

Make your roadsides a refuge for Pollinators

Did you know that up to a third of the food we eat can be directly attributed to the work of pollinators?

Minnesota LTAP, University of Minnesota

Many pollinating insects—bees and butterflies, for example—are in decline in North Carolina and around the world. These beneficial insects depend on flowering plants for their food and need undisturbed ground and vegetation for shelter. Transportation agencies can help reduce the threat to pollinators by making roadsides and other rights-of-way (ROW) a refuge for them. Roadsides and ROW are often the only seminatural habitats remaining in urban or agricultural areas, providing pollinators with places to forage and nest while also helping to link fragmented habitats. Several organizations have developed best practices and tips that transportation agencies can use to help save our pollinators.



Congratulations to Ron Eck!



Ron received the **National Program Achievement Award**, presented by the National Local Technical Assistance Program Association.

This award is given in recognition of Ron's dedication, leadership, and effectiveness in promoting the goals and purposes of the national LTAP programs. Ron teaches a variety of classes for NCLTAP, including Road Safety 365, Low-Cost Safety Improvements, and How to Keep Yourself and Your Agency out of Court.

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transportation **TRACKS**
 Technology Transfer Newsletter

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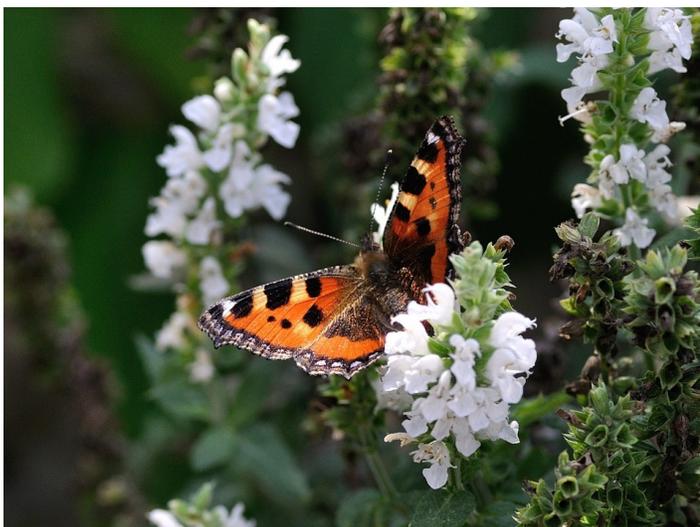


Pollinator BMPs for roadsides and other rights-of-way

The Minnesota Department of Agriculture (MDA) developed voluntary best management practices (BMPs) to protect wild and managed insect pollinators. Highlights are below.

Reduce negative impacts to pollinators

- **Prevent the spread of invasive species** by not mowing through weeds with ripe seed and by cleaning mowers and other equipment frequently. Not only will this reduce weed control costs, it will also reduce the negative impacts to pollinator habitat caused by invasive species.
- **Control invasive species infestations early** before they spread from roadsides and degrade additional habitat. Early detection and control will also reduce the amount of herbicide needed in the long term.
- **Spot-spray invasive weeds** with a well-targeted technique. Avoid broadcast spraying. Targeted sprays help to preserve desirable plants that make roadside vegetation more resilient. Spot treatments also allow nearby flowering plants to continue blooming so pollinators have a constant food source.
- **Spray weeds before they flower** to provide more effective control and to reduce impacts on pollinators.
- **Use registered herbicides according to label directions and prevent drift.** Herbicide drift is the off-site movement of herbicides through the air to adjacent areas. Drifting herbicides can reduce the number of flowers available for pollinators.
- **Prevent encroachment into legal roadside ROW.** Spraying, plowing, or cropping that extends into the roadside can degrade pollinator habitat.



Improve existing habitat

- **Protect roadsides with native plant communities from invasive species** and other disturbances. These sites often provide great pollinator habitat and have highly functional roadside vegetation that would be nearly impossible to re-create.
- **Limit roadside mowing** to the first eight feet of the roadside inslope. Mow other areas only when there is a clear vegetation management objective, such as maintaining sight lines, controlling brush, or managing weeds. Reduced mowing saves money, allows for healthier vegetation, and protects pollinator habitat.
- **Delay roadside mowing.** Roadside laws require that mowing be delayed until after August 1. However, waiting to mow until even later in the season will provide more food for pollinators, benefit wildlife, and allow flowering plants to set seed.
- **Use prescribed fire** to maintain roadsides with prairie remnants and to stimulate growth of native plants. Fire will stimulate vegetation and reduce the amount of spraying needed for weeds and brush. Leave unburned patches that provide shelter for pollinators.
- **Leave standing dead trees on backslopes** if they will not cause problems to roadside or adjacent land-owner activities. Dead trees and woody shrubs provide nesting sites for native bees and other wildlife.



Create new pollinator habitat

- **Plant native seed mixes** during ROW construction or where revegetation is needed. Seed mixes with a wide variety of native grasses and flowering plants will create functional roadside vegetation and provide season-long benefits to pollinators.
- **Choose sites for new pollinator habitat** that are protected from disturbances such as rest areas, weigh stations, and stormwater ponds.
- **Plant living snow fences.** Some shrub species provide critical nesting sites and food sources for bees. Adding native grasses and flowers to the planting can further improve both snow storage and pollinator habitat.



Smarter Work Zones

What are Smarter Work Zones?

Smarter Work Zones Technology Applications involve the deployment of Intelligent Transportation Systems (ITS) for dynamic management of work zone impacts to improve motorist and worker safety and mitigate work zone-related congestion. The North Carolina Department of Transportation (NCDOT) uses technology applications to collect data at manual flagging operations for mobility performance measurements. Technologies used for data collection include side-fire radar, k-band radar Doppler, and side-fire microwave radar sensor. A device is placed at each manual flagging station to detect when vehicles are waiting. For every 15 minute period during active construction, a score is assigned, depending on the total amount of time vehicles wait at the flagger station. More information on this process is available [online](#).



Join the legacy of NCLTAP
Become a Roads Scholar!

NC LTAP Social Media Corner

Follow us on Facebook and Twitter to receive updates, news, and special offers!



facebook.com/NCLTAP
twitter.com/NCLTAP



NC LTAP @NCLTAP · Apr 12
Did you know that driving 45 mph through a work zone on a 65 mph stretch of highway adds less than one minute to your trip? #NWZAW



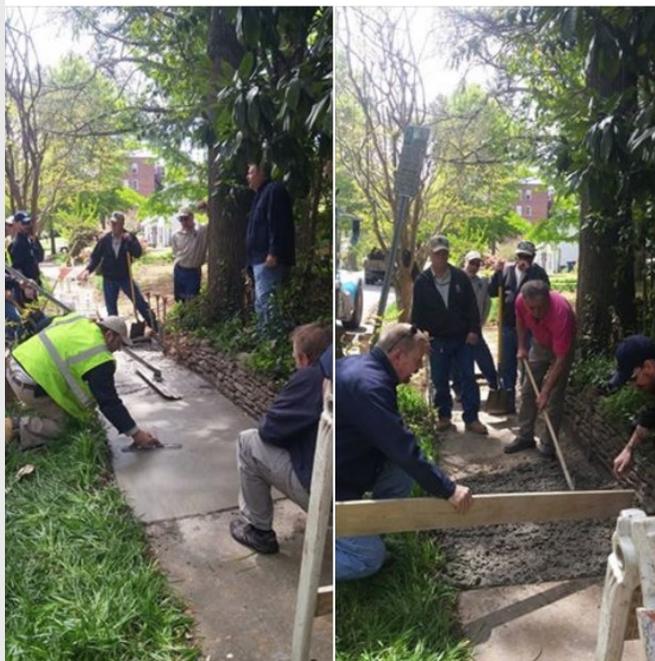
NC LTAP @NCLTAP · Mar 15
Have you tried @ATSSAHQ's #WorkZoneSafety app? Conveniently calculate the basic components of a typical #WorkZone.
atssa.com/WorkZoneSafety...



North Carolina Local Technical Assistance Program - NC LTAP added 2 new photos.

April 21 at 3:03pm · 🌐

Beautiful new sidewalk, completed by our #concrete class last week. Coming up next week: #Asphalt Pavement Maintenance, Soils Fundamentals, and Utility Cuts. Sign up on our website to secure your spot.



NCLTAP Celebrates 30th Anniversary



UNC Institute For Transportation Research and Education Vol. I Issue 1 June 1986

Counties, Municipalities To Benefit Program Takes Research Off Shelf

North Carolina's local governments now have a new and stronger transportation technical assistance program available to them through The University of North Carolina Institute for Transportation Research and Education (ITRE). It is the Technology Transfer Program for Local Transportation (Government) Agencies.

ITRE, in cooperation with the North Carolina Department of Transportation and the Federal Highway Administration, is responsible for this Technology Transfer (T²) Program. Technology transfer is compiling research results into useable information and disseminating that information to the practicing professional. It refers to all activities that lead to the adoption and implementation of a new product or procedure by any user.

"Technology transfer is taking research results off the shelf and putting them to practical use to improve our roads, bridges and public transportation," explained Robert L. "Bob" Martin, associate director of ITRE and director of the T² program.

Other than planning workshops, ITRE has

ferred. We're eagerly looking forward to that."

ITRE's program will include workshops for direct application of new technologies, technical information services, technology transfer materials and training packages, and a quarterly newsletter specifically related to roads, bridges and public transportation.

Workshops will be held throughout the year. Topics for 1986-87 will include The 1985 Highway Capacity Manual, right-of-way protection and acquisition, pavement maintenance management, public transportation driver training and safety, and transportation issues and training needs. Workshops on maintenance of traffic signals, bridge maintenance, vehicle fleet management and pavement markings are also being considered.

"Technology Transfer is taking research results off the shelf and putting them to practical use to improve our roads, bridges, and public transportation." — Bob Martin, ITRE



NC LTAP first started in 1986 as the Technology Transfer Program for Local Transportation Agencies. Since its origin, the focus has remained the same – to provide training, technical assistance, and information to municipalities in North Carolina. The original program included workshops in topics including asphalt pavement technology and inspection, right-of-way acquisition and protection, and road surface management for local governments.

James Martin, who has served as NC LTAP Director since 1991, said that technology has been the biggest change in the program over the years. "In the early 90s, video tapes were in demand for training purposes. We've evolved by converting those to DVDs, and now, these materials are available online." As Director, he says that the "most rewarding part of the program personally is to see the Roads Scholars recognized."



Since 1986, NCLTAP has trained more than **450 Roads Scholars** and more than **65 Advanced Roads Scholars** in over **2,500 classes!**

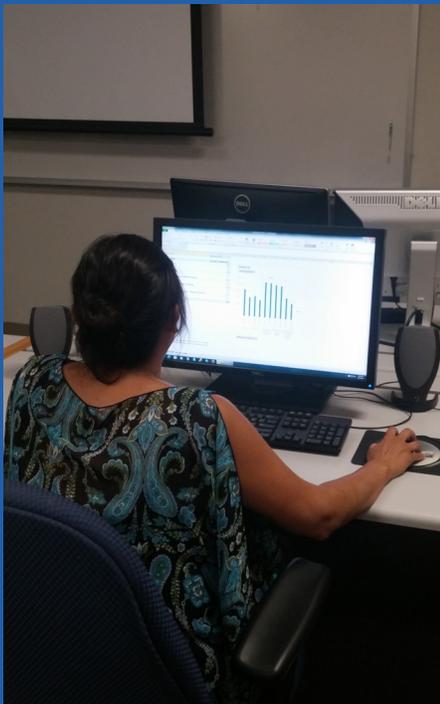


In the early 90s, North Carolina Governor Jim Hunt became an honorary Road Scholar. He's pictured here with James Martin.



Get the Picture!

What's wrong with this picture? Turn to page 6 to see what the problem is.



“If I had known how good this class was, I would’ve taken it 10 years ago!”

-Magda Holloway

Microsoft programs (Excel, Word, Power point) have lots of useful shortcuts and tools to make your life easier. Do you know how to use them? If not, check out our classes **Basic Computer Skills** and **Advanced Computer Skills**.

“Daniel taught ways to shave off “hours” of time when using Microsoft. I learned ways to fine tune existing spreadsheets, documents and presentations that classmates had brought from the working world. To be able to use real life examples was amazing, and gave me new ideas how to better use my time and efforts at work. I was able to find new methods to communicate with new tricks for memos and documents, calculate and analyze better on spreadsheets, and produce better presentations more efficiently, learning time saving tips. I will be able to take what I learned in 8 hours, and be much more effective on the computer to save me A LOT of time to be able to do other tasks during my day.” - Magda Holloway

“Ambulance Drones” Could Pave the Way for Safer Rural Roads

Omid Sarmad, *National Center for Rural Road Safety; Rutgers’ Center for Advanced Infrastructure and Transportation*

One of the most important considerations in emergency medical treatment is response time. Rural roads pose a particular obstacle to quick and efficient medical response, as evidenced by the fact that "Motor vehicle crashes on rural roads account for more than half of all highway fatalities in the United States, yet less than one-quarter of the population lives in rural areas." [1] This high rural fatality rate can be largely attributed to the challenges that Emergency Medical Services (EMS) face to be notified and respond to crashes and their victims in an efficient matter. Many have turned to research to find solutions that tackle the geographic boundaries that challenge emergency response times.

The drone, or unmanned aerial vehicle (UAV), is a growing concept in many fields, and is expected to potentially revolutionize EMS as an eye in the sky safety vehicle and rapid delivery of potentially lifesaving supplies. While Amazon has taken to drones for the quick delivery of packaged goods, EMS drones have the potential to aid rural roads in providing safety and response to their users. And "as Chris Hall, chief operating officer of Remote Area Medical, which put on the free clinic, noted at the time, in places like rural Virginia, it can take an hour for health care workers to get medicine and supplies to residents, but drones can fly them over in five



for
[2]

minutes." [3] Logistically, it's a head on solution to a prevalent problem, and using drones has the potential to decrease response time and increase survival rates.

The creator of one of the original prototypes of the EMS drone, Alec Momont, was a graduate student at Delft University of Technology in the Netherlands when he created the "ambulance drone" in 2014. He said that chances of survival will increase dramatically, and that "this is because the ambulance drone is not affected by current road infrastructure, but is capable of flying in a straight line, bringing down the average response time of an ambulance from 10 minutes to one." [4] For heart attacks, vehicle crashes, and other immediate medical traumas, researchers say that time is incredibly valuable to the situation. Dr. Maria Mayorga of N.C. State writes that, "Depending on the type of heart attack, the probability of survival if you go past 11 minutes-reduces to practically zero". [5] Momont's own research adds that, "if we can get to an emergency scene faster, we can save many lives and facilitate the recovery of many patients. This especially applies to emergencies such as heart failure, drownings, traumas and respiratory problems, and it has become possible because life-saving technologies, such as a defibrillator, can now be designed small enough to be

GET THE PICTURE!

BY TIMOTHY B. BAUGHMAN, PE
ITRE'S HIGHWAY OPERATIONS AND SAFETY MANAGER

So what do you see here?

If you've been through our training, this should be obvious.

If you've not been through our training, you may be interested in one of our work zone classes. Lawsuits have been lost over little details like this. Meanwhile, look at Section 6F.68 in the Manual on Uniform Traffic Control Devices, and at TA-9.

If you have any questions or comments about worker safety and work zone traffic control, give me a call at (919) 515-8654, or e-mail me at tbb@ncsu.edu. TB

PS: If you've been through one of classes and do not see the problem, then I've not done my job for you!



transported by a drone." [6] With the ability to carry items such as a defibrillator, inhaler, epi-pen or other device, EMS drones likewise can be equipped with cameras to help the EMS dispatcher guide a person at the scene on how to use the items until help arrives.

Ambulance drones have the ability to revolutionize situational awareness and improve responder safety, and in turn, increase opportunities for rural road safety. The biggest challenge that the ambulance drone faces in the future of telemedicine and rural road safety could be the Federal Aviation Administration (FAA) - the federal agency with jurisdiction over non-military unmanned aerial vehicles. [7] As Robert Sczerba writes in his Forbes article, Ambulance Drones - the Future of Healthtech, "legal and regulatory challenges include creating a framework to integrate drones into an already crowded airspace, training and licensing operators, determining liability, and respecting national sovereignty." [8] Most recently, the FAA has published its 624-page rulebook governing the commercial flight of drones. Some notable rules and restrictions include that: "commercial drones weighing up to 55 pounds are allowed to fly during daylight hours and lower than 400 feet in the air, or higher if within 400 feet of a taller building or tower; the aircraft must remain within sight of the operator or an observer who is in communication with the operator; and operators must be at least 16 years old and pass an aeronautics test every 24 months for a certificate and a background check by the Transportation Security Administration [9]. The FAA estimates that it granted special permission for over 5,300 commercial drones while the rules were being finalized, and this new set of rules will open the floodgates to tens of thousands more who will no longer need to seek an individual approval from the FAA. Overall, while some embrace the idea of ambulance drones as a positive step towards addressing rural road safety and the response issues associated with them, the widespread use of autonomous drones continues to be a controversial topic that face obstacles of their own.

[1] Minge, Erik D. (2013). Emergency Medical Services Response to Motor Vehicle Crashes in Rural Areas. National Cooperative Highway Research Program (NCHRP). Accessed http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_451.pdf

[2] DeLuc, Todd J. (2015). Drones for EMS: 5 ways to use a UAV today. EMS1.com. Accessed <http://www.ems1.com/paramedic-chief/articles/40860048-Drones-for-EMS-5-ways-to-use-a-UAV-today/>

[3] Levin-Epstein, Michael. Here Come the Drones. Telemedicine: Charting Healthcare's Digital Future. Accessed <http://www.telemedmag.com/features/2016/3/11/here-come-the-drones>

[4] Wood, Colin. (2014). Ambulance Drones May Save Lives. Govtech.com. Accessed <http://www.govtech.com/public-safety/Ambulance-Drones-May-Save-Lives.html>

[5] Sbraccia, Steve. (2016). From Wright Brothers to commercial drones, NC leading the way. CBS North Carolina. March 9, 2016. Accessed <http://wncn.com/2016/03/09/from-wright-brothers-to-commercial-drones-nc-leading-the-way/>

[6] DeLuc, Todd J. (2015).

[7] Levin-Epstein, Michael. Here Come the Drones. Telemedicine: Charting Healthcare's Digital Future. Accessed <http://www.telemedmag.com/features/2016/3/11/here-come-the-drones>

[8] Sczerba, Robert J. (2014). The Future of HealthTech - Ambulance Drones. Forbes Magazine Online. Accessed <http://www.forbes.com/sites/robertsczerba/2014/12/14/ambulance-drone/#2129affb37e1>

[9] Jansen, Bart. (2016). FAA completes landmark rules for commercial drones. USA TODAY. June 21, 2016. Accessed <http://www.usatoday.com/story/news/2016/06/21/faa-commercial-drone-rules/85641170/>



April 11 - 15 was Work Zone Awareness week. Our staff at ITRE recognized the importance of Work Zone Safety on Go Orange Day. Thanks to all who work to keep our roads well-maintained and safe.

Upcoming 2016 Classes

[Register online](#) for these and other NC LTAP training offerings. For more information, email Bill Woods, bill_woods@ncsu.edu.

August 22: Trenching 'Competent Person' (Albemarle, NC)

1989 OSHA Trenching and Excavation Safety Standard participants will learn to understand how the Standard works. This course covers definition of key terms, when the Standard does/does not apply, major components, soil classification tests and methods, and hazard recognition.

August 23 - 25: Work Zone Traffic Control Supervisor (High Point, NC)

This three-day course is designed for DOT, larger municipalities, and highway contractors that work on all highway systems, including two-lane roads, multi-lane roadways, and high-volume, high-speed, controlled access facilities. This course covers traffic control plan reading and development, positive protection, work zone capacity, night work, and inspection.



August 25: Managing Conflict with the Public and Employees (Charlotte, NC)

This class will focus on three primary topics: conflict styles, strategies for de-escalating conflict, and steps for negotiating a mutually beneficial resolution to conflict. Participants will have the opportunity to practice conflict management strategies in role play situations.

September 8: Writing Skills for Transportation Personnel (Raleigh, NC)

This workshop will give you the specific strategies you need to strengthen your writing skills. Participants will learn how to master the essentials for writing reports, proposals, memos, and letters; overcome writer's block; edit technical information effectively; and identify and correct common problems of grammar and punctuation.

September 13: Management & Supervisory Skills - 1st Time Supervisors (Raleigh, NC)

This workshop is provided to help new supervisors or acting supervisors identify and utilize knowledge, skills, and personality to impact each employee's productivity, quality of work, and work attitude.

September 15-16: OSHA 10-Hour Safety Training (Matthews, NC)

This 1.5 day workshop is an important tool in meeting OSHA requirements to provide employees with an awareness of the basic hazards that exist in the field. Over a 10-hour period, this workshop covers many important basic safety requirements that field employees must know that are in OSHA's Standards for the Construction Industry. OSHA inspectors can enforce these safety rules for field employees working in the public or private sector.

Upcoming 2016 Events

August 18

Webinar: The Evolving Surface Transportation Operations and Maintenance Workforce: Challenges and Opportunities (APWA).

[Register here.](#)

August 18

Webinar: Leadership during an Emergency or Disaster (Transportation Research Board).

[Register here.](#)

August 22

Webinar: Hidden Epidemics: What the Data Tells Us About Our Safety (AAMVA).

[Register here.](#)

October 20

Webinar: Pavement Management, Performance, and Managing Transportation Assets Effectively (FHWA & TRB).

[Register here.](#)

August

Back to School Safety Month (NHTSA)

Let Us Know!



Complete and Fax the form below to update your contact information in our NC LTAP database, add yourself or a colleague to our NCTROADS email listserv, or request information about the Roads Scholar Program or other training opportunities. Fax this form to **919-515-8898**, or email your information to Linda Collier, linda_collier@ncsu.edu.

Your Name: _____

Company / Organization: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____

Email: _____

Check all appropriate items:

- Add / update to NCTROADS listserv
 Send Roads Scholar Program info
 Send Training class schedule info

Join the NCTROADS Listserv

Make your computer work for you! Subscribe to our NCTROADS email listserv. It's free and easy.

NCTROADS is an informal network for exchanging news about current research, discussion of problems and solutions, requests for advice and assistance, and announcements of upcoming conferences, events and training opportunities for transportation personnel.

To subscribe, simply email Linda Collier at NC LTAP, linda_collier@ncsu.edu, and ask to be added to NCTROADS.

Once subscribed, you can post messages and send questions to all listserv members at NCTROADS@lists.ncsu.edu.



North Carolina Local Technical Assistance Program Registration Form August-December 2016

Register by Mail:

Fill out a copy of this form and mail with a check payable to NC State University
ITRE/NC State, Attention: Bill Woods, Campus Box 8601, Raleigh NC 27695-8601

Register by Email:

bill_woods@ncsu.edu

Register Online:

<https://itre.ncsu.edu/training/ltap-training/>



Sign me up for the following courses: Course descriptions available on website. Also check website for additional training dates.

Sign Up	Date	Class Title	Location	RS/ARS	Cost
	August 22, 2016	Trenching Competent Person	Albemarle	ARS	\$150.00
	August 23-25, 2016	Work Zone Traffic Control Supervisor	High Point	ARS	\$425.00
	August 25, 2016	Managing Conflict with Public and Employees	Charlotte	RS	\$125.00
	September 6, 2016	Confined Space Entry	Havelock	ARS	\$150.00
	September 8, 2016	Writing Skills for Transportation Personnel	Raleigh	ARS	\$125.00
	September 13, 2016	Management and Supervisory Skills for First Time Managers	Raleigh	RS	\$125.00
	September 14, 2016	Management and Supervisory Skills for Experienced Managers	Raleigh	ARS	\$125.00
	September 15-16, 2016	OSHA 10 HR Safety	Matthews	ARS	\$175.00
	September 19, 2016	Maintenance and Repair of Utility Cuts	Albemarle	RS	\$90.00
	September 20, 2016	Asphalt Pavement Maintenance	Matthews	RS	\$125.00
	September 21, 2016	Basic Drainage/Roadway Drainage Maintenance	Matthews	RS	\$125.00
	September 22, 2016	Fundamentals of Government	Raleigh	MRS	\$125.00
	September 23, 2016	Excavation Safety	Havelock	RS	\$150.00
	September 23, 2016	Effective Leadership Skills	Raleigh	MRS	\$150.00
	September 26, 2016	Maintenance and Repair of Utility Cuts	Rocky Mount	RS	\$125.00
	September 27, 2016	Soils Fundamentals	Albemarle	RS	\$125.00
	September 28, 2016	Snow and Ice Control	Oxford	RS	\$150.00
	September 29, 2016	Snow and Ice Control	Matthews	RS	\$150.00
	October 4, 2016	Asphalt Pavement Maintenance	Benson	RS	\$125.00
	October 5, 2016	Maintenance and Repair of Utility Cuts	Benson	RS	\$125.00
	October 6, 2016	Soils Fundamentals	Rocky Mount	RS	\$125.00
	October 7, 2016	Asphalt Pavement Maintenance	Albemarle	RS	\$125.00
	October 13, 2016	Excavation Safety	Mooresville	RS	\$150.00

Confirmation letters **emailed** 2 weeks prior to the class; Parking passes **emailed** 2 days prior. Dress is casual.

Name:	Employer:
Title:	Department:
Address:	
City:	State: Zip:
Phone:	Email:
Supervisor's Name:	Title:
Confirmation letter and/or Parking Pass email (Raleigh location only) should be sent to:	

**North Carolina Local Technical Assistance Program Registration Form
August-December 2016**



Register by Mail: Fill out a copy of this form and mail with a check payable to NC State University
ITRE/NC State, Attention: Bill Woods, Campus Box 8601, Raleigh NC 27695-8601

Register by Email: bill_woods@ncsu.edu

Register Online: <https://itre.ncsu.edu/training/ltap-training/>

Sign me up for the following courses: Course descriptions available on website. Also check website for additional training dates.

Sign Me Up	Date	Class Title	Location	RS/ARS	Cost
	October 18, 2016	Trenching Competent Person	Havelock	ARS	\$150.00
	October 24, 2016	ADA Self Evaluation/Transition Plans & overview of Elements of PROWAG	Fayetteville	ARS	\$125.00
	October 25, 2016	Soils Fundamentals	Benson	RS	\$125.00
	October 25, 2016	Traffic Sign Retroreflectivity/Pavement Markings	Raleigh	ARS	\$125.00
	October 25, 2016	Basic Work Zone Safety Training	Henderson	RS	\$125.00
	October 26, 2016	Basic Work Zone Safety Training	Henderson	RS	\$125.00
	October 26, 2016	Basic Drainage/Roadway Drainage Maintenance	Benson	RS	\$125.00
	October 26, 2016	Effective Public Speaking	Raleigh	ARS	\$125.00
	October 27, 2016	Road Safety Fundamentals	Albemarle	RS	\$125.00
	October 27, 2016	Intermediate Work Zone Safety Training	Henderson	RS	\$150.00
	October 28, 2016	Intermediate Work Zone Safety Training	Henderson	RS	\$150.00
	October 28, 2016	How to Keep Yourself and Your Agency Out of Court	Raleigh	ARS	\$125.00
	October 28, 2016	Basic Drainage/Roadway Drainage Maintenance	Albemarle	RS	\$125.00
	November 3, 2016	Managing Conflict with Public and Employees	Raleigh	RS	\$125.00
	November 9, 2016	Asset Management	Raleigh	MRS	\$135.00
	November 10, 2016	Team Building	Raleigh	MRS	\$135.00
	November 15, 2016	Stepping Stones to Success	Raleigh	MRS	\$135.00
	November 15, 2016	Basic Computer Skills: Reports & Presentations	Raleigh		\$125.00
	November 16, 2016	Advanced Computers: Practical Applications	Raleigh		\$125.00
	November 28, 2016	Trenching Competent Person	Mooresville	ARS	\$150.00
	December 6, 2016	Ethics In Public Works	Raleigh	MRS	\$150.00
	December 6-8, 2016	Work Zone Supervisor Safety Training	Raleigh	ARS	\$425.00

Confirmation letters **emailed** 2 weeks prior to the class; Parking passes **emailed** 2 days prior. Dress is casual.

Name:	Department:	
Title:		
Agency:	Address:	
City:	State:	Zip:
Phone:	Email:	
Supervisor's Name:	Title:	
Confirmation email should be sent to:		



LTAP Links on the Web

NC LTAP	www.itre.ncsu.edu/LTAP
National LTAP / TTAP	www.ltap.org
Federal Highway Administration (FHWA)	www.fhwa.dot.gov
U.S. Department of Transportation	www.dot.gov
Institute of Transportation Engineers (ITE)	www.ite.org
NC Section of ITE (NCSITE)	www.ncsite.org
NC Department of Transportation (NCDOT)	www.ncdot.gov
UNC School of Government	www.sog.unc.edu

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Child Passenger Safety Week is September 18-24

**THOSE THAT DON'T KNOW
 DON'T KNOW THEY DON'T KNOW.**



Transportation Tracks is published quarterly by the North Carolina Local Technical Assistance Program at the Institute for Transportation Research and Education (ITRE) at NC State University (NCSSU), in cooperation with the NC Department of Transportation (NCDOT) and sponsored by the Federal Highway Administration (FHWA) through its Local Technical Assistance Program. Any opinions, findings, conclusions, or recommendations expressed herein are those of the author(s) and do not necessarily reflect the findings, policies, or procedures of ITRE, NCSU, NCDOT, or FHWA.

Special thanks to Magda Holloway for all of her help this summer at NCLTAP. Best wishes from all of us!

NC LTAP Advisory Board

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