

## INADEQUATE TRAINING

One out of three employees changes jobs annually. Companies that recruit poorly tend to train poorly as well. Training is not a one shot enterprise, but an on-going investment to reinforce and advance skills and attitudes. Employers often get caught up in a vicious cycle. They recruit poorly and then fail to allocate sufficient training resources. (“Why spend the money when they won’t be around for very long?”) Employees’ performance suffers, their satisfaction level is low, and they leave giving the employer the opportunity to start the cycle again. Employers who treat their employees as investments, rather than expenses, and invest in them will enjoy a better bottom line in the long run.

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**Remember to contact the Technology Transfer Office to provide your cost-free training needs.**

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## DRUNK OR DROWSY?

**Study finds many police officers mistake tired drivers for drunk drivers.**

Washington DC – Nearly nine out of every ten police officers responding to an American Automobile Association (AAA) Foundation for Traffic Safety Internet survey reported they had stopped a driver who they believed was drunk, but were only drowsy. The survey was coordinated with the National Highway Traffic Safety Administration (NHTSA), which has provided some estimates on the scope of the drowsy driving problem in the past. According to NHTSA data, up to 100,000 police-reported crashes annually involve drowsiness or fatigue as a principal causal factor. That accounts for 1.5% of all crashes. At least 71,000 people are injured in fall-asleep crashes each year and a conservative estimate of annual related fatalities is 1,500. NHTSA estimates the monetary losses each year as result of these crashes represent \$12.5 billion. Mounting evidence suggests the numbers are much higher and new estimates are expected.

Additional survey responses revealed:

- 89% of police officers agreed that drowsy driving is as dangerous as drunken driving;
- 93% of police officers believed drowsy driving is a serious problem;
- 93% agreed that drowsy driving is a serious problem for passenger car drivers;
- 97% agreed that drowsy driving is a serious problem for commercial drivers;
- 95% agreed that drivers who cause a crash because they are fatigued should be charged with a driving violation; and
- 96% agreed that more education is needed to inform drivers about the dangers of drowsy driving.

Between January 1 and March 31, 2004, police officers from various organizations in the United States and Canada answered the AAA Foundation’s online survey. Police organizations, including the International Association of Chiefs of Police and State and Provincial Police Departments distributed the survey via e-mail announcements, telephone calls, newsletters, and Web page announcements. The AAA Foundation received a total of 2,269 valid survey responses.

A NHTSA-sponsored Gallup survey in 2002 found that 95% of the driving population considers drowsy driving by other people to be a threat to their safety. About 37% of respondents reported they had fallen asleep while driving at least once in their life, and 10% of those, or an estimated 7.5 million drivers, had done so within the month preceding the survey.

To drive alert and arrive alive, the AAA Foundation suggests:

- Do not drive when you are sleepy.
- Stop driving if you become sleepy while on the road. Drink a caffeinated beverage.
- Since it takes about 30 minutes for caffeine to enter the bloodstream, take a 20-30 minute nap while you're waiting for the caffeine to take effect.
- Get plenty of sleep (at least six hours) the night before a long trip.
- Do not plan to work all day and then drive all night.
- Travel at times when you are normally awake, and stay overnight rather than drive straight through.
- Avoid sleepy times of day. Take a mid-afternoon nap and find a place to sleep between midnight and 6 a.m.
- Travel with an awake passenger.
- Schedule a break every two hours or every 100 miles.

The AAA Foundation's mission is to prevent traffic deaths and injuries by conducting research into the causes and by educating the public about strategies to prevent crashes and reduce the impact when they do occur.

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## TIRE SAFETY

The Rubber Manufacturers Association, based in Washington DC, offers the following tips before you head out on the road:

### Tire Pressure

- Check your tire pressure regularly; keep it at the level recommended by the vehicle manufacturer. Remember to check the spare tire, too!
- The correct cold inflation pressure for your tires is listed on the vehicle placard on the doorpost, fuel door, glove box, or in the owner's manual. "Cold inflation pressure" refers to the pressure in a tire that has not been driven for at least three hours.

### Vehicle Loading and Overloading

- Overloading your vehicle creates excessive heat inside your tires, which can cause tire failure. Before you fill your trunk and load the roof rack, check out the recommendations for loading your vehicle on the doorpost or in the vehicle owner's manual.
- If you're going to be driving long distances in a loaded vehicle, have the alignment and rotation checked to avoid uneven wear and other problems.

### Tread

- Check the tread grooves of your tires to make sure they're free of foreign objects. Also check the sidewalls to make sure there are no gouges, cuts, bulges, etc.
- You may have irregular tread wear if there are high and low areas or unusually smooth areas. Built-in tread wear indicators or "wear bars," which look like narrow strips of smooth rubber across the tread will appear on the tire when the tread is worn down to one-sixteenth of an inch.
- Do the Penny Test! Place a penny into a tread groove on your tires with Abe Lincoln's head pointed down. If you can see all of his head, it's time for a new tire.

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## BRIDGE MAINTENANCE AND INSPECTION SEMINARS

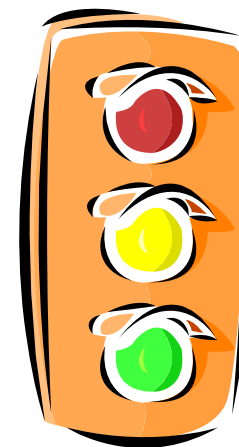
Based on numerous requests, the Short Span Bridge Seminar, presented by the Technology Transfer (T<sup>2</sup>) Center, has recently been modified and upgraded. The new training seminar titled "Basic Bridge Maintenance" will focus on the day-to-day activities necessary to prolong the life and serviceability of the bridges within your maintenance responsibility. The revised course will stress the different types of bridges, inspections, load ratings and general bridge maintenance. The new training schedule for 2005 is as follows:



- Jonesboro – June 7<sup>th</sup> – East Arkansas Planning and Development District office, 2905 King Street
- Harrison – June 8<sup>th</sup> – Northwest Arkansas Economic Development District office, 818 Hwy. 62/65 North
- Fayetteville – June 14<sup>th</sup> – Engineering Research Center (Dan Flowers Training Room), 700 Research Drive
- Little Rock – June 15<sup>th</sup> – AHTD Complex (Arkansas Highway Police Annex training room)
- Magnolia – June 22<sup>nd</sup> – Southwest Arkansas Planning and Development District office, 600 Bessie Street
- Pine Bluff – June 23<sup>rd</sup> – Southeast Arkansas Economic Development District office, 721 South Walnut Street

There is no registration fee or course charge for the seminars. However, seating may be limited for some of the training locations and prior notification of attendance is requested. Seminars will be from 8:30 a.m. until approximately 2:00 p.m. A course handout will be available for each class attendee. Please contact the Technology Transfer office by phone, fax or e-mail to advise of the location and date that you and/or your staff members plan to attend. Register by phone at 1-800-344-1285, or fax at 501-569-2070. The e-mail address is [Danny.Moore@arkansashighways.com](mailto:Danny.Moore@arkansashighways.com).

## TRAFFIC SIGNAL MAINTENANCE



The Technology Transfer (T<sup>2</sup>) Center is sponsoring two-day seminars/workshops on Basic and Advanced Traffic Signal Maintenance. The training has been updated to be in compliance with the new 2003 edition of the Manual on Uniform Traffic Control Devices (MUTCD). The first state regional seminar was scheduled for the northeast area of the state during the month of March. Additional regional training sessions are being planned, beginning in the month of April, for other metropolitan areas of the state. If members of your city or county signal maintenance staff would like to participate in one of the signal maintenance training sessions, please contact the T<sup>2</sup> office as soon as possible. If your city's signal department would like to be the host site for the training, please let us know. Please contact the T<sup>2</sup> office at 1-800-344-1285 (in-state) or e-mail us at [LTAP@arkansashighways.com](mailto:LTAP@arkansashighways.com).