

Technology Exchange

LOUISIANA LOCAL
TECHNICAL ASSISTANCE PROGRAM



Transportation Asset Management: Smarter Decisions with Limited Resources

Transportation Asset Management, or TAM, is a term that has gained a great deal of traction in the transportation world, most notably at the federal and state levels of government. Asset management systems, a longstanding element of industry business practices, are finding their way into state DOTs and larger local government agencies. However, smaller jurisdictions, particularly those that deal with transportation assets, seem to be less inclined to adopt the principles of asset management. So, what is TAM? How can it help us better manage infrastructure? And perhaps the bigger question: Is it worth my time and resources to develop an asset management program when I only have resources to address the most urgent road problems?

According to the American Association of Highway and Transportation Officials (AASHTO), "Transportation Asset Management is a strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively throughout their lifecycle." A key component of TAM, according to FHWA, is making "informed decisions" regarding the allocation of resources to manage physical assets of a transportation system. The means of data collection and analysis can become quite expensive, so it is important to scale the TAM process based on the number, size, and complexity of an agency's transportation assets. Regardless of scale, there are benefits to incorporating TAM into the thinking and toolbox of even the smallest local public works agency. In addition, asset management programs generally include the majority of necessary information and documentation needed to apply for reimbursement during disaster recovery from FHWA and FEMA. This is discussed in greater detail in the companion article on page 2.

Public agency managers do not have the luxury of exercising a throwaway approach to our responsibilities. The amount of funds available to reconstruct a road, replace equipment, or upgrade an entire signal system are limited. We must make informed decisions about the timing, location, and type of application of lower cost maintenance and preservation treatments that can extend the useful life of any asset. The "When, Where, and How" analysis that informs our decision-making process is at the core of Asset Management.

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Sealing minor cracks in pavement can significantly extend the life of a road at minimal cost, compared to the reconstruction needed if cracking is left unaddressed.

Transportation Asset Management techniques can help road agencies choose the right treatment.

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

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Disaster Recovery and Reimbursement for Storm Damaged Roads and Transportation Assets: Road Damage Documentation

Hurricane Season has just begun, and we are already talking about FEMA and flood or storm damaged roads. Or really, we are still talking about roads damaged from past hurricanes and the recent flooding events of 2016 that impacted both North and South Louisiana. It is clear that significant damages can and will routinely result from different storm events in Louisiana. Over the years, LTAP has developed classes and workshops on emergency preparedness, emergency response and coordinated presentations from state and federal emergency/disaster management agencies. This year, LTAP is working alongside other agencies and associations to develop additional guidance for local agencies in the effort to better prepare for the inevitable response to storms that require damage assessments and applications for reimbursement to the various state and federal agencies.

FHWA is one of the agencies involved in providing funding for emergency and permanent repairs for eligible roads. Mary Stringfellow, the Program Delivery Team Leader for the FHWA Louisiana Division, is one of the leaders working with LTAP and others to define steps that local agencies can/must take to ensure a smoother reimbursement process. Stringfellow's presentation at the recent LPESA meeting in Marksville provided eligibility requirements as well as specific practical steps that local agencies can take now to be better prepared for the next storm event. This information is being compiled for further discussions with state and federal agencies in the effort to provide more consistent guidance and communication of requirements between the federal, state and local agencies. FHWA is coordinating with FEMA and other agencies to standardize disaster recovery application and documentation for damaged roadways.

In order to prove damage after an emergency situation, it is imperative to have documentation of the condition prior to an event. This condition documentation can be effectively maintained in a basic TAM program that is recommended for all road networks and road authorities. If a strong TAM system is in place, the damage assessment process and reimbursement application can be much simpler. As discussed in the companion TAM article in this newsletter, asset management is a process that includes steps such as:

- Develop a road and street documentation process for the roadway network;
- Provide an inventory of all roads and a process to regularly update the inventory;
- Develop a rational, systematic process of evaluating the condition of the road network and the process for allocating funding to preserve and maintaining roads in a fair or better condition; and
- Use the established system to document the roadway inventory and current condition of all roads. Photos, video, maps, spreadsheets, etc. can all be used as part of the documentation.

No Asset Management Program? Don't Panic! But Do Get Started

What if you don't have a TAM system in place? There are steps that agencies can take now as preemptive measures even when a comprehensive asset management program is not in place.

1. Identify and prioritize your most important routes.
Priority 1 Routes might include:
 - Main routes for first responders
 - Potential debris haul routes
 - Potential detour routes
 - Routes that typically flood
 - Highest traffic volume routes
 - Main through routes
2. Define routes eligible for the aid from different federal agencies
 - Arterials, urban collectors and major rural collectors are eligible for FHWA emergency relief funds
 - Minor rural collectors or local roads are eligible for FEMA emergency funds
3. Document the condition of High Priority 1 Routes and begin planning on how to document any remaining routes.
4. Keep your documentation in a secure place (storm proof).

Outside sources can be beneficial in documentation as well. These can include news reports, interviews with citizens affected by disasters, or even data provided by the U.S. Weather Bureau Data and U.S. Geological Survey.

Transportation Asset Management, *continued from page 1*

So how do we get started? The first and most fundamental step in Asset Management is having an inventory of assets. In Pavement Management, we start with the number of miles of road. Other information, such as the age and composition of each segment of road, including the pavement cross sections, number and location of turnouts, and location of other features that can affect the pavement structure, such as cross drains and manholes, are part of the equation as well. The second part of the inventory should include the actual condition of the asset, which also gives us a clue as to the remaining useful life of the asset.

Once we have an inventory of assets and their condition, we can start to apply some fundamental analysis and treatment principles. During the LPESA meeting, Terry McNinch, consultant on LTAP's Asset Management Pilot Project in 2013-2014, suggested that good pavement management includes: 1) Keeping the Good Roads Good, and 2) Applying the Right Fix in the Right Place at the Right Time.

"Keeping the Good Roads Good" means performing routine maintenance like crack sealing and patching to keep water off of, out of, and away from the roadway, as opposed to adopting a "worst first" approach. Making informed decisions about when, where, and how to apply preventive treatments to the roadway will stretch maintenance dollars and minimize the disruptions and increased cost of leaving

roadways to fail before addressing problems, thereby, limiting their useful lifespan. Priorities for addressing various levels of roadway problems should be addressed in the agency's Asset Management Plan. This will help agencies to budget for applying the right fixes in time in order to extend the usefulness of these important assets. There are many tools including complex software programs to help inform decision-makers. For many local agencies, those simple and inexpensive spreadsheets can perform similar functions.

FHWA has recognized the importance of pavement preservation on the national, state, and local levels. Pavement preservation is one of the technologies in FHWA's Every Day Counts 4 innovation program, which Louisiana has adopted. LTAP is working with the pavement preservation EDC team to develop a program for wider use of pavement preservation by local agencies. Transportation Asset Management is an integral part of this.

More information on Transportation Asset Management can be found on AASHTO's website at www.tam-portal.com/ or on FHWA's website at www.fhwa.dot.gov/asset/. For additional insight into pavement preservation, the FHWA Everyday Counts page at www.fhwa.dot.gov/innovation/everydaycounts/edc_4/pavement.cfm contains resources on the EDC Innovation - Pavement Preservation (When, Where, How).

Disaster Recovery, continued from page 2

In order to receive FHWA emergency relief, it is also important to note what the FHWA defines as damage. In this instance, eligible cases of damage occur when elements in cross sections on highways are affected by the fundamentals of a disaster. Some examples include:

1. Pavement, shoulders, slopes, and embankments;
2. Bridges and culverts;
3. Fencing; and
4. Bike and pedestrian paths (the repair of any of these inside the right-of-way of a federal aid highway is eligible for funding even if the roadway has not been damaged).

Although FHWA ER does not cover the cost of repairing roads damaged from traffic use, there are certain exceptions to these

rules. Public roads damaged from vehicles used to fix federal-aid highways or roads damaged while being used as detours for unusable federal-aid highways can be covered as well as any federal-aid highway that has received surface damage from disaster response vehicles. In order to ensure accurate reports on traffic damage, documentation of the current status of the roads need to be established as well as updated documentation for up to 60 days after a storm.

FHWA has provided more information on their website including a free FHWA ER Manual to download: www.fhwa.dot.gov/reports/erm/er.pdf

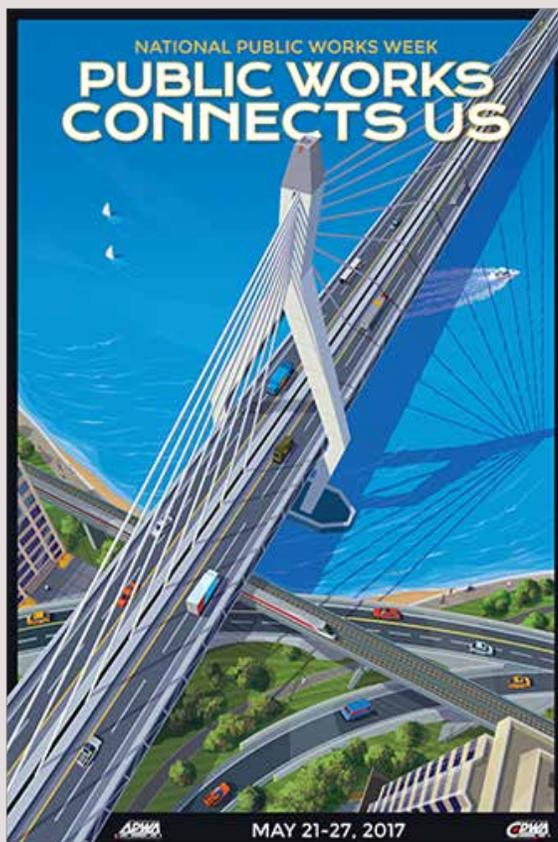
LPESA Spring Meeting Features Presentations on Pavement Technologies, Asset Management

More than 90 engineers and other public agency professionals from across the state participated in the 2017 Spring Meeting of the Louisiana Parish Engineers and Supervisors Association (LPESA) held at the Paragon Casino Resort in Marksville on May 3 and 4. In addition to a technical program filled with presentations on a variety of topics ranging from asset management to roadway safety, members also enjoyed an evening social and the opportunity to renew old friendships while fostering new ones. Eleven LPESA Associate Member organizations provided sponsorships for the meeting activities and participated in the vendor displays, giving attendees the opportunity to learn about new products and processes in the public works and transportation fields.

For the first time in many years, the traditional one-day meeting format was changed to a two-day format with technical sessions on the afternoon of May 3 and the morning of May 4. On the second day, LPESA President Carl Thompson of Vernon Parish welcomed Joe Bishop of Rapides Parish, President of the Police Jury Association of Louisiana, and Roland Dartez, Executive Director of the Police Jury Association. Both applauded LPESA for their efforts and updated the members on legislative activities and issues being debated during the current session. The technical program included presentations on FHWA's Every Day Counts (EDC) initiatives, pavement inventory and rehabilitation techniques, asset management training, Louisiana's Statewide Flood Control Program, and an update on LTAP's Local Road Safety Program. Rounding out the technical agenda was a panel discussion on flooded road documentation and reimbursement issues and a Q & A session with DOTD's Bridge Maintenance Program managers discussing compliance with FHWA requirements for managing locally owned bridges.

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National Public Works Week



On May 21- 27, the American Public Works Association continued a 57-year tradition of awareness to the workers who plan and provide our infrastructure through National Public Works Week. The United States Senate passed Senate Resolution 181 on May 25 in order to designate the week as National Public Works Week and carried on the tradition. This year's theme was entitled "Public Works Connects Us," with the hopes that public agencies and workers are able to not only promote their accomplishments but are also able to show what the future has in store for their communities. It is also a great time for us as citizens to give thanks to the thousands of men and women who have dedicated their lives to provide fellow Americans with a better quality of living. This year, LTAP celebrated Public Works Week by bringing its popular class across Louisiana, "Chainsaw Safety, Precision Felling and Maintenance" taught by Rip Tompkins from ArborMaster training. Check out www.apwa.net for more information on Public Works Week and how other cities around the country celebrated.

At the LPESA Board Meeting on May 3, prior to the conference, LPESA Treasurer David Rome (Terrebonne Parish) recognized Past President George Mikhael of St. Mary Parish for his service to the Association in 2016. David also rolled out the new LPESA website, www.lpesa.org, and talked about its potential for improving communication with the membership throughout the year.

LPESA is the Louisiana affiliate of the National Association of County Engineers (NACE). As part of the national partnership between the National LTAP/TTAP Association and NACE, Louisiana LTAP Center Director Dr. Marie Walsh serves as Secretary to LPESA. The LA LTAP assists LPESA with planning its conferences and technical programs, and LPESA members benefit from the many training and technical assistance opportunities offered by LTAP throughout the year to local agencies.



Sponsors at the LPESA vendor tables enjoy a breather during the busy two-day meeting in Marksville



Jeff Roesel of the New Orleans Regional Planning Commission talks about their Submerged Roads program at the LPESA Spring Meeting in Marksville

Local Public Agency Resources

The LPA website should be your “go to” place to find out information when working on a project funded (whether state or Federal) through DOTD.

Highlights from the website include:

- Links to the various programs and contact information for the Program Managers;
- Preconstruction Requirements (Information that will assist the LPA in getting plans through engineering)
- Training (Presentations and handouts);
- Forms (Reporting Form and Responsible Charge Form);
- LPA Manual and Appendix; and
- Construction Engineering and Inspection Requirements (Information that will assist the LPA in working through construction inspection)

It can be found on the DOTD website at: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Administration/LPA/Pages/default.aspx

Renewed Focus for LTAP on Innovation: Communicate, Collaborate, Innovate!

The LTAP mission has always included working with local stakeholders to implement new and better ways of managing the local transportation systems. This usually involves providing training, technical assistance, and tools to develop the capabilities of our local customers to adopt new technologies or to just make the best use of current methodologies. At the national FHWA level, which provides base funding and guidance for the 51 LTAP centers (and Puerto Rico), the LTAP is now a part of the USDOT/FHWA- Office of Innovative Program Delivery Center for Local Aid Support. This new organizational structure provides the opportunity for each LTAP center to provide even more assistance to local customers and agencies in an effort to improve the efficiency and effectiveness of their transportation systems. The Louisiana LTAP is ready to take on this challenge and is making plans now to kick off some major initiatives to aid our local customers.



One definition of innovation is “the introduction of something new” or a “new idea, method, or device.” We recognize that what might be a new idea in one part of the country or even one part of the state may not be that innovative to others. Thus, understanding the needs of our local customers is important and structuring our outreach to meet these needs is key to our program. LTAP has always promoted new technologies and innovations through our many training classes and workshops. We have also showcased technologies at the semi-annual Louisiana Parish Engineers and Supervisors Association (LPESA) conferences and other regional meetings. We’ll continue to leverage our traditional avenues of innovation deployment, and we have some new/innovative ideas as well, which will help promote innovative technologies and stimulate new ideas at the local levels. We’ll be reaching out to local agencies to participate in focus groups and on innovation teams to make sure that we hear the interest and needs for new practices from those who will have to adopt and deploy new practices.

DOTD is also rolling out an Innovation Challenge that will encourage any employee to submit new ideas that have developed into technologies or improvements that have significant positive benefits for the department and the taxpayers. Some of these ideas may be appropriate at the local level as well and this process may serve as a model for local agency innovation also. So, stay tuned! You never know when and where that next big thing will come.



In April, LTAP’s Program Manager Steve Strength presented four sessions of Basics of Work Zone Safety with Basic Flagger mini-workshops to Tangipahoa Parish. LTAP trained almost 100 people during these two days at the Florida Parish Arena in Amite City.



Every Day Counts (EDC) 4 FHWA's Culture of Innovation: Accelerating Deployment at the State and Local Level

by Marie B. Walsh, Director, LTAP

This article introduces the EDC 4 Initiatives and will be the first in a series describing the activities and progress of this transportation innovation program.

EDC is not a new initiative. However, what is new is that it was codified in the current transportation bill known as the FAST Act. The FAST Act presented EDC as FHWA's primary mechanism to identify and deploy proven innovative practices in the transportation industry and community. With FHWA as the lead agency, state DOTs and local transportation agencies are encouraged to consider innovative practices that will result in significant improvements in the nation's transportation network. EDC is currently in its fourth round of deployment, and DOTD has participated since the first rollout of innovative technologies eight years ago. Ann Wills has been the DOTD contact for EDC, and LTAP has worked to promote appropriate technologies at the local level.

EDC technologies are identified at the national level by FHWA with input from state and local stakeholders. The FAST Act specifies that the EDC program must "identify and deploy proven innovative practices and products" to:

1. accelerate innovation deployment;
2. shorten the project delivery process;
3. improve environmental sustainability;
4. enhance roadway safety; and
5. reduce congestion.

The EDC 4 technologies were presented to Louisiana and other states in our region at the EDC4 Summit in Austin, TX, last year. Twelve DOTD representatives, LTAP, and several local representatives attended. DOTD opted to investigate the feasibility and deployment of most of the EDC4 technologies including:

- Automated Traffic Signal Performance Measures (ATSPMs)
- e-Construction and Partnering
- Collaborative Hydraulics: Advancing to the next Generation (CHANGE)
- Ultra-High Performance Concrete (UHPC)

- Connections for Pre-cast Bridge Element Systems
- Data Driven Safety Analysis (DDSA)
- Safe Transportation for Every Pedestrian (STEP) – six cost effective countermeasures
- Community Connections – achieve designs that best suit the purpose and needs of individual communities
- Pavement Preservation – When, Where and How
- Integrating NEPA and Permitting – Promotes synchronized reviews
- Stakeholder Partnering (from EDC3) – ID program level issues, review LPA project development process

All of these technologies have applicability at the local level. LTAP and local agencies are particularly focused on Data Driven Safety Analysis; Safe Transportation Every Pedestrian; Community Connections; and Pavement Preservation. In addition, LTAP is coordinating the Stakeholder Partnering initiative, which kicked off with focus groups in late June 2017. This effort is designed to foster greater communication and collaboration between DOTD and local agencies while improving joint activities such as LPA project delivery.

Teams have been formed for all of the selected technologies, monthly meetings are being held, and work plans are being finalized. Some funding is available through FHWA, and plans for workshops, pilots, and other activities are under development. In addition, there is research that has been funded through the Louisiana Transportation Research Center (LTRC) to investigate e-consecution and partnering. If you are interested in participating on any of these teams, please contact Ann Wills at DOTD: Ann.Wills@LA.Gov or Marie Walsh at Marie.Walsh@la.gov.

Visit FHWA's website at www.fhwa.dot.gov/innovation/everydaycounts/edc_4/ for information on the specific technologies. DOTD's EDC program details will also be available soon on the DOTD website and LTAP will soon have an innovation portal as well to make it easier for local agencies to get involved.

Five Questions

By Peter Frost, LTAP Assistant Training Coordinator

It can be assumed that over the course of our lifetime, we have experienced situations that have left us with more questions than solutions. This may have caused us anxiety and stress but also options as to how to handle our circumstances. To some, these headaches can hinder whatever task that needs to be completed. For others, these new questions can become the tools needed in figuring out an optimum solution. In an article recently published from The Harvard Review entitled “5 Questions Leaders Should Be Asking All the Time,” author James E. Ryan discusses the merits of key questions and how valuable constant dialogue can be to getting things done. These simple questions such as, “wait, what,” “couldn’t we at least...,” “how can I help,” “I wonder if...,” and “what truly matters” can start the basis of a conversation that will hopefully lead to results.

It is important to note that Ryan’s article is not only catered to management. Employees and staff are often the unsung heroes of questioning! They are the ones who put management’s plans into action and are able to see first-hand if those plans work. From routine tasks to new technology and equipment, asking the important questions to clarify or challenge should be welcomed. Encouraging questions between the employer and employee can lead to collaborative solutions. In turn, this can also create stronger and better working relationships.

Be sure to check out James E. Ryan’s Article at <https://hbr.org/2017/04/5-questions-leaders-should-be-asking-all-the-time> or his New York Times Bestselling book, *Wait, What?: And Life’s Other Essential Questions*.

LTAP Summer Training Calendar

Road Scholars #3: Drainage: The Keys to Roads That Last

August 22, 2017 — New Orleans
Regional Transportation Management Building

August 31, 2017 — Covington
St. Tammany Parish Public Works Complex

September 14, 2017 — West Monroe
Cheniere Lake Lodge

September 28, 2017 — Lafayette
Lafayette Utilities System

LTAP Upcoming Fall Courses*

- Roads Scholar #9 Road to Better Signing
- Roads Scholar #2 Asphalt Roads: Maintenance Surface Treatments
- Advanced Supervisory Skills Workshop

*Dates and locations TBA

Visit www.louisianaltap.org for registration details.



Congratulations to our student worker Jalynn Moll for winning LSU’s #IAmAnLSUEngineer contest!

Americans with Disability Act: Is Your Entity in Compliance?

Title II of the ADA law passed in 1990 requires State and local governments to make their programs and services accessible to persons with disabilities. One important way to ensure that Title II's requirements are being met in cities of all sizes is through self-evaluation, which is required by the ADA regulations followed by development of a transition plan.

Self-evaluation enables local governments to pinpoint the facilities, programs and services that must be modified or relocated to ensure that local governments are complying with the ADA. The end result of the evaluation will be an inventory and details of facilities where structural modifications are needed to make facilities accessible to persons with disabilities. This inventory will be the foundation for the local transition plan. This self-evaluation must be maintained and available for public inspection for three years from the date of completion.

A transition plan is required by the Rehabilitation and the ADA of all entities with 50 plus employees. The transition plan will set forth the steps necessary to complete modifications identified through the self-evaluation (those not covered in a previously developed plan) and provide a schedule for completing the modifications. At a minimum the plan must:

- Identify physical obstacles;
- Describe the methods to make facilities accessible;
- Specify the schedule for achieving completion (with steps to be taken if longer than one year is required);
- Identify official responsible for implementation of the plan;
- Provide an estimate of the cost of each modification; and
- Provide a method to record the completion date

Many agencies and municipal governments believe their existing programs and facilities are protected by a “grandfather” clause from having to comply with the requirements of Title II of the ADA. Small municipalities may also believe they are exempt from complying with Title II because of their size. However, there is no “grandfather” clause in the ADA nor is there an exemption from Title II requirements for small municipalities. ADA training is scheduled periodically across Louisiana sponsored by DOTD, LTAP and individual MPOs or cities. If you are interested in training in your area, please contact Marie Walsh of LTAP at mbwalsh@ltrc.lsu.edu or Ann Wills, DOTD Local Programs Manager, at Ann.Wills@la.gov for more information. There are many resources available on-line through the FHWA website <https://www.fhwa.dot.gov/civilrights/programs/ada.cfm>. Another resource is <https://www.ada.gov/comprob.htm>. Legal cases have found against government agencies that have ignored the ADA law. Are you protected?

Comprehensive Local Road Inventory Data Available Soon from DOTD

By Nathan Baylot, Section 21, DOTD

The Louisiana Department of Transportation and Development's (DOTD) Office of Planning has taken on the task of performing a one-time statewide road inventory of all state highways, parish roads, and city streets to fulfill FHWA's mandate for an All Roads Network (ARNOLD) system. This will provide DOTD with an extensive collection of data for road inventory and associated assets to better perform analyses and reporting within the state of Louisiana.

The overall goal for DOTD is to host, maintain, and distribute this information, with regular updates incorporated from Metropolitan Planning Organizations, local municipal and parish entities, and/or other agencies with road data resources. This ongoing collection will help strengthen DOTD's Statewide Geographical Information System (GIS) “Base Map” and provide local agencies an updated inventory of the roadways. The database will include images of each asset and various information about the feature. This database will include a link to a web app that will show video log of each roadway collected.

A sampling of information that will be contained in the new database is shown below:

- Bridge Locations
- Basic Intersection Information

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Chainsaw Safety Classes More Popular than Ever

As part of Louisiana LTAP's 30 year celebration, and in recognition of National Public Works Week, May 22-26, the class "Chainsaw Safety, Precision Felling, and Maintenance" was presented by LTAP at four locations around the state. Over 400 participants received instruction from Rip Tompkins of Arbormaster, who has over 30 years experience as an arborist, tree care contractor, and instructor. The full-day course included instruction in safety procedures, chainsaw operation, cutting techniques, felling procedures, and chainsaw maintenance. The highlight of the class was an afternoon session outdoors where Tompkins discussed tree felling strategies and demonstrated cutting down at least one tree at each location. Record numbers of attendees were registered at Lake Charles, West Monroe, and Baker, while the LSU AgCenter's Hammond Research Center hosted its first ever LTAP training in an idyllic setting.

Tompkins mixed his instruction with an entertaining variety of demonstrations and helpful tips. According to him, the key to successful and safe chainsaw operation, whether felling, or clearing downed trees and limbs, is HOPE:

- H** Identifying **HAZARDS** that can hurt the worker in the field. The most common hazards are power lines, other trees, overhanging limbs, unstable ground, unfavorable lean of the tree, and other considerations.
- O** **OBSTACLES** are things that can be hurt by a falling tree or limb, which include structures, vehicles, other trees or plantings, and other workers. Aside from the chainsaw operator, no other workers should be standing within a radius of 1.5 to 2 times the height of the tree when felling, and nearby workers must communicate with the operator to ensure a safe worksite at all stages of the process.
- P** Having a **PLAN** is particularly important. Knowing where and how to make each cut to take maximum advantage of the chainsaw's capabilities without putting the operator in a vulnerable position is a big part of this plan.
- E** Having the right **EQUIPMENT** for the job, including PPEs, and keeping the chainsaw sharp and in good working order will ensure that everyone gets home safe every work day.

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Local Road Inventory Data, continued from page 9

- Number of Lanes
- Shoulder, Curb, and Sidewalk Information
- Posted Speed Limit

DOTD proposes to work with the local agencies in a long-term agreement to help maintain the base map. This information will be very useful for visual and database-driven analysis at the state and local level. In addition, emergency responders will find this updated database very beneficial to prepare for evacuation routes and severe weather events when the occasion arises. At this time, the DOTD is working on an interactive web app for the new database. When the app is complete, local agencies will be able to view the information given via online web app and submit revisions as necessary to form a more complete database.

NOTE: LTAP is working with Nathan Baylot and DOTD Section 21 to develop a process to routinely and consistently collect updated roadway inventory from local entities including the addition of new roads and development, significant changes to existing geometrics, or other characteristics. A survey is being developed to collect input from local agencies regarding their capacity to use GIS tools and data, desired data format, desired user features, etc. This information will aid DOTD and LTAP in developing an outreach plan and technical assistance plan to engage all local roadway agencies in the efforts to maintain an up-to-date inventory and to maximize use of this newly available data. LTAP is also working to link this new roadway inventory database to other ongoing efforts regarding transportation asset management as well as documenting pre-event conditions for disaster relief funding from FEMA and other agencies.

Chainsaw Safety Highlights



Over 400 attendees learned about successful and safe chainsaw operation from Rip Tompkins.



Chainsaw Safety, continued from page 10

Chainsaws are essential tools in clearing roads and rights of way after storms. With hurricane season now here, it is a critical to check the condition of your chainsaws and conduct the required maintenance to ensure their readiness for whatever nature may send our way. We thank Rip for sharing his knowledge and inspiring us to do the job safely every time. LTAP has a limited number of copies of the Arbormaster guide, *Chainsaw Safety, Maintenance, and Cutting Techniques* available. To get your copy, contact the Louisiana LTAP Center at www.louisianaltap.org or by calling (225) 767-9117.





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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.