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## September 2016

### President's Report

#### Rural Road Safety in the Spotlight

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



Most of you know that the NACE Board of Directors meets twice a year, once in the spring at our Annual Conference and again in the fall partnering with a conference that has regional appeal to our members. Our focus is twofold: have as many of our State Board Members in attendance and hopefully support the conference that is aligned with our objectives. We certainly found that to be true with the recent **National Summit on Transportation in Rural America**.

NACE was fortunate to have 2 sessions presented by our members. Executive Director Brian Roberts and President-Elect Brian Keierleber presented a session focusing on safety issues associated with rural roads from an owners' stand point. Marie Walsh, Louisiana LTAP Director, and Robert Hull, Cambridge Systematics, presented a session on implementing the TZD National Strategy on rural roads.

Hosted by the National Center for Rural Road Safety, the Summit was held in Denver, Colorado, on September 7-9. The NACE team found ourselves surrounded by like-minded safety professionals from a very diverse background. The program kicked off with presentations of agencies' perspectives in rural transportation, including local, state and federal viewpoints. We discussed impacts to agriculture, freight, tribal lands, technology and connected vehicles, medical emergency first responders, among others.

Several common themes emerged during the Summit. Of course, the obvious one that always floats to the top is lack of funding. It was pretty much unanimous that with additional resources, we could bring forward safety improvements that would ultimately save lives. That led to significant discussions about how better to align ourselves with funding opportunities, so we could be competitive and to find new funding sources for this significant rural need. It wasn't lost on the Summit attendees that 54% of all traffic fatalities occur on rural roads.

Another predominant theme was data analysis. In virtually every session I attended, it was agreed that we could all use more data. More precise data, more inclusive data, there simply isn't enough data to capture the real story on our roads. Lastly, it was surprising to us of how interconnected we are in our various industry segments but not always aware of similar challenges we face. Whether you're an elected official, fireman, public health practitioner, or county engineer, we're all fighting the same battle to provide roadway safety on our rural roads.

#### **Many of my colleagues from rural communities believed that the information at the Summit was right on point!**

Hopefully, we've set a nice foundation for future discussions. This ties in well with the primary deliverable for the Summit—a white paper for rural transportation that leads to adequate investments that will benefit all users. All in all, it was time well spent in Denver!

I hope you had a successful construction season and look forward to a productive fall program!

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### New David P. Brand Safety Award - Call for Nominations



NACE—along with all our members and partner organizations—continue to keep local road safety in the forefront of our mission. Beginning at the NACE 2017 Annual Conference, we'll hopefully award first ever David P. Brand Safety Award.

The award will recognize an individual who has followed in Dave's footsteps, having a positive influence on improving safety on the local, regional, state and national levels. The award is considered a life-time achievement award, recognizing an individual's efforts to join forces with other organizations to build partnerships with the goal of improving safety performance and eliminating fatalities and serious injuries.

The new award's criteria and guidelines have been developed jointly by the NACE Safety and Awards Committees. The deadline for submitting nominees is January 20.

NACE President Brian Stacy, PE, announced the safety award as a primary initiative to be implemented during his term. "A top priority for NACE continues to be local road safety," said Brian. "To help raise its awareness, we're initiating a David P. Brand Safety Award to recognize an individual who is dedicated to keeping our citizens and road crews safe. Someone like Dave who makes a difference at the national level, combining a dynamic mix of sound science, proven engineering principles, as well as people skills."

Throughout his career, Dave Brand was a champion of local road safety on the national level. He was one of, if not the, most revered local highway safety advocates. Dave was always everyone's first choice to serve in an advisory capacity on this issue.

Dave was Madison County Engineer (Ohio) and Northeast Vice President for NACE. He was recognized by FHWA Deputy Administrator Greg Nadeau for his work on the Every Day Counts (ECD) initiative during the 2013 NACE Annual Banquet. Specifically, Dave was recognized for his success on the Safety Edge program, for which he led the 3 year process involving federal, state and local stakeholders. Dave's insights in local practices were instrumental to developing the outreach materials for local agencies.

Dave represented NACE on numerous national roadway safety initiatives, including the Center for Excellence in Rural Safety (CERS), the National Local Technical Assistance Program Association (NLTAPA) Roadway Safety Working Group, the Every Day Counts (EDC) Safety Edge Team, Toward Zero Deaths (TZD), and the National Center for Rural Road Safety.

View the [Guidelines and Application](#).

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Need another reason to attend?



### Networking Benefits!

#### Networking—such an overused word, but it works!

Business Networking is a valuable way to expand your knowledge, learn from the success or failure of other county road officials, and share your county's practices with others.

Have you heard that you could try a hydraulic driver attached to an excavator to place H piles? How about helical piling for bridge abutments and repairs? You would if you belonged in Buchanan County, Iowa, Engineer Brian Keierleber's network!

Learn more about [NACE 2017!](#)

#### 7 Benefits of Networking

##### 1. Seek Advice

Having like-minded county road officials to talk to also gives you the opportunity to get advice from them on all sorts of things.

##### 2. Encourage Mentors

Seek out people with lots of experience who are willing to share their knowledge with you. Successful experienced county road officials are usually generous with passing along advice to younger engineers or those new to the profession.

##### 3. Find Suppliers

Whatever sort of supplier you are looking for, motor grader, GIS solution, snow control equipment, bridge design firm, you will come across them all through your networks.

##### 4. Get New Ideas and Innovations

Meeting and talking about county road practices is a fantastic way of learning new ways and innovative products. Early adopters are usually eager to share and promote the latest technology or method. You just need to figure out how to incorporate these great ideas into your county's practices.

##### 5. Improve Your Communication

Yes, even an engineer can take the initiative to get out there and introduce yourself to strangers. At first it can be hard, but practice and familiarity soon makes it second nature. Plus, it helps strengthen your confidence.

##### 6. Feel Good

Yes, we get great satisfaction from helping someone else solve a problem they have and hearing about their fantastic results.

##### 7. Make Great New Friends

Although we initially focus on work conversations, we tend to talk about more relaxed, social topics eventually. Being around like-minded county road officials that want to exchange ideas regularly leads to strong friendships over the years.

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**Chris Bauserman, PE, PS**  
Delaware County, Ohio

2015 Urban County Engineer of the Year



**Todd Kinney, PE**  
Clinton County, Iowa

2015 Rural County Engineer of the Year



**Andrew Witter, PE**  
Anoka County, Minnesota

2015 Program/Project Manager of the Year

### NACE Annual Award Nominations Due January 20

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 20, 2017. The awards are presented during the Annual Banquet in Cincinnati.

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

View the [Awards Site](#) for guidelines and nomination forms.

Also nominate an engineer for the [New David P. Brand Safety Award](#)!

**Click on our Corporate Members to visit them!**

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### The Call for Officers is Open

By Duane Ratermann, PE  
Knox County, Illinois

#### The NACE Nominating Committee is accepting nominations for several of our 2017-2018 officers.

What is an election? If you Google election, you'll find the definition is "the selection of a person or persons for office by vote."

On November 8, we will have an opportunity to elect the next President of the United States. I really hate to say it, but I will be glad when this Presidential election is behind us. Currently the polls are showing a very tight race. In addition, we'll be choosing Congressional members and some of us, state and local government officials. All of these elected officials will play a key role in the future policies and legislation of our counties, states and country.

Similarly, in the first quarter of 2017 we'll have our elections for the NACE 2017-2018 officers.

In my travels as NACE President last year, I visited several of our State Affiliates and met many young talented NACE members. I hope that many of you consider pursuing a NACE office at some time in the future.

There is a minimal time commitment, but the personal and professional growth that you'll experience makes it well worth while. Many people have asked me over the years, "What does NACE do for me?" My answer is always the same, "Get involved in NACE and find out!"

Don't forget to vote!



- **President-Elect and Secretary/Treasurer** are 1 year terms, with the President-elect then becoming President. These candidates must have served on the NACE Board of Directors to be eligible. They're elected by all voting members.

- **Regional Vice Presidents for the Southeast, North Central, and Western** are 2 year terms. These candidates must be a voting member of NACE. They're elected by voting members in their respective regions.

You may nominate yourself. All terms begin at the close of the Annual Meeting on April 13, 2017.

Please send your nomination to Committee Chair Duane Ratermann by December 19. Include a short biography (Word) and photograph (jpg/tif). You can reach Duane at 309-289-2514 or [dratermann@co.knox.il.us](mailto:dratermann@co.knox.il.us).

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### Are Your County Residents Informed on Safety?

#### Try a Letter to the Editor!



When Andrew Avery, PE, Public Works Commissioner of Chemung County, N.Y., wanted to stress to his residents the data on roadway fatalities and tips to help prevent them, he sent Letters to the Editor. 2 community papers printed it: The Corning Leader (in its entirety) and The Elmira Star-Gazette (shortened).

In your roadway safety communications plan, this can be an effective, easy action item to implement.

Andy was kind enough to share his letter for you to customize and submit under your county's name.

#### Sample Letter to the Editor

##### County DPW Commissioner Urges Roadway Safety

Last year, over 38,000 people were killed on our nation's roads; an additional 4.4 million people were seriously injured. The National Safety Council (NSC) indicated 2015 "likely was the deadliest driving year since 2008."

While vehicle miles traveled, or VMT, rose in 2015 at a clip of 3.5%, the National Traffic Safety Administration reports the fatality rate outpaced the VMT increase to the tune of 4.4% in one year. "These numbers are serving notice: Americans take their safety on the roadways for granted," said Deborah A.P. Hersman, NSC president and CEO.

"Driving a car is one of the riskiest activities any of us undertake in spite of decades of vehicle design improvements and traffic safety advancements.

In 2015, New York realized a numbing 12.8% increase in traffic fatalities across the state; Chemung County itself experienced 11 fatalities on state, county, and local road systems. This equates to a staggering increase of 267% compared to the previous year's 3 traffic fatalities, likely not acceptable in any of our minds. Put in perspective, last year's nation-wide 38,000 traffic fatalities are equivalent to the loss of the entire population of the City of Elmira and the Villages of Horseheads and Elmira Heights. This is an alarming statistic, particularly when you realize that many, if not most, of the crashes and deaths are attributable to driver error.

#### To improve safety on our roads, the National Safety Council recommends drivers:

- Make sure every passenger buckles up on every trip.
- Designate an alcohol- and drug-free driver or arrange alternate transportation.
- Get plenty of sleep and take regular breaks to avoid fatigue.
- Never use a cell phone behind the wheel, even hands-free.
- Stay engaged in teens' driving habits, as teens are three times as likely to crash as more experienced drivers.
- Learn about your vehicle's safety systems and how to use them.  
(My Car Does What can help drivers understand features such as adaptive cruise control, blind spot warning systems and backup cameras.)

It is not just vehicle driver and passenger deaths contributing to the spike in fatalities. Pedestrian and cyclist fatalities have also been increasing. Studies show that pedestrians are 1.5 times more likely than passenger vehicle occupants to be killed in a car crash on each trip. Additionally, higher vehicle speeds increase both the likelihood of a pedestrian being struck by a car and the severity of injury.

According to the NHTSA, most pedestrian deaths occur at night-time, in urbanized areas, at non-intersection locations, or a combination of all three.<sup>2</sup> In 2013, one in every five children under the age of 14 who were killed in traffic crashes were pedestrians. Higher vehicle speeds increase both the likelihood of a pedestrian being struck by a car and the severity of injury.<sup>3</sup> The American Automobile Association (AAA) notes that pedestrians and drivers share the responsibility of keeping themselves and others on the road safe.

**The AAA offers these tips for pedestrians and drivers to keep themselves safe:**

**Pedestrians**

- Be Visible
- Stay Alert, Avoid Distractions
- Follow the Rules
- Walk in Safe Places
- Avoid Alcohol Consumption

**Drivers**

- Be Alert
- Be Aware of Crosswalks and Safe Practices
- Do Not Drive Under the Influence

According to a 2014 Governors Highway Safety Association (GHSA) report<sup>4</sup>, most cyclist fatalities in the past three years have occurred in only a small number of states, including New York. Just six states, California, Florida, Illinois, New York, Michigan and Texas, accounted for 54% of all cycling traffic fatalities from 2010 through 2012, further highlighting that most cyclist deaths occur in urban areas. The report also pointed out the growing number of cyclists who are killed are adult men, accounting for three out of every four cyclist deaths.

The GHSA noted 65% of bicyclists killed were not wearing helmets. While twenty-one states and the District of Columbia require children to wear the most basic protective cycling gear - helmets, no states currently require adults to wear a helmet. According to the GHSA, "The lack of universal helmet use laws for bicyclists is a serious impediment to reducing deaths and injuries, resulting from both collisions with motor vehicles and in falls from bicycles not involving motor vehicles."

**The NHSTA offers these safety tips for cyclists:**

- Wear a Properly Fitted Bicycle Helmet
- Adjust Your Bicycle to Fit
- Check Your Equipment
- See and Be Seen
- Control Your Bicycle
- Watch for and Avoid Road Hazards
- Avoid Riding at Night

Before heading out today, ask yourself how many deaths on our roads are acceptable? 30,000? 5,000? 100? How about 1? Now consider, is one death acceptable to you if the deceased was your mother, brother, or best friend? In the face of this reasoning, most readers will likely say zero deaths are acceptable. It is our responsibility as parents, family members, employees, and citizens to work toward zero deaths.

What is Toward Zero Deaths (TZD)? Toward Zero Deaths is the United States' highway safety vision. It is the only acceptable target for our nation, our families and us as individuals. One person dies every 16 minutes in a traffic crash in the United States; over the course of a lifetime, nearly every U.S. resident is touched by consequences of traffic crashes. The Federal Highway Administration, Federal Motor Carrier Safety Administration and National Highway Traffic Safety Administration all provide technical support to the TZD efforts.

For more information on TZD, please visit [www.towardzerodeaths.org](http://www.towardzerodeaths.org), and download the national strategy.

We often hear of the "Three E's" when it comes to traffic safety - Education, Enforcement, and Engineering. It is our responsibility to become better educated about safety, and follow applicable laws, relieving our officers of the burden of running radar and writing tickets for traffic offenses. When we fail to heed safety warnings and act responsibly, we often are introduced to "the "Third E" - Engineering.

The Institute of Traffic Engineers notes that engineered traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.<sup>5</sup> traffic calming measures, such as roundabouts, chicanes, and speed humps, are often employed by communities to force a reduction in speed and promote responsible driving, walking, and cycling. When the "Three E's become ineffective, we are apt to hit the "Fourth E" head on - Emergency Response.

By Andrew P. Avery, P.E.

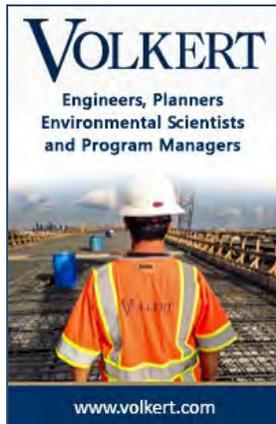
Andy is the Public Works Commissioner for Chemung County, the City of Elmira, and the Town of Big Flats. He is a long-time safety advocate, serving on the executive board of the New York State County Highway Superintendents' Association, and as the New York representative on the board of directors for the National Association of County Engineers (NACE). In this role, he

also serves as New York's NACE "Safety Champion."

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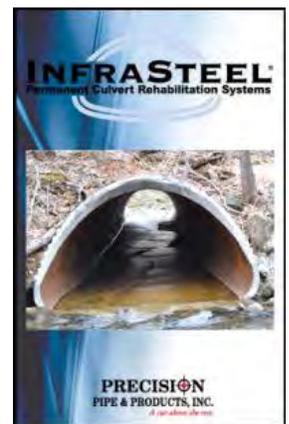
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### Louisiana Opts for Pre-Engineered Acrow Structures for Bridge Replacements in Terrebonne Parish

By Eugene Sobecki  
National Sales Manager, Acrow Bridge



As a result of growing concerns about structurally deficient bridges, Louisiana has become more exacting with its safety standards and structural requirements for both state- and parish-owned bridges. So when inspections by the Louisiana Department of Transportation and Development (LA DOTD) revealed critical deficiencies in bridges in the towns of Houma and Gibson in Terrebonne Parish, both structures were closed.

In each case, the timber piles of the old bridges were failing and could no longer

handle even typical vehicular traffic. Because repairs to the existing bridges were not possible, Acrow 700XS truss panel bridges were selected to replace them. Acrow's prefabricated panel bridges provided a simple design, reduced installation time and overall project costs, while meeting and exceeding the load and design requirements.

The Buquet Street bridge in Houma serves as a vital east-west connection across Bayou Terrebonne. Houma is the parish seat of Terrebonne Parish, and enjoys a brisk tourist trade. Downtown Houma is listed as a significant historic district on the National Register of Historic Places. It offers a downtown walking tour and attractions such as the Bayou Terrebonne Waterlife Museum, the Folklife Culture Center, the Regional Military Museum and the Southdown Plantation.

After the Buquet Street bridge closure, the parish president signed a Certification of Public Emergency for the bridge's immediate return to service to ensure the safety of motorists, workers and mariners. The bridge was built in 1968 with a five-span concrete deck bridge on timber piles, and was replaced with a 90-foot-long Acrow bridge with a 24-foot-wide roadway, an integrated guide rail system with a TL-2 load rating, and a 5-foot-wide cantilevered walkway.

The North Bayou Black Drive bridge over the Donner Canal is located in the more rural town of Gibson. Built in 1962, it was like the Buquet Street bridge consisting of a concrete deck on timber piles. While it is in a fairly remote location, owing to the fact that a nearby bridge was also closed at the time of this bridge's closure, returning it to service was particularly critical.

When it was determined that with both bridges impassable, the response time for emergency vehicles to a community just north of the structure would be increased from 3 minutes to 16 minutes, a public emergency was declared in order to avoid public safety issues, and the replacement project was approved.



The deficient structure was replaced with a 70-foot-long by 24-foot-wide Acrow panel bridge with a TL-2 guide rail. Both Acrow bridges include deck panels that distribute loads efficiently, with an epoxy aggregate non-skid deck surface that is durable and long lasting.

Gray Contracting acted as contractor for the Buquet Street bridge and SeaLevel Construction installed the North Bayou Black Drive bridge. The design engineer for both bridges was Providence/Gulf South Engineers Associates, LLC. Both projects were completed in October 2015, only 6 months after the bridges were ordered closed by LA DOTD.

In addition to allowing for an expedited replacement, another benefit to using Acrow's pre-engineered structures for these jobs

was the ability of the bridges to completely span the waterways below – an important factor in the low-lying areas of Louisiana, where waterways are prone to flooding and debris is often caught in the multiple pier piles of the old bridge designs. The Acrow design eliminated these piers, allowing flowing water to carry debris under the single span, eliminating the need to clear it.

Perry Blanchard, Terrebonne Parish’s public works operations manager, said, “The Acrow bridges provided a simple design, quick installation and a long life expectancy. They meet and exceed the Louisiana Department of Transportation and Development’s load and design requirements. Acrow met all of our requirements, and the Acrow Bridge staff was always very helpful with answering our questions from the first call to project completion.”

Acrow’s prefabricated modular steel bridges are a perfect choice when a cost-effective and rapid permanent bridging solution is needed. Their customizable components can be engineered for many different applications, have an estimated life span of 75-100 years and are virtually maintenance-free.

Acrow Bridge has been serving the transportation and construction industries for more than 60 years with a full line of modular steel bridging solutions for vehicle, rail, vessel, military and pedestrian use. Acrow’s extensive international presence includes its leadership in the development and implementation of bridge infrastructure projects in over 80 countries, covering Africa, Asia, the Americas, Europe and the Middle East.

Eugene Sobecki is based in Acrow’s Parsippany, N.J., headquarters. He can be reached at [esobecki@acrow.com](mailto:esobecki@acrow.com) or 973-244-0080.

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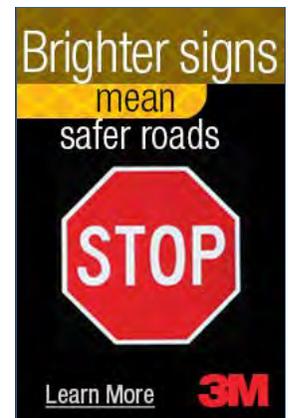
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## September 2016

### NACE to be Active in EDC4 Summits



NACE is participating in FHWA's implementation of the 4th round of innovations in the Every Day Counts initiative.

This fall, NACE and other transportation leaders from across the country will gather at 7 invitation-only regional summits to discuss the EDC-4 innovations and share best practices. These regional summits will set the stage for deployment of the innovations by federal, state, and local agencies in 2017 and 2018. EDC is not a one-size-fits-all program.

NACE has been requested by FHWA to ensure that we and locals are well represented.

It is expected that at least one NACE member from each state will be invited. In addition, FHWA has added a session at each summit on Innovation at the Local Level. These sessions will provide an open forum for locals to provide direct feedback to FHWA leadership.

The EDC initiative has made tremendous progress in delivering highway projects in a better, smarter and faster way to the American people. The 11 innovations selected for EDC-4 are well aligned with Secretary Anthony Foxx's priorities of linking people to opportunity and giving the American people the greatest value for every dollar they invest in transportation.

#### Public EDC4 Orientation Webinars

Open to County Road Officials Not Participating in the Summits

- Sep. 22 - Pavement Preservation: (How) 10:30 AM - 12:00 PM
- Sep. 22 - Community Connections 1:00 PM - 2:30 PM
- Sep. 27 - Pavement Preservation: (When and Where) 10:30 AM - 12:00 PM
- Sep. 27 - Data Driven Safety Analysis 1:00 PM - 2:30 PM
- Sep. 27 - e-Construction and Partnering: A Vision for the Future 3:00 PM - 4:30 PM
- Sep. 28 - Using Data to Improve Traffic Incident Management 10:30 AM - 12:00 PM
- Sep. 28 - Collaborative Hydraulics: Advancing to the Next Generation of Engineering 1:00 PM - 2:30 PM
- Sep. 28 - Pavement Preservation: (How) 3:00 PM - 4:30 PM
- Sep. 28 - Automated Traffic Signal Performance Measures 1:00 PM - 2:30 PM
- Sep. 28 - Integrating NEPA and Permitting 3:00 PM - 4:30 PM

[Read more](#) about the EDC4 Summits and register for a webinar.

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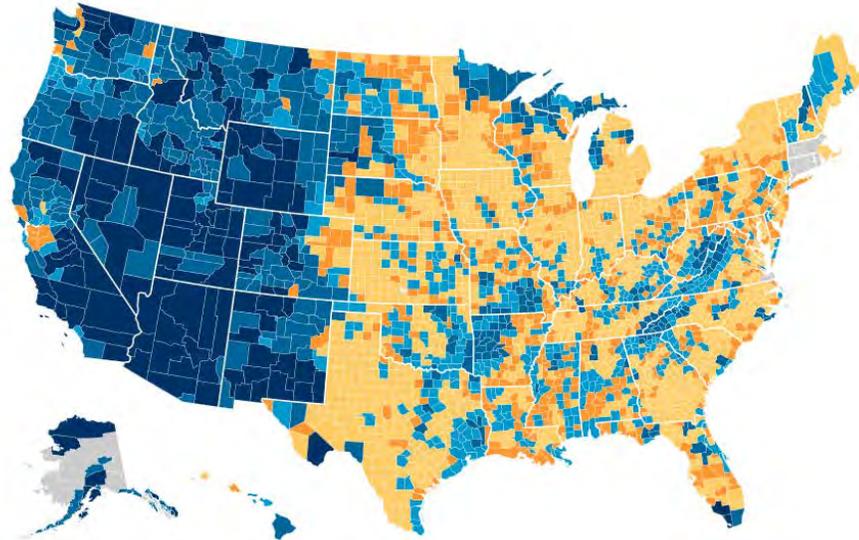
### Have You Checked out the NACo County Explorer Lately?

#### Your 1-Stop-Shop for Data

NACo's interactive map tool, the County Explorer, is your 1-stop-shop for county data. It profiles each of the 3,069 U.S. counties, while incorporating city-county searches and other queries.

Every month, NACo updates the County Explorer map and the extraction tool with new years of data and additional datasets. This do-it-yourself tool allows you to access county information and maps any time of day.

[Access Now!](#)



The interactive feature allows users to map county data from more than 70 datasets and 500 county indicators, or variables, for the latest year available. The indicators range from county finances and demographics to the number of bridges and roads in a county.

What you'll notice first when accessing the County Explorer is a colorful, interactive U.S. county map. The interactive feature allows users to visualize data and benchmark counties quickly by color. First, the user needs to select an indicator by clicking on the top left-hand side corner "Map an Indicator." For example, how many county-owned bridges are in each county?

By selecting the Transportation category in "Map an Indicator," then hovering over "Bridges" and clicking on "All Bridges County Owned," you can see the map of the number of county-owned bridges. Just click on any county to see specific data at the county level.

Beyond the individual county data, the map shows how counties compare on a specific indicator. The darker the color on the map, the higher the county is in the rankings on that indicator. Generally, the five colors in the legend show the bottom 20%, the following 20% up to the top 20% of counties for the mapped indicator.

The legend placed at the bottom right-hand side of the map explains not only what the colors on the map represent, but also the year of the data and the name of the indicator. Further, below the map, County Explorer has the list of the definitions for the indicators shown on the map.

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## September 2016

### Are you still typing up your winter maintenance and operations plan manually?

Gone are the days when county public works leaders had no choice but to sit down and type up their winter maintenance plans—an activity that typically takes weeks to complete. We're happy to report that the Great White North (Canada) has solved this age old problem through innovation, by creating an online service called the [Winter Web App \(WWA\)](#)!

See the Winter Web App in action by joining our [Complimentary Live Webinar](#).

The Winter Web App was created through the efforts of leading municipalities in Ontario, Canada. The innovative genius of the WWA is the way in which it assists municipalities in creating their comprehensive winter operations documents. The user simply provides answers to questions related to their local winter maintenance activities, and the system intelligently compiles the feedback into a fully customized, ready-to-print document, with language and content based on winter maintenance best practices from across North America.

On top of it all, WWA also includes the ability to create fully customized winter route maps, at no extra cost! The entire document is ready in less than 3 days!

"The WWA is a comprehensive and easy to use tool that standardized our policies into one document", said Stuart Doyle, Public Works Director, Township of Saugeen Shores. "It saved valuable staff time and resources and provided a quality end-product."

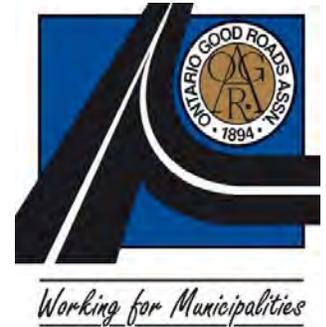
Given all the great benefits for municipalities, it's no surprise that WWA has become an amazing success story, with nearly 40% of Ontario's municipalities signing on in less than 24 months. We've received the prestigious Award of Achievement (2014) from the Transportation Association of Canada (TAC). And as of summer 2016, the service has gone live across the United States!

As soon as they see it, municipalities praise the WWA as a "...no brainer" solution, and that they "...can't imagine how such a simple solution, that literally writes the document for you, never existed before".

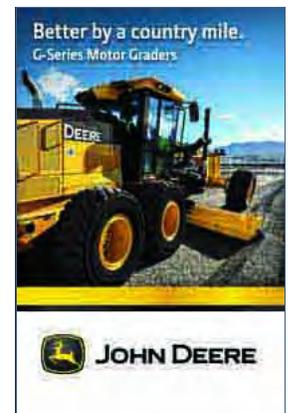
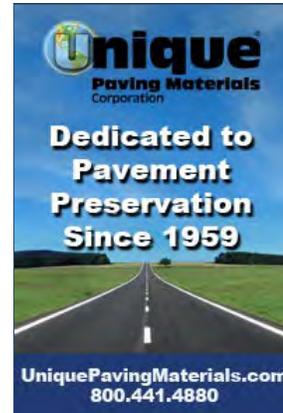
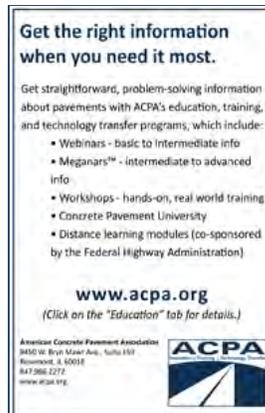
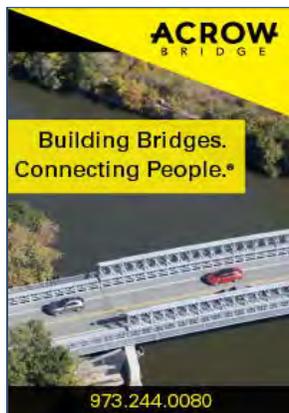
The days of typing up your municipal winter operations and planning document manually are gone. Save your precious time and make the Winter Web App your go-to solution for generating professional-grade winter maintenance plans.

If you have questions, contact:

Fahad Shuja, Ontario Good Roads Association (OGRA) Member Services Coordinator, at 289-291-6478 or [Fahad@ogra.org](mailto:Fahad@ogra.org).



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## September 2016

### Locals Instrumental in Developing Florida's Strategic Highway Safety Plan (SHSP)

By Ramon Gavarrete, PE  
Alachua County, Florida

For the first time, local public works representatives were invited to participate and provide critical input during the preparation of the Florida Strategic Highway Safety Plan (SHSP).



The Florida Association of County Engineers and Road Superintendents (FACERS) and the National Association of County Engineers (NACE) worked with representatives from the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA). Secretary Jim Boxold was very complementary toward the efforts of our local representation.

The plan now encourages the use of a systematic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures.

This approach has the goal of reducing the number and severity of traffic crashes ...

1) by ensuring that all opportunities to improve highway safety are identified, considered, implemented as appropriate, and evaluated of highway planning, design, construction, maintenance, and operation; and,

2) by providing information for selecting and implementing effective highway safety strategies and projects.

The systematic approach will allow more local governments access to federal funding for local safety projects.



### 2016 Strategic Highway Safety Plan

Florida's 5 year Strategic Highway Safety Plan was recently signed by FDOT and our traffic safety partners. The SHSP is a statewide, data-driven safety plan for all of the state's road users.

[Learn more.](#)

On August 22, I had the opportunity to represent Alachua County and FACERS during the signing of the 2016 Plan and the honor to sign the document. Credit is also due to George Webb, PE, Palm Beach County Engineer, who provided critical input and participated in discussions with Lora Hollingsworth, FDOT Chief Safety Officer. He was vital to our efforts through the entire process.

Special thanks also goes to Jim Harriott, PE, Alachua County's Deputy County Manager and FACERS Immediate Past-President, and Doug Gable, PE, Polk County Roads & Drainage Division for allowing our participation.

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## September 2016

### Congress Back to Work : Transportation on the Agenda

By David Bauer

Senior Vice President of Government Relations, ARTBA

Members of the House and Senate reconvene Sept. 6 for an abridged legislative session that includes several transportation-related items. It is expected to be a short session as Congress is scheduled to recess again in early October until after the Nov. 8 election.

Chief on the "to do" list will be ensuring federal agencies and programs are funded once the new fiscal year begins Oct. 1. While both chambers have approved several appropriations bills, including the Senate's passage of legislation to fund the transportation programs in FY 2017, the discussion will be solely about the length of a temporary, government-wide funding package. In past election years, Congress has opted for a two- to three-month funding extension to allow time to finalize appropriations bills in a post-election "lame duck" session.

Although the House and Senate are again scheduled to be in session for part of November and December, a number of conservative Republicans and their allied outside lobbying groups are pushing for an extension into 2017. If they are successful, the highway and public transportation funding increases currently contained in the House and Senate versions of the FY 2017 transportation appropriations bill would be delayed. ARTBA is urging Congress to pass a final U.S. Department of Transportation funding measure as soon as possible to ensure states can begin putting these resources to work.

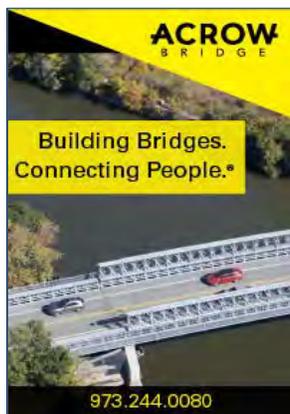
The Senate could also take up legislation to reauthorize the federal port and waterway infrastructure programs as early as next week. Thirty of the Senate's 54 Republican members signed a June 29 letter authored by Environment and Public Works (EPW) Committee Chairman Jim Inhofe (R-Okla.) urging Senate leaders to take up the Water Resource Development Act (WRDA) of 2016 before Congress recessed July 15. The EPW Committee approved the WRDA measure April 28. ARTBA has partnered with a diverse group of stakeholders over the last month-and-a-half to pressure members of the House and Senate to approve a reauthorization of the lock, dam, port, and flood control programs in 2016. We will keep you posted as the Senate schedule crystallizes over the next few weeks and if the House signals any movement on its version of the legislation.

The September legislative session will also be heavily influenced by the political landscape with members of both parties pushing initiatives and rhetoric with an eye toward the November presidential and congressional elections. See ARTBA's report on the transportation-related positions and comments from both party's presidential and vice presidential candidates.

Reprinted from ARTBA Washington Newslines, September 2 issue.



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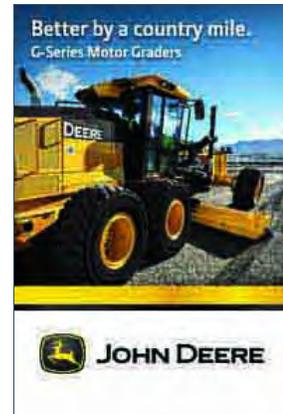


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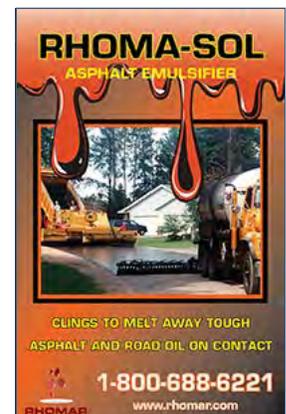
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## September 2016

### Unpaved Road: A Research Collaboration to Determine Crash Causation and Countermeasures

Counties are encouraged to contribute to the fund or work with states, other counties or other agencies.



The Transportation Pooled Fund Program allows federal, state and local agencies and other organizations to combine resources to support transportation research. Counties are encouraged to contribute to the fund or work with states, other counties or other agencies to contribute to this important effort.

The solicitation closes October 22.

[More information.](#)

FHWA Contact : Rosemarie Anderson [Rosemarie.Anderson@dot.gov](mailto:Rosemarie.Anderson@dot.gov)

#### Background

The Unpaved Road Safety Pooled Fund is proposed to be a collaborative research program through the Transportation Pooled Fund Program. Reductions in serious injury and fatal crashes throughout a State's entire transportation system are a primary goal of Departments of Transportation (DOTs). Achieving these reductions requires a consideration of safety improvements on the local roadway system and in many states a large percentage, if not a majority, of the roadway mileage on the local roadway system have an unpaved surface.

In 2012 there were 1,357,430 miles of unpaved road in the United States, accounting for almost 35 percent of the more than 4 million miles of roadway in the Nation. However, unpaved roads only account for approximately 2.4 percent of fatalities nationally. Although the percentage of fatalities and serious injuries are low nationally, in some states these roadways account for up to 20 percent of the fatalities. All but 4 states in the US reported fatal crashes on unpaved roads in 2012.

Several trends are likely impacting the number of crashes recorded along unpaved roadways. These trends include, but are not limited to, lack of maintenance, ex-urban development (semi-rural region lying adjacent to a city's suburbs), larger agricultural equipment, and the conversion of paved roadways to unpaved roadways. Several safety improvements proven to address safety on paved roadways may also be appropriate for unpaved roadways however, many improvements are not appropriate. This has left large gaps in addressing safety on unpaved roadways.

#### Objectives

a) Conduct traffic safety research for unpaved roads with an ultimate goal of producing findings that will assist agencies in reducing fatalities and serious injuries on these roads. This will include:

- Research focused on the effectiveness of existing and promising innovative safety countermeasures for unpaved road safety, which could lead to the development of crash modification factors
- Research driving behaviors on unpaved roads that could lead to crashes and development strategies to reduce those crashes
- Identify through research, environmental, maintenance, and infrastructural elements that contribute to traffic safety issues prevalent on unpaved roadways

b) Create a venue for federal, state, tribal and local practitioners to share information, stay informed of current safety-related research, and collaborate to initiate new research of importance on unpaved roads.

#### Scope of Work

The Federal Highway Administration will serve as the lead for the pooled fund and manage the Pooled Fund activities. A designated representative from each of the Pooled Fund member agencies will meet periodically to identify research topics,

select projects, and stay informed of safety-related research.

The scope will include research in the identification and dissemination of safety issues, safety countermeasures, and research that will reduce the number and severity of unpaved roadway crashes.

Key elements of this scope include:

1. Identifying the contributing factors in fatal and serious injury crashes on unpaved roadways,
2. Identification and research on countermeasures addressing recognized safety issues on unpaved roadways, and
3. Developing a venue for dissemination of research results and findings.

Participants required contribution – \$15,000/year

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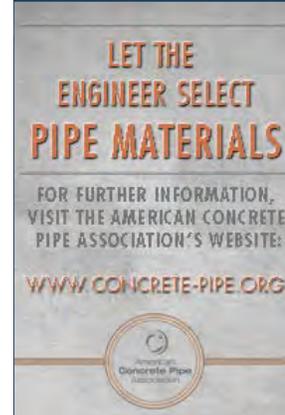


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## September 2016

### Free Webinar by FHWA

#### Introduction to Data-Driven Safety Analysis

September 27 1:00 PM EDT



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#### Key Items Presented

- Overview of the DDSA initiative.
- Noteworthy examples of integrating safety performance into all transportation investment decisions.
- How agencies are incorporating expected safety performance into project development decisions.
- Advance registration is required. PDHs will be available for those who attend live.

#### Presenters

Elizabeth Alicandri  
Associate Administrator, FHWA Office of Safety

Jerry Roche  
DDSA Team Lead, FHWA Office of Safety

John McFadden  
DDSA Co-Team Lead, FHWA Resource Center

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## September 2016

### Motor Vehicle Fatalities Up 9% - No Sign of a Decrease in 2016, says National Safety Council

If trend continues, U.S. may see its deadliest driving year since 2007.

Preliminary estimates from the National Safety Council indicate motor vehicle deaths were 9% higher through the first six months of 2016 than in 2015, and 18% higher than two years ago at the six month mark. An estimated 19,100 people have been killed on U.S. roads since January, and 2.2 million were seriously injured[i]. The total estimated cost of these deaths and injuries is \$205 billion.

The upward trend began in late 2014 and shows no signs of decreasing. Last winter, the National Safety Council issued its largest year-over-year percentage increase in 50 years, when it estimated fatalities had jumped 8% in 2015 compared to 2014. The continued rise in fatalities is prompting the Council to issue its highest fatality estimate for the Labor Day holiday period since 2008. NSC estimates 438 people will be killed during the three-day holiday weekend.[ii]



States that have been particularly hard hit since 2014, the start of the upward trend, are Florida (43% increase), Georgia (34%), Indiana (33%), California (31%), North Carolina (26%), Illinois (24%) and Kentucky (24%).

"Our complacency is killing us," said Deborah A.P. Hersman, president and CEO of the National Safety Council. "One hundred deaths every day should outrage us. Americans should demand change to prioritize safety actions and protect ourselves from one of the leading causes of preventable death."

While many factors likely contributed to the fatality increase, a stronger economy and lower unemployment rates are at the core of the trend.

Average gas prices for the first six months of this year were 16 percent lower than 2015 levels, helping to fuel a 3.3% increase in the number of miles driven.

To help ensure safety, the National Safety Council recommends drivers:

- Make sure every passenger buckles up on every trip
- Designate an alcohol and drug-free driver or arrange alternate transportation
- Get plenty of sleep and take regular breaks to avoid fatigue
- Never use a cell phone behind the wheel, even hands-free
- Stay engaged in teens' driving habits, as teens are three times as likely to crash as more experienced drivers
- Learn about your vehicle's safety systems and how to use them. My Car Does What can help drivers understand features such as adaptive cruise control, blind spot warning systems and backup cameras.

Motor vehicle fatality estimates are subject to slight increases or decreases as data mature. NSC has issued traffic fatality estimates since 1921. Supplemental estimate information can be found here.

[i] The National Safety Council defines "serious injuries" as those requiring medical attention

[ii] The Labor Day holiday weekend begins at 6 p.m. Friday, Sept. 2 and ends at 11:59 p.m. Monday, Sept. 5.

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## September 2016

### 2016 Primary Results Confirm Gas Tax Increase Vote Not Politically Toxic

By Carolyn Kramer, ARTBA  
Transportation Investment Advocacy Center Manager



A new analysis of 8 states that passed legislation to increase their state motor fuel taxes in 2015 to pay for important new transportation improvements shows that 98% of Republican and Democratic lawmakers who supported the bill won their primary races in 2016.

"These results should dispel any notion that voting to increase the state gas tax is politically toxic," says American Road & Transportation Builders Association (ARTBA) Chief Economist Dr. Alison Premo Black, who conducted the research. "Voters expect lawmakers to put forward solutions to help reduce traffic congestion, improve road safety and help grow the economy. They are also willing to pay for these expanded investments."

According to ARTBA's Transportation Investment Advocacy Center™ (TIAC), 8 states— Iowa, South Dakota, Utah, Idaho, Georgia, Nebraska, Washington, and Michigan— approved a gas tax increase or its equivalent in 2015. 6 of these states had a Republican governor and Republican majority legislature at the time the legislation was passed.

For most state lawmakers who voted on a motor fuel tax measure last year, 2016 is the first time they are facing re-election.

In the 8 states, 231 Democratic state legislators voted in favor of increasing state motor fuel taxes (66 percent of all Democrats in office at the time of the vote). In the 2016 primaries, 125 of these Democrats were up for re-election, with 122 winning their primary race. Just 3 Democrats who supported a gas tax increase and were up for re-election lost their seat in the primaries.

One hundred and thirteen Democratic lawmakers voted against a gas tax increase in 2015, with 39 of those legislators up for re-election in 2016, and one losing their seat in their primary race.

In 2015, 440 Republican state legislators supported successful legislation to increase state gas taxes (65 percent of all Republicans in office at the time of the vote). In the 2016 primaries, 293 of these Republicans ran for re-election, with 287 winning, and only six losing their seat.

Of the 228 Republicans who voted against raising their state gas tax in 2015, 172 lawmakers ran for re-election in 2016, with 167 successfully moving on to the general election, and 5 losing their seat in the primary.

Some conservative lawmakers had voiced concerns about their primary race as several states faced pressure from professional anti-tax groups to oppose increasing motor fuel taxes.

In a May 2015 report, "State Analysis Shows Gas Tax Supporters Not Hurt at Ballot Box," the ARTBA-TIAC found that 95 percent of all Republican state legislators who voted to increase their state gas tax to invest in transportation infrastructure in 2013 and 2014, and ran for reelection in November 2014 won their races. On the Democratic side, 88% of state legislators who voted in favor of a state gas tax increase and ran for reelection in November 2014 were re-elected. This compared to 94 percent of Republicans and 86% of Democrats who voted against a gas tax increase, and won their November 2014 re-election campaign.

Additionally, in November 2015 every Virginia incumbent state senator was re-elected (the state House of Representatives had faced re-election in 2014 and were included in the May 2015 report). All 16 senators—12 Democratic lawmakers and four Republicans—running for re-election who had supported the bill were voted back into office. All 11 senators—10 Republican and one Democratic lawmaker—who voted against the bill and ran for re-election also retained their seats.

ARTBA-TIAC staff will continue to track and report on state elections and ballot measures for the Nov. 8, general election.

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## September 2016



### Webinars for Construction, Project Management, and Maintenance Professionals

Participate in an EDC-4 webinar. The purpose of the webinars is to introduce you to the technology and seek suggestions on how to accelerate the national deployment of the proven technology.

View the [FHWA Webinar Calendar](#).

#### Webinars of Note

[e-Construction and Partnering: A Vision of the Future](#)  
September 27, 3:00 pm – 4:30 pm EDT

[Pavement Preservation \(When and Where\)](#)  
September 27, 10:30 am – 12:00 pm EDT

[Pavement Preservation \(How\)](#)  
September 22, 10:30 am – 12:00 pm EDT

[Pavement Preservation \(How\)](#)  
September 28, 3:00 pm - 4:30pm EDT

#### Questions?

Bryan Cawley  
Construction Management Team Leader  
Office of Infrastructure, FHWA  
[Bryan.Cawley@dot.gov](mailto:Bryan.Cawley@dot.gov) or 202-366-1333

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## September 2016

### Road and Bridge Director Opening

#### San Miguel County, Colorado (pop. 7,800)



A dynamic, resort community with beautiful mountains and high desert areas, seeks candidates to serve as its next Road and Bridge Director. Located in Western Colorado, the County is home to a variety of upscale neighborhoods, ski resorts and numerous hiking trails. San Miguel County's largest towns are Telluride, Norwood and Mountain Village. The residents enjoy excellent schools, beautiful parks and golf courses, award-winning ski resorts, great fly fishing, numerous festivals throughout the year and high quality municipal services.

The position reports to the Board of County Commissioners. The Road and Bridge Department includes four Districts: 1. Deep Creek, 2. Norwood, 3. Basin and 4. Egnar. The department has 19 employees and a 2016 total budget of \$4.5 million. The Department maintains 650 roadway miles with approximately 45 of those being paved, 200 are gravel and the remainder are natural surfaces. In addition, the department maintains 26 bridges and operates three gravel pits.

The next Road and Bridge Director must have high integrity and a demonstrated track record in effective customer service and team building within the department and with other departments. Experience with capital improvement project planning is essential. A desire to work collaboratively with other departments on the delivery of county services is critical. The ability to create a cohesive work environment while encompassing new ideas for operational efficiencies is a desired trait of the new Director.

A bachelor's degree in civil engineering, public administration or a closely related field, and/or extensive experience in Road and Bridge Maintenance/Public Works in a supervisory capacity is desired. Candidates will be expected to have 5 years increasingly responsible experience in Road and Bridge maintenance/public works in the public sector. Must possess or have the ability to obtain a mine safety and health administration certification for gravel pits. Must possess or have the ability to obtain a valid commercial driver's license.

The successful candidate will have strong oral and written skills, budget development and administration experience, and the ability to plan, organize, coordinate and supervise the operations of the department. Developing relationships with citizens and community organizations and a demonstrated enthusiasm for working closely with elected officials is also important.

Experience in maintaining a variety of roadway surfaces including high elevation maintenance during winter seasons is a must. Salary range is \$85,303 - \$126,626 with starting salary range to step five (\$85,303 - \$96,510) DOQ and an attractive benefits package including a down payment assistance program for homes bought or built in San Miguel County. The Road and Bridge Director position is appointed by the San Miguel County Board of Commissioners.

Candidates should submit resume, cover letter, and contact information for five professional references [HERE](#) by September 28.

Attention Sarah McKee, Vice President or Cristi Musser, Vice President, GovHR USA, 630 Dundee Road #130, Northbrook, IL 60062. Tel: 847-380-3240

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## September 2016

### Online Courses at California's Tech Transfer

Tech Transfer through the University of California, Berkley's Institute of Transportation Studies, has online courses available.

Course work is in the transportation-related areas of planning and policy, traffic engineering, project development, infrastructure design and maintenance, safety, environmental issues, complete streets, multimodal transportation, railroad and aviation.

Transportation officials outside of California are encouraged to participate.

[View all courses.](#)

Code	Title	Dates
TE-29	<a href="#">California Traffic Engineering License Exam Review (online)</a>	September 12 - October 12, 2016
TE-32	<a href="#">Pedestrian Facility Design</a>	October 18-20, 2016
TE-34	<a href="#">Bikeway Facility and Master Planning</a>	November 7-15, 2016
TS-51	<a href="#">Improving Safety of Railroad Crossings &amp; Light Rail Systems</a>	December 15-16, 2016
TE-55	<a href="#">Parking Management for Sustainable Development</a>	January 23 - February 1, 2017
IDM-27	<a href="#">Superpave Mix Design for Local Agencies</a>	February 21-23, 2017
ENV-01	<a href="#">Sustainable Transportation Fuel &amp; Vehicle Technologies: Low Carbon Solutions</a>	March 7-23, 2017
PL-61	<a href="#">Transit-Oriented Development: Putting it all Together</a>	March 20-29, 2017
TE-54	<a href="#">Commercial Development Site Design and Traffic Impact Analysis</a>	April 6-7, 2017
PL-60	<a href="#">Bus Rapid Transit: Planning, Design, and Operations</a>	April 18-27, 2017

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## September 2016



### Free Webinar Offered by LTAP/TTAP

### Sliplining and Other Culvert Repair Options

October 5 ~ 2:30 PM – 4:00 PM EDT

[Register Now](#)

As roadway systems age, buried culverts are often neglected/forgotten. This presentation provides a comprehensive overview of culvert repair methods as an alternative to traditional open cut culvert replacements. The webinar also serves as a good reminder to inventory and rate this key infrastructure component and provides a foundation for participants to develop a conduit improvement process including the key processes of cleaning, accessing, evaluating and repairing culverts.

#### Topics Covered

- Storm culvert cleaning
- Culvert analysis
- Pre and post project design criteria
- Host and liner pipe hydraulics
- Void filling and soil stabilization
- Sliplining – liner types and methods
- Cured-in-place pipe (CIPP) liner types
- Environmental protection efforts

#### Instructor: **Kenny Moulds**

Vice President of Sales and Marketing for Subsurface, Inc., a customer-focused and quality-driven company based in Moorhead, Minn. Subsurface provides construction services throughout the upper Midwest. Kenny is an expert in project development and client satisfaction. The Subsurface team prides themselves in their high level of service and ability to solve any conduit deficiencies through a partnering and consultative approach.

#### Contacts

Presentation: Dale Heglund, PE, PLS, North Dakota LTAP Director, [dale.heglund@ndsu.edu](mailto:dale.heglund@ndsu.edu) or 701-318-6893 Registration: Denise Brown, NDLTAP Training Coordinator, [denise.brown.1@ndsu.edu](mailto:denise.brown.1@ndsu.edu) or 701-220-0101

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