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# Technology Exchange

LOUISIANA LOCAL
TECHNICAL ASSISTANCE PROGRAM

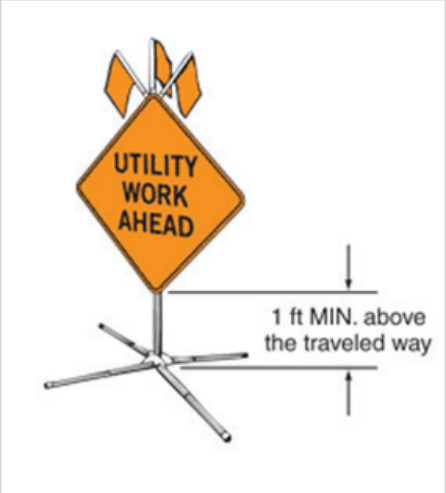
## Basic Sign Requirements from the MUTCD – By the Numbers!

The Manual on Uniform Traffic Control Devices (MUTCD) contains the basic principles that govern the design and use of Traffic Control Devices on all roadways open to public travel in the United States. This includes streets, highways, bikeways, and even private roads; as long as they are open to public travel.

Signs are probably the most common type of Traffic Control Device in use, and the proper placement of signs contributes to the safe operation of a roadway. Drivers and other road users expect signs to be placed at standard locations so they can be recognized, understood, and their messages acted upon. The most common location for signs is on the right hand side of the roadway, but his can vary depending on the type of sign and the type of roadway the sign is being placed on (e.g., 4-lane vs. 2-lane). On the other hand, poorly placed signs have a greater chance of being overlooked or ignored altogether. Proper placement of signs also improves the ability of the agency to maintain them, and reduces the chance of them being knocked down, damaged, or causing harm to others.

Here are a few of the basic sign placement dimensions from the 2009 edition of the MUTCD:

**1** One foot is the minimum height from the roadway to the bottom of a TEMPORARY TRAFFIC CONTROL sign, when mounted on a temporary stand and used for short or intermediate term maintenance activities. This excerpt from the MUTCD shows an example of a temporary sign support:




**2** Two feet is the minimum distance from the face of a curb to the nearest edge of any sign on an urban street or roadway. See Figure 2A-2 from the MUTCD, below. Keeping this minimum offset will reduce the chance that your signs will be hit by vehicles when parking, passing, or turning at an intersection.

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## CONTENTS



The Local Technical Assistance Program of the Louisiana Transportation Research Center in cooperation with LADOTD, FHWA, and LSU.

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## Basic Sign Requirements, *continued from page 1*

3 Three is the maximum number of days that a temporary stand or other mounting of minimum one foot height may be used on a roadway for a single operation. Signs meant to stay up longer than three days, including long term maintenance or construction activities, must be mounted according to the dimensions for permanent signs.

4 Four feet is the minimum height above the edge of the roadway for signs used in combination on a post in a rural area. An example of this would be the Advisory Speed Plaque used to supplement a Curve Warning Sign. It is important to note that signs of different kinds, such as Speed Limit signs and Warning Signs, should not be mounted on the same post.

5 Five feet is the minimum height of the bottom of a Warning sign above the edge of the roadway in a rural area. If the roadway embankment falls off away from the traveled way, the actual height above ground may be greater.

6 Six feet is the minimum distance from the edge of the shoulder to the nearest edge of a sign in a rural area. However, if the shoulder is less than 6 feet wide, the minimum offset from the edge of the travel lane is TWELVE feet.

7 Seven feet is the minimum height from the roadway or sidewalk to the bottom of a sign in an urban area. Maintaining signs at a minimum seven foot height improves the visibility of signs over obstacles such as parked cars, improves the sight distance for vehicles and pedestrians entering the roadway, and minimizes the chance that pedestrians will be injured by hitting their heads on the signs.

8 Is the number of sides on a STOP sign! The unique octagonal shape of a STOP sign is recognized not only in the US, but in many countries, with different languages, around the world. Note: Where all approaches to an intersection are required to stop, the supplemental "ALL WAY" plaque is required below each STOP sign.

9 Roads Scholar Course #9, "The Road to Better Signing," teaches you everything you need to know about signs and mountings. Last offered in 2013, LTAP plans to teach this course again in the Fall of 2016.

*continued on page 3*

## CALENDAR

***Roads Scholar #14: Bridge Maintenance & Repair***
***Covington – April 21, 2016***
***New Orleans – May 19, 2016***
***Baton Rouge – May 26, 2016***
***Alexandria – to be rescheduled***

***LPA Qualification Program, LPA Project Development & Delivery, 3-Day Workshop***
***Baton Rouge – April 19-21, 2016***

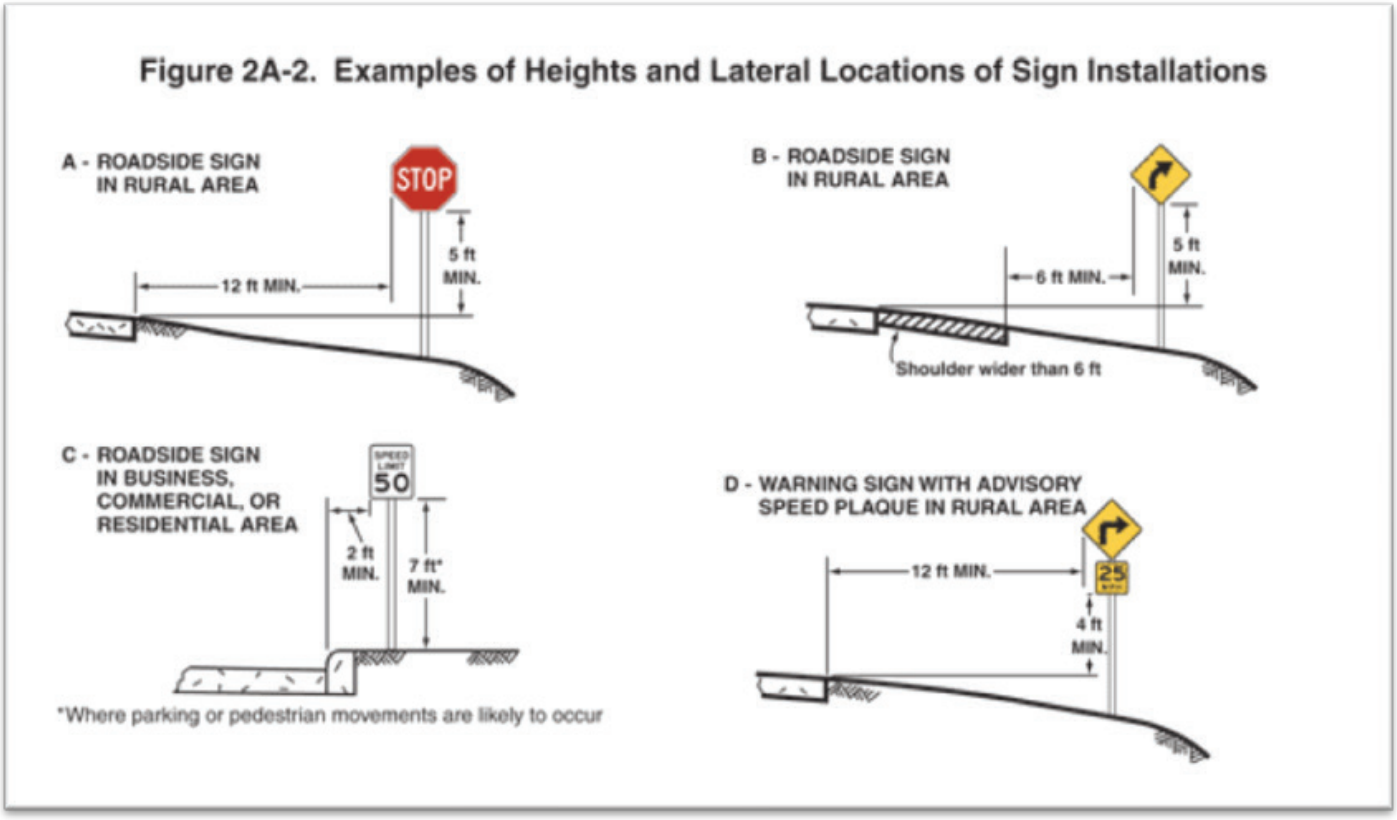
***LPESA Spring Conference***
***Baton Rouge – May 4-5, 2016***

***2016 National Work Zone Awareness Week***
***"Don't Be That Driver! Work On Safety. Get Home Safely. Every Day."***
***April 11-15, 2016***
***www.ops.fhwa.dot.gov/wz/outreach/wz_awareness.htm***

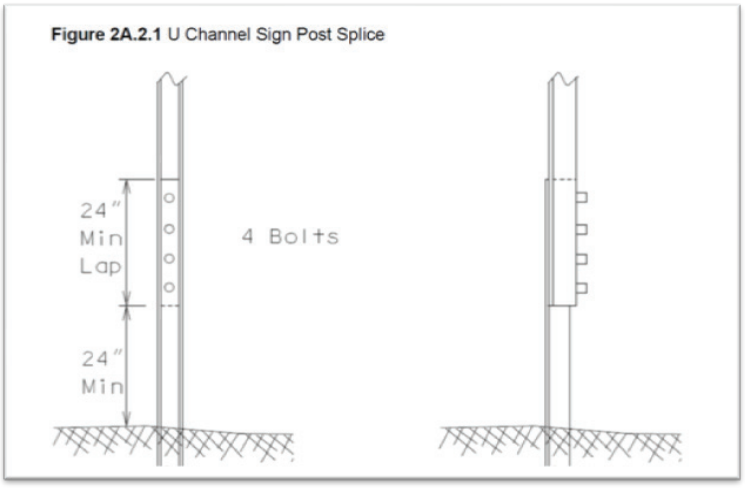
***2016 National Public Works Week***
***"Public Works Always There"***
***May 16-21, 2016***
***www.apwa.net/discover/National-Public-Works-Week***

# Basic Sign Requirements, *continued from page 2*

The following diagram from the MUTCD shows some of the more common dimensions needed for sign placement:




Sign height is one of the most critical factors in visibility and safety of a sign when it is hit. In urban areas a post twelve feet long is recommended to provide the correct amount of height to bottom of the sign, proper two-bolt connection to the sign itself, and sufficient depth of the post in the ground to achieve stability. In rural areas a ten foot post may be sufficient. Square tube posts may be spliced by using a different size section of post telescoped one over the other, according to the post manufacturer's specification. Splicing of U-channel posts is permitted as long as the splice is two feet above the ground, and the overlap of the posts is two feet long with a minimum of four bolts, spaced evenly along the splice. See the detail from the LADOTD Traffic Engineering Manual, below:




The 2009 edition is the current version of the MUTCD. It is available in .pdf and .html versions online at **http://mutcd.fhwa.dot.gov**. For more information on requirements for sign placement, or for technical assistance with your signs, contact LTAP at (225) 767-9117.

*Turn to page 4 for a pictorial pop quiz on MUTCD requirements!*

# MUTCD Pictorial Quiz *continued from page 3*

**Based on what we've learned about sign placement requirements in the MUTCD, what's wrong with these pictures?**

**1**


**2**

**3**

**4**


**Turn to page 15 for the answers.**

# National Public Works Week


National Public Works Week is May 15-21, 2016. Nationally, American Public Works Association has sponsored this celebration for more than 50 years in order to celebrate the contributions of public works employees, and to educate people across the nation about the impact that public works has in their own lives and in their local communities. Locally, Louisiana has a chapter with three branches in Baton Rouge, New Orleans, and the North Lake. This year's theme is "Public Works Always There" emphasizes that exact goal. Public workers are "always there," and are always ready to help the community. For more information on celebrating public works week, visit www.apwa.net/discover/National-Public-Works-Week.

In conjunction with the Baton Rouge Chapter of APWA, LTAP will host a round of Emergency Preparedness seminars the weeks during and after National Public Works Week in the Capital Area region. These 1.5 hour seminars will feature a presentation by Justin R. Hill, a Hazardous Materials Officer with the Baton Rouge Fire Department. The workshop will focus on the preparation that public works responders need to make before an emergency happens so they can Always Be There! There are easy steps that take a little planning but reap big benefits during emergencies, such as 1) Be prepared 2) Have a Plan 3) Get your Emergency Kit Ready.

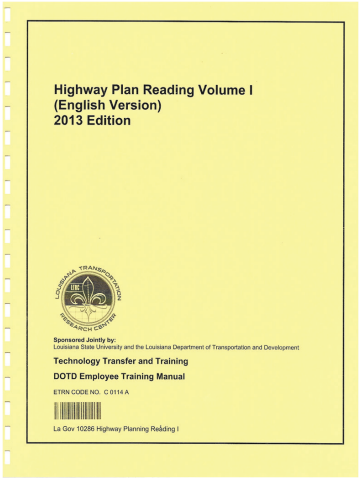
# Resources Available

***Self-Taught Highway Plan Reading Training Manual***

For $30, you can receive the Highway Plan Reading Volumes I, II, the Plan Book which accompanies the volumes, as well as the accompanying answer key books for both volumes.

In these training manuals, you will learn to accurately read and interpret the following Highway Plan Reading materials:

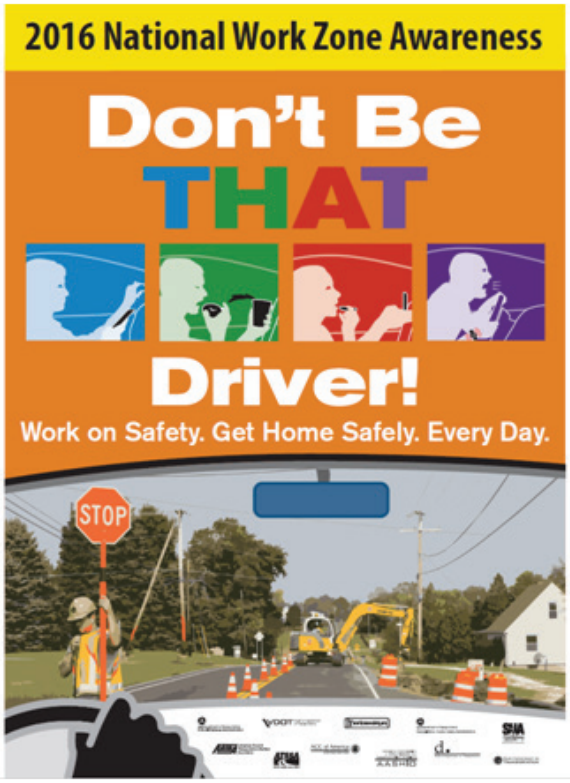
- The Construction Contract
- Title Sheets
- Right of Way Map Sheets
- Plan and Profile Sheets
- Cross – Section Sheets
- Typical Sections and Detail Sheets
- Special Detail Sheets
- Drainage Map Sheets
- Subgrade Soil Survey Sheets
- Box Culvert Sheets
- Bridge Plan Sheets
- Summary Sheets




For more information or to purchase these resources, contact John Dean at 225-767-9725 or john.dean@la.gov. If your job requires you to read plans and you are new to the construction field, this self-paced class is for you!

# Work Zone Awareness Blooms Orange in Spring

This year's National Work Zone Awareness Week, an annual spring campaign designed to encourage safe driving through highway work zones, is being held April 11-15, 2016. The theme of this year's campaign is "Don't Be That Driver" and is aimed at discouraging behaviors that distract or inhibit a driver's ability to deal with unexpected situations on the road, including work zones. Some of these behaviors include texting, cell phone use, eating, and personal grooming, but any action that interferes with road workers' ability to communicate timely messages to the driver can lead to a crash. Scheduled at the beginning of the construction season as a joint effort of FHWA, ATSSA, and AASHTO, Work Zone Awareness Week has been observed since 2000 with a variety of activities to raise awareness of the hazards associated with work zones, and many other State and Federal agencies now participate in getting the word out.




In Louisiana, DOTD Headquarters and District offices have traditionally observed the week with a Cone Memorial or other display of safety devices to raise public consciousness of the number of road users and workers killed in work zones every year. DOTD and local agency workers join Regional Safety Coalition partners in promoting the week by posting pictures of their work teams wearing safety vests on various social media. Approximately 700 people die each year in work zone crashes and tens of thousands are injured, but what is not often recognized is that on the average, 85% of the deaths in work zones are occupants of vehicles, not workers, so the public at large is at even greater risk than the workers on our roadways. The good news is that fatalities in work zones have generally declined over the past 15 years, thanks in part to better enforcement efforts, and increased emphasis by road agencies on training their workers and contractors in good traffic control procedures that earn motorists' respect and provide positive guidance for vehicles and pedestrians navigating through work zones.

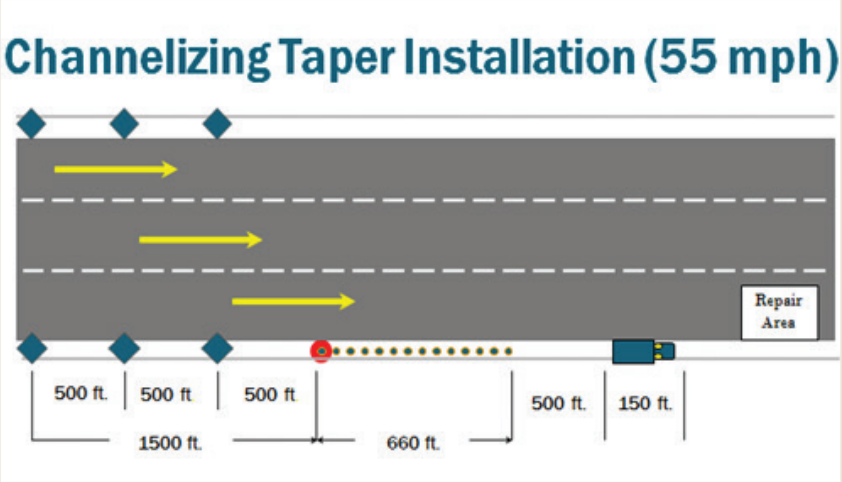
What can your agency do to promote work zone safety? Show that you take it seriously by presenting a professional looking work zone setup, following the standards outlined in the Manual on Uniform Traffic Control Devices (MUTCD). Traffic Control Devices should be clean, well-maintained, and properly installed to provide clear communication with the road user. They must meet the requirements of the MUTCD for size, legibility, and mounting height, and must be removed when they don't apply. Also, personnel should be trained in work zone traffic control. LTAP offers two courses in Work Zone Safety. The half day "Basics of Work Zone Safety / Flagger Basics Mini-Workshop" provides an introduction to Work Zones with an emphasis on Mobile, Short Duration, and Short Term Stationary operations, including

*continued on page 8*

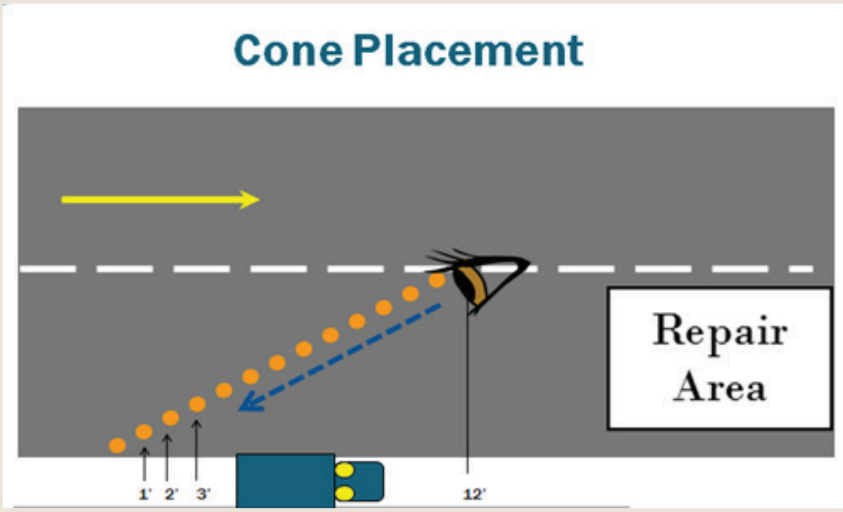

*The "Barrel Monster" drums up interest in Work Zone Safety at the DOTD District office in Alexandria*

# The Taper – Getting It Straight

Aside from good advance warning signs, the proper setup of channelizing tapers using cones or drums is one of the most effective methods of notifying the motorist of ongoing work, and of any changes required to their normal path of travel. Made up of between six and 13 cones or drums, depending on approach speed, tapers should be set in a straight line using a maximum device spacing approximately equal to the speed limit. Straight, well maintained tapers present a smart appearance that earns the public's respect and promotes compliance. So how can you get a straight taper? First, locate the taper by measuring the distance from the work area in the upstream direction. Make sure to allow for the buffer space, if used. Next, lay out the cones or drums along the edge of the roadway at the proper spacing.




With all advance warning signs in place upstream at the proper distances, a flagger or arrow board in operation, and oncoming traffic clear or stopped, walk the drums or cones out into the travel lane to form the taper by proportioning the offset from the edge based on the number of devices. For example, for closing a 12 foot wide lane with the six cone taper typically used for flagging, the offset would be 0' for the first cone, 2' for the second, 4' for the third, etc. For a 13 cone high speed merging taper and a 12 foot lane width, the offsets would be 0, 1', 2', 3', etc. from the edge line. Finally, standing at the work end of the taper, facing oncoming traffic, sight back to the first device, and have one or more co-workers adjust the cones one by one until all devices are in a straight line. A minimum of two people is required to do this, one to sight down the taper and the other to adjust the cones. It is practically IMPOSSIBLE to set up a straight taper with a single person adjusting the cones by themselves from inside the taper. Remember to NEVER turn your back to oncoming traffic, and always give yourself an out!



# 2016 LPESA Spring Conference Comes to Baton Rouge!

This year, celebrate Cinqo de Mayo by coming to the Louisiana Parish Engineers and Supervisors Association (LPESA) Spring Conference! May 5th is your chance to hear the latest news on Bridge Issues and NBIS Compliance Updates (both Inspection and Design), learn about new DOTD Materials and Asphalt Specifications, and take the opportunity to network with other parish employees throughout the state!

Registration is now open at www.louisianaltap.org.
Registration Fees:
$50.00 for LPESA Members
$75.00 for Non-LPESA Members

*Tentative Agenda*

- Welcome and Introductions
  George Mikhael, President, LPESA
  Sam Cooper, Jr. Director, LTRC
- Legislative Update
  Roland Dartez, PJAL
- Report on Transportation in the Baton Rouge Area
  TBD
- Prefabricated Bridges for Structure Replacement
  Dale Robichaux, Waskey Bridges
- Bridge Issues / NBIS Compliance Updates (Inspection)
  David Miller, DOTD
  Steven Sibley, DOTD
  Kent Hardin, DOTD
- Bridge and Roadside Safety Specifications / MASH Specifications
  Paul Fossier, DOTD
- Retirement Systems Update
  Dainna Tully, Parish Employees Retirement Systems of Louisiana
- Bridge Issues / NBIS Compliance Update (Design)
  Dana Feng, DOTD
  Bill King, DOTD
  Gary Pentek, DOTD
- New Approach Slab Standards Jenny Fu, DOTD
  Adam Lancaster, DOTD
- Asphalt Paver Equipment Innovations
  Erich Ponti, LAPA
- New DOTD Materials Specifications
  TBD
- New DOTD Ashpalt Specifications
  Sam Cooper III, DOTD/LTRC
- Associate Member Showcase
  Erich Ponti, LAPA
- Professional Development - LTAP Training Update
  Steven Strength, LTAP

*And Much More!!*

## Work Zone Awareness, *continued from page 4*

flagging procedures, along with tips for keeping yourself and others safe in work zones. This workshop is offered free to public agencies on a request basis with a minimum of 10 attendees. The full day Roads Scholar #4 "Temporary Traffic Control for Local Agencies" class is offered on a rotating basis around the State, and covers details of various traffic control setups and procedures from Part 6 of the MUTCD. This class can also be presented upon request with a minimum of 15 attendees and a charge of $25 per person. For more information visit the LTAP website at **www.louisianaltap.org** or call (225) 767-9117.

# Statewide Flood Control Program

*What is the purpose of the program?*

The Statewide Flood Control Program was created by the Louisiana Legislature in 1982 with the primary goal to reduce existing flood damages through an active, innovative approach that considers both structural and non-structural solutions. The purpose of the program is to bring about flood damage reduction by providing long-term solutions for areas that are experiencing structural damages or agricultural losses.

Eligible projects for consideration must reduce existing flood damages. Potential projects include measures to reduce or eliminate the incidence of flooding or damages in a specific area, for example:

- channel modifications
- levee, canal, and spillway construction
- storm water detention
- flood-proofing of structure
- regulation of floodplains
- relocation assistance
- other structural or non-structural measures

*What does the program provide?*

This program may provide up to 90% of the cost of construction for projects that

- reduce existing flood damages
- do not encourage additional development in flood-prone areas
- do not increase upstream or downstream flooding
- have a total construction cost of $100,000 or more

Parish and municipal governments, levee boards, and drainage districts may apply to the program.

This is a cost sharing program that requires a 10% local match based on construction cost. Legislation provides that local project sponsors who represent a population of less than 50,000 may request engineering services from DOTD for participation in the program. An average of $10,000,000 annually has been allocated to this program.

To date, the program has accomplished the following:

- 114 Projects Completed
- 36 Additional Phases Completed
- 18 Project Phases Under Construction or Awaiting Closeout
- $236,706,099 Expended
- $2,496,209,509 in Flood Reduction Benefits
- 10.55 Benefits/Cost Ratio

*Who is eligible to apply?*

All levels of local government from the biggest parishes and cities down to the smallest towns and villages can compete successfully. In order to assure a consistency in addressing flooding problems, program rules provide for a statewide distribution of the funding. Funds are allocated 55% to rural areas of the state and 45% to urban areas. The funding distribution formula assures that large metropolitan areas, smaller communities, and more rural agricultural areas do not compete against each other for available funds. The formula also assures a statewide allocation of funds.


*continued on page 14*

# Get a Game Plan – Be Prepared for Emergencies

Louisiana spends much of the year thinking about hurricane season which begins on June 1 and runs through November 30. However, Louisiana was walloped early this year with several severe storms that included tornadoes followed weeks later by major rainfall events resulting in unprecedented high water and flooding in many areas. The Governor declared a statewide emergency less than two months after assuming his new job and residents and local responders waited anxiously while rivers crested and the water levels gradually fell. Motorists traveling the I-10 corridor in Texas to Louisiana were diverted near the Texas border to I-20, 3.5 hours north to make interstate trip. While the heavy rainfall was predicted at least several days in advance the flooding which occurred in many areas that had previously remained dry caught many by surprise. We cannot predict the hurricane season or even next week's weather with absolute certainty. But one thing is certain, natural and manmade disasters are going to happen and they will not necessarily be confined to our anticipated hurricane season.

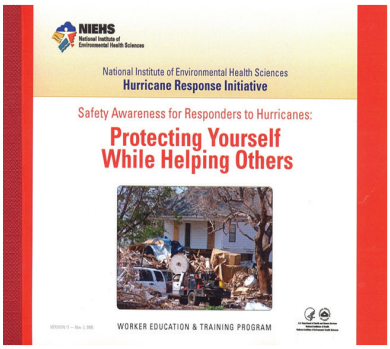
Local and state transportation and public works agencies play a large role in the recovery operations after most storms. Roads must be cleared and made available for traffic including first responders and recovery teams. Repairs must be made to damaged facilities. Infrastructure damage assessment must be made. Debris must be cleared and removed for disposal. Records must be kept for insurance and reimbursement action. Training and proper planning are necessary to ensure that emergency response and recovery efforts are conducted safely and effectively. It is important to have a well-functioning and flexible Incident Command System in place. This is a proven management system for managing chaotic situations, consisting of procedures for controlling personal, facilities, equipment, and communications.

There are many hazards that workers may come across after a natural or manmade disaster. When approaching downed trees, be aware that this may mean there are also downed and active power lines (which could also cause fires). Avoid possible injuries by approaching broken tree limbs carefully and looking out for falling tree limbs. And remember - you can't be too safe when operating chain saws and chippers! Improper use of either of these pieces of equipment could cause traumatic injury.

It is important to acknowledge the effects that heat may have on your health, such as heat rash, cramps, stroke, or exhaustion. Be sure to drink plenty of water and take breaks.

Personal protective equipment is essential for emergency responders in order to minimize occupational hazards. This equipment might include protective suits, aprons, coveralls, gloves, footwear, headwear, eyewear, or respirators. You might be at risk for eye injuries from dust or flying debris, so be sure to wear protective eye goggles or glasses.

Remember that traumatic events can cause stress and anxiety in responders. If you are seeking strong emotional reactions, it may interfere with your ability to function at the scene or later, so please seek help! Strong emotions are normal reactions to unusual situations!




LTAP has this booklet available at TTEC. This booklet is provided by the International Union of Operating Engineers, National Hazmat Program, www.iuoeiettc.org .

Topics included in this booklet include:

- Workers' Rights
- Physical Hazards and Job Hazard Analysis
  - Confined Spaces
  - Falls from Heights
  - Ladders
  - Blue Tarps
  - Aerial Lifts and Man-lifts
  - QA Towers
  - Traffic and Road Work Safety
  - Debris Truck
  - Electrical Power Lines
  - Operating a Chainsaw
  - Eye Injuries
  - Unstable Structures
  - Heavy Equipment
  - Heat Related Illness
  - Heat Stress
  - Hydration
  - Sunburn
  - Noise
  - Inhalation Hazards and Protection
  - Carbon Monoxide
  - Chemicals
  - Mold
  - Blood-borne Disease
  - Food-borne Disease
  - Water-borne Disease
  - Animals and Insects
  - Snakes
- Other Protective Measures

Not only is it imperative to be prepared within our agencies, but also within our personal lives. The Governor's Office of Homeland Security & Emergency Preparedness has extraordinary guidelines which we should all follow.

In order to secure your home, you should:

- turn off gas, water and electricity
- board up your windows
- support garage doors
- bring indoors all outdoor items that can be moved and anchor those which cannot
- set boats on trailers, tie them down and fill with water
- lock all doors and windows of your house and cars
- make preparations for your pets

In case of evacuations, you should:

- fill up your car's gas tanks
- check-in with neighbors who may need help evacuating
- lock up your home
- bring a cell phone and a radio with you to find out the latest news

GOHSEP also advises people to prepare a disaster kit, including items such as: a can opener; a 3-day supply of non-perishable food items; bedding; fire extinguisher; bleach; mosquito repellant; extra prescription medicine; baby food and diapers; a first aid kit; water; and a battery-operated radio. Remember that you may not be able to re-supply for a significant period of time.

For more information on Emergency Preparedness visit the following:

http://gohsep.la.gov/PREPARE/EMERGENCY-PREPAREDNESS-GUIDE

http://getagameplan.org/
http://www.ready.gov/hurricanes

For a detailed Emergency Preparedness checklist from the Red Cross, visit:
http://www.redcross.org/images/MEDIA_CustomProductCatalog/m9440096_EmergencyPreparednessChecklist.pdf


1. Do you have a disaster kit?
2. Do you have a family disaster/emergency plan?
3. Have you discussed and practiced this with your family?
4. Do you have emergency numbers listed in a safe place?
5. Are your important documents accessible in case you have to evacuate?

# It only takes two seconds, Click It or Ticket!
## *A Call for Action*

*Contact: Rudynah Capone, Louisiana Center for Transportation Safety LAsafetycenter@la.gov*
*(Infographics source: NETS "Cost of Crashes 2015 Report")*

The Louisiana Center for Transportation Safety (LCTS) or the Safety Center, housed at the Louisiana Transportation Research on the LSU Campus in Baton Rouge, shares this call for action to employers, government officials and community leaders. You must have heard it more than once—safety is everybody's business, and speaking of which, you have an opportunity to support the state's traffic safety goal of reaching Destination Zero Deaths on Louisiana's roadways www.destinationzerodeaths.com.

To start off, simply remind everyone to buckle up. It only takes two seconds, yes, just two, to fasten your seat belt. Wearing a seat belt saves lives, reduces injuries, and is good business, too.

According to the National Highway Traffic Safety Administration (NHTSA), wearing a seat belt reduces risk of serious injury or death by about 50%. Also, the Network of Employers for Traffic Safety (NETS) recently released a report titled "Cost of Motor Vehicle Crashes to Employers 2015" that highlights ways businesses can help save lives and money through roadway safety education in the workplace. Protecting employees from motor vehicle crashes could be a profitable investment. Employers could possibly pay for crashes that happen both on and off the job. The report, funded by NHTSA, revealed costs totaling $47.44 billion back in 2013, 57% of it was for on-the job crashes.

While you educate everyone to buckle up, law enforcement officers are also doing their part to make sure everybody follows Louisiana's primary law on seat belts. From May 23 to June 5, 2016, cops will crack down day and night to enforce Click It or Ticket (CIOT). The CIOT is one of the efforts that Louisiana largely supports to reach the goal of zero deaths as envisioned in the statewide Strategic Highway Safety Plan (SHSP). In case you are not aware yet, there are nine SHSP regional safety coalitions in the state that you and your agency can be part of.

Here's what you can do to respond to this call for action:

1. Implement a seat belt policy in your own organization. Just by simply asking your employees and colleagues to buckle up, you are potentially saving a life and reducing your costs!
2. Become part of the cutting edge effort to conduct a six-week "2 seconds 2 click" campaign initiated by NETS. A free toolkit is available: http://2seconds2click.org/sixweekcampaign.html
3. Support the Click it or Ticket campaign. Louisiana still has work to do to increase seat belt compliance rate. We're at 85.9% based on the observational survey done by LHSC in 2015, which is still below the national average of 88.5%. www.lahighwaysafety.org/occupant.html www.trafficsafetymarketing.gov/ciot
4. Contact the regional safety coalition coordinator in your region and find out how to join the Destination Zero Deaths initiative http://destinationzerodeaths.com/strategic

"State law requires all vehicle occupants to wear a seat belt. It is also important to point out that wearing a seatbelt is the easiest, most effective thing your employees can do to minimize the risk of injury in the event of a motor vehicle crash. Whether your agency has fleet vehicles or not, increasing seat belt use by your employees can have a positive impact not only on the health and safety of your employees but also on your bottom line," said the Safety Center Director Dortha Cummins, who also co-chairs the statewide Occupant Protection Emphasis Area Team for Louisiana's SHSP.

***The Safety Center is the coordinating and outreach arm for Louisiana's Destination Zero Deaths Initiative.***

## THE COST OF CRASHES TO EMPLOYERS

**$47.44 BILLION** in 2013


for **on-the-job** crashes

for **off-the-job** crashes

## DRIVER BEHAVIOR HAS A DIRECT EFFECT ON EMPLOYER CRASH COSTS

| SPEEDING | DISTRACTED DRIVING | ALCOHOL | NOT WEARING SEAT BELT |
|---|---|---|---|
| $8.4 BILLION | $8.2 BILLION | $6 BILLION | $4.9 BILLION |

## HOW TO DEVELOP A ROAD SAFETY PROGRAM

### For All Employees

**Start with a proven employee-wide seat belt use campaign**

2seconds2click.org

- Low cost, easy to implement
- Minimal administrative time
- Only 6 weeks to conduct
- FREE toolkit with all materials

### Case Study
### Coca-Cola Refreshments
### Bismarck,ND

**54%** Seat belt use pre-campaign

**84%** Seat belt use post-campaign

## State Flood Control Program, *continued from page 9*

Program funds are distributed on a two-tiered system:

- Urban Areas: Shreveport, Bossier City, Monroe, Alexandria, Lake Charles, Lafayette, Baton Rouge, New Orleans, and Jefferson Parish Urbanized Areas
- Rural Funding Districts: Northwest, Northeast, Southwest, South Central, and Southeast

Rural Projects are separated into two classifications:

- Rural-developed: Structural density of more than 128 structures per square mile
- Rural-undeveloped: Structural density of 128 or less structures per square mile

*What is the application process?*

Local governing bodies at the parish or municipal level must initiate funding requests by submitting an application. Applications are reviewed, evaluated and ranked in priority order. This is accomplished by the Flood Control Project Evaluation Committee consisting of DOTD (as lead agency), the Louisiana Geological Survey and the Division of Administration.

How to Apply for Funding (two-step process):

***Submit Pre-Application by May 1st***

- Provide evidence of existing flood damages to structures with details of magnitude and frequency
- Present a potential solution(s) to the existing flood problem
- May request assistance from DOTD in preparing the full application (applies to entities representing less than 50,000 people)

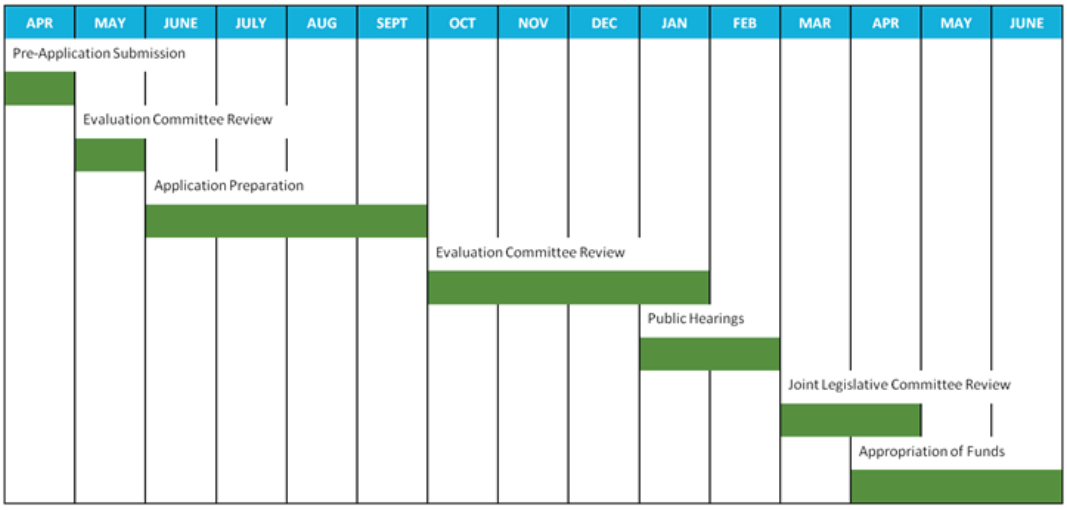
***Submit Application by October 1st (within 4 years of the preapplication)***

- The full application is really a feasibility study
- The need for the project must be identifiedInvestigates alternative solutions
- Selects the most cost effective solution
- Hydraulic calculations with and without the project are performed
- Construction estimate required

*Where do I find more information?*

For more information on the Statewide Flood Control Program, please visit the website.
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Public_Works/Flood_Control/Pages/Flood_Control.aspx

You can also contact
William Williamson at
(225) 379-3023 or
Billy.Williamson@la.gov
or by mail at:
Louisiana Department of
Transportation & Development
Statewide Flood Control Program
Section 64, Room N-518
P.O. Box 94245
Baton Rouge, LA 70804-9245




*Timeline for project selection*

# DOTD's ADA Transition Plan

The Louisiana Department of Transportation and Development (DOTD) has worked collaboratively with a consultant to gather an inventory of sidewalks, signals, buildings, parking, rest areas, mixed used trails, and linkages to transit on all state routes. This vast inventory has been gathered into a complex database and serves as the transition plan to guide the Department's efforts in eliminating barriers that are not compliant with Americans with Disabilities Act (ADA) standards. DOTD is taking a progressive approach to prioritize, plan, and invest in the elimination of these barriers. The transition plan is a living document and will be updated regularly to track the Department's progress and achievements toward compliance. DOTD encourages public involvement as ongoing efforts are made to identify and eliminate ADA deficiencies.

Transition plans are required of public entities with more than fifty (50) combined full-time and part-time employees. Public entities with less than fifty (50) employees need to evaluate their programs for ADA compliance, but no transition plan is required.

A transition plan must identify an ADA coordinator, identify a complaint process, develop and adopt design standards, identify public involvement opportunities, identify barriers to access, identify a plan to remove barriers, and contain a reevaluation schedule.

For more information on both Title VI and ADA, visit: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Administration/Compliance/Pages/title_vi.aspx

FHWA's Americans with Disabilities Act Website: http://www.fhwa.dot.gov/civilrights/programs/ada.cfm

For questions, call Stephanie Ducote, DOTD Program Director, at 225-379-1363 or email at Stephanie.ducote@la.gov . As of June 2016, please call Katherine Copeland, Title VI/ADA Program Manager, at 225-379-1923 or email at Katherine.Copeland@la.gov for any questions.

## MUTCD Pop Quiz, *continued from page 4*

Answers to Pictorial Pop Quiz:

1. This Speed Limit sign is closer than the minimum two foot clearance from the face of the curb to the nearest edge of the sign, making it vulnerable to vehicle impact.
2. Based on the approximate height of the vehicle of five feet, this Stop sign does not meet the minimum height of 7 feet above the sidewalk needed in urban areas. Also, there is another rectangular sign mounted below the Stop sign. Since it is obviously not an All Way Stop, that second sign shouldn't be there.
3. This Side Road warning sign does not meet the minimum 6 foot distance from the edge of the shoulder recommended in rural areas. There is room to move it over at least a few more feet, even if the full distance cannot be achieved due to right of way limitations.
4. OK, this one should be obvious. One route marker is probably close to the 5 foot minimum height above the road edge, while the other one isn't. The double arrow sign in the gore area is probably too low also.

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(225) 767-9117
(225) 767-9156 (fax)
www.louisianaltap.org/cu.html

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The purpose of the Local Technical Assistance Center is to provide technical materials, information, and training to help local government agencies in Louisiana maintain and improve their roads and bridges in a cost-effective manner. To accomplish this purpose, we publish a quarterly newsletter; conduct seminars, workshops, and mini-workshops covering various aspects of road and transportation issues; provide a lending library service of audio/visual programs; provide technical assistance through phone and mail-in requests relating to transportation technology; and undertake special projects of interest to municipalities in Louisiana.