

ARIZONA MILEPOST

ARIZONA LTAP ELECTRONIC NEWSLETTER

Arizona Local Technical Assistance Program

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Local Technical Assistance Program

The AZ LTAP mission is to foster a safe, efficient and environmentally sound transportation system by improving skills and knowledge of the transportation provider through training, technical assistance and technology transfer. The AZ LTAP vision is to be recognized as a premier resource in developing and transferring innovative technologies, proven solutions and reliable services to successfully meet the evolving educational and training needs of the transportation community within Arizona. AZ LTAP will actualize its vision and accomplish its mission by paying personal attention to customer needs.

All courses on the AZ LTAP training schedule have been requested by our customers. You may request training to be delivered at your location by completing an on demand request form, please visit: www.azltap.org.

CONTINUOUS **ADOT** IMPROVEMENT

PDCA: PLAN-DO-CHECK-ACT



- The 8-step problem solving method used to improve process and eliminate waste
- Use for problems large and small

Everyone. Everywhere. Every day.

ADOT



30 Years of the Local Technical Assistance Program

2017 is the 30th year anniversary of the Local Technical Assistance Program which leads Technology Transfer and Training efforts for Arizona's Local Public Works and Transportation Departments. LTAP worked to respond to the needs of customers and stakeholders and has expanded our services and programs into areas that were never imagined when the small program was founded.

LTAP was officially established in 1987 to provide transportation-related information and training to local road authorities. Since 1987, LTAP has offered or sponsored thousands of classes, workshops or events interacting with over 76,000 people and over 200,000 contact hours logged.

In the Beginning: The Required Six Tasks:

The T2/LTAP Center began with the charge from FHWA to provide a list of six basic services: Maintain a database and mailing list; conduct training classes and workshops; maintain a lending library; provide technical assistance; publish a newsletter; and evaluate the program effectiveness.

The 1990's saw continued growth in the number of classes and events as well as the number of agencies and participants served. The Roads Scholar Program was implemented with a series of classes addressing all major areas of local road management including the basics of a good road; pavement management; drainage, work zone and traffic safety, bridge inspection, and maintenance, more core and elective classes.

30 Years of Putting Technology to Work Across the United States:

1980'S

First Local Technical Assistance Program (LTAP) Centers open and the first decade is characterized as a period of rapid growth of centers.

Centers hold first National Conference in Berkeley, California to share knowledge and best practices. State agencies join partnership by providing 50/50 match.

1990's

The National LTAP Association formed, (NLTAPA)

The Tribal Technical Assistance Program is formed, (TTAP)

The LTAP program expands to include urban areas.

National Benefits Study showed FHWA and LTAP centers yield a return on invested funding of \$8.53:1.

The second decade involves steady growth in the number of centers, and by the end of the decade every state has a technology transfer center.

Formal partnering agreements were established between the National LTAP Association and the AASHTO, NACE AND APWA.

The present LTAP/TTAP Centers have become a trusted resource to local agencies for training and technical assistance. Over the past 10 years, LTAP/TTAP Centers conducted more than 60,000 training events attended by more than 1.5 million local transportation professionals.

Break Down on Training

The four areas that are focused within LTAP Center's trainings and workshops are Highway Safety, Infrastructure Management, Worker/Workplace Safety and Workforce Development/Management/Soft Skills.

Courses to be offered: Road Scholar I (aimed at entry-level transportation employees, those with no or limited experience, (up to 5 years in the transportation field.)

Introduction to Survey and grade checking (16 hours)

Basic Work Zone Traffic Control/ Flagger Training (8 hours)

Basic Materials (8 hours)

CPR/ First Aid /AED (8 hours)

Signing and Striping (8 hours)

Maintenance Math (8 hours)

Two Way Radio/ Effective Communications (8 hours)

Construction/ Maintenance Safety (8 hours)

- Trenching and Shoring
- PPE (Personal Protective Equipment)
- Lockout Tag-out
- Hand Tool machine Safety
- Underground Utility

Safety in the Workplace (8 hours)

- Fire Safety
- Good Housekeeping
- Proper Lifting
- Bloodborne Pathogens
- HazMat

Total Road Scholar I hours 80



Road Scholar II aimed at employees working within transportation industry, motivated to advance their knowledge, skills and abilities to excel their career. Level II training is in the beginning supervisory level and management course work. (up to 10 years field experience).

- Work Zone Traffic II (8 hours)
- Roadside Hazard Identification for Transportation Personnel (8 hours)
- Drainage Course (8 hours)
- Asphalt Pavement Maintenance (8 hours)
- Technical Math (8 hours)
- Risk Management (8 hours)
- Signing and Striping II (8 hour)
- Management Supervisory Skills for First Time Managers (8 hours)
- Total Road Scholar II hours 64



Equipment Loan Program

AZ LTAP owns two retroreflectometers, a Road Vista Model 922 Handheld with GPS capability, and a Stripe Master 2 Touch Retroreflectometer that we loan free of charge to contributing member agencies. An extension pole is used to extend the operators reach an additional nine feet and includes a remote trigger with digital display, allowing the operator to take multiple readings without having to retract the pole each time.



Heavy Equipment Training and Certification Program

As a result of the LTAP Needs Assessment, indicating 68 percent of Arizona having a significant need for Heavy Equipment training. The LTAP offers a Heavy Equipment Training and Certification Program. The Heavy Equipment program consists of certification on Motor Grader I and II, Backhoe I and II, Bulldozer I and II, Forklift, and Front End Loader. Each piece of equipment is trained for 30 hours a week (three days), with (three) 3 participants per piece of equipment. The LTAP requires three (3) participants minimum per class and maximum 15 participants.

The LTAP does ask that each agency be responsible for the assemblage of all equipment, a minimum of three to 10 miles of unpaved road or large work area, a classroom for four to five hours on the first day, and proper materials for the equipment (i.e. fuel, oil and grease).

Request Training:

One of the core functions of the LTAP program is to provide technical training for local communities. AZ LTAP does not schedule classes on a regular or cyclical basis; rather, our local agencies determine what the needs are and when and where they would like them delivered to best meet their needs.

All courses on the AZ LTAP training schedule have been requested by our customers. Please request training you need.

Steps to Register for the Arizona LTAP On-Demand Training:



- The Contributing Member Agency must complete the On-Demand Request Form. Upon completion, return to the Arizona LTAP Center by fax to 602.712.3007 or by email to Technical Training: ttraining@azdot.gov.
- The course will be considered tentative until the Arizona LTAP Center receives all forms. Once forms are received, the course will be confirmed.

AZ  **LTAP**
Local Technical Assistance Program

Road Sleuth

Myths & Facts Revealed



This photo shows a single lane roundabout in a rural location in the state of Washington. (Special thanks to Skagit County, WA and the Washington LTAP for providing this photo.)

the right-of-way. As traffic volumes increased, traffic circles became unsafe because the congestion and high speeds attributed to many crashes. Thus, the need for a safer circular intersection became apparent; the first modern roundabout in the United States was constructed in the 1990s.

Roundabouts are intersections in which traffic travels in one direction around a circular island, much like a traffic circle, but they have many distinct characteristics. Motorists in roundabouts travel at lower speeds, from 15 to 25 mph, and the traffic inside the roundabout has the right-of-way. Motorists attempting to enter the roundabout must yield to circulating traffic and look for gaps to enter.

Many citizens have negative opinions of roundabouts and are opposed to constructing them in their community. These negative opinions may, in part, be due to the common misconception that traffic circles and roundabouts are the same. Additionally, inexperience with driving through roundabouts, safety concerns, and a lack of information often lead to resistance and negative opinions.

Studies have found that roundabouts are often a safer alternative to signed and signalized intersections. Since automobiles are traveling at low speeds, crashes that do occur are generally less severe. All vehicles are traveling in the same direction, which eliminates the likelihood of head-on and t-bone collisions. In addition to the safety benefits of roundabouts, they often move traffic more efficiently. When designed properly, vehicles are much less likely to stop and delays are reduced.

Myth: Roundabouts and traffic circles are the same thing.

Many people mistakenly use the terms roundabout and traffic circle synonymously. While both direct traffic in a circular pattern, they are not the same.

Traffic circles were introduced to the United States from Europe in the early 1900s. They were intended to direct traffic via a large circular or oval island. Traffic circles were designed for vehicles to travel through them at relatively high speeds (30 to 50 mph), and many were designed for entering cars to have



Innovation of the Month:

Safe Transportation for Every Pedestrian

Getting people to their destinations safely and conveniently is the goal of the safe transportation for every pedestrian (STEP) program in Every Day Counts round four (EDC-4). The Federal Highway Administration is encouraging agencies and communities to advance road diets, crosswalk visibility enhancements, pedestrian refuge islands, raised crosswalks, and pedestrian hybrid beacons.

STEP offers several benefits:

- These safety countermeasures offer proven solutions for reducing pedestrian fatalities at uncontrolled crossing locations.
- By focusing on uncontrolled locations, agencies can address a significant pedestrian safety problem.
- Improving crossing opportunities boosts quality of life for pedestrians of all ages and abilities.

Visit the Pedestrian and Bicycle Information Center for information on resources, planning and design tools, and training.





Flexibilities in Right-of-Way

The Right of Way (ROW) process is currently a major part of the project development process. Significant time savings can be achieved by employing flexibilities already provided for in statute and FHWA regulations. This initiative will underline opportunities for improved coordination of ROW activities with other key project development actions in preliminary design; land acquisition, relocation, utilities accommodation and to certify ROW for a project; NEPA mitigation land needs; and a number of other areas where streamlined approaches may prove beneficial. The proposed initiative deals only with flexibilities allowed under existing regulations and statutes. Legislative changes required for additional flexibilities will need to be addressed separately.

The Right of Way Initiative is the Right Way to Go

The Right of Way (ROW) process is a major part of transportation project development. To make the process faster and easier, the "Flexibility in Current Right-of-Way Practices and Procedures" will assist transportation agencies in taking advantage of the many areas of flexibility already allowed under FHWA regulations and statutes.

Before building a highway project, land and property must be acquired. ROW practices and procedures determine how Federal, State, and local agencies can acquire this land and property. Throughout the ROW process, Federal, State, and local agencies must:

- Fulfill legal requirements intended to protect property owners and tenants
- Maintain the integrity of the NEPA process

Coordinating ROW with Project Development

Coordinating ROW activities more successfully with other key project development actions can substantially shorten project delivery. Areas in which streamlined approaches can be employed include:

- Preliminary design
- Land acquisition, relocation, and utilities accommodation
- NEPA mitigation land needs

This initiative deals only with flexibilities allowed under existing regulations and statutes. Additional flexibilities that require new legislative changes will need to be addressed separately.

Flexibilities Reduce Time and Cost

To ensure compliance with all relevant regulations, transportation agencies often do not use existing ROW flexibilities. State DOTs, MPOs, and local agencies should consider using the EDC ROW flexibilities as it can significantly lengthen the highway project development process.

There are many reasons for this hesitation. Agencies can be reluctant to use ROW flexibilities for fear of not meeting NEPA and Uniform Act requirements. They may also fear incurring non-reimbursable expenses. EDC ROW flexibilities have been used to advantage by a number of agencies on Federal-aid projects and when used correctly meet NEPA and Uniform Act requirements. It is important that State, MPO, and local agency ROW staff are well versed and trained in all applicable ROW regulations.

Shortening Project Delivery

This initiative can have a major impact on project delivery time. FHWA will ensure that State DOTs, MPOs, and local agencies are able to employ these ROW process flexibilities:

- Appraisal Waiver valuations with clearly defined thresholds
- Incentive Payments to Advance Acquisition and Relocation
- Conditional ROW Certification
- Appraisals and negotiations of property acquisition (up to \$10,000) by the same individual
- Functional Replacement in acquisition and relocation of Public Facilities
- Advancement of a Project to Construction under Right-of-Entry for Federal Lands Transfer
-

Division Office and Resource Center Support

To implement the Flexibility in Current ROW Practices and Procedures initiative, the FHWA offers a range of services. The Office of Real Estate Services, FHWA Division Offices (DO) and the Resource Center (RC) will take the lead in promoting existing flexibilities to the State DOTs, MPOs, and local agencies. It will offer a range of presentations and training programs to ensure that ROW staff is well versed and trained.

Contact

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Resources:

[Brochure](#)

[FAQ'S](#)

[Q&A's](#)

Webinars/Videos:

[EDC Exchange](#)



Calendar of Events

ATSSA - Workzone Traffic Control Technician	10/11/2017	10/11/2017	Kingman
Certified Payroll Workshop	10/12/2017	10/12/2017	Phoenix
Navigating The NEPA Maze	10/17/2017	10/17/2017	Phoenix
ATSSA - Workzone Traffic Control Technician	10/17/2017	10/17/2017	Holbrook
Advanced Seminar on Transportation			
Project Development: Navigating the NEPA Maze	10/17/17	10/17/17	Phoenix
ATSSA-Workzone Traffic Control Technician	10/17/17	10/17/17	Holbrook
Work Zone Traffic Control II	10/18/2017	10/18/2017	Queen Creek
ATSSA-Workzone Traffic Control Technician	10/24/17	10/24/17	Phoenix
Risk Management	10/25/2017	10/25/2017	Queen Creek
ATSSA- Workzone Traffic Control Supervisor	11/1/17	11/2/17	Phoenix
ATSSA- Workzone Traffic Control Supervisor	11/7/2017	11/8/2017	Prescott Valley
ATSSA- Workzone Traffic Control Supervisor	11/7/2017	11/8/2017	Safford
Certified Payroll Workshop	11/9/2017	11/9/2017	Phoenix
ATSSA - Workzone Traffic Control Technician	11/15/2017	11/15/2017	Flagstaff
ATSSA- Workzone Traffic Control Supervisor	11/29/17	11/30/17	Flagstaff
ATSSA-Workzone Traffic Control Technician	12/5/2017	12/5/2017	Globe
Certified Payroll Workshop	12/14/2017	12/14/2017	Phoenix



Stay informed: Request to be added to the Email list for our weekly update

Tapping In!

(email request to ttraining@azdot.gov Please include Name, Agency, Location, Email Address)

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