

A quarterly publication for local governments responsible for roads, bridges and public transportation

## NATIONAL TIM TRAINING IS WORKING IN OREGON

By Darin Weaver, ODOT Statewide Incident Management Coordinator

### A Trained Community

There are various definitions for the word “community,” and the most common probably refers to the physical place where we live. However, “community” can also refer to people—a group that shares a common background or interest. It is the latter definition that may stir Norman Rockwell-like images of individuals, closely knit and working together toward a common goal. These communities have accomplished a great deal throughout our history.

Such tightly woven communities still exist today, and few are stronger than

the community of first responders across the United States. Hundreds of thousands strong—Fire, EMS, Law Enforcement, Transportation, and Towing professionals—work together to enhance the safety of our everyday lives. For this community, one of the most common and hazardous locations to perform their work is on our nation’s roadways.

### An Impacted Community

“I would rather enter any structure fire than respond to a crash that puts me exposed to highway traffic,” stated one of Oregon’s Fire Chiefs. “There is a

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## DEVICE SHOWS AT A GLANCE IF WHEELS ARE LOOSE

By Pam Snopl, Minnesota Local Technical Assistance Program Managing Editor

A wobbly wheel on a big truck is a dangerous thing, but it isn’t always easy to see when lug nuts are loose. The Polk County, Minnesota

Highway Department has put a simple plastic device on all its trucks that shows at a glance when a lug nut is loosening.

The device, formed from bright plastic that stands out visually, is a ring that fits tightly around the nut. A mechanic installs the devices so that the pointed ends form a simple pattern. A driver doing an inspection can tell if a nut is

loose, because the pattern will be broken.

Several companies make versions of the devices. Polk County uses an orange “loose nut indicator,” available from [redovalparts.com](http://redovalparts.com).

According to a highway department employee, it only takes about five minutes to install them per wheel, and when drivers do their morning inspections, it’s now easier and quicker to make sure the lug nuts are tight.

Reprinted with permission from Minnesota LTAP’s *Technology Exchange* Newsletter





Oregon Technology Transfer Center

## Oregon's Technology Transfer (T2) Center

The center is jointly sponsored by the Federal Highway Administration (FHWA), the counties and cities of Oregon, and the Oregon Department of Transportation (ODOT). FHWA funds are provided through the Local Technical Assistance Program (LTAP).

The purpose of the Oregon T2 Center is to help local transportation agencies obtain information and training on transportation technology relating to roads, bridges, and public transportation. To accomplish this purpose, we:

- provide low-cost seminars, training classes and workshops
- publish a quarterly newsletter
- provide a "Circuit Rider" service, taking video programs and informational materials to local agencies
- provide a lending library service of audio/visual programs on a variety of transportation topics
- Provide copies of technical bulletins or reports upon request
- respond to telephone and mail inquires relating to transportation technology or make a referral to a specialist



## FROM THE DIRECTOR

It is with great sadness that I inform you that our work zone expert and trainer Dave White passed away on March 26<sup>th</sup> after battling cancer off and on for nearly 27 years. He leaves behind his wife and two children.

Dave was an exceptional man, and we are sad not only at the loss of an employee, but at the loss of a great individual who always had a wonderful attitude and outlook on life. Dave lived life to the fullest each and every day and was always quick to smile and start up a conversation. He never met a stranger, and if you talked with him for more than a few minutes you would hear about the three things he held most dear to his heart: his family, his work, and sports.



Dave spent over 50 years working for the Oregon Department of Transportation in different capacities, with over 30 of those in training and enforcing safety for road workers. Dave was the Master Trainer for ODOT flagger trainers and wrote the training materials for the Oregon T2 Center and Chemeketa Community College. He was the Traffic Control Supervisor Trainer and wrote and delivered training materials for Evergreen Safety Council, as well as frequently serving as expert witness for work zone lawsuits in Oregon and Washington.

His 50 plus years of knowledge, his personality, honesty, quick smile, and gentle spirit will be missed by the Oregon T2 Center for many years.

Dave's legacy will live on for years in the knowledge he bestowed upon many of us and in the training manuals and books he wrote and co-wrote. As we head into May, Work Zone Awareness Month and road construction season, let's remember Dave and make him proud each day as we step out onto Oregon's roadways all across the state.

Rest in peace, Dave! We will miss you!

Oregon T2 Center Director

## ROADS SCHOLAR CLASS UPDATE

*RS-9 Maintenance Mathematics, RS-10 Introduction to Survey and Grade Checking, RS-1 Basics of a Good Road, and RS-2 Drainage: Key to Roads that Last* were offered in five locations on the central/east side of the state in May.

This Fall we will be scheduling *RS-3 Paving Materials and RS-4 Environmental BMPs* along with *RS-1* and *RS-2* on the west side of the state. If you are interested in hosting these classes at your agency, contact our office at [T2Center@odot.state.or.us](mailto:T2Center@odot.state.or.us) or (503) 986-2855.

*RS-1* and *RS-2* will also be offered at the Fall School, October 6-8, 2015 in Seaside. The Level 2 class *RS-17 Bridge Inspections, Maintenance, and Repair* will also be offered for the first time at this school.

# CIRCUIT RIDER CORNER

Contributed by Bob Rath

Falls from portable ladders (step, straight, combination, and extension) are one of the leading causes of occupational fatalities and injuries.

To protect yourself when working from heights, keep these important safeguards in mind.

- Read and follow all labels and markings on the ladder.
- Avoid electrical hazards! Look for overhead power lines before handling a ladder. Avoid using a metal ladder near power lines or exposed energized electrical equipment.
- Always inspect the ladder prior to using it. If the ladder is damaged, it must be removed from service and tagged until repaired or discarded.

- Always maintain a 3-point (two hands and a foot or two feet and a hand) contact on the ladder when climbing. Keep your body near the middle of the step and always face the ladder while climbing (see diagram 1).



Diagram 1

- Only use ladders and appropriate accessories (ladder levelers, jacks, or hooks) for their designed purposes.
- Ladders must be free of any slippery material on the rungs, steps, or feet.
- Do not use a self-supporting ladder (e.g. step ladder) as a single ladder or in a partially closed position.
- Do not use the top step/rung of a ladder as a step/rung unless it was designed for that purpose.

- Use a ladder only on a stable and level surface unless it has been secured (top or bottom) to prevent displacement.
- Do not place a ladder on boxes, barrels, or other unstable bases to obtain additional height.
- Do not move or shift a ladder while a person or equipment is on the ladder.
- An extension or straight ladder used to access an elevated surface must extend at least 3 feet above the point of support (see diagram). Do not stand on the three top rungs of a straight, single or extension ladder.

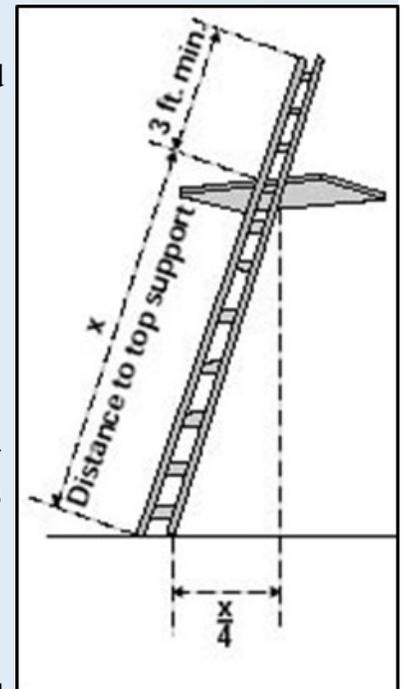


Diagram 2

- The proper angle for setting up a ladder is to place its base a quarter of the working length of the ladder from the wall or other vertical surface (see diagram 2).
- A ladder placed in any location where it can be displaced by other work activities must be secured to prevent displacement or a barricade must be erected to keep traffic away from the ladder.
- Be sure that all locks on an extension ladder are properly engaged.
- Do not exceed the maximum load rating of a ladder. Be aware of the ladder's load rating and of the weight it is supporting, including the weight of any tools or equipment.

Article adapted from the Occupational Safety and Health Administration's Ladder Safety Quick Card (OSHA 3246). For more on ladder safety, go to [www.osha.gov](http://www.osha.gov)

# CONGRATULATIONS TO THE ROADS SCHOLAR GRADUATES



Clackamas County Road Maintenance Supervisor, Terry Learfield (left) presents Roads Scholar Level 1 certificates to (left to right) **Kip Holstrom**, **Jon Benjamin**, and **John Able**.



**DeAnndra Gunder** of Tillamook County displays her Roads Scholar Level 1 certificate.

## ONLINE RESOURCES

### **A Debris Management Handbook for State and Local DOTs and Departments of Public Works**

<http://www.trb.org/Main/Blurbs/171727.aspx>

This report presents the results of a research effort to develop a handbook for those involved with debris management after a disaster. The handbook is based on best practices and actionable guidance. It is organized by phase of the debris management cycle, including policy, planning, contracts, segregation, monitoring, site selection, removal, disposal, and reimbursement, as well as hazard-specific considerations. The handbook features several case studies drawing on the experience of local, State, and Federal debris managers, offering real world insight into efficient debris management operations.

### **Guide to Effective Tribal Crash Reporting**

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_788.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_788.pdf)

This guidebook provides valuable knowledge to both tribal law enforcement and state transportation agencies to better understand the extent and causes of crashes on tribal lands in order to develop more effective safety programs and countermeasures.

### **Worker Safety in Very Short Duration Work Zone Operations: State of Practice and Risk Management Process**

<http://library.ctr.utexas.edu/ctr-publications/0-6640-1.pdf>

Very short duration maintenance operations (VSDOs) last for 15 minutes or less and usually involve operations such as removing an object from the roadway or pothole patching. Specific guidance for VSDOs is undocumented and workers tend to use their own judgment in making critical time sensitive decisions. This study sought to define a VSDO and identify typical VSDOs, as well as identify risk factors that maintenance workers may face during VSDOs and prepare a list of technologies and methods for minimizing risk to workers in VSDOs.

## TIM TRAINING

(Continued from page 1)

science behind fire and how it affects structures,” he elaborated. “We can usually predict how the structure and the fire will behave, but I couldn’t begin to tell you what the next driver through an incident scene is going to do. You cannot predict it.”

National statistics support the chief’s logic. Across the nation:

- Three injury incidents occur on our roadways every minute, 24/7.
- With an average of nine responders on each injury incident scene, that exposes 38,880 responders *each day* to the hazards associated with traffic incident management.

Despite significant efforts, responders continue to be struck and killed at traffic incidents. In the US that averages:

- 5 fire fighters killed each **year**
- 1 law enforcement officer killed each **month**
- 1 tow truck operator killed each **week**
- Numerous transportation professionals from DOTs, Public Works, and safety service patrols killed each year

These figures, tragically, do not account for those injured. These are the responders who *lose their lives* on our nation’s roads.

### A Program for Responders by Responders

It was these statistics that led to the development of the National Traffic Incident Management (TIM) Training. The TIM training presents a common set of principles and core values and promotes cross-discipline coordination, communication, and collaboration, which enhances awareness and understanding amongst all response disciplines involved in TIM activities.

In 2012, speaking at the Senior Executive Transportation and Public Safety Summit, Greg Nadeau, Deputy Administrator for FHWA, reiterated his agency’s commitment to reducing line-of-duty deaths and injuries among emergency responders and highway workers. He went on to appeal to attendees to lend their support and endorsement to the National TIM Responder training. FHWA expects the training program to provide a substantial portion of the nation’s responders with a common set of knowledge

and skills coupled with an enhanced understanding of each other’s responsibilities and capabilities.

Three short years later, it is apparent that the nation’s TIM leaders have answered the call. As of March 2015, the National TIM Responder training has reached every state and has been delivered to nearly 95,000 responders who engage in TIM activities on our roadways.

### Oregon’s Community of Responders

In early 2013, many of Oregon’s response agencies joined forces to create an implementation plan for bringing the national TIM Responder training to Oregon. Participating agencies included:

- Federal Highway Administration (FHWA)
- Oregon Department of Transportation (ODOT)
- Oregon State Police (OSP)
- Department of Public Safety Standards and Training (DPSST)
- Oregon Tow Truck Association (OTTA)
- Portland Fire & Rescue (PF&R)
- Tualatin Valley Fire & Rescue (TVF&R)
- Oregon Fire Chiefs Association (OFCA)
- Metro West Ambulance
- American Medical Response (AMR)
- Office of State Fire Marshal (OSFM)
- Oregon State Sheriff’s Association (OSSA)
- Oregon EMS
- Oregon State Ambulance Association
- Oregon Association of Chiefs of Police (OACP)

The efforts of the group culminated in November 2013 with the signing of a “Declaration of Cooperation,” committing to ongoing support and advancement of the TIM training program and its principles. November also brought our first TIM Responder Train the Trainer event, where 44 response professionals came together to be instructed by FHWA’s Master Instructor.

Since that day our cadre of trainers has grown to 67. The original supporting agencies, along with these 67 trainers from across the state, have been busy bringing together our community of TIM responders to explore how we collectively can enhance the safety and efficiency of TIM in Oregon.

### A Uniting Force

Most of our visions of community have changed in the nearly 100 years since Norman Rockwell first

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## Technology Transfer Center Steering Committee

The Technology Transfer Center Steering Committee members listed below help guide and direct the policies and activities of the Oregon Technology Transfer (T2) Center. You are invited to contact any of them to comment, make suggestions, or ask questions about any aspect of the T2 Program.

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**Vacant**  
City Committee Member

## TIM TRAINING

(Continued from page 5)

painted covers for the *Saturday Evening Post*. If Rockwell were alive today, what might he paint? Maybe Rockwell knew that what unites people really doesn't change: a sense of purpose and the opportunity to make a difference. Likely, Mr. Rockwell would have appreciated the sense of unity and solidarity, and the sense of community that continues to bring responders together across Oregon, as they collaboratively work to promote safe, quick clearance of highway incidents, advance roadway reliability across our state, and ultimately enhance the livability of our community.

To that end, in a firm, Norman Rockwell-like gesture, we extend our hand to our response partners across the state. We invite you to join our TIM community, help form this nationally expanding public safety discipline, lend your efforts and experience to the National TIM Responder Training, and help to shape the next generation of Traffic Incident Management here in Oregon.

For more information or to register for an upcoming TIM training session, visit the website: <http://www.oregon.gov/ODOT/HWY/ITS/Pages/Traffic-Incident-Management.aspx>

### Upcoming TIM Training

Date	Time	Location
8/4/2015	8:30 am to 12:00 pm and 1:00 pm to 4:30 pm	Milwaukie
8/5/2015	8:30 am to 12:00 pm and 1:00 pm to 4:30 pm	Milwaukie
8/6/2015	8:30 am to 12:00 pm and 1:00 pm to 4:30 pm	Milwaukie
8/11/2015	8:30 am to 12:00 pm and 1:00 pm to 4:30 pm	Oregon City
8/12/2015	8:30 am to 12:00 pm and 1:00 pm to 4:30 pm	Oregon City
8/13/2015	8:30 am to 12:00 pm and 1:00 pm to 4:30 pm	Oregon City
9/17/2015	8:00 am to 11:30 am	Albany

## WHAT'S WRONG WITH THIS PICTURE?



See page 8 to find out

## CALENDAR OF EVENTS AND TRAINING

<b>Oregon State University (OSU)</b>		<a href="http://cce.oregonstate.edu/node/216">http://cce.oregonstate.edu/node/216</a>
<i>Date</i>	<i>Title</i>	<i>Location</i>
June 2—3	Applied Roundabout Design (\$300)	Corvallis
June 23—24	Lighting and Illumination (\$300)	Corvallis
<b>AOC/LOC Oregon Local Leadership Institute</b> <a href="http://www.orcities.org/Training/tabid/1026/Default.aspx">http://www.orcities.org/Training/tabid/1026/Default.aspx</a>		
<i>Date</i>	<i>Title</i>	<i>Location</i>
June 3, 4, 10, 11	Elements of Effective Supervision	Sherwood
June 4	Safe Driver Training: Driven to Distraction	St. Helens
June 8	Force Response Civil Liability Prevention	The Dalles
June 9	Council/Manager/Staff Relations	Redmond
June 16	Sexual Harassment & Discrimination in the Gov't Workplace	Eagle Point
June 23	Safe Driver Training: Driven to Distraction	Troutdale
June 24	Customer Service on the Front Line	Newberg
June 30	Force Response Civil Liability Prevention	The Dalles
July 14	Community Visioning and Strategic Planning	Salem
July 24	Council/Manager/Staff Relations	Newberg
<b>Miscellaneous Conferences and Training Sessions</b>		
<i>Date</i>	<i>Title</i>	<i>Location</i>
June 2	Local Project Delivery Workshop: Consultant Project Delivery Method ( <a href="#">ODOT Region 2</a> )	Keizer
Sept. 15—17	OACES Skills Demo and Safety Conference ( <a href="http://skillsdemo.org">http://skillsdemo.org</a> )	Albany
Oct. 6—8	Fall Street Maintenance and Collections Systems Short School ( <a href="http://oregon.apwa.net">http://oregon.apwa.net</a> )	Seaside
Oct. 27—30	Public Works Leadership ( <a href="http://oregon.apwa.net">http://oregon.apwa.net</a> )	Cannon Beach
Dec. 8—11	Public Works Essentials ( <a href="http://oregon.apwa.net">http://oregon.apwa.net</a> )	Wilsonville
<b>Oregon T2 Center</b> <a href="http://www.oregon.gov/ODOT/TD/TP_T2/">http://www.oregon.gov/ODOT/TD/TP_T2/</a>		
A full list of training classes offered by the T2 Center is available on-line at the above website. To schedule any of the "Circuit Rider" classes, please contact us at (503) 986-2855.		

**Oregon Roads** is a quarterly publication of the Oregon Technology Transfer (T2) Center, furnishing information on transportation technology to local agencies. It is distributed free of charge to cities, counties, tribal governments, road districts, and others having transportation responsibilities. The opinions, findings or recommendations expressed in this newsletter are those of the authors and do not necessarily reflect the views of the Oregon Department of Transportation or Federal Highway Administration. We do not endorse products or manufacturers. Where names of either appear, it is only to lend clarity or completeness to the article. Space limitations and other considerations prohibit us from providing an advertising service to our readership.

**Co-Editors:**

**Rebekah Jacobson, Director**  
**Linda Beth Milligan, Program Coordinator**  
**Bob Raths, T2 Trainer**

## ANSWER TO “What’s Wrong With This Picture?”

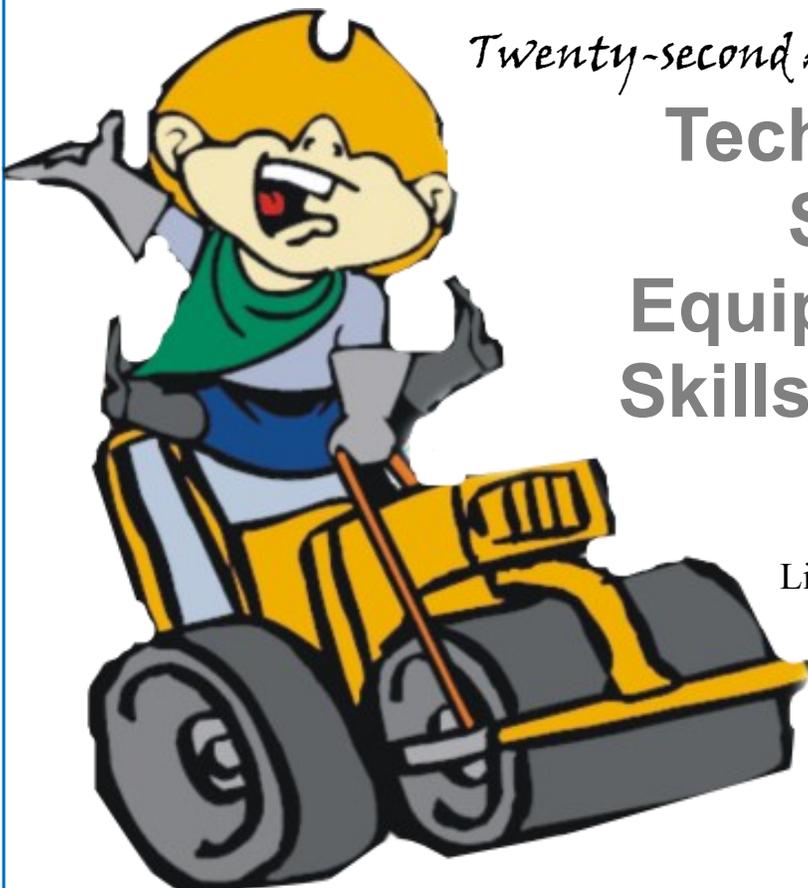
*(from page 6)*

Two crews are working directly across from each other on a “blind” curve, on a hill, and on a high-speed road. They have not established **any** work zone layout: there is no traffic control approaching or through the work site, no channelizing devices, and no signing. Also, the space between work vehicles narrows the road to a single lane. This work zone (or lack thereof) creates an extremely hazardous situation. It is absolutely unacceptable (and unbelievable!)



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[www.oregon.gov/ODOT/TD/TP\\_T2](http://www.oregon.gov/ODOT/TD/TP_T2)



*Twenty-second Annual*

# Technical Training School and Equipment Operator Skills Demonstration

Linn County Fair and Expo Center  
3700 Knox Butte Road  
Albany, Oregon

September 15—17, 2015

Oregon Association of County Engineers and Surveyors