enforcement will be out in full force March 15-31 to crack down on unbelted drivers and save lives.

- Prefabricated bridge elements and systems—which reduce onsite construction time, minimize traffic disruption and improve work zone safety—have been used on 675 bridges.
- Thirty-eight states have at least two active programmatic agreements, which establish streamlined approaches to handling environmental requirements on projects. A total of 103 agreements have been updated and 55 have been initiated under Every Day Counts. The District Department of Transportation uses them on 50 projects a year, said Ronaldo Nicholson, the agency's chief engineer.
- Twenty-six states have active agreements for stream and wetland mitigation banking programs, which provide an efficient way to minimize resource requirements and expedite project delivery.
- Design-build contracting, an accelerated project delivery method that combines the design and construction phases in one contract, has been used on 196 projects. The North Carolina Department of Transportation used it to replace seven bridges in 74 days on Ocracoke Island, said Debbie Barbour, the agency's director of preconstruction.
- Twenty projects have used the construction manager-gen- eral contractor process over the past three years, and 25 projects are planned over the next two years. CM-GC accelerates project delivery by involving the contractor early in the project.

Measuring Progress

As FHWA works with state agencies to implement the second round of initiatives, it will continue to monitor deployment of the first-round innovations and measure them for long-term effectiveness. Nadeau said: "We'll build on those achievements in our round two initiatives to continue creating a culture of innovation." He said: For more information visit saveMOlives.com, or find us on Facebook and Twitter at Save MO Lives. Buckle up and AR- RIVE ALIVE.
Missouri LTAP Fax Number: 573-341-7245

Today's Date: 

Name: 

Agency: 

Address: 

City/State: 

Zip: 

Phone: 

Fax: 

Email: 

Please check your affiliation:  City  State  Federal  University  Other

Please select all that apply:  

- Add me to your mailing list  
- Remove me from your mailing list  
- Correct my information as indicated above

Library Checkout Form: Publications, Videos & CDs

Just list the item(s) you wish to borrow below, fill out the information above and fax the page to us. It's that easy!

REGISTRATION FOR CLASSES

To register for a training course, please fill out the information above, indicate which class you would like below and attach a list of all attendees. Fill out a separate form for each class you would like to attend and fax all pages to Missouri LTAP.

Course Date: 

Course Name: 

Course Location: 

Attendees: (Name & Title)
**Training Information**

Please visit our website for the current MO LTAP training calendar: [www.moltap.org](http://www.moltap.org)

**Road Scholar Level I**
- $35/person
- 8:00 AM - 12:00 PM

**Road Scholar Level II**
- $50/person
- 10:00 AM - 3:00 PM
- lunch is included

**Supervisory Tract (Level III)**
- $75/person
- 10:00 AM - 3:00 PM
- lunch is included

These rates apply to all government agencies. For non-government or for-profit organizations, call 1.866.MOROADs for rates.

**To Register:**
- Register Online at [www.moltap.org](http://www.moltap.org)
- Call 1.866.MOROADs
- Use the FAX BACK form on Page 11
- Email Kristi Barr at kristib@mst.edu

---

**On the Horizon**

**APBP Bike Parking Webinar Series #4**
- Institutional & Campus Parking
  - April 10th at 2-3pm; MoDOT St Louis TMC Room 209

**2013 Missouri Chapter APWA Spring Conference**
- April 14-16; Springfield, Missouri

**APBP Webinar on Economic Benefits of Walkable & Bike Friendly Communities**
- April 17th at 2-3pm; MoDOT St Louis TMC Room 209

**Missouri Concrete Conference**
- April 23-24; Rolla, Missouri

**Mid America Safety, Health and Environment Conference and Expo**
- May 6-10; Branson, Missouri

**Sustainability in Public Works Conference**
- May 13-15; San Diego, CA

**APBP Webinar on Bike Signals**
- May 15th at 2-3pm; MoDOT St Louis TMC Room 209

**National LTAP Regional Meeting**
- May 30-31 at 9am-5pm
- Sioux City, South Dakota

**2013 LTAP/TTAP National Conference**
- July 22-25; Boise, Idaho

**2013 International Public Works Congress & Exposition**
- August 25-28; Chicago, Illinois

**Missouri Chapter APWA Fall Conference**
- November 3-5; Lake Ozark, Missouri