

Country Roads & City Streets

WV Transportation Technology Transfer Center

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College of Engineering & Mineral Resources

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 West Virginia University



COMMUNITY DESIGN TEAM WINS GOVERNOR'S SERVICE AWARD

The WVU Community Design Team (CDT) was recently honored with a Governor's Service Award for Community Service and Volunteerism. Governor Cecil Underwood presented the award to CDT Director Elizabeth Messer Diehl during the Community Service and Volunteerism Conference in Charleston this August. Since the inception of the CDT program three years ago, fourteen West Virginia communities have benefited from a CDT visit.



Paula Flaherty, Chairman, WV Commission for National & Community Service, Elizabeth Messer Diehl, and Governor Cecil Underwood.

A typical Community Design Team consists of volunteer specialists in economic development, landscape architecture, historical preservation, civil engineering, public administration, extension, forestry, and health care. These specialists spend a weekend in the community, working with the townspeople to help them plan for and achieve a better future. About two months after the visit, the community receives a

formal report on the team's findings and recommendations, but the CDT assistance does not end here. After six months a follow-up visit is conducted by designated team members to offer additional assistance and encouragement.

Communities that have hosted CDT visits include Lost Creek, Grafton, Logan, Weston, Davis, Upper Pocahontas County, Mullens, Hinton, Richwood, Petersburg, Spencer, Cabin Creek, West Union, and Grantsville. Webster Springs received a visit from the team in October. T² Center staff and/or T² Advisory Board members have been involved in each of these visits. The T² Center has recently conducted follow-up visits to Grantsville and Weston to provide technical assistance with parking issues. The Center also participated in six-month follow-up visits to two communities, Mullens and Petersburg.

The T² Center congratulates the CDT on winning this prestigious award, and sends a special thank you to Leah Messer Diehl for her dedication to the CDT Program!



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For more information on the Community Design Team, contact the T² Center or:

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CDT Members Mike Blankenship, Elizabeth Messer Diehl, Caryl Kramer, and Teresa Wang.

Country Roads and City Streets is a quarterly publication of the West Virginia Transportation Technology Transfer Center (T² Center). The purpose of this newsletter is to provide information which is beneficial to highway construction and maintenance personnel. The material and opinions contained in this newsletter are those of the West Virginia Transportation Technology Transfer Center, and do not necessarily reflect the views of the Federal Highway Administration or the WV Department of Transportation. Material contained in *Country Roads and City Streets* is a combination of original and borrowed material. Every effort has been made to ensure the integrity and accuracy of this material. However, the WV T² Center does not assume responsibility for any incorrect material.

Our T² Technical Assistant, Anthony, discovered the following sites that are both informative and easy to navigate. We hope you can take a few minutes to check out some of these. We are also interested in hearing from you about any sites that have been especially beneficial to your agency. Please drop us a line, and we'll share your favorite site(s) with our readers.

GOVERNMENT SITES/GEN. INTEREST

U.S. Dept. of Transportation

<http://www.dot.gov>

Along with general information about how your transportation tax dollars are being spent, also provides access to many other useful sites including FHWA, NHTS, FAA, FRA, etc.

Federal Highway Administration (FHWA)

<http://www.fhwa.dot.gov>

Massive amount of information and extremely varied. The home page highlights the latest areas of national interest. There are more than 25 individual-subject FHWA sites and more than 40 links to the top transportation and highway-related sites. There's also a complete link to every state transportation web site.

American Association of State Highway & Transportation Officials (AASHTO)

<http://www.aashto.org>

Informs you of upcoming AASHTO meetings and events and presents new publications that you can order. Clicking on "Programs/Services" will allow you to access valuable info on bridges and structures, intelligent transportation systems, materials, etc.

Manual on Uniform Traffic Control Devices (MUTCD)

<http://mutcd.fhwa.dot.gov/>

Helps you keep up with the proposed and final changes to the MUTCD, especially the Millenium edition scheduled for publication in 2001.

TRIS Online (TRB)

<http://tris.amti.com>

An online bibliographic database of reports, books, periodicals, and proceedings. It is searchable by author, title, and subject/keyword. The Transportation Research Board prepares this site.

ORGANIZATIONS/ASSOCIATIONS

Institute of Transportation Engineers (ITE)

<http://www.ite.org>

Informs members of upcoming meetings, new publications, and so on. Also has a good link for traffic calming and trip generation, among other things.

American Road & Transportation Builders Association

<http://www.artba.org>

Good site for general road construction information. The group is very active in Washington and the site provides ARTBA's watchful eye on federal highway legislation. You can download the entire TEA-21 legislation at this site.

National Utility Contractors Association:

<http://www.nuca.com>

Good place to find contact information for media organizations in your area (to show off any projects that you're proud of). To do this, just click on "Government Relations" and then "Guide to the Media." Also can help you decide on "Weather to Dig." A link to OSHA is also provided on this site.

Asphalt Institute

<http://www.asphaltinstitute.org>

Good sections on topics such as railroad track beds, pavement performance, intersections, rubblization, and Superpave information.

American Concrete Pavement Association

<http://www.pavement.com>

Find out everything that you ever wanted to know about concrete by clicking on "Technical Information" and then "Fundamentals." Under General information, explains the advantages of concrete over asphalt along with employment opportunities.

SAFETY ISSUES

American Traffic Safety Services Association:

<http://www.atssa.com>

Focuses directly on traffic safety. Has links about TEA-21, upcoming meetings, flagging, rumble strips, etc.

Workzone Safety Information Clearinghouse

<http://wzsafety.tamu.edu/>

Provides information and referrals about safe and effective work zones.

WINTER MAINTENANCE, TIPS ROAD CONDITIONS

Winter Maintenance Info

www.ota.fhwa.dot.gov/icing/exchange/toc.html

Created by the FHWA, this is one of the top sites for winter maintenance info.

<http://leadstates.tamu.edu>
(click on Anticing/RWIS)

Run by AASHTO, very useful site for many topics, especially winter maintenance info. Just click on "Anticing RWIS."

www.wvdot.com/6_motorists/6d_winterdriving.htm

Good source for fact sheets (including WV's budget for snow removal), route clearing priorities, and tips for driving in hazardous winter conditions. You should definitely check out the links under "Winter Driving FAQ's".

Traffic and Road Closure Information

<http://www.fhwa.dot.gov/trafficinfo/index.htm>

Good place to start when planning any trips or that great vacation. You can find out road conditions and/or road closures to anywhere in the US.

http://www.wvdot.com/14_roadconditions/14_roadcond.cfm

Gives you current information as to the condition of the roads in WV due to bad weather. You will also be able to access a very good page on driver-alert zones due to road construction in any district.

INTELLIGENT TRANSPORTATION SYSTEMS

ITS America

<http://www.itsa.org>

Updates on new developments in ITS and upcoming meetings/conferences. The "Go now" option at the top of the page is very useful for finding tons of info related to this topic. Just click on a topic you would like to learn more about and you are instantly given many valuable articles.

National Associations Working Group for ITS

<http://www.nawgits.com>

The members of this group spearhead ITS deployment in the US. The site has a particular focus on the national ITS architecture and standards efforts. You can reach just about every conceivable link pertaining to ITS through this site.

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2000 SNOW AND ICE CONTROL WORKSHOP

On September 20, 2000 seventy-nine individuals attended this year's Snow and Ice Control Workshop at Jackson's Mill, WV. Participants included public works directors, maintenance engineers, supervisors, and equipment operators.

This year's workshop covered a variety of topics, including Dealing with Irate Customers, Anger Management, Anti-Icing and Enhanced DeIcing. The afternoon sessions of the workshop consisted of small group discussions and expert analysis by Ron Tenney. The attendees discussed snow plow operator issues and plowing techniques.



A few of the workshop attendees interact between sessions.



The City of Fairmont brought two of their snow removal trucks to allow workshop participants an up-close look.

Don Williams, WVDOH District 4 Construction Engineer, presented the *Dealing With Irate Customers* Session. Don was able to provide invaluable advice to the attendees on this topic. Using real world examples, Don was able to leave the attendees with concrete methods that they could easily incorporate.

During the afternoon small group discussions, the attendees were asked to draw on their own experiences and to discuss with others their experiences to help develop practical and healthy solutions to proposed questions. The group discussed what items they should always have in their truck, what food choices were better than others to help keep them alert, and the benefits of a dry run and what should be included in a dry run. On the plowing techniques side, issues such as how to deal with aggressive drivers and how to plow cul-de-sacs were discussed.

The staff of the WV T² Center appreciates all of the presenters who took time from their busy day to help present this workshop. We also want to say a special thank you to all of the individuals who attended this year's workshop. The task of snow and ice control and removal is often a thankless one, but all of these individuals represent the commitment that agencies across the state have to making winter travel safer for all.

TRIP GENERATION RATES FOR SELECTED WEST VIRGINIA LAND USES

Jim French • Ron Eck • Amy Balmer

WV T² CENTER BULLETIN

No. 2, October 2000



Traffic impact studies are done to determine whether the roadway network in the area of a proposed major development will be able to handle the existing traffic plus the additional traffic that the development will generate. If the roadway network cannot handle the additional traffic, the impact study should provide information to determine the types and extent of improvements that will need to be made or how traffic will need to be controlled.

A key step in the traffic impact study is calculating the number of trips the development will generate. One way to do this is to use trip generation rates; for each land use, several different units for calculating vehicle trips have been identified. For example, for single-family housing, four different units are available to the engineer/planner to calculate trips: (1) trips per person, (2) trips per vehicle, (3) trips per dwelling unit, and (4) trips per acre.

Published sources (such as the Institute of Transportation Engineers' *Trip Generation*) contain trip rates for hundreds of land uses, based on data collected over the past several decades at sites in the United States and Canada. However, transportation professionals recognize that trip generation rates can vary significantly depending on local conditions. The best approach is to use locally collected data to calculate trip rates whenever possible.

It was for this reason that the West Virginia Division of Highways sponsored the West Virginia Special Generators Study at West Virginia University. A number of land uses significant in West Virginia, shown in Table 1, were included in the study. For each of these land uses, a number of sites in West Virginia were identified and traffic counts of at least one week's duration were taken (between 1997 and 1999) at driveways to the sites. Interviews with the site/facility manager provided information regarding the number of employees, building size and other information of this nature. Trip rates were determined per weekday, morning peak hour, evening peak hour, Saturday, Saturday peak hour, Sunday and Sunday peak hour. The average trips per weekday are shown in Table 1. To determine, for example, how many trips would be generated by a proposed superstore expecting to employ 250 people when it opens, one would multiply 250 times 24.93 average weekday trips per employee, which yields 6233 trips per day. More detailed information, including peaking characteristics and truck traffic, was also obtained and is contained in the project final report.

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Table 1 - Summary of Average Weekday Trip Rates from the West Virginia Special Generators Study

LAND USE	ATTRIBUTE	AVG WEEKDAY TRIP RATE
Residential Subdivisions	dwelling units	9.78
Mobile Home Parks	dwelling units	8.79
Light Industrial Parks	acres	12.67
Regional Jails	employees beds	3.59 1.38
Shopping Centers	employees 1000 SF GLA	12.97 20.44
Superstores	employees 1000 SF GLA	24.93 55.47
Consolidated High Schools	employees students 1000 SF GFA	24.58 1.97 13.90
Consolidated Middle Schools	employees students 1000 SF GFA	16.68 1.71 13.41
Consolidated Elementary Schools	employees students 1000 SF GFA	25.50 2.87 24.72
Poultry-Related Facilities	employees 1000 SF GFA	2.08 8.94
Timber Processing Facilities	employees 1000 SF GFA	4.39 2.03

Note: SF = Square Feet GLA = Gross Leasable Area GFA = Gross Floor Area

Source: French, L.J., Eck, R.W. and Balmer, A. *Trip Generation Rates, Peaking Characteristics and Vehicle Mix Characteristics of Special West Virginia Generators*, West Virginia Department of Transportation Research Project #125, Department of Civil and Environmental Engineering, West Virginia University, Morgantown, WV, February 2000.

ADVISORY BOARD SPOTLIGHT

By: *Kim Carr*

This spotlight edition focuses on Donald Williams. Donald is the District 4 Construction Engineer with the West Virginia Division of Highways. He is a wonderful asset to our board, and we are very lucky to have him as a member.

Kim: How did you first become aware of the T² center and then become an advisory board member?

Don: I first became aware of the center through my interactions with Mike Blankenship, Program Manager of the Center. My supervisor, Marvin Murphy, was asked to join the advisory board, and he asked me to sit in on some of the meetings with him. After sitting in with Marvin, I was formally invited to join the board.

Kim: What are your main responsibilities with the WVDOH?

Don: I am responsible for the administration of construction contracts within District 4. This includes oversight of inspecting and documenting all of the contractual work. Our section makes sure projects are built to the plans and specifications that the consultants and in-house engineers have designed.

Kim: What are some skills, experience, and knowledge that you can bring to the Advisory Board and to the T² Center?

Don: Well, first I have been an instructor on the college level and with the DOH, so I have some insight into the importance of training and some knowledge of different training methods. I also have a diversity of engineering experience. Early on, I was an evaluation engineer with structures. Later, I was a design engineer, and currently, I work as a construction engineer. By having experience in all of these areas, I have a better understanding of projects, and I have a grasp of what it is like to apply theory into practicality. I also see a lot of the real world situations that often pose problems.

Kim: The highway construction industry seems to be experiencing tremendous growth. Please describe some of these projects and the challenges associated with them.

Don: Within District 4 we have seen a tremendous amount of work, currently, over 100 million dollars of work. The work extends from resurfacing existing roads, the \$20 million plus rehabilitation and reconstruction of Jefferson Street Bridge in Fairmont, the Mon- Fayette Expressway and the Bridgeport Bypass Project are all new construction projects. We are also currently widening portions of Interstate 79. Additional projects include the construction of the new weigh station and rest area on I-68, and in the future, we will begin the construction and replacement of the Star City Bridge structure. Many rehabilitation projects must have changes determined in the field, which is one of the challenges we face.

Kim: How has the Center been beneficial to you and the WVDOH either in your district or as a whole?

Don: To me, the conferences have been an invaluable resource. You get to see leading edge training and technologies. The annual Roadway Management Conference has been very beneficial, allowing exposure to new ideas and current trends in engineering. Many of our DOH employees also find the Roads Scholar courses very beneficial.

One of the ways the Center has been most beneficial to me is the interaction and the relationships I have been able to develop with the other members of the



Donald Williams

The spotlight section is our way of highlighting our Advisory Board Members. It is our intent for you to become better acquainted with our advisory board and to develop a broader understanding of their varying roles. Each issue will contain an interview with a different member. Our advisory board is an important part of the T² Center and all that it accomplishes. We are grateful to all of our members and appreciate their innovative ideas, support, and knowledge.

WV T² ADVISORY BOARD

Robert Amtower

WVDOT
Burlington, WV

Michael DeMary

Public Works Director
Fairmont, WV

Bob Gordon

Region 9 Planning and
Development Council
Martinsburg, WV

Ed Grace

Public Works
Weirton, WV

Kathy Holtsclaw

WVDOT
Charleston, WV

Terry Hough

City Engineer &
Public Works Director
Morgantown, WV

Jack Justice

FHWA
Charleston, WV

Marvin Murphy

WVDOT
Weston, WV

Pat Parsons

WV Flexible Pavements
Council
Charleston, WV

Buddy Shreve

Public Works Director
Philippi, WV

Mike Skeens

Interstate Traffic Control
Huntington, WV

Donald Williams

WVDOT
Clarksburg, WV

Rodney Welder

WVDOT
Charleston, WV

Gary Winter

WV Governor's Highway
Safety Program
Charleston, WV

(Spotlight Continued)

T² Advisory Board. Serving on this board has allowed me to develop contacts across the state, and has helped build and strengthen relationships between the state and municipalities. It's been great to be able to call up Mike DeMary in Fairmont, or Terry Hough in Morgantown to get their insight into projects in their community. They are often able to provide invaluable suggestions or ideas, and show how construction issues impact their community.

Helping to strengthen these relationships is wonderful in being able to coordinate with the city and state on projects, which benefits everyone, especially the general public.

Kim: When you are not busy with your daily tasks, what activities do you do in your spare time?

Don: I enjoy woodworking and golfing. I also enjoy spending time with my wife and three-year-old daughter, and I enjoy being active in my local church.

AVAILABLE CD ROM

The T² center has a limited number of copies available to give away of the *Pavement Preservation State of the Practice CD*. This CD was produced July 2000, by the US Department of Transportation and the Federal Highway Administration.

This CD contains necessary information to successfully initiate a pavement preservation program. To obtain your copy, please contact Kim at 304-293-3031 x 2612 or email kcarr@wvu.edu.

HELP US SPREAD THE WORD!

The WV T² Center would like you to help us spread the word about our services. Please tell your friends, neighbors, colleagues, elected officials, and residents of your community about the benefits of our program. Recently, we completed a new brochure, outlining our program and the majority of our available services. If you would like to receive a copy or several copies to share, please contact us. The T² Center exists to help serve the local-level transportation needs of the state. Our staff would be happy to personally visit your community to help evaluate and assess transportation issues, to provide training, and to help you locate specific resources.

WINTER OPERATIONS CHECKLIST

Before Leaving the Garage:

- Check all items on vehicle trip ticket.
- Check spreader chains, shovel, hoses, spill plates, and spreader settings. **Danger:**
Do not pull on gate with hands! If the gate is stuck, use a tool (shovel, screwdriver, etc).
- Call base for radio check.
- Check spreader operation in the area of the salt bins.
- Check plow blades for cracks or other damage, check bolts securing blades to moldboard.

Salting Operations:

- Start assigned section according to street priority list.
- Periodically check spreader and salt pattern.
- Maintain consistent speeds as appropriate for conditions (average 15 to 18 mph).
- Salt all streets solid, with salt hitting on crown (centerline of the street).
- Salt all cul-de-sacs.
- When truck runs out of salt, call supervisor and return to base on his instruction.
- When finished with assigned section, call the supervisor for next assignment before returning to base.
- Inform supervisor of approximate salt usage for each section.

Salt Spills:

- If a small amount of salt is spilled, shovel it back into the spreader.
- If larger amounts are spilled, call the supervisor for instructions.
- Salt spilled at the public works facility will be corrected following completing of salting operations.
A designated employee will use the end-loader to scrape loading area and push salt back into the bins.

Plowing Operations:

- On leaving the garage for snow-plowing, lower the plow and plow the assigned section.
- Document start and finish points, and give this information to the supervisor upon returning to base.
- When plowing, use second and third gears, and plow at speeds appropriate for conditions (average 15 to 18 mph).
- When plowing tandem, maintain ample stopping distance between trucks. Rear driver is to help lead driver with backing-up and turning maneuvers.
- When plowing downtown streets, check with the supervisor as to the placement of the snow.
- Make sure all wide intersections are cleaned thoroughly; push all snow back curb-to-curb, and make sure all intersections have rounded corners.
- In cul-de-sacs, make one pass with the larger truck (a smaller truck will follow for thorough cleaning).
- If the plowing section includes alleys, make sure these are plowed. Unless instructed otherwise, make two sweeps – one in each direction – so that the snow is divided equally on both sides.
- If a section has center islands, plow snow to the islands, unless instructed otherwise.

- When making the last pass, position the plow just off the curbs. But if plow damage to curbs is incurred, document the information and give it to the supervisor.
- Try to avoid mailboxes. In the event a mailbox is damaged during snow plowing, document the incident and report it to the supervisor upon completion of plowing procedures.
- Do not place snow in front of hydrants, and mailboxes, if at all possible.
- Should the plow strike an object (e.g., inlet, manhole cover), check plow for possible damage. If a plow needs new blades, bolts, or curb shoes, document it on the trip ticket so that necessary repairs are made promptly.
- When returning to base, clean all salt, snow, and ice off and out of trucks before parking them in the garage.
- Snowplowing sections are primary assignments. Vehicles and manpower may be switched as needed.

Salting and Plowing Accident Procedures:

If a witness to an accident, notify base of the following:

- Location – street address and cross street, if possible.
- Indicate whether emergency medical assistance is needed.
- Request police or fire department personnel if needed.

If involved in an accident:

- Stay with the vehicle at the scene of the accident, and wait for assistance.
- Place flares or warning markers as needed for safety purposes to warn other drivers.
- Do not discuss the accident with others involved.
- Follow policy on accident procedures.

Reminders:

- Location of twisted or downed stop signs, broken and hanging tree branches, leaking fire hydrants, and damage to any part of the infrastructure should be documented for proper follow-up.
- Make sure turning maneuvers are executed slowly.
- Use extra caution during nighttime driving.
- Use the two-way radio only for emergencies and for job-related communication.
- After salting or plowing, make sure the interior of the vehicle cab is clean of all debris.

Equipment Cleanup:

- Immediately upon completion of operations and after remaining salt is dumped back into bins, wash all vehicles thoroughly in the wash bay.

Adapted from the Pennsylvania Local Roads Program Winter Operations Checklist, which was based on the Winter Operations Checklist used by the Public Works Department, Mount Prospect, Illinois.

Due to overwhelming response to this checklist from last November's Newsletter, we decided to run this checklist again. Please feel free to make copies and post in your garages, trucks, or other important areas.

UPCOMING EVENTS

Please add these events to your calendar!

Transportation Research Board Annual Meeting

January 7 - 11, 2001

Washington, DC

2001 Roadway Management Conference

March 12 - 14, 2001

Ocean City, MD

If you have questions regarding any of these upcoming events, or if you would like to have an event added to the schedule, please contact Kim, at the WV T² Center.

Want to be added to our mailing list, or update your information? Or, do you have a friend who would benefit from this information? Just fill out this form, place in an envelope, and mail it to us.

Mailing Update

Name: _____

Job Title: _____

Company: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ Fax: _____

E-mail: _____

Feel free to also send this information via e-mail to kcarr@wvu.edu.

The West Virginia T² Center is a part of the nationwide Local Technical Assistance Program (LTAP), which is funded by the Federal Highway Administration. The Center also receives funding from the West Virginia Department of Transportation.

Mission:

The mission of the West Virginia T² Center is to foster a safe and efficient transportation system. The T² Center's mandate is to improve the transportation system by improving the professional skills of those involved in highway design, construction and maintenance, and to act as a resource for them by keeping up-to-date training libraries and constantly seeking/developing new technologies.

Overall Goal:

The Center's overall goal is to improve the transportation system by focusing on professional training, technical assistance, and information dissemination.

To achieve this goal, the WV T² Center does the following:

- Provides on-site training and demonstrations
- Publishes a quarterly newsletter
- Maintains a video and publications library
- Provides technical assistance via e-mail, telephone, fax, mail, or through site visits.

Country Roads and City Streets

A Newsletter of the WV Transportation Technology Transfer Center



IN BRIEF WITH RON ECK



As noted in this issue, the WVU Community Design Team (CDT) recently received a Governor's Service Award. The Center has supported this effort since it was first proposed by Scott Loveridge, of the University's Extension program.

A Center staff member with a traffic/transportation background has been on all but one of the 15 community visits made so far. Professionally and personally these have been exciting and rewarding experiences. It has also been gratifying to see people from the communities that have benefited asking to be part of the volunteer teams. If any readers have an interest in serving as a team member, I urge you to volunteer for an upcoming visit. It is a great

opportunity to share some of your expertise for the benefit of a West Virginia community. Likewise, if your community is interested in getting ideas on how to achieve a better future, consider applying for a CDT visit. There is a cost, but it is small compared to the benefits received.

While we are on the subject of volunteerism, our Advisory Board has urged us to make more use of our ROADS Scholar graduates and other "alumni" in workshops and training sessions. Therefore, I am calling on these individuals to be speakers in some of our sessions-your knowledge of and experience with particular topics can really enhance the courses. Let us know on which course you'd like to assist.

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Change Service Requested

Please share this newsletter with others.

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- Council Members
- Public Works Dept.
- Road Crew
- Managers
- City Engineers
- Mayors
- Others