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November 2015

President's Report

By Duane Ratermann, PE
Knox County, Illinois



On this Thanksgiving eve, we at NACE are thankful for you—our loyal and committed members. YOU are NACE! And most of our successes this year are directly attributed to your tireless volunteer efforts, outreach dedication, and financial support. By participating in our professional organization, you're proudly at the forefront of the county engineer and county road official profession.

As you may have heard, on October 26 our NACE Board of Directors held our fall meeting in conjunction with the 10th Annual Conference of MACTO, the Missouri Association of County Transportation Officials. A big "Congrats" to MACTO on reaching this milestone! And for me personally, the conference was especially moving. I inducted my dad, Dan Ratermann, PE, as the inaugural inductee of the MACTO Hall of Fame. We are the first father and son to both serve as Presidents of NACE.

A major item considered and overwhelmingly approved by our Board was the new dues structure to take effect in January 2016. Some of you may have already been contacted about this from your state affiliates. This wasn't an easy or quick decision we can assure you. The reality has been discussed for quite a few years that NACE could not continue down our same path of financial uncertainty. The final recommendation came from the Membership Committee and was vetted during the ongoing Strategic Planning efforts underway.

As the largest affiliate of the National Association of Counties (NACo), our Board voted to mirror NACo's membership structure based on population. This gives your upper level and professional employees the opportunity to participate in NACE and reap our many membership benefits. And your assistant engineers and supervisors can become involved, aiding them professionally as they begin climbing the career ladder. You can designate as many members as you choose. Each county will have one Voting Member, who will have between one and five votes based on population.

As background, NACE essentially has two revenue streams—Dues and our Conference. For 9 years until 2013 dues had not been increased while operating costs had risen. Our revenue from the NACE Annual Conference is unpredictable depending on our numbers of attendees, sponsorships, and exhibits. And next year NACo is relocating their headquarters and NACE is following suit. Unfortunately, we'll incur slightly higher costs associated with the move. For several years our deficit spending had depleted our reserve fund, which is no way to run an organization. We've turned that around now, but we must build up reserves again for future planning.

In all my years on the NACE Executive Committee, there has been much discussion about the financial uncertainty of NACE. The new dues structure should not only increase our revenues but also increase our membership, a challenge in any mature association. Rest assured that the NACE elected leaders and staff operate in a manner that is fiscally responsible, while providing you and all members the benefits and service you have become to expect.

We're working directly with our state affiliates to address a few unique situations. We sincerely appreciate your continued support as we work through this transition. If you'd like to discuss any of these issues, feel free to contact me at dratermann@co.knox.il.us or Executive Director Brian Roberts at broberts@naco.org.

A heartfelt Happy Thanksgiving to you and yours!

New Dues Structure

County Population	Dues	Votes
< 50,000	\$200	1
50,000 - 150,000	\$350	2
150,000 - 250,000	\$500	3
250,000 - 500,000	\$750	4
> 500,000	\$1,000	5

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Early Bird Registration Discount Ends February 26



NACE 2016

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We invite you to check out the **NACE 2016** site if you haven't!

The Washington State Association of County Engineers (WSACE) promises you'll experience the best of Tacoma and Pierce County!

On the site, you'll find about everything you need: the preliminary schedule, hotel and travel information, session topics, technical tours, networking opportunities, things to do in Tacoma and more.

Act now to reserve a room at the host hotel, The Murano, as space is limited. The Courtyard also has a NACE block.

Register for a register for a **Technical Tour on Tuesday!**

Narrows Bridge and Cruise

Remember being amazed your first time studying Galloping Gertie? Take a scenic boat ride aboard the Emerald Star on the Puget Sound to tour the Tacoma Narrows twin suspension bridges that stand today, connecting Tacoma to Gig Harbor.

Regional Wastewater Treatment Plant & Chambers Bay Course

You watched the 2015 US Open, now follow in the footsteps of Jordan Spieth and Dustin Johnson! And learn about an innovative, first-of-its-kind treatment solution. Pierce County is the second in the US to use the Anaerobic Ammonium Oxidation process. This removes ammonium and nitrogen from wastewater without the need for an external carbon source, cutting space requirements, operational costs, energy use, and CO2 emissions for nutrient removal.

Feel free to contact us if you have any questions: nace@naco.org or 202-393-5041.

In Tacoma you're invited to **Step Out of Your Comfort Zone!**

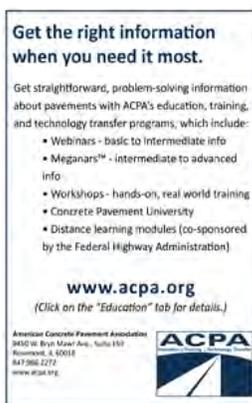
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Steve Hinton crop.JPG	Eric Hedman crop.JPG	Pat DeChellis crop.jpg
		
Tim Zahn, PE Sangamon County, Illinois 2014 Urban County Engineer of the Year	Richey Beyer, PE, PE Elmore County, Alabama 2014 Rural County Engineer of the Year	Monte Goucher, PE District 7, Oklahoma 2014 Program/Project Manager of the Year

NACE Annual Awards

Does your state have an exceptional County Engineer who ...

- Leads by example?
- Rolls up his shirt sleeves?
- Actively sources new technologies?
- Does more with less?
- Influences laws or guidelines?

Or a Project/Program Manager in the forefront who works below the county engineer or head manager?

These NACE awards recognize a meritorious achievement which helps create a new vision for a transportation system.

The deadline to submit nominees to the Awards committee is January 15, 2016. The awards are presented during the banquet at the Annual Conference the next spring.

NACE extends our thanks to Richard Spraggins, PE, Awards Chair!

Urban / Rural County Engineer of the Year Awards

- [Award Guidelines - Urban/Rural County Engineer of the Year](#)
- [Award Form - Urban/Rural County Engineer of the Year \(2015\)](#)
- [County Engineer of the Year Award Recipients](#)

Project / Program Manager of the Year Award

- [Award Guidelines - Project/Program Manager of the Year](#)
- [Award Form - Project/Program Manager of the Year \(2015\)](#)
- [Project/Program Manager of the Year Award Recipients](#)

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MACTO Celebrates 10th Anniversary Conference

By Derin Campbell, PE
Boone County, Missouri

MACTO (Missouri Association of County Transportation Officials) celebrated our 10th Anniversary Conference! We formed the MACTO Hall of Fame on October 27 by inducting Dan Ratermann, PE, NACE former President, as the inaugural member.

To share in our festivities, the NACE Board of Directors held our fall meeting in conjunction with the MACTO Conference. This year's conference had over 200 attendees and 53 exhibitors, including 15 large equipment displays. At last count we had 136 members and 36 associate members.



Dan Ratermann, PE, inducted into the MACTO Hall of Fame by his son Duane Ratermann, PE, current NACE President. Dad swore in his son as the President of NACE back in April. This is the first father and son to serve as Presidents of NACE.

This was our 10th Annual Conference, but MACTO formed in 2003 and became official in 2004 with an elected slate of officers. Dan was a key cog in pulling us together and getting us on the correct path. This year's conference had over 200 attendees and 53 exhibitors, including 15 large equipment displays. At last count we had 136 members and 36 associate members.

For the second year we had a keynote speaker. For you who watch football (not the one with the round ball, Ramone), you would recognize the name Mitch Holthous, "voice of the Kansas City Chiefs". Mitch was an energetic speaker, touching on the value of teamwork and horizontal accountability.

One highlight was a session titled "Game Time". We divided attendees into 10 design teams with the challenge to design and construct a wooden bridge.

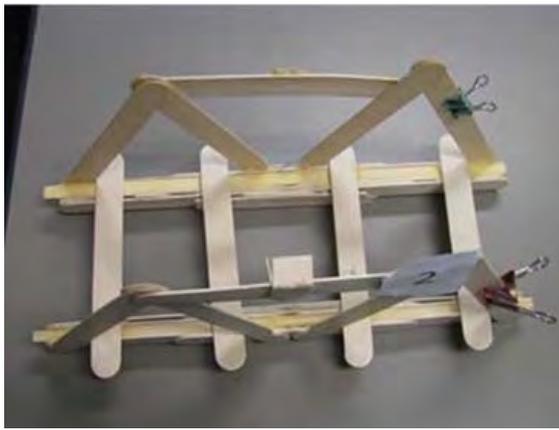
Each team received a packet of material: wooden "members" (tongue depressors), super glue, and dimensional requirements. In addition, each team had a list of clues and two runners. The runners' jobs were to associate the clues with the appropriate vendor, who would reward the team with additional building materials.

Unfortunately, we were woefully unprepared for the load testing phase of the contest. We had variable weight (bucket of sand) of up to 85 pounds. All the bridges passed! We hadn't thought of that possibility. Plan B was to send them to a local testing lab for load testing. The winning structure held 450 pounds!

Congratulations Team 2 - 450 lbs!

Jeff Campbell, Caldwell County
Ronnie Cochran, Bagnell Special Rd Dist
Dan Hausman, Buchanan County
Dan McDonald, Platte County
Donnie Brown, New Madrid County

Special thanks to Garver Engineering and Kansas



City Testing & Engineering, LLC for hosting the bridge building contest and testing the bridges.

Overall it was a great conference. One of our NACE executive committee members was exposed as a closet kleptomaniac, but I hear she is now receiving treatment. Best of all we saw the results of a plan that was hatched last April at the NACE beach party at NACE. And we honored an NFLer to which MACTO owes its existence. Thanks, Dan!

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TACERA Conference—Everything's Bigger in Texas

**By Tony Vasquez
Bexar County**

The Texas Association of County Engineers & Road Administrators (TACERA) held our Annual Conference in San Antonio, Texas, on October 19-22. What a great success— with a record number of attendees, including vendors in the trade show! Fifteen different sessions included topics such as County Legal Issues, Roadway Drainage Issues, Pavement Preservation and several others in the Public Works arena.

The group enjoyed a technical tour to the San Antonio Rinker Concrete Pipe Plant. NACE South Central Vice President Derin Campbell attended the conference and provided the membership with the benefits of becoming a NACE member. He also provided insight on NACE's current legislative efforts and issues.

TACERA Award Winners



Tony Vasquez (R), Bexar County, was awarded the County Engineer / Road Administrator of the Year by President Michael Shannon, Galveston County.



Kelly Hoffer (R), Kerr County was awarded the County Road Employee of the Year by President Michael Shannon, Galveston County.

TACERA 2016 Board Members



Bottom Row L-R: Joe Trammel, PE, President, Tarrant County; Bryan Neaves, PE, Vice President, Bell County; Chad Davis, PE, Secretary/Treasurer, Wise County; Tony Vasquez, NACE Representative, Bexar County.

Standing L-R: Don Ward, Director, Travis County; Bobby Hall, PE, Director, Chambers County; Michael Shannon, PE, Past President, Galveston County; Yancy Scott, PE, Director, Waller County; Charlie Hastings, Director, Kerr County.

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Do Your Pedestrian Facilities Comply with ADA??

By **Brian Stacy, PE**
Pierce County, Washington



I can understand if that question sent chills down your spine! It certainly can have a chilling effect on conversations around the country. Having said that, it's a conversation that many of us need to be having if we have urban infrastructure such as sidewalks and curb ramps.

Here in my home county nearly all of our sidewalks are wide enough to comply with the Americans with Disabilities Act (ADA); yet, our non-compliant curb ramps may be creating barriers to accessibility. Here I hope to shine the spotlight on certain ADA implications to our counties and continue the dialogue with many of our counterparts impacted by these regulations.

The ADA is a federal civil rights law that prohibits discrimination against individuals with disabilities. Under Title II of ADA 28 CFR 35.105, we must evaluate our "current services, policies and practices" to determine whether they comply with the requirements of the ADA. This process is called self-evaluation.

Here in Pierce County we developed our self-evaluation report to fulfill our self-evaluation requirements for pedestrian facilities within county public rights-of-way (land owned by the county for public roadways). This report does not address buildings, privately owned facilities, or the facilities owned by the incorporated cities and towns of Pierce County. Also excluded were trails under the authority of our Parks Department and bus stops managed by a Transit agency. Pierce County is committed to providing accessible pedestrian facilities which ensure that all of our citizens have access to our transportation system. Said report identifies areas where we must improve to meet that commitment, and where we are meeting it already.

What type of infrastructure did we evaluate in the report? We focused our attention on sidewalks, curb ramps, traffic control signals, and driveway entrances that include ramps. The report then identified barriers to the accessibility of these facilities as defined by ADA. More specifically facilities evaluated in this report are those that make up the pedestrian access route and pedestrian circulation path in the public right-of-way as defined in R105.5 of the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way, July 2011 (also referred to as Public Rights-of-Way Accessibility Guidelines or 2011 PROWAG).

The report itself contains a summary of the county's inventory of pedestrian facilities in the public right-of-way (a two year effort). The inventory includes extensive measurements taken for each type of facility. We used the measurement data to determine what barriers to accessibility exist and how severe each of those barriers is. Next we moved forward with our public outreach efforts.

We had extensive outreach in hopes of gaining a better understanding of the public's accessibility needs. This included public meetings, creating a website, and conducting surveys. The inventory, self-evaluation report and survey information will be used to create the counties ADA Transition Plan for Public Rights-of-Way. This in turn will help Pierce County prioritize future projects in our Six Year Transportation Improvement Plan to ultimately bring facilities into compliance.

I would suspect that many of us are at varying degrees of compliance and would suggest we continue to share our experiences so that we can make our pedestrian infrastructure safe for all our users!

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Capitol Hill Update

NACE Contacts All Members of the Surface Transportation Conference Committee

NACE shared our concerns with all members of the House and Senate Conference Committee addressing the surface transportation bill. Please contact your Congress people if they serve on this important committee.



Dear Member of the Transportation Bill Conference Committee:

I am writing on behalf of all members of the National Association of County Engineers (NACE) to support your efforts to deliver a long term, fully funded Transportation Reauthorization bill. NACE, an affiliate of the National Association of Counties (NACo), represents nearly 2000 county road officials across the U.S.

We are encouraged and grateful of the work in both chambers of Congress toward reaching this desired outcome. Thank you for your leadership in moving this monumental piece of legislation to this point in the process.

In reviewing the two versions of legislation (Senate DRIVE Act and House STRR Act), we view the policy aspects of the STRR Act as our more desired version. Many items in the STRR Act are derivatives of items placed in or identical to the DRIVE Act. At the end of the day, we believe that the contents of the STRR Act address all of our nation's surface transportation infrastructure in a more inclusive way.

We respectfully ask that you utilize the STRR Act as your basis for our country's next historic long term, fully funded surface transportation program.

Two items that we would like to see amended from their current forms in the STRR Act and included in the final language of a long term, fully funded transportation bill are related to project delivery and safety.

Project Delivery

In STRR Act, please consider adding "and local governments" after "States" on page 203; line 2 of the bill in Sec 1407 (Productive and Timely Expenditure of Funds) so the subsection would read as follows:

"(b) IMPLEMENTATION. – The Secretary shall work with States and local governments to ensure that any guidance developed under subsection (a) is consistently implemented by States and the Federal Highway Administration to..." This minor change will ensure local governments will be part of the process of developing this guidance and building on the efforts of Congress and MAP-21 to further expedite project delivery.

Safety

In the STRR Act, please reconsider including item (i) shown on page 53, lines 19 through 21 of the bill in Section 1108 (Highway Safety Improvement Program) and item (B) shown on page 54, line 8 in the same section 1108. (A) in paragraph (4)(B)— (i) in the matter preceding clause (i), by striking "includes, but is not limited to, "and inserting "only includes"; and (B) by striking paragraph (10)

Leaving the language as is in current law provides greater flexibility for the States and local governments to drive down fatalities on our nation's roadways. The addition of specific projects beginning on page 53, line 22 and continuing through page 54, line 7 are more than appropriate inclusions/ clarifications and are supported by NACE. Unfortunately, the current proposed language has an unintended consequence of increasing highway fatalities and serious injuries by preventing the use of funding on proven safety programs.

Funding

Regarding funding, we support maximum investment under the proposed legislation, even if that means a shorter five year bill.

Please contact me at broberts@naco.org or 202-393-5041 if you have any questions.

Respectfully,

Brian C. Roberts, PE
Executive Director

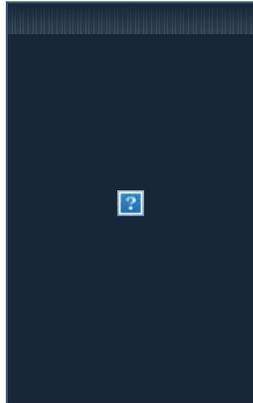
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Powering An Energy Revolution

By Leslie Myers McCarthy, Seri Park, and Anthony R. Giancola

A boom in US energy development is challenging transportation agencies to alleviate the strain related to increased truck traffic on aging infrastructure.



Texas Department of Transportation

A truck transporting a load of oil field storage tanks struck this overpass bridge on I-10 in Pecos County, TX, about 8 miles (12.8 kilometers) east of Bakersfield. Impacts, such as bridge strikes, to roadway infrastructure from activities related to energy development are the focus of the NCHRP Synthesis 469.

For the first time in 40 years, the United States has achieved relative energy independence. Emerging and evolving energy development in the United States has become a bright spot in the national economy and has created opportunities for both skilled and unskilled labor.

While energy independence is good news, the expansion of these industries has implications for transportation infrastructure. For example, geographic shifts in oil and gas extraction have led to greatly expanded transport of oil by truck and rail. In many cases, expansion involves movement of heavy equipment and other supplies to rural locations and puts pressure on a functional class of roads and bridges that were not constructed to handle the heavy loads associated with expansion and increased traffic.

The U.S. Energy Information Administration reports that the variety and magnitude of energy development is either expanding or holding steady--a trend that is likely to continue. Transportation agencies are rising to the challenge to address the increased demand on the highway infrastructure and damage resulting from traffic related to energy development. Agencies that are responsible for transportation infrastructure are requiring surety instruments (a promise by one party to assume responsibility for the debt obligation of a borrower if that borrower defaults), permits, bonds, and excess maintenance agreements from energy companies. Some transportation agencies and infrastructure owners also are strengthening roads and bridges to carry the increased loads. In many areas, agencies also are addressing potential safety concerns from increased truck traffic.

The Effects on Roads and Bridges

Published by the National Cooperative Highway Research Program, Synthesis 469: Impacts of Energy Developments on U.S. Roads and Bridges documents the impacts of the energy sector on the transportation system and state-of-the-practice strategies to minimize damage. The report aims to help Federal, State, tribal, and local transportation managers better understand and communicate the negative impacts of energy development on roads and bridges, while also selecting appropriate strategies to manage them.

In addition to examining road damage from energy development, Synthesis 469 reports on the economic costs associated with supporting energy development. The report provides energy companies with the tools to assess the costs and help pay for infrastructure damage. The synthesis also looks at current design standards and engineering methods to address the increased frequency and weights of heavy truck traffic, practices used to address the safety implications of increased vehicle volumes, and examples of agency and industry collaboration to address roadway issues.

In addition, the synthesis discusses the efforts of departments of transportation in 40 States plus the District of Columbia, and

related local public agencies to mitigate the effects of energy development, and provides examples of alternative options to manage those impacts more effectively. It also reviews engineering practices, funding approaches, and contractual mechanisms for dealing with the effects of energy development.

Roadway Deterioration

The most visible effect is the deterioration of paved and unpaved roads. When surveyed for Synthesis 469 in early 2014, 27 State DOTs indicated that they observed an increase in the amount of truck traffic volumes and heavy loads in recent years. "Increased traffic volumes, particularly heavy trucks, have accelerated the deterioration of State highways in the oil-impacted areas," says Ron Henke, P.E., deputy director of engineering at the North Dakota DOT. "Roadways in the western part of the State were originally built to handle agriculture traffic, small grains and ranching, and were not built to carry the heavy loads associated with oil development." As a result, Henke says, "Design life on some roads in western North Dakota has been reached in a shorter amount of time [than estimated in the original design]."

He continues, "For example, U.S. Highway 2, which is a major corridor in western North Dakota, reached [the end of] its design life in 8 years rather than the [projected 20- to 30-year design life]."



The flexible pavement on this county road near Gifford, IL, shows signs of distress (visible cracking). The road services the adjacent wind farms visible in the distance.

State DOTs reported that secondary roadways are the most affected by truck traffic. In fact, 10 States noted a significant level of impact on local roads, while 7 States reported a significant level also for minor arterials or collectors and distributors. More than half of the respondent DOTs rated the impact on minor arterials and local roads at a moderate level. Interstates or freeways were the least affected.

According to Brian Roberts, Executive Director of the National Association of County Engineers, "The negative impact and accelerated deterioration on local roads in rural areas is significant, requiring increased levels of repair and maintenance and severely impacting the budgets of local jurisdictions."

The damage attributable to heavy vehicles is difficult to quantify in rural areas, but some State DOTs, such as those in Arkansas, New Jersey, North Dakota, and Texas, are investigating ways to do this. The most common measure used to quantify damage is remaining service life for pavements and structural analysis for.

Damage to Bridges

Local bridges are also vulnerable to damage from increased truck traffic and heavy loads. Some overweight trucks have struck bridges, requiring closures and expensive repairs. Other safety concerns relate to the thousands of bridges that do not have adequate width to accommodate drilling rigs and other oversized loads, along with the necessary structural capacity to handle increased volumes of heavy trucks.

Recently, national media reports have covered the need for repairing thousands of bridges, even without the addition of energy-related truck traffic. In 2013, an Associated Press analysis of 607,380 bridges in the National Bridge Inventory showed that 65,605 were classified as "structurally deficient."

The Texas DOT reports increased volumes of heavy trucks (typically 40–60 tons, 36–54 metric tons), particularly on narrow bridges, and truck mirrors striking as they pass each other. Other narrow roadways have experienced an increase in crashes, run-off-road incidents, and fatalities. The Yoakum region of Texas (not far from San Antonio), a mostly rural area with significant energy development and nearly 4,000 bridges, has had multiple bridge collapses and crashes related to the width and height of bridges. Narrow, one-lane bridges require drivers to wait until a truck or other vehicle has crossed completely in order to advance. Communities in the region have complained about trucks on the bridges, and in response, TxDOT has increased signage that warns drivers about narrow bridges.

Funding Repairs And Improvements

Synthesis 469 shows the costs to DOTs to provide energy development companies with adequately performing roadway and bridge infrastructure. The synthesis also shows significant costs to energy developers from user delays that result from work zones necessitated by repairs to infrastructure and longer haul times because of detours. Duke University found that to support shale energy development, in a number of States, roadway costs have increased faster than the revenues from energy development.

Compensation paid from energy developers to States or local agencies includes fees for development impacts based on the magnitude of the developments or user fees based on measured damage to specific roads. Some States also set up donation agreements with energy developers; use energy-related permit fees; apply severance, property, production, or sales taxes;

use lease revenues; and implement maintenance agreements.

State DOTs also are repairing damage with a combination of State and local funding. When surveyed, only six DOTs reported that they have established agreements with energy companies to pay for repairs.

Safety Concerns

The Upper Great Plains Transportation Institute reports that western North Dakota was continuing to experience an economic boom because of energy industry expansion in 2013. The institute also found that unanticipated traffic safety issues are occurring on roads originally designed for local access and agricultural purposes, because they are carrying high truck volumes to serve the expanding oil sector. In fact, the number of crashes in approximately half of the counties (in a 17-county area affiliated with oil production) is above the State average for crash risk, considering all crash types on rural roads.

The study team for Synthesis 469 identified North Dakota and Texas, as well as Colorado, Iowa, and Pennsylvania, for more detailed interviews based on their geographic distribution, level of growth in energy development, types of energy product transported, level of observed infrastructure and safety impacts, and methods used for quantifying the economic effects of energy development.

Based on these detailed interviews, as well as the surveys and literature reviews, the synthesis highlights effects on road systems observed by agencies and how they are addressing them. It presents effective practices such as techniques for meeting design challenges, tools to assess costs, use of contractual agreements, and methods to mitigate negative impacts on safety.

The issue of overweight trucks has been particularly prevalent in Texas. In 2014, Texas experienced 23 bridge hits statewide. TxDOT launched a publicity campaign to remind drivers about overpass height restrictions. The campaign included distributing pamphlets at truck stops, broadcasting by radio, and printing billboards in both English and Spanish. Other strategies that TxDOT uses include signing all bridges with heights under 18 feet (5.5 meters), as well as accelerating construction projects to raise the elevations within 6 to 12 months to accommodate energy activities.

In Pennsylvania, energy companies have used temporary “jumper” bridges to bypass the permitting process for oversize (excluding overweight, if height restrictions exist) and overweight loads, and to manage heavy truck traffic. The practice involves constructing temporary, modular superstructures over existing bridge decks to carry the heavy loads. The jumper bridges then are dismantled when the energy companies no longer need them. Energy companies used this practice to support drilling activities in Lycoming County, PA. A later inspection by the county found that the roadways underneath the jumper bridge were relatively undamaged because the temporary structures carried the loads.

Costs and Funding

To assess costs and pay for damages, States use a number of strategies. Among the most common are (1) identifying accurate truck volumes and their associated payloads; (2) using a variety of taxes, fees, adequate public facility ordinances, and other reimbursement mechanisms; and (3) applying the truck traffic percentage or the vehicle-miles traveled as a factor for use in a cost formula. Many States cited an increase in applications for oversize and overweight vehicle permits, along with more frequent requirements for roadway or bridge maintenance, as the basis for developing a cost formula.

State DOTs are repairing roads and bridges with a combination of State and local funding. Several DOTs--Arkansas, Iowa, Pennsylvania, Utah, and West Virginia--share a percentage of costs between their agencies and the energy companies, and have found this strategy to be effective. The DOT in Iowa indicated that energy development companies cover 100 percent of the costs for roadway and bridge repairs. In Pennsylvania, energy companies pay 100 percent of the repair costs in many cases, and the DOT and energy companies share costs in other cases. Both Arkansas and Utah DOTs cost-share at 75 percent to the agency and 25 percent to the energy company. West Virginia DOT reports a cost-sharing split at 25 percent by the agency and 75 percent by the energy company.

The Minnesota DOT uses an Excel®-based cost calculator that enables users to estimate potential damage to pavements on local roads during the heavy construction traffic associated with wind turbine developments. The calculator is available for download at www.dot.state.mn.us/research/documents/trafficgenerator.xls. Users also can estimate costs to repair or reconstruct affected roadways.

The United States Forest Service’s model for funding requires energy developers to purchase road use permits. This process regulates access to forest roads by the developers, provides flexibility to modify permits for specific situations, and requires energy companies to improve and maintain the condition of existing forest roads to standard before and during use for energy development activities.

Financing Legislation

The Pennsylvania Department of Transportation (PennDOT) and local agencies in Pennsylvania frequently communicate and partner with energy development companies to minimize the amount of roadway damage caused by heavy trucks. PennDOT posts weight restrictions and uses agreements with energy development companies for roadway maintenance. The companies are required to submit an annual roadway maintenance plan. The plan must detail how the companies will repair damages when they occur and who they will contact to evaluate and complete the work.

In addition, Pennsylvania Act 89 legislation requires user fees to establish a funding source for transportation needs and assists in addressing the backlog of roads and bridges that need repairs. As part of the comprehensive Pennsylvania Act 13 legislation passed in 2012, an impact fee on energy companies was levied based on the level of drilling activity. The Pennsylvania Utility Commission collects fees, which it then distributes to municipalities and Commonwealth of Pennsylvania programs. For example, Lycoming County and its 52 local municipalities collectively received approximately \$25 million from Pennsylvania Act 13 funds.

Pennsylvania is the only State that reported having such legislation in place during the Synthesis 469 survey. However, other States reported having similar legislation in the works.

The Path Forward

A clearer path forward is taking shape to balance the competing outcomes of energy development. However, agencies must recognize that energy extraction and production technologies are continually evolving and, as a result, some practices may not continue to be effective. To ensure the most effective practices, agencies should conduct periodic joint reviews with energy companies. Agencies also should consult periodically with freight planning offices in metropolitan and regional planning organizations. Monitoring the larger freight-planning picture will help agencies to recognize current or projected shifts in the transport of energy by rail, pipelines, or motor carriers.

Future data collection should consider the existence of adequate staff resources, efficient methods for comprehensive analyses of crash data, and use of available electronic databases. Agencies should review the contribution levels of energy companies, in terms of their size, to fund repairs and uphold maintenance agreements. Although many large companies contribute a share of the funding commensurate to the repairs required for roads and bridges, the industry does not yet know whether the same level is possible with smaller independent energy companies.

Additional areas of consideration may include the integration of transportation planning techniques with energy industry mapping of future development, the collection of safety and crash statistics on affected rural roads, improved methods for pavement and geometric design of affected rural roads, and engineering-based methods for detour routing during periods of high-activity energy development.

Synthesis 469 concludes with an analysis of research needs, such as quantitative information on the specific economic, safety, and social impacts of energy development activities on secondary roads. A clear need exists for research on predicting reductions to the service life of roads and bridges. In addition, a need exists to better quantify the extent of damage induced on more heavily traveled roadways such as freeways, interstates, and major arterials, particularly in areas near port facilities or where modal shifts are occurring. Synthesis 469 also recommends researching performance metrics to monitor quantitatively the effectiveness of practices addressing the various issues related to energy development in a given State or region.

Leslie Myers McCarthy, Ph.D., P.E., is an associate professor in the department of civil and environmental engineering at Villanova University. Previously, she worked at the Federal Highway Administration in the Office of Pavement Technology (now the Office of Asset Management, Pavement, and Construction) and as team leader of operations in the FHWA Florida Division. She is a licensed professional engineer in New Jersey and Pennsylvania.

Seri Park, Ph.D., P.T.P., is an assistant professor in the civil and environmental engineering department at Villanova University. She conducts research on traffic control and operations, highway safety, traffic impact analysis, and intelligent transportation systems. Prior to her current position, she worked at Tetra Tech and taught at the University of California, Irvine. She is a certified professional transportation planner.

Anthony R. Giancola, P.E., is a transportation and local government consultant. He served as the executive director of the National Association of County Engineers from 1993 to 2011, as well as serving in the Civil Engineer Corps of the U.S. Navy for 20 years. Previous local government assignments include public works director for the city of Takoma Park, MD, and chief engineer of the division of public works in Frederick County, MD. Giancola is a licensed professional engineer in the District of Columbia.

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November 2015

Steady Increase in Sustainability of Asphalt Pavements

Nationwide, asphalt pavement mix producers continue to improve the sustainability profile of America's roads through the incorporation of recycled materials and the use of energy-saving warm-mix asphalt technologies.

According to the latest survey of asphalt mix producers conducted by the National Asphalt Pavement Association (NAPA) in partnership with the Federal Highway Administration (FHWA), more than 75 million tons of recycled materials—primarily asphalt pavement material reclaimed from old roads and parking lots and recycled asphalt roofing shingles—was put to use in new asphalt pavement mixtures during the 2014 construction season.

"Asphalt pavements are inherently sustainable because when we pave a road, we are putting in place material that can later be harvested for reuse in new pavements," stated Michael Cote, 2015 NAPA Chairman and Executive Vice President & Chief Development Officer for The Lane Construction Corp. "No other material is recycled at a greater rate than asphalt pavements. Well over 99% of material removed during maintenance or repair activities ends up being put back to use in new pavements."

[View the Full Report.](#)

The tons of asphalt pavement mixtures produced using recycled and reclaimed materials saw more than a 6% increase from 2013 to 2014, which is a significantly greater increase than the increase in total tons of asphalt mixture produced during the same time period.

The survey found that nearly 72 million tons of reclaimed asphalt pavement (RAP) and 1.9 million tons of reclaimed asphalt shingles (RAS) were used in new asphalt pavement mixes in the United States during 2014. An additional 9 million tons of RAP were used as aggregate, cold mix, and other road-building activities. Reclaiming and reusing the asphalt cement and aggregate in RAP and RAS saved about \$2.8 billion in 2014 compared to the use of virgin asphalt binder and aggregates. This helps keep asphalt pavement mixture costs competitive and allows road owners to achieve more roadway maintenance and construction activities with limited budgets.

Producers were also asked in the survey about ground tire rubber, steel and blast furnace slags, and other waste material repurposed into pavements. Although national estimates of usage were not calculated, survey respondents reported using nearly 1.3 million tons of these materials in 2014 in the production of more than 8 million tons of asphalt pavement mixes.

In addition to increased use of recycled materials, asphalt mix producers continue to increase the use of energy-saving warm-mix asphalt technologies. In 2014, 113.8 million tons of warm-mix asphalt was produced—about a third of all asphalt pavement mix



production. This marks a greater than 577% increase in the use of warm mix since 2009, the first year the survey was conducted.

Warm-mix asphalt is produced with a range of technologies that reduce the production and placement temperature of asphalt pavement mixtures. A variety of environmental, worker safety, and construction benefits have been realized through the adoption of warm-mix asphalt. In 2009, FHWA selected warm-mix asphalt as one of the first technologies targeted for deployment through its Every Day Counts initiative.

“In 15 states, more than half of all asphalt pavement mixtures were produced as warm-mix asphalt, and in six of them, more than 75% was produced as warm mix. This is an incredible rate of adoption for a technology introduced just a decade ago,” said NAPA President Mike Acott.

“We are already seeing construction and performance benefits, as well as energy savings, with warm-mix asphalt. We continue to focus research and engineering efforts on the use of recycled materials, warm mix, and other innovations to make

our long-lasting, high performance asphalt pavements even more sustainable.”

The survey was conducted in mid-2015. Results from 228 companies with 1,185 plants in all 50 states, along with data from State Asphalt Pavement Associations for 35 states were used to compile the report.

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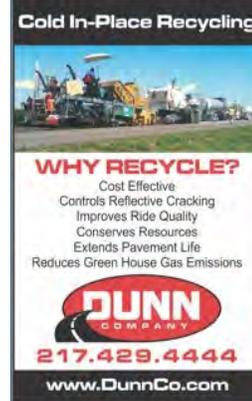


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November 2015

Christine Lofye of Orange County, Fla., Receives National Roadway Safety Award



Christine Lofye, Orange County Public Works project manager in the Traffic Engineering Division, recently received a National Roadway Safety Award by the US Department of Transportation Federal Highway Administration and the Roadway Safety Foundation.

Awarded in the program planning, development and evaluation category, the Texas-American Road Safety Small Area Study identified roadway safety deficiencies in an effort to improve the safety of all road users, including cyclists and pedestrians as well as transit users, in the vicinity of Texas Avenue and Americana Boulevard in unincorporated Orange County. Orange County includes the city of Orlando.

"More than 32,000 people died in traffic crashes in 2013 and millions of individuals suffered injuries," said Federal Highway Administrator Gregory Nadeau. "Innovative roadway safety programs are a critical part of saving lives and preventing injuries on our nation's highways."

"The innovative highway safety projects honored today are vital because deficiencies in the roadway environment contribute to nearly one-third of all traffic deaths," said Roadway Safety Foundation Executive Director Greg Cohen. "The National Roadway Safety Awards are an opportunity to recognize the unsung heroes who plan, engineer and implement creative measures to help save lives on a daily basis and rarely receive credit for doing so."

"Orange County is proud of our hardworking team members who've been honored with this prestigious award," said Orange County Mayor Teresa Jacobs. "As a community, we place a high priority on pedestrian safety initiatives, and on creating a culture in which everyone can share the road safely. The Texas-American Road Study, conducted by Orange County Public Works, provides data and insight that will be integral to those efforts."

The study area for the Texas-American Road Safety Small Area Study was identified in response to a cluster of intersections with high-crash frequencies and a significant number of pedestrian crashes within a small area. By bringing the information to light, the community was engaged in conversation and solutions, and improvements were developed that will advance overall road safety.

Jacobs' Walk-Ride-Thrive! Pedestrian Safety Initiative, which launched in fall 2015, is designed to establish and maintain a coordinated, comprehensive and consistent response to Orange County's pedestrian and bicycle safety issues. In June 2015, Mayor Jacobs announced the \$300 million initiative, INVEST in Our Home for Life, which will provide \$15 million for pedestrian safety improvements at intersections and other selected locations that will enhance various features such as sidewalks, crosswalks, signals, turn lanes, updated signage and other necessary improvements.

Reprinted from the Orlando Political Observer, November 16 issue.

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Free Webinar!

Presented by the ABC-UTC at Florida International University (FIU).

Update on the latest happenings related to ABC in the US and abroad.

Speakers

Brian Keierleber, PE, County Engineer, Buchanan County, Iowa
Alex Davis, PE, Assistant County Engineer, Buchanan County, Iowa
Hosin "David" Lee, PhD, PE, Professor, University of Iowa

Presentation

Iowa's Buchanan County is leading the US's implementation of a new ultra-high-performance concrete for extended bridge service life. The concrete, termed K-UHPC, was used in the 6 52-ft-long precast post-tensioned pi-girders and longitudinal closure joints of the single-span Deacon Avenue Bridge in Buchanan County, constructed in September.

The project was a collaborative effort between Buchanan County, the Iowa DOT, the University of Iowa's Laboratory for Advanced Construction Technology (LACT), and the Korea Institute of Civil Engineering and Building Technology (KICT) in South Korea. This presentation describes the planning, design, and construction of this innovative ABC project.

Q&A

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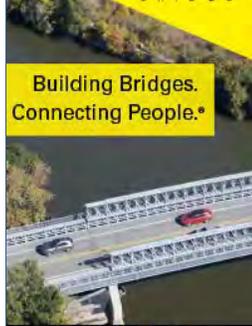
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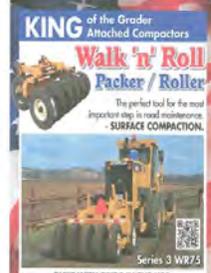


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November 2015

Washington State Receives National Award for County Safety Program

The Washington State Department of Transportation (WSDOT) received a National Roadway Safety Award by the US Department of Transportation Federal Highway Administration and the Roadway Safety Foundation.

WSDOT developed the County Safety Program under which counties were required to develop a data-driven local road safety plan before they could be eligible to apply for Highway Safety Improvement Program (HSIP) funding.

WSDOT didn't fund the development of the county plans, but it did provide local agencies with training and a summary of data that prioritized crash types, roadway characteristics and conditions in comparison to other counties. Nearly 80% of Washington's counties submitted safety plans and subsequently received over \$26 million in project funding. By creating their own plans, counties became invested in the process. HSIP funding was directed to high priority locations around the state.

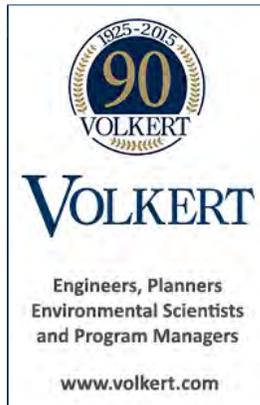
Given the initial success, WSDOT is collecting feedback from its local partners to refine the process for future HSIP awards. WSDOT is also supporting the development of an analytical tool to streamline the process.

The National Roadway Safety Award recipients were evaluated on three criteria: 1) Effectiveness, 2) Innovation, and 3) Efficient use of resources. There were two award categories: 1) Infrastructure and Operational Improvements and 2) Program Planning, Development, and Evaluation.

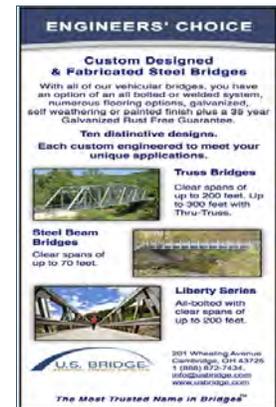
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November 2015

US Senate Votes to Shut Down WOTUS

By Julie Ufner

NACo Associate Legislative Director—Environment, Energy & Land Use



The Senate showed its displeasure with the “Waters of the U.S.” (WOTUS) rule Nov. 4 by passing a resolution of disapproval (Senate Joint Resolution 22) 53-44 that would nullify the revised WOTUS rule. The Sen. Joni Ernst (R-Iowa) filed resolution followed a failed procedural motion to bring up the Federal Water Quality Protection Act (S. 1140).

S.J.Res. 22 uses the Congressional Review Act (CRA) to squash the WOTUS rule. The CRA is a rare procedural move that allows Congress to overturn any “major” federal rule through a resolution of disapproval. The CRA has only been used once successfully—in 2001 to overturn a Department of Labor ergonomics rule.

S. 1140 would have withdrawn the final WOTUS rule and required the Environmental Protection Agency (EPA) and Army Corps of Engineers (Corps) to restart the rulemaking process, inclusive of state and local governments and with a set of principles the agencies should consider when rewriting the rule such as the types of ditches that should be exempt.

Both S.J.R. 22 and S. 1140 have been issued veto threats and neither the House nor the Senate has the votes to override a presidential veto on these bills. Although the vote to consider S. 1140 failed, the action allowed supporters of the language to gauge where members stood on the legislation and weigh options for putting the language into a must-pass bill, such as an omnibus appropriations measure by the end of the year.

While NACo supports S. 1140, it has no official position on S.J.Res. 22. If enacted, S.J.Res. 22 would kill the WOTUS rule in its entirety and prevent any provisions in the current rule to be used in future WOTUS rule-makings. NACo has consistently urged the agencies to withdraw the rule and include state and local governments when restarting the rule-making process. The House bill that deals with the WOTUS rule—the Regulatory Integrity Protection Act of 2015 (H.R. 1732)—passed in May.

Meanwhile, both the House and Senate FY16 Interior, Environment, and Related Agencies appropriations bills contain language to stop the final “waters of the U.S.” rule from being implemented. NACo will continue to monitor developments on legislation in both the House and Senate regarding WOTUS. The WOTUS rule was finalized by the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers in June and implemented on Aug. 28. It would broaden the types of waters and their conveyances that fall under federal authority.

Since it was proposed, NACo has expressed concerns about how the rule's new definition for WOTUS could impact county owned and managed roads and roadside ditches, bridge projects, storm water conveyances, flood control channels and drainage ditches.

Reprinted from NACo County News, November 17 issue.

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November 2015

EDC Exchange for Local and Tribal Agencies



Locally Administered Federal-Aid Projects:

Stakeholder Partnering for Success

December 9, 2015
2 PM – 4 PM EST

Contact Your Local FHWA Division for more information.

The Federal-aid Highway Program contains many moving parts and pieces: effective communication, coordination and cooperation among all involved parties are essential. For the over 6,000 Local Public Agencies (LPAs) that play such a significant role in the delivery of the program, achieving clarity regarding FHWA requirements for LPA administered projects is critical, and "having a seat at the table" can facilitate that clarity.

Stakeholder Partnering offers LPAs an opportunity to join with their state and federal colleagues in navigating the complexities of the Federal-Aid program and successfully delivering projects. This collaboration among representatives at each government level helps ensure the program encompasses the needs of all involved.

Stakeholder Partnering can foster an environment of trust that can be used to resolve challenges and issues at the programmatic level before they adversely impact project delivery. Stakeholder Partnering can establish a platform for ensuring consistent interpretation of requirements and policies that can ultimately shorten project delivery timetables. Stakeholder Partnering enables the type of collaboration that can lead to implementation of process improvements, development of training, and other initiatives that can improve program integrity. For the nominal time investment required to periodically convene "at the table" Stakeholder Partnering can pay significant and long-lasting dividends to the transportation community.

This EDC Exchange will present success stories from both the State and LPA perspective on how Stakeholder Partnering has positively impacted the delivery of the Federal-aid Highway Program. This Exchange will be of interest to LPAs involved with or interested in assuming responsibilities for delivery of Federal-aid projects, and State Department of Transportation LPA leaders and managers.

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November 2015

Real World Safety: The Benefits of Using CMFs to Predict and Prioritize

Free Webinar

Join transportation engineers, designers and planners from across the country to learn how to use the most recent updates to the Federal Highway Administration's CMF Clearinghouse, how to use CMFs in crash prediction models, and how two states are using CMFs in their project planning.



Free Webinar

Tuesday, December 8
2:30 PM–4:00 PM EST

PDH: 1.5 PDHs offered

Register [HERE](#)

Presenters

Daniel Carter, manager of the CMF Clearinghouse, will begin with current and upcoming features of the Clearinghouse, demonstrate a search using filters, and discuss how star quality ratings are given.

Frank Gross, highway safety engineer at Vanasse Hangen Brustlin, Inc., will discuss how CMFs are used in crash prediction models, with special focus on the Highway Safety Manual.

Stephen Read, safety engineer with Virginia DOT, will present on CMF development and application issues, specifically how Virginia DOT develops and uses planning level CMFs.

Michael McNeill, safety engineer with Ohio DOT, will discuss how Ohio DOT uses CMFs in project prioritization.

Do you have questions about applying CMFs? Be sure to stay for the end of the session for a brief Q&A session!

Continuing Education

Attendees will be eligible to receive a certificate of completion for 1.5 hours that can be applied toward Professional Development Hours (PDH) credit, per State requirements. This event will also be submitted for American Institute of Certified Planners (AICP) credits.

Questions

Contact Daniel Carter at daniel_carter@unc.edu or Karen Scurry at karen.scurry@dot.gov for more information.

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November 2015

USDOT Releases 2015 State Transportation Statistics

By Chris Hill

Better Roads



The US Department of Transportation's Bureau of Transportation Statistics (BTS) has published its latest version of the annual State Transportation Statistics (STS) report, which provides data on categories including infrastructure, safety, freight transportation and vehicle-miles traveled for all 50 states and the District of Columbia.

This year marks the 13th edition and includes 116 tables of data. It is a companion document to the quarterly National Transportation Statistics report also put out by BTS. Also included in the report are descriptions of data sources, a glossary, a summary table of estimated timing of future information releases and contact information for the state departments of transportation.

[View the Report.](#)

The 7 chapters are ...

Infrastructure — includes public road length, toll roads bridges, tunnels, ferry routes, road conditions, number of bridges and conditions, bus transit route mileage

Safety — includes highway traffic fatalities, passenger car and light truck occupants killed, large truck involvement in fatal crashes, highway-rail grade crossing incidents, maximum posted speed limits

Freight Transportation — includes freight shipments, hazardous material shipments, rail shipments, waterborne shipments, truck, train, rail crossings

Passenger Travel — includes commuting figures, licensed drivers, transit ridership, urban transit ridership, major airports on-time arrival

Registered Vehicles and Vehicle-Miles Traveled — includes motor-vehicle registrations, trailer and semi-trailer registrations, highway vehicle-miles traveled, highway congestion

Economy and Finance — includes transportation and warehousing employment, air transportation employment, water transportation employment, truck transportation employment, transit employment, railroad employment

Energy and Environment — includes transportation energy consumption by energy source, energy consumption by end-use sector, transportation energy consumption per capita, motor-fuel use, alternative fuel vehicle fleet and stations.

Reprinted from Equipment World's Better Roads, November 18 issue.

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November 2015

Clay County, Minn., Seeks Assistant Engineer



The Clay County Highway Department is now accepting applications for an Assistant County Engineer.

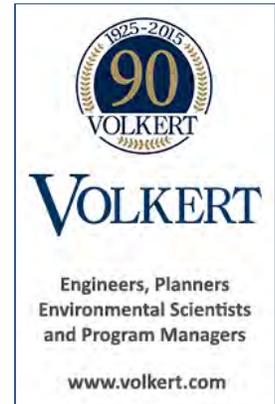
Starting salary range : \$29.53-\$31.82 per hour.

Requirements : Bachelor's Degree in Civil Engineering; 5-8 years prior work related experience, and Registered as a Professional Engineer in Minnesota.

All applicants must complete an [Application Form](#).

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November 2015

Webinar : Project Coordination Guide and Examples

December 2
2:00 PM – 3:30 PM EST

[Register Now](#)

Over the next several months, the Federal Highway Administration's Work Zone Management Team will be conducting a number of webinars under its Every Day Counts (EDC)-3 Smarter Work Zones (SWZ) Webinar series.

Webinar #7 will provide an overview of the Project Coordination Guide and an example from an agency that uses an online tool for collecting and sharing project data, such as location, duration, and expected impacts upon traffic conditions between agency departments. Topics include a brief review of the Project Coordination Initiative and Project Coordination Guide, as well as the discussion of how the online tool data are used in order to minimize travel delays, enhance safety for all road users and workers, and maintain business and resident access.

The goals of this webinar include providing practitioners with a common understanding of the tools for collecting and sharing project data and how they can be used to meet each states' respective SWZ Project Coordination goals.

Presenters

Martha C. Kapitanov, FHWA Office of Operations. Martha C. Kapitanov is currently a Transportation Specialist on the FHWA-Headquarters Work Zone Management Team and a member of the FHWA Every Day Counts Smarter Work Zones Implementation Team. As a Transportation Specialist, Ms. Kapitanov provides leadership and guidance to the development and implementation of effective work zone practices and innovations on a national level. She holds a bachelor's degree in Civil Engineering from the University of Puerto Rico.

Gerald (Jerry) Ullman, Texas A&M Transportation Institute. Dr. Ullman is a senior research engineer and regent's fellow at the Texas A&M Transportation Institute, and leads the Work Zone and Dynamic Message Sign research program at TTI. Since joining TTI in 1984, he has been the principal investigator for numerous studies pertaining to work zone safety and mobility, traffic control device effectiveness, freeway operations, and traveler information systems. He was the primary author of the FHWA publication Work Zone ITS implementation Guide and is a member of the FHWA Every Day Counts Smarter Work Zones Implementation Team.

Murdo M. Nicolson, Jr., City of Palo Alto, California. Mudro M. Nicolson, Jr. is an Associate Engineer for the City of Palo Alto's Public Works Engineering Division and has been highly involved in the City of Palo Alto's Pavement Maintenance and Management for 15 years. Murdo comes from a background in the general construction industry. With his hands-on experience and Resource Planning degree from Humboldt State University with a specialization in Geographical Information Systems (GIS), Mudro utilizes Encompass GIS software as a powerful infrastructure management tool for the City of Palo Alto.

Chip Eitzel, Geodesy. Chip Eitzel is at partner at Geodesy, a Geographical Information System (GIS) consultancy in San Francisco. Chip's career started with studies in Architecture at UC Berkeley and has evolved through the inception of Geographic Information Systems for McDonnell Douglas and EDS, into the implementation and automation of GIS for local, state, and federal governments. At Geodesy, he has focused on the creation of a database-centric geographic asset management system called Encompass. The Project Coordinator, a task-specific implementation of Encompass, is used by the City of Palo Alto as a point of reference for all parties interested in infrastructure located in the city's rights-of-way with an emphasis on minimizing impact on pavement.

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