



# GEORGIA ROADS

A Newsletter of Georgia's Local Technical Assistance Program

Vol. 21, No.15 Spring 2010



"BETTER ROADS THROUGH COOPERATION"

## Work Zone Awareness

"Work Zones Need Your Undivided Attention"



### Work Zone Safety Classes

The LTAP Office has two "Tailgate Trainers" who can come to your area to present training. Contact the LTAP office for information.



## The Four Components of the National Highway Work Zone Safety Program

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The objective of the National Highway Work Zone Safety Program (NHWZSP) is to enhance safety and operational efficiency of highway work zones for highway users — motorists, pedestrians, motorcyclists, bicyclists, including the elderly highway users — and highway workers. The NHWZSP consists of four components. These components contain key elements and for each element there are recommended FHWA activities that will aid in its implementation. In addition, each activity may support more than one program component.

#### 1. Standardization

Update existing work zone safety related standards and develop new standards where needed.

#### 2. Ensure Compliance

Experience in work zone operations indicates that ensuring compliance with existing standards and guidelines at all times would substantially improve the safety and operation of work zones. The common causes of non-compliance include—underestimating project needs or complexity; failure to accurately implement the traffic control plan initially or modify it due to changing conditions; and gradual deterioration of devices over the life of the project.

#### 3. Improve Evaluation of Work Zones

Evaluation is a necessary tool for analyzing failures and identifying successes in work zone operations. Through evaluation, it is possible to identify opportunities for counter-measures and to measure the benefits of current ones.

#### 4. Implement Innovative Technologies and Procedures

The use of innovative technologies and procedures can help improve highway user and worker safety, and traffic flow through work zones. Such innovations consist of the development of new products and procedures and more effective use of existing ones through increased training.

Source [http://safety.fhwa.dot.gov/wz/wz\\_natl\\_pro.cfm](http://safety.fhwa.dot.gov/wz/wz_natl_pro.cfm)



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The Local Technical Assistance Program (LTAP) is a nationwide effort financed jointly by the Federal Highway Administration (FHWA) and individual state departments of transportation and/or universities. Its purpose is to disseminate the latest state-of-the-art technologies for roads, highways and bridges to municipal and county highway and transportation personnel.

The Georgia LTAP is supported by FHWA and the Georgia Department of Transportation. The Georgia Roads Newsletter is one of the LTAP's activities. The opinions, findings or recommendations expressed in this newsletter are those of the Georgia LTAP Center and do not necessarily reflect the views of the FHWA or the Georgia Department of Transportation.

The Georgia Roads Newsletter is distributed free of charge to counties, cities, towns and others with transportation responsibilities.

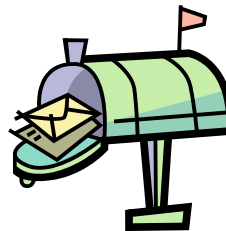
# LTAP

## Lending Library



Don't forget to maximize resources and improve training by taking advantage of the LTAP lending library for hundreds of resource materials. The library is an excellent FREE source for state and local government agencies. Use our videos and other materials for your in-house training programs.

See a list of all available titles at the following website:  
[www.dot.ga.gov/doingbusiness/trainingresources/Documents/LTAP/Videocatrev1119.pdf](http://www.dot.ga.gov/doingbusiness/trainingresources/Documents/LTAP/Videocatrev1119.pdf)



## Letter from the Director

First, let me introduce myself. My name is Christy Lovett and I am your new Local Technical Assistance Program (LTAP) Director. I have a Bachelor of Science in Civil Engineering Technology and a Master of Arts in Instructional Education. I have been employed with the Department for over twelve years. I spent the first three years as a Civil Engineer Technologist. For the past nine years, I served in both design and design review engineering positions. Additionally, I have served as an adjunct faculty member at Altamaha Technical College for 10 years as a lead instructor for the Public Works Civil Technician program.

My hope is that we can provide all of Georgia's public works professionals with quality information through our many services while focusing on the LTAP focus areas of safety, workforce development, infrastructure management and organizational excellence. Through partnering with the advisory committee and other professional organizations, I hope to not only increase LTAP awareness throughout the state but to also increase the number and types of training classes that will be available to our customers.

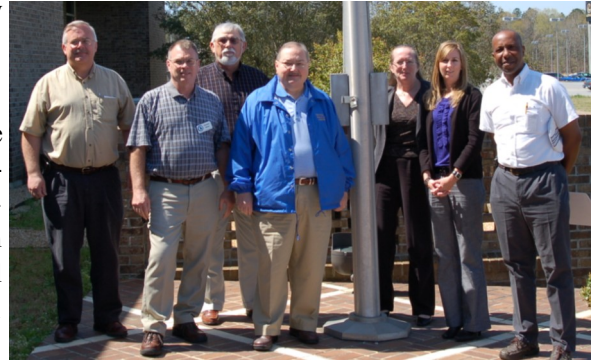
I look forward to working with the advisory committee and everyone in the LTAP community. Feel free to contact any of us in the LTAP office if you have any questions or have ideas you'd like to share about new training opportunities.

Best wishes,  
Christy

# LTAP Advisory Committee

As mentioned in the last newsletter, we started this year with a new advisory committee. Since you were introduced to the new members in the last article, this time I would like to highlight the backgrounds of each member.

**Georgene Geary** is the State Materials and Research Engineer for GDOT. She oversees a staff of over 300 employees who are responsible for all quality testing and material recommendations for Georgia roadways. Her office also manages the \$6 million/year Federal Research program. Georgene has a Masters in Civil Engineering (MSCE-1999) from Georgia Tech and Bachelors in Civil Engineering (BSCE-1985) from University of Illinois, Champaign-Urbana. She is also a Registered Professional Engineer.



**2010 Advisory Committee Members**

**Matthew Hicks** currently represents all 159 Georgia county governments in economic development and transportation issues, advocating on their behalf before the Georgia General Assembly, state and federal agencies, and other organizations.

**Herbert Humphrey** currently works for the City of East Point.

**Michael T. Joyner, Sr.** is currently the Liaison Director with Georgia 811. For the past 11 years, Mike has worked at the Utilities Protection Center, Inc. and prior to that spent 20 years of his career with City of Savannah as director of vehicle maintenance. He received a Bachelor of Arts degree from Armstrong State and a Masters of Arts degree, ABD from Emory University both of which were in Political Science. He has served as a part-time faculty member at Armstrong State University for three years. Mike has 33 years of membership in APWA including all chapter officer positions and numerous national committees – currently serves on National Education and UPROW Committees and 15 years as chapter administrator for Georgia Chapter APWA. He is the co-founder of the joint APWA –UGA Certificate of Public Works Management Program. Mike is also the author/editor of APWA's Managing Public Equipment.

**Chuck Mathis** began working for Dougherty County Public Works in June 1978. He graduated from Albany State University in December 2001 with a degree in Business Management. Chuck also graduated from Albany Technical College with a degree in Carpentry and Cabinetmaking and built his own home in Worth County. He has experience in road construction and maintenance, and through his various work history, Chuck has gained experience in the proper operation of various types of equipment (i.e. bull-dozer, excavators, scrapers, motorgrader, front-end loaders, etc.). Chuck serves as pastor of First Mt. Moriah Baptist Church in Putney. He has been married for 30 years and has nine children (six girls and three boys). He currently is the Assistant Public Works Director for Dougherty County. Chuck also serves as a volunteer member of the Albany Area Youth Detention Center Advisory Board. When time permits, he also loves fishing and hunting.

**Derrell Newman** has been employed by Bryan County for 35 years. Currently, he serves as the Director of Public Works. Prior to his current title, Derrell was a road superintendent for 25 years and public works director for 10 years. Derrell was awarded a Certificate of Public Works Management in 2004 from the Georgia Chapter of the American Public Works Association. He was also awarded a Certificate of Completion for Public Works Management from the American Public Works Institute in 2007.

**Eric Pitts** is currently the Assistance State Maintenance Engineer with the Georgia Department for Transportation.

**Terrence Simpkins** currently works for DeKalb County.

**Mikita K. Browning Vita** is currently a Senior Civil Engineer with MWH Americas, Inc. (Atlanta) with over ten years of experience in civil and environmental engineering, specializing in wet weather program implementation and management. Ms. Browning is a member of the LEAD Atlanta Class of 2006; a National Multiple Sclerosis Society, Georgia Chapter Leadership Scholar Award recipient; a recipient of the City of Atlanta Department of Watershed Management/Clean Water Atlanta Program Management Team Award for Employee Excellence; and a recipient of the American Public Works Association (APWA) Excellence in Service Award. She is an active member of several organizations including the American Public Works Association – Georgia Chapter where she is President Elect, the American Society of Civil Engineers (ASCE), the Georgia Association of Water Professionals (GAWP), LEAD Atlanta Committee Member, and The Civic League of Atlanta. She enjoys community service, mentoring, and golfing.

**Danny Ward** has served as the City of Moultrie Public Works Director for the last eight years and has worked for the City of Moultrie Engineering Department for 22 years. He is currently the Georgia APWA Vice-President. He has been involved in public works and engineering from the ground up throughout his 30 years with the City of Moultrie.

## EVENT CALENDAR

DATE	EVENT	LOCATION
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### **Computer Training for Local Government NEW!**

April 13	MS Access	Thomaston, GA
April 22	MS Excel	Cartersville, GA
April 22	Basic Computer	Tennille, GA
May 6	MS Word	Jesup, GA
May 20	MS Word	Tennille, GA
May 27	MS Outlook	Cartersville, GA
June 3	MS Word (Intermediate)	Jesup, GA
June 17	MS Excel	Tennille, GA
June 24	MS Access	Cartersville, GA

### **Georgia Dirt and Gravel Road Workshop**

May 11	Thomson, GA
May 12	Tifton, GA
May 13	Cartersville, GA

### **Drainage: The Key To Roads That Last**

May 18	Woodstock, GA
May 19	Macon, GA
May 20	Savannah, GA

### **Pavement Management Workshop**

May 25	Atlanta, GA
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### **Bridge Inspection and Maintenance**

June 9	Macon, GA
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### **Basic of a Good Road**

June 10	Macon, GA
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### **Supervisory Roles and Responsibilities**

June 16	Statesboro, GA
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### **Local Administered Project Manual**

May 26-27	Tifton, GA
June 23-24	Cartersville, GA
July 21-22	Jesup, GA
August 11-12	Gainesville, GA

### **Work Zone Traffic Control**

Call to set up this workshop at your location

### **GMA 2010 Annual Convention...Cities: People, Place, Purpose**

Plan to attend this event June 26-29, 2010 in Savannah, Georgia. For more information or registration visit the website at [www.gmanet.com/Convention.aspx](http://www.gmanet.com/Convention.aspx). LTAP will be at booth number 706. Stop by to see us.



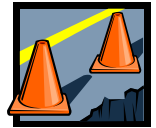
**Mark your  
Calendar !**

If you are interested in attending these classes please contact this office. This will help us to determine locations. There is no charge for these classes for local government representatives. To register for a class please call **1-800-573-6445**.

You can also email us at **LTAP@DOT.GA.GOV**



# Work Zone Safety for Both Sides of the Barrel



## Safety Tips for the Driver

### *Stay Alert and Minimize Distractions*

- Dedicate your full attention to the roadway
- Avoid changing the radio station, using a mobile phone, eating, or other distractions that can remove your concentration from the road

### *Keep Your Headlights On*

#### *Pay Attention to the Road*

- "Listen to the signs"
- Watch brake lights on vehicles ahead
- Watch traffic around you and be prepared to react

### *Merge into the Proper Lane*

- Merge well before you reach the lane closure
- Be aware that traffic patterns can change daily

### *Don't tailgate*

- Follow other vehicles at a safe distance

### *Obey the Posted Speed Limit*

- Workers may be present just feet away
- Fines may be doubled for moving traffic violations
- Be prepared to slow down further if conditions indicate the need

### *Change Lanes Safely*

- Change lanes only where pavement markings indicate, and only when traffic conditions permit

### *Follow Instructions from Flaggers*

#### *Expect the Unexpected*

- Workers, work vehicles, or equipment may enter your lane without warning
- Other vehicles may slow, stop, or change lanes unexpectedly

### *Be Patient*

Source: <http://safety.fhwa.dot.gov/wz/resources/fhwasa03012/>

## Safety Tips for the Worker

As our highway infrastructure ages, many highway agencies are focusing on rebuilding existing roadways instead of building new ones. Highway improvement projects being performed on roadways that are open to traffic are increasing. At the same time, traffic continues to grow and creates more congestion. This combination of more work zones, heavier traffic, and greater reliance on night work results in increased risk for highway workers.



The following methods can be used to minimize and control risks for workers:

### *High-visibility Apparel*

- All workers should wear high visibility apparel
- Worker visibility during dawn or dusk conditions may be enhanced by the use of fluorescent colored high-visibility apparel
- The use of colors such as yellow-green for the worker apparel may help to differentiate the worker from the orange colored work vehicles, signs, drums, etc.

### *Worker Training*

- Workers should be trained in how to work near traffic
- Workers responsible for temporary traffic control should be adequately trained
- Work rules should be established and enforced to minimize worker risks from traffic

### *Activity Area Planning*

- Routes should be identified and marked to allow workers and work vehicles to safely enter and exit the work space
- Backing should be controlled by spotters or other positive means wherever workers or pedestrians may be present
- Overhead and underground utilities should be located and marked to prevent contact by equipment and workers

### *Speed Control*

- Compliance with posted speed limits is important to protect workers and the traveling public
- The following strategies can be used to control traffic speeds through work zones, whether or not the speed limit is reduced: establish appropriate speed limits for work zone, properly posted regulatory speed limits, law enforcement, radar activated changeable message signs and flaggers (under some conditions)

### *Positive Separation*

- Separating traffic from work activities by the use of temporary traffic barriers, shadow vehicles with truck-mounted attenuators, or similar devices minimizes risk for both workers and travelers
- The need for positive separation should be based on work zone factors including: traffic speed and volume, distance between workers and traffic, duration and type of work operations, physical hazards present in the work zone and alignment of traffic lanes through the work zone

### *Lighting*

- The work area and its approaches should be lighted to provide better visibility for drivers to safely travel through the work zone
- Illumination should be provided wherever workers are present to make them visible
- Glare must be controlled so as not to interfere with the visibility of the work zone by drivers and workers

### *Worker Safety Planning*

- Planning, implementation, and oversight of worker safety should be the responsibility of a competent safety specialist, and should adequately address the requirements of OSHA and MUTCD. In particular, a hazard assessment of the work site should be conducted to identify worker risks.
- Engineering and administrative controls and personal protective measures should be implemented to protect workers from the identified risk.

### *Special Devices*

- Judicious use of special traffic control devices may be helpful in reducing worker risks in certain work zone situations. These include rumble strips, changeable message signs, intrusion alarms and spotters.

Source: <http://safety.fhwa.dot.gov/wz/fhwasa03009/index.cfm>

(Continued on page 10)

# From Speeding Cars to Safer Streets: A Guide to Effective Traffic Calming on Your Roads

Traffic calming is a self-enforcing traffic management method relying on the laws of physics, as opposed to human psychology, to slow drivers down. Unlike non-physical measures such as stop signs or radar detection, **traffic calming solutions** leave the driver with no alternative other than to reduce vehicular speed. The key to successfully installing traffic calming solutions is making sure you actually need them. Anecdotal speed analysis can sometimes be inaccurate as residents may think that cars are driving at much higher speeds than they actually are. While resident complaints are not the best way to gauge motorist speed, they are a starting point. When residents complain of excessive speeding, the first step to take is to conduct a traffic study of the speed and volume of passing vehicles. If your study does in fact find that vehicles are speeding on your roads, the next step is choosing how to address this problem.

## What is the best solution?

It's important to recognize that there is no one solution that is perfect for all roads. Different speed limits, volume concerns, road configurations, and route usage are all important factors to consider when choosing the best solution for your streets.

Speed humps are a good basic solution for residential roads with a speed limit of 10-20 mph where emergency response is not of primary concern.

Speed tables slow traffic more gradually, which can be important for emergency vehicles as well as more appropriate for residential roads with speed limits of 20-25 mph.

Speed Cushions are the only solution designed especially for emergency response routes. These are a series of small humps that slow cars to 15-20 mph while allowing emergency vehicles to straddle them without slowing.

Radar speed signs are an effective alternative to physical traffic calming solutions, which slow cars by making them aware of their speeds.

Traffic circles, curb extensions, and medians are often used in residential neighborhoods as well.



## Choosing the locations

When you have chosen the products you want and figured out how you will fund them, it can be challenging to decide on which streets to install them. Residents requests often more streets than you plan to calm. It's also important to take into consideration neighboring streets and whether they can accommodate diverted traffic.

## Are your products working?

You've done your research, chosen your solutions, found funding, and installed products at the locations with the greatest demonstrated need. But how do you know they're actually working? Anecdotal responses can be helpful, whether a resident or politician phone call, email, or letter. Many cities report that they knew their products were working when the complaints finally stopped. But to be sure your solutions are actually slowing traffic to targeted speeds, a post traffic study is often conducted. Similar to the pre-traffic study, the post study will assess the speed and volume of passing cars. This will help to ensure that the solutions are effective and your streets are safer.

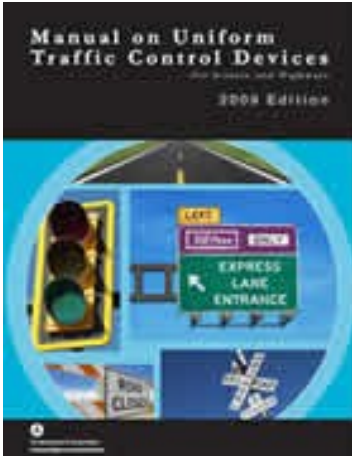
Can you identify the traffic calming devices shown above?

## Traffic Calming Benefits

There are myriad benefits associated with traffic calming including improved neighborhood livability, enhanced safety, decreased noise and air pollution, less through traffic, prevention of crime and urban redevelopment. Enhanced safety is one of the most fundamental benefits of traffic calming and one of the primary reasons that programs are created. By reducing speed and decreasing traffic volume, the number and severity of vehicle crashes are significantly diminished. Cars traveling at slower speeds are less likely to hit a pedestrian or cyclist. When accidents do occur despite slower speeds, the impact is considerably lessened.

(Continued on page 10)

## MUTCD 2009 Edition Released



On December 16, 2009, the U.S. Transportation Secretary released a comprehensive update to the Manual on Uniform Traffic Control Devices (MUTCD). The manual, which has been administered by the Federal Highway Administration (FHWA) since 1971, sets the standards for road safety throughout the country. "Safety is this

Department's top priority," said Secretary LaHood. "These new and updated standards will help make our nation's roads and bridges safer for drivers, construction workers and pedestrians alike."

The MUTCD is the national standard for all traffic control devices, including traffic signs, pavement markings, signals and any other devices used to regulate, warn or guide traffic. Ensuring uniformity of traffic control devices across the nation - from their messages and placement to their sizes, shapes and colors - helps to reduce crashes and traffic congestion. This is the first comprehensive update to the manual since 2003.

The MUTCD's 2009 edition features many new and updated requirements, ranging from changes in highway signs and bike lanes to the color of high-visibility garments worn by road workers. Most changes are a result of extensive research; however, seven changes stem from recommendations from the National Transportation Safety Board. This is the largest number of NTSB recommendations adopted by the MUTCD at one time. "Adopting the lessons learned in recent years will help make roads safer for everyone," said Federal Highway Administrator Victor Mendez.

By requiring better pavement markings which can increase bike lane safety, and extending walk times for pedestrians at crosswalks, the updated MUTCD furthers the "complete streets" concept - an effort long championed by the FHWA to ensure roads accommodate all types of travel, not just automobiles.

Among the other new provisions in the MUTCD:

- Replacing highway signs with brighter, larger and more legible ones that are easier to understand at freeway speeds. States will begin using the newer signs as existing ones wear out.
- Adding different lane markings for lanes that do not continue beyond an intersection or interchange to give drivers more warning that they need to move out of the lane if they don't intend to turn.
- Expanding the use of flashing yellow arrow signals at some intersections to give a clearer indication that drivers can turn left after yielding to any opposing traffic.
- Changing the formula used to calculate crosswalk times to give walkers more time.
- Identifying electronic toll collection lanes with purple signs - the first time purple has been sanctioned for use on highway signs.
- Adding overhead lane-use control signs to reduce confusion among drivers in unfamiliar multi-lane roadways.

Source: <http://www.fhwa.dot.gov/pressroom/fhwa0937.htm>

For an overview of the new rules and recommendations, visit <http://mutcd.fhwa.dot.gov>.

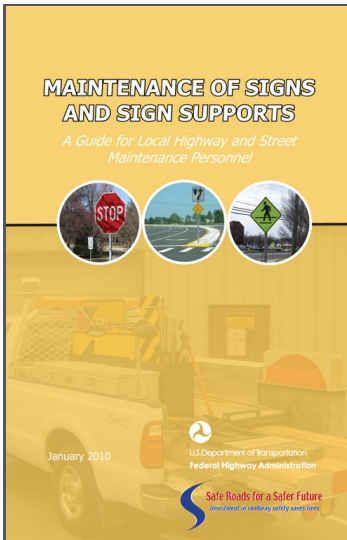




# Resources From



## Maintenance of Signs and Sign Supports



Traffic signs are critical elements of the highway because they communicate the rules, warnings, guidance, and other highway agency information that drivers need to safely and efficiently navigate roads and streets. Well maintained signs are important as they help drivers make good decisions. This guide is intended to help local agency maintenance workers ensure their signs are maintained to meet this need. It is not a comprehensive design guide for roadway signing—there are many aspects to signing that cannot be covered here. For standards and guidance on all signs, refer to the *Manual on Uniform Traffic Control Devices (MUTCD)*, the *Standard Highway Signs Handbook*, and the many other references found at the end of this guide. These references provide more detailed information on the sign topics briefly covered here:

- Principles and Types
- Materials
- Supports
- Management System
- Preventive Maintenance
- Repair and Replacement
- Recordkeeping
- Inventory

Download this guide at: [http://safety.fhwa.dot.gov/local\\_rural/training/fhwasa09025/](http://safety.fhwa.dot.gov/local_rural/training/fhwasa09025/)



## Local Roads Safety Resource CD



FHWA has created a new CD that provides quick and easy to access to the latest information on local roads safety. Whether you are a local road safety advocate, a practitioner, an elected official, or a community leader, you need information and tools to plan and implement roadway safety improvements.

Organized by topic area in one place, the Local Roads Safety Resource CD provides guidance, tools, and other resources from government agencies and national associations on local roadway safety. The CD's easy-to-use format and portability make it a vital resource for your agency's local roads safety resource library.

The CD is organized by the following topic areas:

- Crash Data - Local crash facts and statistics, and data analysis tools
- Crash Types - Technical and policy guidance, tools, documents, and web resources to implement countermeasures to prevent roadway departure crashes, intersection crashes, speed-related crashes, pedestrian crashes, crashes involving motorcycles, and crashes involving heavy trucks

- FHWA safety programs - Information about FHWA programs and guidance related to local road safety, including the Highway Safety Improvement Program (HSIP), the Safe Routes to School program, Safety Design and Operations programs, Road Safety Planning resources, Proven Safety Countermeasures guidance, and Road Safety Audit guidance and technical assistance
- General Resources - General documents, web resources, and training resources related to local and rural road safety
- Road User Safety - Guidance and resources for increasing roadway safety for special populations, including older and younger drivers, impaired drivers, drowsy drivers, bicyclists, and pedestrians
- Outreach Material - Brochures, presentations, and publications to help you gain support for local and rural road safety improvement activities
- Local Roads Safety Research - Latest research reports related to current topics in local and rural roads safety

To order a copy of the CD go to [http://safety.fhwa.dot.gov/local\\_rural/training/resourcecd/](http://safety.fhwa.dot.gov/local_rural/training/resourcecd/) and fill out the order form.



# DID YOU KNOW ?

## Flagger certification

According to Georgia Department of Transportation policy, all flaggers on the State Highway System must have received training and a certificate from a department-approved training program. This includes all utility and permit location operations. All costs for providing certified flaggers will be paid by the contractor and/or utility companies.

Failure to provide certified flaggers as required above shall be reason for suspending work regarding the flagger(s) until a certified flagger can be provided.

Recognized National Flagger Certification Programs:

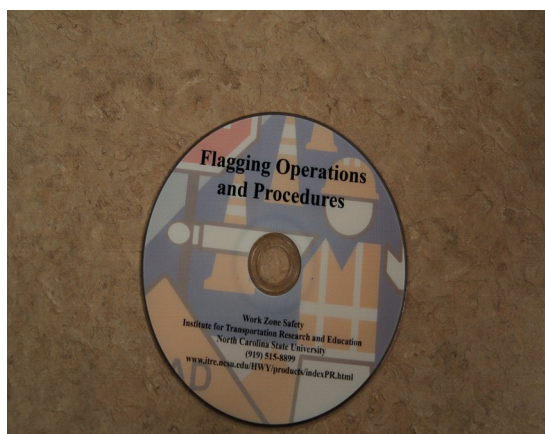
- ATSSA
- National Safety Council

Recognized Local Flagger Certification Programs:

- Construction Safety Consultant (CSC)
- Ivey Consultants
- Southern Safety Services

**Website:** <http://www.dot.state.ga.us/doingbusiness/trainingresources/professionaltraining/...>

**Check out one of our videos from the Lending Library for more Flagging Tips.**



## American National Standards Institute (ANSI) A10.47

As spring arrives and road work resumes, there are new safety standards to consider, specifically the new ANSI A10.47 Standard and the sections on Runover/Backover Prevention. Following are some highlights of the new Standard and how it affects everyone:

### What is ANSI A10.47 and how does it affect me?

On February 24, 2010 the new ANSI A10.47 Standard went into effect. This standard was created to improve “Work Zone Safety for Highway Construction”.

- ANSI A10.47 was created to set best practices for the industry and reduce the number of injuries and fatalities in highway work zones
- ANSI standards are voluntary, but they are often cited by the Occupational Safety and Health Association (OSHA) and have become precursors to OSHA standards
- ANSI A10.47 is focused on highway construction safety
- ANSI A10.47 can be seen as a best practice guide for those who want to go beyond the federal minimum

### Why is Runover/Backover Prevention part of the new ANSI A10.47 Standard?

Each year, more than 100 workers are killed and over 20,000 are injured in the highway and street construction industry. Vehicles and equipment operating in and around the work zone are involved in over half of the worker fatalities in this industry.

### What sections of ANSI A10.47 talk about Runover/Backover Prevention?

**5.2.2** If it is not possible to position flaggers so they are not exposed to traffic or work vehicles/equipment, a method to ensure flaggers have adequate visual warning of traffic or equipment approaching from behind or from blind spots **shall** be used. The following are optional examples of methods that may be used to warn or protect flaggers in order of preference: (1) Jersey barriers; (2) Spotter(s); (3) Other visual assistive devices, e.g., mount mirrors on the flagger’s hard hat.

**.61.1** If workers are exposed to traffic or work vehicles/equipment, one or more methods to ensure that they are protected or have adequate warning of approaching traffic or equipment **shall** be used. The following are appropriate methods and should be used in order as site and work conditions dictate: (1) Jersey barriers; (2) spotter(s); (3) other assistive devices, e.g., mirrors mounted on the worker’s hard hat. Note: Some site conditions may merit the combination of controls to adequately protect workers.

You can check out this link for more information: <http://ohsonline.com/articles/2010/01/15/strong-interest-in-construction-standards.aspx?admgarea=ht.FallProtection>

# Career Expo 2010

GDOT, LTAP and APWA took part in the CareerExpo and SkillsUSA State Championships, held March 11-12, 2010 at the Georgia International Convention Center. Despite a tough economy, representatives from nearly three hundred organizations reached out to high school and technical college students. The shared goal of raising awareness of careers in construction, engineering, architecture, transportation, and energy united these organizations, including private companies, trade associations, universities, and government agencies, and inspired collaboration on creating 19 interactive exhibits (Worlds) for Georgia's students. In its sixth year, the two-day event drew well over six thousand attendees.

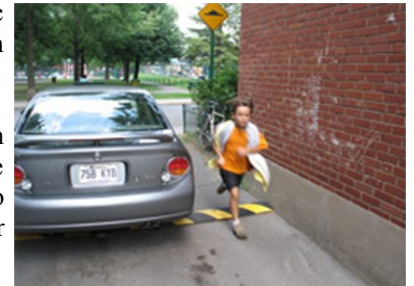


(Continued from page 6)

## Traffic calming continued...

A report by the Insurance Corporation of British Columbia titled Safety Benefits of Traffic Calming summarized 43 international studies and found that collision frequencies in areas with **traffic calming measures** declined between 8-100%.

A more recent study conducted by The American Journal of Public Health found that children living near traffic calming devices were 50% less likely to be hit and injured by an automobile in their neighborhood. Children living within a block of a speed hump were even less likely to be struck by a vehicle. The study found an astounding 53-60% reduction in the odds of injury or death in neighborhoods with traffic calming measures.



In addition to improved safety, traffic calming solutions present numerous other benefits. Pollution decreases as traffic volume is lessened and safer roads lead to more individuals walking or cycling instead of driving. Traffic calming measures reduce noise levels by 4-5 decibels in most areas. Solutions often result in more aesthetically pleasing streets as well by reducing space devoted to streets and parking and creating more green space, providing both financial and environmental benefit.

Source: Adapted from Traffic Logix October Newsletter, with permission on January 14, 2010.

(Continued from page 5)

## Work zone safety for both sides of the barrel continued...

### Work Zone Crash Facts

**During the past 5 years in work zone crashes more than:**

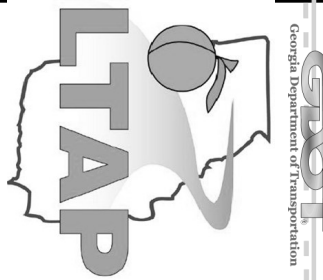
- 4,400 persons died (85% of which was the driver or passenger)
- 200,000 persons were injured
- Drivers are the most frequent fatality in work zone crashes
- Most work zone fatalities involve working-age adults
- Rear-end crashes (running into the rear of a slowing or stopping vehicle) are the most common type of work zone crash.
- Fatal work zone crashes occur most often in summer and fall
- The majority of fatal work zone crashes occurred on roads with speed limits greater than 50 mph
- Stopping distance for motor vehicles at 50 mph:
  - ⇒ Dry roadway~300 ft, Wet roadway~400 ft, Icy pavement~1250 ft
  - ⇒ A loaded 80,000 lb. tractor-trailer requires almost 50% more stopping distance
  - ⇒ It takes only an extra 25 seconds to cover 1 mile at 45 mph compared to 65 mph

Source: <http://safety.fhwa.dot.gov/wz/fhwsa03009/index.cfm>

## Share Your Stories with the LTAP Community

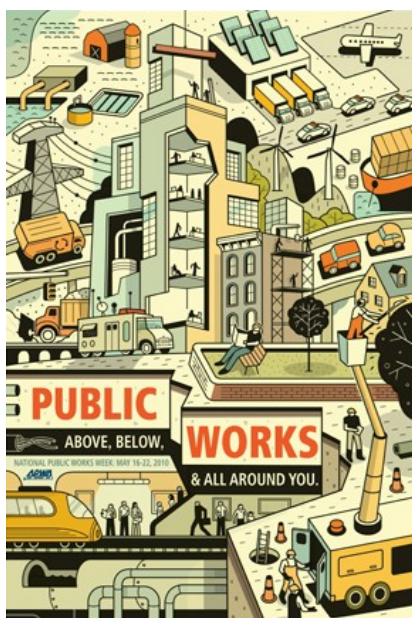
We would like to hear from you...Share your successes and your challenges with the LTAP community. If you have tried something new that is working well, send in the details for the possibility of it being include as an article in the LTAP newsletter. If you don't have a long story of something you'd like to have included, submit a photos with a brief description that you may have showcasing any interesting transportation features in your community.

Working with Georgia Cities and Counties to Improve Transportation



GEORGIA DEPARTMENT OF TRANSPORTATION  
LOCAL TECHNICAL ASSISTANCE PROGRAM  
276 Memorial Drive SW  
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## 2010 National Public Works Week May 16-22

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## ABOUT THE CONTENT OF GEORGIA ROADS....

I find the writing to be (check one below):

\_\_\_\_\_ too technical \_\_\_\_\_ not technical enough \_\_\_\_\_ at the technical level I want

I rate the appearance to be (check one):

\_\_\_\_\_ not appealing \_\_\_\_\_ not clear enough \_\_\_\_\_ appealing \_\_\_\_\_ clear

Rank the following subject areas from 1 to 6 in order of importance to you:

One being the most important

\_\_\_\_\_ Research \_\_\_\_\_ Technology and Engineering \_\_\_\_\_ Innovative ideas

\_\_\_\_\_ APWA membership news \_\_\_\_\_ Maintenance \_\_\_\_\_ Questions and Opinions

I feel this newsletter (check all that apply)

\_\_\_\_\_ keeps readers up to date on innovation, technology, and maintenance

\_\_\_\_\_ provides me with useful information of local interest

\_\_\_\_\_ provides me with useful in my job

Comments: \_\_\_\_\_

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## GEORGIA ROADS

Is a technical newsletter about local roads published by the Georgia Department of Transportation Local Technical Assistance Program. It is written for Georgia's municipal and county employees who are responsible for planning and managing local roads. All your comments, questions, and suggestions are welcome. Please call us toll free at 1.800.573.6445.