

»»» LTAP Inside

LRRB UPDATE

LRRB projects, RIC tasks.....	2
Rumble strip report.....	3
OPERA project.....	3
Roundabout DVD.....	3

PAVEMENT CONFERENCE

Pavement preservation.....	4
Legislative issues.....	4
Recycled asphalt.....	5
Pavement data collection.....	5

SAFETY

Safety problems on local roads.....	6
Road safety audits.....	6
Pavement edge drop-off.....	6

INFORMATION SERVICES

The Shelf.....	7
Rural safety Web site.....	7
Truck-weight Web site.....	7
New search tool.....	7

EVENTS & TRAINING

Calendar.....	8
Compost products workshop.....	8
Scholarships.....	8

Stretching the pavement dollar

It's hard to be a pavement in Minnesota. Growing numbers of vehicles squash you and cold winters make you brittle, yet tight budgets keep you from getting all the attention you need. What's a pavement to do? Speakers at the 11th Annual Minnesota Pavement Conference offered their ideas—such as preventive maintenance, pavement management systems, and recycling methods—to stretch the transportation dollar and ease your roadway's pain.

The conference, held February 15 in St. Paul, was sponsored by Mn/DOT, Minnesota LTAP, and a number of other organizations.

Please see pages 4–5 for coverage of several presentations from the conference. Additional coverage is in the 2007 *Minnesota Pavement Conference Session Summaries*, available for download on the Minnesota LTAP Web site at www.mnltap.umn.edu/publications.LTAP



This year's recipient of the Gerald Rohrbach Annual Pavement Conference Award is Duane Blanck of Crow Wing County. Blanck has served as county engineer in Crow Wing County since 1975 and is a past president of the Minnesota County Engineers Association. Last year's recipient, Patrick Hughes (in back), presented the award.

Pavement continued on page 4

Association awards

Minnesota County Engineers Association

2006 County Engineer of the Year

MCEA recognized Otter Tail County Engineer Richard West as the County Engineer of the Year for 2006. West, with more than 30 years of experience in engineering, has been the county engineer in Otter Tail County since November 1990. He has served as president of MCEA and is active in several MCEA committees.



Richard West

Special Projects of the Year

Fillmore County Engineer John Grindeland and his staff were recognized for their work on the CSAH No. 40 project, a 4.5-mile stretch of the original State Highway (TH No. 30), first constructed in the 1920s. TH 30 no longer met the criteria as a state highway and was turned over to Fillmore for the challenging project, which involved replacing three bridges. One unique design involved a drainage structure utilizing a drop inlet along with a cantilevered outlet and a cable concrete reinforced plunge pool. The plunge pool acts like a bowl under a faucet, minimizing erosion. The terrain and aesthetic aspects of the adjacent land also contributed to the modification of the design speed from the standard 55 mph to 45 mph.



John Grindeland

The design team was headed by Grindeland and included Assistant County Engineer Tom Miles (project manager); inspectors Darrel Schmitt, Jim Thorson, Tom Scheevel, and Ron Means; and surveyors Gene Voight and Jarad Carolan. Special design consultant was TKDA of St. Paul, Minn.

A second Special Project of the Year Award was given to the Anoka County Highway Department for its school-zone safety project. The summer *Exchange* will have detailed coverage of this project.

Work Zone Safety Award

Crow Wing County (County Engineer Duane Blanck) and Hennepin County (County Engineer Jim Grube) were recognized for taking the extra steps to provide safe work zones for workers and

Awards continued on page 5

TZD conference features local road safety measures

Several sessions at the 2006 Toward Zero Deaths (TZD) conference touched on ways to improve the safety of local and rural roads. The conference, held November 2 and 3 in Duluth, Minnesota, served as a forum for sharing information on how to reduce the number of fatalities and injuries on Minnesota roads.

In the event's keynote address, U.S. Congressman James L. Oberstar pointed out that a disproportionate number of traffic fatalities occur on rural roads.

Toward Zero Deaths is a multiagency partnership that includes representatives from Mn/DOT, the Minnesota Department of Public Safety, the

Minnesota State Patrol, the Federal Highway Administration (FHWA), and the Center for Transportation Studies (CTS). The conference was hosted by CTS and sponsored by Mn/DOT, the Department of Public Safety, and the Minnesota TZD program.

A 20-page conference proceedings is available for download at www.cts.umn.edu/publications.

Please see page 6 for conference coverage. **LTAP**

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