

If you build it, they will come

If you build it, they will come. We know that is the “Field of Dreams” scenario, but it is so true of efforts to improve transportation infrastructure in our Commonwealth. If transportation does not continually grow, neither does our economy. We can discuss many avenues in which state and local governments can find new ways of performing our tasks of service to our constituents. We can debate

“We in local government are constantly on the firing line and transportation is no different. Sometimes no matter what we do, it’s still not enough. I remember James, one of my LaRue County constituents, entering my office on a weekly basis telling me about Dan Dunn Road. He would always complain “that road’s too narrow, that road’s too rough, people are having to drive on the shoulder to dodge the potholes or when they meet somebody.” I assured James that eventually, the road would be rebuilt. And, eventually it was. We widened the road, installed new culverts, paved it and even striped it. One day, my jailer and I were driving down Dan Dunn Road and there stood James by his mail box. We stopped and my jailer asked, “What do you think of this road now, James?” James replied, “Well, people used to have to slow down, now we ain’t got nothing but a dragstrip!” It’s inevitable that sometimes no matter how hard you try, you will never be able to satisfy all concerns.”

Judge Tommy Turner

A presentation by Tommy Turner, LaRue County Judge/Executive, at the Kentuckians for Better Transportation annual meeting held in Frankfort on January 28-30.

to infinity the validity of social programs and the responsibility of government in their effort. We can discuss new ways of administering and managing our collective govern-



Tommy Turner, LaRue County Judge/Executive

ment effort. But, one thing that I don’t think anyone can debate is the need for improved transportation in Kentucky.

We strive to improve economic opportunities and the future destiny of our communities. But, we all must realize that the economic viability of a community is, in most cases, going to

...if transportation does not continually grow, neither does our economy.

be directly tied to the transportation access of that community. With transportation, there’s really no new way to do it other than construct it. *If you build it, they will come.*

There’s not any debate on the validity of government’s responsibility to provide good transportation facilities in all communities. So, the only debate is, are we going to fund it. User fees paid by motorists are among the most fair of all fees or taxes paid to government. If you don’t use it, you don’t pay for it.



Continued on page 8

2003 Roads Scholars and Road Masters

Roads Scholars

Local Government

Alfrey, Tim City of Mt. Sterling
 Bailey, Jerry City of Franklin
 Bartel, Bob Kenton County Airport Board
 Blackburn, Pamela Clark County Magistrate
 Bolton, Ray City of Newport
 Brossart, David L. City of Newport
 Burns, Dan City of Ft. Mitchell
 Butke, Howard J. City of Newport
 Cardosi, Ted City of Ft. Mitchell
 Chipman, David Oldham County
 Colston, Jason Franklin County
 Ford, Ben City of Danville
 Gaia, Bill McCracken County
 Goodin, Greg McCreary County
 Goodrum, Leslie City of Franklin
 Griess, Don City of Covington
 Hall, Brian Boone County
 Herron, Tom City of Covington
 Hickman, Nicholas City of Franklin
 Hicks, Ken City of Independence
 Hoffman, Edward Tony ... Kenton County
 Hoffman William R. City of Georgetown
 Kriege, David Kenton County Airport Board
 Krohman, Robert Kenton County
 Masters, Carroll Kenton County Airport Board
 McCain, Troy City of Covington
 McMahan, Anna Kenton County
 Merrill, Michael City of Newport
 Miller, Glenn Kenton County
 Oldfield, Shannon Kenton County Airport Board
 Padgett, Jeff Meade County
 Pemberton, Jamie City of Danville
 Pope, Jeremy City of Danville
 Popham, Mark Meade County
 Quarles, Travis Franklin County
 Robinette, Keith Boyd County
 Schalk, Corey City of Villa Hills
 Schmidt, Calvin City of Paducah
 Singleton, Charles City of Danville
 Skaggs, Keith Henderson County
 Smith, Rick City of Covington
 Smith, William Scott City of Villa Hills
 Stewart Jr., Frank M. Louisville Metro Govt.
 Toombs, Gary Oldham County
 Turner, Joe City of Danville
 Walling, Wade Oldham County
 Warren, Randy City of Danville
 Wells, Roger Kenton County
 White, Greg City of Edmonton
 White, Richard L. City of Winchester

Yates, Lenn City of Danville
 Zerhusen, Bob City of Ft. Mitchell

State Government

District 1

	<u>County</u>
Atwill, Joseph	Fulton
Croft, Carol W.	Crittenden
Ingrum, William T.	Hickman
Kennemore, G. David	Graves
Lynn, Walter	Graves

District 2

Cabell, Larry C.	Henderson
McBride, James H.	Hancock
Nelson, Keith L.	Ohio
Powell, Richard L.	Henderson

District 3

Hale, Stephen	Monroe
Massingille, Shawn	Monroe

District 4

Bradshaw, Jeff	Green
Curry, Steve	Green
Graham, Delbert	Hardin
Hartfield, Steve	Green
Henderson, Perry	Breckinridge
Higdon, Roy A.	Grayson
Holt, Donnie	Washington
Howard, Gary	Hardin
Pike, John	Meade
Smith, Mike	Meade
Wamble, Allen	Breckinridge



Oldham County Judge/Executive Mary Kinser (center) attended the Awards Luncheon in Lexington on November 5 to support the three new Oldham County Roads Scholars/Road Masters. Posing with Transportation Secretary James C. Codell II (left) are Wade Walling, Judge Kinser, Gary Toombs, and David Chipman.

District 5

Clark, Landon	Franklin
Gaddie, Jerry B.	Franklin
Hay, Kenner T.	Franklin
Ing, Paul	Bullitt
Nevitt, Scott	Bullitt
Pollet, Christopher G.	Spencer
Simpson, James N.	Spencer
Vaughn, John M.	Franklin

District 6

Appleman, Emery	Bracken
Cox, Chanis	Bracken
Eckerle, Mike	Campbell
Hitch, Kevin	Bracken
McClanahan, Donald	Bracken
Robertson, James	Grant
Rouse, Daryl	Boone
Sharp, Joe	Bracken
Weismann, Kenny	Bracken

District 8

Adams, Randy A.	Lincoln
Albright, Tim	Rockcastle
Ayers, Frankie	Clinton
Bean, Brian	Cumberland
Boone, Danny	McCreary
Boston, Mark	Wayne
Branham, Gary	Cumberland
Britt, Jimmy	Clinton
Craig, Tommy	Wayne
Dixon, Robbie	McCreary
Elmore, Ronnie	Casey
Epperson, Stacey	Wayne
Floyd, Charles	Pulaski
Gaines, Anthony	Pulaski
Grant, Curtis	Adair
Johnson, Barry	Casey
Johnson, Craig	Russell
Lawless, Stoney	Russell
Reynolds, Michael	Adair
Sandlin, Troy	Lincoln
Stearns, Michael T.	Russell
Stigall, Floyd	Pulaski
Wilson, Edgar Q.	Pulaski

District 9

Moran, Danny	Fleming
Pepper, David F.	Fleming

District 10

Bishop, Jackie	Powell
Bowling, Paul	Owsley
Burton, David	Wolfe
Creech, Drexel	Lee
Curtis, Robert	Powell

Deaton, Michael W.	Breathitt
Howard, Steve	Magoffin
Lindon, David	Morgan
Rice, Walter	Powell
Smith, James R.	Breathitt
Turner, Michael	Owsley
West, Charles	Powell
Wireman, Hank	Wolfe

District 11

Davis, George	Whitley
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District 12

Conn, Brady	Floyd
Fleming, Todd	Pike
Kender, Daris	Pike
Slone, Stevie	Pike

Road Masters

Local Government

Adams, James	Kenton County
Beers, Harvey	City of Florence
Blackburn, Pamela	Clark County Magistrate
Bolton, Ray	City of Newport
Book, Kenny	City of Winchester
Brossart, David L.	City of Newport
Byasse, Shadd	Hickman County
Chipman, David	Oldham County
Dunavent, Leslie	Franklin County
Dyer, Edwin W.	Warren County
Goodin, Greg	McCreary County
Gosney, Dennis	Boone County
Griess, Don	City of Covington
Haddix, John	City of Winchester
Harp, Carol	City of Covington
Herron, Tom	City of Covington
Hoffman, Edward Tony ...	Kenton County
Holder, Gary	City of Franklin
Horn, Brad	Boone County
Krohman, Robert	Kenton County
Lamastus, Glenn	City of Bowling Green
Leach, William	City of Covington
Louden, Barry	Boone County
Marklin, Doug	City of Franklin
McMahan, Anna	Kenton County
Merrill, Michael	City of Newport
Middendorf, Greg	Boone County
Miller, Glenn	Kenton County
Minnicks, Derick	City of Franklin
Musnick, Bobby	Boone County
Nicholas, John	Kenton County
Phelps, William Robert ...	City of Bowling Green
Piccirillo, David	City of Cold Spring
Powell, Gene	Henderson County

Ray, Glenn City of Franklin
 Smith, Steve Kenton County
 Stinson, Jack City of Florence
 Toombs, Gary Oldham County
 Walling, Wade Oldham County
 Whatley, Michael B. City of Covington
 Yannarella, Christopher .. Boone County

State Government

District 1 **County**
 Atwill, Joseph Fulton
 Boyd, Anthony K. McCracken
 Croft, Carol W. Crittenden
 Holmes, Dwayne P. Graves
 Jackson, Terriel Graves
 Kennemore, G. David Graves
 Lynn, Walter Graves
 Tosh, Jerry McCracken

District 2
 Allensworth, Robert Hopkins
 Martin, Chris Hopkins
 McBride, James H. Hancock
 Owens, Bobby Christian
 Tichenor, A. D. Hopkins

District 3
 Edwards, Timmie L. Metcalfe
 Hale, Stephen Monroe
 Massingille, Shawn Monroe

District 4
 Bradshaw, Jeff Green
 Curry, Steve Green
 Graham, Delbert Hardin
 Hartfield, Steve Green
 Henderson, Perry Breckinridge
 Holt, Donnie Washington
 Howard, Gary Hardin
 Pike, John Meade
 Smith, Michael E. Meade
 Wamble, Allen Breckinridge

District 5
 Allen, Raymond Bullitt
 Carney, Marion Lovell Spencer
 Couch, Ralph Bullitt
 Gaddie, Jerry B. Franklin
 Goodlett, David Spencer
 Pollett, Christopher G. Spencer
 Simpson, James N. Spencer
 Ward, Jesse Bullitt

District 6
 Braun, Jason Boone
 Huber, Brian Kenton
 Perkins, Tony Owen

Rath, Mark Pendleton
 Rice, Christopher Kenton
 Rouse, Daryl Boone
 Smiley, William Harrison

District 7
 Garnett, John Scott

District 8
 Adams, Kevin Rockcastle
 Armstrong, Jim Cumberland
 Boston, Mark Wayne
 Caudill, James E. Lincoln
 Crabtree, Arthur Pulaski
 Craig, Tommy Wayne
 Doss, Brian Adair
 Duncan, Stacey Wayne
 Epperson, Roy Pulaski
 Floyd, Denver Pulaski
 Hill, Clint Russell
 Jenkins, William Lincoln
 Jones, Steven Rockcastle
 Kilpatrick, Aubrey Russell
 King, Mike McCreary
 Malone, Larry Casey
 Marcum, Marty Pulaski
 Maurath, Chris Adair
 McFall, Danny Clinton
 Melton, Danny Clinton
 Reese, Phillip Casey
 Stearns, Michael T. Russell
 Turpin, James D. Pulaski

District 9
 Brown, Virgil Rowan
 Hardymon, Richard Fleming
 Johnson, Dwayne L. Bath
 McIntyre, Jeffrey Fleming
 Moran, Danny Fleming
 Pepper, David F. Fleming

District 10
 Creech, Drexel Lee
 Debord, James Owsley
 McIntosh, James P. Owsley
 Gamble, Jackie Magoffin
 Wireman, Hank Wolfe

District 11
 David, George Whitley

District 12
 Conn, Brady Floyd
 Fleming, Todd Pike
 Kender, Daris Pike
 Slone, Stevie Pike

Wow! What a safety record...

Congratulations to the Henderson County Road Department. They were honored by the Kentucky Labor Cabinet for achieving 362,800 man-hours of work without a lost-time injury or illness. The 30-employee department has achieved this record in six years as of November 29, 2003. (And, their record still holds as of February 1, 2004.) It is the first county road department in Kentucky to receive this safety recognition. The department also has earned the lowest worker's compensation insurance rate from its carrier, the Kentucky Association of Counties.

The Henderson County Road Supervisor, Eddie Thompson, said "A lot of it (receiving the recognition) is due to the Center's training as it has helped us be more aware of safety." Thompson said that he and County

Judge/Executive, Sandy Lee Watkins, believe very strongly in training for their road crew. Thompson said, "We want to be proactive and not reactive. In this age of suing, we have to know how to do things right; for instance, the proper placement of road signs. You can't take things like that for granted. If you get landed with a law suit, you'll see this training is well worth the money. Not one class have I taken from the Center that I haven't learned something." Thompson has successfully completed the Roads Scholar and the Road Master training courses taught by the Center.

Thanks, Eddie, we appreciate a pat on the back! It spurs us to work even harder to make our training available to all of Kentucky's transportation workers!



Standing (from left): Gene Powell, Jim Utley, Larry Buckman, Les Courtney, Charles Embry, Tommy Knight, Bill Hubick, Ron Perkins, Richard Slaughter, Randy Berrong (on right of sign), Jeff Finley, Travis Young, Darrell Wright, Junior McGuire, Scott Collins, Johnny Pleasant. Front row (from left): Bruce Duffey, Keith Skaggs (with the Department's mascot, "Coal Dog"), Eddie Thompson (holding plaque) and Russell Skaggs.

Wonders of the Web . . .

Great sites where you can obtain useful information

1. NCHRP Synthesis 272 "**Best Management Practices for Environmental Issues Related to Highway and Street Maintenance**," a full-text electronic copy is available in the National Transportation Library digital collection at <<http://ntl.bts.gov/lib/21000/21800/21818/PB99143489.pdf>>
2. **Interactive Highway Safety Design Model (IHSDM) Preview** CD-ROM--Road safety evaluation software that marshals available knowledge about safety into a more useful form for highway planners and designers. The Center's Library has a copy of this CD-ROM for you to borrow or you can access it online at: <http://216.161.62.248/ihsdm_public/index.html>
3. To access electronic copies of the many years of internal technical **publications of the Forest Services**: Go to the Internet site: <www.fs.fed.us/eng/t-d/php> and request a user name and password. When you receive that information, go back to the site and, using that identification, you can view the publications.
4. **Wildlife Crossings Toolkit** is available online at <www.wildlifecrossings.info>. It is an online source of excellent information on wildlife/highway interactions. It features a searchable database of case histories on mitigation efforts, articles on decreasing wildlife mortality, links to related web sites, and a glossary of engineering and biological terms.



2003 Hall of Fame Recipients

Congratulations to R. C. Durr, Buddy Smith, and the late Governor Bert T. Combs, who were inducted into the Kentucky Transportation Hall of Fame. The induction ceremony was held at the Kentuckians for Better Transportation annual meeting in Frankfort on January 28-29. An abbreviated biographical sketch is listed below for each recipient and a more detailed one is on the Center's Web site: <www.ktc.uky.edu> under the Kentucky Transportation Hall of Fame link.



R. C. Durr

R. C. Durr was the successful bidder on his first highway project in 1949 and since that time, the R. C. Durr Company has become one of Kentucky's largest, most successful heavy construction and highway contractors. In 1961 the Company

was awarded the initial contract for construction of a segment of the Eastern Kentucky Turnpike (Mountain Parkway).

As one of the construction industry's visionaries, Mr. Durr claims many "firsts," including one of the first modern gravel plants in Northern Kentucky. He acquired Eaton Asphalt Company in 1964 and established it as Northern Kentucky's largest paving construction company.

Mr. Durr has served on several boards of directors, on the Kentucky State Racing Commission, and served as president of the Kentucky Association of Highway Contractors, Kentucky Chapter of the American Road Builders Association, and Kentucky Highway Division of the Associated General Contractors of America.

Mr. Durr enjoys his leisure time raising cattle and thoroughbred horses on his farm. His first wife of 46 years, Katherine Ballinger Durr, died in 1992, and in September 2002, he married Deborah Jo Durr.

Buddy J. Smith



Buddy Smith has served as McCracken County engineer, Paducah-McCracken County DES director and county landfill manager. After retiring from the county in 1990, Mr. Smith became general manager for H & G

Construction Company. In 1996, he accepted and still holds a position as city project engineer and advisor for Paducah. In January 1999, he accepted and still holds, a position with McCracken County as county project engineer and advisor. He also has served on the Kentucky Transportation Center Advisory Board since 1992.

Mr. Smith has received many honors and awards, including Honorary Colonel in the Kentucky State Police and Honorary Colonel with the Civil Air Patrol, and was named Honorary Mayor of Paducah in 1979. He also received the McCracken County Fiscal Court Achievement Award, the Commonwealth of Kentucky Outstanding Service Award in Emergency Services, and the South Side and Paducah Kiwanis Clubs awards. In 1999, he was awarded the Distinguished Citizen of the Year from the Paducah Area Chamber of Commerce.

Mr. Smith is married to the former Lala Mae Emery. They have two children and five grandchildren.



Bert T. Combs **1911 - 1991**

No governor has contributed more to Kentucky's transportation program than Bert T. Combs. He connected Eastern Kentucky with the rest of the state in 1963 by

constructing the Mountain Parkway and its extensions. He also built the West Kentucky Parkway and started work on the Bluegrass Parkway.

An essential key to improving government services is, of course, the adequacy of state revenues. Gov. Combs provided the leadership to restore a three-percent sales and

use tax that had been previously repealed. The usage tax on vehicles would go to the Road Fund and, in terms of highways, is one of the important factors over the past 40 years that has helped Kentucky keep pace with more affluent states.

Gov. Combs served on the Kentucky Court of Appeals from 1951 to 1955; was governor of Kentucky from 1959 to 1963; was Federal Court of Appeals judge from 1967 to 1970; and was a senior partner in Wyatt, Tarrant, and Combs.

Gov. Combs made his retirement home in Powell County on Cane Creek. Sadly he lost his life on December 4, 1991, while trying to cross a flooded road that led to his home. His widow, Sara, is a judge on the Kentucky Court of Appeals and still resides in the log house that the couple loved so much.

TRAINING CALENDAR

2004

* Indicates Roads Scholar course # Indicates Road Master course **Indicates Central Standard Time Zone

March 2004

1	Asphalt Field Technician Training (4 hours)	Scotty's Technology Center, Bowling Green
2	#Small Bridges	Blue Licks Battlefield State Resort Park
4	*Basics of Hot-Mix Asphalt Highway Construction	Holiday Inn, Ft. Mitchell
8	Pesticide Training & Testing, Category 6	Ramada Inn & Conference Center, Lexington
9	Pesticide Training & Testing, Category 6	Ramada Inn & Conference Center, Lexington
9	*Risk Management/Tort Liability	Jenny Wiley State Resort Park
11	Pesticide Training & Testing, Category 6	Kentucky Dam Village State Resort Park
11	*Construction of Concrete Pavements	Center for Rural Development, Somerset
16	Pesticide Training & Testing, Category 6	Jenny Wiley State Resort Park
16	#Communications II	Ramada Inn & Conference Center, Lexington
18	#Roadside/Vegetation Management	Center for Rural Development, Somerset
23	*Kentucky Transportation 101	Receptions Banquet & Conference Center, Erlanger
25	*Managing People I	Holiday Inn, Airport East, Louisville

April 2004

1	#Environmental Awareness	Receptions Banquet & Conference Center, Erlanger
6	*Drainage: Key to Roads That Last	Center for Rural Development, Somerset
7	Highway Crash Site Mgmt (for Lake Cumberland ADD)	Center for Rural Development, Somerset
8	*Work Zone Traffic Control	Holiday Inn, Ft. Mitchell
13	*Managing People II	Natural Bridge State Resort Park
15	#Snow & Ice Removal	Ramada Inn & Conference Center, Lexington
20	#Communications II	Jenny Wiley State Resort Park
22	#Hazardous Materials Awareness	Bowling Green Technical College
29	*Kentucky Transportation 101	Holiday Inn North, Lexington

May 2004

4	*Traffic Management Through Signs, Signals & Markings	Holiday Inn North, Lexington
6	*Work Zone Traffic Control	Barren River Lake State Resort Park
11	*Basics of Hot-Mix Asphalt Highway Construction	Holiday Inn Airport East, Louisville
12	#Environmental Awareness	Barren River Lake State Resort Park
13	*Drainage: Key to Roads That Last	Barren River Lake State Resort Park
18	#Communications II	Rough River Dam State Resort Park
20	*Risk Management/Tort Liability	Receptions Banquet & Conference Center, Erlanger
25	#Computer Familiarization	Elizabethtown Technical College
27	#Roadside/Vegetation Management	Holiday Inn, Ft. Mitchell

June 2004

3	Highway Crash Site Management (Kentucky River ADD)	Hazard Community College
3	#Computer Familiarization	Elizabethtown Technical College
8	*Risk Management/Tort Liability	Center for Rural Development, Somerset
10	#Snow & Ice Removal	Jenny Wiley State Resort Park
15	*Managing People I	Holiday Inn, Ft. Mitchell
16	#Developing Leadership Skills	Holiday Inn, Ft. Mitchell
22	*Communications I	Center for Rural Development, Somerset
24	#Small Bridges	Days Inn, Bardstown

- Check our Web site for calendar additions and changes: <www.kyt2.com>
- For more information about any of these courses, call the Center at 1-800-432-0719 or 859-257-4513

If you build it, they will come
Continued from front page

Those of you who I know well--which are many, having lasted in the Judge/Executive office for five terms--know that I rarely speak without offering a quotation from my county's most famous resident, Abraham Lincoln. Lincoln was once asked by a reporter to give a valid reason that government even existed. Lincoln stated, "The legitimate purpose of government is to do collectively what we cannot in our separate and individual capacities." Simple words, but can you think of any better way to describe government's role in transportation? None of us can build an interstate for all to use. None of us can build a bridge across the Ohio River for all to use. Yet, collectively we can.



"The legitimate purpose of government is to do collectively what we cannot in our separate and individual capacities."

Abe Lincoln

I offer a few key points concerning local road systems and their management and safety that have been very successful in my community.

1. **Have a plan.**

Too many local road programs are reactionary rather than visionary. Set some goals and be willing to see them to fruition. We in local government want to spend a lot of our time simply chasing potholes rather than reconstructing dangerous sections of roadways. Have a plan to take care of those roads in need. In the last week in my county, we completed the construction of approximately 10,000 feet of guardrail along dangerous stretches of county roads. We could have spent the money elsewhere and possibly received more notice for our efforts. But, our greatest need for safety was guardrail. We stuck to our plan and completed it.

2. **Know your roads.**

Some counties in Kentucky do not actually know which roads are and are not theirs. How many judge/executives have been approached in the last few months by someone wanting them to do maintenance on a road and they prefaced it with "Well, it used to be a county road"? Many, I am sure. Map your roads, inventory them, know their width, type of surface, last date of paving and, if possible, type of mix used. Inventory your bridges and culverts, their

width, length and condition. Create a solid set of criteria for adoption of roads into your system and then stick to it. In terms of management of your road system, if you do not know where you are, how can you determine where you are going to go?

3. **Have a good communication system within your road department.**

This has paid for itself several times over in my county and is a very important safety factor as well. We install radios in every vehicle, in every piece of equipment, and we have hand-helds to use. We also utilize a repeater system so that there is communication available from the furthest points north to south, and east to west. I remember being in office for about two weeks when the road supervisor came in late in the afternoon and said, "We found Jerry." I learned that Jerry had taken a load of gravel to River Road, a winding stretch of roadway approximately eight miles long that follows the banks of the Rolling Fork River--no one lives on it and the nearest home is several miles away. Jerry had had a flat tire and he waited for someone to eventually find him. His wages and the use of the equipment

for that day were wasted simply because he could not communicate. Communications are especially important during snowplowing, flooding and other severe weather times.

4. **Train your staff, and be willing to train them again.**

Old habits are hard to break and you must ingrain in your employees safe and proper work habits. Train them how to do the job right the first time from a performance and safety standpoint. Your crew and your governing body--be it a fiscal court or a city council--may think it is a waste of time to post men to work signage or a flagman at each end of the job site. Yet, the cost of medical bills or of litigation from an accident caused because they were not there will be much greater.

5. **Don't assume you can do it cheaper yourself.**

I remember being in a county once that had a very nice Blaw Know paver sitting in the corner of a shed. I inquired about it and was told that the county had purchased it a couple of years earlier paying about \$80,000 for it. I asked if it was used much and was told maybe one week out of the year. They assumed they could own their own paver and do it cheaper themselves, but they couldn't. Also, by contracting, you relieve yourself of a great deal of liability. The LaRue County Road Department has, at times in the past, bid against itself. We have done this by putting jobs out for bid with the road department itself bidding as any contractor would. It may be surprising for you to know that the road department has quite frequently lost the bid. When doing this, you must insure that you factor in all costs associated with the job. If you do so, you may be surprised to learn how much the job actually costs to do it "in-house" versus contracting.

5. **Keep your Road Fund building roads.**

I know we are in some tight economic times, but if we allow our road dollars to become a source of general revenue, we lose the confidence of our constituents that their tax dollars are not being utilized for their intended purpose. It also will greatly reduce the chance that they will accept a future increase in the tax. In LaRue County, we increase our Road Fund by approximately 20 percent annually from additional General Fund dollars placed into the Road Fund. I understand that every county and city may not be able to do this. But, we are all in the business of building our communities, and making them stronger economically. With a better system of roads, you have greater economic growth. With greater economic growth, you have a greater tax base. And, with a greater tax base, you have a stronger General Fund. And most of all remember, *if you build it, they will come.*

What a difference 100 years makes!

In 1903, there were 8,000 cars in the United States and 144 miles of paved roads. The maximum speed limit in most cities was 10 mph.

Publication Statement

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800-432-0719 or 859-257-4513, ext. 234
Email: lwhyne@engr.uky.edu
Fax: 859-257-1815

Materials to borrow

Materials available on Training:

1. AV-V595 **Tool Box Safety Talks: Construction Equipment Maintenance.** 1992
2. AV-V594 **Tool Box Safety Talks: Working Around Construction Equipment.** 1996
3. AV-V884 **Tool Box Safety Talks: Environmental Hazards in Construction.** 1999
4. TE7.S9.no.248 **Evaluating and Measuring the Effectiveness of Training.** 1997
5. FHWA-SA-02-005 **Results from a Safety Survey: Workforce Development for Transportation Professionals.** 2002

New materials available

6. AV-V933 **Erosion and Sediment Control.** 1995
7. AV-V934 **Hand Injuries: The Gory Story.** 1999
8. AV-V935 **Snow Removal in Safety.** 1999
9. KRR-KTC-03-28 **Analysis of Traffic Crash Data in Kentucky.** 2003
10. TE206.N53 2002 **Avoiding Utility Relocations.** 2002
11. TE10.4J64 2003 **Erosion Control Handbook for Local Roads.** 2003
12. TE220.G85 2003 **Guide to Cracksealing.** 2003
13. HE366.T7P38 2003 **Guidelines for Developing Traffic Incident Management Plans for Work Zones.** 2003
14. TE223.M35 2002 **MEMS 2002: Municipal Equipment Management System.** 2002
15. TE176.5W67 2003 **Roundabouts: An Informational Guide on Innovative Intersections.** 2003

Transportation Cabinet has moved

Personnel at the Kentucky Transportation Cabinet who had offices in the State Office Building in Frankfort have moved to their new building. The new address is 200 Mero Street, Frankfort, KY 40622.

The E-mail address extensions also have changed from @mail.state.ky.us to @ky.gov.

T² staff here at UK have begun to compile and update the Kentucky Transportation Directory for 2004, and the new personnel and phone numbers will be listed in it. It should be published in late March.

From the Library...

Ginny's dream is coming true!

Congratulations to Ginny Norris, Senior Library Technician, for achieving a long-sought-after dream of earning a Master's Degree in Library Science. She has taken classes and studied hard during her lunches and after work hours to attain this achievement and will graduate in May. However, it carries some sad news for us as she will be leaving the Center. She accepted a job as librarian at Southeast Community College in Whitesburg. Ginny, we wish you the best!

Victoria's back

Victoria Brock has come back to work at the Center. With the experience she gained working here in the past, she will be an asset in the Library as part-time technician. Welcome back, Victoria!

MUTCD has arrived

The 2003 Edition of the Manual of Uniform Traffic Control Devices (MUTCD) has arrived. The Library has nine copies for resale at \$55 each. If you are interested in purchasing your own copy or just want to borrow a copy, contact the Library.

Need Spanish publications?

Some manuals and other publications on highways are also printed in Spanish. Our Library is willing to purchase some of this literature if it would be helpful to you. Please call Laura and let her know if this service would be useful to you or some of your crew.

Is this the first time you have seen The Link? If you think it would be helpful to you in your work, please call Ginny and ask to be placed on our mail list to receive this quarterly publication.

Centerline rumble strips reduce crash risk on rural two-lane roads

by Richard Retting, Insurance Institute for Highway Safety

On a national basis, rural roads account for approximately 40 percent of all motor vehicle travel but 60 percent of all fatal crashes. Approximately 90 percent of all fatal crashes in rural areas occur on two-lane roads, which typically lack physical measures such as wide medians or barriers to separate opposing traffic flows. As a result, a major crash problem on these roads involves vehicles crossing the centerline and either sideswiping or striking opposing vehicles head-on. These types of opposing-direction crashes account for about 20 percent of all fatal crashes on rural two-lane roads and result in approximately 4,500 fatalities annually.

The risk of head-on and opposing-direction sideswipe crashes can be reduced by engineering improvements such as roadway widening and median barrier installation. However, such measures are costly and therefore generally are applied on a limited basis to high-priority locations. Because centerline incursions can occur at virtually any point along undivided roads, spot safety improvements can provide only limited protection against widespread opposing-direction crashes. More widely applied measures are needed to reduce the risk of drivers inadvertently crossing roadway centerlines. One such potential countermeasure entails installation of rumble strips along the centerlines of undivided rural two-lane roads to warn/alert distracted, fatigued, or speeding motorists whose vehicles are about to cross the centerlines and encroach into opposing traffic lanes.

A comprehensive before-and-after study was undertaken to estimate the nature and magnitude of crash reductions associated with installation of centerline rumble strips on rural undivided two-lane roads. Data were drawn from seven states: California, Colorado, Delaware, Maryland, Minnesota, Oregon and Washington. In total, 98 treatment sites along approximately 210 miles of road were studied. Statistical procedures were used to properly account for regression to the mean--a threat to the validity of simple before-and-after studies--while normalizing for differences in traffic volume and other factors between the before-and-after periods.

Overall, motor vehicle crashes at treated sites were reduced 14 percent; injury crashes at treated sites were reduced 14 percent. Head-on and opposing direction sideswipe crashes--the primary target of centerline rumble strips--were reduced by an estimated 21 percent, while head-on and opposing-direction sideswipe crashes involving injuries were reduced by an estimated 25 percent. This result, taken together with the fact that installation costs are relatively low, suggest that consideration should be given to wider application of centerline rumble strips on rural two-lane roads to reduce injury crashes.

For a free copy of the full report, email <publications@iihs.org>.

Sharing KTC research findings

Evaluation and Analysis of Highway Pavement Drainage (KTC-03-32)

Kamyar C. Mahboub, Yinhui Liu and David L. Allen

Because of the importance of drainage in overall pavement performance, the Center's research unit has studied various features of drainage for over a decade.

Center transportation researchers recently analyzed a range of pavement materials and drainage properties for a study to quantify the drainage characteristics of some key pavement construction practices in Kentucky. They include: (1) a broken-and-seated concrete layer covered with a Superpave asphalt layer, (2) the effect of a central collection pipe under pavement, (3) the effect of hot-mix asphalt surface permeability, (4) the effect of pavement geometry and pavement types, (5) the effect of cracks on pavement surface and (6) the effect of a drainage blanket and its slope.

The resulting report "Evaluation and Analysis of Highway Pavement Drainage" lists conclusions and recommendations for optimum drainage practices and suggested topics for further research.

Call the Library to borrow a copy of this report or visit the Center's Web site: <www.ktc.uky.edu> and click on "Research Reports" and scroll down to Pavements & Materials to find it.

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