

# MISSOURI LTAP

MISSOURI LOCAL TECHNICAL ASSISTANCE PROGRAM  
— LOCATED AT MISSOURI S&T —

FOURTH QUARTER 2020

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ROUND SIX

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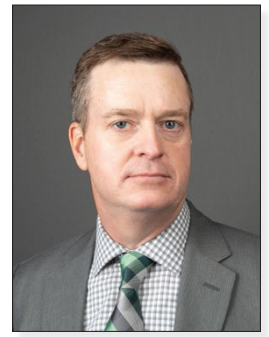
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## The Fine Print

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# FROM THE *DIRECTOR*



Hello everyone!

I assume most everyone will be relieved to see 2020 come to an end. The year has certainly been challenging for us all. As the number of COVID cases around the state has continued to rise, we have been fortunate on the Missouri S&T campus the rate of infection has remained relatively low by comparison. This trend surely resulted from the adherence by students, faculty, and staff to strict guidelines set by the University. We have appreciated being able to continue working in the office, allowing us to maintain some normalcy in our day-to-day service to Missouri's local agencies. Of course, we significantly altered how we provide training, and we will continue offering three options under the current plan through the first half of 2021. As a reminder, we promote web-based classes hosted by various organizations such as FHWA, AASHTO, APWA, and TC3. Please check our calendar at [moltap.org](http://moltap.org) for a list of upcoming online trainings. Second, we are hosting "special topics" webinars. We recently held three LPA basics courses. We are also coordinating with MoDOT staff to organize sessions on MUTCD for cities and counties, sign installation, pavement marking, signal timing, and signal maintenance. Third, we will offer in-person trainings on a limited basis to single agencies upon request. We follow all CDC guidelines. Agencies must have a facility large enough to ensure 6 feet minimum social distancing.

As we look beyond 2020, I am pleased to report that we were recently awarded a new contract to manage Missouri's LTAP in 2021 and 2022 with the option of an extension for 2023. The process of competing for the new contract allowed us to re-imagine how we promote MO-LTAP services as well as deliver training and resources to local agencies. A few changes you can expect to see beginning early next year include a learning management system (LMS) with an integrated website and collaborations for more advanced online learning options. We will be developing a new website as part of an integrated LMS system to provide capabilities that are more dynamic with improved response time and more up-to-date content. The LMS will seamlessly integrate with the website to allow local agencies a range of options for managing their own training plans, tracking MO-LTAP Scholar progress, accessing all educational records, and downloading course materials. Agencies will also have remote access with password protection to their training course enrollment, payments, transcripts, and other agency information. We will also be partnering with the Missouri Center for Transportation Innovation (MCTI), a collaboration among the four University of Missouri campuses, to deliver an expanded level of services as well as employ web-based training modules and video conferencing delivery methods. Additionally, we will be recognizing the ingenuity among city and county agencies through a local innovations challenge based on FHWA's Build a Better Mousetrap. We are planning to host the first "Show-Me a Better Mousetrap Challenge" as part of the 2021 MACTO Conference. Watch for more information in the first two issues next year of this newsletter.

As the year draws to a close, we reflect back on a most unusual and challenging time. We also look ahead to the many exciting plans for the coming year. We are also mindful of the support from our partnering organizations and the many local agencies we serve. We wish you the very best holiday season and hope that you and yours remain healthy and safe.

Happy Holidays,

Heath A. Pickerill, Ph.D.  
Director, Missouri LTAP



## HERCULES GLADES WILDERNESS

*This 12,413 acre Wilderness located in southwestern Missouri's Taney County on the Ava Ranger District of the Mark Twain National Forest encompasses some of the most scenic and unique country in the Midwest.*



## THE SAFETY CIRCUIT RIDER PROGRAM (SCR)

*The Safety Circuit Rider Program assists Local Public Agencies in reducing fatalities on locally owned systems by using data driven, proven countermeasures.*



## GET READY FOR EVERY DAY COUNTS ROUND SIX

*The EDC-6 innovations feature strategies to increase engagement with the people who build and use the transportation infrastructure, products to save money on preserving and repairing bridges and roads, and processes to save time on project delivery and incident management.*



## NEARLY \$1 MILLION FEDERAL GRANT TO HELP REPLACE BRIDGE

*U.S. Department of Transportation's Federal Highway Administration announced the Missouri Department of Transportation and Fulton will receive a nearly \$1 million grant.*



## ICE AND SNOW CONTROL IN THE COVID-19 ERA

*The "new normal." That is a term snow and ice control managers will have to contend with until a vaccine can be identified for the Novel Corona Virus more commonly known as COVID-19.*



## GETTING THE FIRST RESPONDER HEALTH MINDSET FOR WINTER

*Winter is coming whether we are stressed or not, and even in the run-up to winter, public works folks are being kept more than busy.*

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The Local Technical Assistance Program (LTAP) and Tribal Technical Assistance Program (TTAP) are composed of a network of 58 Centers — one in every state, Puerto Rico and regional Centers serving tribal governments. The LTAP/TTAP Centers enable local counties, parishes, townships, cities and towns to improve their roads and bridges by supplying them with a variety of training programs, an information clearinghouse, new and existing technology updates, personalized technical assistance and newsletters. Through these core services, Centers provide access to training and information that may not have otherwise been accessible. Centers are able to provide local road departments with workforce development services, resources to enhance safety and security; solutions to environmental, congestion, capacity and other issues; technical publications; and training videos and materials.



## PLACES TO GO: HERCULES GLADES WILDERNESS

**THIS 12,413 ACRE WILDERNESS LOCATED IN SOUTHWESTERN MISSOURI'S TANEY COUNTY ON THE AVA RANGER DISTRICT OF THE MARK TWAIN NATIONAL FOREST ENCOMPASSES SOME OF THE MOST SCENIC AND UNIQUE COUNTRY IN THE MIDWEST.**

Its combination of open grassland, forested knobs, steep rocky hillsides, and narrow drainages offers unusual beauty and a measure of solitude within easy reach of large numbers of wilderness users.

The area is characterized by shallow droughty soils and limestone rock outcroppings. Eastern red cedar and oak trees are interspersed with open glades supporting native tall prairie grasses. Redbud and dogwood provide beautiful spring flowers, while smoketree and maple put on vivid fall color displays.

The elevation range exceeds 600 feet between the high points, such as Pilot Knob and Coy Bald, and the bottom of Long Creek. Only portions of Long and Cane Creeks contain water the year round.

A variety of wildlife species live within the Hercules Glades, including white-tailed deer, raccoons, rabbits,

squirrels, turkeys, quail, numerous songbirds, small lizards and snakes. Copperheads and rattlesnakes may be encountered. Roadrunners, collared lizards and tarantulas are some of the more uncommon wildlife residents.

Hercules Glades has long been recognized for its special qualities. It was designated a Wilderness in Public Law 94-557, October 1976, and is managed under the provisions of the Wilderness Act of 1964. Hercules Glades is one of eight wildernesses in Missouri, seven of which are located within the Mark Twain National Forest.

From the trailheads there is 32 miles of maintained trails which follows along open glades, forested ridgetops and Long Creek, the primary drainage of the area. Cross country hiking in other parts of the area is allowed. Key attractions along the trail include Long Creek Falls, panoramic views of the Ozarks countryside, and a variety of native communities including open limestone glades and mixed forests.

For more information, visit [fs.usda.gov/recarea/mtnf/recarea/?recid=21754](https://fs.usda.gov/recarea/mtnf/recarea/?recid=21754).



Photo by Sam O'Keefe Photography



# MISSOURI'S SAFETY CIRCUIT RIDER PROGRAM

## ACCORDING TO STATISTICS, NEARLY HALF OF FATALITIES ON THE NATION'S ROADWAYS OCCUR ON LOCAL ROADS.

### THE SAFETY CIRCUIT RIDER PROGRAM ASSISTS LOCAL PUBLIC AGENCIES IN REDUCING FATALITIES ON LOCALLY OWNED SYSTEMS BY USING DATA DRIVEN, PROVEN COUNTERMEASURES.

The following information discusses the data driven approaches and introduce the types of data needed for analysis. When focusing on increasing roadway safety, crash data can be analyzed in two ways. The first, most traditional method is the *site analysis approach*. The second is a *systemic approach*. The site analysis approach focuses on specific locations with a history of severe crashes, otherwise known as 'hot spots'. However, evidence indicates that severe crashes are widely distributed across highway systems, and very few individual locations in rural areas and on local systems experience a high number of severe crashes. Given this evidence, solely focusing on 'hot spot' locations creates the potential to overlook key elements for improving safety on a system. The systemic approach uses improvements based on high-risk roadway features as well as specific severe crash types. This approach provides a more complete method and helps agencies broaden their efforts when determining where to make low-cost safety improvements.

FHWA's *Systemic Safety Project Selection Tool* lists the following types of data needs:

#### RECOMMENDED MINIMUM DATA

- System type (state, local)
- Crash type (road departure, right angle, head-on, rear end, turning)
- Facility type (freeway, expressway, arterial, or collector)
- Crash location type (urban vs. rural, intersection vs. segment, tangent vs. curve)
- Location characteristics (topography, intersection elements, segment elements)

#### ADDITIONAL DATA FOR IDENTIFYING RISK FACTORS

- Traffic volumes for segments and intersections
- Roadway features (number of lanes, shoulder type and

width, road edge features and quality, number and type of access, radius and superelevation of horizontal curves, density of horizontal curves, speed limit, speed differential between curves and tangents, medians, pavement condition and friction)

- Intersection features (number of approaches, skew, proximity to horizontal and vertical curves, number of approach lanes, signal timing, proximity to railroad crossing, traffic control devices, presence of street lighting, presence of commercial development)

These data sets are typically placed in spreadsheets and analyzed to determine what areas need improvement as well as decide which countermeasures are appropriate. The crash portion of this data is uploaded into Missouri's State Highway Patrol's database, which works in conjunction with Missouri Department of Transportation's database that houses roadway attributes. Local crash data can be accessed by approved LPA personnel by request at [datazoneapps.modot.mo.gov/ExternalAccess/Account/Register](http://datazoneapps.modot.mo.gov/ExternalAccess/Account/Register). FHWA publications that provide more detailed information regarding road safety analysis and the systemic approach are *Road Safety Information Analysis, A manual for Local Rural Road Owners* and *FHWA's Systemic Safety Project Selection Tool* found at [safety.fhwa.dot.gov/local\\_rural/training/fhwasa1210/lrro\\_data.pdf](http://safety.fhwa.dot.gov/local_rural/training/fhwasa1210/lrro_data.pdf) and [safety.fhwa.dot.gov/systemic/fhwasa13019/sspst.pdf](http://safety.fhwa.dot.gov/systemic/fhwasa13019/sspst.pdf).

If you would like assistance in analyzing your system for safety improvements, please contact Gidget Koestner, P.E., Safety Circuit Rider at 573-246-0720 or [GidgetK@candidengineering.com](mailto:GidgetK@candidengineering.com)



## SAFETY CIRCUIT RIDER PROGRAM

OPERATED UNDER MISSOURI LTAP

MISSOURI LTAP



# GET READY FOR EVERY DAY COUNTS ROUND SIX

EDC-6 FEATURES SEVEN PROVEN INNOVATIONS FOR A  
NATION ON THE MOVE





## SEVEN INNOVATIONS WILL BE PROMOTED IN THE SIXTH ROUND OF EVERY DAY COUNTS (EDC-6), THE STATE-BASED PROGRAM TO RAPIDLY DEPLOY PROCESSES AND TECHNOLOGIES TO BOOST THE SAFETY AND EFFICIENCY OF THE TRANSPORTATION SYSTEM AND KEEP AMERICA MOVING.

The EDC-6 innovations feature strategies to increase engagement with the people who build and use the transportation infrastructure, products to save money on preserving and repairing bridges and roads, and processes to save time on project delivery and incident management.

FHWA's call for ideas for EDC-6 yielded more than 100 suggestions from local, State, and Federal agencies; academia; and industry. After consulting with the American Association of State Highway and Transportation Officials and other stakeholders, FHWA selected seven proven, market-ready innovations to promote in 2021 and 2022.

This fall, FHWA's Center for Accelerating Innovation (CAI) will hold a virtual summit on the EDC-6 innovations for all transportation stakeholders. Starting in January, EDC-6 deployment teams will provide technical assistance and training to help transportation agencies implement the innovations State Transportation Innovation Councils choose to adopt in their States.

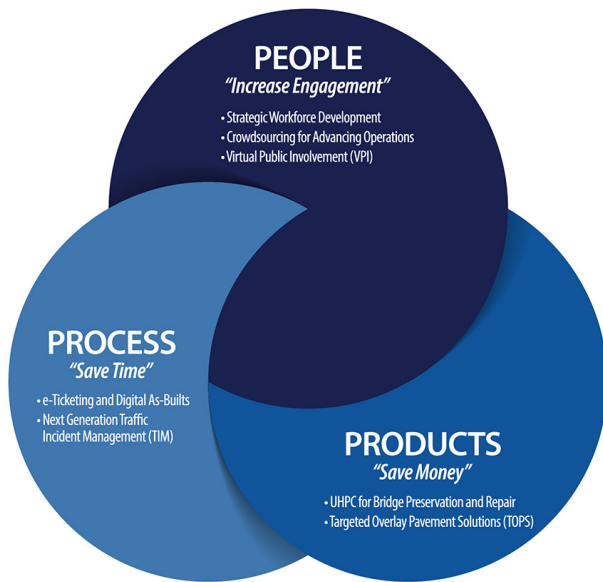
### CROWDSOURCING FOR ADVANCING OPERATIONS

State and local transportation agencies need real-time, high-quality, and wide-ranging information to optimize roadway operations for reduced congestion and increased safety. Agencies are increasing the quality and quantity of operations data with crowdsourcing, which enables staff to make better decisions that lead to safer and more reliable travel and apply proactive strategies cost effectively. With crowdsourced data from multiple streams, agencies can capture in real time what happens between sensors, in rural areas, along arterials, and beyond jurisdictional boundaries.

### E-TICKETING AND DIGITAL AS-BUILTS

Highway construction projects generate massive amounts of valuable data that historically were communicated via paper, but agencies are improving on paper process by integrating them into electronic and digital workflows. Electronic ticketing improves the tracking, exchange, and archiving of materials tickets. Digital information, such as three-dimensional design models and other metadata, enhances the future usability of as-built plans for operations, maintenance, and asset





**Credit: FHWA**

management. Both can increase project safety, quality, and cost savings through efficient data gathering and sharing.

## NEXT-GENERATION TRAFFIC INCIDENT MANAGEMENT: INTEGRATING TECHNOLOGY, DATA AND TRAINING

More than 6 million traffic crashes are reported each year, creating congestion and putting motorists and responders at risk of secondary crashes. Next-generation traffic incident management (NextGen TIM) builds on FHWA's national TIM responder training program to shorten the duration and impact of incidents and improve the safety of motorists, crash victims, and responders. NextGen TIM offers tools, data, and training mechanisms that can benefit both new and existing TIM programs, including local agency and off-interstate applications.

## STRATEGIC WORKFORCE DEVELOPMENT

The demand for highway construction, maintenance, and operations workers is growing while the transportation industry is experiencing a revolution of emerging technologies that require new skills. The Highway Construction Workforce Partnership developed strategies and resources to demonstrate the value of a career in transportation and fill the jobs that support the Nation's

highway system. Resources include the "Identify, Train, Place" workforce development playbook and Roads to Your Future outreach campaign to attract and retain workers in highway construction jobs.

## TARGETED OVERLAY PAVEMENT SOLUTIONS

Pavement overlays represent a significant portion of highway infrastructure dollars. Many pavements in the highway system have reached or are nearing the end of their design life while carrying traffic that exceeds their initial design criteria. Targeted overlay pavement solutions (TOPS) are now available for asphalt and concrete pavements that enable agencies to maximize their investment and help ensure safer, longer-lasting roadways. TOPS will improve performance, lessen traffic impacts, and reduce the cost of pavement ownership.

## ULTRA-HIGH PERFORMANCE CONCRETE FOR BRIDGE PRESERVATION AND REPAIR

Ultra-high performance concrete (UHPC)—a fiber-reinforced, cementitious composite material with mechanical and durability properties that far exceed those of conventional concrete—has become popular for field-cast prefabricated bridge elements. Bridge preservation and repair is a new application of UHPC that offers superior strength, enhanced performance, and improved life-cycle cost over traditional methods.

## VIRTUAL PUBLIC INVOLVEMENT

Public engagement during transportation project planning and development helps agencies identify issues and concerns early in the process, which can ultimately accelerate project delivery. Virtual public involvement supports agency efforts to engage the public more effectively by supplementing face-to-face information sharing with technology. Techniques such as telephone town halls, online meetings, and social media increase the number and variety of ways to inform the public, receive feedback, and collect and consider stakeholder input.

*For more information, [fhwa.dot.gov/innovation/innovator/issue80/page\\_01.html](https://www.fhwa.dot.gov/innovation/innovator/issue80/page_01.html).*





# NEARLY \$1 MILLION FEDERAL GRANT TO HELP REPLACE BRIDGE

**With help from a federal grant, Fulton plans to replace a Second Street bridge over Stinson Creek within the next two years.**

The bridge, located between Bluff and Oak streets, and owned by the City of Fulton was deemed in need of replacement by the Missouri Department of Transportation. Last week, the U.S. Department of Transportation's Federal Highway Administration announced the Missouri Department of Transportation and Fulton will receive a nearly \$1 million grant. Fulton will have to provide a 20 percent match, said Kyle Bruemmer, interim Fulton city engineer.

"It's really exciting for us," Bruemmer said Tuesday.

Other recipients included projects in Alabama, Idaho, Iowa, Maine, Massachusetts, North Carolina and the Pawnee Nation in Oklahoma. This round of awards totals \$6.5 million. Only one project in each selected state or nation received funding.

"These federal grants will advance innovative transportation solutions to improve safety and mobility on America's roadways," U.S. Transportation Secretary Elaine Chao wrote.

AID grants are awarded to projects that "help enhance safety and rebuild infrastructure with cutting-edge innovations that can potentially be replicated nationwide," according to a USDOT press release.

Since 2014, the AID Demonstration Program has provided 110 grants, valued at more than \$80 million.

"These grants help state, local and tribal governments deliver projects sooner and more cost-effectively for the traveling public," Federal Highway Administrator Nicole Nason said.

Fulton's project will make use of prefabricated bridge parts and "Accelerated Bridge Construction" (a catch-all term for

a number of methods meant to speed bridge replacement, including advanced pre-planning and more efficient construction methods).

**Both innovations are supported by the FHWA and are expected to accelerate the project's schedule, improve work zone safety and reduce traffic impacts.**

"Hopefully that will make the project go much quicker, because that's an important street," Bruemmer said.

Bruemmer said the city began pursuing this grant three years ago, shortly after MODOT bridge inspectors noted issues with the bridge.

"The decking's saturated and the headwall is crumbling," Ward 4 City Council member Rick Shiverdecker listed.

Fulton contracted with an engineering firm to evaluate whether the bridge could be salvaged and learned it instead needed total replacement.

"Well shoot, that's going to be a million bucks or more," Bruemmer said.

The city first applied for the grant in partnership with MODOT in 2018 and reapplied in 2019. Bruemmer said he reached out this year to Fulton's state and national congressional representatives, requesting letters of support. The news Fulton received the grant was met with much celebration in the engineering department, he said.

Bruemmer couldn't give a definitive timeline for the project — he hasn't yet received all the documents associated with the grant — but said the city currently plans to design the bridge in 2021 and construct it in 2022. Construction could begin sooner if all goes smoothly, he said.

[fultonsun.com/news/local/story/2020/oct/29/nearly-1-million-federal-grant-help-replace-roundabout-bridge/847060/](https://fultonsun.com/news/local/story/2020/oct/29/nearly-1-million-federal-grant-help-replace-roundabout-bridge/847060/)





# ICE AND SNOW CONTROL IN THE COVID-19 ERA

Lee Perkins, CET, MBA, CPWP-M, Director of Public Works & Engineering,  
County of Renfrew, Ontario



The “new normal.” That is a term snow and ice control managers will have to contend with until a vaccine can be identified for the Novel Corona Virus more commonly known as COVID-19.

Having an Emergency Medical Services Chief that is well informed and a supporter of multiple peer groups has been invaluable to the County of Renfrew in Eastern Ontario, Canada. At the beginning of January, senior leaders and staff were informed by Chief Michael Nolan of a potential airborne respiratory disease originating in China.

First steps involved the review of Business Continuity Plans for all departments. The Public Works Department for the County of Renfrew is responsible for and maintains 816 kilometres (507 miles) of rural and urban roadway, including 251 bridge and large culvert structures, urban drainage systems, and 20 traffic control signals, including streetlighting. With an average annual snowfall of 1.96 metres (6½ feet), the Public Works team operates out of four geographically located bases/patrols, each accountable for a quadrant of the county, to provide snow and ice control to the network during using high-speed truck plows with wings.

At the beginning of the pandemic, it was estimated that sixty percent of the workforce could be affected and away from work. Needless to say, discontinuing snow and ice control is not an option during a Canadian winter. The Business Continuity Plan provided a number of options for the loss of availability of staff, from hiring contractors, to patrols covering each other’s responsibilities. Given that the County of Renfrew has four bases/patrols the theory was that patrols could cover each other’s territory. But with some round trips more than 300 kilometres (190 miles) this was not a preferred option and with the pandemic possibly affecting contractor availability, that option was also not viable. To add to the complexity of the situation, municipalities in Ontario function as a tiered system with the County of Renfrew being the Upper Tier, and 17 medium to small towns and townships constituting the Lower Tier. Mutual aid might have been required and was planned for, but assuming they would suffer the same effects as us, that option was also abandoned.

As measures increased into March 2020, all office staff were sent home with provisions (IT support, and technology) for working from home for a number of weeks. As mentioned above, the Business Continuity Plan accounted for the loss of Public Works support staff but could not include the snowplow operators given the fact

that COVID-19 is highly transmissible. The World Health Organization’s Risk Communication Package for Healthcare Facilities for COVID-19 says that COVID-19 spreads most easily: “[...] through close contact with an infected person. When someone who has COVID-19 coughs or sneezes, small droplets [aerosols] are released and, if you are too close, you can breathe in the virus.”

The patrol garages consist of eight employees, each including a supervisor. Each patrol was split into two groups (four operators on and four operators off) on alternating weeks, but with the caveat that all operators be available in case of a large snowfall or icing event. Crews maintained this schedule until early May, when staff returned to full duties using the precautions as prescribed by local health authorities. Physical distancing, improved hand washing, the use of hand sanitizers, face masks and enhanced efforts to sanitize workspaces and equipment were mandatory to avoid contracting or spreading the disease. As Louis Pasteur said, “Luck favours the prepared” and up to the time of writing this article, there have been no cases of COVID-19 within our Public Works team.

With the potential of a second wave in the future, it would be prudent to review your agency’s Business Continuity Plans for winter operations. How will you respond to a comment by your local Medical Officer of Health stating that “60% of the team will be out of action” for possibly several weeks during the winter season? As snow and ice control managers are well aware, if the plows don’t move it is very difficult for anyone else to respond, including emergency services.

The world has changed with this pandemic. “Out of the box” thinking will be required to provide the services that public works is known for. Smaller operations could potentially send the equipment home with the operator, larger groups will need to rethink scheduling and how to maintain physical distance, sanitize heavy equipment, lunchrooms and locker rooms to keep your team safe.

***For the County of Renfrew, having a dedicated, professional team has enabled all of us to enter the “new normal” with some trepidation, albeit hesitantly.***

For more information, [apwa.partica.online/reporter/october-2020/features/ice-and-snow-control-in-the-covid-19-era](https://apwa.partica.online/reporter/october-2020/features/ice-and-snow-control-in-the-covid-19-era).



## GETTING THE FIRST RESPONDER HEALTH MINDSET FOR WINTER

*Story by: Wilfrid Nixon, Ph.D., P.E.*

**THERE HAVE BEEN MANY COMMENTARIES ABOUT HOW THE LOCKDOWN, SOCIAL DISTANCING, THE WHOLE COVID THING IN GENERAL INCLUDING ISSUES ABOUT SCHOOLING CHILDREN, AND WHO KNOWS WHAT ELSE HAVE COMBINED TO MAKE THIS YEAR STRESSFUL FOR MOST OF US IN WAYS THAT ARE UNUSUAL, TO PUT IT MILDLY.**

Yet, winter is coming whether we are stressed or not, and even in the run-up to winter, public works folks are being kept more than busy. Here in Iowa, many public works first responders have been doing 12-hour days for the last two-plus weeks since the derecho came through and face the prospect of at least another four busy weeks dealing with tree limb and other debris removal. At the same time, a couple of hurricanes have formed pretty much simultaneously in the Gulf of Mexico, and while Marco weakened below hurricane strength before hitting land, Laura did not. All of which keeps the public works first responders busy. Granted, there will probably not be much snow to plow this winter in Louisiana and Mississippi, but this is 2020, so who knows?

Those who have worked for some years in winter maintenance operations know that, especially if the winter is hard, there is a tendency for cabin fever to develop among the plow operators in March and April. A succession of long and irregular shifts, having to do nights shifts too, and generally not being able to unwind on weekends (or indeed at all) tend to get people stressed out more than normal. That stress has negative impacts in a number of ways. First and foremost, stress is known to compromise our immune systems somewhat. Second, it can impact sleep, which creates a very undesirable feedback loop that leads to more stress and less sleep until... And third, as one of my friends noted recently, pretty much everyone in winter maintenance operations is going to be starting the winter with a case of cabin fever from the lock-downs. That does not sound like a good mix for the health of our winter maintenance first responders.

So, if the problem is cabin fever and COVID-induced stress, what is the solution? Bearing in mind that winter has not happened yet, and so tried and tested solutions are not available, here are some of the ideas that folks in winter maintenance have shared with me and Mark DeVries as we have worked to gather some information on





how agencies are responding to COVID-19 and all it has brought us.

**FIRST, HAVE THE CONVERSATION. THE SITUATION IS WHAT IT IS, AND PRETENDING THAT ALL IS FINE AND DANDY WILL NOT MAKE IT SO. WHICH MEANS, TALK TO YOUR PLOW OPERATORS AND OTHER FRONTLINE FOLK (WITH APPROPRIATE SOCIAL DISTANCING!) AND FIND OUT HOW THEY ARE DOING.**

Are they stressed because of a relative who is vulnerable? What about the schooling issue for their children (or perhaps grandchildren)? What other concerns do they have about this? Let's be clear, you may not have answers to all their questions or be able to address all their issues, but you can acknowledge them and then see if there might be some solutions out there. Some of the issues may well be resolvable through Human Resources so you should make sure to explore that if appropriate.

As an aside to the conversation, if you are masking up at work (and most agencies we have spoken with are doing just that) you might want to examine whether using

face shields instead of masks is an option for you. Masks hide people's faces, and that tends to depersonalize the workplace and actually make it more stressful. Face shields, on the other hand, do allow you to see other people's faces (and are very helpful for anyone who lip reads) and many people find them less restrictive than wearing a mask all day. Again, this may not be an option for your workplace, but if it is, consider it. It will allow for those conversations to be more interactive.

Second, lots of agencies are concerned about how to manage things if one of their operators or supervisors gets COVID. Will everyone have to quarantine and if so, who will plow the streets then? In most cases agencies think that anyone who has been in close contact with the infected person will need to quarantine, and with that in mind, many are breaking their work groups into smaller teams. They are staggering shift starts where possible. They are limiting groups of people to as few as needed for a particular task and are keeping the same folk together for all tasks, rather than moving people to new work groups as needed. This is not perfect but it does allow agencies to limit the impact if someone gets infected. It is much better to have five people quarantined than to have everyone!

### **THIRD, SOME OF THE KEY MEETINGS SUCH AS THE START OF SHIFT MEETING WHERE EVERYONE GETS TOGETHER AND TALKS ABOUT ASSIGNMENTS FOR THE DAY OR THE STORM ARE TEMPORARILY NOT FEASIBLE.**

Agencies are taking different approaches to handling this, but they include having everyone go straight to their truck when they arrive at work and getting briefed over the radio, or having briefings done in several smaller groups (handled by foremen or supervisors) rather than one large group. Differing organizational structures will handle this differently but the key point is getting the information out there without violating social distancing guidelines.

The fourth point is a somewhat tricky one. The agencies we spoke with told us that they were extremely proud of the way their folk had stood up and worked not only hard but super hard during the pandemic. But laced in this pride was some worry. Because of the lock-down and difficulties with travel, lots of front-line folk who would normally have taken vacation have not done so yet this year, and with what is likely to be a tiring winter is a concern. As part of that conversation you are going to have with your employees you might ask if they have taken a vacation yet this year, and if they have not, you might encourage them to at least take some time off. A “stay-cation” is not as good (for most of us) as a week at the beach, but it is lots better than no vacation at all.

The final point is this. In all our conversations with agencies it became very clear that the managers we spoke with

see their front-line workers as extremely important and critically valuable to all their winter operations efforts. They are incredibly proud of what they have already done this year, and are at the same time concerned about how to help them through the sometimes stressful winter months, especially in the context of a very stressful year so far. In short, they are serious about looking after the health and well-being of their first responder snowplow operators, and all who work with them. And I suspect that those of you reading this feel the same way. With that in mind, I think we as a community will find a way through the coming winter that keeps the roads safe, keeps the traffic moving, and keeps our front-line winter workers healthy and effective as well.

### **TAKE CARE AS THE WINTER DRAWS IN, AND FEEL FREE TO SHARE ANY GOOD IDEAS YOU HAVE ABOUT KEEPING YOUR PLOW OPERATORS HEALTHY AND STRESS FREE THIS WINTER!**

For more information, [apwa.partica.online/reporter/october-2020/columns/getting-the-first-responder-health-mindset-for-winter](https://apwa.partica.online/reporter/october-2020/columns/getting-the-first-responder-health-mindset-for-winter).



**National  
Center  
for  
Rural  
Road  
Safety**

#### **YOUR TRUSTED “SAFETY SIDEKICK” TO MAKE RURAL ROAD TRAVEL SAFER!**

The National Center for Rural Road Safety opened in December 2014. Funded by the Federal Highway Administration, this Center of Excellence is focused on enhancing safety on rural roads by supporting local, state and tribal road owners and their stakeholders. Resources include education, training, tools and technical assistance.

*To learn more about the National Center for Rural Road Safety, visit their website [ruralsafetycenter.org](https://ruralsafetycenter.org)*



**Please visit our website for other training courses:**

**MOLTAP.ORG**

### **Level I**

\$45/person  
8:00 AM - 12:00 PM

### **Level II and Super Scholar (LIII)**

\$55/person  
10:00 AM - 3:00 PM  
Lunch is included

For non-government or for-profit organizations, call 1.866.MORoads for rates

### **Attendance Policy**

The Missouri LTAP staff would like to remind all agencies registering for classes that it is important to sign-up before the registration deadline to allow us time to plan for course materials, refreshments, etc. It is equally important that you let us know at least 48 hours before the class if some of your employees will not be attending. Please note that you will be charged for any no-shows; therefore, it is very important that you let us know at least 48 hours before. This policy was approved by our Missouri LTAP Advisory Board and ensures that we have an accurate count for class attendance. Thank you and we look forward to meeting your training needs.

### **Need training but don't have the budget to pay for travel expenses?**

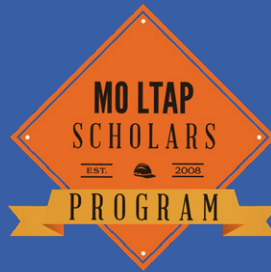
We can train your employees on location for a minimum of 20 people. You can invite other interested agencies in your area if necessary to meet the minimum. Call and discuss your training needs with our staff.

**CONTACT US TO FIND OUT MORE!**

**T: 866.MO ROADS  
(667-6237)**

**E: [moltap@mst.edu](mailto:moltap@mst.edu)**

## **MO-LTAP SCHOLARS PROGRAM** A Training & Recognition Program



### **About The Program**

The primary purpose of the MO-LTAP Scholars Program is to recognize skilled transportation and public works personnel in local agencies throughout Missouri. The program is intended to enhance the skills of all those involved in the maintenance, delivery, and management of local transportation and infrastructure. Training is aimed at increasing each participant's technical, maintenance, administrative, and supervisory skills depending on the program level. Electives can be selected to meet the individual's area of responsibility. Special emphasis will be given to safety in the workplace as well as in the field and in the development of a local transportation system. The program will allow participants to attain three levels of achievements: Level I, Level II, and Level III Super Scholar. Participants must complete the requirements for Level I before completing Level II.

### **Getting Started**

Registration is available on the Missouri LTAP website ([www.moltap.org](http://www.moltap.org)). There is no registration fee for the program, but there is a fee for each class, which varies for each level. Classes are offered on an ongoing basis at various locations throughout the state. Contact Missouri LTAP for classes in your area or view the online training calendar.

### **Recognition**

Certificates will be awarded by the Missouri LTAP Director to those individuals who successfully complete the requirements of the program during award ceremonies held at various conferences throughout the state and/or at a ceremony held at the graduate's place of employment.

## **LTAP TRAINING RESOURCES**

### **FHWA Essentials for Local Public Agencies**

Federal-aid Essentials for Local Public Agencies is a transportation resource designed to help local agency professionals navigate the Federal-aid Highway Program. Federal-aid Essentials is structured for busy agency staff who want further understanding of Federal-aid policies, procedures, and practices.

[fhwa.dot.gov/federal-aidessentials/indexofvideos.cfm](http://fhwa.dot.gov/federal-aidessentials/indexofvideos.cfm)

### **Missouri Local Public Agency Program**

The Federal Highway Administration (FHWA) and MoDOT offers a free 4-hour training class designed to meet the recently implemented requirements for a Full Time Sponsor Employee to serve the role as the Person In Responsible Charge in order to receive Federal-aid funding for Locally Administered Projects. Local public agencies and consultants will be required to have taken this basic training course.

[design.modot.mo.gov/lpatraining/](http://design.modot.mo.gov/lpatraining/)

### **APWA – Professional Development**

APWA offers online, face-to-face, and on-demand programs, with educational content that fits within your time and travel constraints. The Donald C. Stone Center provides professional development opportunities for the next generation of public works leadership.

[apwa.net/learn](http://apwa.net/learn)

### **NHI – Training Resources**

National Highway Institute, NHI, is the training and education arm of the Federal Highway Administration (FHWA) with its rich history of innovation and expertise in delivering transportation training.

[nhi.fhwa.dot.gov/home.aspx](http://nhi.fhwa.dot.gov/home.aspx)



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## UPCOMING EVENTS

Due to cancellations of upcoming conferences, please follow us on Facebook and LinkedIn for the most up to date information regarding events.

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Eligibility requirements can be found under  
"Read about the Program"

### REALTY FOR SALE

The Missouri Department of Transportation is responsible for managing realty assets owned by the Missouri Highways and Transportation Commission. Realty assets are periodically reviewed to determine if they are essential to current operations, or are expected to be in the near future. When realty assets are no longer essential to operations, they may be made available for sale to the public.

**VISIT:**  
[www6.modot.mo.gov/  
PropertyForSale](http://www6.modot.mo.gov/PropertyForSale)



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**NO EQUIPMENT FOR SALE  
AT THIS TIME**