After observing what could have been a fatal accident on I-75 in Bradenton, Florida, Matthew Schindler, president of Cloverleaf Corp. in Tampa, has a greater appreciation for a product he sells—a high-tension barrier system.

Schindler was recently traveling southbound on I-75 when he heard posts breaking in the median. “I recognized the sound,” he said, “because I’d viewed the crash tests. But I didn’t expect to see a live demonstration.” As he looked to his left, he saw a northbound vehicle hitting the cable.

The motorist told him she was traveling 70 mph in the left lane when a vehicle in the center lane merged into hers. She slammed on her brakes, went into the grass and hit the cable barrier. Neither she nor her two passengers were injured, and the car sustained relatively minor damage. Schindler noted that had the accident occurred two years earlier, before the barrier was installed, the motorist might have “crossed the median and had a serious head-on collision . . . with me.”

Fortunately, he said, “the Nucor barrier system performed exactly as it was designed.” The U-channel steel posts broke away at the ground, and the cables maintained height upon impact, decelerating the vehicle and preventing it from careening into oncoming traffic.

To address its state’s historically high traffic fatality rates, the Florida Department of Transportation (FDOT) began developing a Strategic Highway Safety Plan in 2001, identifying areas where the opportunity for improvement was greatest. A study of crash trends from 2000 to 2004 showed that more than half of Florida’s fatalities and serious injuries resulted from lane departures, including median crossovers. FDOT is implementing various measures, such as high-tension barrier systems, to mitigate such accidents. Cable barrier systems have proven to reduce median crossover fatalities in some states by as much as 90%.

On I-75 between Bradenton and Fort Myers, the U.S. High-Tension system manufactured by Nucor Steel Marion Inc. in Ohio was chosen for its cost-effectiveness (up to 75% less than other systems) and ease of installation and maintenance. Amy Burlarley-Hyland, P.E., director of the asset management division of DBI Services LLC, FDOT’s asset maintenance contractor, said, “Our crews love the system because it can often be repaired within 30 minutes. I’ve had experience with many median barrier systems, and this is by far the simplest to repair after a hit.”

According to FDOT Chief Safety Officer Marianne Trussell, while the number of injuries resulting from lane departures rose slightly in 2005 and 2006 (due to driver error, secondary crashes and other conditions), the number of fatalities is declining. Florida’s total traffic fatality rate decreased 4.7% in 2006 to 1.65 per 100 million vehicle-miles traveled. According to Schindler, that reduction is thanks in part to the safety systems installed in the medians.

Original Source
Federal Tribes in the Michigan Tech TTAP Region

Aroostook Band of Micmac Indians
Bad River Band of Lake Superior Chippewa Indians
Bay Mills Indian Community
Bois Forte (Nett Lake) Band of Chippewa
Catawba Indian Nation
Cayuga Nation of Indians
Chitimacha Tribe of Louisiana
Coushatta Tribe of Louisiana
Eastern Band of Cherokee Indians
Fond du Lac Band of Chippewa
Forest County Potawatomi Community
Grand Portage Band of Chippewa
Grand Traverse Band of Ottawa & Chippewa
Hannahville Indian Community
Ho-Chunk Nation
Houlton Band of Maliseet Indians
Huron Potawatomi, Inc.
Jena Band of Chocotoy Indians
Keweenaw Bay Indian Community
Lac Courte Oreilles Band of Lake Superior Chippewa
Lac du Flambeau Band of Lake Superior Chippewa
Lac Vieux Desert Band of Lake Superior Chippewa
Leech Lake Band of Chippewa
Little River Band of Ottawa Indians
Little Traverse Bay Band of Odawa Indians
Lower Sioux Reservation
Mashantucket Pequot Indian Tribe
Mashpee Wampanoag Tribe
Match-e-be-nash-she-wish Band
of Pottawatomi Indians (a.k.a. Gun Lake Band)
Menominee Indian Tribe of Wisconsin
Micoosukee Tribe of Indians
Mille Lacs Band of Ojibwe
Mississippi Band of Choctaw Indians
Mohegan Tribe of Indians
Narragansett Indian Tribe
Oneida Nation of New York
Oneida Tribe of Indians in Wisconsin
Onondaga Nation of Indians
Passamaquoddy Tribe Indian Township Reservation
Passamaquoddy Tribe Pleasant Point Reservation
Penobscot Indian Nation
Pooch Band of Creek Indians
Pokagon Band of Potawatomi Indians
Prairie Island Indian Community
Red Cliff Band of Lake Superior Chippewa Indians
Red Lake Band of Chippewa Indians
Sac and Fox Tribe of Mississippi in Iowa
Seminole Tribe of Florida
Seminole Nation of Florida
Shakopee Mdewakanton Sioux Community
Sokaogon Chippewa Community
St. Croix Chippewa Indians
St. Regis Mohawk Tribe
Stockbridge Munsee Community
Tonawanda Band of Seneca Indians
Tunica-Biloxi Indians of Louisiana
Tuscarora Nation of Indians
Upper Sioux Community
Wampanoag Tribe of Gay Head Aquinnah
White Earth Band of Chippewa Indians

Editor’s Corner

One of the hottest topics in highway safety right now is the use of high tension steel cable median barriers. Check out the article on page 1 highlighting the success that they are experiencing in Florida with this technology.

I’m using this issue of the Pathways to try and catch everyone up on some of the recent meetings that have taken place. The Intertribal Transportation Association met in Reno, Nevada on May 29 & 30, 2008. Check out the minutes on page 3. On page 4, we have the minutes from the TRB Native American Transportation Issues Committee meeting that was also held in Reno on May 31. On page 6, I’ve provided a quick overview of a recent Indian Reservation Roads (IRR) Inventory meeting that was lead by the Midwest BIA office and held in Harris, Michigan on September 16-18, 2008. This was a particularly informative meeting as the entire IRR process was discussed. In addition, there were hands-on sessions including a field demonstration and Road Inventory Field Data System (RIFDS) training.

Our regular offerings include the Resource Library section on page 7, and our Upcoming Events section on page 8.

We Need Your Help! If anyone has recaps or minutes from meetings that have been held recently in the Eastern Region, please send them to us. I will provide credit to the original author or source. If you have any pictures of these meetings, send those along too and we’ll run them as well.

-Scott

The deadline for contributing suggestions, corrections, or information for publication in the next Pathways, Volume 14, No. 4, is January 9, 2009. Any contributions made after that date will appear in Volume 15, No. 1. You may contribute information for publication on www.ttap.mtu.edu at any time.
Cheryl Cloud  
TTAP Manager

The Inter-Tribal Transportation Association (ITA) met for their mid-year meeting in Reno, Nevada on May 29 and 30, 2008. Despite having no executive quorum present (volunteer, unpaid positions), they had much business to conduct. The ITA is working on a number of initiatives and focus areas:

**Initiatives**
- Building new partnerships
- Advocating for tribal transportation
- Becoming a clearinghouse for information (an original concept of ITA)
- Networking with transportation stakeholders (an original concept of ITA)

**Focus Areas**
- Regional Meetings
- Tribal Directory of Tribal Transportation programs
- Road Maintenance
- Safety
- Communications

In 2007, elections for regional representatives in odd numbered regions were conducted (Regions 1, 3, 5, 7, 9, 11 & including the Alaska Region). The group is currently in need of a representative for the Pacific Region. Mr. Omer Begay (Region 9) was elected ITA’s new Vice-President. The organization reported membership at 61 tribes, 54 existing member tribes plus 7 new ones. One membership issue that ITA is currently addressing is whether regional representatives should be required to be a tribal transportation employee, to be elected as an ITA representative.

The ITA is also working on acquiring office space in Washington, DC. The National Congress of American Indians (NCAI) is working with them to acquire space in the Tribal Embassy Building.

Other immediate business the organization is attending to is:
- Working on a strategic plan (committee assignment)
- Developing an annual work plan
- Defining training (in collaboration with TTAP)
- Developing membership

Two motions passed during the ITA Mid-year Meeting:
1. The ITA will send a letter to HSR Consulting, stating their non-interest in their services.
2. The ITA Office will stay in Montana until the DC office is established.

ITA also noted that it needs website assistance and would like heavier involvement in TTAP’s National Tribal Transportation Conference.

Vivian Philbin, Chief Counsel of Federal Lands Highway also presented an Indian Reservation Roads (IRR) Program update. Her presentation included the following topics:
- Funding levels
- Bridge Program
- Inventory
- Transit
- Reauthorization Issues
- TTAP Role
- FHWA/Tribal Agreements
- IRR Program Delivery Guide & FHWA/Tribal Project Agreements
- FHWA Tribal Safety Summits
- Future Challenges

Ms. Philbin said that there are currently 19 FHWA/Tribal Agreements in place (as of May 2008), with the first one being signed in September 2006. Ms. Philbin can be contacted directly at 720-963-3445 or at <vivian.philbin@fhwa.dot.gov>.

The ITA will hold their Annual Meeting & Conference in December in Las Vegas, Nevada. For additional information on the Inter-Tribal Transportation Association, or it’s business, please contact C. John Healy, Sr. at 406-353-8469 or <cjohnhealysr@fortbelknapnations-nsn.gov>.

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Intertribal Transportation Association  
MISSION/PURPOSE
To help Tribal Elected Leadership address tribal transportation concerns, issues, needs, programs, and policies to assist tribes and tribal communities in the evolution of their transportation systems and programs

ORGANIZATION
ITA membership is made up of tribal communities and nations who have the voting power to elect the ITA officers and the 12 area representatives. A non-voting membership is also available to associates, individuals, and contributors who support the tribes and their ongoing needs in transportation.

CONTACT INFORMATION
Intertribal Transportation Association

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Box 66, Harlem MT 59526  
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http://www.ewu.edu/x25312.xml
The Native American Transportation Issues Committee (NATIC) met on May 31, 2008 in Reno, Nevada for their mid-year meeting. The committee discussed research needs, which are summarized below:

1. Bureau of Indian Affairs (BIA) Distribution Formula (sponsored by Julieanne Baltar)
2. Right-of-Way (sponsored by Kimberly Yearyen & Kelly Meyer)
3. State & Tribal Relations (sponsored by Dick Winchell)
4. Tribal Transit Programs (sponsored by Richard Rolland)
5. How to Operate a Tribal Transportation Program (sponsored by Julieanne Baltar)
6. Impacts of Scenic Byways (added, still needs a sponsor)

BIA Distribution Formula

The primary question is "What happens to the distribution of funds when the data is incorrect?" Transportation Research Board (TRB) Program Officers present brought up that this is policy research, which must be requested by the TRB and done by the ownership agency, which in this case is the BIA. It was suggested that perhaps the committee could look at an approach to research in this area involving 'alternative models' that might be more effective than the current model.

Right-of-Way

New sponsors were identified at this meeting. They will work on developing the topic for the committee’s review and input at the next meeting in January 2009.

State & Tribal Relations

A new sponsor was potentially identified, and the committee asked Richard Rolland to see if Mr. Winchell would be willing to take it on. A report will be made back to the committee by either Dick or Richard at the January meeting. It was suggested that the committee could start by offering some 'tracks' in this subject area at the National Tribal Transportation Conference (NTTC), which will be held in November 2008. It was also suggested that the committee host a 'Tribal Nations Nite' at the January 2009 TRB meeting, incorporating both food and examples.

Tribal Transit Programs

This topic is now a TRB research project - "Transit Cooperative Research Program (TCRP) Project H-38: Developing, Enhancing, & Sustaining Tribal Transit Services." Richard Rolland recommended to the committee that this topic now be put on hold pending the results of this research, and the committee agreed.

How to Operate a Tribal Transportation Program

The committee discussion revealed a definite need for data gathering of tribal transportation department/governmental profiles. Two Tribal Technical Assistance Programs (TTAPs) are in the beginning stages of doing just that for the Tribes in their service area - the Michigan Tech TTAP (covers the Eastern & Midwest regions) and the National Indian Justice Center (covers tribal agencies in California & Nevada). This topic needs further discussion and development to focus research.
**Impacts of Scenic Byways**

This is a new topic added to this meeting. There will be more discussion and development to come as the NATIC members work more with the Scenic Byways program.

**Other Issues**

It was noted by co-chair, Cynthia Gomez, that States (DOTs) can fund Indian Reservation Road (IRR) or tribal-related research or data gathering projects, if they so choose, via the special projects and research program. Tribes in each State should look at that as another option and resource.

Co-chair Ed Hall reported that the BIA leadership currently is George Scabine, Assistant Secretary, and Jerry Gidner has the responsibility for the IRR Program (as of the date of the meeting, May 31, 2008).

Stephan Parker, Senior Program Officer of the TRB, gave an update to the committee on "TCRP Project H-38: Developing, Enhancing, & Sustaining Tribal Transit Services" and discussed Tribal Transit services, training, and funding challenges. It was also noted that NCHRP Project 08-65 “Identification of Results-Oriented Public Involvement Strategies Between Transportation Agencies and Native American Tribal Communities” now has a contractor, Alliance for Transportation Research out the University of New Mexico.

There was discussion of the BIA’s Implementation Proposal and a report by Cynthia Gomez on California DOT’s IRR Project.

Discussion of the January 2009 TRB Committee meeting included ideas and suggestions for potential topics, papers and workshops. Potential topics included Native wind energy, energy development, and production by Tribes and global warming and energy resources. Potential workshop suggestions included NEPA: Consultation with Federally Recognized Tribes and a Reauthorization workshop. It was also suggested that perhaps the committee might consider co-hosting workshops with other TRB committees such as the Environmental Justice Committee, or the Low Volume or Rural Roads Committees.

There are currently two subcommittees under NATIC. The first is the Safety Subcommittee, chaired by Chimai Nguyen Ngo of FHWA, who provided a subcommittee report on current activities. The second is the Archeological & Historic/Cultural Resource Preservation Subcommittee, which currently needs a chair. There was discussion of adding a third subcommittee, a Legal or Indian Law Subcommittee, as well.

Deadlines for the Annual TRB Meeting are as follows:

- 6/2/08 – Deadline for Workshops
- 7/27/08 – Deadline for Papers (non-PDF)
- 8/01/08 – Deadline for Papers (PDF)
- 10/01/08 – Deadline for Sessions & Posters

The committee has taken up website development with the Michigan Tech Tribal Technical Assistance Program (TTAP), and a brief discussion about how development is going was held. Cheryl Cloud, Program Manager of the Michigan Tech TTAP, attended the TRB NATIC mid-year meeting.

**Additional Items**

TTAP is hosting a training/informational rollout session on the IRR Program Delivery Guide that Federal Lands Highway has developed at the National Tribal Transportation Conference in November 2008.

During Stephan Parker's report on "TCRP Project H-38: Developing, Enhancing & Sustaining Tribal Transit Services" he explained the research process, schedule, and timeline for this project.

This project has the following objectives:

- To describe and illustrate the variety of tribal transit practices in the U.S.
- To produce a guidebook with practical materials & clear processes for tribes to develop plans & access funding.
- To identify strategies & materials to leverage resources.
- To use alternative organizational models and alternative funding mechanisms to create and sustain effective mobility.

Stephan Parker can be contacted directly at 202-334-2554 or at <saparker@nas.edu>.

**About the TRB NATIC**

The Native American Transportation Issues Committee is concerned with research and practice pertaining to transportation issues on or near tribal lands and communities or affecting tribal historical or cultural properties wherever located. Tribal transportation issues include all modes of moving people and goods from one place to another, all relevant agencies, including tribal, state, federal, regional and local providers, and all relationships and interactive processes of various governmental units - tribal, federal, state, and local - with regard to the development, planning, administration, coordination, and implementation of transportation laws, policies, plans, programs, and projects.

The TRB NATIC website is currently under construction, but there are still a number of useful items and links. Visit <http://www.ttap.mtu.edu/trb_natic> for more information.
The Midwest Region Bureau of Indian Affairs office held an Indian Reservation Roads (IRR) Inventory Process training session at the Hannahville Indian Community's Island Resort and Casino in Harris, Michigan on September 16 through 18, 2008.

The first day of the training session included an overview of the entire inventory process, as well as detailed instruction on IRR eligibility, prioritizing the updating of routes, and determining functional classification, section breaks, roadbed condition, and surface condition. These sessions were followed with a field coding exercise that tied together all of the day's sessions through hands-on field demonstrations. The participants were broken up into groups and were asked to complete the RIFDS Field Data Collection Sheet for each section of the two roadway examples. Scott Cameron of the Midwest BIA - Ashland office also gave a demonstration on how to properly install an automatic traffic recorder (ATR) while the group was in the field. Once the group returned from the field exercise, the results of the field evaluations were discussed and explanations were given for why the particular sections were classified and rated the way they were.

The second day of training started with a quick recap of the previous day's events and topics. This was followed with a hands-on demonstration and training on the Road Inventory Field Data System (RIFDS). The RIFDS training included an explanation of proper computer file structures and naming, an overview of electronic file attachments, mapping routes, and other miscellaneous attachments. Other topics of the day included dealing with resolutions, MOAs, Long Range Transportation Plans (LRTP), RIFDS responsibilities of all agencies, route funding, inventory audits, and recommendations for annual inventory maintenance and updates. Even though the primary focus of most of these sessions was towards the use of RIFDS, explanations were given for the overall process, and how each of these items fit into the big picture.

The third morning was primarily a wrap-up for the previous two days, along with a final question and answer session. In addition, representatives from the Midwest BIA met with the various tribal representatives to discuss issues or topics relevant to each of them. This final one-on-one time provided an effective channel of communication and allowed for specific items to be addressed.
NEW in the TTAP Library
These documents are available for FREE in print or online.

Managing Vegetation Under Cable Median Barriers: Mow Strip Design and Practices

"In a continuing effort to improve how it builds and maintains cable median barriers, WisDOT is addressing the difficulties associated with removing grass and other vegetation that may grow under these barriers. A common solution employed throughout the U.S. is a mow strip, a narrow piece of pavement or other material placed directly beneath the barrier to prevent the growth of vegetation and facilitate mowing."

Prepared For: WisDOT Bureau of Project Development
Division of Transportation System Development
Prepared By: CTC & Associates LLC & WisDOT Research & Library Unit
Michigan Tech TTAP Library Reference No.: 1942

Investigation of Winter Pavement Tenting

"This research looked at the perceived causes and winter maintenance strategies of tenting through a survey sent to municipal, county, and state engineers in Minnesota, before conducting field research based on the theory that deicing chemicals, sands, and crack sealing all influence pavement tenting. The research found that crack sealing can reduce the roughness and height of tented cracks."

Prepared by: Eddie N. Johnson and Roger C. Olson
Minnesota Department of Transportation
MNDOT Report Number: MN/RC 2008-03
Michigan Tech TTAP Library Reference No.: 2069

Transportation Research Circular E-C126
Surface Transportation Weather and Snow Removal and Ice Control Technology

"The 4th National Conference on Surface Transportation Weather was held on June 16–17, 2008, and the 7th International Symposium on Snow and Ice Control on June 17–19, 2008, in Indianapolis, Indiana. The conference was conducted by the Transportation Research Board (TRB) Task Force on Surface Transportation Weather, and the symposium, by the Winter Maintenance Committee, in cooperation with Indiana Department of Transportation, AASHTO, and FHWA. This conference and symposium included papers and presentations on the application of weather information in transportation agencies; snowplow operations; maintenance decision support systems; modeling and forecasting weather in surface transportation; data collection and assessing technologies; impact of weather on traffic operations; weather information for drivers; environmental stewardship; blowing snow; pavement surface temperature; surface friction measurement; and characteristics of materials."

Transportation Research Board
In cooperation with: Indiana Department of Transportation, American Association of State Highway and Transportation Officials, and the Federal Highway Administration
Michigan Tech TTAP Library Reference No.: 1991
Training Requests for 2010 are due by January, 2009.

Upcoming Events

2008 Intertribal Transportation Association Meeting
December 10-12, 2008
Golden Nugget Hotel & Casino
Las Vegas, NV
Phone: 800-634-3454 Local: 702-286-8262
Contact: C. "John" Healy Sr., President at 406-353-8469 cjohnhealysr@hotmail.com
or John Smith at 307-335-7669

Indian Reservation Roads Program Coordinating Committee Meeting
January 6-9, 2009
Albuquerque, NM
Contact: Rick Galloway at 509-536-4033 or 509-979-6851 or via email at rg@q.com

TRB 88th Annual Meeting
January 11-15, 2009
Marriott Wardman Park, Omni Shoreham, and Hilton Washington
Washington, DC

Call For Presentations: Share Your Knowledge
Guide The Byway Community To New Heights
Deadline for Proposals is January 15, 2009
http://www.bywaysresourcecenter.org/events/conferences/2009/call/