



Weld County Asphalt Milling with a Quad Axle Pup Trailer

Increase Production AND Save Money

By: L. Jay McDonald, Trucking Supervisor, Weld County

Weld County added a quad axle pup trailer to their fleet specifically for asphalt milling, taking full advantage of the quad axle law.

Colorado Statute 42-4-510 now allows for 110,000 pounds gross vehicle weight for divisible loads with a quad axle configuration on combination vehicles.

The simple way to state it is - if you have a quad axle trailer, you can now gross an additional 25,000 over the 85,000 pound limit on State and U.S. Highways in Colorado. There are some restricted roads and structures but all of these are listed on the Colorado Department of Transportation (CDOT) Bridge Weight Limit Map.

Covering 4,000 square miles, Weld County trucks have to haul material relatively long distances. As new work groups and processes were added, it became evident that the agency had to figure out how to haul more material longer distances without additional resources.

The quad axle law provided the answer. The asphalt milling operation requires a minimum of 2 tractor trailers to transport milled asphalt from the milling machine to a temporary stockpile – that includes 2 powered units and 2 drivers. Even then, the milling machine was often waiting for a truck to return.

Each tractor trailer can carry a 25 ton payload. A tandem axle dump truck with a quad axle pup can carry a 34 ton payload. If the milling machine produces 500 tons of product per day, that's 20 trips for the tractor trailers. The dump trucks with quad axle pups can move that *and* 10 additional tons in just 15 trips! Assuming

the round trip from the milling machine to the temporary stockpile is 20 miles, that would be 50 fewer miles traveled each day. At the current MPG and fuel price, Weld County calculates that each truck would save approximately \$36 per day in fuel.



LOOK INSIDE
FREE
2009 MUTCD
Field Manuals

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The Colorado Local Technical Assistance Program is sponsored by the Federal Highway Administration, the Colorado Department of Transportation, and the University of Colorado at Boulder.

The Colorado LTAP Newsletter is published quarterly. Articles, pictures and comments are welcome.

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New LTAP Strategic Focus Areas

In response to U.S. Office of Management and Budget (OMB) Program Assessment Rating Tool (PART) requirements that focus on program outputs and outcomes, FHWA's Office of Professional and Corporate Development worked with a National LTAP Strategic Planning Committee to shift work-planning emphasis from the historical six specific tasks to a program of broader focus areas. This action devolves planning and development of national Program operations to LTAP Centers themselves, who are in the best position to determine how to provide services to their partners and customers. The result was a National LTAP Strategic Plan defining four key areas that indicate current program functions and critical drivers of LTAP Centers across the nation.

In 2008, FHWA issued guidance indicating that each LTAP center should begin transitioning from the traditional six tasks to a work plan that addresses the new focus areas outlined in the national plan. The four focus areas are divided into two general groups - the first three designed around external outcomes and processes, and the last a function of both internal and external LTAP center management and organization.

1. Safety – Worker and Roadway Safety
2. Infrastructure Management
3. Workforce Development
4. Organizational Excellence

Colorado LTAP's 2010-2011 work plan reflects this transition and emphasizes these four focus areas. Because of the integrated nature of transportation related activities, there will be overlap between focus areas for some of the activities conducted by our LTAP program. It is intended that the new work plan format will provide opportunities for greater flexibility in how to provide service within the broadly defined areas of what is to be provided to local agencies throughout Colorado.

Emphasis on these focus areas will begin to be evident through our Newsletter, website resources, training programs, and special projects. Keep your eyes out for many new resources that will be available in 2010-2011. And as always – we'll take your suggestions!



Can You Build a Better Mousetrap? "You Show Us" Contest 2010



Colorado's 2009 State and Regional "You Show Us" contest winner - **Safety Cone Zone.**

Colorado LTAP is pleased to announce the 2010 "You Show Us" contest! This is the contest's 16th year. The concept began in 1994 as FHWA's "You Show Us How".

We are very aware that often there are not enough transportation dollars available to maintain our transportation systems to the desired level of service. This is particularly true when it comes to local government transportation programs. The costs for repairs and improvements are increasing while the available finances are decreasing.

Solving today's problems requires efficient use of existing funds, and the application of cost-reducing & innovative techniques. These problems are not easily solved with yesterday's solutions!



What is the best idea you have implemented for your agency within the last few years? Past entries have included unique safety and operational efficiency improvements, and time saving designs. Your entry could be related to these areas or many others. This is your opportunity to showcase something that has worked and of which you are proud, and to share this information with your counterparts across the state, and even the nation.

The contest is free and open to all local government agencies in Colorado. All participating Colorado agencies will receive a certificate of participation and their entries will be published in our newsletter. The winning Colorado entry will be submitted to compete with state winning entries from Nebraska, North Dakota, South Dakota, and Wyoming to determine a regional winner.

Entries should be no longer than two typewritten pages and should address:

1. Agency Information
Agency Name
Agency Contact
Contact Address & Email
2. Problem Statement
3. Discussion of Solution
4. Labor, Equipment, Materials Used
5. Cost
6. Savings/Benefits to the Agency

Colorado LTAP will sponsor TWO employees to represent their state winning project at the 2010 Local Road Coordinators Conference.

State and regional awards will be presented at the conference, to be held in Rapid City, SD October 20-21, 2010.

All entries must be received by **August 31, 2010** to be considered. You may mail or e-mail your submission. The Colorado state winner will be chosen at the next LTAP Advisory Board meeting and notified by September 15, 2010.

Mail entries to:

"You Show Us" Contest
Colorado LTAP
University of Colorado
3100 Marine St., Rm. A-213
UCB 561
Boulder, CO 80309-0561

E-mail entries to:

cltap@colorado.edu

We look forward to your entry!

For additional information call Renée or Lindsay at the Colorado LTAP Center; 1-888-848-LTAP.

CO LTAP ADVISORY COMMITTEE

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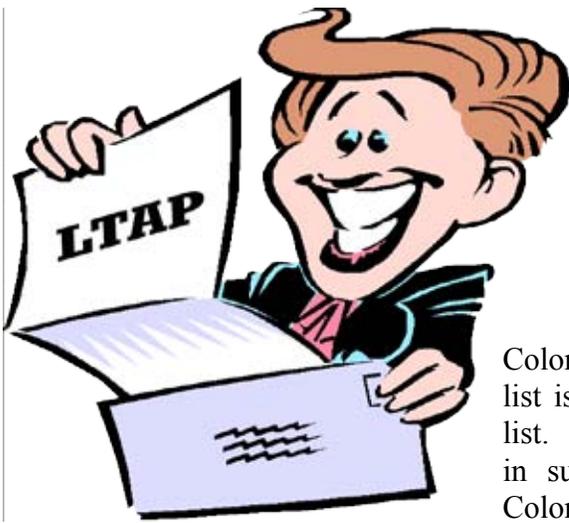
Rick Santos
FHWA



Yunping Xi
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at Boulder



**Renée Koller &
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Colorado LTAP



Mailing List Update

Colorado LTAP maintains a comprehensive mailing list. Our mailing list is divided into two sections: a *brochure* and a *newsletter* mailing list. Each mailing list is used only by the Colorado LTAP center in support of LTAP activities. They're the sole property of the Colorado LTAP center, and neither mailing list is sold or distributed.

Brochure Mailing List: Includes the names of the contact people at each agency that would like to receive notification of registration for upcoming training and conferences through class brochures.

Newsletter Mailing List: Includes those people that would like to receive our Quarterly Newsletter.

In an attempt to keep our mailing lists up-to-date, please make any changes, updates, or additions and return to Colorado LTAP by Fax, Email, or Online.



Online at our website: <http://ltap.colorado.edu>



Email to: cltap@colorado.edu



Fax to: 303-735-2968



Brochure Mailings

- Add
- Delete
- Update

Newsletter Mailings

- Add
- Delete
- Update

I would like to receive: Brochures Electronically

Newsletters Electronically

Name: _____ Agency: _____

Job Title: _____ Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____

Email: _____

**PLEASE COPY THIS FORM FOR OTHERS IN YOUR AGENCY
~ THANK YOU ~**

Weld County Asphalt Milling with a Quad Axle

Increase Production and Save Money

....continued from page 1

Additional increase in production is a bonus.

Road wear with the higher gross weights are not a factor as each axle weight is actually lower. A 5-axle tractor trailer is limited to 85,000 pounds gross vehicle weight. That averages to 17,000 pounds per axle. A tandem axle dump truck with a quad axle pup has 7 total axles and can gross 110,000 pounds. That averages 15,714 pounds per axle. That's over 1,200 fewer pounds per axle load. The axle group weights look even better. Under the 5-axle law, a tandem axle set can gross 40,000 pounds. Two sets of tandems therefore, could gross 80,000 pounds. Under the quad axle law, a set of quads can only gross 72,000 pounds, 8,000 pounds less. Yet, the vehicle can carry 9,000 more pounds of pay load.



The dump truck loads from the side, then the quad axle pup trailer is pulled in front.

The bottom line is this - with quad axle configurations Weld County now carries more material in fewer trips on lighter axle weights with less wear to existing road surfaces. Weld County is also looking to add a quad axle belly dump.



CDOT's maps and restrictions for extra-legal vehicles or loads are available online at: <http://www.coloradodot.info/business/permits/truckpermits/restrictions.html?searchterm=bridge+weight+limit+map>. Contact *Teressa Carrillo, Teressa.Carrillo@dot.state.co.us*, at CDOT Permit office with weight limit questions.



Verifying a level milling.



The milled and crushed RAP material is stored at a temporary stockpile just outside of town until its brought to the processing plant.



Workers replace ~226 teeth on the milling drum every 2-4 days depending on the density of material milled. The drum cuts 6'-6" wide and up to 10" deep.



WELD COUNTY RAP PROGRAM

The Pavement Management division plays a key role in the preservation and maintenance of paved roads in Weld County. The agency has established an aggressive *Recycled Asphalt Pavement (RAP)* program developed through their asphalt milling program. They've increased from just 7 miles of service per year to 35-40 miles per year. The RAP process restores the smoothness, reduces the amount of asphalt needed, and eliminates the leveling course and crack filler. Their costs have decreased from over \$3 per sq yd to about \$0.41 per sq yd, and eliminating the leveling course has provided additional savings. Recycling the asphalt helps lower the road profile as repeated overlays has considerably increased road thickness through the years. Weld County also uses RAP in their low volume road improvements. They have tried RAP with Reclimite; RAP with Chip Seal; and RAP over a concrete treated base. They currently use 30% RAP for top mat work (top lift), and 35% RAP for bedding, but they are hoping to eventually get to 50% RAP. They've learned they can't mill every road due to the thickness. For some they do a thin mill with slurry seal (seal coat). Their RAP process has reduced annual maintenance costs and increased pavement life-cycle 3-5 years. For more information contact Weld County Pavement Management Supervisor, Dean Dreher at ddreher@co.weld.co.us.

PORTABLE FIELD GUIDE FOR BRIDGE INSPECTORS



Both convenient and easy to use, a new pocket guide available from FHWA's Resource Center offers a portable reference for bridge inspectors. ***Stream Instability, Bridge Scour, and Countermeasures: A Field Guide for Bridge Inspectors*** provides tips and guidance on what to look for with regard to both stream instability, including lateral instability, degradation, and aggradation, and scour at bridges, including contraction scour, pier scour, and abutment scour. Also covered are plans of action and countermeasures, such as monitoring, flood watches, bridge closures, and river training countermeasures.

To obtain a copy of the guide or for more information, contact Larry Arneson of the FHWA Resource Center's Geotech and Hydraulics Team, email: larry.arneson@fhwa.dot.gov. Copies are also available from the FHWA Product Distribution Center, email report.center@dot.gov for product # HRTM-03.

FREE MUTCD Field Manuals

Parts 1,3,6 or Parts 1,5,6

Thanks to a partnership with APWA & CARMA, they have provided LTAP copies of the updated 2009 MUTCD field manuals for distribution FREE to local Colorado agencies! There are two different manuals available:

1) **2009 Coil Bound Parts 1, 3 & 6** - This 6x9 inch coil bound field manual contains Parts 1, 3 & 6 of the 2009 MUTCD. Part 1 is the Introduction, Part 3 covers *Pavement Markings* and Part 6 deals with Temporary Traffic Control.

2) **2009 MUTCD Parts 1, 5 & 6** - This 6x9 inch field manual contains Parts 1, 5 & 6 of the 2009 MUTCD. Part 1 is the Introduction, Part 5 is *Traffic Control Devices for Low-Volume Roads* and Part 6 covers Temporary Traffic Control.



A limited quantity of these field manuals is available on a first-come first-serve basis, one per agency. Contact Colorado LTAP for your free copy today!

Request one online: <http://ltap.colorado.edu/ltaplibrary/>

Construction Equipment Visibility

Increase Awareness of Blind Areas

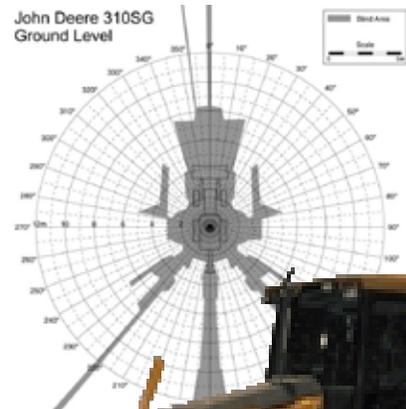
Studies show that highway and street construction workers are at a significant risk of fatal and serious injuries while working in and around a street construction jobsite. In addition to the risk of injury from passing motor vehicle traffic outside the work zone, there is an equally hazardous risk of injury from movement of construction vehicles and equipment within the work zone.

The National Institute for Occupational Safety and Health (NIOSH) has a webpage addressing blind areas around equipment. The web page, designed for safety personnel and instructors, can be used to raise awareness on the hazards of working around construction vehicles and equipment. It provides detailed diagrams to assist in visualizing the areas around equipment that are unable to be seen from the operator's position. These areas are commonly referred to as *Blind Areas*. Blind area diagrams for 38 different pieces of construction equipment are available for download or print. For each construction vehicle, three different Blind Area Diagrams represent the ability of an operator to see objects at three different elevations: ground level, 3' and 4'-11". The 3 foot plane represents the average height of a

channelizing device, e.g. construction barrels that are commonly used in road construction. The 4'-11" plane corresponds to the height of a person working.

The *Construction Equipment Visibility* webpage can be found at <http://www.cdc.gov/niosh/topics/highwayworkzones/BAD/default.html>. Contact Colorado LTAP for a FREE "Know the Blind Spots" diamond shaped poster.

John Deere 310SG
Ground Level



What's New in the LIBRARY?



All videos, publications and CDs in the LTAP lending library are available for checkout for a two-week period, free of charge. Below is a brief list of the most recent materials added to the library. To check out materials or request a library catalogue, visit our library online or contact the Colorado LTAP office at 1-888-848-5827.

<http://ltap.colorado.edu/ltapl library>

New CDs & DVDs

CD50 MYRS *Road Safety Audit (RSA) Toolkit CD: Making Your Roads Safer*

FHWA has created a user-friendly CD that houses all of the assorted materials created under the Road Safety Audit (RSA) Program. The Toolkit includes the following sections: RSA videos; Guidelines; Case Studies; Program Contacts; Sample Reports; Program Web Links; RSA Training Information; and RSA Peer-to-Peer Program Information.

DVD70 AS *Accessible Sidewalks: Design Issues for Pedestrians with Disabilities*

Accessible Sidewalks is a four-part video developed by the U.S Access Board to illustrate issues and considerations in the design of sidewalks. The series covers access for pedestrians with mobility impairments, including those who use wheelchairs, and pedestrians who are blind or have low vision. The videos are open captioned and incorporate running descriptive audio. Accessible Sidewalks Video Series includes: Part I, Design Issues for Pedestrians who use Wheelchairs (10.00 minutes); Part II, Design Issues for Pedestrians with Ambulatory Impairments (7.51 minutes); Part III, Design Issues for Pedestrians with Low Vision (11.24 minutes); Part IV, Design Issues for Pedestrians who are Blind (11.19 minutes).

DVD50 BTBTS *Boom Truck/Bucket Truck Safety*

Bucket truck work puts operators at risk every day. For their protection – and your company's – thorough training is essential. This unique video has everything you need to deliver professional training on the subject – the kind of training your operators will benefit from for years to come. Developed with OSHA guidelines in mind, this program covers critical material your operators need to stay safe.

DVD50 CDLTT *CDL Skills & Road Test: Tractor Trailers*

Help drivers overcome test fear with this 37 minute video, which simulates six basic controls; forward topping, straight-line backing, alley docking, measuring right turns, parallel parking and serpentine backing. Also, see the related handbook "CDL Skills Test and Road Test Guide".

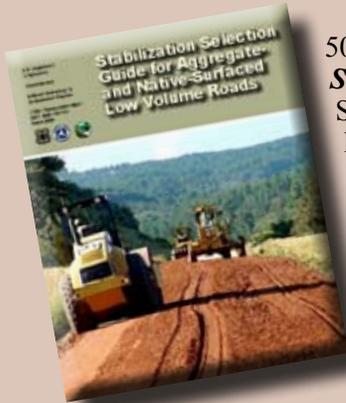
New Videos

V70 PCDLE *Pass the CDL Exam*

Whether you are embarking on your first career or a new career as a professional driver, you will appreciate this practical, no-nonsense approach to learning what you need to know to pass the Commercial Drivers License exam. Passing the CDL exam is required to operate a straight truck or tractor-trailer, and is the first step to a successful career as a professional driver. A perfect companion to *Pass the CDL Exam: Everything you need to know* by Van O'Neal and Alice Adams, *Pass the CDL Exam* video shows you how to pass the Commercial Drivers License exam.

V40 PMPS *Preventive Maintenance Project Selection*

This video was designed to assist highway agency managers in using preventive maintenance techniques. It is a follow-up to an earlier FHWA release, *Protecting Our Pavements: Preventive Maintenance*, which was aimed at upper-level management. This new video is geared more toward the maintenance supervisors and program managers who make the daily decisions to implement various preventive maintenance treatments.



50 SSGA

Stabilization Selection Guide for Aggregate and Native-Surfaced Low Volume Roads

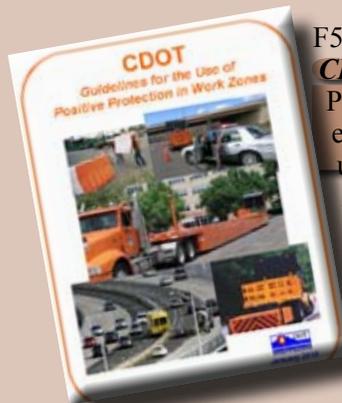
Soil stabilizers can be used to treat the upper several inches of soil or aggregate surfaces of low-volume roads when strength and other properties don't meet desired levels for anticipated traffic. This guide focuses on chemical and mechanical methods, and was designed to facilitate the selection of modification/stabilization agents and techniques. It provides low-cost alternatives that reduce aggregate wear and loss, reduce road-surface maintenance, and reduce the time period between major rehabilitation. Provides info on available stabilizing agents, appropriate conditions for use, selection procedures, quantity determination, and supplier info. Also available online: www.fs.fed.us/eng/pubs/pdf/08771805.pdf (2009)

F40 TPNP

To Pave or Not to Pave: Making Informed Decisions On When To Upgrade A Gravel Road

Paved roads provide improvement over gravel in ways that are hard to quantify with dollars, including improved winter surfaces, improved safety from improved signage and delineation, a safer surface with higher skid resistance, a smoother surface that increases user satisfaction and reduces vehicle maintenance costs, redistribution of traffic away from gravel roads, and an increased tax base on adjacent property. Two key questions must be answered when developing a gravel road maintenance plan: 1. What is the best way to maintain a gravel road? 2. When should the roadway be upgraded to a paved surface? This brochure discusses 2 projects and related materials available to help decide when to upgrade a gravel road - *Economics of Upgrading an Aggregate Road* and *Local Road Surfacing Criteria*.

These materials are available online at: <http://www.mnltap.umn.edu/Topics/LowVolumeRoads.html>



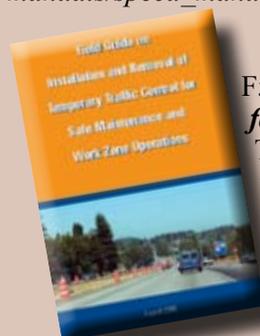
F50 CDOTGU

CDOT Guidelines for the Use of Positive Protection in Work Zones

Positive protection devices that contain and/or redirect vehicles and meet crashworthiness evaluation criteria should prevent intrusion into the work area. These guidelines address the use of positive protection devices in work zones to supplement the *Policy Directive Work Zone Safety and Mobility Policy 805.0* and comply with the FHWA Final Rule Subpart K to CFR Part 630. These guidelines are not a stand-alone document on work zone application of positive protection and should be used in conjunction with other traffic control standards and resources. Also available online: http://www.coloradodot.info/library/traffic/traffic-manuals-guidelines/lane-close-work-zone-safety/work-zone-safety-mobility/CO_Guidelines_Positive_Protection_122809.pdf/at_download/file (2010)

F50 SM ***Speed Management: A Road Safety Manual For Decision-Makers And Practitioners***

Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road traffic crash as well as the severity of the injuries that result from crashes. This speed management manual proposes simple, effective and low-cost solutions to excessive and inappropriate speed that can be implemented on a national or local level. It is based on a modular structure that provides evidence, examples, case studies and practical steps on how to manage vehicle speed. Also available online at: http://www.who.int/roadsafety/projects/manuals/speed_manual/en/. (2008)

F50 FGIR ***Field Guide on Installation and Removal of Temporary Traffic Control for Safe Maintenance and Work Zone Operations***

This field guide provides field personnel with introductory guidance on installation and removal methods for temporary traffic control (TTC) zones. Proper setup and operation of temporary traffic control zones improves the safety of those working near traffic and is of the utmost importance. It is important to remember that temporary traffic control field personnel are most vulnerable during installation and removal of temporary traffic control devices. (2008)



Bicycle and Pedestrian Counters

CDOT's New Bike & Ped Counting Program

By Elizabeth Stolz, CDOT Traffic Analysis Unit Manager



The Colorado Department of Transportation (CDOT) has been investigating, researching, and evaluating the collection, retrieval, storage, and analysis of Bicycle and Pedestrian count data. This project brings together two Units at CDOT, the Traffic Analysis Unit and the Bicycle and Pedestrian Unit. These Units started this project by evaluating any existing data sources by contacting several Cities and Counties as well as other CDOT staff to see if there was any available bicycle and pedestrian data. What CDOT found is that there is very little existing data and very few data sources for this kind of information. Although very little bicycle and pedestrian data is available, many City, County, and other CDOT staff expressed a need for knowing bicycle and pedestrian data.

Of the bicycle and pedestrian datasets available, CDOT found that most were in 2-hour increments for one day of the week and for every month of the year. The problem with 2 hour duration data is that it will not provide a full picture of what is happening at the location during other hours of the day or other days of the week whether it is a trail or roadway. Another challenge with using 2-hour count data includes creating seasonal and/or day of the week factors.

With all of the challenges, CDOT began to look at different hardware and software solutions that could provide continuous bike and pedestrian count (for an entire 24-hour period) data. While considering different solutions, CDOT also looked at leveraging already existing investments in a software solution (TRADAS by Chaparral) implemented for the vehicle volume and classification data. The idea is to load data into the existing system and take advantage of the automated factor creation, data warehouse architecture,



software and report creation capabilities.

Eco-counter, an international people-counting company headquartered in France, provided CDOT with 2 counters for testing purposes. They were installed at 2 locations in the Denver metro area. The counter shown here is installed on a pole on the Cherry Creek bike path.

The counter is a radar-mounted counting device that senses the direction and number of bicycles and pedestrians crossing the horizontal radar detection field. As one bicycle passes the radar detection device (as in the picture below) the total number of bicycle and pedestrians stored in the counter is increased by one in the direction of travel.

Preliminary analysis of data collected to date show clear patterns of expected commuter traffic during the week and recreational traffic patterns on the weekends. Further analysis also indicate ridership is clearly affected by weather – an eight-hour rain event on Saturday showed a drop in ridership; but a sunny Sunday proved an increase.

Although more work needs to be done, the bicycle and pedestrian counting project has provided valuable information for expanding CDOT's statewide bicycle and pedestrian count program in the future. CDOT is currently continuing to evaluate the equipment and is considering funding options for purchasing bicycle and pedestrian counting equipment. For more information on this project, please contact Elizabeth Stolz at Elizabeth.stolz@dot.state.co.us or Betsy Jacobsen at Betsy.jacobsen@dot.state.co.us.



Ideas That Work

Saving Your Agency Time and Money

WHEELED GROUT BOX NE State Winner Saline County, NE

Problem Statement:

Saline County constructs many of their bridge structures using pre-cast deck panels also referred to as slab deck bridges in Nebraska. After the pre-cast panels are set into place there is a construction joint between each panel that has to be grouted (filled). Grouting the length of joints is labor intensive using a wheel borrow, shovels, and hand floating each joint.

Solution:

Realizing the need to make grouting slab joints easier; Saline county employee designed and built the grout box. It is fabricated from scrap steel and the only purchases were the 4 – 10" pneumatic utility tires from Northern Tool and Equipment. The hopper box is approximately 24" x 18" x 13" deep with a 4" outlet. Behind the outlet is a 6" V strike to spread and smooth the laid grout.

Labor, Equipment and Materials:

Employee time was about 12 hours in fabrication. Most all steel for the project was scrap and on hand material including the 1 and ¼ tubing. Hopper box material was bent and rolled at an employee's home shop. 4.10 X 350 tires were \$15.00 each. Total estimated project cost was well under \$100 plus labor.

Savings & Benefits:

The Grout Box has been utilized on many newly constructed bridges since it has been fabricated, it fills and smoothes the joints quite neatly basically eliminating any hand troweling or cleanup. The Grout Box has reduced labor hours as well as physical labor in slab grouting.

Submitted by:

Bruce Filipi, Saline County Highway Superintendent

For more information, contact:

Bob Hyberger, Nebraska LTAP, rhyberger2@unlnotes.unl.edu,
(402) 472 - 2190.



Upcoming Events

Upcoming Training

These are the *remaining* classes for Spring 2010. Please contact the Colorado LTAP office for an updated schedule, or access online at <http://ltap.colorado.edu>

Roads Scholar Core Classes

Drainage

- September 28 – Ft. Morgan
- September 30 – La Junta
- October 4 – Denver
- October 7 – Grand Junction

Safety on the Job

- October 26 – Loveland
- October 28 – Colorado Springs
- November 3 – Frisco
- November 16 – Rifle
- November 23 – Rifle

Roads Scholar Electives

Heavy Equipment Training

Northwest OR Northeast
Looking for local agency hosts!

Road Safety Audits - 2 Day Class

September 8-9 – Denver

Basic & Advanced Welding

This is intended to be a 2-day class; proof of prior welding experience will be required to just take the Advanced day 2.

- October 13-14 – Denver
- October 18-19 – Grand Junction

Winter Survival

- November 9 – Montrose
- November 10 – Frisco
- November 11 – Loveland

Introduction to Math for Roadway Workers

- November 15 – Castle Rock
- November 18 – Grand Junction

Advanced Math Applications

- November 16 – Castle Rock
- November 19 – Grand Junction

Chainsaw Safety - 1.5 Day Class

2 locations - dates to be determined



Register online <http://ltap.colorado.edu>

Supervisory Skills Classes

Legal & Liability Issues

September 29 - Denver

So You Are a Supervisor Now

October 4 - Grand Junction

Successful Employees Make Successful Supervisors

October 5 - Grand Junction

Whole New World:

Nuts & Bolts of Local Gov't
November 4 - Denver

Workshops

Trenching & Excavation Competent Person

Half Day Certification Workshop
September 14 – Denver

Chain Safety and Overview

Half Day Workshop
2 locations - dates to be determined

Conferences

APWA West Slope Snow & Ice Conference

September 9-10, Gunnison
Contact Debbie at Gunnison Cnty, 970-641-0044

Rocky Mountain Fleet Managers Conf.

September 13 - 17, Colorado Springs
www.rmfm.org/rmfma-2010-conference.html

APWA Western Region Snow & Ice Conf.

September 21 - 23, Estes Park
<http://www.westernsnowandice.com>

LTAP Local Road Coordinators' Conference

October 20 - 21, Rapid City, SD
For more information contact Colorado LTAP.



SUPERVISORY SKILLS GRADUATES

- City of Golden
Rob Gibson
- City of Lakewood
Allen DeBelly
- Weld County
Doug Hoff
- Pitkin County
James Dodge
- T. of Snowmass Village
Will Binegar

ROADS SCHOLAR GRADUATES

- Douglas County
Judy Ely
Jeremy Justice
Jason Nylund
Jim O'Reilly
Andrew Robison
Shane Clark
- Clear Creek County
Frank Duran
Chuck Hannah
John Thomas
- El Paso County
Mike Watters
Cynthia Morris
- City of Longmont
Alan Hawn
- Gunnison County
Luke McCrain
- Weld County
Edward Pierce
Elmer Turner
- Yuma County
Kent Twiss
- C. of Greenwood Village
Kristin Holt
- City of Castle Rock
John Pehrson
- City of Fountain
Shawn Sears

LTAP Advisory Board Position Available

There's Still Time!

Colorado LTAP is considering adding *more than one position* to the LTAP Advisory Board. This is great news for YOU because we're still accepting applications to fill the open seats. The Advisory Board will consider interested applicants at its upcoming September 10th meeting. Interested individuals should send a letter of interest outlining their qualifications to LTAP today!



Have an affect on local transportation issues.

Share your ideas to make LTAP a more useful local agency resource.

Network and learn from fellow board members.



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