

State of the Program

By *Kate Davison*

As I continue to get my feet under me as the NCLTAP Director, I know that many of you know how I feel. I am grateful to lean on my growing team, Bill, Clancy, Ray, and Lee, so that we can all continue to serve the transportation and public works community to the best of our ability. Our partnerships with APWA NC, NCDOT, and our connection to the larger LTAP community through NLTAPA all remain strong.

With so many new employees entering our field, the focus on workforce development, recruitment, and retention is at an all time high. NCLTAP has a new, specialized class offering to assist you in your efforts to build and maintain your best team possible. TEAMwork is a new class where instructor Carolyn Miller comes to your facility to deliver a class designed just for you. The class includes a pre-meeting with the team leader or manager and a post assessment sent to students to follow-up on their goals established during the class.

TEAMWORK

Together Everyone Achieves More. TEAMwork. It is such a foundational concept to organizational success but it takes work! TEAMwork is a workshop designed to help existing teams work better together. Topics covered include the foundation of teamwork, team dynamics, and keeping the team moving. This is an activity-driven class, and participants will examine what being a team means to them and how to be the best team member they can be.

We have also moved forward with adding a new Master Road Scholar class to our course offerings. The Pavement Preservation Workshop is a new class taught by instructors from Summit Design and Engineering, scheduled on November 16 in Raleigh.

PAVEMENT PRESERVATION

The goal of every pavement maintenance organization is to provide the highest quality roadway system at the best possible price. Picking pavement maintenance treatments are often a function of revenue or lack thereof. This course will provide a brief look at pavement deterioration, the signs and symptoms of pavement failures, and a brief description of pavement condition surveys. Given this understanding of the condition of our pavements, we will then look at Pavement Preservation Activities. A description of what they are, what distresses they can or cannot work with, what the average life expectancy is, the average cost, and whether this treatment is right for

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transportationTRACKS

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Carolina State University

www.itre.ncsu.edu

your organization. Picking the right Preservation Treatment, at the right time on the right road can add overall pavement life to your system. The following Preservation Activities will be discussed to depth needed: Crack Seal, Fog Seal, Chip Seal, Slurry Seal, Cape Seals, Thin lift overlays, Overlays, Microsurfacing, Full Depth Patching and Milling.

ETHICS IN PUBLIC WORKS

In recognition of the new Ethics PDH requirements in the 2024 Revised Continuing Professional Competency Rules put forth by the NC Board of Examiners for Engineers and Surveyors, we will be offering classes with ethics components more frequently than in past years. While the requirement is only for 1 hour of ethics material, our full day Ethics in Public Works class covers legal requirements and restrictions under North Carolina state law that apply to public officials and employees – conflicts of interest in public contracting, prohibitions on accepting gifts and favors from vendors and contractors, misuse of confidential information, and misuse of public resources (otherwise known as embezzlement). If you still need to meet your Ethics PDH requirement for this year, Ethics in Public Works is scheduled in Raleigh on November 15th.

As part of our efforts to make sure NCLTAP is serving the needs of our state, we send out a needs assessment survey every year, typically in the late winter. We appreciate everyone who gives us feedback on the program. By taking the time to let us know your thoughts, you help guide what we do in the following year. Some results from the 2023 needs assessment confirm we’re on the right track. For example, the majority of responses continue to report that email and our website are the best ways for us to communicate, and 91% of responses want either in-person or in-person and online classes to be offered. Other responses identify areas where we can improve our services, including assistance with ELDT training, more class locations, and online class lookup, all projects we are working on!

Ray is currently working on the 2024 training calendar so now is a great time to let us know if you’d like to host an open-registration class at your location or if there are any particular classes you don’t want to miss out on.

Everyone stay cool in this hot summer weather and I hope to see you in class soon!

In Service to His Community

Bredell Moody has dedicated his life to helping others, inspired by his grandmother’s emphasis on community service. As an embedded counselor at NC State, he supports students in the Wilson College of Textiles and the Graduate School, providing guidance on academics, personal matters, and resources. Moody’s empathetic approach and collaboration with other counselors ensure students receive the support they need. Despite the challenges of pursuing a Ph.D., he remains committed to his counseling work, blending it with a passion for teaching and counselor training. Moody’s own experiences have taught him the importance of maintaining faith in oneself and seeking support when needed.

[Click Here for More Information](#)



What’s Wrong With This Picture?

Can you tell what’s wrong with this picture? See answer on page 4.

Coordinators Corner

By Bill Woods

Greetings traveler! In keeping with the tradition of the Coordinators Corner by writing about real world driving experiences, this one finds us in the middle of an intersection, literally. Recently I witnessed someone pulling into an intersection then stopping, waiting to make a left hand turn. We all know this situation. At some point during most driving trips we all find ourselves doing it, pulling into an intersection then stopping, sitting there waiting for the opportunity to turn left through oncoming traffic. This got me wondering, is this even legal? As my mother has always told me, 'As long as you enter the intersection on green, you have the right to turn when you get the chance, even if it is after the light turns red.' Is she correct? Well the short answer is yes, as long as you do not obstruct the passage of other vehicles, pedestrians, railroad trains or on-track equipment (statute 20-142.5). Let's talk about this a bit more...

First, if you pull into an intersection, you cannot block pedestrians in a crosswalk. Pedestrians in a crosswalk always have the right of way and you have to respect that. It is the law. Making pedestrians walk around your car and into an intersection to get around you, is illegal for you and unsafe for them. If you enter an intersection, you have to have sufficient space on the other side of the crosswalk to accommodate your vehicle without obstructing the passage of pedestrians.

Second, you cannot impede other traffic. Usually in a left turn situation, you are not going to impede traffic, but if you do, now you are breaking the law. If traffic is heavy and there is no break big enough to slip through, you eventually will be able to turn as soon as the lights turn red and oncoming traffic stops. You are legal to be in an intersection if you enter it on a green or yellow. However, let us take this scenario - you are traveling straight through an intersection but then the car in front of you stops and you find yourself stopped in the middle of the intersection and nowhere to go. If the light stays green, you are fine, but as soon as your light turns red and the green light is now for other traffic that is unable to proceed because you are blocking their way, illegal and now very frustrating for other drivers. So keep this in mind, especially when traveling in rush hour traffic and you are slow rolling.

Be conscious of intersections and do not pull into them until you can travel completely through them. This could be more beneficial than you think in terms of time and patience for you and other drivers.

Third and hopefully very obvious, do not stop on train tracks, ever.

Last before we go I would like to pass along a little 'trick' I have picked during my travels. Something I observed just the other day on my way to the office that involves sub-pavement traffic sensors. These hidden mechanisms under the pavement are designed to detect cars in a que and trigger the signal to provide them a green light to proceed. Sometimes they can be the protected turn, or green arrow, other times maybe a solid green. Either way, they are there to notice you and give you greenlights. These detectors are located behind the stop bar. Pulling into an intersection on a solid green and stopping usually will not trigger the mechanism for the system to stop oncoming traffic and give you a green arrow (if it is equipped) to proceed. If you do not trigger the sensor, you could be stuck in the intersection and forced to wait out the oncoming traffic for the chance to turn. Staying behind the stop bar is the only way to trigger the sensor that will give you a protected green arrow to turn. That, in my opinion, is the safest way to make that left.

Our NCDOT says, 'More than 50 percent of the combined total of fatal and injury crashes occur at or near intersections' <https://highways.dot.gov/research-research-programs/safety/intersection-safety>. So, ask yourself why would you choose to sit in the middle of one?

So, stay safe out there and stay out of intersections!





Local Road Safety Plans Infographic

This infographic explains the US Department of Transportation’s “Local Road Safety Plans”. These plans include everything you need to help create a plan that fits your community and helps ensure everyone drives safely. These steps help develop an enthusiastic team of people with diverse skills, shows how to discover and use data, helps you find great solutions to safety problems, how to implement solutions, and shows you how to put your plan into action. Learn more about “Local Road Safety Plans” at this website: <https://highways.dot.gov/safety/local-rural/local-road-safety-plans>

4 Ways to Motivate People to Work Safely Tailgate Talk

Information You Can Use to Prevent Accidents & Injuries

Management can establish all the safety policies and procedures in the world, but when it comes right down to it, maintaining safety and health in any workplace depends on the workers themselves. When we fail to recognize and promote the benefit of safety, chances are pretty good that it's going to show up on the accident and injury records. This ultimately increases our premium for Workers' Compensation coverage, adds to the cost of repairing and maintaining equipment, and may severely impact the lives of employees and their families.

So, it is more than just important to put the best techniques for motivating your people to work safely. It is absolutely critical. Some of the most effective techniques involve communication. Simply put, you need to establish or build employee awareness of safety in the workplace and out on the job.

1. SAFETY MEETINGS

By conducting regular safety meetings or tailgate talks, you will be accomplishing a variety of goals:

- you will advertise to the workers that there is a value placed on safety.
- you will provide detailed information regarding job safety procedures and other requirements related to the job they're about to do.
- you will be promoting team spirit and the idea that safety is really a team effort.
- you will provide a forum for people to ask specific questions.
- you will have a way to generate feedback and gather ideas.

Keep in mind that the best safety meetings need not be long and involved, Short, specific meetings are generally best. It is much easier to absorb a few ideas rather than a slew of them. Choose an appropriate topic, such as the job of the day or the week and cover it.

To really encourage interaction, pause to ask for and respond to questions. If you don't know the answer, say so. But don't forget about it. Find the answer and get back to the worker who posed the question. If you need to, provide an handout to give people something to walk away with, to refer to, and to talk about.

2. EMPLOYEE RECOGNITION

When they are done well and provide good information, safety meetings can make a big difference in attitudes and work practices. And when you notice these differences, make sure they don't go unrecognized.

New England Chapter of APWA – New England Chapter Connects – May 25 – Electrification of Fleet and Equipment

The New England Chapter of LTAP recently held it's New England APWA Electrification webinar and attached there are some informative links and a recording of the webinar that you can watch.

[NEAPWA Chapter Connects: Video](#)

[National Electric Vehicle Infrastructure](#)

[Local Government Playbook](#)

[Drive Tool](#)

[Climate mayors EV purchasing collaborative](#)

[Transportation Electrification roadmaps](#)

[Infrastructure grant program](#)

[USDOT Federal Funding Programs](#)

[Fact Sheet](#)

[CT DOT EV Plan](#)

[Office of Energy and Transportation](#)

[SPARK](#)

[Powerpoint](#)

[Net Zero Montpelier, VT](#)

Recognition can take many forms and it doesn't have to be complicated. For example, suppose that a few days after a safety meeting on wearing eye protection, you notice a formerly not-so-conscientious worker wearing safety goggles. This kind of attitude should be encouraged through recognition. A simple word or note of appreciation to the employee can work wonders. Even better is a more public recognition among peers at the next safety meeting. This shows your whole team that you do notice and that safety is a priority.

3. SAFETY INCENTIVE PROGRAMS

One step beyond simple recognition can get you into an incentive program. While much has been written about the potential negative impact of incentive programs, they have been very successful for many companies.

The best advice is to tread lightly. Keep in mind that safety incentive programs are designed to promote safety attitudes and stir up enthusiasm. Improperly run incentive programs can turn into cut-throat, win-at-all-costs competitions that can destroy any feelings of either safety or team unity.

For example, pitting one group of workers against another to see which team can go the longest without a lost-time injury can cause problems. In some cases, workers will stop reporting accidents and injuries for the good of the team. This type of behavior defeats the purpose of a good safety program.

It may work better to promote the positives. For example, consider providing awards for the best safety suggestion of the month. Or reward the team that does the best during a surprise safety audit.

4. SAFETY REMINDERS

No matter what kind of safety program you have in place, it's important to provide constant reminders to people that you place a high priority on safety. This can be accomplished by simply making comments about good safety practices during daily walk-throughs. But there are other ways of keeping safety in the minds of your people.

Making your safety message visible is one of the best methods. You might consider looking into safety posters that are direct, informative, and eye-catching. However, remember that they quickly blend into the work environment and should be changed and updated regularly.

Many companies also make use of a designated safety bulletin board which keeps employees up-to-date on current policies, OSHA regulations, etc. Again, the contents of bulletin boards will lose their effectiveness unless they are routinely updated.

Finally, consider a safety suggestion system or encourage employees to use the existing ODOT idea program. Even if employees don't use it as much as you'd like, the mere fact that the program is there will help boost attitudes.



Users of this tailgate talk are advised to determine the suitability of the information as it applies to local situations and work practices and its conformance with applicable laws and regulations.

Emergency Relief Program Funds

The Biden-Harris Administration will provide \$749 million in Emergency Relief Program funds to help 39 states, the District of Columbia, and Puerto Rico repair roads and bridges damaged by extreme weather events. The funds aim to support communities affected by natural disasters and improve transportation infrastructure resilience. The program complements other initiatives in the Bipartisan Infrastructure Law and includes competitive grant funding for projects that enhance resilience to climate change impacts. The Federal Highway Administration is also updating its regulations to incorporate climate resiliency and allocate more funds for system improvements.

North Carolina Fiscal Year 2023 Emergency Relief Program Allocations

Event	Allocation	Subtotal
February 25, 2019, Severe Statewide Storms and Flooding	\$2,011,771.28	\$14,840,720.28
June 2019 Flood Damage	\$164,456.00	
February 2020 Flooding	\$235,138.00	
April 2020 Southeast Storm	\$429,355.00	
2021 Tropical Storm Fred	\$12,000,000.00	





What’s Wrong With This Picture?

By Craig Baird

This is a common sight on many roadways during the summer months. Warm sunny days and work zone activities are the norm during our daily commute or as we travel on vacation. These work zones may create temporary delays which can be frustrating for motorists, as well as the work zone crews. Patience and common courtesy are helpful in these challenging situations. Most importantly, motorists need to be alert and focused on the road and any changing weather conditions. They should also be on the lookout for construction workers and work zone contractors.

In this picture, the vehicles are approaching the work zone and we see the worker standing next to the Automated Flagging Assistance Device, or AFAD as they are also called. But what’s wrong with this picture? Do you see what I’m talking about? Look closer. It appears the worker is motioning for the cars to move forward while the AFAD unit is displaying the red STOP light, and the sign clearly says, “STOP HERE ON RED!” I’m confused! And it appears that they are also holding up the gate arm of the AFAD unit? Again, Why?

Is it possible that the AFAD unit has failed to operate properly? It appears that the worker has recognized there is a problem, and they are trying to intervene and help keep the traffic moving. If this is the case, there are specific temporary work zone procedures that workers must follow. Most of all, the top priority is the safety of the workers and the motorists! This situation is not safe and must be resolved immediately!

According to the North Carolina Department of Transportation Manual

FHWA’s Equity in Roadway Safety Webinar Series

On June 14th there was a webinar hosted by FHWA’s for their Equity in Roadway Safety Webinar Series and it will be on “Tools to Conduct Equitable Safety Data Analysis”. One of these tools is the FHWA Title VI Toolkit which focuses on practical strategies to access and use U.S. Census data on race and ethnicity and LEP for compliance with Title VI. There is also a Screening Tool for Equity Analysis of Projects (STEAP) and HEPGIS Equity Maps, and My Street. To learn more about these tools click the links below

[Webinar Info Link](#)

[FHWA Title VI Toolkit](#)

[STEAP and HEPGIS tools](#)

[My Street](#)

Professional Engineering (PE) and Fundamental Engineering (FE) Review Courses this May

ITRE at NCSU is hosting Professional Engineering (PE) and Fundamental Engineering (FE) review courses this May. These courses are known for being high quality at an accessible cost. Both the PE and FE review courses are Civil Engineering specific. Multiple time frames and delivery methods (online live, online self-paced, and in-person) are available to meet the needs of even the most demanding schedule.

[Click Here for More Information](#)

for Temporary Traffic Control Guidelines (MUTCG – Chapter 2, Flagging and Other Traffic Control Measures, page 42, #8.)

“In the event that one or both of the AFADs units become inoperative, be prepared at all times to replace the unit or system with the same type and model of AFAD, or revert to normal (human) flagging operations, or terminate all construction activities requiring the use of the AFAD until the AFAD units is operative or qualified human flaggers are available.”

These safety guidelines and operational procedures must be followed, and measures must be taken to ensure the safety of the motorists and the construction zone workers. Period.

As we see in the picture, traffic continues to flow through the temporary work zone and the worker or Flagger must make every effort to control the situation. They must immediately notify their crew supervisor and inform them of this situation! They call out on their radios to inform their crew supervisor there is a problem with the AFAD and go to “All Stops” in order to stop vehicle traffic through the work zone. Then the crew supervisor must make a critical decision. They have one of three options. 1) shut down the construction activities immediately. 2) The supervisor can call on additional workers or personnel who are Flagger Certified and begin normal Flagger operations. 3) they can immediately remove the faulty AFAD unit or system and replace it with a fully operational system and resume regular AFAD operations.

Whatever the solution is, it must occur immediately and be in place quickly. The motorists are waiting patiently. Do you see any other problems in this picture? There may be more. Look closer.

Be safe and be aware of work zone workers!



Biden-Harris Administration Announces 33 New Projects Through the National Scenic Byways Program as Part of Investing in America Agenda

The Federal Highway Administration (FHWA) has announced \$21.8 million in grants for 33 National Scenic Byways Program projects, including five grants for Tribal applicants. These grants, part of the President’s Investing in America agenda, will improve facilities, enhance safety, and provide interpretive information along scenic roads in 29 states. The grants support local businesses and promote tourism along scenic routes, and they recognize outstanding natural, cultural, and historic sites. The National Scenic Byways Program, established in 1991, aims to preserve and enhance designated scenic roads across the United States. The grants will fund various projects, such as repairs to historical sites, installation of thematic kiosks, construction of cultural rest areas, and safety improvements.

[Click Here For More Information](#)



Innovation of the Month: Crowdsourcing for Advancing Operations

November 10, 2022

Reprinted from EDC News

Potholes pose a safety risk for all road users and, in 2021, cost Americans over \$26.5 Billion in vehicle damage. They are a frequent basis for motorist complaints, and their timely repair are central to cost-effective pavement preservation.

However, detecting potholes is an ongoing, costly effort for every agency charged with maintaining roadways. One Missouri Department of Transportation (DOT) official notes that when customers call to report a pothole, the location information is frequently imprecise, causing the crew to spend significant time and fuel searching for the pothole. Often, customer service operators must reconnect with the customer by phone for additional location-clarifying information to help crews find the pothole, resulting in days of delay.

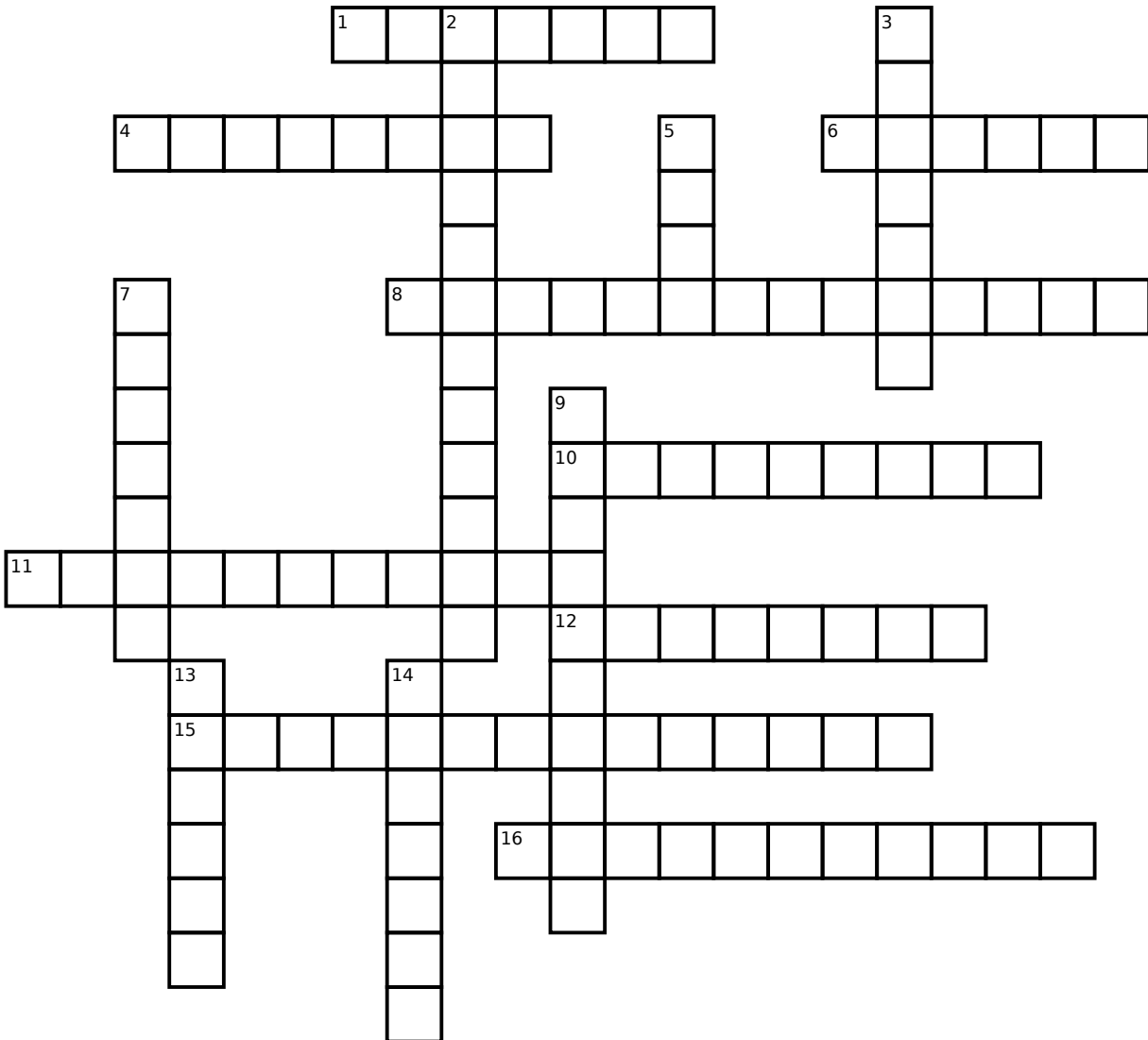
Kansas City (KC) Scout, a bi-state traffic management system spanning Missouri and Kansas, began exploring Waze® pothole reports in the summer of 2021 as a means for more timely and accurate pothole identification. KC Scout worked with three Missouri DOT and two Kansas DOT maintenance crews to evaluate the Waze-reported pothole data over a two-month period. The crews confirmed a pothole or other issue was present on the road within 90 feet for 45 of the 46 reports made by Waze users, a 98 percent accuracy rate. Given this success rate, KC Scout deployed the Pothole Customer Proactive Reporting (CPR) tool to all maintenance teams within the KC region, **sending daily summaries (spreadsheet and map)** which integrates Waze reports with those reported by phone.

By using the more location-precise crowdsourced pothole data, Missouri and Kansas DOTs are now able to repair potholes more quickly and efficiently, making pavements safer for all road users in the KC region. KC Scout is also exploring further enhancements to the Pothole CPR tool to spatially aggregate reports and support analytics that can inform long-term maintenance strategies.

To learn more about how State and local agencies are using crowdsourcing to maintain roadways, contact James Colyar, Greg Jones, or Ralph Volpe, EDC-6 team co-leads, or visit the innovation's **EDC website**.



LTAP Crossword



ACROSS

1. Something you ride outside
4. Construction area with ongoing activities, requiring caution and reduced speed for safety.
6. Condition or state of being protected from harm, danger, or risk.
8. Cars, planes, boats, and bikes are all forms of
10. It's the collection of tools and machinery used to get the job done efficiently.
11. Can be placed in a parking space to inform people not to park there
12. When you see one one of these while driving, you have to stop and look around for other cars.
15. Roads, bridges, utilities, and communication networks are all part of a communities:
16. Needs to be done on roads frequently to ensure they are in good shape.

DOWN

2. Something that happens when building things
3. What you drive your car on
5. This newsletter is made by:
7. Typically you drive 65 or 70 MPH on this roadway
9. You must yield for
13. You must do this before turning left or right while driving
14. A lot where you place your car

NC LTAP News & Updates

To update your mail information, add a colleague to the database, or obtain information about Roads Scholar Program complete the form online at go.ncsu.edu/ncltapcontactform.



For more special offers and news, like us on [Facebook](#) and follow us on [Twitter](#).

Your Name _____

Company/Organization _____

Address _____

City _____ **State** _____ **Zip** _____

Phone _____

Check Appropriate Items

- Add/Update email information to NCLTAP listserv NCTROADS
- Send information about Roads Scholar program
- Send schedule of training opportunities

NCTROADS Listserv

Subscribe to the NC LTAP listserv. It is free and easy. Send a message to kbdaviso@ncsu.edu or call Kate Davison at 919-515-3983 and ask to be added to NCTROADS.

This is an informal network for the exchange of news about current research, discussion of problems and solutions, request for advice and assistance, and announcements of upcoming conferences, events and training opportunities for transportation personnel. Once you are subscribed, you can send a message all the listserv members at NCTROADS@lists.ncsu.edu

NC Local Technical Assistance Program February – April 2023 Schedule

For Online Registration see calendar at: <https://itre.ncsu.edu/training/ltap-training/>

Questions or Email Registration: wewoods@ncsu.edu or kbdaviso@ncsu.edu

Course descriptions available on website.

Date	Class Title	RS/ARS/MRS	Cost	Location	To Sign Up
August 15-17, 2023 1-3pm	Basic Concepts of Supervision	RS	\$150	ONLINE	Click Here
August 15-17, 2023	Work Zone Traffic Control Supervisor	ARS	\$450	Raleigh	Click Here
August 22, 2023	Asphalt Pavement Maintenance	RS	\$150	High Point	Click Here
August 23, 2023	Maintenance and Repair of Utility Cuts	RS	\$100	High Point	Click Here
September 7, 2023	Basic Work Zone Installer	RS	\$150	Raleigh	Click Here
September 12, 2023	Flagger Training	RS	\$100	Raleigh	Click Here
September 13, 2023	Basic Computer Skills: Reports and Presentations	RS	\$150	Raleigh	Click Here
September 20, 2023	Snow and Ice Control	RS	\$175	High Point	Click Here
September 22, 2023	Silica's New Standard - Strategies for Municipal Compliance	ARS	\$175	Charlotte	Click Here
September 26, 2023	Concrete: What, When, How	RS	\$175	High Point	Click Here
September 27, 2023	Asset Management	MRS	\$150	Raleigh	Click Here
September 29, 2023	Trenching Competent Person and Hands-On Soil Classification	ARS	\$175	Raleigh	Click Here
October 3-5, 2023 1-3pm	Effective Leadership Skills	MRS	\$150	ONLINE	Click Here
October 16, 2023	Chainsaw Safety	RS	\$100	Charlotte	Click Here
October 17, 2023	Trenching Competent Person and Hands-On Soil Classification	RS	\$175	Raleigh	Click Here

LTAP Links on the Web

Transportation Information at your fingertips!

NC LTAP	https://itre.ncsu.edu/focus/ltap/
National LTAP/TTAP	http://www.nltapa.org/
NC Department of Transportation (NCDOT)	https://www.ncdot.gov/
Rural Road Safety Center	https://ruralsafetycenter.org/
Federal Highway Administration (FHWA)	https://www.fhwa.dot.gov/
US Department of Transportation (USDOT)	https://www.transportation.gov/
UNC School of Government	https://www.sog.unc.edu/
Institute of Transportation Engineers	http://www.ite.org/
NC Section of ITE (NCSITE)	http://ncsite.org/
APWA - NC Chapter	http://northcarolina.apwa.net/
NLTAPA Tailgate Talks	https://nltapa.org/information-exchange/nltapa-tailgate-talks/

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