



# TRAVEL-LOG

## Delaware T<sup>2</sup> Center

### Matt Carter Joins the T<sup>2</sup> Center

By Lawrence H. Klepner

Matheu J. Carter, P.E. has joined the Delaware T<sup>2</sup> Center as our municipal engineering circuit rider. Matt has had extensive experience working in both the public and private sector. In addition to his private consulting experience, he has been the Director of Public Works in Cecil County, MD which is just across the state line from Delaware. He knows the Delaware scene and many people working in our state. On the private side, he worked as a young engineer for George and Lynch in Dover.

Matt has gotten off to a fast start. By now, many of you have received a personal communication from him. He has attended a couple of meetings with the Delaware League of Local Governments. He has made on-site

visits to the municipalities of New Castle and Cheswold.

We are very pleased to have Matt with us. He has many



ideas to improve our services to Delaware's towns and cities. I encourage you to contact him for any assistance with your transporta-

tion issues and problems. We continue to offer our T<sup>2</sup> Center services at no cost to local governments in Delaware.

Matt replaces Alan Kercher who was with the T<sup>2</sup> Center since 1992. When Alan first joined us, he was an instructor at Delaware Technology and Community College. Soon afterwards, he opened a transportation consulting business. Over the years, it has grown to four offices and about sixty employees. Alan needs more time to serve his private sector customers and to build his for fee relationships with the public sector in Delaware. We are pleased to have played a part in his professional success, and we wish him good luck. We know he will stay a friend of the T<sup>2</sup> Center.

### Winter Maintenance is Coming—Time to Review Safety Procedures

Maybe you're a fan, maybe not, but either way, winter is approaching. With it will surely come ice, snow, and other emergency response situations for public agencies. It's time to review safety procedures with all potentially involved personnel.

An important reminder to all

emergency responders (including snow removal personnel) is the need to wear high visibility clothing. At a minimum, ANSI Class 2 reflective garments should be worn anytime personnel are outside of the vehicles, including yard operations. During nighttime operations or if area vehicle speeds are

likely to exceed 50 mph, ANSI Class 3 garments are recommended. Regardless, safety vests that are dirty or are otherwise not in good condition compromise personnel safety and should be fixed or replaced.

Contact the T<sup>2</sup> Center if you would like additional safety information or training.

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DelDOT has established a residential speed limit of 25 mph and launched an awareness campaign highlighting the severity of pedestrian injuries at 40, 30, and 25 mph—see more at DelDOT's website.



*The Municipal Circuit Rider Program's goal is to make your transportation challenges just a little easier. Contact Matt at your convenience to see how we can help.*



*Don't miss out on low cost or free local training through your Delaware T<sup>2</sup> Center*

## Make Use of the Free Municipal Circuit Rider Program

Municipalities in Delaware have available to them a free service through the T<sup>2</sup> Center to assist and advise with regard to transportation issues. The T<sup>2</sup> Engineer, in his capacity as the Municipal Circuit Rider, is available for one-on-one consultation with local elected officials and program staff. Some examples of the challenges we can provide assistance with include pavement preservation, sidewalk ADA compliance, bridges and

culverts, stormwater drainage, utility control policies, signage, pavement markings, crash analysis, roadside safety, contracting and construction assistance, and peer review of consultants' studies, designs, and cost estimates.

Matheu J. Carter, P.E. is the new T<sup>2</sup> Engineer. With a background that includes design consulting, public administration (Director of Public Works), and heavy construction, Matt's diverse ex-

perience is well-suited for the varied challenges facing Delaware municipalities.

Contact Matt with specific issues or for a general meeting to discuss how this free program might help you and your jurisdiction: Matt's email is [matheu@udel.edu](mailto:matheu@udel.edu) and his phone is (302) 831-7236. Also see the T<sup>2</sup> Center's website for more information on the program: <http://www.ce.udel.edu/dct/t2/t2.htm>.

## Upcoming T<sup>2</sup> Center Training

The Delaware T<sup>2</sup> Center provides transportation training seminars and workshops to local and state personnel as part of its mission. Many of these are free to members of public agencies. Course descriptions and registration forms are listed on the T<sup>2</sup> Center website

([www.ce.udel.edu/dct/t2/t2.htm](http://www.ce.udel.edu/dct/t2/t2.htm)) and all public agencies and private sector professionals are encouraged to take advantage of these offerings.

Often, courses sponsored here are developed by the Federal Highway Administration and presented across the country, but courses focusing on spe-

cific issues of our area are also developed and presented.

We want to make sure our offerings are relevant to the needs of Delaware's public agencies, so if you don't see your specific areas of interest, contact Larry Klepner at [lklepner@udel.edu](mailto:lklepner@udel.edu) or (302) 831-6241.

## Roadway Management Conference—2009 Postponed

The T<sup>2</sup> (LTAP) Centers in DE, MD, PA, VA, and WVA have sponsored the Roadway Management Conference each March since 1992. The next conference was scheduled for next spring in Newark, DE.

The conference planning committee, representing all of the Centers, has reluctantly decided to suspend the 2009 RMC. Our review of survey results and numerous deliberations suggested that the current economic downturn

has already negatively affected transportation agencies' travel and training budgets and the situation may only worsen in the coming months. We believe a significant reduction in conference attendees would compromise the conference's value for participants. Nonetheless, we all remain hopeful that we can resume the RMC in 2010.

In the meantime, we have redirected our collective resources to several web-based

presentations that many local and state personnel can participate in at their work sites or nearby locations. Reflective of your input to our survey are two topics we intend to develop first: (1) the new Road Surface Management System (RSMS) software, and; (2) pedestrian safety and management issues. We hope to have our first presentation this coming spring, and we will keep you well informed of our progress as they develop.



*The 2009 Roadway Management Conference has been postponed due to pervasive interstate travel restrictions.*

## New Research Findings on De-Icing Chemicals

New results from a long term South Dakota study provides some relevant guidance for any agency with responsibility for concrete bridges, pavement, sidewalks, etc. The research spanned from 2002 through 2008 and examined a range of de-icing methods, including sodium chloride, magnesium chloride, calcium chloride, and calcium magnesium acetate, as well as comparing applications of solid chemicals versus sand-salt mixtures and liquid de-icing

methods. Moreover, the study compares how various chemicals attack concrete and structural and reinforcing steel.

The implementation section of the study then calls for new emphasis on methods of design and construction of concrete elements to minimize the deleterious effect of de-icing methods. A durable concrete mix design (with consideration of water/cement ratios, air voids, admixtures, and supplementary cementitious

materials) was shown to be significant, as were a number of best construction practices (such as weather conditions, steel embedment, consolidation methods, finishing and curing).

The internet link for the study is lengthy, so contact Matt Carter at [matheu@udel.edu](mailto:matheu@udel.edu) and he'll email it to you. He'll also be glad to meet with you and your colleagues to discuss how you might apply the findings.



*Liquid de-icing chemicals are applied to a roadway*

## New Street Sign Requirements

The Federal Highway Administration has enacted changes to the Manual on Uniform Traffic Control Devices (MUTCD) that will require new retroreflectivity (a measure of a sign's ability to be read by sensitive driving populations during nighttime and other non-optimal conditions) maintenance standards

for signs. Since the MUTCD applies to "any street, highway, or bicycle trail open to public travel," municipalities should begin preparing for compliance in the near future, and the T<sup>2</sup> Center Engineer can provide technical assistance as you do so.

By January 2012, local jurisdictions must establish and

implement a sign assessment or a sign management method and all regulatory, warning, and ground mounted signs must be in compliance by January 2015. Look for more detailed discussions in future newsletters, but feel free to contact Matt Carter at [matheu@udel.edu](mailto:matheu@udel.edu) for more information.



*The new sign retroreflectivity maintenance standards will require more hands-on management of signs and increases in sign budgets for most towns. The T<sup>2</sup> Center can help towns prepare for these deadlines.*

## Utility Control Policy Can Help Protect a Municipality's Street Investment

Utilities constructed within or adjacent to highways and streets managed by the Delaware Department of Transportation (DelDOT) are managed by DelDOT's "Utilities Manual." As in other states, DelDOT's utility policy acknowledges the legitimate need to place power, cable, and telephone lines, water and sewer lines, gas mains, and the like within street and highway

rights of way, but also recognizes that such utilities cannot be permitted to unreasonably interfere with the operation, safety, or maintenance of the streets and highways therein.

Municipalities that own and operate streets can also benefit from such a policy to ensure they have adequate authority to control the activities of utilities in their jurisdiction. A well constructed policy

establishes clear expectations for advance notification, procedures, permits, traffic control, pedestrian safety, and street restoration.

While adoption of such a local policy or ordinance requires assistance of legal counsel, the T<sup>2</sup> Engineer can provide technical assistance to get the process started. Contact Matt Carter @ [matheu@udel.edu](mailto:matheu@udel.edu) or (302) 831-7236.



*Utility failures are unavoidable, but a well-developed utility policy or ordinance can help ensure that the street is properly restored and that contractors protect motorists and pedestrians.*



Helping to Bridge  
your  
Transportation  
Gaps

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FIND US ON THE WEB AT:

[HTTP://WWW.CE.UDEL.EDU/DCT/T2/T2.HTM](http://www.ce.udel.edu/dct/t2/t2.htm)

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The Technology Transfer (T<sup>2</sup>) Program is a nationwide effort financed jointly by the Federal Highway Administration and individual state departments of transportation. Its purpose is to interchange the latest state-of-the-art technology into terms understood by local and state highway or transportation personnel. The Delaware T<sup>2</sup> Center Travel-Log is published semi-annually by the Delaware Technology Transfer Center at the University of Delaware. T<sup>2</sup> Center articles also appear semi-annually in the TransSearch - the newsletter of the Delaware Center for Transportation. Any opinions, findings conclusions or recommendations presented in this newsletter are those of the authors and do not necessarily reflect views of the University of Delaware, Delaware Department of Transportation, or the Federal Highway Administration. Any product mentioned in the newsletter is for information purposes only and should not be considered a product endorsement.

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