

The Bridge

Linking Transportation Research and Practice



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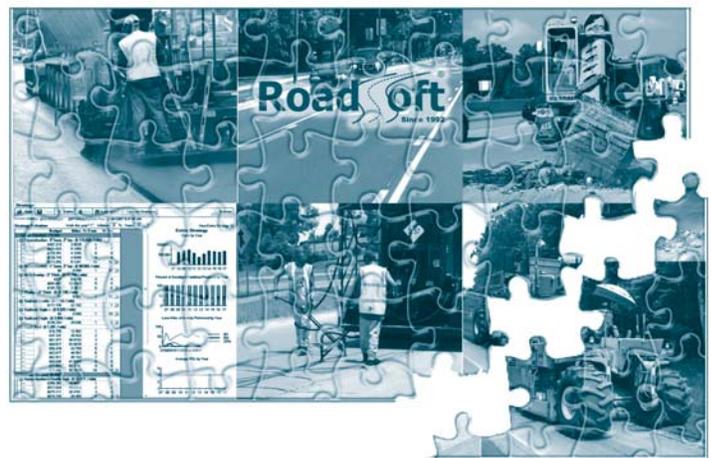
Asset Management – Making it Happen

Series of workshops help local agencies in Michigan put the puzzle together

by John Ryyanen, Editor, Michigan's LTAP

Russ Williams is a foreman in the City of Negaunee's department of public works. He's also a member of the Marquette County Road Commission. Williams is familiar with the complex technical and political dynamics that influence roadway management decisions. He knows why it's important to seal the cracks in a pavement, but he also knows that when he seals cracks on roads that are in pretty good shape, residents who live on rough roads are going to wonder why he's not fixing the worst roads first. "There's never enough money to please everybody," Williams said. "We have to make the most of what we have, and we always have to be ready to explain the reasoning behind the work we do."

Dave Hall serves with Williams on the Marquette County Road Commission board. Before accepting his appointment in 2007, Hall worked for 35 years in various capacities in state government. He loves to work with people, and he knows how to help people work together to, "make good things happen," he says. The complexity of roadway management caught Hall by surprise. "I was impressed by the wide range of issues that road commissioners have to deal with," Hall explained. "Jurisdictional responsibilities, funding formulas, utility easements, technical issues – all that stuff makes building and maintaining roads very complicated."



"Asset management involves abandoning the traditional short-term, fix-the-worst-road-first approach in favor of a more strategic long-term plan designed to keep good roads good."

Steve Warren – Kent County Road Commission

Cutting through the complexity

Williams and Hall both attended asset management training events that refined their understanding of the technical side of road maintenance and gave them a few new strategies for navigating the political side. The events, sponsored by the Michigan Transportation Asset Management Council (TAMC) in partnership with The Michigan Local Technical Assistance Program (LTAP), are part of

an effort to help everyone involved in managing roads understand and apply principles of asset management in order to make the most of limited resources.

Williams attended the *Transportation Asset Management Workshop* held in Marquette last fall and again in May this year. Hall attended the fall session in Marquette with Williams. "This workshop is exactly what we needed," Williams said. "I've been to technical sessions and I've dealt with the political side of things. This covered both very well." He explained that one of the most challenging aspects of road maintenance is the lack of understanding between the technical experts and everyone else. "This session not only helped the technical people understand what politicians need in order to make road maintenance decisions, it also helped the politicians understand the reasoning behind the sometimes mysterious recommendations from technical experts," Williams said.

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Football, hockey, golf, water and LTAP

The realization started to take shape while I watched Super Bowl XLII in February. Another bit of detail came into view when I saw Darren McCarty break his stick in game four of the NHL Western Conference finals last month. It took shape a little more when I read a commentary in an old Sports Illustrated about caddies at the Augusta National golf club in Georgia. It all came together when I forgot to take my water bottle on a recent mountain bike ride. Here's how it happened: At the top of a long, thirst-generating climb, I glanced down and noticed my empty water bottle cage. I had left the darn thing, full of ice cold water, uselessly on the counter by the fridge. At the time I happened to be biking through an open, flat area of the trail. "A great place for an aid station during a race," I thought to myself, remembering how great a paper cup of Gatorade or water feels after a long, hot climb. I appreciate the volunteers whose outstretched hands dispense much-needed hydration and nourishment during mountain bike races.

So what's the connection between the Super Bowl, the NHL playoffs the Masters Tournament, and mountain bike racing? Help from behind the scenes. During the Super Bowl, water boys prowled the sidelines with water bottles and cups of Gatorade. Their job: keep the superstars hydrated. During one time-out Eli Manning (never taking his eyes off the clipboard in the hands of his screaming coach) merely turned his head a little and an eager water boy squirted water through his face mask and into his mouth. The water boy just stood there waiting and watching so he could give Manning a sip when he needed one.

Similarly, equipment managers in the NHL pay close attention to what's going on so they can provide whatever is needed when it's needed. When a player breaks his stick and races to the bench to get another, by the time he gets there (usually within a couple of *seconds*), an equipment manager has noticed that he needs a stick, has located the right one, and is dangling it over the boards so the player can grab it without even breaking stride.

Before the Masters every year, pro golfers seek out a group of graying caddies who have spent a lifetime helping players wack balls through Augusta National's incredible fairways and greens using as few strokes as possible. The golfers know how to aim and swing; the old caddies know where to aim and how hard to swing. Interestingly, most of the caddies almost never golf. They just know, from watching others, how their course treats golfers.

LTAP is like a water boy, equipment manager, old golf caddie, or a bike race aid station volunteer. From behind the scenes, we provide refreshment, materials, advice or whatever else any of the superstars we serve need in order to do their jobs well.

Is anyone thirsty?



The Bridge

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Michigan's Local Technical Assistance Program

Michigan Technological University
309 Dillman Hall
1400 Townsend Dr.
Houghton, MI 49931-1295

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Director..... Terry McNinch
Assistant Director..... Tim Colling, P.E.
Research Engineer II/Civil Engineer John Kiefer, P.E.
Editor/Technical Writer John Rynanen
Technical Writer Ann Kitalong-Will
Senior Software Engineer..... Nick Koszykowski
Office Manager Christine Codere
Office Assistant..... Devin Seppala
Office Assistant..... Wendy Yrjana
Telephone 906-487-2102
Fax 906-487-3409
e-mail LTAP@mtu.edu
Michigan LTAP <http://www.MichiganLTAP.org>

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LTAP Steering Committee

The Local Technical Assistance Program (LTAP) is a nationwide effort financed by the Federal Highway Administration and individual state departments of transportation. It intends to bridge the gap between research and practice by translating the latest state-of-the-art technology in roads, bridges, and public transportation into terms understood by local and county highway or transportation personnel.

The LTAP Steering Committee makes recommendations on, and evaluations of, the activities of the Local Technical Assistance Program based on discussions at the Technology Transfer Interchange and Advisory Committee meeting. This meeting is held annually and is open to all rural and urban agencies, and individuals concerned with the transfer of transportation technology in Michigan.

Ronald Krauss 517-702-1822 FHWA
Area Engineer, FHWA
Sudhakar Kulkarni 517-322-5670 MDOT
Office of Research and Best Practices, MDOT
Ronald A. Young 517-736-8168 Counties
Engineer/Manager, Alcona County Road Commission

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Biodiesel grants in 2005 produced mixed results for Michigan road commissions

by Anna-Liisa Schourek, Student Intern, Michigan's LTAP

Promotion of renewable fuels like biodiesel in Michigan is increasing, but use of these fuels is limited. In 2005, seven Michigan Road Commissions received one-year biodiesel grants from the Michigan Soybean Promotion Committee. The grants of up to \$10,000 to Calhoun, Chippewa, Eaton, Ionia, Jackson, Macomb and Mecosta County Road Commissions allowed them to determine if biodiesel was a cost-effective alternative to petroleum-based diesel. The results of this trial period have been mixed among the eight road commissions, not because of the performance of the biodiesel, but because of the cost.

Results vary

The Macomb and Calhoun County Road Commissions have been using biodiesel fuel since the grant was distributed in 2005. Macomb County Highway Engineer Bob Hoepfner said that the grant gave them the push they needed to get started. "We noticed no fall-off in efficiency and now it's less expensive than regular diesel fuel," he said. Chippewa, Eaton and Jackson County Road Commissions, however, stopped using biodiesel because it was too expensive.

"The fact that some road commissions have found biodiesel cheaper, while others have found it more expensive could be attributed to location, which supplier is being used and who is mixing the fuel," explained Ionia County Road Commission Fleet Manager Don Chubb.

Ionia County has been using the biodiesel fuel off and on since they received the one-year grant. They have been getting biodiesel about three out of the five times the county replenishes its fuel supply each year, depending on when it is cheaper than regular diesel.

Performance is comparable

The performance of the fuel has been comparable to regular diesel with added benefits like being domestically produced, biodegradable and its reduction of harmful emissions. "It's a good product and is a cleaning agent," said Robert Volkmer, Calhoun County Fleet Maintenance Supervisor. "It must be working well because I haven't heard any negative feedback," said Hoepfner.

The use of biodiesel in the winter months has been an issue for some because additives are needed to modify the wax crystal structure of the fuel. "We ended up having to put in additives, which contributed to the cost," said Dirk Heckman, Chippewa County Road Commission Engineer/Manager.

Cost complexities

Cost has been the pivotal factor for these road commissions in the decision to use biodiesel. In 2006, Governor Granholm signed a seven-bill renewable fuel package that reduced gas tax by 20 percent for biodiesel and for fuel that contains ethanol. The fuel package also made grants available to service stations in order to increase the use of E-85 and biodiesel. However, this could be a "double-edged sword," said Hoepfner. While biodiesel tax is lower, the reduction could be taking money away from state services like the road commissions, making it harder for them to purchase it in the first place.

Facts About Soy-Based Biodiesel

- Cold weather applications require users to follow #2 diesel fuel guidelines.
- Only alternative fuel that has completed the EPA's Tier I and Tier II Health Effects testing. Tier I tested biodiesel's significant reductions in most regulated and unregulated emissions. Tier II testing demonstrated biodiesel's non-toxic effect on health.
- American Society of Testing and Materials (ASTM) has issued fuel standard specifications for biodiesel (D6751).
- Provides the highest energy balance of any fuel – 3.2 units of energy are gained for every unit of energy needed to produce biodiesel.
- Americans use 55 billion gallons of diesel fuel each year. By replacing just 1% of that petroleum diesel with homegrown soy biodiesel, we would utilize 366 million bushels of U.S. soybeans.
- In 1999, 500,000 gallons of biodiesel were sold. In 2002 the number grew to 15 million gallons and by 2004 it doubled to 30 million gallons.
- Over 500 fleets have logged more than 55 million miles on biodiesel.

Data provided by the Michigan Soybean Promotion Committee, which was created and is supported by soybean growers in Michigan.

Supply

There are currently three operating biodiesel plants in Michigan, located in Gladstone, Bangor and Adrian. Plants are currently under construction in Detroit and Milan, and three plants are being proposed in Reading, Belleville and Ithaca, according to the Michigan Department of Agriculture (MDA).

The Michigan Renewable Fuels Commission (RFC), created under the 2006 renewable fuels package, issued an initial report in 2007 that listed 42 key recommendations. These recommendations included a \$200 million incentive package for early development of technology projects and processing centers, federal grants for small scale refineries, a minimum of six reserved, tax-free renewable energy Renaissance Zones for new facilities and a change in state laws that would better enable fuel dealers and distributors to obtain biofuels from suppliers.

Future of biodiesel and other renewable fuels

The trend seems to be that biodiesel and other renewable fuels need to be able to compete with other fuels in order for people to use

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Asset Management, from Page 1

Hall appreciated the workshop because it cut through technical and political complexity to provide a big picture that's easy to understand. "The LTAP instructors did a nice job of helping us see how everything fits together and how each part influences the others," Hall said. "Road commissioners need good information to make smart decisions. This workshop was full of good information; everyone involved in road maintenance should attend a session."

Part of a larger picture

The workshops are part of a much larger initiative in Michigan that started in 2002 with the creation of TAMC. The council is made up of 10 members, each of whom represents a group of stakeholders in Michigan's transportation community.

The mission of TAMC is to expand the practice of asset management in order to enhance the productivity of investing in Michigan's roads and bridges. Carmine Palombo, director of the Southeast Michigan Council of Governments (SEMCOG)

serves as chair of the council. With 26 years of experience in various phases of transportation planning, Palombo appreciates the complexity of any initiative that requires cooperation and collaboration among transportation professionals. "Transportation asset management is inherently complicated because of the sheer number and great diversity of the stakeholders involved," he said. "We've been able to smooth out many complications in Michigan by engaging with leaders from all areas of the transportation community. As a group, we're very pleased with our progress and our direction." Organizations responsible for building and maintaining Michigan roads include the Michigan Department of Transportation, 13 planning and development regions, 83 county road commissions and county governments, and over 1200 townships, cities and villages.

Education paves the way

Palombo pointed out that education and training have been keys to the growth of asset management in Michigan. "Implementing an asset management program involves every level of an organization," he explained. "To get an entire organization to engage in the process requires a new way of thinking; education and training are crucial."

Steve Warren, deputy director of Kent County Road Commission, is also a member of TAMC. He echoed Palombo's assertion about education and training. Like Palombo, Warren's background is in transportation planning, and he likes to discuss asset management from the perspective of a planner. "Asset management is just good planning, but it requires a shift in management philosophy from a tactical approach to a systems approach," Warren said. "To make the shift, we need to educate people about the big picture and also train them on the day-to-day details involved in implementing a program."

Six steps help manage assets

In the mid 90s, Warren helped the Kent County Road Commission become the first local agency in Michigan to implement an asset management program. During that time the road commission was in the process of rebuilding and widening over 60 miles of county primary roads to keep up with rapid growth. In 1996, in cooperation with the Grand Rapids Area Metropolitan Planning Organization, they implemented a pavement management system.

"The system provided a means for collecting, storing and analyzing data," Warren explained. "After our third year, we noticed that the overall condition of our system was deteriorating, even with the millions of dollars we invested in reconstruction. At that point we realized the need for a more strategic approach, and we began to appreciate the value of an asset management program."

"Asset management is essentially a trade-off analysis," Warren continued. "The big trade-off involves abandoning the traditional short-term, fix-the-worst-road-first approach in favor of a more strategic long-term plan designed to keep good roads good."

Kent County Road Commission's process for managing roadway assets, which is part of their annual budget cycle and is recommended by TAMC, involves six steps:

1. Evaluate the current condition of each segment in the roadway network;

**Michigan Transportation Planning Association**

Carmine Palombo (TAMC Chair)
Director of Transportation Programs – Southeast Michigan
Council of Governments

Michigan Municipal League

Bob Slattery Jr. (TAMC Vice Chair)
Mayor – City of Mt. Morris
Spencer Nebel
City Manager – City of Sault Ste. Marie

Michigan Association of Regions

David Bee
Director – West Michigan Regional Planning Commission

Michigan Association of Counties

Donald Disselkoen
Chairman – Ottawa County Board of Commissioners

County Road Association of Michigan

Bill McEntee
Dir. of Permits & Environmental Concerns – Road Commission
for Oakland County
Steve Warren
Deputy Director – Kent County Road Commission

Michigan Department of Transportation

Kirk Steudle
Director – MDOT
Susan Mortel
Director, Bureau of Transportation Planning – MDOT

Michigan Townships Association

Jerry Richards
Township Manager – Meridian Charter Township



Michigan's LTAP provides training opportunities for political, managerial, and technical personnel.

2. Determine maintenance needs based on known rates of deterioration;
3. Select projects and create investment strategies based on strategic goals and available funding;
4. Evaluate the projects to determine their effect on the condition of the entire system;
5. Update the multi-year plan to reflect the completed projects;
6. Monitor the conditions of improved roads to determine the effectiveness of various investment strategies.

Five levels of engagement

Local officials in Michigan first heard the asset management message in late 2004, through two sessions of a workshop, *Understanding Asset Management and Pavement Management*, conducted by Michigan's LTAP. The first session was held in Alcona county, the second was in Emmet County; over 50 elected officials attended. Tim Colling, P.E., assistant director of LTAP, led the workshops. "I was excited by the interest in asset management shown by the elected officials," Colling said, "the workshop provided them great exposure to the technical principles that should drive pavement management decisions."

Soon after the workshops, all 14 townships in Emmet County passed separate millages that assessed one mil specifically for maintaining roads in the county. Brian Gutowski, the County Engineer and Manager for Emmet County Road Commission, credits the workshop as instrumental in making this happen. "Once our elected officials understood the asset management concept, it was easy for them to see the benefits of a millage for road maintenance." Gutowski said.

Since 2005, the millages have raised \$8M for road maintenance. "Having this money available has had a dramatic effect on our roads," Gutowski said. "Since the millages passed, every township that adopted an asset management approach has seen road conditions improve every year."

The success of the first workshop led to a partnership between TAMC and LTAP that has grown to include five different levels

of asset management training (see *Asset Management Training Events in Michigan*, above). Through these events, the council and LTAP provide a broad overview of the concepts and principles of asset management for decision makers and also provide detailed technical training for those responsible for implementing and managing the day-to-day activities associated with an asset management program.

The **Michigan Transportation Asset Management Conference** provides a high-level overview of asset management in transportation. The theme for the 2008 conference was *Transportation asset management for agencies big AND small – Learn how from agencies that are doing it*. "The goal of the conference is to help the decision makers in our road agencies understand the relationship between asset management, pavement management, and road funding," Palombo explained. "We do so by using real-life examples from agencies in Michigan and across the country." In addition to presentations from 17 local agencies in Michigan since 2006, the conference regularly includes presentations from agencies in other states. Agencies in Florida, Oregon, and Minnesota have provided presentations at the conference.

Introduction to Transportation Asset Management – A Workshop for Local Elected Officials helps road commissioners, township board members, city council members, and other elected and appointed officials understand transportation asset management so they can work with each other and with technical experts to make good roadway management decisions. The format of the workshop is based on the ones held in Alcona and Emmet County in 2004; it's specifically geared toward a non-technical audience and sessions are usually held in the evening to accommodate the schedules of those who attend.

Baldwin Township Supervisor Greg Stevenson attended a session in Escanaba in March; he appreciated the new level of communication the workshop created among the decision makers in his area.

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Asset Management, from Page 5

“Board members are starting to look at road maintenance in a different way,” Stevenson said. “The principles we learned are helping us apply the right fix in the right place at the right time.”

John Keifer, P.E., LTAP staff engineer, leads the workshops. He said he's encouraged by the discussions that happen during the sessions. “Once these decision-makers begin to understand asset management, the discussions really take off,” he said. “Many times the conversation carries on long after I've packed up and left to get to the next session.”

Transportation Asset Management Workshops help local agency engineers, managers, and others “in the trenches” take specific steps to implement asset management programs within their organizations. A series of four workshops are held across the state at different times throughout the year.

Terry McNinch, director of LTAP, is one of the instructors for the workshops. “It's exciting to see the light bulbs going on in peoples' heads,” McNinch said. “As they learn how to take specific steps to begin their own program, they really get excited because the impact on their roads can be so great.”

RoadSoft® Training Workshops provide three different levels of training on how to use RoadSoft which is an integrated roadway asset management system that's used by nearly 300 local agencies and planning organizations responsible for maintaining Michigan roadways. RoadSoft is developed and maintained by the Technology Development Group at Michigan Tech University, under contract with the Michigan Department of Transportation. It has been in use in Michigan since 1993, and is available to local agencies in Michigan at no charge.

“RoadSoft is a key piece of the asset management puzzle in Michigan,” Palombo said. “From collecting and storing data to creating and evaluating maintenance strategies, it provides the analysis power our local agencies need.”

The RoadSoft workshops are led by RoadSoft developers and LTAP staff. “Having the developers lead the workshops is very valuable,” McNinch said. “The interaction between developers and users that happens during training is crucial for creating software that works well in the real world.”

Pavement Surface Evaluation and Rating (PASER) Workshops provide training on how to visually inspect a road surface to assign it a PASER condition rating. “The condition ratings for a network of roads become the foundation upon which the entire asset management program is based,” Colling said. “Road agencies use the ratings to determine current conditions and to project future conditions based on known pavement deterioration characteristics.”

Making it happen

For most local agencies, understanding, money and time are the three greatest obstacles to implementing an asset management program. From the beginning, TAMC has worked to educate and train local agencies while minimizing the financial burden and maximizing the return on time invested. TAMC has worked closely with LTAP to develop training materials and conduct workshops that are relevant to the needs of local agencies, and TAMC subsidizes many levels of training so local agencies can participate at no cost or minimal cost. TAMC also reimburses local agencies for data collection activities. In addition, Michigan state law allows cities and villages to transfer up to 100% of their major street fund to their local system if they have adopted an approved asset management program for their major and local street system.

Results are good, implications are not

The good news is that thanks to the efforts of TAMC and LTAP, and with the cooperation of the entire transportation community, nearly all of the 38,700 miles of paved roads that are eligible for federal aid in Michigan have been assigned PASER ratings every year since 2004. The bad news: the condition ratings are going down, which means Michigan's roads are deteriorating faster than they can be repaired or replaced. According to the 2007 annual report on the condition of Michigan's roads and bridges, the number of lane miles reported as poor has increased 88 percent since 2004.

“This is not good news,” Palombo said, “but as with any problem, it's not possible to fix it until you know it's there. And our efforts to educate and train stakeholders over the past few years will help us all speak the same language as we work to solve it – asset management is the key.”

On the Web:

Michigan Asset Management Council
www.michigan.gov/mdotamc

RoadSoft-GIS
www.roadsoft.org

For direct links to these resource and more, go to:
www.MichiganLTAP.org/Bridge

Biodiesel Grants, from Page 3

them on a greater scale. In 2006, biodiesel made up 10 percent of biofuel production. Regulating processing and increasing supply are hurdles for this growing domestic market.

Researchers are also looking into alternative feedstocks to produce renewable fuel. Cellulosic technology advances have created the possibility of feedstock sources like waste paper, grass and tree trimmings, forestry residue, plant wastes and agricultural residue according to the MDA.

On the Web:

www.biodiesel.org
www.michigan.gov/mda
www.michigansoybean.org

For links to these resources and more, go to:
www.MichiganLTAP.org/Bridge

“**The huddle** is my favorite thing about football. There's white guys, there's black guys, there's Hispanic guys, everybody's in there. Guys from the city, guys from the farmland, guys with three-car garages, guys from the ghetto, guys from the north, the south, the U.P.

There's a brief discussion, but mostly they listen and take instructions from the leader – the quarterback or linebacker. They break with enthusiasm, and get to the line with one purpose: win the down. Sometimes you succeed, sometimes you don't, but you get back up and huddle again. Wouldn't it be neat if families would **huddle up** together?”

Steve Marriucci, speaking at a banquet before the 2008 U.P. Football All-Star game in Marquette.

Traffic Deaths on Michigan Roads Hold Steady in 2007

Alcohol and drug involved traffic deaths down 13 percent; young driver fatalities up 18 percent.

News release from Michigan Office of Highway Safety Planning.

While Michigan traffic fatalities remained steady from 2006 to 2007, the number of fatal crashes declined from 1,002 to 987. Notably, alcohol and/or drug-involved fatalities fell 13 percent,



from 440 in 2006 to 382 in 2007, the lowest number in more than a decade, according to just-released information from the Michigan State Police, Criminal Justice Information Center.

Traffic-related injuries dropped by more than 1,300, from 81,942 in 2006 to 80,576 in 2007. Total crashes increased 3 percent, from 315,322 in 2006 to 324,174 in 2007.

“Reducing alcohol and drug-involved fatal crashes is a priority area, and we’re encouraged by the progress made in this area,” said Michael L. Prince, director of the Michigan Office of Highway Safety Planning. “As is always the case, a thorough review of the data will take place in the coming months to determine if trends are emerging in different areas.”

Since 2000, Michigan has seen a downward trend in traffic deaths, due in large part to substantial increases in safety belt use. The only increase since 2000 came in 2003 when there was a modest increase of four traffic deaths. The state has one of the highest belt use rates in the country at 94 percent. Other factors also credited include improvements in road design and intersections, as well as continuing vehicle safety improvements such as air bags, anti-lock brakes and electronic stability control.

The crash data also shows:

- Motorcycle fatalities increased from 114 to 124 in 2007.
- Young driver fatalities (age 16 to 20) increased from 188 in 2006 to 227 in 2007.
- Deer-vehicle crashes rose from 60,875 in 2006 to 61,907 in 2007. There were 11 people killed in deer-vehicle crashes in 2007, down from 12 in 2006.
- Commercial motor vehicle fatalities increased from 130 in 2006 to 136 in 2007.
- Pedestrian fatalities dropped from 139 in 2006 to 136 in 2007.
- Bicycle fatalities dropped from 28 in 2006 to 18 in 2007.



On the Web:

www.michigantrafficcrashfacts.org
www.michigan.gov/msp

For links to these resources and more, go to:
www.MichiganLTAP.org/Bridge

New Resources



Library

Field Manual on Sediment and Erosion Control – Best Management Practices for Contractors and Inspectors

Jerald S. Fifield, Ph.D., CPESC

This manual was included in the two-part Michigan LTAP workshop *Develop Effective Erosion Control Plans* that was held in 2006. It’s a valuable reference for establishing sedimentation best management practices.

Erosion Control Handbook for Local Roads

Minnesota LTAP

This manual will assist counties, townships and local units of government by providing guidelines and methods for effective erosion control practices on low volume roads.

A Bridge Worth Saving – A Community Guide to Historic Bridge Preservation

Mike Mort

This book shows the layperson and the professional, in a step-by-step way, how to save an old metal-truss bridge. It can be used as a tool kit, a map, a handbook, or an operations manual. *A Bridge Worth Saving* can actually help a community save an historic bridge.

To borrow a copy of any of these publications, please call the LTAP office at 906-487-2102.



Presentation

Winter Maintenance

Decision Support System Showcase

Wednesday August 26, 2008, King of Prussia, PA

Winter road maintenance is a complex and challenging endeavor for any highway maintenance agency. MDSS exceeds current capabilities by providing roadway treatment recommendations based on state-of-the-art techniques in weather prediction, and in-house maintenance rules of practice. For more information and to register go to www.utahltap.org



Web

Environmentally Sensitive Maintenance for Dirt Roads

www.epa.gov/owow/nps/sensitive/sensitive.html

This manual provides insight into using natural systems and innovative technologies to reduce erosion, sediment, and dust pollution while more effectively and efficiently maintaining dirt and gravel roads and gives the users a “tool box” full of environmentally sensitive maintenance “tools” and practices.

Traffic Signal Timing Manual

www.signaltiming.com

This manual provides practical, user-friendly instruction on how to design, operate and maintain traffic signals. It covers the principals of traffic signal timing and how to identify sound timing practices.

Traffic safety analysis

From finding the problem to fixing it

“This workshop bundles high-end analysis in a user-friendly package that almost anyone can use.”

Dale Lighthizer – MDOT



What are ***you*** doing to reduce traffic crashes?

This workshop is designed to help local agencies use RoadSoft®, an integrated roadway asset management system, to get the most out of their crash data. Dale Lighthizer, supervising engineer of the Safety Programs Section at the Michigan Department of Transportation (MDOT), and Tim Colling, P.E., assistant director of LTAP will conduct four sessions of the workshop across lower Michigan during the last week of July.

“This workshop bundles high-end analysis in a user-friendly package that almost anyone can use,” Lighthizer said. His group

established and administers the Local Safety Initiative (LSI) in Michigan, which provides safety analysis services and training for local agency staff.

“Our local partners have been using RoadSoft to manage their crash data since 1993,” Lighthizer explained. “And RoadSoft is our main tool for LSI analysis. Working with Michigan Tech, we enhanced the safety module to provide local agency staff many of the same data handling and analysis features that we use at MDOT. The new tools, combined with this training, will make traffic safety analysis a sustainable activity at the local level.”

July 28. Lansing
July 29 Kalamazoo
July 30. Saginaw
July 31. Gaylord

For more information, visit:

www.michiganltap.org/workshop/2008_crash_workshop.html

To register, call the LTAP office at:

906-487-2102



**Local Technical Assistance Program
Michigan Technological University
309 Dillman Hall
1400 Townsend Drive
Houghton, MI 49931-1295
906-487-2102**

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