



# Are We There Yet?

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South Carolina Transportation Technology Transfer Service

## In This Issue...

- 1** Fairfield County, SC Uses FDR to Upgrade Unpaved Roads
- 3** Diversity Pays in Road Management
- 4** Resources for Speed Humps and Bumps
- 6** Center for Excellence in Rural Safety
  - Nationwide Review of GDL Released
  - Southeastern Local Roads Conference
- 7** South Carolina APWA News
- 8** Safety Zone
- 10** National Public Works Week
- 11** Information Request and Address Change Form

## Fairfield County, SC Uses FDR to Upgrade Unpaved Roads



Mixing cement during the FDR process

Fairfield County, South Carolina is typical of many rural counties in America. Located between Columbia, SC and Charlotte, NC, the county has an area of 700 square miles and a population of 24,000. Budgets are tight, and the maintenance of approximately 220 miles of unpaved (gravel surfaced) county roads is an ongoing problem. Although the unpaved roads have low-volume traffic, maintenance requires frequent blading of the gravel, and the surface aggregate has to be replenished on a regular basis (costing the county about \$200,000 per year). In addition to the maintenance headaches, the citizens are faced with lower quality roadways, dust, and other associated problems of unpaved surfaces. Dennis Corporation, an engineering

consulting firm based in Columbia, SC, was looking for a solution to help Fairfield County's Transportation Committee upgrade the road conditions in a cost conscious manner. They were familiar with the process of Full-Depth Reclamation (FDR) using cement as a means of rehabilitating failed asphalt pavements. The South Carolina DOT has been using FDR with cement for over 10 years with excellent results, and the Dennis Corporation thought the same procedure could be used on the county's gravel roads.

Their plan was to upgrade the gravel roads to a bituminous surface treatment (chip seal), which would provide a

*(cont. on page 2)*





Construction was completed at the rate of 1,500 – 2,000 feet per day, with a single treatment of chip seal applied the same day (to provide protection for the new base and a better surface for residents to travel on during construction). After completion of each section, a double chip seal was applied to complete the triple surface treatment.

The county was extremely pleased with the final product, especially considering that the cost savings allowed more miles of roadway to be improved. Dennis Corporation President, Dan Dennis, PE stated, "...we were able to save the taxpayers approximately \$1.5 million and improve their quality of life by paving existing dirt roads that many citizens had driven on their entire lives."

### Improving the road template

smoother, safer road surface and eliminate the problems with dust and the expensive maintenance of blading and gravel replacement. The FDR process on the gravel road would make use of the existing gravel by blending it with cement and subgrade materials to a depth of 6 inches. This cement-stabilized material would make an excellent base for a triple bituminous surface treatment (or a thin asphalt surface).

The cost evaluation showed that the FDR process, with the surface treatments, would save the county over \$70,000 dollars per mile compared to the alternative of a standard asphalt pavement with 2 inch surface and 6 inch aggregate base. This cost savings would allow the county to upgrade 3 miles of road using the FDR with cement process for every 2 miles of asphalt pavement that could be constructed at the same cost.

In September of 2006 the county contracted with Site Prep Inc. (Monroe, NC) to perform the upgrading of 14 sections of unpaved road in different locations around the county (totaling 13.5 miles). The design called for 33 lbs. of cement per square yard of roadway, mixed and compacted to a depth of 6 inches. The FDR process would also allow the road template to be improved by establishing road crown and shoulders, which would improve drainage and road safety.

The fact that the road base is cement stabilized will improve the long-term performance of the reconstructed sections, since the higher strength base can carry heavier loads and is much less susceptible to water damage than stone base. The county was so impressed by the process that they are planning to upgrade 16 more miles in their roadway improvement program for 2007. By making improvements each year, it won't take long for the county to substantially increase the quality of their road system and make excellent use of their scarce resources by stretching those construction dollars. ♣



# Diversity Pays in Road Management

## Asphalt recycling technologies add cost effectiveness to pavement programs any time not just when oil is at \$70 a barrel.

Thousands of highway agencies and primary road contractors are thanking their lucky stars that they have adopted asphalt recycling methods into their road management programs over the years.

With liquid asphalt riding the momentum of soaring crude oil prices this year, the cost of virgin hot-mix asphalt has risen dramatically, effectively reducing how many lane miles of new asphalt agencies and contractors can place for the dollars they budgeted for this year.

Agencies and contractors are also dealing with huge increases in fuel prices, which have negatively impacted the economics of hauling aggregates, mix, and RAP to and from job sites.

In-place recycling technologies are an excellent hedge against the run-up in oil prices, but they are also excellent pavement management tactics that make sense in many applications, even when oil prices are in the normal range. Consider these examples:

- **Cold-in-place recycling.** Even before crude oil prices zoomed upward, many agencies used CIR for rural road rehabilitation because it saves an enormous amount of time and hundreds of truck runs to pavements that can be an hour or more away from the nearest hot-mix plant. CIR works deep into the pavement to correct a wide range of aging flaws, it causes very little traffic intrusion, and when topped with an inch or two of hot mix, it produces a stronger road than was there before.
- **Hot-in-place recycling.** Even before skyrocketing oil prices made HIR much cheaper than a 2-inch mill and fill, many towns and cities used the process because it's faster and less intrusive than a mill-and-fill. And, yes, it is less expensive. HIR reconditions the top inch or two of old pavement, correcting age-related imperfections, rejuvenating the asphalt, and compacting it again. The road is open to traffic almost immediately a feature that is especially popular with local businesses. Top it with an inch or two of hot mix and you have a stronger pavement than you started with, and it should last just as long as the mill-and-fill would.
- **Full-depth reclamation.** When the old asphalt pavement can't be salvaged with conventional milling or with CIR or HIR, full-depth reclamation is often the least expensive and fastest way to rebuild the road. The process crushes the old pavement and mixes it with a

portion of the sub base granular material while blending in bituminous stabilization material. Other stabilization materials such as portland cement or lime can be added to achieve an optimum base for the new road, and the process allows reshaping of the roadway's geometry to correct drainage problems and other issues. Like CIR and HIR, this process intrudes very little on area traffic. The reclaimed pavement can be opened to local traffic in hours; the FDR train can occupy a single lane of a two-lane roadway. Best of all, the process leaves behind an extremely strong base to support the subsequent lift(s) of hot-mix asphalt.

If you don't know contractors in these disciplines, take a few minutes to make contact with the Asphalt Recycling and Reclaiming Association ([www.arra.org](http://www.arra.org)). The dedicated members of this group have literally written the book on asphalt recycling and are dedicated to increasing its acceptance through professionalism and service. ARRA's Web site lists member contractors and indicates their specialties.

If you don't see businesses located in your region, contact ARRA about your interests. Many recycling contractors work far beyond their home bases. For example, many crews work in northern climates all summer, then move south as the cold sets. ▶

*Tom Johnson is president of Midstate Reclamation based in Lakeville, Minnesota, and is the current president of ARRA.*

### No Rub Zone

'Tis the season for allergy sufferers to experience prickly, irritated eyes. The natural reaction is to rub those itchy eyes, but health experts believe that rubbing does more harm than good. In a recent study, Michael Raizman, MD, director of the cornea service at New England Eye Center in Boston, found that cat-sensitive patients who rubbed one eye had more severe allergic symptoms in that eye than in the one they left untouched. Rubbing your eyes can cause special cells called mast cells to release histamines, the substance that causes itchy, runny eyes. So instead of rubbing your eyes, ask your doctor about medications and eye drops that can reduce allergy symptoms. ▶

# Resources for Speed Humps and Bumps

By Rita Evans

Reference Librarian, Institute of Transportation Studies Library

## Operational Effectiveness of Speed Humps in Traffic Calming

Raj V. Ponnaluri, Paul Groce

*ITE Journal*, July 2005, pages 26-30

The effectiveness of speed humps in reducing speeds on residential roads in rural areas was examined by comparing pre- and post-installation speed and traffic volumes. Public involvement was viewed as a key element, as was consideration of impacts on emergency vehicle response times.

## A Comparative Study of Speed Humps, Speed Slots and Speed Cushions

L. Johnson and A.J. Nedzesky

2004 ITE Annual Meeting

In a study conducted in the Washington, DC metropolitan area, it was found that speed slots allowed the highest average speeds when compared to speed cushions and speed humps. Speed cushions, 12-ft speed humps and 14-ft prefabricated speed humps recorded the lowest crossing speed. They also exhibited a high rate of braking maneuvers.

## Towards a North American Geometric Design Standard for Speed Humps

Download PDF:

<http://www.ite.org/traffic/documents/JAB00A30.pdf>

Philip A. Weber and John P. Braaksma

*ITE Journal*, January 2000, pages 30-34

Examines speed hump geometric design with particular emphasis on the length of the hump as a critical design

parameter. Suggested speed hump dimensions are given for different speeds and for routes with and without buses.

## A Matched Case-Control Study Evaluating the Effectiveness of Speed Humps in Reducing Child Pedestrian Injuries

J.M. Tester, R.W. Rutherford, Z. Wald, M.W. Rutherford

*American Journal of Public Health*, April 2004, pages 646-650

The study examined the effectiveness of speed humps in reducing child pedestrian injuries in Oakland, California, and found that they substantially reduce the odds of children being hit in their neighborhood. The findings strongly indicate that speed humps increase children's safety.

## Speed Humps Work Well in Oakland

K. Foxhall

*Better Roads*, July 2004, pages 66-67

A study conducted in Oakland, California, found that children who live within a block of a speed hump were only half as likely as other children to be hit by a car or truck in their own neighborhood. Oakland has installed 2000 speed humps on residential streets in a program that includes extensive community involvement.

## Portland's City-Wide Speed Bump Study: Seeing the Big Picture

*Public Works*, February 2000, pages 22-26

This article reviews efforts by Portland, Oregon, to assess the effectiveness of the 500 speed humps it has installed since 1984. A study found that both 14- and 22-foot speed humps reduce travel speeds, although it is unclear how effective they are over time. Traffic volume on treated





streets decreases, and further study should be made of traffic diversions as a result of installing humps.

## Traffic Calming Project Involves Residents

D. Hartman

*Better Roads*, February 2001, pages 37-42

Public works officials in Golden, Colorado, found that involving residents was essential in finding effective traffic calming solutions. After experimenting with decoys, speed trailers, speed limit changes, chokers and speed humps, the department and residents found that traffic circles and islands achieved excellent results.

## All-Way Stops Versus Speed Humps: Which is More Effective at Slowing Traffic?

Download PDF:

<http://www.ite.org/traffic/documents/AB00H1902.pdf>

D.E. Clark

ITE 2000 Annual Meeting and Exhibit

A study of drivers on two Georgia county streets found that vehicles actually increased their speed after the installation of unwarranted all-way stops, while the installation of speed humps resulted in more constant speeds.

## Traffic Calming—Beware of the Backlash

Download PDF:

<http://www.ite.org/traffic/documents/CCA99A46.pdf>

Cline, E; E. Cline and J. Dabkowski

Enhancing Transportation Safety in the 21st Century, 1999

ITE International Conference

Traffic calming measures such as the installation of speed

humps often generate public opposition. The amount of resentment is usually tied to the amount of traffic that is disrupted, the functional use of the street being calmed, and the severity of the treatment. Humps less than three inches high usually are acceptable.

## Traffic Calming Liability Issues

Download PDF:

<http://www.ite.org/traffic/documents/AB00H4304.pdf>

R. Ewing

ITE 2000 Annual Meeting and Exhibit

While many local municipalities are reluctant to employ traffic calming measures due to fears of litigation, lawsuits and damage claims are not the problem they are perceived to be. This paper presents summaries of 20 legal actions; only two were successful, and one of those was overturned on appeal. Speed bumps have been deemed a hazard by some courts, but speed humps have been found acceptable.

## A Study on Speed Humps

<http://www.ctre.iastate.edu/Research/roadhump/>

D.E. Smith and K.L. Giese

Center for Transportation Research and Education, 1997

This study discusses the use of speed humps as a traffic calming measure in residential neighborhoods. It differentiates between speed humps and speed bumps; discusses their use, and effects on motor vehicles and their speed; presents ideas on their design and location; and relates other considerations, especially bicyclists and motorcyclists.

## Center for Excellence in Rural Safety

The Center for Excellence in Rural Safety provides citizen-centered research, training, and outreach to enhance rural safety and to meet the online and seminar training needs of rural transportation practitioners and policymakers. The Center conducts several focused research activities to explore policy, behavior, and technology approaches, such as projects addressing safety-conscious planning, ITS and rural emergency response, integrated policy approaches, and related human factors, societal trends, and stakeholder needs analysis.

Congress created the Center for Excellence in Rural Safety in July 2005 as part of a broader, multiyear, multimillion-dollar directive establishing four national centers for surface transportation excellence in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) transportation funding legislation.

The Center is led by Lee Munnich of the University of Minnesota's Humphrey Institute of Public Affairs. The Center for Transportation Studies, with staff leadership from Robert Johns, is collaborating with the Humphrey Institute to provide the Center's outreach and training services. Visit the web site at <http://www.ruralsafety.umn.edu/about/index.html>.

## Nationwide Review of GDL Released

The AAA Foundation released the results of new report, "Nationwide Review of Graduated Driver Licensing" at a press conference earlier today. The AAA Foundation commissioned researchers at the Johns Hopkins University Bloomberg School of Public Health to conduct the study. The executive summary of the report, the full report and press release are available online at [www.aaafoundation.org](http://www.aaafoundation.org).

This new analysis of GDL laws reviews traffic fatality and injury statistics before and after implementation of GDL provisions in states across the nation. The study confirms that GDL programs have been reducing crashes and saving lives, and reveals that the more comprehensive programs have been having substantially greater impacts.

If you would like hard copies of the report, please email [asaidman@aaafoundation.org](mailto:asaidman@aaafoundation.org) with the number of copies and your shipping address.

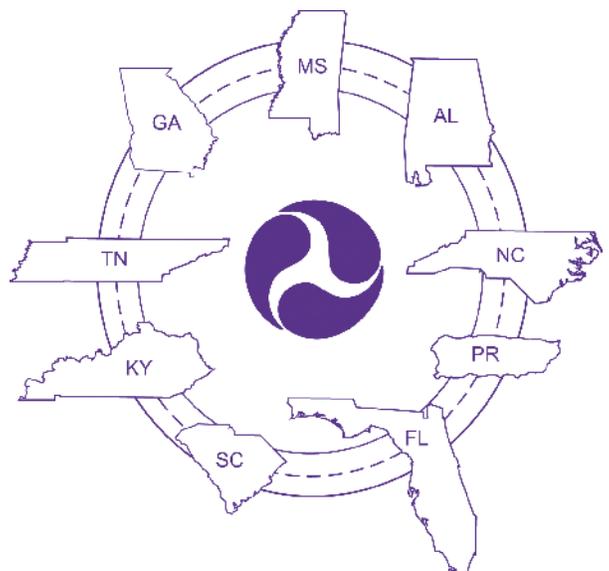
## Southeastern Local Roads Conference

The 11th Southeast Local Roads Conference (SELRC) will be held May 13–15, 2007 in Alabama at the Perdido Beach Resort and Conference Center, 27200 Perdido Beach Boulevard, Orange Beach, AL 36561. Hotel rates for this conference is \$159 per night single or double. You must identify that you are registering for the Southeastern Local Roads Conference, Booking ID # 3896. The meeting is a collaborative effort of the Federal Highway Administration (FHWA) and the southeast LTAP centers, which include Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, and Puerto Rico.

The SELRC is targeted to those whose work impacts the movement of persons and goods on local roads. It also provides the opportunity to share success stories and innovative advances in transportation planning, traffic safety operations, roadway design, maintenance, and construction.

The tentative agenda for the conference includes a wide array of presentations on local roads topics that will be of interest to city, county, and DOT personnel, as well as local elected officials and private sector employees. There will be two parallel sessions to allow participants a choice of topics.

Registration information will be mailed to you soon and will be available at [www.clemson.edu/t3s](http://www.clemson.edu/t3s).



# South Carolina APWA News

The South Carolina APWA Chapter will host its Summer Annual Meeting July 11-14, 2007 at Myrtle Beach, SC.

This event includes:

- Technical sessions
- Annual back hoe rodeo
- Golf tournament
- Vendor exhibits

One of the most important aspects of this meeting is the opportunity to network with other individuals that have many years of experience and knowledge in the area of public works. Another way to gain valuable knowledge are the technical sessions. There will be two parallel sessions to allow participants a choice of topics. One of the general session topics planned for this year will be Dealing with People. This session will be very informative and also entertaining. Additional topics planned for this year are:

- NIMS Briefing,
- Debris Management,
- Green Communities
- Handling Workers Compensation Claims
- APWA Accreditation
- FHWA Support for Safety Initiatives for Cities and Counties

Registration information will be mailed to you soon and will also be available on our web site at [www.clemson.edu/t3s](http://www.clemson.edu/t3s) or visit the SC APWA web site at <http://southcarolina.apwa.net>.

Mark your calendars now for this event. ↘

July 2007						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
SC APWA Meeting						
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

## APWA Self Assessment Workshop

APWA National will host a Self Assessment Workshop in junction with the SC APWA summer meeting.

### Why You Should Attend

Is your agency operating at peak performance and productivity levels of operations? Have you really reviewed them with your staff to see what improvement might be made? Do you review your policies, procedures, and practices on a regular basis? What guidelines do you use to measure your performance? This workshop is designed to provide you with the tools and information to help you examine and evaluate your agency's current management policies and procedures. You'll learn how to target the problem areas, identify opportunities, and improve overall effectiveness of any public works operation. If you're already working through the Self Assessment program, this workshop will provide you with "hands-on" training, using the Public Works Management Practices Manual, Fifth Edition, in preparation for completing the program or beginning the accreditation process.

### Who Should Attend

This workshop is designed for public works directors, managers, supervisors, and accreditation managers, as well as municipal administrators performing public works functions.

This is what we included in the e-mails we send out:

This workshop will provide the tools and information you need to examine and evaluate your agency's current management policies and procedures. You'll learn how to target the problem areas, identify opportunities, and improve overall effectiveness of any public works operation. If you are a public works director, manager, supervisor, accreditation manager, or a municipal operation performing public works functions, this is the workshop for you!

# Safety Zone



## Seeing Everybody

After compiling mounds of research and feedback, the Federal Highway Administration (FHWA) released a long anticipated rule on high-visibility safety apparel in late November.

According to the measure, all workers within the right-of-way of a federal-aid highway who are exposed either to traffic (vehicles using the highway for purposes of travel) or to construction equipment within the work area shall wear high-visibility safety apparel. By Nov 24, 2008, all workers must be in compliance. The FHWA standard was one of the many safety requirements coming out of SAFETEA-LU.

“There was very little change between the notice of the proposed rule and what the final is, but essentially what is going to have to happen is companies that are responsible for their workers within the right-of-way are going to have to start looking at making sure all of their workers have these garments available to them and that they are worn,” Dave McKee, director of member services and technical assistance for the American Traffic Safety Services Association, stated.

Those garments that should be used regularly fall under Class 2 and 3. ANSI Standard 107-2004 indicates that Class 2 and 3 apparel can contain fluorescent lime green, orange, or a combination of the two colors, and the new FHWA rule states retroreflective material should be worn on the arms, hands and legs.

Worker visibility has been a hot topic of discussion for years, and language climaxed with the release of the 2003 Manual on Uniform Traffic Control Devices (MUTCD). Many agencies then revised their policies to require employees to wear ANSI Class 2 safety apparel at all times when they are working within the federal-aid highway right-of-way and worked on revising their specifications to also require contractors’ employees to wear compliant safety apparel.

“I think [how the topic gained attention was] the OSHA inspectors started getting out to the highway work site more and started recognizing that not all workers were wearing high-visibility safety apparel,” said McKee. “There was some lag because OSHA regulations just a few years ago required that all workers on the highway have a red vest on, and they didn’t allow for any flexibility on the

colors. The MUTCD left it up to the state to pick the colors that are more effective.”

According to McKee, OSHA will execute enforcement of the rule. Violations, however, should be kept to a minimum. FHWA has revealed that more than 90% of the 30 state DOTs it has researched have already adopted policies that require highway construction and maintenance workers in highway work zones to wear high-visibility safety apparel and that most specify Class 2 garments.

“Those folks that operate on our nation’s highways that are in the Sunbelt may or may not consider the comfort of wearing these garments,” he said. “The FHWA noted there has never been evidence that these vests cause heat stroke or exhaustion.”

“I think we do have great compliance with the state maintenance crews.”

Those who will be required to wear the high-visibility apparel stretch well beyond maintenance and construction crews. Utility crews, incident responders, and law enforcement personnel who are directing traffic, investigating accidents, and handling lane closures also need to dress appropriately.

“If you have an 18-wheeler that is leaking some sort of hazardous material, it also could mean that news crews that show up there to film it should have those types of high-visibility garments on as well,” said McKee. ▶

### Prevent Back Pain When Carrying Heavy Bags

If your job requires you to lug around a heavy briefcase, laptop, or bag, your body may soon pay the price. “Back pain is a significant problem and previous studies have shown it was often related to putting strains on just one side of the body, such as when carrying a briefcase or bag,” says Dr. Raymond Lee. To limit these effects, switch sides frequently and try to limit the amount of time that you have to carry the load. ▶

# Alcohol-Related Fatalities and Fatality Rates by State, 2004-2005

## Summary

In 2005, while the overall fatality rate increased marginally to 1.45 from 1.44 fatalities per 100 million vehicle miles of travel (VMT) in 2004, the alcohol-related fatality rate declined to 0.56 from 0.57 fatalities per 100 million VMT. The fatality rate in crashes involving at least one driver or motorcycle operator who had a blood alcohol concentration (BAC) of .08 or above—the illegal per se level in all States—declined to 0.43 in 2005 from 0.44

fatalities per 100 million VMT in 2004. In 2005, the alcohol-related fatality rate per 100 million VMT declined from 2004 in a total of 25 States and Puerto Rico and remained flat or increased in 25 States and the District of Columbia. The fatality rate in crashes involving at least one driver or motorcycle operator who had a BAC of .08 or above declined in 23 States and Puerto Rico and remained flat or increased in 27 States and the District of Columbia. Visit <http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/RNotes/2006/810686.pdf> for the full report. ▾

## Work Zone Safety Training Targeted for South Carolina

The American Traffic Safety Services Association (ATSSA), a trade association dedicated to making America's roadways safer, was awarded a four-year, \$11.9 million grant from the Federal Highway Administration (FHWA) on September 15th to provide roadway safety training nationwide for workers and others who make their livelihood on America's roadways. For nearly 30 years, ATSSA has been recognized as the nation's leader in highway safety training.

Initial training efforts will focus on 16 states identified by FHWA as having opportunities to make significant progress toward national road safety goals.

"America's roads have never been safer," said Federal Highway Administrator J. Richard Capka, "but highway work zone accidents continue to increase. Safety is our top priority, and safety training programs like this will do much to protect construction crews in every state."

"The grant will allow quality ATSSA training to reach even farther across the country," said Donna Clark, ATSSA's director of training and products. "More importantly, ATSSA training will now be more available, more affordable, and will take place initially in locations where statistics tell us it's needed the most. We look at the next four years as a tremendous opportunity to potentially save thousands of lives."

Under the requirements of the grant, ATSSA will perform tasks in highway work zone worker safety training, highway work zone safety guidelines development, and highway work zone safety guidelines training areas. The training component of the grant is comprised of a wide variety of courses that includes training for traffic control technicians, traffic control supervisors, designers, roadway flaggers, emergency responders (police, fire, EMS and towing), and

utility workers. Recipients of the training will be state and local public officials, contractors and others.

Initial training efforts will focus on 16 states identified by FHWA as having opportunities to make significant progress toward national road safety goals. Those states include: AL, AZ, CA, FL, IL, KY, LA, MS, MO, NC, OH, PA, **SC**, TN, TX, WI. Since this is a four-year grant, our strategy will be to hit all 50 states by year four.

Numerous partners will work with ATSSA over the next four years to help administer the training. ▾

### Tricks of the Trade

Police in Mount Pleasant, SC, have upped the ante in the war on speeding. Now they have a new secret weapon: an ordinary six-cylinder pickup truck seized during a drug raid.

The unmarked pickup has been outfitted with tinted windows and a baby seat in order to make it look less suspicious parked along the side of the road. In fact, the truck looks so ordinary, it's even fooled other police officers. Once, when the pickup was looking for speeders alongside I-526, a transportation department roadside assistance vehicle stopped to offer help.

Another time, when an officer driving the truck pulled over a speeder to issue a ticket, a sheriff's deputy stopped at the scene to make sure the truck's driver was a real officer and not part of a scam. ▾

# National Public Works Week

## 2007 NPWW Theme Announced: “Public Works: Moving Life Forward”

National Public Works Week (NPWW) is a celebration of the tens of thousands of men and women in North America who provide and maintain the infrastructure and services collectively known as public works.

Instituted as a public education campaign by the American Public Works Association (APWA) in 1960, NPWW calls attention to the importance of public works in community life. The Week seeks to enhance the prestige of the often-unsung heroes of our society—the professionals who serve the public good every day with quiet dedication.

APWA encourages public works agencies and professionals to take the opportunity to make their stories known in their communities. Over the years, the observances have taken many forms, including parades, displays of public works equipment, high school essay contests, open houses, programs for civic organizations and media events. The occasion is marked each year with scores of resolutions and proclamations from mayors and governors as well. Some special highlights of NPWW include a United States Senate resolution affirming the first National Public Works Week in 1960, letters of acknowledgment from Presidents Dwight Eisenhower and Lyndon Johnson, and a Presidential Proclamation signed by John F. Kennedy in 1962.

From the beginning, the selection of a Top Ten list of exceptional public works professionals has been a cornerstone of NPWW. The program has identified more than 400 men and women who reflect the highest standards of professional conduct for public works officials. These honorees have been recognized for discharging critical responsibilities in connection to the design, construction, maintenance and/or operation of major public works projects or activities in large and small municipalities throughout North America. Often their accomplishments are particularly noteworthy in relation to the limited manpower and financial resources available to them.

National Public Works Week is observed each year during the third full week of May. Through NPWW and other

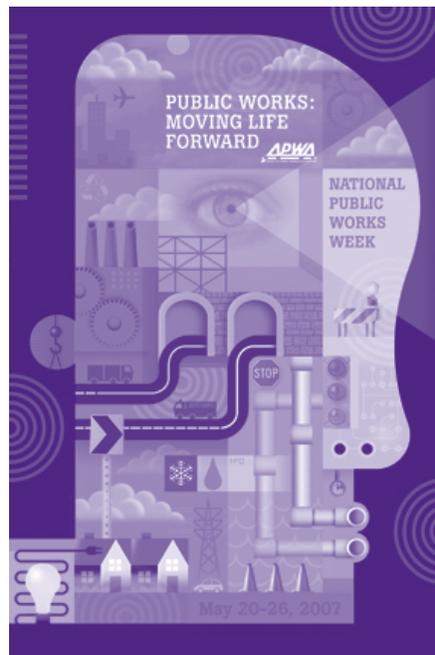
efforts, APWA seeks to raise the public’s awareness of public works issues and to increase confidence in public works employees who are dedicated to improving the quality of life for present and future generations.

APWA has also developed an exciting outreach program in Washington, DC, for Members of Congress and their staffs, the Administration and Federal Agencies related to public works. During National Public Works Week on the Hill, the APWA government relations department will host a series of educational sessions discussing issues related to the nation’s infrastructure and a public works showcase that showcases APWA members and the latest technologies and innovations that help public works run our cities safely and effectively. The series of events elevates awareness about public works and all of the responsibilities we shepherd. All APWA members are invited and encouraged to attend and participate in the events held in Washington, DC.

The “National Public Works Week How-To Guide” is one of several resources the Association makes available to agencies to assist them in the development and implementation of their own individual celebrations. With this tool, an agency will learn how to create proclamations and solicit endorsements from government officials, develop media and press releases, write editorials and articles, and generate material for speeches. There are also several suggestions for celebratory activities to be implemented at the local level.

However you choose to celebrate NPWW this year, APWA is proud to be a resource for you. You deserve the recognition.

Visit <http://www.apwa.net/About/npww/> 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](http://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.

### Transportation Technology Transfer Service

Civil Engineering Department      Phone: 864-656-1456  
Clemson University, Box 340911      Toll free: 888-414-3069  
Clemson, SC 29634-0911      Fax: 864-656-2670

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

This is a new address

Please add my name to your mailing list

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## Comparative State DOT Searches Now Available

Ever wondered how other states handle a given topic? Ever tried to negotiate their web sites? Michel Wendt at Washington State DOT has developed a Google search engine that searches all of the State DOT web sites at once, so you can input your topic of choice and find direct links to all the information that is posted on that subject. It's located at <http://www.google.com/coop/cse?cx=006511338351663161139%3Acnk1qdck0dc>. If you have difficulties typing this address and getting the page, contact us and we will email you the link. ♣

### Publications

- Control of Invasive Species: NCHRP 363*—This publication will be of interest to state transportation agency personnel, as well as to others who work with them on vegetation management. The report explores the extent to which DOTs are identifying actions that affect the spread of invasive species, preventing introduction, tracking status and locations of invasives, controlling found populations, restoring invaded habitats, and sharing lessons learned.

### Videos & DVDs

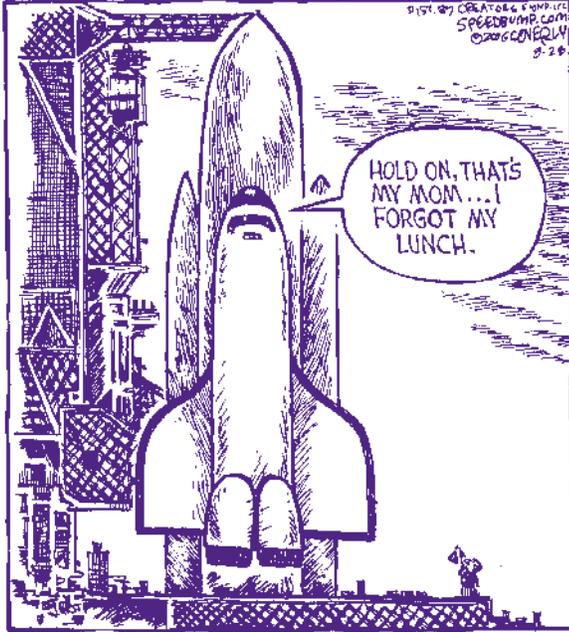
- DVD: *Highway Safety and Trees: The Delicate Balance*—FHWA produced this DVD to further explore the issue of the safe placement of trees along our country's roadsides. The video stresses that the design of highway projects should be a cooperative effort involving the highway agency, concerned communities, organizations and individual citizens. It provides an opportunity for all parties to recognize the benefits and risks associated with trees. (FHWA)
- DVD: *Defensive Flagging: A Survivor's Guide*—This Spanish translation of the English guide summarizes flagging procedures and emphasizes the vigilant and protective attitude flaggers should have as they protect the lives of motorists and workers.
- VHS: *Pothole Repair: Proven Practices*—This video provides an effective overview of the causes of potholes and repair methods. Guidelines for three repair categories are shown: permanent patching, semi-permanent patching and temporary patching.

### CDs

- Guidelines for the Selection of W-Bean Barrier Terminals*—This provides information to designers and to construction/maintenance personnel responsible for selecting and properly installing the most appropriate terminal design at any site. In addition to showing the actual crash performance of each terminal type, this CD provides guidance on proper site grading and presents real-world examples of both appropriate and inappropriate installations. (FHWA)

## SPEED BUMP

Dave Coverly



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