NACE 2014

Program and hotel registration for the 2014 NACE Conference is available online at www.countyengineers.org.

For questions or additional information, contact Dennis Woodward at dwoodward@rppj.com.

Transportation Safety Summit

Every other year Louisiana’s Transportation Safety Summit brings together hundreds of safety stakeholders from around the state to review the state’s progress in reaching its strategic vision of “Destination Zero Deaths.” The focus for the 2014 summit was on innovative and futuristic ideas, tools and strategies to make “Destination Zero Deaths” a reality. This year’s theme was ‘Reaching Zero: Every Life Counts.’ Over 300 stakeholders in road safety participated in the 2014 Louisiana Transportation Safety Summit March 19th – 20th, 2014 at the Crowne Plaza Hotel in Baton Rouge, Louisiana.

The conference organizers compiled a diverse program of presentations on a wide range of safety topics such as:

- Safety Culture
- Engineering
- Occupant Protection
- Young Drivers
- Education
- Infrastructure & Operations
- Rail Safety
- Enforcement
- Impaired Driving
- Distracted Driving

New Class!

Road Scholar: Creating a Safe Work Environment (For Supervisors)

April 22, 2014 – Ruston
April 23, 2014 – Monroe
April 24, 2014 – Bossier City

The Local Technical Assistance Program of the Louisiana Transportation Research Center in cooperation with LADOTD, FHWA, and LSU.

www.louisianaltap.org
www.louisianalrsp.org
New LPA Qualification Program Class: Project Planning and Application Development

Helping Local Public Agencies “Capture Your Dream”

The LPA Qualification Program was developed and implemented jointly by the Louisiana Department of Transportation and Development (DOTD), the Federal Highway Administration (FHWA) Louisiana Division, and the Louisiana Local Technical Assistance Program (LTAP). The primary goal of the program is to increase the efficiency of project delivery for local transportation projects that utilize state and federal funds. Four modules of training will comprise the LPA Qualification Training Program. Two have already been completed and have been offered statewide, the LPA Core Training Class (required for agency personnel) and the Construction, Engineering and Inspection module. The newest module in the series, LPA Project Planning and Feasibility is now being offered statewide. The fourth module focusing on project design will be available in late 2014.

Are you involved in project development or the application process? Do you work for or with a local entity that utilizes federal or state funds for local transportation projects? If you answer yes, this class is for you or someone in your organization. The module, Project Planning and Application Development, is designed to provide local agencies with information to:

- identify funding opportunities for local projects;
- link proposed projects to local community goals and identified transportation needs;
- prepare applications that contain all required information on SCOPE, SCHEDULE AND BUDGET to minimize review time;
- understand the screening, prioritization and selection process for the different LPA projects funding programs.

Local agency personnel involved in project development, scoping and application development are encouraged to attend the Project Planning and Application Development class. Also being offered in selected locations is the Core Training module which is required for personnel serving as a Responsible Charge and must be completed by at least one LPA representative before a project will be awarded.

LPA Class Schedule

Project Planning, Feasibility and Application Module
- March 26, 2014 – Houma
  South Central Planning & Development Comm, 5058 W. Main St.
- April 10, 2014 – Baton Rouge, TTEC
- April 24, 2014 – Lafayette
  Rosa Parks Transportation Center, 101 Jefferson St.

LPA Core Training Classes:
- April 8, 2014 – Baton Rouge, TTEC

Register online at: www.ltrc.lsu.edu/ltap/fr/lpa_projectplanning.html

Members of the development team for the LPA Planning and Feasibility course included (from left) Mary Stringfellow of FHWA, Valerie Horton of DOTD, Scott Gros of DOTD, LTAP Director Marie Walsh, Ann Wills of DOTD (LPA Program Director), Steve Meek of DOTD, and Melanie Bordelon of the Lafayette Area MPO.
Electronic Communications and Emotional Intelligence – Food for Thought!

APWA Baton Rouge Branch and LTAP Offer Professional Development Opportunities

LTAP partnered with the Baton Rouge Branch of the American Public Works Association (APWA) last fall to present two workshops at the Transportation Training and Education Center (TTEC) near LSU. On October 2, 2013 Patricia Skinner and Dr. Joseph Suhayda, gave an overview of the National Flood Insurance Program and a Flood Zone Map/FIRM Update. This timely and well attended event was full of valuable information and generated lively discussion. In November of 2013, Ted Ball and Giselle Landry of the Louisiana Transportation Research Center conducted short presentations on “Electronic Communications in the Workplace” and “Emotional Intelligence,” respectively.

The Electronic Communications sessions included practical, ready to use information on good professional practices including the limitations and potential liabilities of these now common forms of communication. WE ALL KNOW THAT TYPING IN ALL CAPS IS IRRITATING BUT THERE ARE MANY OTHER THINGS TO CONSIDER TO BE AN EFFECTIVE ELECTRONIC COMMUNICATOR. If there is one key point to electronic communication in the workplace, it is this – digital is forever. When you write email, take a moment to review before you send it. Emotional Intelligence explored some of the hidden, seemingly hard to identify traits that enable some people to be so much more successful in both their professional and personal lives. The four core Emotional Intelligence skills – self-awareness, self-management, social awareness and relationship management were introduced, and participants urged to consider their own understanding of these areas.

In addition to assisting with these two events, LTAP co-sponsored a leadership web based training series entitled “Building the Public Sector: One Leader at a Time,” with the Baton Rouge branch of APWA. This program was made available through the national APWA Leadership Program and was a “blended” learning opportunity with live and recorded webinars, coaching sessions, and self-study. The Baton Rouge APWA Educational Committee headed by Sarah Edel and Cindy Pennington helped coordinate participants, most whom gathered at TTEC to view the live or pre-recorded webinars and to enjoy lunch together. The series was facilitated by Public Sector Advocate and Leadership Development Innovator Ian Hill. The group selected the ‘Emerging Leaders Track’ which trains mid-level supervisors to become effective leaders in today’s workforce by providing adaptive leadership skills and competencies.

This 15 week program included five training sessions. Each session contained a live video stream broadcast workshop; a live interactive video coaching session; and weekly emails which provide reinforcement of the material through videos, activities and handouts. In the first session, “Ignite the Fire,” Hill presented his approach to effective performance improvement. ‘The Change Continuum’ is a 21-day process designed to help participants create new behaviors (thus, each session lasts for 21 days). The second session, “Agents of Change,” explores personal leadership styles, trust building with employees, and communications styles; evaluates people’s reactions to change; and teaches leader delegation to employees. “Big Picture Thinking,” the third session, demonstrates the significance of systems thinking, creative planning and problem solving ideas, and also how to create systems through building trusting relationships. In the fourth session, “Continuous Improvement,” Hill guides the participant in creating a vision for their own legacies. Specifically, Hill teaches participants to create a vision and carry out their commitments. The final session, “Catalysts for Encouraging Responsibility,” concludes the program with advice on employee motivation by inspiring responsibility and ownership. To schedule training and professional development workshops in your area like the ones described above or to learn more about the Leadership web based training series, visit http://buildingthepublicsector.org/ or contact Marie Walsh of LTAP at marie.walsh@la.gov.
Transportation Asset Management Pilot Project Making Headway

In March 2011, a group of representatives from parishes, cities, the DOTD, LTAP, and FHWA, gathered at TTEC for a daylong “kick-start” session about Transportation Asset Management (TAM), specifically as it relates to local agencies, pavement and traffic signs (see Technology Exchange Vol. 26, Issue 2 for a summary). The session ended with a “What’s Next?” discussion about how to get parishes and cities throughout Louisiana to embrace asset management practices. The consensus resulted in three recommendations: 1) A pilot project allowing some local agencies to demonstrate the feasibility of implementing TAM for pavements and signs, 2) TAM training for local agencies, and, 3) Training on pavement treatment selection and application. The LTAP agreed to take on the task of making the pilot project a reality. They were also able to influence the focus of the LPESA Fall 2011 Conference entirely on pavement preservation, a start to satisfying the third recommendation.

Phase 1: Method and System Selection

Over several months, administrative hurdles were ironed out and funding acquired for Phase 1 of the pilot. A task force was formed with representatives from Calcasieu Parish, City of Sulphur, Tangipahoa Parish, City of Mandeville, and the LRTC. Terance McNinch, of PublicWorksTraining.com, was brought in as the consultant on the project to facilitate the overall implementation and work directly with the pilot agencies. Mr. McNinch was formerly the director of the Michigan LTAP, where for over a decade he was heavily involved with the statewide TAM implementation in that state.

The first objective of the task force was to select software systems for both pavement management and sign management. Twenty-one pavement management systems (PMS) and 24 sign management systems (SMS) were identified. Working through a set of criteria reflecting suitability for local agency use, the initial lists were narrowed down to 10 PMS and 14 SMS. An extensive survey was sent to the companies of the candidate systems. After evaluating the survey responses, the task force reduced the list to seven PMS and seven SMS, six of which were dual systems—accommodating both pavement and signs.

In April 2012, the task force came together at TTEC for two long days of live web-based vendor presentations and demos to supplement the survey information. This allowed the task force members to not only see the pavement evaluation method and software systems in action, but to also ask questions about the systems. Through a ranking and voting process, the task force worked their way through evaluation of the candidates.

Pavement Management System

The ranking process singled out PASER (Pavement and Surface Evaluation Rating) as the most feasible method for parishes and cities to evaluate their pavements. The method, developed at the University of Wisconsin, is used by thousands of local agencies. That decision narrowed down the PMS selection to Roadsoft, a system developed by the Center for Technology & Training (CTT) at Michigan Technological University, as it is the only PMS available that accommodates PASER (the WISLR system used in Wisconsin is not available outside the state). Regardless of being the only option compatible with PASER, the task force members liked the Roadsoft interface, the GPS field data collector, its technical support offering, and found the pricing structure acceptable.

Sign Management System

In selecting an SMS, the task force members felt that Roadsoft was the obvious choice because it is a multi-asset system, including signs, and provided the functionality required. Selecting one system for pavement and another for signs would create confusion, increase training requirements, and add to the project cost. The task force also liked what they saw in SimpleSigns, which is a standalone sign management system developed by Rowekamp Associates, Inc. out of Bloomington, Minnesota, and is is used by numerous local agencies throughout the Midwest. The task force liked the SimpleSigns interface—its “simplicity”, the fact that it integrates easily with existing ESRI map files, its lifetime technical support, and the onetime purchase price. Both Roadsoft and SimpleSigns include GPS field data collection, a critical aspect in any SMS.

The task force recommended that the pilot project use Roadsoft, but also recommended that SimpleSigns was a system that local agencies in Louisiana would find suitable if they are only pursuing sign management.
Pilot Agency Participation

Once the system costs were known, LTAP recommended that three agencies participate in the pilot. Although LTAP would provide funding for training and the initial purchase of the software, the agencies themselves were responsible for staff time to prepare the GIS maps, collect pavement and sign inventory, and conduct PASER evaluation—all of which required significant effort within a specific timeline. Additionally, each agency would need to track the time of all staff involved in this effort. An understanding of the required effort would be a valuable piece of information for other agencies considering implementation in the future.

Fortunately all the agencies in the task force were willing to step up to the plate. In the end, Calcasieu and Tangipahoa parishes and the City of Sulphur were recommended as the pilot agencies—a good cross section of demographics, urban, rural, large and small. The City of Mandeville decided to move ahead on its own, independent of the pilot project.

“We believe this approach will be an effective means to inventory and monitor street condition and better understand our capital repair and reconstruction needs,” said David deGeneres, DPW Director at the City of Mandeville. “It should also be a great teaching tool that presents different aspects of the City’s infrastructure in a way that our constituents and the City Council can understand, to stress the importance of public works projects.”

Phase 2: Getting to Work

After several months of ironing out contractual and licensing issues, Phase 2 was ready to begin. This past June, Terance McNinch conducted daylong PASER training sessions, which included an additional day in the field helping agency staff get comfortable with the method. Over the summer, agencies worked with their GIS units to get their digital basemap in order, from a transportation standpoint. In September, CTT delivered agency versions of Roadsoft and conducted an introductory training webinar.

Conducting PASER Evaluation

PASER evaluation of pavement was the first order of business. The evaluation can be done by a variety of staffing configurations. By chance this small group adopted a range of those options. Sulphur used a team of two, with the DPW Supervisor rating while the Code Enforcement Officer drove (something she does routinely twice a week anyway). “Of course there was a level of apprehension on the first day of PASER rating, new software and all,” noted John Bruce, DPW Director at the City of Sulphur. “But that apprehension quickly dissipated and was replaced with enthusiasm, which is really good to see.”

Calcasieu Parish started with one person rating (an Engineering Project Manager that had been evaluating parish pavement for several years), then added a second Project Manager as a rater to speed things up, but will switch back to a single rater as data collection nears completion.

Tangipahoa Parish hired services from ELOS Environmental using a team of two: an engineer to rate the roads and a driver. “Our first couple of forays into the field gathering data were rather hesitant, but once we became more familiar with the PASER evaluation process, we picked up to full steam,” noted Maurice Jordan, Tangipahoa Parish Engineer. “We like the PASER method; it makes sense.”

In Mandeville the Engineering Department Field Representative worked alone.

All the agencies used the Laptop Data Collector (LDC), a Roadsoft utility which runs on a laptop computer connected to a puck-style GPS receiver. The LDC allows time efficient data collection, plus, with a few clicks, the data can be imported into the Roadsoft application.

**LTAP’s Transportation Asset Management pilot project includes teaching local agency personnel to evaluate pavement conditions using the PASER rating system.**
Louisiana Operation Lifesaver Works to Make Rail Crossings Safer

By: Claude Maher, Executive Director, Louisiana Operation Lifesaver

Operation Lifesaver started in 1972 when the average number of collisions at U.S. highway-rail grade crossings had risen above 12,000 incidents annually. To address this, the Idaho governor’s office, along with the Idaho Peace Officers and Union Pacific Railroad launched a six-week public awareness educational campaign called Operation Lifesaver to promote highway-rail grade crossing safety. After Idaho’s crossing-related fatalities fell that year by 43%, the successful program was adopted by Nebraska (1973) and Kansas and Georgia the following year, coming to Louisiana in 1981. Within a decade it had spread around the country; in 1986 a non-profit national Operation Lifesaver office was created to help support the efforts of state OL programs and raise national awareness on highway-rail grade crossing issues.

Since the inception of Operation Lifesaver rail-grade crossing fatalities have dropped by 83% down to 243 in 2012. Louisiana ranked 7th in the nation with 14 fatalities in 2012, 8 occurring at rail-grade crossings and 6 due to trespassing. In 2013, Louisiana ranked 8th in the nation with 11 fatalities. Trespassing fatalities numbered at 8, while rail-grade crossing fatalities had dropped to 3. The number of injuries have taken a noticeable decline from 2012 to 2013. In 2012 our state had a total of 68 injuries. Rail-grade crossings accounted for 50 and trespassing made up the other 18. In 2013 those numbers have dropped to 37 total injuries, 25 occurring at rail-grade crossings and 12 due to trespassing. (The data for 2013 may change as this information represents January through October.)

Although injuries and fatalities are on the decline across the United States, collision data show a possible increase in incidents. In 2012 there were 1,471 total collisions, trespassing and rail-grade crossings combined, in the United States. From January through October 2013, there have been a total of 1,427 collisions. Louisiana has accounted for 54 collisions in 2013, up from 52 collisions in 2012.

Every day there are near misses that are reported by railroad employees on trains. In Louisiana near miss reports differ for each railroad and from month-to-month. Although we do not receive these reports from all railroads operating in Louisiana, the data we have shows near misses range from 14 per month to 40 per month. There are a total of 17 railroads operating in Louisiana. Class 1 railroads make up 6 of those: BNSF, CN, CSX, KCS, NS, and UP. There are 10 short-line railroads and 1 commuter train service, AMTRAK.

Today Operation Lifesaver’s network of authorized volunteer speakers and trained instructors offer free rail safety education programs in fifty states. We speak to school groups, driver education classes, community audiences, professional drivers, law enforcement officers, and emergency responders. Our programs are co-sponsored by federal, state and local government agencies, highway safety organizations and America’s railroads. Together we promote the three E’s - education, enforcement and engineering - to keep people safe around the tracks and railway crossings within our communities. We also offer two specific training courses: Grade Crossing Collision Investigation (GCCI) teaches Law Enforcement how to investigate a crossing collision. Since this is a unique type of traffic collision, the GCCI helps bridge the communication gap.

Rail Safety for Emergency Responder (RSER) provides training for Emergency Responders including fire, EMS, emergency management agencies, military and Homeland Security personnel. Participants are trained to recognize on-scene hazards; how to safely stop a train and other relevant topics.
State statute RS14:63 Criminal Trespassing states that it is against the law to be on or near the tracks or on railroad property which may extend 20 – 50 feet from the center of the tracks depending on location, servitude and other factors.

RS 14:96 Aggravated Obstruction of a Highway of Commerce – it is unlawful to stop on or within 15’ of railroad tracks.

Anyone interested in learning more about OL or in becoming an Authorized Volunteer please visit our website at www.oli.org.

You can also contact:
Claude D. Maher, Executive Director
LA Operation Lifesaver
email: operationlifesaver@la.gov, phone:225-921-8381

Editor’s Note: Look for additional information on the progress of this pilot project in the next issue of Technology Exchange.

If you have questions about the pilot project, or if you would like to know more about transportation asset management implementation possibilities in Louisiana, contact Steve Strength, P.E., LTAP Program Manager at 225-767-9118 or by email at Steve.Strength@la.gov.

National Work Zone Awareness Week

The dates for this year’s National Work Zone Awareness Week are April 7-11, 2014. Louisiana will commemorate the event with Work Zone Memorials at locations around the State, including DOTD Headquarters in Baton Rouge. These memorials feature cones placed in memory of road users and workers killed in highway work zones during the most recent year in order to increase awareness of the special hazards to motorists and workers in highway work zones. In the United States, 609 fatalities occurred in highway work zones in 2012, with 12 of those occurring in Louisiana.

LTAP offers training classes in work zone traffic control and flagging procedures that can help local agencies reduce work zone incidents by ensuring that the proper equipment and procedures are utilized to keep workers and road users safe. The full day “Roads Scholar Temporary Traffic Control” and the half day “Temporary Traffic Control for Maintenance” classes can be taught on request at a location provided by the public agency. Check the LTAP website for further details, or contact Steve Strength at (225) 767-9118.

Transportation Asset Management, Cont. from page 5

It should be noted that even though some of these agencies had engineers doing the rating, an engineer isn’t required to conduct PASER evaluations. The PASER method can be learned and executed by engineering techs, foremen, equipment operators, clerks, managers, elected officials and even student summer help. It’s just a matter of training and a willingness to learn.

As of the second week in December, PASER collection was progressing well, with Tangipahoa at 90 percent, Calcasieu at 65 percent, and both Sulphur and Mandeville complete.

Sign Inventory

Sign inventories are currently being built. Unlike pavements which exist on the GIS basemap, signs need to be identified and located individually, and there are a lot of them so it is a bit more time intensive. Although the MUTCD Sign Reflectivity requirements do not require a sign inventory, all the agencies decided to go the inventory route because it would facilitate more efficient sign management in the future. Using the LDC, and while remaining in the vehicle, each support is GPS located and sign data is logged. Signs can later be visually inspected at night or some type of blanket replacement method can be instituted. Calcasieu is building their inventory using three teams of two, all from the sign crew working their respective districts. Sulphur is using a single team of two from their sign crew. Tangipahoa will have their contractor start on signs as soon as PASER collection is complete. Mandeville plans to begin their sign inventory during the winter.

Editor’s Note: Look for additional information on the progress of this pilot project in the next issue of Technology Exchange.
Hurricane Preparedness Ensures Safety During and After an Event

June 1st is quickly approaching and with it brings the start of Hurricane Season. With this in mind, it is essential for everyone including Public Works responders to review their Hurricane and Emergency Preparedness procedures.

As Louisiana has learned from our many brushes with hurricane and storm related disasters, our Public Works responders are confronted with unique safety hazards during disaster response and recovery operations. Public works and road crews are often among the first to return to damaged areas and those first hours and days of cleanup and recovery are critical in helping communities to function again. Clearing the roads to allow emergency responders access to impacted areas often falls to the local agencies who have remained in place with essential personnel.

In order to ensure your safety and the safety of the public in these situations, it is important to be prepared and to understand the role of your agency and work unit in an emergency response effort. Proper training for you and your team on emergency response procedures and access to the proper equipment, supplies and communication is necessary. Most agencies have emergency response plans in place and many follow an Incident Command System process which is a proven management system for managing chaotic situations, consisting of procedures for controlling personal, facilities, equipment, and communications.

Public works responders often encounter a complex mix of hazards after storms or other disasters. It is important to remember that downed trees may mean there are also downed and active power lines (which could also cause fires). Avoid possible injuries by approaching broken tree limbs carefully and looking out for falling tree limbs. And remember - you can’t be too safe when operating chain saws and chippers! Improper use of either of these pieces of equipment could cause traumatic injury. Flood waters and debris also carry special hazards that require workers to take extra precautions to protect themselves and their team mates.

Since many disasters occur during times of extreme heat and humidity in Louisiana, it is important to acknowledge the effects that heat may have on your health, such as heat rash, cramps, stroke, or exhaustion. Be sure to drink plenty of water and take breaks.

Personal protective equipment is essential for hurricane responders in order to minimize occupational hazards. This equipment might include protective suits, aprons, coveralls, gloves, footwear, headwear, eyewear, or respirators. You might be at risk for eye injuries from dust or flying debris, so be sure to wear protective eye goggles or glasses.

**Stress - The Unseen Challenge**

Remember that traumatic events can cause stress and anxiety in responders. If you are experiencing strong emotional reactions, it may interfere with your ability to function at the scene or later, so please seek help! Strong emotions are normal reactions to unusual situations!

The booklet shown here has been used in LTAP classes focused on worker safety during emergency situations such as hurricanes. This booklet is published by the International Union of Operating Engineers, National Hazmat Program, www.iuoeiettc.org and is available on request from LTAP.

**Personal Preparedness Tips:**

Not only is it imperative to be prepared within our agencies, but also within our personal lives. The Governor’s Office of Homeland Security & Emergency Preparedness has extraordinary guidelines which we should all follow.

In order to secure your home, you should:
- turn off gas, water and electricity
- board up your windows

*cont. on page 9*
Timothy J. Koegel addressed the National LTAP/TTAP Conference in Grapevine, Texas, at a session entitled “Exceptional Presentations Bring Exceptional Results” in which he taught conference attendees practical skills for communicating with audiences through presentations. His bestselling book, *The Exceptional Presenter*, is full of pointers to help improve a person’s presentation delivery skills. If your presentation skills are lacking, Koegel argues, “you are losing money, handcuffing your ability to land your dream job, damaging your professional image and derailing your career aspirations.” Koegel is not convinced that some people are just not public speakers. He argues that everyone can improve and become exceptional presenters.

Koegel created the 6 Characteristics of an Exceptional Presenter. Presenters must OPEN UP!:

- **O** Organized – be organized with a defined and structured message, otherwise, you appear unprepared.
- **P** Passionate – be enthusiastic about your issue, otherwise why should your audience care?
- **E** Engaging – involve your audience from the beginning and throughout your presentation.
- **N** Natural – give your presentation a conversational feel.
- **U** Understand Your Audience – it is easier to engage your audience if you learn about them beforehand.
- **P** Practice – practicing your speech is imperative. It makes your delivery skills second nature!

During the presentation:

- Try to be yourself and act natural. Keep a conversational style during your presentation. If you read straight from a script, you do not appear natural.
- Connect with your audience. You can achieve this through eye contact with everyone in the room, with stories, through speaking to the interests of your audience, by smiling, in standing on your feet, using audience members’ names, using humor, or referencing current events. Presenters often alienate their audience members by talking about themselves, not maintaining eye contact, not smiling, reading an entire speech, or using sarcastic humor.

Other Presentation Tips

- Keep presentations short and to the point.
- Open with an attention grabber such as a quote, a story, or a question.
- End your speech with a purpose statement, not a final question.

**LTAP Tip:** For local public agency employees, the above presentation skills can be honed by starting small – set aside some time at staff meetings for members to speak on familiar topics using the skills listed above, or take turns presenting at tailgate safety meetings within your work group. Local chapter meetings of professional and technical groups are another good outlet where you will have a sympathetic audience. Rehearsing in front of a mirror or on video will help you to see how you appear and sound to others. Practice on your peers and get constructive feedback before you move on to address the Council or citizen’s groups, and you will soon find that people will want to hear what you have to say!

**Hurricane Preparedness, Cont. from page 8**

- support garage doors
- bring indoors all outdoor items that can be moved and anchor those which cannot
- set boats on trailers, tie them down and fill with water
- lock all doors and windows of your house and cars
- make preparations for your pets

In case of evacuations, you should:

- fill up your car’s gas tanks
- check-in with neighbors who may need help evacuating
- lock up your home

- bring a cell phone and a radio with you to find out the latest news
- Bring chargers for personal devices like cell phones and laptops

*cont. on page 11*
Imagine the public and official outcry that would result if twice a month during 2014 a jumbo jet crashed in the United States killing 400 people aboard. Were that highly unlikely scenario ever to occur, the total annual death toll would still be lower than that of the number of people killed each year in alcohol-related crashes in the U.S.

In 2012, 10,322 people were killed in alcohol-impaired driving crashes, accounting for 31 percent of the total motor vehicle traffic fatalities in the United States. In Louisiana, the situation is even more dire: 41 percent of the 722 people killed on our highways in 2012 were involved in alcohol-related crashes. As bad as our 2012 Louisiana DWI statistics appear to be, they are an improvement over 2009 when 46 percent of highway deaths involved alcohol.

Many Louisiana people are apparently well aware of drunk driving as a special problem in our state. In a 2013 public opinion survey conducted for the Louisiana Highway Safety Commission, 40 percent of those polled said they think drunk driving is more of a problem in Louisiana than in other states, while only 6 percent believed it to be less of a problem. About half of those polled believe the problem in Louisiana is about the same as in other states.

Unfortunately, driving while intoxicated has been a societal problem for so long, it seems that some have accepted it as the norm.

A variety of factors can contribute to the level of alcohol-related crashes in a community or state. One of these is the general public’s attitudes toward excessive alcohol consumption and of getting behind the wheel after having had too much to drink. Our statistics show that alcohol-involved fatal crashes are considerably lower in some areas of North Louisiana than in southern parts of the state. For example, only 21 percent of fatal crashes in the Shreveport area were alcohol-related in 2012. Compare that to our statewide average of 41 percent. Could it be that the well-known conser-
Opportunities Ahead!
Cost Effective Data Collection Opportunity

As part of statewide roadway data collection efforts, the LA DOTD is collecting a videolog, asset inventory and Global Positioning System (GPS) data for all public roads, including locally owned roads, within the State of Louisiana over the next three years. This effort is being funded by LADOTD Office of Safety and the data will be available to local agencies from LADOTD at no cost. The elements being collected will support population of a safety related asset database for use in improving safety on all public roads in the state and include the FHWA Model Inventory of Roadway Elements (MIRE) Fundamental data elements. Examples of standard data collection include: number and width of travel lanes; posted speed limits; counts of intersection by type; type of median; presence of turn lanes, etc.

The data collection project is being conducted through a contract with Fugro Roadware. As a special enhancement of this project, for a fee paid by local sources, Fugro offers local agencies additional data and services including pavement condition (distress and profile) data, geometric data, and additional roadway assets not part of the LADOTD data set. Other opportunities include Pavement Management System Implementation, Ground Penetrating Radar (GPR) data providing layer type and thickness information, coring, structural testing using Falling Weight Deflectometer (FWD) and Surface Friction Testing. For local road authorities with limited data on their road networks, this can offer a cost-effective way to obtain data needed to evaluate road network health and make better informed roadway management and maintenance decisions. Local agencies must contract directly with Fugro for collection and processing of these additional data elements. Fugro will be contacting local agencies regarding this opportunity in advance of regional data collection start up. Additional information on the data collection and processing project and local agency opportunities are available at http://louisianaltap.org/pdf/Fugro_Data_Collection.pdf. Agencies are encouraged to contact DOTD’s project manager Chris Fillastre (Christophe.Fillastre@la.gov or 225-242-4577) with questions.

Hurricane Preparedness, Cont. from page 9

GOHSEP also advises people to prepare a disaster kit, including items such as: a can opener; a 3-day supply of non-perishable food items; bedding; fire extinguisher; bleach; mosquito repellent; extra prescription medicine; baby food and diapers; a first aid kit; water; and a battery-operated radio. Remember that you may not be able to re-supply for a significant period of time. For more information on Hurricane Preparedness visit http://gohsep.la.gov/ or http://www.ready.gov/hurricanes

It's never too early to begin preparing yourself, your work team and of course, your family. Don't let hurricane season sneak up on you.

Transportation Safety Summit, Cont. from page 1

- Emergency Management
- Local Road Safety Topics
- Regional Safety Coalition Best Practices/Lessons Learned
- Innovative Traffic Safety Data Analysis Tools
- Vulnerable Users: Bicycles, Pedestrians, and Motorcycles

The conference featured presentations that offered practical and innovating solutions to address Louisiana's most pressing traffic safety issues as the state moves closer to “Destination Zero Deaths.”
Need Technical Help? Contact LTAP

(225) 767-9117
(800) 595-4722 (in state)
(225) 767-9156 (fax)
http://www.louisianaltap.org/cu.html

Marie B. Walsh, Ph.D., Director
Robert Breaux, Administrative Coordinator
Steve Strength, P.E., P.T.O.E., LTAP Program Manager
Rick Holm, P.E., Local Road Safety Program Engineer
Courtney Dupre, LTAP Training Associate

Publication Statement
Technology Exchange is published quarterly by the Louisiana Transportation Research Center. It is the newsletter of the Louisiana Local Technical Assistance Program. Any findings, conclusions, or recommendations presented in this newsletter are those of the authors and do not necessarily reflect those of LSU, LADOTD, or FHWA.

Newsletter Staff
Jenny Speights, Public Information Director
Jenny Gilbert, Editor
Emily Wolfe, Publisher
Nick Champion, Photographer

The purpose of the Local Technical Assistance Center is to provide technical materials, information, and training to help local government agencies in Louisiana maintain and improve their roads and bridges in a cost-effective manner. To accomplish this purpose, we publish a quarterly newsletter; conduct seminars, workshops, and mini-workshops covering various aspects of road and transportation issues; provide a lending library service of audio/visual programs; provide technical assistance through phone and mail-in requests relating to transportation technology; and undertake special projects of interest to municipalities in Louisiana. LTAP also coordinates the Louisiana Local Road Safety Program.