

# Technology Exchange

LOUISIANA LOCAL  
TECHNICAL ASSISTANCE PROGRAM

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## Retro-reflections from *The Road to Better Signing*

by Steve Strength

LTAP's latest Roads Scholar class focuses on an important but sometimes overlooked aspect of roadway infrastructure – traffic signs. The newly revised class, entitled “Roads Scholar #9: The Road to Better Signing,” provides an overview of Part 2 of the Manual on Uniform Traffic Control Devices (MUTCD), discussing the need for and uses of many common regulatory, warning, and guide signs appropriate for locally owned roads. It also discusses the materials and hardware that make up a signing system as well as best practices for sign placement, maintenance, and inventory methods. Taught by LTAP Program Manager Steven Strength, P.E., a long time public agency traffic engineer and certified Professional Traffic Operations Engineer (PTOE), the course has received positive reviews at its first five sessions. Three additional sessions were scheduled in October and November, including the New Orleans class that had to be rescheduled due to the threat from Hurricane Harvey.

The importance of communicating clear, concise messages to road users is discussed at length in the class, along with selection of the most appropriate sign for a given situation. The MUTCD provides standards, guidance and options for these situations. The standards can be thought of as mandatory requirements, sometimes referred to as “shall” conditions. These standards include the required shapes and colors of specific signs to provide uniform appearance to road users across the United States. For example, the octagon shape and red and white color of the “STOP” sign is universally understood, making the operation of roads of all types safer. Road users do not need to know what the sign says to be able to recognize what they are required to stop. LTAP's “Road to Better Signing” includes information on various symbols, standard messages, and sign combinations that can be used to help road users recognize and respond to messages, whether to help them avoid crashes, or to find their way to a destination.



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## TRAINING CALENDAR

RS#3: Drainage: The Key to Roads that Last Houma (to be announced)

Tractor Mower Safety Course (spring dates and locations to be announced)

*Signs in urban areas and other areas frequented by pedestrians must be installed at least 7 ft. from the ground to the bottom of the lowest sign.*

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

[www.louisianaltap.org](http://www.louisianaltap.org)

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## *The Road to Better Signing, cont. from page 1*

Commonly observed errors in sign placement include insufficient mounting height, installation too close to the roadway, and placing them too close to a decision point, not giving drivers enough time to react to warnings or decide whether they need to make a turn. Improper placement can result in crashes, while proper placement can reduce the likelihood of signs being knocked down. Did you know that the bottom of a sign is required to be at least 7 ft. above the sidewalk or edge of road in business, commercial, or residential areas where parking or pedestrian movements are likely to occur? Besides ensuring that approaching vehicles can see the signs, proper mounting height can save unwitting pedestrians from painful bumps on the head or more serious injuries from the sharp edges of metal signs! The minimum height for signs in rural areas is 5 ft. above the edge of the road, meaning that the bottom of a sign on a ditch slope may have to be placed even higher above the ground line to be visible to motorists.

Road users also have expectations for signs that they will be visible both day and night. For this reason, the MUTCD discusses requirements for retroreflectivity of signs. The term “retroreflectivity” means that a sign has the ability to reflect light back toward the source of the light, as in the case of a vehicle’s headlights. The Road to Better Signing class includes hands-on observation of different sign materials using microscopes and flashlights to see how the sign sheeting actually accomplishes this retroreflectivity and how wear and tear on the surface of a sign can affect our ability to see signs at night. The required levels of retroreflectivity for signs are specified in the MUTCD, and all public agencies are required to employ a method of ensuring that the minimum levels are met. The Federal Highway Administration has provided guidance on methods of sign management to achieve these goals, and LTAP’s class addresses these methods. All of the management methods include the requirement for an annual nighttime inspection to ensure that retroreflectivity is maintained. These requirements have been in effect since 2012, so it is important that local agencies know what they need to do to make their roadways safer for all users. Other deadlines that would have required a schedule for full compliance with the 2009 MUTCD, for such items as height of lettering and size of street name signs, have been suspended indefinitely. However, agencies undertaking upgrade of their signing will be required to meet the new standards if using federal funds.



*Signs in urban areas could also be blocked by parked vehicles if not installed at the required height of 7 ft.*



*Enhanced signing of curves and intersections can reduce the occurrence of crashes and may be eligible for federal funding under the Local Road Safety Program.*

The class also discusses resources that local agencies can employ to improve their signing systems, including use of the DOTD Cooperative Endeavor Agreements to purchase finished signs, posts, and sheeting at state contract prices. Upgrading signs and markings at high crash locations, to meet current safety standards, may also be eligible for federal funding under the LTAP’s Local Road Safety Program. For more information on classes or other technical assistance, visit the LTAP website. The pdf version of the MUTCD is available online and can be downloaded from the FHWA website at: [https://mutcd.fhwa.dot.gov/kno\\_2009r1r2.htm](https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm) Printed versions are available from several transportation related organizations, including the AASHTO bookstore which sells copies for \$25.00 at [https://bookstore.transportation.org/item\\_details.aspx?ID=1550](https://bookstore.transportation.org/item_details.aspx?ID=1550).

# Proven Safety Countermeasures Initiative (PSCi)

## FHWA Adds to Its List of Approved Countermeasures

by Leo Marretta

On September 28, 2017, the FHWA Office of Safety rolled out its “Update of the Proven Safety Countermeasures Initiative” (PSCi). This latest development in the FHWA’s efforts to “strengthen their commitment to evidence based decision-making processes and systemic planning approaches to make improved safety investment decision” adds six new proven safety countermeasures to the list.

These “Proven Safety Countermeasures” can be found on FHWA’s website: <https://safety.fhwa.dot.gov/provencountermeasures/>. More detail, including the benefit that you can expect to derive from implementing these countermeasures, can be found within the Crash Modification Factors (CMF) Clearinghouse at <http://www.cmfclearinghouse.org/>.

According to FHWA’s safety website, “In 2008, FHWA began promoting certain infrastructure-oriented safety treatments and strategies, chosen based on proven effectiveness and benefits, to encourage widespread implementation by state, tribal, and local transportation agencies to reduce serious injuries and fatalities on American highways. This became known as the Proven Safety Countermeasures initiative.”

Now totaling 20, this collection of Proven Safety Countermeasures details recommended treatments and strategies that transportation safety practitioners can implement to successfully address multiple safety focus areas. Generally grouped into typical situations (that can be addressed by specific countermeasures) include intersections, roadway departure, pedestrians/bicycles and the crosscutting strategies.

The FHWA strongly encourages transportation agencies to consider these research-proven safety countermeasures to aid in the achievement of local, state, and national safety goals. LTAP is working with DOTD to promote these countermeasures and to incorporate them into projects funded through the Local Road Safety Program. These inclusions provide a weighting factor in the evaluation process during LRSP project selection.

The existing countermeasures for INTERSECTIONS are:

- Left-and Right-Turn Lanes at Two-Way Stop-Controlled Intersections
- Backplates with Retroreflective Borders
- Corridor Access Management

- Yellow Change Interval
- Roundabouts

The newly included countermeasures for INTERSECTIONS are:



**Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections:** Strategy relies upon cost economy and treatment saturation, mostly involving signing and pavement marking enhancements.



**Reduced Left-Turn Conflict Intersections:** Simplify and reduce or modify conflicts related to turning by employing geometric designs that alter how left-turn movements occur.

Existing countermeasures for ROADWAY DEPARTURES are:

- Longitudinal Rumble Strips and Stripes along Two-Lane Highways
- Median Barrier
- SafetyEdgeSM
- Enhanced Delineation and Friction for Horizontal Curves

The newly included countermeasures for ROADWAY DEPARTURES are:



**Roadside Design Improvements at Curves:** Improvements proven to reduce crashes, include increasing clear zones at curves and improving traversability. By adding or widening shoulders and flattening slopes in curves than

in tangent sections, practitioners should consider installing a barrier where deemed appropriate.

Existing countermeasures for PEDESTRIANS/BICYCLES are:

- Medians and Pedestrian Crossing
- Islands in Urban and Suburban Areas
- Pedestrian Hybrid Beacon
- Road Diets
- Walkways



The newly included countermeasure for PEDESTRIANS/ BICYCLES are:



**Leading Pedestrian Intervals:**

Pedestrians get “WALK” signal before vehicles get green light. This provides pedestrians a 3-7 second head start before vehicles are given a green indication. Allowing pedestrians to establish presence in crosswalk before vehicles have priority to turn left. This PSC delivers a 60% reduction in pedestrian-vehicle crashes at intersections.

Called CROSSCUTTING COUNTERMEASURES, these apply to more than one situation are:

- Road Safety Audits

Newly included CROSSCUTTING COUNTERMEASURES include:



**Local Road Safety Plans:**

Local roads experience 3X the fatality rate of the Interstate Highway System. An LRSP is a coordinated plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on local roads within a specific jurisdiction.



**USLIMITS2:**

Provides a legal framework to evaluate speed limits. The benefits of USLIMITS2 include an easy to use web-based tool for speed zone determinations. It creates a decision rule expert system with consideration of factors impacting speeds, providing consistent, credible, and enforceable speed limits. Using this system increases the transparency of the methods used to determine speed limits. This helps in responding to public and political concerns and supporting motorists’ acceptance of and compliance with speed limits.

Contact Leo Maretta, Local Road Safety Program Manager, at [leo.maretta@la.gov](mailto:leo.maretta@la.gov) for information on these and other safety initiatives.

## National LTAP/TTAP Conference

The Louisiana LTAP will be hosting the annual National LTAP/TTAP Conference at the historic Hotel Monteleone in New Orleans on July 22-July 26, 2018. The annual NLTAPA meeting draws LTAP professionals, local stakeholders, and partner organizations from around the country. Attendees interested in training and workforce development for local agencies can look forward to new and innovative efforts to explore local transportation systems.



### Happy 70th Birthday to our Administrative Coordinator, Bob Breaux!

Bob has been with LTAP for 24 years. If you’ve called our office, you’ve probably talked with Bob. If you’ve eaten lunch at any of our classes before, you’ve eaten meals that were handpicked by Bob. We are so thankful for Bob and all that he does!

## Plans for Future Storms

We have only just made it past Hurricane Season, and unfortunately, this year we have already seen the devastating power these storms are capable of. To the east, Irma made its way through Florida and brought heavy winds and rains up the east coast. Houston saw what many in the Baton Rouge Metropolitan Area saw last year as much of their city was submerged due to Hurricane Harvey. Parts of Louisiana were affected as well after Harvey went back into the Gulf and reemerged a final time. Lake Charles and the town of Iowa would bear witness to the heavy rains which caused roughly 500 people to be rescued due to flooding. Most recently the nearly unexpected power of Maria ravaged the U.S territories of Puerto Rico and the U.S. Virgin Islands. When all is said and done, new problems will begin to surface in the forms of health risks and pests. With a solid practiced plan and the right knowledge, you and your family can overcome such troubling hazards.

The after effects of a hurricane can leave a lasting impression on one's health. According to a recent New York Times article entitled "Short Answers to Hard Questions About Health Threats from Hurricane Harvey," there are a few risk factors of note. Putting yourself into flood waters causes an increase in the chances of attaining E. Coli, Shigella, other gastrointestinal diseases. It is recommended one should immediately dispose of any articles of clothing or shoes after being in contact with such elements. Air quality will decrease due to the emergency shutdown of plants and oil refineries, and exposure to mold and old paint in houses will cause an increase in health problems especially for those with asthma or other respiratory problems. Wearing masks and other forms of protection will greatly decrease such issues from happening.

Another effect noted is an increase in pests. Snakes, rats, and other unwanted guests will seek refuge in dry areas causing long-term problems later on. Interestingly enough, mosquitoes at first will decrease in population due to the high winds and flood waters. It is afterwards when water is trapped in buckets, bird baths, etc. can mosquitos begin to regrow in numbers. Simply removing water in trapped areas will help lower the risk of mosquito spread diseases.

It's easy to say that in Louisiana we are used to this by now. It is simply a part of life that comes with living in this great state. However, without a set plan for you and your family,

getting through this unpredictable season can have its consequences. LTAP can assist with an excellent class entitled RS#15- Emergency Preparedness Training. This class teaches individuals to prepare themselves and their families before disasters and to protect themselves through response activities.

Subjects included are:

- Documenting a plan for you and/or your family, that you can physically and mentally prepare for any disaster situations
- What to put into an Emergency Kit
- Handling other family matters such as personal documents, family records, and pets
- Coming up with effective evacuation and Recovery Plans.

With the right plan and the mental fortitude, we will overcome these trying times. The generous spirit of this country has already shown in the vast donations and aid given to those who have lost everything. Please be sure to help those who are in need during this time, and if you are interested in more information pertaining to health effects caused by the recent storms please read "Short Answers to Hard Questions About Health Threats from Hurricane Harvey" on the New York Time's website at: <https://www.nytimes.com/2017/08/31/health/hurricane-harvey-health.html>.

## CPEX Summit

On November 7-8, 2017, the Center for Planning Excellence (CPEX) hosted the Louisiana Smart Growth Summit in downtown Baton Rouge at the Manship Theatre. The summit continued to spread CPEX's 12-year message to explore and promote new methods for planning and creating better and healthier infrastructures in our communities. Presentations in this year's events included: "Coastal Communities: Mitigating Risk and Increasing Resilience;" "Ethics in Land Use;" and discussions on conservation and Green Development.

# Leave the Off-Road Driving Where it Should Be – Off the Road!

*Vector graphic courtesy of vecteezy.com*

Louisiana, the Sportsman's Paradise, is home to scores of outdoor activities that are often accessed by All Terrain Vehicles (ATVs) and Recreational Off-Highway Vehicles (ROVs). These vehicles are becoming increasingly common in suburban areas and rural roadways, in clear violation of state and local laws. ATVs/ROVs were not designed to be on the road nor were roadways designed for the use of these vehicles. With hunting season approaching, it is important to recognize the dangers of driving these vehicles where they should not be driven.



According to the National Center for Rural Road Safety, there are multiple risk factors associated with these types of vehicles. There is a higher propensity for risk-taking by ATV/ROV drivers, especially when riding on the road. Speeds that are relatively safe for roadway vehicles are not safe for ATVs and ROVs. Approximately 53% of ROV roadway crashes occurred at 20 mph or less. To make matters worse, alcohol use by the operator is found in nearly half of all fatal ATV crashes.

Each year, every state reports that more than half of all ATV/ROV fatalities occur on a roadway (as opposed to off road). Collisions with a motor vehicle account for approximately one-third of ATV/ROV crashes on the road. ATV/ROV crashes that occur on-road versus off-road have higher likelihoods of head injury, severe head injury, and/or major trauma. While avoiding paved roads is a good first step in ATV/ROV safety, riding on highway or utility rights of way adjacent to the road presents significant hazards as well. These rights of way contain hidden dangers such as drainage structures, signposts, utility junctions, and control boxes that may be hidden from view. The best way to avoid these hazards is to only ride on approved trails or in open country where the hazards can be readily observed.

Safety for the ATV/ROV operator and passengers is of

upmost importance. Use of Personal Protective Equipment (PPE), such as a helmet, while riding is essential. Installation of seat belts in an ROV can provide a safety benefit if your vehicle does not have them. Keep note of how many extra people are riding with you, and ensure that it does not exceed the amount of seats provided. Passengers on ATVs change the center of gravity and interfere with active riding. As a result,

the operator cannot shift weight appropriately on inclines and in a turn. Drivers must pay attention and not let passengers distract them from being aware of terrain features, roadway crossings, and other potential hazards.

Understanding your vehicle and what it can handle is particularly important. These vehicles have a higher center of gravity which often results in high rates of rollovers, falls, and ejections. ATV/ROV tires are not meant to grip the road; rather, they were designed to ride on the terrain and other suitable areas. However, less than 5% of riders get formal operator training. The high percentage of younger operators involved in crashes is also alarming. Studies have shown that teenagers under 16 years old account for 25% of all operator victims and 35% of all passenger victims. Approximately every 2 out of every 3 crashes occurring on a roadway had a youth operator. ATVs/ROVs are not toys and do not belong in the hands of untrained operators, regardless of age. The combination of unlicensed operators and unlicensable vehicles (particularly on-road) can be deadly.

Evidence has shown that the more unsafe the behaviors of a driver, the greater the chance of injury and/or death. Proper education and overall awareness will greatly reduce these occurrences. If you are interested in ROV safety training, the Recreational Off-Highway Vehicle Association provides a free E-course on their website at [www.rohva.org](http://www.rohva.org). More education is provided through the National Off-Highway Vehicle Conservation Council's website, [www.nohvcc.org](http://www.nohvcc.org). Here you will be able to find local information on several associations and clubs including The Louisiana Off Road Vehicle Association and the Louisiana Trail Riders Association.



# Women in Transportation Seminar

by Marie Walsh

The Women in Transportation Seminar Louisiana Chapter was officially ratified on May 17, 2016, and held its second annual banquet on November 16, 2017, at the Country Club of Louisiana. Governor John Bel Edwards was the featured speaker. The annual banquet was a highlight of a year filled with learning and professional development opportunities for members and guests. Sponsored events include bi-monthly luncheons with technical and professional development speakers, volunteer events, and members-only “Coffee and Conversation.”

The Louisiana Chapter is part of the International WTS. Founded in 1977, the International WTS is an international organization dedicated to building the future of transportation through the global advancement of women. Boasting more than 6,500 members—both women and men—WTS is helping women find opportunity and recognition in the transportation industry. Through its professional activities, networking opportunities, and unparalleled access to industry and government leaders, WTS is turning the field of transportation into a career portal. Participation and membership is not limited to women alone, but the association is one where all can take advantage of the opportunities to work together for the benefit of others in their careers.

The September 2017 luncheon event featured Richard Savoie, Deputy Executive Director of the Louisiana Professional Engineers and Land Surveyors Board (LAPELS), who provided an engineering ethics presentation qualifying for the required one hour of training. Earlier speakers included Dr. Brian Wolshon from LSU’s Civil Engineering Department who gave a fascinating talk on the complexities of mass evacuations based on his experience in Louisiana and around the world.

A major volunteer event in March 2017, hosted over 60 Girl Scouts of all ages in Denham Springs, LA. Members of WTS Louisiana set up 12 stations for girls to learn about various STEM (Science, Technology, Engineering, and Math) topics, with an extra focus on transportation. Topics included designing sidewalks, bridge construction, traffic signals, electricity, conduits, roundabouts, and many more. WTS Louisiana’s

goal for this event was to spark an interest in girls of all ages in the STEM fields. Several hands-on activities and many questions later, we’d say that goal was reached! It was hard to say who enjoyed the event or learned more, the Girl Scouts or the volunteers!

An informal opportunity for interaction and discussion among WTS members is the popular Coffee and Conversations series. A topic of general interest is selected and a guest facilitator leads an open discussion. The topics this year have included: the changing face of transportation, incentives for women to excel within their own company, and lifelong learning. LTAP was happy to host the event at the TTEC building with Marie Walsh as the facilitator. The event was sponsored by Alliance Transportation Group, a minority owned business, which provided a wonderful breakfast and input into their leadership and professional development philosophies. Participants shared some of their learning efforts including formal opportunities such as advanced degrees, training classes, certificate programs, employee sponsored training, and on-line learning. Informal learning included podcasts, TED talks, Toastmasters, volunteering, professional organizations, brown bag sharing, selected observation, mentoring, and cross training. This group also reads a lot and some favorite reads included: *Deep Survival*, *Option B*, *Start with Why*, *QBQ*, *Leaders Eat Last*, and *Coaching for Leaders*. For more information on these books and other lifelong learning opportunities, check out the Louisiana WTS website at <https://www.wtsinternational.org/louisiana/>.



## A Better Today Begins with a Bed Made

Many days, life may seem as if it's nothing but a stream of chores whether it be from fixing flat tires to those reports that were due two days ago. At first, trying to obtain some sort of structure to the madness may seem daunting but thankfully, it is not impossible to achieve. Where are we to look then, to find the confidence needed to battle the chaos and inspire others to do the same? For some, this journey begins by performing one of life's most overlooked tasks: making your bed.

Admiral William H. McRaven (retired U.S. Navy and Ex-Navy Seal) has written a book entitled *Make Your Bed: Little Things That Can Change Your Life... and Maybe the World*, where he unfolds the lessons he has learned throughout his career and its rigorous lifestyle. You may be asking, with such an adventurous life, why waste time talking about something so menial as making one's bed in the morning? Recruits in every branch of the military are required to start their day by making their beds. Any type of infraction, no matter how petty will result in some form of discipline. Though tough for some, McRaven argues that this exercise starts the day off on a positive note as he states, "The simple act of making your bed can give you the lift you need to start your day and provide you the satisfaction to end it right." Luckily you can do this under the watchful eye of a partner rather than a screaming drill sergeant!

That's all well and fine you could say, but we have the rest of the day to worry about as well. What good does making a bed do when there is so much else going on? According to McRaven, accepting life is unfair is the first challenge we face. It is easier to run away from the stresses and let it pass on to someone else. This leads to lowering of moral not just for you but for others around you. However, McRaven believes that we should not face these battles alone. If there's anything that SEAL training has taught him, it is the value of accomplishing tasks as a team. Personal accomplishment over times of stress or chaos leads to a confidence builder that can influence handling future worries.

Be sure to check out Admiral McRaven's full book *Make Your Bed: Little Things That Can Change Your Life... and Maybe the World*. It is a great read for both the military lover and the personal motivator!

## LTAP Announces Tractor Mower Safety Training Course

One of the most requested classes of 2017 is making a return into LTAP's 2018 course offerings! Tractor and Mower Safety will be taught once again by Steve Price of International Training Services (USA). With over 40 years of heavy equipment operating experience, Price's training will provide a thorough look into safety, maintenance, and operating practices for industrial and agricultural tractors and mowers including flail, rotary, boom, and sickle bar mowers. It is designed for operators, foremen, and supervisors. Tractor mower combinations may be one of the most underestimated and deadliest pieces of equipment use by public works agencies. The importance of proper operator training can't be over stated; this course highlights the importance and benefits of good operator training.



If you are interested please go to our website at [www.louisianaltap.org](http://www.louisianaltap.org) for location and registration information. We hope you join us for this great and beneficial class!



## LPESA Puts the Lake in Lake Charles at Fall Meeting

During the final week of October, LTAP helped facilitate the annual Fall LPESA Conference at the Golden Nugget Casino and Prien Lake Park in Lake Charles. With over 100 attendees and 12 sponsors from all over the South and Mid-West, it is safe to say that this has been a successful conference! It truly was a joy having parish and local engineers, contractors, and DOTD staff come together and discuss all their great work in the past and what the future holds in store for Louisiana's infrastructure.

The attendees were welcomed to Calcasieu Parish and Prien Lake Park the afternoon of October 26 by Police Jury President Kevin Guidry. Following a storied football career at LSU and in the NFL, Guidry returned to the Lake Charles area and has been giving back to his community ever since. He complimented the membership on their leadership and dedication to making their infrastructure safe and efficient, while Joe Bishop, President of the Police Jury Association, filled in the membership on legislative matters. Following the introductions, Dr. Robert Miller of UL-Lafayette spoke about Flood Modeling of the Sabine River basin and how parish engineers could help their efforts by contributing stream flow data. Continuing a theme, Melanie Bordelon of the Acadiana Planning Commission discussed the Watershed Planning Process, and Warren Abadie of the Lafayette Parish Department of Transportation provided information about his Automated Rain Gauge system. The afternoon program was rounded out by Nathan Baylot and Darryl Mack of DOTD discussing Road Inventory Surveys and next steps to integrating road data for managing assets, Ashley Moran of Acadiana RPC presenting on Parish Road Safety Plans, and a session on Soil Stabilization Materials and Methods by Associate Member Jon Long of Carmeuse Lime. An evening social and dinner at the Golden Nugget was enjoyed by all, with plenty of opportunity to renew old friendships and make new acquaintances.

The following morning a continental breakfast was served at the Prien Lake Pavilion, and Natchitoches Parish and City Engineer Nick Verret led off the program, talking about Putting Together a Pavement Management Program with simple and effective tools. A roundtable discussion on Pavement Preservation and the recent Every Day Counts (EDC) Workshops was held, featuring comments by Doug Olivier of Sabine Parish, Stacy Dowden of the City of Lake Charles, and others who participated in the sessions held earlier in



*(Above) LPESA President Carl Thompson welcomes attendees at the Fall Conference. (Below) Registrants visit the Associate Member Table Top Displays during a break in the technical program.*



## LPESA, *cont. from page 9*

October. Associate Member Paden Sparks, of Advanced Drainage Systems, talked about the latest Innovations in Pipe Solutions, followed by a networking break. Mary Stringfellow of FHWA, and LTAP's Director, Dr. Marie Walsh, talked about ongoing issues with Flooded Road Reimbursement and how Reimbursement Procedures may be evolving. They stated that the keys to getting emergency relief include good recordkeeping, having inventory data on road conditions prior to a flood event, and evaluating damage in a timely and consistent manner. The morning was rounded out with presentations by Dana Feng and Jasmine Galjour on Bridge Compliance and Documentation and continuing efforts to help local agencies remain in compliance with FHWA Metrics for bridge condition.

Following a lunch reception sponsored by ERGON and Diamond B, the meeting featured breakout sessions on Ethics and on Communications in the Workplace. The Communications session was led by Dr. Marie Walsh and Steve Strength of LA LTAP, while the Ethics session was presented by recently named DOTD Chief Engineer Chris Knotts.

We are very thankful for the wonderful people that helped shape this conference, as well as those who participated, discussing new ideas and methods on how to improve our communities in Louisiana. Be sure to keep an eye out for our upcoming LPESA Spring conference, which will be held in April 2018 in Opelousas. For more information on programs or membership, visit [www.lpesa.org](http://www.lpesa.org), or contact LTAP.



*Chris Knotts, P.E., addresses the Louisiana Parish Engineers and Supervisors Association in his new role as DOTD's Chief Engineer. Later in the program, Knotts delivered an Engineering Ethics session that is now required each year for engineers.*



*(left) Registrants visit the Associate Member Table Top Displays during a break in the technical program.*

*(below) Jasmine Galjour, P.E., of DOTD delivers an update on Bridge Compliance.*





# LPESA Scholarship Winners



(ABOVE, pictured left to right): Wayne Winch, Bill Campbell, scholarship recipient Kelli Rae Van Norman (McNeese State University), and Terry Frelot from the Calcasieu Parish Engineering Department

(RIGHT) LPESA Scholarship Recipient Tyler Reese Bridges from Louisiana Tech University (right) with Richard Durrett (left)



LTAP staff members Leo Marretta, Steve Strength, Marie Walsh, and Courtney Dupre at the Police Jury Association meeting.





Louisiana Local Technical Assistance Program  
Louisiana Transportation Research Center  
4099 Gourrier Ave.  
Baton Rouge, LA 70808

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(225) 767-9117  
(225) 767-9156 (fax)  
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Marie B. Walsh, Ph.D.  
Director

Robert Breaux  
Administrative Coordinator

Steve Strength, P.E., P.T.O.E.  
LTAP Program Manager

Courtney Dupre  
LTAP Training Program Coordinator

Leonard P. Marretta  
LRSP and LPA Program Manager

Peter Frost  
LTAP Assistant Training Coordinator

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### Newsletter Staff

Jenny Speights, Public Information Director  
Jenny Gilbert, Editor  
Emily Wolfe, Multi-Media Specialist  
Chris Melton, Photographer

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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.