



Road Business

A quarterly newsletter from New Hampshire's Local Technical Assistance Program
Newsletter Winter 2022 – Volume 37, Number 1

Effective Press Releases for Public Works Professionals

By Adam Howell, Cornell Local Roads Program

Press releases are great tools for getting a message out to the public about important information from your department. Press releases can be used for many different purposes such as announcing an award, preparing a community for an emergency, raising awareness of a public works topic, or informing the public about the details of a project. Read on for several great tips from our friend Adam Howell, Marketing & Communications Manager with Cornell Local Roads Program, to help your local department effectively utilize press releases to tell the Public Works Story!

Deciding **When** to Send a Press Release and **Who** to Send One To

First, make sure that the information you want to convey in a press release is useful, has value to the public, and has value to the audience of the news organization you send it to. Even a well written press release will be ignored if local media outlets decide that the release will not be useful to their audience. Both the size and scope of the media outlet must be considered. For instance, a large regional metropolitan newspaper may have a wide reach in terms of subscribers and area served, but it is less likely that they will print a news release about a small local transportation project in a far-flung municipality. Furthermore, even a local publication that is focused on religious content or sports coverage will likely not be interested in transportation issues.

Ensure that press releases are not redundant. Oversaturating a news organization with frequent press releases on the same type of topic will not only lead a news organization to ignore the releases, but will cause them to build a habit of ignoring your organization entirely. Remember, news is meant to be relevant, interesting, or special for an audience.

Follow the Press Release Writer's Checklist: **Who, What, Where, When & Why?**

Who is involved in the announcement? Who do you want to take action on the release? Who does your news affect or benefit?

What information are you trying to announce? Is the information new? If the information is technical, you may need graphics to help clearly convey your message. Always include all forms of possible contact information, such as facsimile and telephone numbers, websites, emails, postal addresses, and other services like bilingual support.

"We love seeing our NH Roads Scholars' achievements shared by social media when we send out a press release, and expect your communities do, too!"

~Marilee Enus, UNH T2

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About UNH T2 and NHLTAP

The UNH Technology Transfer Center fosters a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and decision makers. As the site of the state's Local Technical Assistance Program, it works to enable local counties, cities and towns to improve their roads and bridges by supplying them with a variety of training programs, an information clearinghouse, new and existing technology updates, personalized technical assistance, training videos and materials, and newsletters. LTAP Centers nationally are able to provide local road departments with workforce development services; resources to enhance safety and security; solutions to environmental, congestion, capacity and other issues.

Accessing Your Transcript

A LEARNFORLIFE.UNH.EDU CHEAT SHEET

DID YOU KNOW THAT YOU HAVE ACCESS TO YOUR TRAINING HISTORY WITH UNH T2- ANYTIME, ANYWHERE?

Most of you have a "group administrator" that completes training registration on behalf of your organization. Even if you have never logged into the registration system, though, you have access to your transcript & history!

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Email T2.Center@unh.edu your organization, email address, & last class you attended. It's possible your profile was setup under a manager's email address. If so, we can assist with updating it to your own individual email address.



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Accessing Your Learning History



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Welcome, 2022, as we move ahead to a new, exciting year!

Confession - I am not a Winter person. In fact, for years I was not a Fall person either because the end of Summer and start of Fall meant - well, Winter, was next. The cold, the ice, the snow - I could do without all of it. However, after years of wondering "why do we stay here and not move South?" I started little by little changing my tune - I bought warmer outdoor gear (yes, *Dad, I'm wearing a good winter coat when I leave the house now....*), a pair of snowshoes, and spent a few weekends on a snowmobile in Berlin, amazed that all this beauty was in our (figuratively speaking) backyard, just a couple hours by car! **Bit by bit, winter's grown on me.**

My husband reminds me that without Winter, I wouldn't appreciate Spring or Summer nearly as much, and he's right. **I hope that awareness of appreciation extends to you all too...** that the citizens you support through winter's hardest and fiercest fights, pause and reflect with appreciation for your critical role to your communities. For many of you, the past few storms made for long weekends and nights away from home, as well as making holiday moments with family shorter. We've talked at length about the plow driver shortage - I hope we take the opportunity to also **talk about the plow drivers that are out there**, doing the critical work to keep our roads open, our towns moving, even while the teams are smaller and the routes are longer. Winter reminds us and gives us a renewed appreciation that **#PublicWorksMakesItHappen...** day in, day out, through it all.

While you are getting us all through winter, UNH T2 will be planning for a great 2022! It's an exciting year ahead, so please continue watching our calendar. We're posting events (virtual and in-person!) and dates, with registration set to open in February.

Please also touch base and let us know how we can help your team - what training, what information or resource, or what can we know or do to better support you?

I wish you all the very best for a safe and healthy winter, but also, wish you a few moments to slow down, relax with family and friends, and enjoy this special season. Just this weekend we laced up our ice skates for the first time in years and took a few wobbly spins around our tiny little puddle of a "pond", huddled around the fire pit, and kept in mind that while it may seem that winter drags on, in fact the days are getting longer, and winter will fade into Spring in the not-so-far future.

Thank you for all you do- please keep in touch, and we'll see you soon!

My best,
Marilee



When

When is the information going to become useful, or when will the information become useless? Understanding time lines on information is important. If the information has a start date, it is necessary to have that date clearly identified on all press releases.

Where

For highway and public works, it is important to let folks know where any work is being done, especially if it may result in a delay or detour. Be clear and give both directional information and local landmarks. For instance, say the north side of town near the elementary school, not just the north side of town.

Why

Why is this important news? What will make the target audience care about our announcement?

How

One of the main uses of press releases is to explain how something occurred. Sometimes a press release is crafted in a way that places responsibility on a specific person or division of a company. Other times the release will be designed to show that the fault lies outside of a company, but the company making the release is doing all they can to improve the situation. Do not to use a press release for placing blame or pointing fingers. News and media outlets will not likely use your release if there is propaganda or self-serving details included in it.

Additional Resources

- [Purdue Online Writing Lab - Writing Press Releases](https://owl.purdue.edu/owl/subject_specific_writing/journalism_and_journalistic_writing/press_%20releases.html)
https://owl.purdue.edu/owl/subject_specific_writing/journalism_and_journalistic_writing/press_%20releases.html
- [Cornell Local Roads Program Sample Press Release](https://cornell.box.com/s/q4mwzef6vf9wscnd5crw8kyigor275rd) <https://cornell.box.com/s/q4mwzef6vf9wscnd5crw8kyigor275rd>



Check out these scholarship opportunities from **New England Chapter APWA**
AMERICAN PUBLIC WORKS ASSOCIATION

Timothy J. O'Leary Scholarship

Five \$2,500 scholarships for the 2022-2023 academic year to promote and improve the Public Works Profession by providing financial assistance to students committed to, and seeking a degree in, a Public Works or related field of study.

George R. Crombie - Emerging Leaders PWX Scholarship Form

This APWA PWX Scholarship covers the conference registration fee, round trip airfare and hotel accommodations to attend August 28, 2022 - August 31, 2022 in Charlotte, North Carolina

Career Advancement Opportunity

Five \$1,000 scholarships for next year (2022) to promote and improve financial assistance to individuals committed to the Public Works Profession who are seeking opportunities to advance within their department.

Visit <http://newengland.apwa.net/PageDetails/4489> for more details and application

WE ALL DRIVE INNOVATION



Innovating to improve SAFETY

Changes in tooling and equipment to help your team members and other public works peers work safer



Innovating with TECHNOLOGY

Designing spreadsheets, applications, & tools to capture data or manage information & improve operations



Innovating to improve EFFICIENCY

Tinkering on a tool, template, or process improvement to complete tasks and projects more quickly



Innovating for better EQUIPMENT

Enhancing an existing piece of equipment or tool, or using a product or technology for another purpose



Innovating for RESILIENCY

Innovations & other homegrown efforts to promote & support public works including as First Responders

It's Build a Better Mouse Trap time!

[Application, Details & Prize Information at t2.unh.edu](https://t2.unh.edu)



Staying Fit for Snow Fighting

A Tailgate Talk from the NLTAPA library to support safer teams

With winter weather comes snow fighting and with snow fighting comes fatigue. Unpredictable weather can lead to long difficult hours on the road with few breaks and little sleep. However, there are several things agencies and drivers can do to make sure crews are in good shape to combat Old Man Winter, maintain our roads, and get home safely.

Department leaders can help their crews stay fit by incorporating the best practices noted below into their winter operations plan and reviewing the tips with crews during pre-storm meetings. **Use the below information to lead a Tailgate Talk with your team, and submit your team's Sign In Sheet to us by 2/28/2022 to be entered for a chance to win a bucket-of-snacks & APWA First Responder Stickers from UNH T2!**



Why Does Fatigue Happen?

Unpredictable weather leads to varying work schedules which can throw your circadian rhythm out of balance. Your circadian rhythm (also known as your sleep/wake cycle or body clock) is a natural, internal system that is designed to regulate feelings of sleepiness and wakefulness over a 24-hour period.

When we make changes to our sleep patterns, it throws our rhythm out of balance and causes fatigue; confusing our body on when it should be sleeping and when it should be awake.

What happens to our bodies when we are fatigued? When our bodies are fatigued, the following symptoms result:

- Increased reaction time – takes longer to take action when a threat is noticed
- Decreased alertness – takes longer to notice a threat
- Reduced situational awareness – lesser ability to notice what is happening around you
- Poor assessment of risk – decision-making is more difficult
- Impaired memory – can be difficult to remember details
- Reduced field of vision – peripheral vision is reduced and tunnel vision can result
- Difficulty in staying awake – eye lids get “heavy” and eyes can shut for longer periods of time

Thank you!

CONNECTICUT T2 CENTER FOR SHARING THIS TAILGATE TALK!

What can snow fighters do to fight fatigue?

Get some rest – try to optimize your sleeping conditions:

- Room temperature should be between 60 and 72 degrees.
- Complete silence is best but using earplugs or using steady background noise or white noise to help mask surrounding sounds can help too.
- Reduce lighting as much as possible. If there are windows in your rest area, use shades to block any sunlight coming in.
- Try to limit your use of technology right before you sleep.
- Think ahead – if you know a storm is coming, be sure to get a good night's sleep so your body is prepared for the longer hours ahead.

Eat Well – feed your body properly and stay awake longer:

- Stay away from drinks that contain caffeine
- Avoid junk foods that are high in fat and sugar
- Try to include high protein foods to help you stay awake longer.
- Lean meats, nuts, eggs and dairy are all good choices to fuel your body for the long haul.
- Stay hydrated

Exercise:

- After a brief rest break and before a long shift, take a few minutes to warm up your body. Try doing some quick exercises to help increase your heart rate. Even a short walk can increase endorphins to help with physical wakefulness.
- If you find yourself getting tired during a run, take a quick stretch break to wake up your muscles and improve your ability to focus.
- At home, in between storms, exercise regularly to improve your overall sleep quality and to help you fall asleep faster.

For more information on fatigue and snow fighting preparations:

Environmental Factors Causing Fatigue in Equipment Operators During Winter Operations from Clear Roads

Monitoring & Detecting Snowplow Driver Fatigue by Keith Knapp in TheMunicipal.Com

Tailgate Talk: Staying Fit For Snowfighting



Date Completed: _____ Agency Name: _____

Sign In Sheet:

Name:

Signature:

One lucky team that completes this issue's Tailgate Talk with their highway crew & submits the sign-in roster to T2 by 2/28/2022 will win a team bucket-of-snacks & APWA First Responder stickers!



UNDERSTANDING LIABILITY FOR MUNICIPALITIES WITH WINTER ROAD MAINTENANCE

BY JONATHAN E. COWAL, MUNICIPAL SERVICES COUNSEL AT NEW HAMPSHIRE MUNICIPAL ASSOCIATION

With the worst of the winter months yet to come, and undoubtedly more snow in the forecast, many cities and towns will find themselves wondering what their liability is when it comes to maintenance of roads, sidewalks, parking lots, or damage caused by a municipally operated plow. This article will outline the basics of road liability and provide some examples that may be useful in explaining the potential liability of cities and towns when it comes to road maintenance.

While cities and towns owe the public a duty to maintain the roadways, “Cities and towns have not been, and are not now, guarantors of public peace, safety and welfare.” *Doucette v. Bristol*, 138 N.H. 205 (1993).

However, municipalities do owe a duty of care when it comes to maintaining roads or sidewalks. This duty of care is outlined in RSA 231:90 - :92-a and is focused on what the law defines as an “insufficiency”. A municipality’s sole legal duty is to correct “insufficiencies”, which are defined as conditions which make a highway or sidewalk not safely passable by those persons or vehicles permitted to use such highway or sidewalk, or when there exists a safety hazard not reasonably discoverable or reasonably avoidable by a person when using the highway or sidewalk in a reasonable, prudent, and lawful manner.

“

ONE OF THE MOST COMMON TIMES DURING WHICH A MUNICIPALITY MAY FIND ITSELF THE SUBJECT OF A CLAIM FOR PROPERTY DAMAGE IS DURING SNOW PLOWING SEASON. THE VERY NATURE OF PLOWING SNOW, THE VEHICLES INVOLVED, AND THE ROAD CONDITIONS THAT OCCUR ALL LEND THEMSELVES TOWARDS AN INCREASED LIKELIHOOD OF DAMAGE TO PERSONAL PROPERTY.



When an insufficiency exists, and damage is caused, the municipality will not be liable for said damage unless it is determined that the municipality breached its duty of care. RSA 231:92 lists the following conditions used to determine if the duty of care was breached:

- a. The municipality had received a written notice of the insufficiency warning it of the defect prior to the injury and failed to post warning signs immediately, and failed to develop a plan within 72 hours for repairing the insufficiency
- b. The municipality had actual notice or knowledge of the insufficiency and exercised gross negligence or reckless disregard in responding to that knowledge.
- c. The defect was caused by an intentional act of a municipal officer or employee, acting with gross negligence or reckless disregard of the hazard.

RSA 265:6

This statute can provide protections from civil liability for persons, teams, vehicles and other equipment while actually engaged in work upon the surface of a highway when a violation of any such provision is reasonably necessary for the completion of such work.

RSA 265:6-a, II

This statute requires other drivers to yield the right-of-way to any authorized vehicle obviously and actually engaged in work upon a highway whenever such vehicle displays emergency lights or amber warning lights.

Let's apply the above statutes to a possible real-world example of something that could happen involving a municipally operated snowplow. Let's say that during a snowstorm, a city plow was plowing a narrow street and the wing of the plow damaged another vehicle on the road. Who would be responsible for paying for the damage? In the case, *Appeal of N.H. DOT*, 152 N.H. 690, the Court explored this very issue when a plow being operated by a full-time State employee side swiped another motorist on a bridge in the town of Ossipee. Initially, the New Hampshire Board of Claims awarded compensation to the motorist after a finding that the State operated plow was negligent when the driver crossed over the double yellow center line while plowing at the time of the collision. *Appeal of N.H. DOT*, 152 N.H. 690, 691, 2005.

Upon appeal, the Court found that even though the wing of the plow was on the double yellow center line, at the time of the accident the plow operator was actually engaged in work upon the surface of a highway under RSA 265:6 and the driver was displaying the plow's amber emergency lights under RSA 265:6-a, II. Finally, the Court concluded that the driver was operating the plow as safely as he could under the circumstances, and they could not identify any negligent act on the part of the State employee. Therefore, it was the motorist's duty to yield the right-of-way to the plow and thus the State was not liable for damages. *Appeal of N.H. DOT*, 152 N.H. 690, 694, 2005.



CIRCUMSTANCES MAY ARISE WHEN A MUNICIPALLY OPERATED PLOW CAUSES SOME UNINTENDED DAMAGE TO PRIVATE PROPERTY, HOWEVER THE ABOVE STATUTES AND CASE ANALYSIS MAY PROVIDE SOME PROTECTIONS FROM LIABILITY AS LONG AS THE PLOW OPERATOR WAS FOLLOWING THE ABOVE REQUIREMENTS.FOR ALL OTHER SITUATIONS, IT IS IMPORTANT TO MAKE SURE PROPER LIABILITY INSURANCE IS IN PLACE.

A Public Works Perspective

ON MANAGING INFRASTRUCTURE & FEDERAL FUNDING OPPORTUNITIES

By Gregory Baird, MPA, M.Aff ASCE, AWAM,
National Lead(Pb) Service Line Inventory
and Replacement Executive Director
at Blue Conduit; member, APWA
Engineering and Technology Committee
and Asset Management Knowledge Team



It is the Public Works Departments across the U.S. which are tasked with the maintenance and management of our public infrastructure systems at the state, county and community levels. Collectively, how well we manage each infrastructure category with our individual efforts will be reflected in a state grade which are then rolled up to a national level. So far, overall we have achieved a “C-”. From this national level our investment gaps can be holistically calculated. Once calculated, we can compare how the new federal funding will address our infrastructure gaps—realizing that what is remaining will ultimately be revalued into a new national infrastructure report card and this remaining financial burden will be retained by Public Works Departments across the U.S.

American Society of Civil Engineer’s (ASCE) National Infrastructure Report Card
<https://bit.ly/3G9ZojK>

The National Infrastructure Grades

*see chart to right

At an overall “C-” most of the grades fall into the C to D range:

- “C” MEDIOCRE, REQUIRES ATTENTION: The infrastructure in the system or network is in fair to good condition; it shows general signs of deterioration and requires attention. Some elements exhibit significant deficiencies in conditions and functionality, with increasing vulnerability to risk.
- D” POOR, AT RISK: The infrastructure is in poor to fair condition and mostly below standard, with many elements approaching the end of their service life. A large portion of the system exhibits significant deterioration. Condition and capacity are of serious concern with strong risk of failure.



The National Infrastructure Investment Gap

Every four years, ASCE estimates the investment needed in each infrastructure category to maintain a state of good repair and earn a grade of B (see previous page).

The most recent analysis reveals that while we've made incremental immediate gains in some of the infrastructure categories, our long-term investment gap continues to grow. We're still just paying about half of our infrastructure bill—and the total investment gap has gone from \$2.1 trillion over 10 years to nearly \$2.59 trillion over 10 years.

New Federal Funding: Not a Stimulus Quick Approval and Spend Scenario

The Infrastructure Investment and Jobs Act's (IIJA) roughly \$1.2 trillion, \$550 billion of which is "new money" from generating new revenue like taxing cryptocurrency and selling our national petroleum reserves. New programs require new guidelines and therefore a slower funding process.

Overall, the legislation aligns and supports APWA's goals and objectives, with nearly 52% going towards modernizing and making improvements to transportation infrastructure, with the majority of funding reserved for highways, roads and bridges.

Public Works procurement processes need to realize that the legislation also includes a domestic content provision that adds construction materials in addition to manufactured products and centralizes "Buy American" oversight at the White House Office of Management and Budget by creating a new "Made in America Office."

The Trickle-Down Effect to Local Government

Federal agencies like the Departments of Transportation and Energy and EPA will have the enormous responsibility to implement the law, standing-up new programs and establishing systems to efficiently get money out of DC and to states and localities. State and local officials must agree on priorities, design and build new assets, hire more workers, and even mobilize their own financial resources. There will also be accountability for every dollar.

Funding Mechanisms

Non-competitive funding allocation processes:

- Formulas dictated by the bill are based on criteria like state population, or, potentially for specific items, users (ex: transit funds potentially determined by ridership).
- Once the money is directed to the states, local officials are able to have input to the important decisions about which projects ultimately get funded.
- States can also decide to allocate some of the funding to county or city governments within their state.

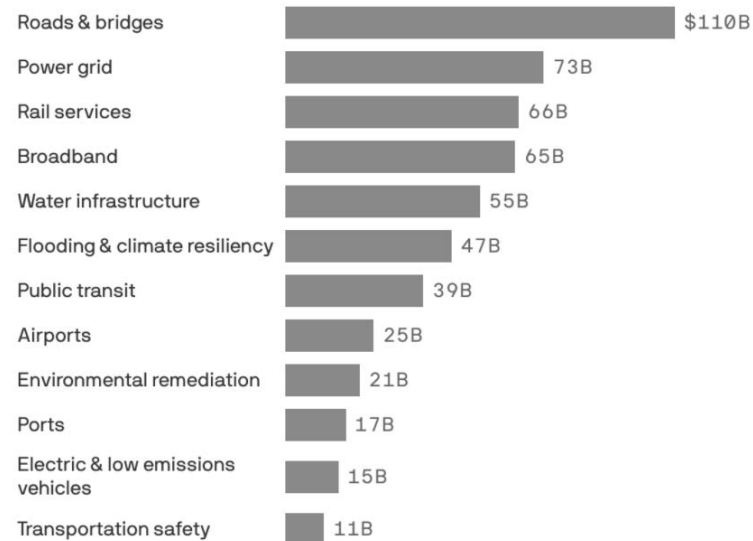
Discretionary and competitive grant processes:

- Discretionary grants are made at the direction of the department or agency head and in some cases can override state plans for how infrastructure funds should be spent.
- Localities must compete for competitive grants via an application process.

Some good news for APWA is that the new Act:

- Raises the cap on Private Activity Bonds
- Makes amendments to the TIFIA program
- Makes local governments eligible for the Surface Transportation System Funding Alternatives Program

Bipartisan infrastructure bill spending breakdown



Infrastructure Bill Spending Breakdown - <https://bit.ly/3lcuZmJ>

Focusing on Water and Sewer Enterprises under Public Works

The need for federal investment in water and wastewater infrastructure is widely recognized and the additional federal funding will help address it.

Drinking Water and Wastewater

- Authorization for the Water Infrastructure Finance and Innovation Act (WIFIA) loan program through fiscal 2026 (\$50M A YEAR)
- Replaces lead service lines (\$15B)
- Supports disadvantaged communities affected by emerging contaminants (\$5B)
- Lean and zero-emission school buses (\$5B)
- Addresses emerging contaminants with a focus on per- and polyfluoroalkyl substances (PFAS) (\$4B)
- Amends state revolving loan funds for water (\$29.3B OVER FIVE YEARS)
- Addresses water contaminants

The Drinking Water and Wastewater Infrastructure Act of 2021 includes \$55 billion in funding for the restoration and improvement of water and wastewater systems in the United States, but even at that funding level using low interest loans and grants, there is left a significant gap which will require additional user water and sewer rate increases and long-term municipal debt issuance. Also, new compliance requirements and unfunded mandates will continue to increase the funding needs beyond normal aging infrastructure replacements.

There Needs To Be More Activity and Investment in Asset Management Initiatives For Local Communities

In 2018, at the request of the United States Environmental Protection Agency (EPA) and the Association of State Drinking Water Administrators (ASDWA), states provided updates on their asset management activities.

2018 State Asset Management Initiatives document – bit.ly/3lvFIPp – has the purpose of states to see what other states are doing to help local communities, but it also provides a reference for technology vendors and asset management practitioners to engage communities and state officials on how these programs and initiatives can be expanded to better help promote good asset management planning and reporting activities. Low interest loans and grant funding without an unfractured asset management plan or tool can throw good money after poor practices. The scenario can apply at the county, state and federal levels also. Between 2012 and 2018 progress has been made in the areas of funding, regulatory support, capacity assistance and internal efforts, but more is required moving forward. The 2018 State Asset Management Initiatives document provides a matrix of state activities and lists some of the relevance back to state revolving loan programs with some level of detail (see below).

| Asset Management State Initiatives Matrix | | | | | | | | | | | | | | | | | | | |
|---|-------------------------------------|-------------------------|---------------------------|----------------|--|-----------------|-----------------------|-------------------------------|------------------|--|----------|---------------|------------------------------|-------------------|-----------------------------------|--------------------------------------|--------------------------|---------------------------------------|---------------------------|
| Last Revised: 11/9/18 | | | | | | | | | | | | | | | | | | | |
| | Asset Management Funding Activities | | | | Asset Management Regulatory Activities | | | | | Asset Management Assistance Activities | | | | | | Asset Management Internal Activities | | | |
| | SRF Priority Points | Funding for AM Planning | Utilizes DWSRF Set-Asides | Loan Condition | Required Training | Sanitary Survey | Planning Requirements | Capacity Development Strategy | Needs Assessment | Training | Outreach | CUPSS Support | On-Site Technical Assistance | Guidance Document | Questions in Capacity Assessments | State Specific Workgroup Meetings | Training for State Staff | Considering Incentives in SRF Program | Considering a Requirement |
| Nevada | | | | | | | | | | | | | | | | | | | |
| New Hampshire | X | X | X | X | | X | X | | X | X | X | X | X | X | X | X | X | | X |
| New Jersey | X | X | X | | | | X | | | X | | X | | X | | | X | X | |
| New Mexico | X | X | X | X | | X | | X | | X | X | X | X | X | X | X | X | X | X |
| New York | X | X | | | | | | | | | | X | X | | | | | X | X |
| North Carolina | X | X | | | | | | | | X | X | | | | | | X | | |
| North Dakota | | | X | | | | | | | X | | | X | | | | | | |
| Ohio | | X | X | X | X | X | X | X | | X | X | X | X | X | X | X | X | | |

Infrastructure - continued next page



APWA's Asset Management Task Force, now a Technical Committee with a large group of supporting experts and interested parties, initially developed an easy-to-follow guide to help advance asset management program adoption. The committee has also been working on promoting an Asset Management Road Map and other deliverables. bit.ly/3DcTZXf

Some critical best practices for all levels of government include the following—a few ideas of policy and principles to get you thinking in the right direction:

- All physical infrastructure systems shall be inventoried and inventories regularly updated.
- Condition assessments shall be provided for all physical infrastructure and regularly updated.
- Planning for and managing activities associated with physical infrastructure needs to be cohesive with all organizational planning, all applicable reporting and financial processes.
- Physical infrastructure should be managed in a sustainable manner.
- The total life-cycle cost of physical infrastructure shall be understood and managed in a manner to minimize this cost.

- Asset management objectives shall be established for all physical infrastructure.
- Objectives should be quantifiable, measurable, and timely.
- Resources associated with asset management shall be used effectively and in a cost-efficient manner.
- Quantifiable operational service levels for physical infrastructure shall be established along with maintenance and replacement levels.
- Regular performance reports shall be provided on all physical infrastructure.
- Consult with impacted stakeholders where practical.
- Employ best practices where appropriate and follow all applicable laws.
- Risks should be minimized to users as well as risks associated with failure.
- Asset management decisions shall assess social and environmental goals.

This article was written by Gregory Baird and originally ran in the *APWA Reporter* January 2022 edition.

We thank both Mr. Baird and APWA for allowing us to share this article. Gregory Baird can be reached at (c) 801-910-1172 or greg@blueconduit.com <https://bit.ly/fullAPWAarticlejan2021>

As stewards of our public infrastructure and the resources to manage these assets we need to demand that our existing funding sources and new federal funding opportunities align to infrastructure asset management planning and condition assessment activities to avoid poor decision making and misallocated funding. Otherwise, in another four years, we will still be at a “C-” grade.

This will require local governments pushing upwards to county and state and federal agencies to all align infrastructure repair and replacement investment funding with asset management planning activities.

MAKING OUR ROADS SAFER

One
Countermeasure
at a Time



The FHWA has identified and is promoting widespread use of a set of 28 Proven Safety Countermeasures that can offer significant, measurable impacts as part of any agency's data-driven, systemic approach to improving safety. These strategies are designed to enhance safety on all kinds of roads—from rural to urban, from high-volume freeways to less traveled two-lane State and county roads, from signalized crossings to horizontal curves, and everything in between. Each countermeasure addresses **speed management, intersections, roadway departures, or pedestrians/ bicyclists**—along with crosscutting strategies that address all four safety focus areas.

***Which Proven Safety
Countermeasures
Will You Use?***

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://safety.fhwa.dot.gov/provencountermeasures>.



U.S. Department of Transportation
Federal Highway Administration

ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE

<https://safety.fhwa.dot.gov/>

Proven Safety Countermeasures

SPEED MANAGEMENT



**Speed Safety
Cameras**



Variable Speed Limits



**Appropriate Speed
Limits for All Road Users**

ROADWAY DEPARTURE



Wider Edge Lines



**Enhanced Delineation
for Horizontal Curves**



**Longitudinal Rumble
Strips and Stripes on
Two-Lane Roads**



SafetyEdgeSM



**Roadside Design
Improvements at
Curves**



Median Barriers

INTERSECTIONS



**Backplates with
Retroreflective
Borders**



**Corridor Access
Management**



**Dedicated Left- and
Right-Turn Lanes at
Intersections**



**Reduced Left-Turn
Conflict Intersections**



Roundabouts



**Systemic Application
of Multiple Low-Cost
Countermeasures at
Stop-Controlled
Intersections**



**Yellow Change
Intervals**

PEDESTRIANS/BICYCLES



**Crosswalk Visibility
Enhancements**



Bicycle Lanes



**Rectangular Rapid
Flashing Beacons
(RRFB)**



**Leading Pedestrian
Interval**



**Medians and Pedestrian
Refuge Islands in Urban
and Suburban Areas**



**Pedestrian Hybrid
Beacons**



**Road Diets (Roadway
Reconfiguration)**



Walkways

CROSSCUTTING



**Pavement Friction
Management**



Lighting



Local Road Safety Plans



Road Safety Audit

National *Build a Better Mousetrap* Featured Projects - 2021

Independence, Kentucky
Innovative Project Nomination

Custom-Built Spray Rig Helps Keep a County Clean

For years, Kenton County relied on an old, overused fire truck from its Emergency Management department to clean surfaces and structures in a local park located on a flood plain. The truck leaked badly and was very inefficient, so county employees created a high-pressure spray bar that can be mounted for use on multiple types of trucks. They also found a way to rinse areas that are inaccessible by service vehicles.

Using a trash pump, 500-gallon brine tank, and fire hose that were owned, donated, or purchased for less than \$700, the team was able to reduce water consumption and improve labor utilization. When full, the tank can now spray continuously for 26 minutes; the old truck's larger 750-gallon tank would be empty after less than five minutes. In addition, the spray bar on the front of the truck—when coupled with the fire hose pumping directly out of the tank—can be used on roadways after construction, for storm cleanup, in preparation for paving projects, and for general cleaning before local events.



© 2021 Kenton County Parks, Kentucky

Kenton County Public Works/
Kenton County Parks
Shaun Lauderman
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Albert Lea, Minnesota
Pioneer Award

Step Extensions Enable Truck Drivers to Clean Windows Safely

In past winters, Freeborn County Highway Department drivers struggled with scraping and clearing ice from their truck's windows. Often, drivers need to climb on their tires to clean the windows, which can be dangerous if done on the side of a busy road. By retrofitting an additional step below the doors on each side of the cab, the team was able to improve window cleaning, increase visibility, and keep drivers safe.

For roughly \$200 per vehicle, Freeborn County bought factory steps from the manufacturer and modified them with sheet metal, square tubing, a welder, and a band saw. On average, step extensions for each truck could be completed and installed in one day. Drivers are now able to scale the sides of their trucks to clean their windows without worrying about slips, trips, and falls.

Freeborn County Highway Department
Paul Weigel
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paul.weigel@co.freeborn.mn.us

GEAR UP

FOR THE FEBRUARY 2022 ELDT RULES

ACCESS TO TRAINING MATERIALS

There are a variety of ways to meet the ELDT training requirements, including in house! [Clear Roads is making a package of training materials available to local highway agencies at no cost, for instance.](#)

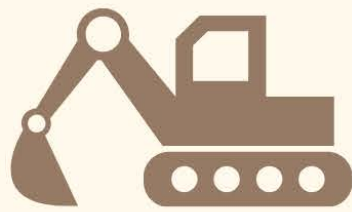
INTRO SESSION WITH FMCSA NH

Missed the live session?
[View the recording.](#)

STAY IN THE KNOW!

LET US KNOW IF YOU HAVE QUESTIONS.

[T2.UNH.EDU/ELDT](https://t2.unh.edu/ELDT)



CAREER EXPLORATION

2022 EVENTS

At High Schools and Career Technical Education Centers (CTEs) throughout New Hampshire!

**"SHARING THE PUBLIC WORKS STORY
WITH THE FUTURE GENERATION OF
OUR WORKFORCE"**

**PROMOTE PUBLIC WORKS
& HIGHWAY
CONSTRUCTION CAREERS**

Watch for "take & tell" PW demo kits to borrow from UNH T2! Coming soon!

WATER

HIGHWAY

ENGINEERING

Interested in getting involved?

Contact Marilee.Enus@unh.edu

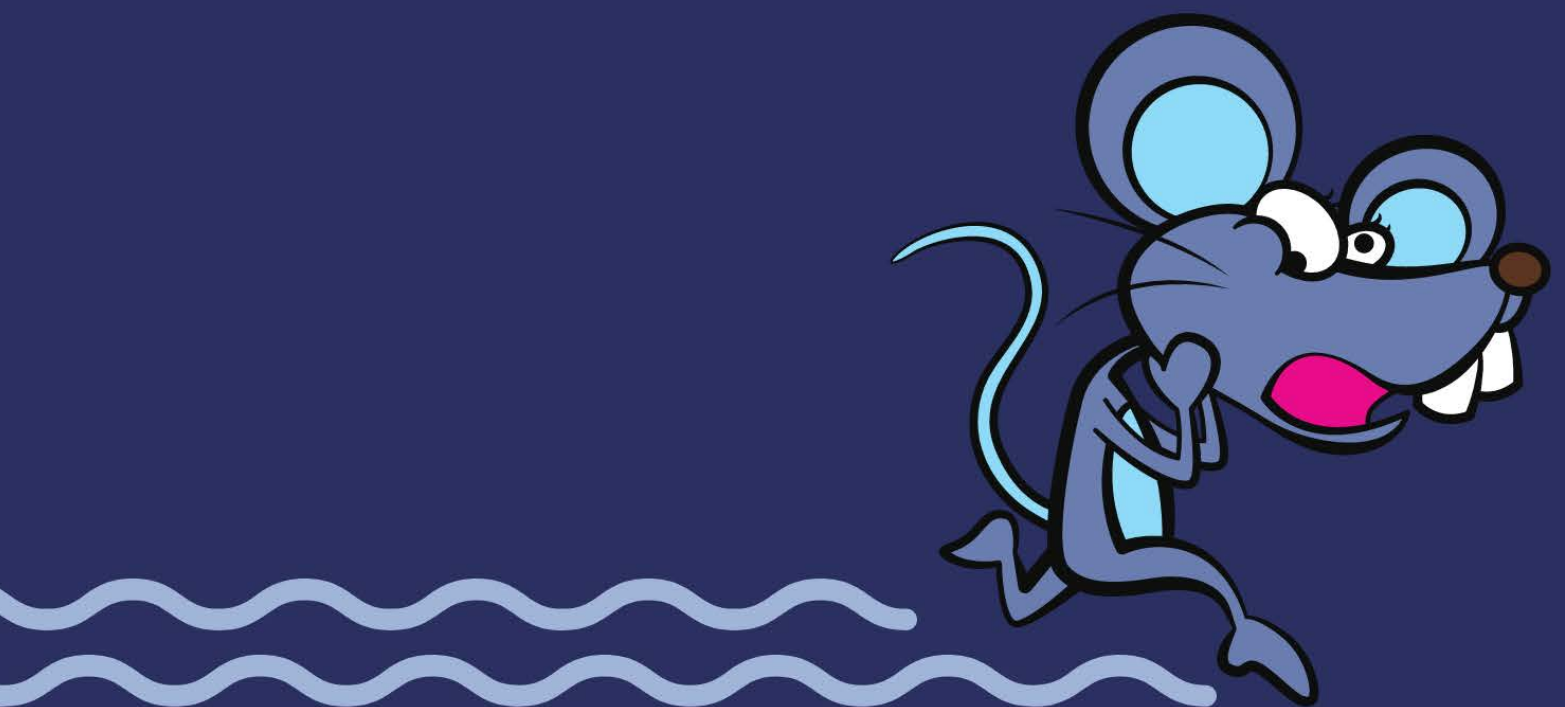


THE 2022 **TOUR DE TRAP** IS COMING!

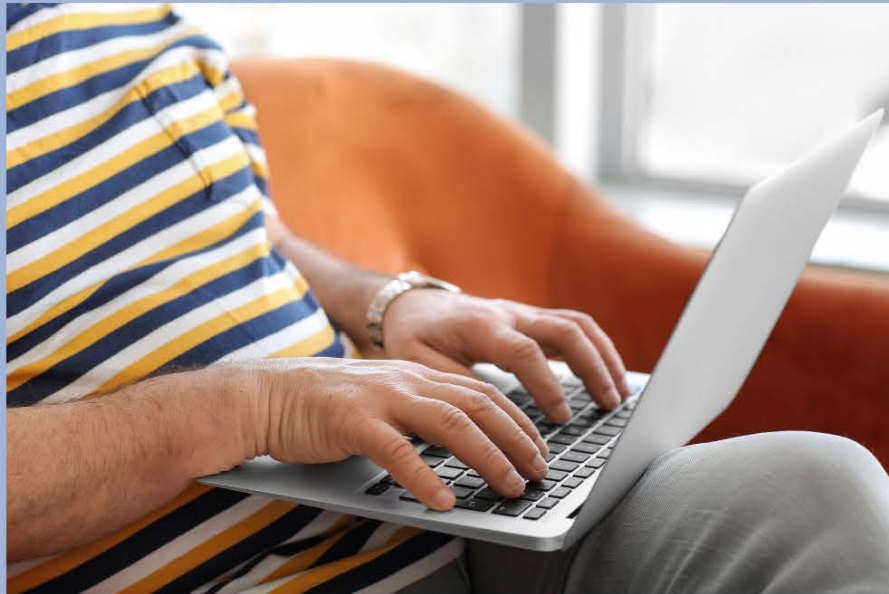
A statewide tour to TRAP the TRAPS!

UNH T2 TEAM MEMBERS WILL BE VISITING
HIGHWAY GARAGES, SHEDS, AND DPW
OFFICES THROUGHOUT NH TO SOLICIT
YOUR BABMT SUBMISSIONS!

1ST & 2ND WEEK OF APRIL 2022



LOOKING TO EARN ROADS SCHOLAR HOURS
WITH VIRTUAL TRAINING ON YOUR TIME?



INTRODUCING OUR NEW SERIES

TAKE IT FOR THE ROAD(S SCHOLARS)

A new FREE monthly training taken on
your schedule at your pace- to earn NH
Roads Scholar hours and further your
professional development!

**FEBRUARY TOPIC -
GRAVEL ROADS CONSTRUCTION &
MAINTENANCE
5 TECHNICAL HOURS**

DETAILS & REGISTRATION AT
[T2.UNH.EDU/TAKEITFORTHEROAD](https://t2.unh.edu/takeitfortheroad)