



Phone: 307-766-6743 | Fax: 307-766-6784 | www.uwyo.edu/wyt2/ | wyt2c@uwyo.edu | Summer 2022

From the Desk of the Director



By: Khaled Ksaibati

Almost half of the summer is behind us and the busiest season of the year is in full-swing. At this point, we are lining up our training activities for the upcoming fall and winter season so if you have any specific training needs, please let us know. At the latest WACERS meeting, there was a discussion about the needs for CDL training and after investigating training resources in the state, our office administrator, Laura, put together an

article, on page 7 of this newsletter, summarizing available CDL training resources in the state. There is really no need for the Wyoming LTAP to jump into CDL training considering that other agencies are fulfilling the needs for Wyoming.

Another round of the Wyoming Rural Safety Program is in full swing. I would like to thank WYDOT and in specific Matt Carlson, State Highway Safety Engineer, for his support of this important program which provides actual funding for safety improvements in the state. Several counties will be submitting proposals for funding and the deadline is in August. It is not too late to submit request for funding and we can help you with your submittal.

As far as the update for the county road funds manual, we are hoping that we can line up the required match fund from all counties so that we can get going on this important project.

Finally, the summer is half way gone so make sure that you take advantage of what is left of it before it is completely gone.

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Don't Forget!

Workshops and WMT training will return after the Summer work season.

Keep an eye out for emails on upcoming events as we schedule them.

Scheduled workshops are listed on pg. 6

Link to our Workshop page on the web:

www.uwyo.edu/wyt2/Workshops/index.html

27th Annual Transportation & Safety Congress



WYT2 wrapped-up April with a successful 27th Annual Transportation & Safety Congress held in Casper, WY, on April 13th. We had 150 industry professionals register from across Wyoming, 30 instructors and presenters, and 8 vendors. As is typical for WY spring, we experienced a small hiccup with a winter storm that put down a few inches in the western part of the state and flurries that iced over roads in high wind in the rest of the state. Despite that, almost everyone made it and the conference was a success.

The Safety Congress offers three tracks of learning over the day-long event. WYDOT provides their Local Project Administration (LPA) training and certification. WYT2 instructors provide certification in Work Zone and ATSSA Flagger training, and the Transportation Track has been updated by transportation agency representatives and other professionals giving presentations on emerging topics and techniques.

Attendees were happy to be able to attend the conference in person after a two-year hiatus due to Covid. WYT2 received a lot of positive feedback on the training and presentations but is always interested in what the attendees want to hear. If you have a suggestion for a presentation topic for the Transportation Track, please email us before next year's event with your ideas.

WORK ZONE & ATSSA FLAGGER TRAINING

The Work Zone and ATSSA Flagger Certification is a Nationally recognized certification program. It prepares flaggers on the proper use of safety equipment, guidelines for traffic control, and communication and signals when on a worksite. While working as a flagger, you need to all local and federal policies and recertify every 3 years.

According to the Federal Highway Administration, there is a work zone injury every 13 minutes and a work zone fatality every 11 hours. Being prepared for what you and your employees might experience on a worksite is important for keeping everyone safe. While it is your responsibility to ensure there are proper warning signs, drivers can still be unaware, distracted, or impaired, which means it is important to set up an escape path for workers in case of a dangerous or unaware driver. Training help decrease work zone incidents.



Arranging a Flagger Certification Class

You can arrange a Work Zone and ATSSA flagger Training with WYT2 Center. We are willing to come to your area and teach the certification class to your employees. The course will be \$75 per person, and we ask to have a minimum of 12 people in the class. If you would like to set up a type, please email us at wyt2c@ueyo.edu. Or call 307-766-6743.

WYOMING ROADS SCHOLARS

At this year's Transportation & Safety Congress luncheon, WYT2 recognized a few Wyoming transportation professionals who earned their Roads Scholar certification. The Roads Scholar program is offered by LTAP/TTAP centers throughout the Nation. It recognizes transportation workers who have earned continuing training credits. For Wyoming, an individual must earn 12 credits for attending WYT2 workshops to achieve the Roads Scholar recognition and 20 credits for recognition as a Master Roads Scholar. Workshops that go toward credit include almost all WYT2 offerings except WMTC training. This means courses like LPA, Work Zone, ATSSA, and special topics like Asphalt Repair and Rural Road Maintenance go toward the required credits.

WHY ROADS SCHOLARS MATTER

- Road workers keep up-to-date on advances in the industry
- Saves tax dollars through better planning and procedures
- Provides safer, better-maintained roadways in our communities

Municipalities in Wyoming are responsible for maintaining about 14429 paved roads, 12000 miles of gravel roads, and 3114 bridges. One of the easiest ways to save tax dollars and provide safe, well-maintained roads and bridges is to ensure that employees, planners, and officials receive ongoing technical training. Important information on the latest maintenance, safety techniques, and construction processes plays a large role in making sure Wyoming's transportation systems work well for its citizens and commerce. The Roads Scholar program encourages Wyoming municipalities and private service providers to participate in workshops that provide the latest road-related technology and innovation. The program offers professional certification to anyone who attends the specified number of workshops.



This year WYT2 was honored to recognize:

- ◇ Louis Chip Ash, Park County
- ◇ Clark Melinkovich, Campbell County
- ◇ Jim Bowen, Converse County Road & Bridge
- ◇ Micheal Haigler, Natrona County Road & Bridge
- ◇ Kelly Kenworth, City of Cheyenne
- ◇ RaJean Strube Fossen, City of Lander



EQUIPMENT LOAN PROGRAMS

WYT2 offers a few equipment loan programs for Wyoming counties.

1. **No Passing Zone System (NPZS)** - a two-vehicle method system for establishing passing zones on roadways.
2. **Traffic Counters** - 5 traffic counters for up to 3 weeks to collect necessary traffic data.
3. **Retroreflectometer** - accurately measure retroreflectivity of road signs to adhere to FHA standards.
4. **Dust Monitoring** - to monitor Congestion Mitigation/Air Quality (CMAQ) project effectiveness.

WYT2 transportation and safety specialists can help counties learn how to properly use the equipment, determine best placements, and interpret collected data.



If you are interested in borrowing equipment please email us at WYT2C@uwyo.edu or call 307.766.6743.

SPEED STUDY ON WIND RIVER INDIAN RESERVATION

Recently, the Wyoming T2 Center had the opportunity to work with the Wind River Intertribal Council's Department of Transportation on a series of speed limit studies for five paved tribal roads on the Wind River Indian Reservation (WRIR). These roads included 17 Mile Road, Rendezvous Road, Little Wind River Bottom Road, Plunkett Road, and Ethete Road.

The T2 Center conducts spot speed limit studies that help local transportation authorities establish legal speed limits. These studies include data related to the safety and traffic operation of the route. The field and historical data normally includes: average daily traffic, free-flow traffic speed, route signage, appropriate speeds for curves, intersections, adjacent land use, and accident history. The WYT2 then compiles the data into a concise report that includes recommendations about: appropriate speed limit ranges, adding or replacing signs and other measures to ensure compliance with the Wyoming statutes and widely accepted engineering standards.

The WRIR Tribal DOT officials requested these speed studies in response to several road issues. Ethete, 17 Mile Plunkett, and Rendezvous roads represent some of the most heavily trafficked routes on the WRIR, and all had posted speed limits of 55 mph on the free flow portions of the routes. Tribal officials cited that low levels of speed limit compliance created an excessive burden on enforcement actions and differing motorist speeds caused further road hazards. Additional concerns were the school zones along Ethete and Little Wind River Bottom Roads and that the Little Wind River Bottom Road did not have a posted speed limit.

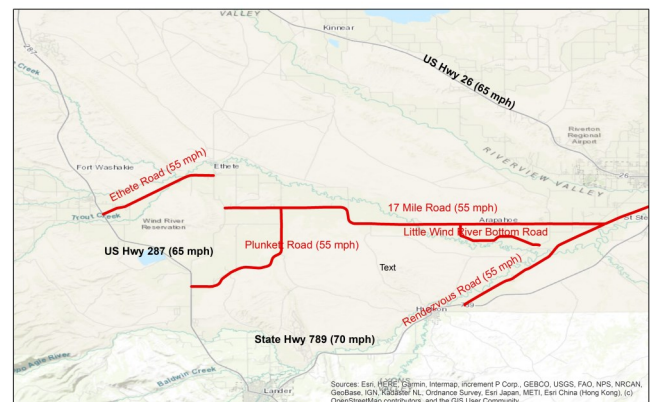
The resulting studies confirmed the tribal DOT official's concerns. On average, 85% of motorists on the study roads exceeded the posted speed limits by almost 10 mph. In addition, the school zones on Ethete and Little Wind River bottom road did not have posted speeds consistent with statutory school zone limits and lacked suitable crossing signs.

Other safety recommendations in the Wyoming T2 reports included:

- The installation of horizontal alignment chevrons along several curves.
- Posting an advisory speed plaque on a curve.
- Adding additional wildlife-crossing warning signs in frequent animal-collision areas.

Replacement of several damaged and/or vandalized signs.

After receiving and reviewing the recommendations in the report, the Wind River Inter-Tribal Council met this past spring and approved a resolution increasing the speed limits on 17 Mile, Rendezvous, and Plunkett Roads to 65 mph, raising the limit to 60 mph on Ethete Road, and posting a speed limit of 40 mph on Little Wind River Bottom Road. The expectations are that the new limits will reduce the number of vehicles passing one another while also decreasing the amount of law enforcement action on the routes. As the accompanying map shows, these revised speed limits will be more consistent with surrounding state and federal highways.



Tribal officials also adopted the recommendations of adding and replacing signage as an important safety enhancement. The Wyoming T2 Center staff assisted the tribes in this process by compiling a comprehensive list of needed signage on the roads and submitted this list as part of the WYDOT Wyoming Rural Road Safety Program (WRRSP). The WRRSP helps improve safety on Wyoming's local road systems by providing signs for high-risk rural roads where signs have not previously existed or where enhancement is beneficial for eligible roads. The program provides signs, posts, and mounting hardware to the local agencies free of charge. The Wind River Intertribal Department of Transportation utilized the WRRSP that helped cover the costs for the 82 new speed and safety signs needed to implement the changes along the roads covered in these studies.

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This collaborative effort between the Wind River Intertribal Department of Transportation, WYDOT's Highway Safety Program, and the Wyoming Technology Transfer Center demonstrate how low-cost safety enhancements can be planned and applied to local road systems while minimizing the burden placed on local road managers. The Wyoming T2 Center looks forward to more opportunities to work with these partners on similar projects on the Wind River Indian Reservation and throughout the rest of Wyoming.



The Wyoming T2 /LTAP (WYT2) Center developed and implemented the Wyoming Rural Road Safety Program (WRRSP) a few years ago. The main objective of the WRRSP is to help counties establish a strategy for improving safety on high-risk rural roads. That strategy includes implementing low-cost safety improvements, which have proven effective in reducing crashes and fatalities.



The Wyoming Department of Transportation (WYDOT) and the Federal Highway Administration (FHWA) made safety funding available for counties interested in utilizing this program. The WRRSP funds 90.49% of the project cost up to a maximum of \$100,000 of federal funds and requires a 9.51% local match. The WYT2 Center will help prepare a proposal and assist with implementing the improvements.

This program uses historical crash records and field safety evaluations to identify high-risk locations. A benefit/cost analysis can then determine the most cost-effective countermeasures in high-risk areas.

The five steps for the WRRSP process are as follows:

1. Crash data analysis
 2. Level I field evaluation
 3. Combined ranking to identify potential high-risk locations based on steps one and two
 4. Level II field evaluation to identify countermeasures
- Benefit/cost analysis

Some of the low-cost safety improvements implemented are:

- Installation of warning signs and delineators
- Installation of guardrails
- Pavement striping
- Culvert extensions

So far, 17 counties have benefitted from the program, and WYT2 encourages the remaining counties to contact us. Participating in the WRRSP is a useful resource for making local roads safer throughout the state. A thanks to the WYDOT Safety Office for supplying this program.

For more information on the Wyoming Rural Road Safety Program in your County, contact Bart Evans or Khaled Ksaibati at the Wyoming T2/LTAP Center.

PH: (307) 321-1705 • EMAIL: mevans2@uwyo.edu or khaled@uwyo.edu

The application period for this year is August 1, 2022 - August 31, 2022.

UPCOMING WORKSHOPS

Local Project Management (LPA) Certification

- October 12, 2022 . Casper, WY

Casper College/ McMurry Career Studies Center/Nichols Auditorium RM 16

ACPA Concrete workshops (topic and locations will be announced soon)

- November 2, Thermopolis, WY ~ Days Inn
- November 3, Cheyenne, WY ~ LCCC

CDL Training and Licensing in Wyoming

WYT2 received inquiries from various County and City street divisions looking for the best options for obtaining Commercial Driving License for their employees. In February 2022, the Federal Motor Carrier Administration (FMCSA) enacted changes to the process of obtaining a license. These regulations are not retroactive. This means that if you were issued a CDL or other endorsement, including a passenger (P), school bus (S), or hazardous materials (H) endorsement, prior to February 7, 2022, then you will not have to adhere to the new training and endorsement requirements.



The main difference is the addition of the Entry-Level Driver Training requirements that applies to people obtaining a Class A or B for the first time, upgrading an existing Class B to a Class A, and for those obtaining a school bus (S), passenger (P), or hazardous materials (H) endorsement for the first time.

This ELDT Requirements for CDL Applicants document issued by the DOT & FMCSA can help drivers determine if they need the ELDT. [tpr.fmcsa.dot.gov/content/Resources/ELDT-Applicability-Factsheet_508.pdf](https://www.fhwa.dot.gov/content/Resources/ELDT-Applicability-Factsheet_508.pdf)

Another change is the new minimum standards that are set on the federal level for CDL Schools. If a trainer or school meets the requirements, they are listed in the FMCSA Training Provider Registry.

We have posted a PDF on our website under RESOURCES with details on these Schools, including cost, time to finish, and which providers will travel to your locations for training. Most training takes 4 weeks for a Class A and costs between \$3975-\$5000 . [CDL Training and Licensing Options in Wyoming \(uwyo.edu\)](https://uwyo.edu/cdl-training-and-licensing-options)

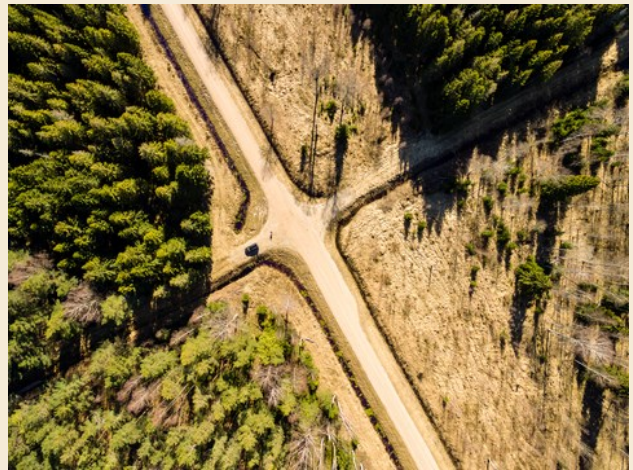
- BS Carriers, LLC – Rozet, WY
- Eastern Wyoming College – Torrington
- Laramie County Community College - Cheyenne
- Mountain West Commercial Driving School of WY, LLC – Gillette
- Northwest College – Powell, WY
- Roadpro Commercial Training of Wyoming, LLC - Rawlins
- SAGE Truck Driving School – Cheyenne and Casper
- Terry R. Pitt Construction Inc - Rock Springs
- WCA Regional Training Center – Casper
- Western Wyoming Community College: Workforce Development – Rock Springs

EXPLORING THE USES OF UNMANNED AERIAL SYSTEMS FOR TRANSPORTATION PROJECT PLANNING

The Wyoming T2 Center has continued its efforts in promoting the use of unmanned aerial systems (UAS or aerial “drones”) amongst transportation professionals in Wyoming. Following the past several years of pandemic gathering restrictions, we were pleased to continue these efforts with an in-person UAS presentation at our annual Safety Congress event in Casper on April 13th, 2022.

T2 Center staff is also looking forward to the opportunity to share our efforts in UAS at the National Local Technical Assistance Program Association (NLTAPA) national conference in Seattle, Washington in late July. We will be co-presenting along with colleagues from Florida and Puerto Rico LTAP Centers as part of a conference break-out session for attendees interested in the implementation of UAS technology across the transportation industry.

For those closer to home here in Wyoming, we are still fully licensed and equipped to provide on-site demonstration of drone applications, equipment, software and procedures to any Wyoming transportation professionals exploring the use of these powerful and versatile tools.



Wyoming T2 Center • University of Wyoming • 1000 E. University Ave. Dept. 3295
Laramie, WY 82071

