

New edition of Flagger's Handbook available

AN UPDATED *Flagger's Handbook* is available now incorporating changes in the federal *Manual on Uniform Traffic Control Devices* (MUTCD).

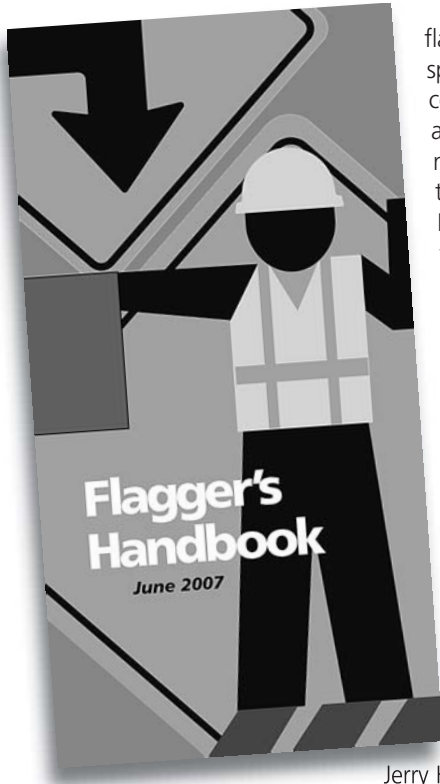
Yellow highlights quickly identify the standards workers and supervisors must follow to protect their organizations and themselves from incurring liability. The pocket-sized handbook also contains new, easy-to-follow descriptions that clarify flagger signals, set-ups, and operations.

Among new standards, flaggers now must wear specific high-intensity colors with a minimum amount of retro-reflective material to be more visible to approaching motorists. In night flagging operations, the flagging station must have auxiliary lighting and stop/slow paddles must be retro-reflectorized.

TIC offers work zone and flagging courses in January 2008 and on site for agencies and companies interested in the training. Many cities, counties, and companies have TIC customize topics for their on-site courses and some include the training in annual Safety Day events.

Jerry Kuhl, Human Resources Director and Risk Manager with Hoffman Construction in Black River Falls says his company makes flagger and work zone safety training—like the TIC courses—a requirement for laborers and foremen on their road projects. “We want all laborers trained to high standards of safety, and supervisors and foremen ready to address safety issues on the spot. The TIC training is invaluable for this, very complete, very professional. The people who participate find it really meets their needs. And ours!”

The cost for one instructor to teach a one-day course at your site is \$600. To learn more about setting up a course, contact Jane Sauer at 800-442-4615. ■



Download or order at:
<http://tic.engr.wisc.edu/>

LRIP funding cycle coming up

FUNDING FOR major improvements on local roads is front and center again as the latest grant cycle approaches for the biennial Local Roads Improvement Program, or LRIP. Grant requests for the 2008-2009 fiscal years are due in to county highway commissioners by November 1, 2007. Before then, LRIP Program Manager Janice Watzke encourages local governments to review their high-priority roads projects and prepare to submit applications.

Janice, along with State and Local Unit Leader Lori Richter and Kathryn Dustin, the other LRIP Program Manager, plan to conduct trainings around the state in July and August. They will meet with county highway commissioners and other officials in each of the eight WCHA (Wisconsin County Highway Association) districts to answer program questions, hand out updated information packets, and review the application process. LRIP information packets for the new program cycle also will be available on the WisDOT website after July 1.

Continued impact and value

Lori notes the reimbursement program continues as a vital

resource for counties, towns, cities, and villages, paying up to 50 percent of project costs on improvements that address serious deterioration of existing local roads. “The program has dispersed \$281 million in grants since 1991—a sizable amount of those dollars on large projects. LRIP provides a funding option in cases where no other federal or state dollars are available.”

LRIP eligibility components include County Highway Improvement (CHIP), Town Road Improvement (TRIP), and Municipal Street Improvement (MSIPLT and MSIPGT). Additional discretionary components exist for counties (CHIP-D), towns (TRIP-D), and cities and villages (MSIP-D) to provide funds for high-cost road projects.

The majority of projects funded are roadway reconstruction or resurfacing, which together accounted for 695 of 921 projects approved over the past biennium, Lori says. LRIP also reimburses up to half the cost of design, right-of-way acquisition, and any items related to the construction or engineering of an improvement project.

LRIP requires applicants to bid all project elements as one.



Completed County road (CHIP) project at CTH F and CTH W Intersection in Kenosha County.



Eligible work completed in recent LRIP cycles include a town road (TRIP) project on Koshkonong Road, Town of Christiana in Dane County *ABOVE*, and a city street (MSIPGT) project on Farnam Street, City of LaCrosse in LaCrosse County *BELOW*.

Rules recap on H endorsement

Continued confusion over who must have a hazardous materials, or H endorsement and when prompted *CROSSROADS* to ask for a rules recap. Thanks to Dodge County Highway Commissioner Brian Field who raised the question and Terry Ewing at the Wisconsin Department of Transportation who tapped his expert sources to provide clarification.

Changes last year in rules governing H endorsements exempt all government agencies from requiring their drivers to get the endorsement. Federal statute CFR49-§171.1 (Applicability of Hazardous Materials Regulations [HMR] to persons and functions) specifically states that federal,

state or local vehicles transporting hazardous materials do not need to meet placarding requirements. Likewise, employees operating those vehicles do not need the H endorsement on their CDL. The endorsement—which involves background checks and proof of citizenship or permanent residence—is reserved for drivers and vehicles involved in transporting hazardous materials for commercial purposes.

Local agencies that choose to use the exemption should remove the H placard from their vehicles so the drivers of those vehicles are not required to have the CDL H endorsement.

<http://www.myregs.com/dotRSPA/> for full text of CFR49-§171.1.

The only exception is hot mix asphalt purchases. Bid separately, they qualify for reimbursement.

All improvements made with LRIP funding must meet appropriate road standards, unless applicants request approval for an exception through WisDOT. Every LRIP project, including the purchase of hot mix asphalt, must meet the requirement of having a 10-year design life. And all projects exceeding \$65,000 in cost require an engineering certification.

What is not eligible for LRIP funding? No new roads. No alleyways. No state highways. No utilities. No single chip seals. No routine patching or other road maintenance, for starters. Look for these and other examples on the LRIP page of the WisDOT website.

Sunset rules

While guidelines for this funding cycle mirror previous rounds, the LRIP team reminds successful past applicants that a sunset clause created with the 2004-2005 cycle to keep projects on time remains in force. Projects from that cycle and earlier must be completed and reimbursed by June 30, 2009, or funds will become unavailable. All projects programmed with 2006-2007 dollars must be reimbursed by June 30, 2011.

LRIP recipients unsure of the sunset for their funds can check with state highway commissioners, who receive a list of their open projects from program staff on a quarterly basis. A complete list also appears on the WisDOT website.

In setting this rule and improving the department's response to applicants, Janice and Lori say LRIP meets its mission to ensure that the government entities responsible for the quality of local roads have what they need to make long-lasting improvements. ■

The reimbursement program continues as a vital resource for counties, towns, cities, and villages, paying up to 50 percent of project costs on improvements that address serious deterioration of existing local roads.

Resources

LRIP background, information packets, guidance and useful links:

<http://www.dot.wisconsin.gov/localgov/highways/lrip.htm>