Do Spliced Sign Posts Meet Crashworthy Standards?

Brian Howell, Research Engineer, Kentucky Transportation Center

Spliced sign posts use attachments to merge two or more individual sign posts into a single sign assembly. All sign posts must adhere to the rules of the Manual on Uniform Traffic Control Devices (MUTCD), which has been adopted as Kentucky law. The MUTCD requires all roadside signs and object markers installed along the national highway system and that reside in the clear zone maintain crashworthiness. Roadside signs are considered crashworthy if they meet one of the following criteria:

- Breakaway—a sign that fractures into two separate pieces upon impact, or a sign that is designed to separate into two distinct engineered pieces upon impact (also known as a controlled release)
- Yielding—a sign that bends over upon impact thereby allowing the vehicle to drive over it
- Shielded with a longitudinal barrier or crash cushion—a sign protected by a crash-tested approved shielding device

Presently, the Federal Highway Administration (FHWA) requires crashworthy signs meet designated criteria described within the National Cooperative Highway Research Program (NCHRP) Report 350, “Recommended Procedures for the Safety Performance Evaluation of Highway Features.” This report outlines the testing procedures and criteria considered for a sign to successfully pass a crash test. In the near future, the FHWA will require all new roadside sign installations meet updated standards. The AASHTO Manual for Assessing Safety Hardware (MASH) updates and replaces NCHRP Report 350. MASH presents a number of revised guidelines for crash testing procedures in roadside safety hardware, including signs. After December 31, 2019, any new road sign installation or full replacement will be required to meet MASH safety hardware requirements.

As a general rule, spliced posts are not crashworthy and should not be used in installation practices. The large majority of spliced posts have not been crash-tested under NCHRP Report 350 or MASH guidelines, and therefore, their performance during a crash impact

Spliced Sign Posts, continued on p. 7
Improving Safety on Local Roads with the Safety Circuit Rider

The Technology Transfer’s Safety Circuit Rider Program (SCR) uses crash data to locate high incident sites along roadways and assist communities in finding low cost roadway safety improvements. The three focus areas of the SCR program are:

- Roadway Departures and Collisions with Fixed Objects
- Crashes at Intersections
- Pedestrian Safety

Jeff Hackbart, PE, is the current Safety Circuit Rider for Kentucky.

The Safety Circuit Rider Steering Committee selects focus counties each year based on their high crash rates. The counties selected this year are Graves, Laurel, Madison, Warren and Whitley.

Jeff has met with officials in all of the selected counties and several have already completed Road Safety Audits (RSA). A RSA is a formal safety performance examination done by an independent, multidisciplinary team. In addition to Jeff, the team may also include representatives from the county judge/executive’s office, the police department, public works, road department, and the state district office.

Graves, Madison and Ohio Counties have used the additional funding available through the SCR program to order updated signs based on recommendations made during the RSA. The new signs will either replace signs that do not meet the minimum standards in the Manual for Uniform Traffic Control Devices (MUTCD), or be placed where a sign is warranted to reduce crashes. Jeff works with the county through the entire process from making recommendations and ordering the signs, to assisting with placement and installation.

In addition to working with the selected focus counties, assistance from the Safety Circuit Rider program is available to every community across the Commonwealth.

A county contacted Jeff regarding a curve where a recent fatality occurred. Jeff met with the county officials and over the course of several meetings, Jeff helped the county better understand their crash problem and develop actions to potentially reduce crashes.

Safety Circuit Rider, continued on p. 7
The Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) recently finalized an agreement to allow access for all local government agencies to utilize the TC3 library of training!

AASHTO has a series of 120 plus online training modules available through their Transportation Curriculum Coordination Council (TC3). Prior to the agreement, local government agencies would have to purchase access to those modules, but now they are available at no cost.

COURSES AVAILABLE
Courses are available in the categories of Construction, Materials, Maintenance, Traffic and Safety, Pavement Preservation and Employee Development. An example of the courses available are:

- Best Practices for High Friction Surfaces
- Bridge Construction Inspection Safety
- Flexible Pavement Preservation Treatment Series
- Math Basics Series for Highway Technicians
- Plan Reading, Culvert Plans
- Safety Orientation

Users will need an AASHTO account to access the online training courses. If you have not previously registered for an account, please go to https://register.transportation.org, select Register, and then enter your email address.

Once you have an account, gaining access to the training courses are a few simple steps.
1. Go to https://tc3.transportation.org and log in.
2. Hover your mouse over Training Resources and then click Courses.
3. Search and select the courses that you would like to access and add them to your Shopping Cart.
4. When you have finished selecting courses, go to the Shopping Cart and enter the following Promo Code: D5X3-B3D9-52CB-4XCX and select Apply.
5. Proceed to Checkout.

If at any time during the process you have questions or need additional information, you can contact AASHTO’s TC3 program by going to https://training.transportation.org/support.aspx.
Road to Zero: It’s Not Impossible, It Just Hasn’t Been Done Yet

Imagine that, in 2050, not a single person in the United States dies in a traffic crash. That is the vision for the Road to Zero Coalition.

The Road to Zero Coalition was established by assembling a wide-ranging group of stakeholders to provide a major push to achieve zero roadway deaths. This is the largest and broadest coalition that has ever focused on roadway safety in the United States. The Coalition is led by the US Department of Transportation with Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration, (FMCSA), National Highway Traffic Safety Administration (NHTSA) and National Safety Council (NSC) in partnership with the Centers for Disease Control and Prevention (CDC). Currently the coalition consists of 675 stakeholders dedicating time and energy to achieve ZERO roadway fatalities. With a clear, compelling and unifying vision, the Road to Zero Coalition is a powerful force for change.

Throughout 2017, stakeholders were brought together to discuss the vision, goals, obstacles, approaches, and ultimately a scenario of how zero deaths could be achieved by 2050 and what that future might look like. The result was the report “The Road to Zero: A Vision for Achieving Zero Roadway Deaths by 2050”. While the report presents one of potentially many scenarios, it incorporates the perspectives and suggestions of a wide variety of road safety stakeholders.

In the report, the Coalition identified three main initiatives to reduce roadway fatalities:

- Double down on what works through proven, evidence-based strategies
- Advance life-saving technology in vehicles and infrastructure
- Prioritize safety by adopting a safe systems approach and creating a positive safety culture

INITIATIVES IN MORE DETAIL

Double Down on What Works

The United States has both an accumulated body of evidence-based countermeasures and a well-established network of experts who can deploy them. The RTZ Coalition envisions engaging political leaders and decision makers to support policies and identify new or shared resources for research, roadway design and construction, vehicle engineering, law enforcement, consumer education, and trauma care. Because motor vehicle crashes represent the single largest cause of workplace fatalities, the Road to Zero Coalition will look to establish partnerships with businesses at the state and community levels as an important source of new energy for such change.

Accelerate Advanced Technology

Existing and emerging technologies promise large advances in safety. Advanced Driver Assistance Systems (ADAS)—such as automatic emergency braking, adaptive cruise control, and lane-keeping—are already being introduced into the fleet. Each year, these technologies are offered on a greater number of new vehicles and their safety performance improves. The rate of technology development, both in vehicle systems and in overall connectivity, is expected to increase rapidly. To accelerate the deployment of these vehicle and

Road to Zero, continued on p. 6
A pesticide is any substance or mixture of substances used to destroy, suppress, or alter the life cycle of any pest. The pests could include algae, bacteria, unwanted weeds, or insects. Pesticide controls pest organisms by physically, chemically, or biologically interfering with their normal behavior. Although pesticides can be useful, they can also be dangerous if used carelessly or are not stored properly.

Some basic safety tips include:

- Always read the label first and follow the directions to the letter.
- Don’t use more pesticide than directed by the label. Don’t think that twice the amount will do twice the job.
- Use personal protective equipment when handling pesticides such as gloves, long pants, and long-sleeve shirts.
- Don’t spray outdoors on windy or rainy days.

Deciding how and where to store pesticides can be as important as how and where pesticides are used. After purchasing the pesticide, read the label to see if any special precautions should be taken for safe storage. Store pesticides in the original containers and make certain the labels are intact.

Pesticides should be stored in a locked storage room, cabinet or secure area. The area should be used only for pesticides and pesticide equipment and should be well-lit and well-ventilated.

When applicators mix and load pesticides, they are handling the pesticide in its most concentrated form. It is during this process that they face the greatest risk of exposure and the greatest potential for environmental contamination. Taking precautions before, during, and after mixing and loading pesticides will not only ensure safety, but also save time and prevent accidents.

Pesticides, continued on p. 9
infrastructure technologies and maximize their potential reach in a 30-year timeframe, the Road to Zero Coalition envisions new partnerships among manufacturers, technology providers, emergency medical and trauma systems, public safety/health groups, and the public sector to identify and prioritize safety applications and opportunities, to evaluate safety benefits, and to increase consumer interest and adoption through education and incentives.

Prioritize Safety

The third approach focuses on methods to facilitate change. Key among these are creating a safety culture and adopting a Safe System approach. A pervasive safety culture is an essential ingredient for reaching zero roadway deaths and can be nurtured through awareness, education, and constant reinforcement. Safety needs to be among the highest priorities in decisions ranging from where to cross the street to where to devote federal funds. There are many opportunities to nurture a safety culture. For example, fostering development of community road safety action programs may prove effective in engaging citizens, corporations, and governments and changing social norms. Adopting the Safe System approach involves a fundamental shift from the common assumption that crashes generally happen because of people’s behavior. Instead, a Safe System approach assumes that people will occasionally, but inevitably, make mistakes behind the wheel and that the overall transportation system should be designed to be forgiving so that these mistakes do not lead to fatal outcomes. The Safe System approach also involves commitment to analyze safety problems, identify changes that bring the best return on investment, and implement these improvements throughout the system to prevent further occurrences.

The three approaches are essential and interconnected; none of the three will work effectively independent of the others.

HOW CAN YOU HELP?

An important element of the Road to Zero plan, is that state and local jurisdictions serve as implementers of new ideas in traffic safety. They have the ability to pilot new ideas, and by using data to track existing crashes they can narrow in on approaches that work in their particular environment. Professional organizations and associations that represent states and local transportation officials can support and spread best practices. Actions taken now can lay the groundwork for later. The list of actions below, will further the goal of reaching zero roadway deaths.

- Commit to adopting best practices in safety laws, programs and other investments.
- Provide leadership and guidance for creating a safety culture and advancing Safe System and Vision Zero principles in government, industry and communities.
- Consider consumer education and other incentives to accelerate adoption of advanced vehicle safety technologies.
- Take advantage of financial incentives provided at the federal level.
- Take more ownership of safety issues that can be addressed at the local and state level.

For additional information on upcoming events, grants and a communications toolkit, visit the Road to Zero Coalition website at www.nsc.org/road-safety/get-involved/road-to-zero.

Working together, we can reach zero roadway fatalities.

Sources:

**Spliced Sign Posts, continued from cover**

cannot be accurately predicted. This is important because a spliced post’s unique configuration may cause undue harm to the vehicle’s occupant upon impact. Multiple fragments may go airborne upon impact and deform or penetrate the windshield, vehicle roof, or other undesirable locations.

However, a select few sign posts use manufacturer designed attachment components that may be considered spliced and have been certified as crashworthy. Embedded anchor pieces requiring attachment with the sign post near the ground surface typically fit this description. In these cases, manufacturers submitted their spliced signs to FHWA for review and received FHWA-issued acceptance letters testifying to their crashworthiness. Therefore, sign technicians may use spliced posts for installation and maintenance activities if all of the following conditions are met:

- The sign technician receives a FHWA acceptance letter and/or manufacturer letter that testifies the spliced post system meets crashworthy standards (install must match letter specifications)
- KYTC senior supervisor approves use of the spliced system

Provided these conditions are met, the approved splice sign anchor must not exceed 4 inches height from the ground surface. This requirement, known as the stub rule, prevents accidental snagging of a vehicle’s undercarriage, which may lead to severe crash outcomes.

For additional information on spliced sign posts, contact Brian Howell at brian.howell@uky.edu.

**Safety Circuit Rider, continued from p. 2**

officials and used the ball bank indicator to determine the appropriate advisory speed in the curve. The county plans to order new advisory plaques and chevrons as a countermeasure at the location.

A teacher in another county contacted Jeff regarding a pedestrian safety concern by the school where she works. Jeff visited the site and spoke to the public works department about the situation. In addition, he offered suggestions on ways to improve pedestrian safety at the location.

A third county recently requested assistance from Jeff to discuss sign standards. Developers and homeowners associations had contacted the county about installing decorative street name signs and posts. Jeff met with the road supervisor and reviewed Chapter 2 of the MUTCD that provides the standards for signing all types of highways. The Federally mandated MUTCD contains standards, guidance and options for the size, shape and installation location of signs. The county plans to use the MUTCD to review all the signs in their county.

The FREE technical advice provided by the Safety Circuit Rider program can be a valuable tool for communities looking to improve roadway safety by using low cost improvements. If your county needs assistance, please contact Jeff Hackbart at j.hackbart@uky.edu or call our office at 800-432-0719.
Every Day Counts 5 Innovations
Better, Faster, Smarter

Every Day Counts (EDC) is a State–based model that identifies and rapidly deploys proven, yet underutilized innovations to shorten the project delivery process, enhance roadway safety, reduce traffic congestion, and improve environmental sustainability.

The Federal Highway Administration (FHWA) works with state transportation departments, local governments, tribes, private industry and other stakeholders to identify a new collection of innovations to champion every two years that merit accelerated deployment.

EDC 5 Innovations (2019-2020)

Advanced Geotechnical Exploration Methods

Conventional subsurface exploration methods provide limited data for project design, which can result in constructability issues and increased cost. Advanced geotechnical exploration methods offer solutions for generating more accurate geotechnical characterizations that improve design and construction, leading to shorter project delivery times and reducing the risks associated with limited data on subsurface site conditions.

Collaborative Hydraulics: Advancing to the Next Generation of Engineering (CHANGE)

Advances in hydraulic modeling tools are providing a more comprehensive understanding of complex flow patterns at river crossings versus traditional modeling techniques. These 2D hydraulic modeling and 3D computer visualization technologies also facilitate more effective communication and collaboration, improving agencies’ ability to design safer and more cost-effective and resilient structures on waterways.

Project Bundling

Many States continue to see an increase in the number of highways and bridges needing attention, and those that are posted for reduced loads adversely affect travel, freight movement, and emergency response times. Project bundling helps address this national issue. By awarding a single contract for several similar preservation, rehabilitation, or replacement projects, agencies can streamline design and construction, reduce costs, and effectively decrease transportation project backlogs.

Reducing Rural Roadway Departures

Reducing fatalities on rural roads remains a major challenge in the United States. Roadway departures on the rural road network account for one-third of traffic fatalities. Systemic application of proven roadway departure countermeasures, such as rumble strips, friction treatments, and clear zones, helps keep vehicles in their travel lanes, reduce the potential for crashes, and reduce the severity of those crashes that do occur.

Safe Transportation for Every Pedestrian (STEP)

Pedestrians accounted for 16 percent of all roadway fatalities, and crashes are predominantly at midblock and intersection crossing locations. As pedestrian safety continues to be a concern for transportation agencies across the country, cost-effective countermeasures are available to assist practitioners in providing safer crossings for all pedestrians.

EDC 5, continued on p. 14
Pesticides, continued from p. 5

Immediate treatment can make a difference in a person's recovery. Knowing the signs and symptoms of pesticide exposure is very important. It is important that employees learn to recognize these symptoms so they can recognize a potential overexposure in themselves or in a co-worker.

TRAINING

In Kentucky, it is required that any person handling, applying or supervising the use of pesticides as part of that person's job must be certified and licensed by the Kentucky Department of Agriculture. Non-commercial pesticide applicators must complete 12 hours of training over a three-year period to remain certified.

The Technology Transfer Program (T2) is offering training and testing for the 2018-2019 training season in Categories 3, 5 and 6 and continuing education for Categories 3, 5, 6 and 18.

Category 3, 5, and 6 Training and Testing

In order to prepare participants to take the certification exam, there will be six hours of classroom instruction, and at the completion of the training, the Department of Agriculture will administer the exam. These courses offer three general hours and one specific hour per category of continuing education training.

- Category 3: Ornamental Lawn Care
- Category 5: Aquatic Pest Control
- Category 6: Right-of-Way Pest Control

The fees for training and testing are as follows:
- $135 for one category
- $145 for two categories
- $155 for three categories

DATES:
- February 5, 2019 - Fairfield Inn North, Lexington
- February 14, 2019 - Barren River State Resort Park

Category 3, 5, 6 and 18 Continuing Education Training

This workshop is for those individuals who are currently licensed and who need continuing education credit in order to keep their applicator's license. These training courses provide three general hours and one specific hour for each of the four categories (3, 5, 6 and 18) for a total of seven hours of training if the individual holds certification in all four categories. If certification is only in one category, the individual will receive four hours (three general and one specific in the category); if certification is held in two categories, individuals will receive five hours (three general and one specific in each of two).

While we do provide continuing education training for Category 18 (Golf Course), we do not provide certification testing. If you need certification in Category 18, please contact the Department of Agriculture directly at (502) 573-0282.

The fee for continuing education courses is $110.

DATES:
- October 2, 2018 - Red Lion Inn, Elizabethtown
- October 9, 2018 - Rough River State Resort Park
- October 10, 2018 - Rough River State Resort Park
- October 11, 2018 - Rough River State Resort Park
- October 16, 2018 - Lake Barkley State Resort Park
- October 17, 2018 - Lake Barkley State Resort Park
- October 18, 2018 - Lake Barkley State Resort Park
- October 23, 2018 - Kentucky Dam Village SRP
- October 24, 2018 - Kentucky Dam Village SRP
- October 25, 2018 - Kentucky Dam Village SRP
- November 14, 2018 - Jenny Wiley State Resort Park
- November 15, 2018 - Jenny Wiley State Resort Park
- November 27, 2018 - Barren River State Resort Park
- November 28, 2018 - Barren River State Resort Park

Additional dates are listed on page 13 or on our website, www.kyt2.com. For questions or additional information, contact Janet Ferguson at 859-257-4022 or janet.ferguson@uky.edu.

Source: National Pesticide Information Center, http://npic.orst.edu
The spring and summer have had Jeff visiting northern, southern, western and central Kentucky. He visited three focus counties, Laurel, Warren and Whitley, to conduct training and perform Road Safety Audits (RSA). Jeff will return to these counties and meet with the RSA team again to set curve advisory speeds, remove vegetation that is limiting site distance, and compile a list of signs that need to be replaced due to being nonstandard or do not meet minimum retroreflectivity standards.

Additional counties have also contacted Jeff to ask for assistance including Crittenden, Jessamine, Pendleton and Trimble. He met with Trimble County and reviewed their crash data. Another county had questions about decorative signs and posts. The county had been contacted by subdivisions requesting decorative signs and the road department was concerned that the signs would not meet MUTCD standards or were not crashworthy. Jeff met with the road departments to review the standards and provided them with options when presented with this question. New signs were delivered to Ohio and Graves counties, which were past focus counties, and Jeff assisted them with the placement and installation.

In the coming months, Jeff will return to Laurel, Warren and Whitley counties to assist with installing the new signs and address any other issues that had not been previously resolved.

Stay tuned to find out where the road to safety takes Jeff next!
It is bittersweet for the Technology Transfer Program to announce the retirements of Carla Crossfield and Laura Whayne. Carla and Laura have both played an important role in the success of the Kentucky Transportation Center with their 42 and 29 years of service, respectively.

Carla began her career in the Division of Research in 1976. She joined the Technology Transfer Program (T2) in 2011 and served as the Conference Coordinator for the Pesticide, KEPSC, and Grade and Drain Programs. She retired from KTC on May 1, 2018.

Carla’s hobbies include reading, knitting, crocheting, gardening, hiking and playing bingo. She is looking forward to spending more time with her family and traveling. And who knows? You may see her at a workshop or two in the future.

Laura began her career with KTC in 1989 as the Librarian for the newly opened Kentucky Transportation Center Technology Transfer Library. She has experienced first-hand how the digital age has changed the way information is shared.

Laura spends her free time reading, gardening, hiking, traveling, and volunteering with her church. She plans to spend her retirement enjoying these hobbies but hopes to explore some new activities.

Carla and Laura will be greatly missed by their colleagues and customers alike. They have both made contributions to the Center that will long outlive the time they spent here. We wish them both the best in their future endeavors.

Janet Ferguson is the new Conference Coordinator at the Technology Transfer Program. She will be coordinating the Pesticide, KEPSC and Grain & Drain programs.

Janet is a Virginia native, but she grew up in England because of her father’s job with the federal government. She moved back to the U.S. for college and graduated from Virginia Tech.

Janet also had the opportunity to live in Vicenza, Italy, while her husband was stationed with the 173rd Airborne Brigade. There she helped conduct personal and professional development training for soldiers and their dependents.

Outside of work, Janet enjoys spending time with friends and family, watching Netflix, traveling to the beach, kayaking, and playing volleyball. Janet lives in Lawrenceburg, where she and her husband are looking for some land to start a beef cattle operation.
ASK AN ENGINEER!

Is there an engineering issue that is troubling you? Are you confused on how to address a specific road problem? Then the “Ask an Engineer” section is here to help! Submit your safety, engineering or other road questions to us and we will consult an engineer within the Kentucky Transportation Center to find an answer for you. Questions can be emailed to amy.terry@uky.edu or mailed to Ask an Engineer, Kentucky Transportation Center, 176 Raymond Building, Lexington, KY 40506.

QUESTION: When a tree root causes a sidewalk to raise up and/or break apart, what is the best solution?

ANSWER: Unfortunately, this is not a problem with an easy solution. However, if there are tree roots damaging the sidewalk, this problem needs to be addressed: the sooner, the better!

Vertical surface discontinuities are defined as vertical differences in level between two adjacent surfaces. They shall be 0.5 inches maximum.

WAYS TO ADDRESS VERTICAL SURFACE DISCONTINUITIES

If adequate, non-damaged sidewalk (36” to 48”, depending upon requirements) exists for the pedestrian access route, the damaged sidewalk around the tree could be removed, enlarging the tree pit.

If the raised portion of the sidewalk creates a minor tripping hazard, a concrete saw or grinder could be used to remove material to provide a smooth walking surface. Shaving and beveling uneven concrete is about a quarter of the cost of replacing it.

It may be possible to repair badly lifted sidewalks by ramping the sidewalk over the tree roots. Ramp runs may have a running slope of 8.33 percent maximum.

Some sidewalks are so damaged they need to be replaced. After the concrete is removed, it is occasionally necessary to grind down the tree’s surface roots. There are a few tactics to fix the problem and prevent a reoccurrence. Some effective methods are:

- Put down a thicker base layer of rock under the new concrete allowing the roots to expand.
- Reinforce the concrete with rebar or use a thicker concrete slab (4” to 6”) to make the sidewalk less likely to break or lift.
- Rebuild the sidewalk to bend or slope around the tree, giving the trunk and roots room to grow.
- Replace the damaged concrete panel with asphalt. It may be possible to ramp over tree roots with asphalt rather than remove them.

As a last resort, sometimes it’s best to just remove the tree and start over. Keep in mind the intent is to address the situation as best as you can.
## Training Calendar

**September - November 2018**

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

### September

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<tr>
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<td>Pesticide Continuing Education</td>
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<tr>
<td>26</td>
<td>Construction of Concrete</td>
<td>General Butler State Resort Park, Carrollton*</td>
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<tr>
<td>26</td>
<td>Pesticide Continuing Education</td>
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<td>27</td>
<td>Leading Challenging People</td>
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<td>Erosion and Sediment Control</td>
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<td>Pesticide Continuing Education</td>
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<td>Traffic Incident Management Training</td>
<td>Center for Rural Development, Somerset</td>
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<td>Communications II</td>
<td>Hilton Garden Inn Louisville, Northeast#</td>
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<td>Pesticide Continuing Education</td>
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<td>Small Bridge Repair and Maintenance</td>
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<td>Traffic Management Through Signals, Signs, Markings ...</td>
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<td>Grade &amp; Drain Level I</td>
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<td>7</td>
<td>KEPSC Inspector Requalification</td>
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<td>8</td>
<td>KEPSC Inspector Qualification</td>
<td>Fairfield Inn Lexington North</td>
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<tr>
<td>13</td>
<td>Traffic Incident Management Training</td>
<td>The Corbin Center</td>
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*All classes at Gateway Community College are for Local Government Agencies only.

To check the availability of a workshop, please visit our website, [www.kyt2.com](http://www.kyt2.com).

To register for a class contact us at 800-432-0719.
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UNMANNED AERIAL SYSTEMS (UAS)

UAS can benefit nearly all aspects of highway transportation, from inspection to construction and operations, by collecting high-quality data automatically or remotely. These relatively low-cost devices allow agencies to speed the data collection needed for better-informed decisions while reducing the adverse impacts of temporary work zones on work crews and the traveling public.

USE OF CROWDSOURCING TO ADVANCE OPERATIONS

State DOTs and local agencies traditionally rely on data from fixed sensors and cameras that monitor single locations to operate and manage their transportation systems. Using new sources of crowdsourced traffic data, agencies have access to large amounts of reliable, real-time data with more geographic coverage of the transportation system than with traditional sources. Combining crowdsourced data with traditional data sources enables better management and operation of the transportation system through faster detection of and response to problems, faster and more accurate traveler information to the public, and more proactive and effective operations strategies.

VALUE CAPTURE: CAPITALIZING ON THE VALUE CREATED BY TRANSPORTATION

When public agencies invest in transportation assets that improve access and increase opportunity in the community, adjacent property owners benefit through greater land value and other economic impacts. Many techniques are available to the public sector to share in a portion of this increased land value to build, maintain, or reinvest in the transportation system.

VIRTUAL PUBLIC INVOLVEMENT

Robust public engagement during transportation planning and project development can accelerate project delivery by identifying issues and concerns early in the process. Virtual public involvement techniques, such as telephone town halls and online meetings, offer convenient, efficient, and low-cost methods for informing the public, encouraging their participation, and receiving their input.

WEATHER-RESPONSIVE MANAGEMENT STRATEGIES

More than 20 percent of crashes are weather-related, and weather-associated delays can result in significant losses in productivity and efficiency. Weather-responsive traffic and maintenance management strategies support State and local transportation agencies in deploying improved traffic control and traveler information systems that will significantly reduce highway crashes and delays resulting from adverse weather. It also promotes anti-icing strategies for reducing chloride use.

The EDC program has made a significant positive impact in accelerating the deployment of innovations and in building a culture of innovation within the transportation community. By advancing 21st century solutions, the transportation community is making every day count to ensure our roads and bridges are built better, faster, and smarter.

For additional information about EDC, visit their website at www.fhwa.dot.gov/innovation/everydaycounts/.
Technology Transfer Newsflash!

This monthly e-newsletter provides the most up-to-date information on the training schedule, upcoming training dates, new programs being offered and legislative updates important to your agency.

A link to sign up for the Newsflash is available on our website www.kyt2.com under Publications. You can also subscribe by emailing your information to Amy Terry at amy.terry@uky.edu.

KTC Technology Transfer Program Library is Closed

The Kentucky Transportation Center Technology Transfer Program Library closed its doors on July 1, 2018.

The library has served Kentucky’s transportation community since 1989. Laura Whayne has served as Librarian since the doors opened and has played a vital role in expanding the available material through the years.

The Technology Transfer Program will take over most of the programs currently being run through the library including the Equipment Loan Program, and the Video Lending Library.

Beginning July 1, please contact the Technology Transfer Program at 800-432-0719 for assistance.
Technology Transfer Staff Out and About

44th Annual KACo Conference and Exposition
November 14-16, 2018
Lexington Convention Center

The KACo Annual Conference and Exposition provides an opportunity for members to attend educational workshops, view an exhibit hall of more than one hundred booths, and meet and build relationships with county elected officials, state leaders and businesspeople from across the state.

T2 will be in Booth 100 in the exhibit area. Stop by to learn more about our program and register to win a prize!