

COUNTRY ROADS & CITY STREETS

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WEST VIRGINIA UNIVERSITY®

BENJAMIN M. STATLER COLLEGE OF ENGINEERING AND MINERAL RESOURCES

SPRING/SUMMER 2018

ROADWAY MANAGEMENT CONFERENCE INFORMATION

REGISTER TODAY!

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It's now time to register for the 2018 Roadway Management Conference (RMC), occurring October 15-17, 2018 in Gettysburg, PA. This is a fantastic opportunity to interact with your public works peers from multiple states: Delaware, Maryland, Pennsylvania, Virginia, and West Virginia. We know it is hard to get away for a couple of days, and we know your training budgets are tight, so we've done our best to keep the rates low and the agenda filled with experienced presenters discussing relevant topics.

In addition to classroom presentations, the planning committee has set aside over three hours for on-site product and equipment demonstrations. What better way to learn than to see things first-hand and kick the tires, so to speak.

In case you're not 100% convinced that this conference is for you, please see the following page for a sample of the conference agenda topics.



THIS ISSUE

Roadway Management Conference Information	1-2
Snow & Ice Control Workshop	2
Chainsaw Operation	3-4
Ask an Engineer Spring/Summer 2018 Street Smarts Trivia In Memory of Edward "Ed" Neumann	5
Highlights from the First Partnering for a Better Future Conference	6
Roads Scholar Graduates	7
Silica Dust — Not a Breath of Fresh Air	8
The Dusty Truth of Building the Hawks Nest Tunnel	9
Building Bridges: Public Works Birthday Parties	10-11



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CENTER STAFF AND CONTACT INFORMATION

WV LTAP
West Virginia University
PO Box 6103
Engineering Sciences Building
Room 651A
Morgantown, WV 26506
P: 304.293.9924
F: 304.293.7109
E: wvltap@mail.wvu.edu
W: wvltap.wvu.edu

STAFF

Dr. John Zaniewski, P.E.
Director
304.293.9955
john.zaniewski@mail.wvu.edu

Kim Carr
Program Coordinator
304.293.9924
kim.carr@mail.wvu.edu

Dr. Ron Eck, P.E.
Senior Advisor
304.293.9931
ronald.eck@mail.wvu.edu

Andrew Morgan, P.E.
Program Coordinator
304.293.9939
andrew.morgan@mail.wvu.edu

Ashley Peterson
PR and Administrative Assistant
304.293.9930
acolli15@mail.wvu.edu

CONFERENCE TOPICS

Pavement Preservation, Smart Work Zones, Trenching Safety, Stormwater-MS4, Motivation and Team Building, Sign Installation and Maintenance, Chip Seal Best Practices, Using Salt Brine, Box Culverts, Build a Better Mousetrap Innovations, Communicating via Social Media, Bridge Maintenance, Pavement Inspection and Preservation, Inspecting Asphalt Pavements, and more!

REGISTRATION INFORMATION

Prior to September 15, 2018, the attendee registration fee is \$150 per person. After this date, the fee increases to \$175.

LODGING

The RMC is being held at the Eisenhower Hotel, 2634 Emmitsburg Road, Gettysburg, Pennsylvania 17325.

The RMC Planning Committee negotiated a discounted sleeping room rate that is only available by calling the hotel and referencing the RMC as the group. (This rate is the per diem rate of \$106 per night + 11% tax, as applicable.)

Call 717-334-8121 to reserve your room.

The rate will be available until September 15, 2018. After this date, rooms are not guaranteed. The hotel is also offering this discounted rate three days before and after the conference.

AUDIENCE

The RMC is targeted to practitioners who manage, construct, and maintain state, county, and municipal roads and streets. This group includes, but is not limited to, elected and appointed officials, managers, engineers, technicians, supervisors, public works directors, street superintendents, and contractors.

Whether you are from a municipality, state agency, or a private company — large or small — this conference will have something for you. From roadway maintenance basics to innovative and proven processes, you are sure to take knowledge back that will benefit you and your agency.



ADDITIONAL INFORMATION

The RMC website has more information, and will be updated regularly. You can also access the on-line registration page from this site. Payment can be made by credit card or check. Please don't hesitate to reach out to Kim or Andrew at the WV LTAP if you have any questions.

Snow & Ice Control Workshop

**September 27, 2018
Summersville, WV**

One way the WV LTAP helps local and state roadway agencies prepare for the winter months is by hosting the annual Snow & Ice Control Workshop. This workshop includes a combination of general and breakout sessions and demonstrations.

The target audience for this event is anyone involved with winter maintenance, including public works directors, elected officials, maintenance engineers, mechanics, and equipment operators.

Registration information and additional details on this event can be found on the WV LTAP website at wvltap.wvu.edu.

CHAINSAW OPERATION

Keeping Your Limbs

Operating a chainsaw safely and effectively is important for anyone that plans to use a chainsaw. Not losing your limbs, while cutting tree limbs, is a goal for anyone that is operating a chainsaw. Public works employees, whether in the street department, water department, waste water department, or fire department, often need to clear trees and limbs from right-of-ways, roadways, or water/sewer lines.

The WV LTAP doesn't have chainsaw training expertise on staff, so we were excited to once again bring Kevin Snyder back to West Virginia. Kevin lives in Pennsylvania and has been a Game of Logging (GOL) instructor for over ten years and a logger for thirty-three years. (The GOL is widely acknowledged as the premier chainsaw safety and productivity training program in the country.) Prior to his career as a GOL instructor, he was a five-time GOL Regional Competition winner and a two-time National GOL champion. Kevin is also a trained logger under the Pennsylvania Sustainable Forestry Initiative (SFI) program, and he received the Forest Resources Association (FRA) Appalachian Region's 2010 Outstanding Logger award.

Classes were held in Parsons, WV and Elkins, WV, with class participants from the Cities of Elkins, Parsons, Philippi, and Weston. Attendees got a chance to learn more about the importance of personal protective equipment. Kevin also discussed different tools, techniques, and products they can use when maintaining their saws. A few of the maintenance related items Kevin discussed included the importance of changing fuel filters, properly sharpening the chain, changing sprockets, and oiling the drum and bearing so the crank doesn't wear out. Kevin also demonstrated how to easily repair a broken pull-string, and he stressed the importance of having a chainsaw maintenance program.

After the tailgate talk, Kevin walked the group through felling a tree, from determining which way the tree was leaning, to figuring out where the tree would fall. Kevin proceeded to fell the tree, demonstrating the use of notches and wedges, all while stressing safety. Participants then practiced various sawing techniques, one-at-a-time.



Before Starting a Chainsaw

1. Check controls, chain tension, and all bolts and handles to ensure they are functioning properly and are adjusted according to the manufacturer's instructions.
2. Make sure the chain is always sharp and the lubrication reservoir is full.
3. Start the saw on the ground or on another firm support. Drop starting is never allowed.
4. Start the saw at least 10 feet from the fueling area, with the chain's brake engaged.

Source: OSHA QUICKCARD

**Never try to
cut a tree you
feel is beyond
your skill level
and expertise!**

**Always
remember,
safety first!**

Some Chainsaw Terminology

1. **Felling** — Safely cutting down a tree, including making a series of cuts that causes a tree to fall to the ground
2. **Reactive Forces** — **a. Pushback** — Cutting with the top of the bar will push the saw back toward the sawyer. **b. Pull-in** — cutting with the bottom of the bar will pull the saw away from the sawyer. **c. Kickback** — Cutting with the top quarter of the bar nose will cause the tip of the saw to thrust up or sideways toward the sawyer.

Source: USDA Forest Service Saw Operations Guide, 2016
Electronic Edition v 1.3.1



1. Kevin Snyder discusses the different parts of the chainsaw.

2. Kevin provides guidance to this Elkin's class attendee during the hands-on portion of the training.

3. Participants from the City of Parsons are learning more about maintaining their chainsaws.

4. Kevin talks with a group during a class break.

5. Participants are shown how to gauge the lean of the tree.

6. The class participants examine the felled tree.



If your agency would be interested in hosting this training, please contact Kim for more information.

PERSONAL PROTECTIVE EQUIPMENT

Using proper personal protective equipment can help prevent or reduce the severity of an injury while operating a chainsaw or being around a chainsaw in use. The information detailed below is from Kevin's personal protective equipment discussion featured in the tailgate talk portion of the training.

Head Protection

A hard hat must be worn at all times. Do not place stickers, drill holes, or paint on a hard hat. All of these things will weaken it.

Hearing Protection

According to OSHA, chainsaws can create noise levels of up to 95 to 115 decibels. Always wear an appropriate hearing protection device.

Eye Protection

There's no going back once your eyes have become damaged. Be sure to always wear safety glasses with side shields or goggles while operating or around a chainsaw. Always wear safety glasses even while wearing a hard hat with a face shield.

Leg Protection

- Wear trousers and chaps with ballistic nylon fabric, which have fibers woven tightly together to help stop a chainsaw if it comes into contact with fabric.
- Only wear chaps that feature the UL certified mark label, meaning that they have been tested for safety.
- Keep chaps clean. Chainsaw operators want the ballistic nylon fibers to remain loose and fluffy, not matted together. Chaps are washing machine safe; however, do not put them in the dryer.
- Replace chaps if damaged.

Foot Protection

Wear safety work boots at all times – no tennis shoes!

ASK AN ENGINEER

Q What are raised crosswalks and where are they appropriate to install?

A A raised crosswalk is essentially a speed table, with a flat portion the width of a crosswalk. The crosswalk table is typically at least 10 feet wide and designed to allow the front and rear wheels of a passenger vehicle to be on top of the table at the same time. Raised crosswalks are flush with the height of the sidewalk

Raised crosswalks are typically installed on 2-lane or 3-lane roads with speed limits of 30 mph or less and annual average daily traffic (AADT) below about 9,000. Raised crossings should generally be avoided on truck routes, emergency routes, and arterial streets. For states, such as West Virginia, that experience regular snowfall, snowplowing can be a concern.

The Federal Highway Administration has developed a Fact Sheet and a series of Tech Sheets on the topic of pedestrian safety. Safe Transportation for Every Pedestrian (STEP) is part of the Every Day Counts (EDC-4) federal program. Additional details and resources are available at fhwa.dot.gov/innovation/everydaycounts/.



This is a raised crosswalk on a university campus. This crosswalk contains an in-road drainage system, which is not typically found at a speed table on municipal streets.

SPRING/SUMMER 2018 STREET SMARTS TRIVIA



In addition to streets and roadways that are located in West Virginia, the Street Smarts Trivia also includes bridges and buildings.

On or after July 19, the first person to correctly answer the following questions on the WV LTAP's Facebook page will be the winner of a WV LTAP thermal lunch tote, along with awesome bragging rights. The winner will be announced on our Facebook page and in our eNewsletter, *Road & Street Speak*.

- 1. What is the name of the WV city where this building is located?**
- 2. What is this historic building called?**

The correct answer will only be accepted on our Facebook page.

www.facebook.com/WVLTAP

IN MEMORY OF EDWARD “ED” NEUMANN

In 1984, Dr. Ed Neumann became the first director of the WV LTAP, known then as the West Virginia Municipal Street and Highway Information Program. Dr. Neumann was a faculty member in the Civil and Environmental Engineering Department and he was also the director of the Harley O. Staggers Transportation Center at West Virginia University. Dr. Neumann ran the center in conjunction with Ancher Madison until 1991, when he left for a position at the University of Nevada, Las Vegas.

Recently, the WV LTAP staff was saddened to learn Dr. Neumann passed away last fall, on October 21, 2017. We are very grateful that he spearheaded the start of what was then, and what continues to be, a valuable resource to the many people in West Virginia that design, build, and maintain our roadways and supporting infrastructure. We hope to be able to continue the legacy he started for many more years.

HIGHLIGHTS FROM THE FIRST PARTNERING FOR A BETTER FUTURE CONFERENCE

Ashley Peterson, WV LTAP

On April 18 and 19, employees from state, municipal, private, and Metropolitan Planning Organizations (MPOs) throughout West Virginia came together to attend the first Partnering for a Better Future Conference, which was co-hosted by the WV LTAP and WV Association of Metropolitan Planning Organizations (WVAMPO). This year's two-day conference was held in Morgantown at the Morgantown Marriott Hotel and featured a variety of presentations underscoring the importance of different agencies bringing their expertise and skill sets to help make our transportation networks and communities stronger.

The conference kicked-off with a welcome from Mayor Bill Kawecki from the City of Morgantown and Division Administrator Edward Stephen from the FHWA-WV Division. The rest of the afternoon featured general session presentations. Andy Alden from Virginia Tech/I-81 Corridor Coalition presented "Autonomous Vehicles: Are We Ready?" and he discussed how the U.S. Department of Transportation is partnering with a broad coalition to encourage the safe development, testing, and deployment of automated vehicle technology.

Federal law requires all states to develop, update, and evaluate a Strategic Highway Safety Plan (SHSP) that identifies a state's most serious traffic safety problems and strategies and actions to implement to solve them. The WVDOT developed specific safety targets for the number and rate of fatalities and serious injuries for motorists and the number of fatalities and serious injuries for non-motorized users (pedestrians and bicyclists). Pam Beer from Cambridge Systematics discussed the SHSP and safety targets overview, along with the vision, goals, project prioritization, and more in her presentation titled "Safety Targets and the Strategic Highway Safety Plan."

In 2008, FHWA began promoting certain infrastructure-oriented safety treatments and strategies, chosen based on proven effectiveness and benefits, to encourage widespread implementation by state, tribal, and local transportation agencies to reduce serious injuries and fatalities on American highways; these are known as Proven Safety Countermeasures. Shaneka Owens from the FHWA - WV Division closed day one of the conference with an overview of these countermeasures, as well as their implementation at a state and local level.

The second day of the conference kicked off with a variety of breakout sessions. After these sessions and lunch, participants listened to conference Keynote Speaker Cabinet

Secretary Tom Smith from the WVDOT discuss the Roads to Prosperity Program

The afternoon featured three general sessions before the conference wrapped up. Kara Greathouse and Kelsey Tucker from the Regional Intergovernmental Council discussed engaging with municipalities and local officials on the development and adoption of ADA Transition Plans/Self-Evaluations and reviewed the City of Dunbar's recently completed ADA Transition Plan/Self-Evaluation from development to completion to implementation in their presentation titled "City of Dunbar ADA Transition Plan." Ron Eck from the WV LTAP presented "A Shared Approach to Improving Roadway Safety" that explained Road Safety Audits (RSAs), a formal safety performance examination of an existing or future roadway or intersection by an independent, multi-disciplinary audit team. This presentation also reviewed why we need RSAs, examples of where they could help, when to conduct RSAs, forming an RSA team, conducting RSAs, audit analysis, and more.

Tim Sedosky from the WVDOT closed this year's conference with "Show Me the Money: Local Public Agency Projects." Participants learned about the WVDOT's initiatives for the delivery of the Federal-Aid Highway Program through Local Public Agencies (LPAs).

It was a packed agenda, and we thank each of you who made this year's conference possible. Please visit the WV LTAP website to review all conference presentations.



(L) WVDOT Secretary Tom Smith delivered the keynote address.



(R) Matt Mullenax, Hagerstown/Eastern Panhandle MPO Executive Director thanked everyone for attending this inaugural event.

ROADS SCHOLAR GRADUATES

ROADS SCHOLAR I



1. Ronald Jeffrey Petrucci
and Brian Ullom
WVDOH-D6

*More details regarding
the Roads Scholar I
and II programs and
other training offered
by the WV LTAP are
available online.
wvitap.wvu.edu*

*Please call or email
Kim if you have
any questions or to
schedule training.*

ROADS SCHOLAR II



2. John Myles
WVDOH-D9



3. Chris Hatcher
WVDOH-D10



4. Allen Hall
WVDOH-D6

*Allen receives his
certificate & padfolio
from (L) Assistant District
Engineer Pat Gurrera and
(R) District Engineer
Gus Suwaid, now retired.*

RS I CLASSES

Asphalt Roads: Common Maintenance Problems
Backhoe Safety
Basic Construction & Maintenance Math
Customer Service
Drainage: The Key to Roads that Last
Equipment Operation and Worker Safety
Flagger Certification (ATSSA)
Load Securement
Proper Signs and Markings
Reducing Roadway Departure Crashes
Risk Management/Tort Liability
Road Safety 365
Road Safety Fundamentals
Working with People/Successful Supervision
Winter Maintenance
Work Zone Traffic Control

RS II CLASSES

Access Management
Accident Investigation/Reconstruction
Common Sense Solutions to Intersection Safety Problems
Communication Fundamentals
Design and Operation of Work Zone Traffic Control
Designing Pedestrian Facilities for Accessibility
Drainage, Drainage, Drainage
Effective Business Writing
Effective Public Speaking
Franklin Covey 7 Habits of Highly Effective People
Introduction to Asphalt Technology
Low-Cost Safety Improvements
Pedestrian and Bicycle Transportation
Pedestrian Safety
Preventative Maintenance & Rehabilitation
Roadside Safety
Traffic Calming

SILICA DUST- NOT A BREATH OF FRESH AIR

Andrew Morgan and Ron Eck, WV LTAP



HAZARD

Dust generated during construction and maintenance tasks from common materials, such as stone, concrete, brick, mortar, and/or sand, is more than just a nuisance; it often includes silica. If inhaled, silica can create a buildup on your lungs that can result in a serious disease known as silicosis, which includes symptoms such as labored breathing, chest pains, debilitating respiratory diseases, and kidney disease. Inhaling silica dust can also cause lung cancer. Silicosis is not curable, but it is preventable.

WHERE IS SILICA FOUND?

Silica is an essential part of rocks and sand; therefore, it is in many materials that road crews and public works agencies use on a daily basis. You are at risk of coming into contact with silica anytime you work with:

- Fill materials such as soil, gravel, or sand
- Pavements, such as concrete or asphalt
- Aggregate surfaces
- Abrasives used for winter maintenance

EXPOSURE

Many of the common ways roadway and public works crews are exposed to silica dust include:

- Chipping, cutting, sawing, hammering, milling, drilling, grinding, or mixing asphalt/concrete
- Hauling, loading, dumping, or crushing stone/sand
- Working gravel surfaces
- Backfilling or excavating
- Sweeping or air blowing dust

PREVENTING SILICOSIS

Reducing your exposure to silica dust is the best way to prevent silicosis. This includes:

- Use dust control procedures such as applying water and/or dust suppressants to a surface when cutting, milling, or hammering pavements.
- When operating equipment and using the cab for dust prevention, make sure all doors and windows are closed and sealed and air filters are in proper working order.
- When dust is present in the air, use respiratory protection rated with an APF of 10 when working in an enclosed area for any length of time or outdoors for more than four hours.
- Use equipment that has vacuum attachments that help collect the dust.

Remember: If you feel the early symptoms of silicosis — chest pains and labored breathing — seek medical attention immediately.

TRAINING OPPORTUNITY

The WV LTAP wants to know if you would be interested in attending a training class on the topic of silica. The class would cover items ranging from what silica is, to the importance of the size of silica particles, to permissible exposure levels, OSHA regulations, preparing an exposure plan, and more.

Please email Ashley, acolli15@mail.wvu.edu, if you would like to attend training on this topic or host this training at your site. You can also go to our webpage and submit your request or contact information. wvltap.wvu.edu

THE DUSTY TRUTH OF BUILDING THE HAWKS NEST TUNNEL

Kim Carr, WV LTAP



This National Park Service image depicts the dust that workers experienced while building the Hawks Nest Tunnel.

While doing some preliminary research on the topic of silica, I came across an article on the National Park Service's website regarding the Hawks Nest Tunnel Disaster. Prior to reading this article, I wasn't aware of just how prevalent the danger of silica dust was, or its relevance in the history of West Virginia.

TUNNEL CONSTRUCTION

The Hawks Nest Tunnel was constructed to divert water from the New River to Union Carbide's hydroelectric plant located in Alloy, West Virginia, allowing Union Carbide to produce electricity. Construction began in 1930, during the Great Depression.

I want you to imagine for a minute that you are on the crew that is charged with drilling, blasting, and cutting your way through the mountain, as you build a three-mile tunnel. You are using a dry drilling technique, creating massive amounts of dust, working in a confined space with inadequate ventilation, breathing in silica particles, being covered head-to-toe in layers of dust, all while lacking proper personal protection equipment. The conditions in the tunnel are miserable, and unfortunately for you, "because the Hawks Nest Tunnel was licensed as

a civil engineering project, even the modest forms of safety enforcement then available to miners did not apply.¹"

THE DEATH TOLL

"In all, 2,982 men worked underground drilling and blasting. Only 40 percent of the underground work force worked more than two months and only 20 percent more than six months. Silicosis afflicted an astonishingly high proportion of this short-tenured work force.²" While the final death toll is not precisely known, the U.S. House of Representatives held hearings in 1936 that attributed 476 deaths to work on the tunnel. A study published in 1986 by the epidemiologist Martin Cherniack estimates that as many as 764 men may have died from acute silicosis and related conditions. This disaster became one of the worst industrial tragedies in the history of the United States.³

This disaster also reminds us why personal safety protection is critical, and why we have regulations regarding workplace conditions. While the Hawks Nest Tunnel is a significant engineering feat, the price of many lives was a high one to pay.

^{1,2,&3} Cherniack, Martin G. "Hawks Nest Tunnel Disaster." e-WV: The West Virginia Encyclopedia. 20 December 2016. Web. 05 June 2018.

BUILDING BRIDGES: PUBLIC WORKS BIRTHDAY PARTIES

Mark Ray, P.E., Director of Public Works, City of Crystal, Minnesota; Erin Kolb, resident, Crystal, Minnesota
Article and photos reprinted with permission.

It all started with a simple e-mail to the city manager that could have been written by a parent of a young kid anywhere in the country:

Question for you: My kid loves construction equipment and garbage trucks...I'm wondering if there is a way to have a birthday party at the new public works building where children could have a tour of the vehicles, perhaps climb inside a select few. I didn't see anything online about it so I thought I'd ask you...

Two hours after that e-mail was sent, the concept of a Public Works Birthday Package was born.

PARENT'S PERSPECTIVE

Like most kids, my three-year-old loves trucks. And I mean loves them in a “no Mama, that’s a tandem vibratory soil compactor not a steamroller” kind of way.

So when his birthday came around I knew I wanted to use trucks as the theme for his birthday party. Our community recently built a new public works garage, and I enjoyed taking a tour during the open house. I sent an e-mail to the city manager to see if there was any way we could have the party in the conference room at the new building.

Ultimately the answer was no, but the city staff proactively came up with a creative solution that involved having a truck come to us. I exchanged a few e-mails with City Engineer Mark Ray and the city staff hit the ground running. At one point, I actually wondered who was more excited about the idea—they or me. They were great!

We had about a dozen kids at the party, and each one of them got a chance to climb into the cab, sit in the chair, and get their picture taken. My son was excited, but it was my four-year-old niece that we had to peel out of the seat when it was time for the driver to leave! The kids wore little safety vests with the city logo, were able to go home with souvenir plastic hats, and had pictures taken by a picture wall using some extra road signs provided by the city as part of the party package.

Several of the parents spent time talking to the driver about what his job was, what kind of work he does, and how he uses the truck. A friend who works for Caterpillar, Inc. even took the opportunity to get some feedback on how the driver



Some additional items that can be included for additional cost are “Junior Public Works” safety vests and plastic hard hats.

likes the new wheel loader compared to the old model the city used to have.

Since the party, the response from other parents has been universal: “Your city did that? That’s really cool! I wish our city did things like that.”

CITY'S PERSPECTIVE

Fostering positive connections with residents in the community is an important component bringing city staff and residents together. City staff saw this idea from a council member’s wife as a serendipitous opportunity to continue to

build awareness for public works, connect with our residents on a personal basis, and help give children in our community a great time at a birthday party. But while there were positives identified with this opportunity, concerns were raised as well. The concerns primarily were related to costs, liability, and management of resource time.

From a cost perspective, the two primary costs were for labor and equipment. For ease of administering this program, a minimum charge was established for the event, regardless of location, staff or equipment. This minimum charge was calculated based on two components, labor and equipment. The labor cost was determined based on the highest paid equipment operator working the minimum two hours for non-scheduled work (overtime). The equipment time was based on the slowest piece of equipment driving to the furthest corner of the city and back.

Vehicle selection was a critical decision that was made with a few key needs in mind. First, the equipment had to be able to travel at a reasonable speed. Since the only wear and tear on the equipment was with the driving to and from the birthday party, we wanted to make sure that did not consume a lot of the two-hour staffing time. Second, the vehicle had to be intended to primarily be operated on the street. The wear and tear of the vehicle traveling to and from the birthday party had to be in line with the normal operation of the vehicle. Third, the vehicle had to be reasonably accommodating for kids (and adults) to climb in and out of. Finally, in the interest of caution, any equipment that works around sanitary sewers or other potential contact with bodily fluids was removed from consideration.

Calculating the minimum charge was the first step in working out how long the equipment would be at the party. With the minimum work hours available (due to the union contract) being two hours and the furthest drive time was calculated to be approximately 20 minutes each way, it was determined that having the equipment onsite for one hour was feasible. One hour also felt like a reasonable amount of time for a group of kids to each climb into the equipment and get photos taken.

With the equipment being around children, liability concerns were not just for protecting the city, but also providing a reasonably safe experience for the kids. The city already had a number of events where the public could be around city equipment. These events included the annual City Vehicle Fair, Nite to Unite/National Night Out neighborhood parties, and our fire district has vehicles out in the neighborhoods for Halloween. In thinking about the events that already occur, the birthday party concept was not all that different functionally. However, because it was a private event we did have the city attorney draft an agreement that not only addressed the liability side, but also other key contractual points. This included the fact that public works staff and equipment provide mission-critical services to the

communities they serve. Part of the agreement includes language that if a specific piece of equipment was needed for a city purpose, that would take priority. The agreement also includes language about the event location being appropriate for the equipment to be parked and the supervision needed for the children. Finally, we have developed some procedures for the city staff at the event. This includes providing a safety briefing to everyone prior to being on or near the equipment.

As an added option, event hosts can purchase some additional items such as children's safety vests that say "Junior Public Works" and plastic hard hats to add to the experience. We also reached out to 811 and the local safety council to get some educational handouts (such as coloring books) to give to the children in attendance at no cost to the city or event host.

Public works departments provide some of the services that make normal life possible in the communities we serve. This birthday party package is another opportunity to share our story with the public.



Creating memorable experiences for the kids and their families.

This article was originally published in the January 2017 edition of the American Public Works Association's magazine, *APWA Reporter*. It has been reprinted with permission. To read other editions of the *APWA Reporter*, or to learn more about APWA, please visit apwa.net.

COUNTRY ROADS & CITY STREETS

A newsletter of the WV LTAP



WV Local Technical Assistance Program
West Virginia University
P.O. Box 6103
Morgantown, WV 26506-6103



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wvltap.wvu.edu

What do you think of the
revamped newsletter design?
Please email us your feedback.

Also, if you have a topic or story
you would like included in future
editions, let us know!

Email: kim.carr@mail.wvu.edu

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Country Roads & City Streets is published three to four times per year. The purpose of this newsletter is to provide information that is beneficial to decision makers, elected officials, and roadway construction, maintenance, and management personnel.

The material and opinions included in this newsletter are those of the West Virginia LTAP and do not necessarily reflect the views of FHWA or the WVDOT. Every effort has been made to ensure the integrity and accuracy of both original and borrowed material. However, the West Virginia LTAP does not assume responsibility for any information that is found to be incorrect.

THE MISSION

The mission of the West Virginia LTAP is to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and decision makers.

To help achieve this mission, training, demonstrations, technical assistance, and resource materials are provided.

the
**Roadway Management
Conference**
is back!

October 15-17, 2018
Eisenhower Hotel
Gettysburg, PA



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