T³S

Are We There Yet?

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South Carolina Transportation Technology Transfer Service

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Transportation Technology Transfer Service Celebrates 20 Years

By Sandi Priddy
Program Manager

On July 1, 2006, the South Carolina Transportation Technology Transfer Service (T³S) celebrated our 20th anniversary. On July 1, 1986, the primary purpose of the program was to transfer transportation technology developed by the Federal Highway Administration and state highway departments to personnel involved in transportation programs at the local government level. The major efforts included:

- develop and conduct training programs for local government agency personnel on various transportation topics,
- publish a quarterly newsletter to provide information about transportation issues and resources,
- develop a publication and video library available to counties and municipalities that would assist transportation employees in their day to day job duties,
- provide technical assistance to local government agencies by responding to specific requests related to streets, roads, pavements, bridges, highway safety, and other transportation issues.

Training, technology transfer, and professional development are all about people. In 1986, Dr. Edward Clark and Dr. Don Stafford realized they could play role in assisting with the professional development and growth of the transportation workforce in South Carolina. Dr. Clark, Dr. Stafford, and Betty Kelly were the original part–time staff for T³S.

The first edition of the newsletter, titled the "T³S Quarterly" was published in the fall, and the first training workshop scheduled was Asphalt Pavement Maintenance in December of 1986. Program records indicate that approximately eight workshops were offered with about 500 participants in 1988, and the mail list consisted of 591 subscribers. Now, 20 years later, we still have requests for the same workshop topic. Additionally, we now offer state-of-the-art technology workshops such as GIS with Transcad as well as state certified programs, for example, the Certified Erosion and Prevention Sediment Control Inspector (CEPSCI).

In 2005, we offered 26 courses with total participants of 1064 and have increased our data-base mail list to over 6,700. On-line registration is now available with automatic confirmation. Even though methods have changed, the message is still the same—to build better, safer roads for the residents and visitors of South Carolina.

Ten years into the program, Dr. Jim Burati became the director, and I came on board on a part-time basis. On July 1, 1999, I became the first full-time T³S employee. Another full time employee, Debbie Lipscomb, was hired in 2002. In 2003, she was called to active duty with the US Coastguard and still remains on active

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duty. Shaun Gaines came on board in 2004, and throughout the history of T3S, there have been numerous students that have assisted with the daily operations of the program.

Currently we have three graduate students that assist with data entry, the video and publication library and the T3S web site. Until August of this year, students and staff had been housed in different locations in the Civil Engineering department, but we are now working in a common space that allows direct communication on a day-to-day basis.

The benefits of new technology have enabled us to make great strides with our program during the last 20 years, but our mission remains the same: to foster a safe, efficient, and environmentally sound transportation system by improving skills and knowledge of transportation providers through training, technical assistance and technology transfer.

Thank you for allowing us for the past 20 years to be your partner in improving the safety and efficiency of transportation in South Carolina. We look forward to a continuing relationship with the transportation work force of the state as we work together to provide safer and better roads for all those who travel our highways and byways.

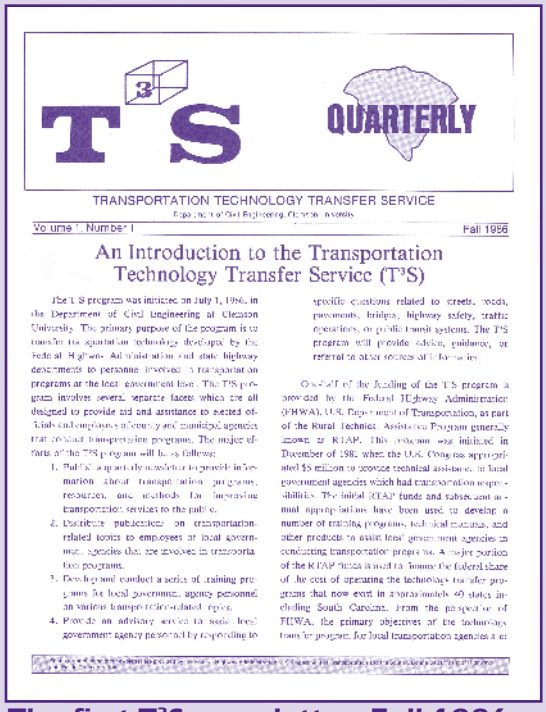
Evolution of the T³S Newsletter

by Ardi Alspach
T³S Designer

The first T³S newsletter was published in the Fall of 1986. At this time, the newsletter was printed in black and white. When T³S hired Brian Verhoeven, a graduate assistant from Clemson's Master of Arts in Professional Communication (MAPC) program, in August of 2003, the newsletter underwent a new design change that included establishing a style guide that directed the design of not only the newsletter but also the design of many other printed materials associated with T³S.

When Brian graduated in 2005, I took over as the graduate assistant from MAPC. After I graduated, T³S hired me on as a freelance designer to continue working on their newsletters and to help them evolve the look and feel of the design associated with some of the programs that are run by T³S.

Currently, the newsletter is printed in two colors, but our recent budget increase will allow us to begin printing the newsletter in full color. The evolution of the newsletter is an indication of our growth as a program. This growth, a result of your continued support, has allowed us to improve our ability to serve you, and we look forward to more years of growth and service.

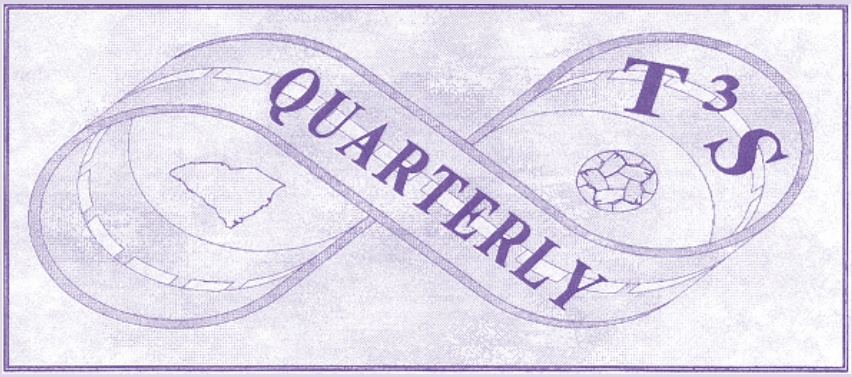

T³S QUARTERLY

TRANSPORTATION TECHNOLOGY TRANSFER SERVICE

Volume 1, Number 1 Fall 1986

An Introduction to the Transportation Technology Transfer Service (T³S)

The first T³S newsletter, Fall 1986



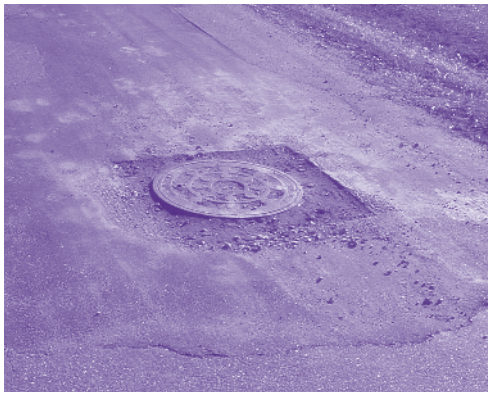
The second masthead design

The third masthead design

BUILDING CONSENSUS AND SUPPORT – Implementing an Encroachment Permit program

by Valerie Lloyd, Engineering Technician
Anderson County Engineering Department, South Carolina

The need: pavement patches, buckling, drainage problems, uneven shoulders, potholes. These issues are part of everyday life in the Road Maintenance Department. But, how many of these problems are man-made due to improper construction procedures by utility companies, contractors, developers and private citizens? By a conservative estimation, the majority are. The Anderson County Transportation Department in South Carolina realized several years ago that a more proactive approach was necessary to curtail the enormous expenditure it was incurring to repair damage caused by others.



With increased development in most of the state, right-of-way management or encroachment issues are becoming more complex. A single shoulder might contain gas, water, sewer, cable, electric, and telephone lines. This overcrowding is leading to major problems with regard to public safety, roadway damage, and aesthetics.

The only way to monitor this construction activity is with a strict right-of-way management, or encroachment, policy that clearly defines the regulations and standards for work in the right-of-way. But, policy alone does not assure compliance. The key, of course, is enforcement. Enforcement means having a full-time employee on the road eight hours a day to personally inspect all construction. And this requires funding. Typically, adding another position is not a popular choice with local politicians who must answer to taxpayers.

In Anderson County, the Transportation Department decided that the least controversial way of funding an encroachment program would be to charge a user fee, with those funds earmarked to support the program. But, it was critical to lay the groundwork, politically, to advocate the need for a full-time staff person. First, the need was emphasized by documenting the worst instances of damage on our roads resulting from improper construction. The road maintenance crew, inspectors, supervisors, and engineers were armed with cameras, even disposable cameras, and were encouraged to take plenty of photos of various roadside problems and to note the location, date and type of damage. These pictures were powerful and very effective when making the case for enforcement with local elected officials and department heads. It was never difficult to prove the need for the program; rather, developing the details of implementation and administration of the program proved to be more challenging.

Implementation: Although there had been an ordinance on the books for over 20 years that required an encroachment permit for all work conducted within the right-of-way, there was no legal authority to charge a fee for such permits. The next step was to slowly pave the path toward that goal. In 2003, the ordinance was successfully amended with a clause that stated that an encroachment permit, along with required fees, would be mandatory for any work within the right-of-way. This gave the needed authority to develop a fee structure with the intent of funding two full-time employees to administer an encroachment program.

Permits were tracked through a database a year prior to implementing a fee schedule. Once we had an idea of the number of permits and types of permits that might reasonably be expected, we estimated the projected annual revenue the program would bring in at the proposed fees and made adjustments accordingly. The process worked in reverse, determining how much was needed to fund the program and then what needed to be charged to meet that amount.

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Bernie Wilson, Anderson County Encroachment Inspector, ensures that proper procedures are followed during a road cut repair.

Richland County, An All American County

By Stephany Snowden, Director of Public Information for Richland County Government

The Midlands has yet another feather in its cap. In June the National Civic League named Richland County an All America Community, a most prestigious honor akin to the County winning the "Nobel Prize" of civic involvement. The National Civic league was founded by Theodore Roosevelt, Louis Brandeis, and other turn of the century progressives in 1894. The mission of the National Civic League is to encourage citizens to work together to address their most pressing needs. The Richland County application focused on how our community is addressing indigent health care, opening our arms to Hurricane Katrina Victims, support for Fort Jackson and using GIS technology to protect the health and well being of our citizens. Nearly 600 cities, towns and counties began the rigorous 2006 All America City Application process. In the end Richland County was named one of only 34 finalist communities invited to Anaheim, CA to compete this past June.

"This All-America County title is akin to the Nobel Prize of civic involvement," said Tony Mizzell, Richland County Council Chairman. "I am extremely proud of County Council's support of this tremendous effort, but more importantly, I am proud of the fact that the delegation that went to Anaheim was representative of the very best that Richland County, and for that matter, the best South Carolina has to offer. We were rural and urban, black and white, rich and poor, male and female, young and old," Mizzell added. "Some of us had Ph.D's and some of us had high school diplomas, yet we came together to tell the compelling story of our community."

Counties are very often partners in the funding of secondary education and post secondary education, economic development, a key player in the creation of affordable housing and the funding of hospitality and transportation.

Our application centered not only on how our GIS department is integrating data into groundbreaking programs that allow citizens easier access to spatial information, but how GIS technology is literally protecting the health and safety of our residents through the use of spatial technology. For example during the summer of 2000, Richland County Vector Control was able to notify child care centers and senior care facilities within a mile radius of our first positive case of West Nile Virus (a dead bird), thereby alerting our most at risk populations. Additionally we focused on how our major healthcare system, Palmetto Health is providing access to healthcare to our most indigent population through its Richland Care Program. It is estimated that not only has Richland Care provided outstanding preventive maintenance to our population most in need, but that the program has resulted in a $25 million dollar savings as these residents are no longer using area emergency rooms as their primary healthcare providers.

And finally, our application highlighted our region's response to Hurricane Katrina. Our guiding philosophy was that not a single hurricane victim was to be placed in a shelter, and thanks to partnerships between the City of Columbia, Richland and Lexington Counties, the University of South Carolina, and many others, our response was recognized by FEMA as a model program to be replicated nationwide. We always knew that we lived in a model community, and now the nation knows it too! Since 1949 eight other South Carolina communities have been awarded the prestigious All America designation; these include Aiken in 1997, Anderson County in 2000, Charleston in 1977 and again in 1978, Columbia in1951 and 1964, Georgetown County in 2005, Hartsville in 1996, Orangeburg County in 2005, and Rock Hill in 1969.

(cont. from page 3)

The most vocal opponents of our program, we assumed, would likely be the utility companies who do the majority of work within the right-of-way. A strategy was developed with the intent of calming the waters before it could turn into a wave of opposition. The first order of business was to include the utility companies in the formulation of the policy and to invite their feedback. Since the Anderson County Transportation Department is a member of the local Utility Coordinating Committee (UCC) that meets once a month, it was decided to present the draft policy and basic fee schedule during one of these meetings.

This review continued for over a year to acquaint the companies with the new standards and fees that would take effect on a particular date. Interestingly, only a few companies actually accepted our offer to meet and discuss the terms we addressed in our proposal. However, once County Council adopted the fee schedule and the program took effect on July 1, 2005, several companies suddenly became very vocal. We received letters from their attorneys challenging the new policy and fees. However, the wording of the ordinance was clear and concise, and not a single legal challenge was successful.

Results: Becoming the right of way police with totalitarian powers was not our desire. Instead, we wished to instill a sense of cooperation and responsibility that required a more gentle and personable approach. All criticism directed towards this new program was promptly deflected with our standard mantra, "We are protecting not only our interests, but also those of all who share space in the right-of-way." Listening to concerns and complaints, being patient and fair, being willing to consider compromises, and developing the role of ally, instead of adversary, proved to be the most effective means of gaining support for this program.

The emphasis of this article mostly has been on the role of the utility companies, because they are the ones doing the majority of the work in the right of way. But, the policy is the same for whoever is conducting work, including private citizens, municipal agencies, and even other departments within our own county. Our position is that all work is regulated in the same manner, regardless of the person or entity involved.

In conclusion, patience and perseverance played a key role in slowly building the consensus and support that was necessary to successfully implement a solid and manageable Encroachment Permit policy.

Blogging: Who is Protected?

Blogs, a personal diary or journal, are an on-line craze. Once posted, blogs can be read by anyone and can be misused by employees.

Companies use blogging policies to educate employees about their rights and responsibilities and to avoid potential conflicts. Include employees in the policy making decisions about blogging to create cooperation and a sense of involvement. Company policies should advise employees that any blog:

1. Should include a disclaimer that the opinions in the blog belong to the author alone;

2. May not be used to disclose confidential information belonging to the company or others;

3. May not include content that negatively reflects on the company, its customers or its employees, or anything sexually explicit, harassing, discriminatory or embarrassing;

4. May not use the company's logo, trademark, trade name, slogan, or graphics.

Bloggers have few protections. A terminated blogger can allege discrimination if his/her blog discloses religious or ethnical background, or homosexuality, etc. In addition, the National Labor Relations Act can protect a blogger if the blog was used to discuss wages, benefits, other terms and conditions of employment, or to try to unionize their workplace.

Sources:

Burling, Stacey. More Employers are Reading Job Applicants? Blogs http://www.philly.com/mld/inquirer/business/12434272.htm

Wichers, Christine. Blogging in the Workplace: Is Your Company Prepared? http://help.blogger.com/bin/answer.py?answer=661, August 29, 2005

This article first appeared in the Winter 2005 issue of Road Business, *a publication of the University of New Hampshire T² Center.*

Demography is Destiny

For many of us, our professional careers have been intertwined with the post World War II Baby Boom Generation—their impacts on schools in the 50's and 60's; their arrival in the work force age groups in the 70's and 80's; their strong role in a large and productive economy, including the dramatic shift of baby-boom women into the work force; and finally their beginning to move off center-stage in the coming years ahead.

We often fail to recognize that we have been through a tremendously challenging demographic period for over 60 years, challenging in many areas not the least of which is transportation.

The 50th Anniversary of the Interstate Highway System provides a ripe opportunity to look at those challenges and the demands that will be placed on our national and local transportation systems in the future.

Some of the demographic issues are examined below:

Serving an Aging Population

The most evident challenge will be meeting the transportation needs of the boomer generation in their retirement years. The first of the baby-boom generation will reach 65 in 2010 and America will not be the same again. The generation just prior to the boomers, sometimes called "the depression babies" were a small generation, demonstrated by recent statistics showing actual declines in those over 65 but under 75.

This will only accentuate the wave that is coming. Half of all the population over 55 in America today is between the ages of 55 and 60. Just one example serves to demonstrate the issue; women in their fifties, those about to join the over 65 age group, have an 18 percentage point higher drivers' license level than women now over 65. Those over 65 today are the last generation for whom the automobile was not a staple of life in their childhood.

Serving an Affluent Society

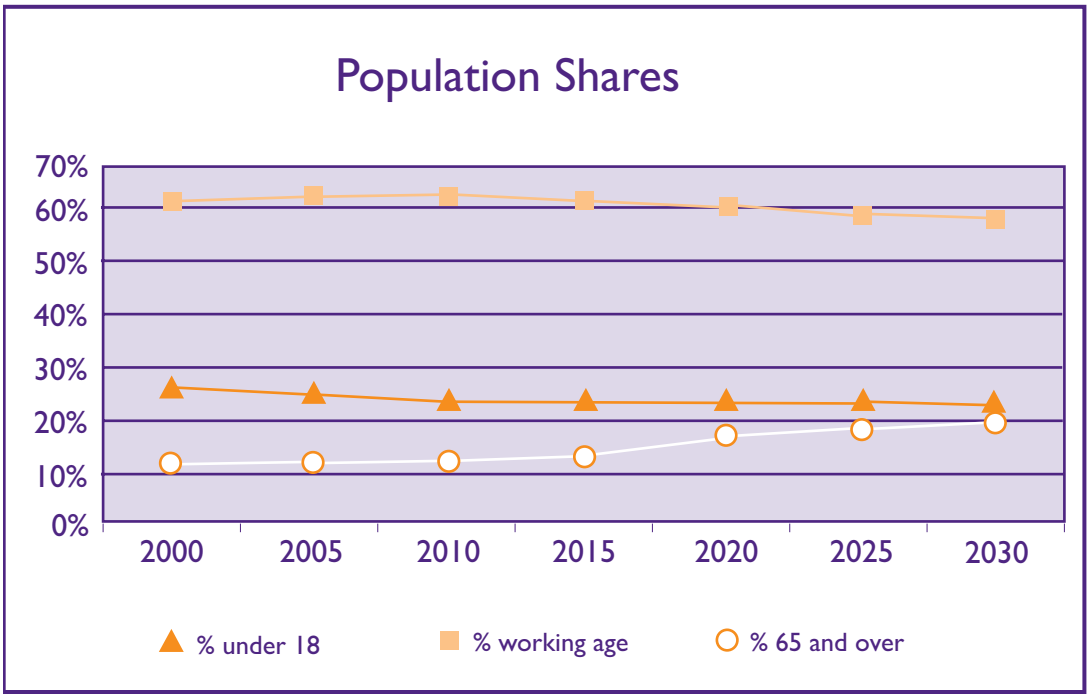
Although certainly facing many economic challenges in the future from an increasingly competitive global economy, we cannot help but believe that America will continue to be a highly affluent society propelled by tremendous technological advantages.

These advantages lead to a "high-value society;" one in which people with high values of time interact in a transportation system with a freight system moving high-value products. Both people and the goods they consume will demand and be able to pay for high levels of safety, mobility, service and reliability.

Economic research shows that the American public consumes more transportation and more high-value transportation with increasing affluence: more trips; longer trips; employing higher value modes of transport that support their time pressures. A completely parallel set of attributes applies to goods movement; for many important freight moves the value of cargo is far more significant than its weight.

Serving a New Work Force

The working age population has dominated travel demand over the last 30 years. Given the arrival of large numbers of retired members in our society, the influence of the commuting population may be lessened, but it will still be significant, in new and challenging ways.



We will have a dramatically heterogeneous work-force, truly diverse in many more ways than the way that word is often used today. We will see a work force:

Diverse in race and ethnicity– Many of our cities are now reaching majority-minority status or are projected to reach that level in coming years. An important attribute of the current wave of immigrants is the tendency to spread throughout the nation rather

than center in the major ports of entry as past immigrant waves; and to spread to the suburbs of metropolitan areas rather than being locked in center cities for generations before joining the majority population.

Diverse in age and sex– The great pressures of finding employees to meet our work needs will affect two areas importantly. The first will be the need to keep more of the older population at work beyond what might be considered their retirement years. This is already beginning to happen as the census shows that while those over 65 only increased by about 12 percent from 1990 to 2000 the number of workers over 65 increased by 21 percent. The second area will be the need to engage even more women in the labor force, both those of working age years and those over 65. Although America has one of the highest percentages of women at work in the world, it will need to see even greater expansion. Women workers have been immensely important in humanizing the workplace; employers will have to be even more responsive to these workers needs in the future.

Diverse in skills– One of the great attributes of our mega-metropolitan areas and one of the reasons they exist at all is the immense range of labor force market-sheds they command. Today, we have 12 areas over five million in population with a third of the nation's population residing within their very expansive borders. In the future employers will need to be able to draw on hundreds of thousands of workers to extract from across these broad regions those workers with the specialized skills they need.

Diverse in locations– The locational challenges of the future will be great. Pressures to find skilled workers will motivate employers, many of whom will be "footloose" in terms of not being tied to any resource or particular geographic location, to go where the skilled workers are or where the skilled workers want to be. The states and communities that recognize this and respond to an "amenities-based" work force will benefit greatly. One of those amenities will be mobility and freedom from congestion. A further locational attribute of the new labor force will be long distance travel to work. The same could be said for suppliers of other inputs to production as well as labor. Assuring that affordable housing is accessible to support these dramatically dispersed populations will be a critical role of transportation.

Diverse in time attributes– Perhaps related to some of the same attributes as above, but it is clear that time will show dramatic shifts as well. One part of it will be workers starting at increasingly early hours to avoid peaks or to meet other needs. Beyond that, given the pressures of gaining the services of women and of older potential workers, more part-time, more split schedules, more variable arrangements can be expected.

In the future, we will be a challenged affluent society. One as oriented to a great transportation system—in particular the high speed, high reliability, high responsiveness of the road based-auto/truck system—as any time in our history. There will be new and different challenges—challenges that we cannot fail to meet.

Alan E. Pisarski is the author of "Commuting in America" and "Commuting in America II." He can be reached at: 703-941-4257.
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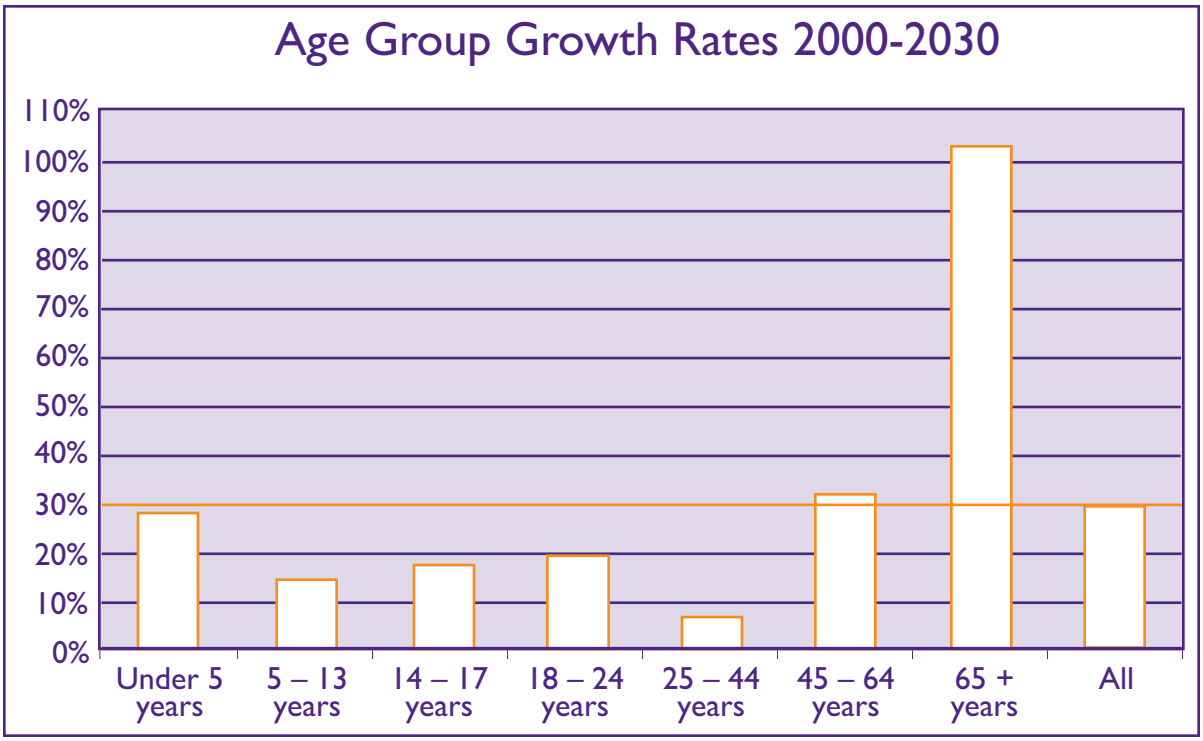


Safety Zone

Safe at Any Speed

It's another summer weekend, when millions of families pack up the minivan or SUV and hit the road. So this is also an apt moment to trumpet some good, and underreported, news: driving on the highways is safer today than ever before.

In 2005, according to new data from the National Highway Safety Administration, the rate of injuries per mile traveled was lower than at any time since the Interstate Highway System was built 50 years ago. The fatality rate was the second lowest ever, just a tick higher than in 2004.

As a public policy matter, this steady decline is a vindication of the repeal of the 55 miles per hour federal speed limit law in 1995. That 1974 federal speed limit was arguably the most disobeyed and despised law since Prohibition. "Double Nickel," as it was often called, was first adopted to save gasoline during the Arab oil embargo, though later the justification became saving lives. But to Westerners with open spaces and low traffic density, the law became a symbol of the heavy hand of the federal nanny state. To top it off, Congress would deny states their own federal highway construction dollars if they failed to comply.

In repealing the law, the newly minted Republican majority in Congress declared that states were free to impose their own limits. Many states immediately took up this nod to federalism by raising their limits to 70 or 75 mph. Texas just raised its speed limit again on rural highways to 80.

This may seem non-controversial now, but at the time the debate was shrill and filled with predictions of doom. Ralph Nader claimed that "history will never forgive Congress for this assault on the sanctity of human life." Judith Stone, president of the Advocates for Highway and Auto Safety, predicted to Katie Couric on NBC's "Today Show" that there would be "6,400 added highway fatalities a year and millions of more injuries." Federico Pena, the Clinton Administration's Secretary of Transportation, declared: "Allowing speed limits to rise above 55 simply means that more Americans will die and be injured on our highways."

We now have 10 years of evidence proving that the only "assault" was on the sanctity of the truth. The death, injury, and crash rates have fallen sharply since 1995. Per mile traveled, there were about 5,000 fewer deaths and almost one million fewer injuries in 2005 than in the mid-1990s. This is all the more remarkable given that a dozen years ago Americans lacked today's distraction of driving while also talking on their cell phones.

Of the 31 states that have raised their speed limits to more than 70 mph, 29 saw a decline in the death and injury rate and only two—the Dakotas—have seen fatalities increase. Two studies, by the National Motorists Association and by the Cato Institute, have compared crash data in states that raised their speed limits with those that didn't and found no increase in deaths in the higher speed states.

Jim Baxter, president of the National Motorists Association, says that by the early 1990s "compliance with the 55 mph law was only about 5% -- in other words, about 95% of drivers were exceeding the speed limit." Now motorists can coast at these faster speeds without being on the constant lookout for radar guns, speed traps, and state troopers. Americans have also arrived at their destinations sooner, worth an estimated $30 billion a year in time saved, according to the Cato study.

The tragedy is that 43,000 Americans still die on the roads every year. This is about 15 times the number of U.S. combat deaths in Iraq. Car accidents remain a leading cause of death among teenagers in particular. The Interstate Highway System is nonetheless one of the greatest public works programs in American history, and the two-thirds decline in road deaths per mile traveled since the mid-1950s has been a spectacular achievement. Tough drunk driving laws, better road technology, and such improving auto safety features as power steering and brakes are all proven life savers.

We are often told, by nanny-state advocates, that such public goods as safety require a loss of liberty. In the case of speed limits and traffic deaths, that just isn't so.

This article first appeared as an Editorial in the Wall Stree Journal on Friday, Jul 7 2006.

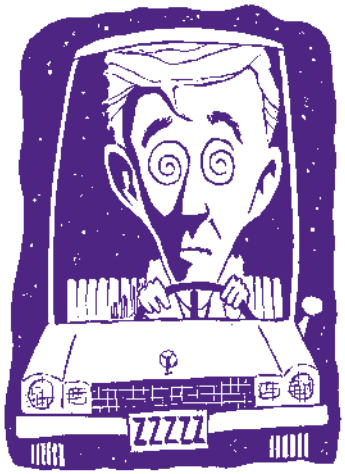
Preventing Vehicle Rollovers

According to the National Highway Traffic Safety Administration, vehicle rollovers account for nearly 1/3 of the roughly 43,000 deaths that occur each year from passenger-vehicle crashes. The Automotive Coalition for Traffic Safety and the National Highway Traffic Safety Administration offer these tips for avoiding rollovers:

- Observe posted speed limits. The average speed in rollover crashes is over 60 miles per hour.
- Don't drink and drive. More than 60 percent of fatal rollover crashes involve alcohol.
- If your vehicle leaves the roadway, gradually reduce speed before easing back onto the road.
- Be especially careful in rural areas where the ditches, embankments, or soft soil commonly found next to rural roads cause nearly 75 percent of the nation's rollover crashes.
- Keep your tires properly inflated.
- Don't overload your roof rack; follow the manufacturer's instructions and observe weight limits.
- Wear your seatbelt. In 2002, 72 percent of those who died in rollover crashes were not wearing safety belts.

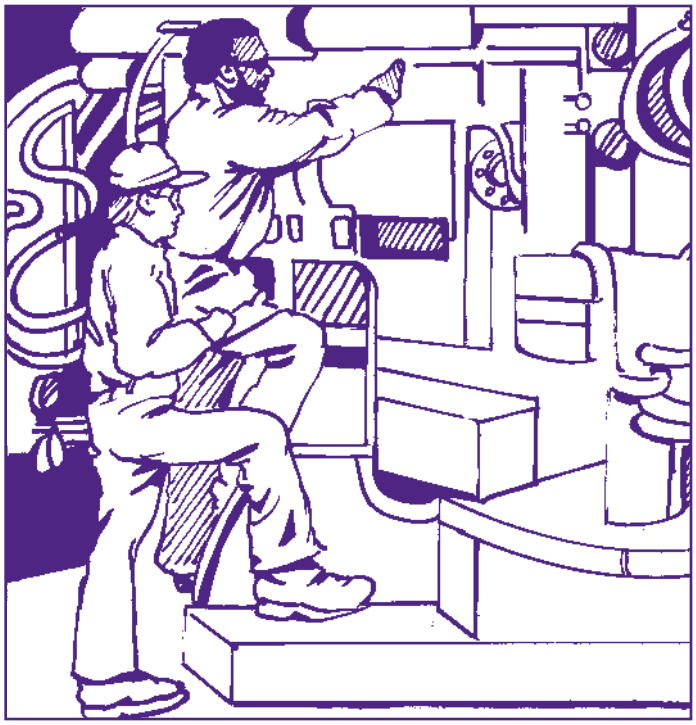
Don't Feast and Drive

Many people complain of feeling sleepy after consuming Thanksgiving dinner, and a popular explanation is the turkey, which contains L-tryptophan, a chemical known to induce sleep. But scientists say this is a myth: the protein in turkey counteracts the effects of the chemical. A better explanation, according to the American Chemical Society, is that most Thanksgiving dinners contain lots of carbohydrates (think mashed potatoes, yams, stuffing, and pie). which stimulate insulin production and can lead to feeling drowsy. Also, as the body works to digest the large Thanksgiving dinner, more blood flows to the stomach and less to the brain. And many people enjoy a glass or two of wine with dinner, which can exacerbate sleepiness. The bottom line? Don't jump into the driver's seat immediately after dinner. Give yourself a few hours to digest your meal before driving.



Steel-Toed Safety Boots

People who work in factories, on construction sites, or in other physically demanding jobs are often advised to wear steel-toed safety boots. But several years ago, an urban myth started to circulate about how wearing these could be more dangerous than regular boots because in an accident, the interior steel could chop off toes rather than protect them. The Occupational Safety & Health Administration (OSHA) reports it has no knowledge of this phenomenon and still recommends steel-toed boots for certain workplaces. The researchers at *MythBusters*, a television show that tries to validate or disprove urban legends, put this theory to the test and found that steel-toed boots offer five times the protection of regular footwear, and none of its test scenarios resulted in steel-toed boots causing harm.



APWA Professional Development Opportunities

The American Public Works Association is another source for cost-effective, comprehensive, and current educational programming. APWA has Click, Listen, and Learn programs and web based training.

Click, Listen, and Learn brings training to you. It's simple. Watch the program on your PC, listen via your computer speakers or telephone. For a single site registration fee, you can train the entire staff. Each program is presented by leading experts in the field who convey new ideas, new methods, and new technologies in a fast-paced two-hour time frame. Upcoming CLL opportunities include:

October 11	Context Sensitive Design
October 26	QBS for Public Agencies
November 9	S.O.S. for Sidewalks
December 7	Developing for Effective Safety Program
January	Growing Your Tree Replacement Program
February	Sewer Maintenance Innovations
March	Get Your Assets in Gear—The Economics of Managing the Infrastructure
April	State of the Art Technologies for Stormwater Management
May	Running on Empty—Managing Fuel Costs
May 16	The Telecom Bill—The Battle of Rights-of Way
June 6	The Trend to Low-Impact Development and What it Means to Public Works
July 19	Thinking Strategically—The Plan, the Process, The Reality

For more information on Click, Listen & Learn, go to www.apwa.net/Education/cll.

APWA Web-Based Learning

In 2007, APWA will offer Advanced Construction Inspection. You need only an internet connection and either a sound card in your computer or a separate phone line for the audio. Study can be done by the individual or projected for a group in your organization's conference room. Accompanying handout materials will be provided that will allow participants to take notes during the presentations. Facilitated follow-up discussion is encouraged with the participants attending. Sign up for each program individually or all three for a discounted price. Registration fee is per site, not per person.

Part1: Management of a Construction Project, March 22, 2007. The first in the series concentrates on the advanced skills needed to manage and monitor come complex construction projects—from the perspective of the inspector. It contains updated information about the new technology applications in use today, scheduling practices, and interpretation of drawings.

Part 2: New Technology, April 5, 2007. Find out about the latest products, new techniques and advances in technology impacting the construction inspector. Discussion topics include advances with handheld informational devices, new portable global positioning satellite (GPS) technologies, technical processes like piping, asphalt and concrete, information about enhanced products like geotechnical fabrics and much more.

Part 3: Advanced Contract Administration, April 19, 2007. The senior inspector often takes on a proactive role in defining and interpreting project contracts. This last program in the series will zone in on the types of contracts used and explain legal implications, risk allocation, risk mitigation, claims avoidance and proper documentation.

These programs will each last 3 hours and start at noon Central time. To register for any of the APWA workshops go to www.apwa.net/Education. You do not have to be an APWA member to take advantage of the educational opportunities.

2007 Training Opportunities

We are in the planning stages for our 2007 training workshop calendar. If you have a workshop topic you would like to suggest or if you have a specific area of training you need, please call Sandi Priddy at 888-414-3069 toll free or directly at 864-656-6141. You can also e-mail her at priddy@clemson.edu.

This is your opportunity to let us know how we can help with your training needs. Don't forget we also have a video library that can assist you with your weekly staff meetings. Please visit http://www.ces.clemson.edu/t3s for more information.

Information Request and Address Change Form

Videos and publications from our library are available on-line at www.ces.clemson.edu/t3s.

The videos and publications are free to individuals employed by any city, county or state government agency in South Carolina. You can obtain a free single copy of most publications, or borrow a copy of one of our "for loan" publications and videos.

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Clemson, SC 29634-0911
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Fax: 864-656-2670

Name: _____

Title: _____

Address: _____

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Videos & DVDs

☐ *Incident Command System: When Duty Calls (DVD)*

In today's climate of terrorism, industrial accidents and natural disasters, groups of emergency responders often work together to handle the response. The National Incident Management System (NIMS) was established by the federal government to help all responders work together. This program will help emergency responders and those responsible for your facility know their roles and responsibilities in an emergency.

The DVD covers:

- Identifying an Incident Command System Command Structure
- Setting up incident site locations and facilities
- Communication rules
- Cooperation with law enforcement/fire department

☐ *Disaster Safety: Aftermath & Cleanup (Video)*

Recovery teams at natural and man-made disasters have important and hazard-riddled jobs to do—from finding survivors to restoring power. Be sure any of your workers who may be involved in the rescue and clean-up work that inevitably follow hurricanes, chemical spills, explosions, and other disasters are prepared to stay safe and healthy.

The video covers:

- Assessing the scene for hazards
- Operating equipment safely
- Handling human remains
- Personal protective equipment

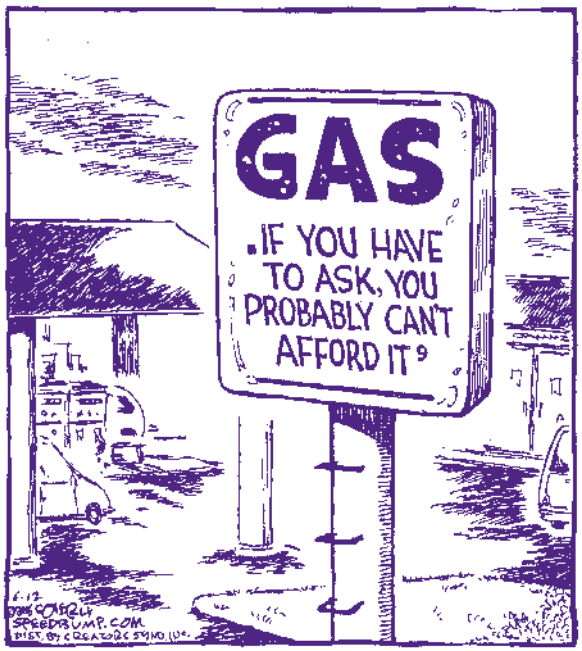
☐ *Forest Roads and the Environment (DVD)*

Provides an introduction to the maintenance of low volume roads, highlighting issues that benefit from proper maintenance activities, detailed step-by-step process for smoothing and reshaping a road, understanding the condition of the road, correctly constructing and maintaining ditches and culverts, aggregate surfacing loss, and controlling the rapid spread of evasive plants.

☐ Other: _____

_____

SPEED BUMP **Dave Coverly**



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