



# Quarterly



## T<sup>3</sup>S Considers Going “Paperless”

by Jim Burati , T<sup>3</sup>S Director

### Newsletter Distribution

Last year T<sup>3</sup>S implemented its first Internet web site, [www.ce.clemson.edu/t3s](http://www.ce.clemson.edu/t3s). This site includes information on T<sup>3</sup>S staff members, links to other transportation-related web sites, recent issues of the *T<sup>3</sup>S Quarterly* newsletter, and our workshop schedule. It is also possible to register for workshops via the web site. This option has become increasingly more popular with time.

In an effort to better serve our customers, we are now considering expanding our efforts in the area of “paperless” transfer of information by implementing e-mail distribution lists.

In the interest of saving time and money, in terms of printing and mailing costs, we are trying to assess the level of interest among our customers for receiving our quarterly newsletter electronically rather

than in a printed form.

There are several ways that are under consideration for doing this. One way is to develop an e-mail distribution list of people who would like to receive an e-mail message notifying them when the newsletter is available and including a link to the location of the

*(Continued on page 2)*

### T<sup>3</sup>S “Paperless” Distribution Survey Form

**Yes or No:** I am interested in receiving the *T<sup>3</sup>S Quarterly* newsletter in a paperless format. Check the option or options in which you would be interested.

- e-mail notice when the newsletter is placed on the T<sup>3</sup>S web site along with a link to the web site
- e-mail message that incorporates the newsletter in the message
- e-mail message with the newsletter contents along with links to the articles on the web site.

**Yes or No:** I am willing to be a member of an e-mail distribution list that includes interested transportation professionals from throughout the state. Requests for information that are sent to T<sup>3</sup>S would be distributed throughout the state by way of this distribution list.

**My e-mail address is:** \_\_\_\_\_

Please fax your response to T<sup>3</sup>S at 864-656-2670  
Or send your response to T<sup>3</sup>S by e-mail to: [t3s@ces.clemson.edu](mailto:t3s@ces.clemson.edu).

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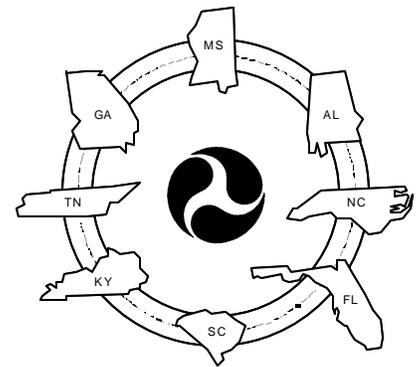
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## SE Local Roads Conference May 15-17, 2000 in Point Clear, Alabama

This year, the Alabama Technology Transfer Center is the host of the Southeast Local Roads Conference 2000. The Conference will be held from May 15-17, 2000 in Point Clear, AL, and is expected to attract over 200 local officials from the LTAP Region 4 states that include Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee. Conference sponsors include FHWA, the LTAP Clearinghouse at APWA, and other professional organizations and firms that work with local officials to solve problems with roads. City and County personnel, local elected officials, and private sector corporations are invited to attend.



The Conference will be held at the Marriott Grand Hotel and Golf Club located on the eastern shore of Mobile Bay. Commercial air service is available through either the Mobile Regional Airport (MOB) or the Pensacola Regional Airport (PNS).

More information regarding the Conference is available at the conference web site, [www.eng.auburn.edu/departments/eesv/T2/selrc2000.html](http://www.eng.auburn.edu/departments/eesv/T2/selrc2000.html). The conference registration fee is \$125 per person, which includes admission to all technical sessions and the exhibit area, an evening reception on May 15th, continental breakfasts on May 16th and 17th, and the conference luncheon on May 16th. Conference registration information is available from the conference web site or by contacting Larry Sellers at 800.446.0382. The conference rate for rooms at the hotel is \$89 per night, plus tax. Room reservations can be made by calling 800.544.9933 and specifying that you will be attending the 6th Southeast Local Roads Conference.

The Conference will include a wide array of presentations related to local roads topics. The full Conference agenda is available for review at the Conference web site. If you do not have Internet access, you can call the SC Transportation Technology Transfer Service at 888.414.3069, and we will be glad to send you a copy of the current Conference agenda.

*This is an excellent opportunity for South Carolina municipal and county roads personnel to obtain up-to-date information on a number of important topics relating to local roads. Please put these dates on your calendars and plan to attend this important conference.*

*(Continued from page 1)*

newsletter as a PDF file on the T<sup>3</sup>S web site. This would allow earlier access to the newsletter since there would be no delay waiting for the printing and mailing of the newsletters.

Other possibilities include incorporating the newsletter directly into the e-mail message that is sent, or including the contents of the newsletter in the e-mail message along with links to the individual articles on the web site.

Please take a moment to complete the brief survey form on page 1, and fax it to us at 864-656-2670, or e-mail it to us at [t3s@ces.clemson.edu](mailto:t3s@ces.clemson.edu). Your response will help us to decide if there is a market for electronic delivery of our newsletter.

### E-Mail Distribution List

Another item that we are considering is the development of an e-mail distribution list for transportation professionals in the state. This would provide a means of reaching many professionals simply by send-

ing a single message to us at T<sup>3</sup>S. If appropriate, we would distribute messages that request information throughout the state via the distribution list. This would provide distribution list members the opportunity to seek advice and receive input from people who may have already faced similar problems or issues.

If you would be interested in joining such an e-mail distribution list, please indicate this on the survey form on page 1 and return it to us at T<sup>3</sup>S.

# National Transportation Week

## May 14-20, 2000

**Editor's Note:** The following information is taken from the National Transportation Week Web site: [www.ntweek.org](http://www.ntweek.org)

National Transportation Week (NTW) provides an opportunity for the transportation community to join together for greater awareness about the importance of transportation. NTW also focuses on making youth aware of transportation-related careers.

In 1962, President John F. Kennedy declared a permanent date for NTW, which will always be the week in May that contains the third Friday (National Defense Transportation Day), with the Maritime Day on the following Saturday.

As President Clinton has stated, NTW is held "[i]n recognition of the on-going contributions of our nation's transportation system, and in honor of the devoted professionals who work to sustain its tradition of excellence..."

### The U.S. Transportation System

- Transportation represents 11% of the American economy. As a share of the Gross Domestic Product (GDP), transportation has held steady at just under 11% since 1989.
- About 1 out of every 5 dollars spent by the average American household goes for transportation. The only thing on which more is spent is housing.
- 1 in every 7 jobs is transportation-related.
- The federal highway program, including state matching funds, supports approximately one million jobs nationwide. Each \$1 billion in new highway investment generates an estimated 42,100 jobs.
- Every dollar invested in the highway system yields \$2.60 in economic benefits to the nation.
- Investments in transportation infrastructure yield a higher rate of return than any other government spending.
- Motor vehicle crashes cost the nation's motorists more than \$150 billion each year for emergency services, roadway repair, medical costs and property damage.
- Driving on roads in need of repair costs America's motorists \$23.7 billion a year in extra vehicle repairs and operating costs, or \$132 per motorist.
- Traffic congestion costs motorists \$53 billion a year in wasted time and fuel costs. Americans waste more than 14.5 million hours every day stuck in congested traffic.
- Wearing your safety belt is the single most important action you can take to reduce your risk of being fatally or seriously injured in a crash.
- The fastest and most significant future automobile safety advances can be achieved through improved driver behavior.
- Roughly half of all accidental deaths in the U.S. have been transportation-related in the last 25 years.
- Road conditions are a factor in an estimated 30% of traffic fatalities.
- 59% of the nation's major roads are in poor, mediocre or fair condition.
- 31% of America's bridges are structurally deficient or functionally obsolete.
- About one-third of motor vehicle deaths involve vehicles leaving the roadway and hitting fixed objects.

# Why Do We Do the Things We Do?



**Editor's Note:** You may have seen this. It has been making the rounds by e-mail. However, it does illustrate a VERY important point!

Start with a cage containing five apes.

In the cage, hang a banana on a string and put stairs under it. Before long, an ape will go to the stairs and start to climb towards the banana.

As soon as he touches the stairs, spray all of the apes with cold water.

After a while, another ape makes an attempt with the same result — all the apes are sprayed with cold water. This continues through several more attempts. Pretty soon, when another ape tries to climb the stairs, the other apes all try to prevent it.

Now, turn off the cold water. Remove one ape from the cage and replace it with a new one.

The new ape sees the banana and wants to climb the stairs. To his horror, all of the other apes attack

him. After another attempt and attack, he knows that if he tries to climb the stairs, he will be assaulted.

Next, remove another of the original five apes and replace it with a new one. The newcomer goes to the stairs and is attacked. The previous newcomer takes part in the punishment with enthusiasm. Again, replace a third original ape with a new one. The new one makes it to the stairs and is attacked as well. Two of the four apes that beat him have no idea why they were not permitted to climb the stairs, or why they are participating in the beating of the newest ape.

After replacing the fourth and fifth original apes, all the apes that have been sprayed with cold water have been replaced. Nevertheless, no ape ever again approaches the stairs.

Why not?

Because that's the way they've always done it and that's the way it's always been around here.

*And that's how company policy begins....*



Is that how your policies and procedures are passed on to new employees? When was the last time you asked “Why do we do this?” or “Why do we do it this way?” If the answer to these questions is “We’ve always done it this way,” then it is time to re-evaluate these policies and procedures.

It may also be time to re-evaluate how you train new employees. Having them “learn the ropes” from current employees may perpetuate out-of-date practices even though everyone’s intentions are good.

## Computers and Potholes?

Clever scientists have found a way to recycle old computers and use them to repair roads. Hundreds of thousands of pounds of discarded computers are tossed out every day. Fortunately, they can be ground down and the plastic recycled to become a major ingredient in a new pothole filler mix. Experts at the Society of Plastics Engineers predict that in the next five years about 150 million computers will be recycled in this way. This amounts to enough to fill an acre of land to a height of 4,000 feet. In addition, recycling hard drives and their housings into roadways can decrease our needs for landfills.

**Source:** *Nevada Milepost*, Spring 2000.

## Tell the Truth

What's the number one source of stress at work? Not telling the truth, according to psychotherapist Dr. Brad Blanton, author of *Radical Honesty: How To Transform Your Life By Telling The Truth*.

“Stress comes from our self-built jail of lying,” he says. “We all lie out of fear of consequences. But not telling our ... bosses about what we do, feel, or think keeps us locked in that jail. The way out is to get good at telling the truth.”

Honesty with bosses, co-workers, and customers means decisions can be made faster — without wasting time and agony on sugarcoating the truth. As a result, he says, employees and companies can be more productive.

## Booster Seats: A Simple Solution That Saves Lives

In August 1998, Krista Baker and her three sons were involved in a crash that totaled their car. Only months earlier, Krista received

**Traffic crashes are the leading cause of death for children of every age from 6 to 14 years.**

some life-saving advice: technicians at a child safety seat checkup told her that Zachary, her four-year-old son, should be riding in a booster seat and using it along with an adult lap and shoulder belt. This simple tip may have saved Zachary's life as he escaped the crash virtually unharmed.

Unfortunately, Autumn Alexander Skeen did not know the importance of booster seats until it was too late. In 1996, while visiting family in Yakima, Washington, Skeen and her son Anton were both buckled

into a sport utility vehicle using a standard lap and shoulder seat belt. Autumn Skeen was distracted and lost control of the vehicle. The crash caused Anton's small, four-year-old body to slip from the seat belt and he was thrown from the vehicle as it rolled over. Anton was killed instantly.

Skeen thought she was doing the right thing by simply buckling Anton in. What she now knows, but what most other parents don't realize, is that once children outgrow their convertible child safety seats, they need to be put in booster seats

**Parents often don't realize they need to alter the type of child safety seats they use as children grow.**

until the seat belt system designed for adults fits them correctly.

Traffic crashes are the leading cause of death for children of every age from 6 to 14 years — due in part to the fact that most kids are unbuckled or improperly restrained in vehicles. From birth to age one, restraint use is 97 percent, for ages one to four it is 91 percent. From ages 5 to 15, restraint falls to 68.7 percent, and over 47 percent of fatally injured children ages four to seven are com-

pletely unrestrained. One National Highway Traffic Safety Administration (NHTSA) study showed that only 6.1 percent of booster-aged children were restrained in a booster seat.

**Most kids riding in child safety seats are improperly restrained.**

The NHTSA recommends that all children ages 12 and under ride in the back, properly restrained at all times.

Child safety seats, including booster seats, are very effective in keeping kids safe. Parents should use booster seats for children once they outgrow forward-facing child safety seats at about 40 pounds and around 4 years old. They should continue to use booster seats until children are 4'9" tall and about 80 pounds.

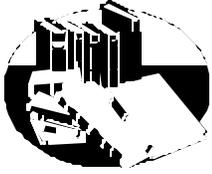
Parents should have child safety seats inspected by one of a number of certified and trained technicians in their community to make sure they are installing them correctly.

**For more information on booster seats or to locate a child safety seat technician near you, simply click on**

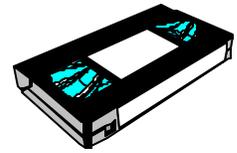
**[www.nhtsa.dot.gov/people/injury/childps/](http://www.nhtsa.dot.gov/people/injury/childps/)**

**or call 1-888-327-4236.**





## Publications and Video Tapes Available



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

### Publications

***Principles of Construction of Hot Mix Asphalt Pavements.*** The Asphalt Institute.

***Video Inspection of Highway Edgedrain Systems.*** Apr 1998. FHWA.

***Innovative Traffic Control.*** Aug 1999. FHWA.

***Commercial Vehicle Preventable Accident Manual.*** 1994. USDOT.

***Retrofit Load Transfer — Special Project 204.*** 1998. FHWA. Documents a technique used to repair

and preserve the quality of portland cement concrete pavements.

***Transportation Management Center, Concepts of Operation.*** 1999. USDOT.

***Hot Mix Asphalt Visions — 2000 and Beyond.*** National Asphalt Pavement Association. The document describes the challenges and changes affecting the future of the Hot Mix Asphalt Industry.

***Transportation Training Resources Catalog.*** 2000. National Highway Institute.

***Proceedings of the 29<sup>th</sup> Annual SC State Highway Conference.*** Mar 2000.

### Videos

***Preventing Excavation Damage: What You Can't See Can Hurt You.*** 1999. APWA.

***Meeting the Challenges of Environ-***

***mental Liability with Case Studies in Solid Waste.*** APWA.

***TEA-21: Implementation at the Local Level.*** APWA.

***Moving Roadway Maintenance into the 21st Century.*** APWA.

***Risk Management to Protect Investment.*** APWA.

***Using Asset Management to Protect your Investment — New Concepts and Solutions for Managing our Oldest Assets.*** APWA

### Computer Software

***PaveCool, Asphalt Pavement Cooling Tool.*** 1998. Univ. of Minnesota. Calculates cooling of a lift of hot mix asphalt and evaluates the time available to effectively compact the lift.

***Editor's Note: the publications and videos shown here can be ordered by completing the form on page 7 and faxing it to us.***

## Mother's Day

The origins of Mother's Day date back to the ancient Greeks, who paid tribute every spring to Rhea, the Mother of the Gods. In the 17th century, England honored mothers with "Mothering Sunday," the fourth Sunday of Lent. In the United States, Philadelphian Anna Jarvis began a massive campaign in 1907 to establish a Mother's Day holiday. Her own mother, who died in 1905, had tried to establish "Mother's Friendship Days" as a way to bring people together after the Civil War. In 1914, Woodrow Wilson officially proclaimed Mother's Day as a national holiday to be held on the second Sunday of May. Jarvis herself spent the rest of her life and fortune protesting the commercialization of the holiday.

## Father's Day

Father's Day was first observed on June 19, 1910, in Spokane, Wash. The idea originated with Mrs. John B. Dodd, who wanted a special day to honor her father, William Smart, a Civil War veteran. Smart, a widower, raised his six children on a rural farm in eastern Washington. Although many cities and towns celebrated a "father's day" for many years, it was not until 1966 that President Lyndon Johnson proclaimed it a national observance, declaring the third Sunday in June as Father's Day.

## Information Request and Address Change Form

To order any of the publications, videos, or other materials listed in this or other issues of *T<sup>3</sup>S Quarterly*, complete this form and mail it or fax it to **Sandra Priddy** at the address or phone number shown below.

**Transportation Technology Transfer Service  
Civil Engineering Department  
Clemson University, Box 340911  
Clemson, SC 29634-0911**

**Phone: 888.414.3069 (toll free)  
864.656.1456  
Fax: 864.656.2670**

### Publications

- Principles of Construction of Hot Mix Asphalt Pavements
- Video Inspection of Highway Edgedrain Systems
- Innovative Traffic Control
- Commercial Vehicle Preventable Accident Manual
- Retrofit Load Transfer — Special Project 204
- Transportation Management Center, Concepts of Operation
- Hot Mix Asphalt Visions — 2000 and Beyond
- Transportation Training Resources Catalog
- Proceedings of the 29th Annual SC State Highway Conference

### Videos

- Preventing Excavation Damage: What You Can't See Can Hurt You
- Meeting the Challenges of Environmental Liability with Case Studies in Solid Waste
- TEA-21: Implementation at the Local Level
- Moving Roadway maintenance into the 21st Century
- Risk Management to Protect Investment
- Using Asset Management to Protect your Investment—New Concepts and Solutions for Managing our Oldest Assets

### Other

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

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

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

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

e-mail \_\_\_\_\_

***This is a new address***

***Please add my name to your mailing list***

### Suggestions for Possible Future Workshop Topics

## **SC APWA 2000 Conference and Equipment Show July 12–15, 2000**

The Annual South Carolina American Public Works Association Conference and Equipment Show is scheduled for July 12–15, 2000 at the Ocean Dunes/Sand Dunes Resort Hotel in Myrtle Beach, SC. The conference will include technical sessions, an exhibit area/equipment show, the finals of the state backhoe competition, the annual business luncheon, and the annual banquet.

For information on registration, contact Wanda Dunn by phone: 803-733-8458, fax: 803-733-8648, or e-mail: [projadmn@columbiasc.net](mailto:projadmn@columbiasc.net). Hotel information can be obtained by calling 800-845-0635. The cutoff date for the conference guest room rate is June 1, 2000.

*We look forward to seeing you in  
Myrtle Beach on July 12<sup>th</sup>!*

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