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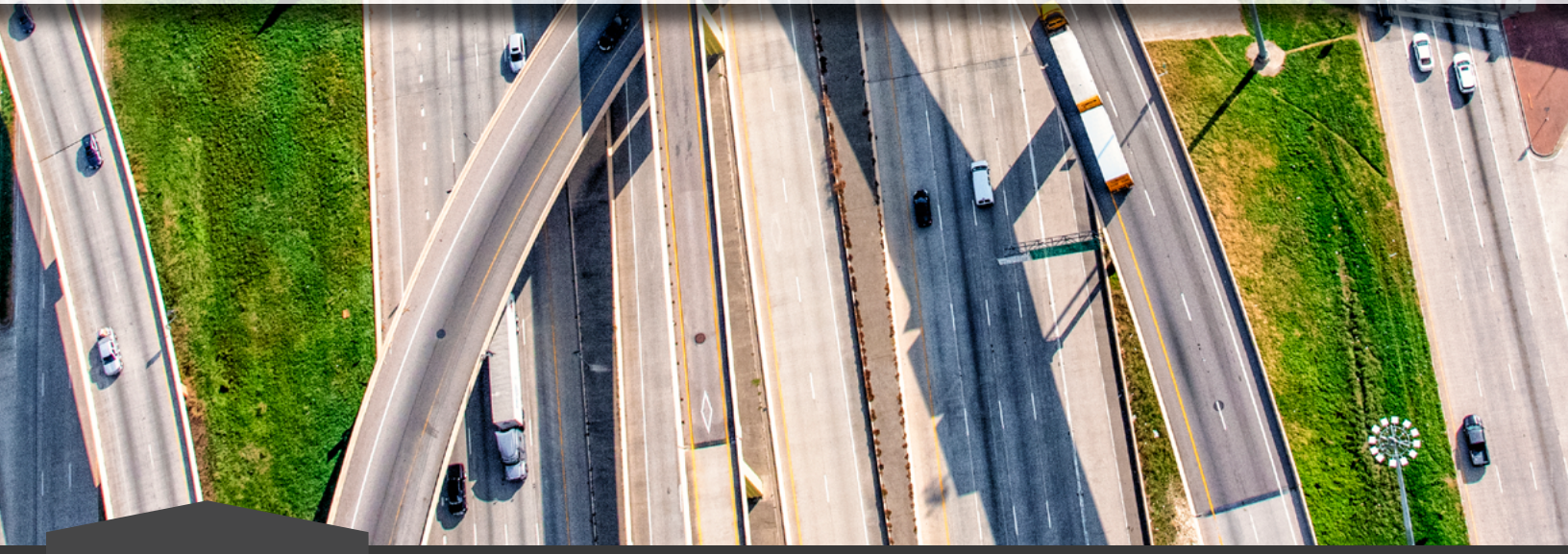
BETTER ROADS SAFER ROADS

SAFER ROADS SAVE LIVES



- TxLTAP -

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BETTER ROADS
SAFER ROADS

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- TxLTAP -

The Local Technical Assistance Program (LTAP) is a nationwide effort financed by the Federal Highway Administration and individual state departments of transportation. Its purpose is to translate into understandable terms the best available technology for roadways, bridges, bicycle and pedestrian facilities, and public transportation for city and county roadway and transportation personnel. The TxLTAP, operated by the University of Texas at Arlington, is sponsored by the Texas Department of Transportation (TxDOT) and the Federal Highway Administration. This newsletter is designed to keep you informed about new publications, techniques, and training opportunities that may be helpful to you and your community.

TRAFFIC DEATHS SPIKE IN TEXAS WORK ZONES

As road construction projects ramp up statewide, TxDOT officials are asking motorists to slow down and stay alert when driving through the thousands of work zones in Texas to protect themselves and others. In 2021, traffic crashes in the state's work zones claimed the lives of 244 people, a 33% increase over the previous year.

Drivers and their passengers accounted for the majority of those who died in Texas work zone crashes last year: 195 motorists or vehicle passengers were killed, along with 38 pedestrians, four bicyclists and three roadside construction workers. Speeding and driver inattention were among the leading causes of crashes.

With these alarming statistics in mind, TxDOT's "Be Safe. Drive Smart." campaign marked National Work Zone Awareness Week, April 11–15, by sharing safety tips to prevent work zone crashes and fatalities.

"It's cause for tremendous concern that the number of people killed on our roadways reached a 40-year high last year and fatalities in our work zones rose dramatically," said TxDOT Executive Director Marc Williams. "It's important for drivers to remember that driving conditions in work zones can be especially challenging because of extra congestion, slow-moving heavy equipment, temporary barriers and vehicles that make sudden stops. That's why it's crucial for everyone to give driving their full attention and drive a safe speed in areas where construction and maintenance are underway."

The "Be Safe. Drive Smart." campaign offers five tips for driving safely through a work zone:

1. Slow down. Follow the posted speed limit and adjust your driving to match road conditions.

2. Pay attention. Avoid distractions, keep your mind on the road and put your phone away.

3. Watch out for road crews. The only protective gear they wear is reflective clothing, a hardhat, and safety boots. Always follow flaggers' instructions and be mindful of construction area road signs.

4. Don't tailgate. Give yourself room to stop in a hurry, should you need to. Rear-end collisions are the most common kind of work zone crashes.

5. Allow extra time. Road construction can slow things down. Count on it, and plan for it.

Roadside safety also extends to complying with the state's Move Over/Slow Down law that requires drivers to move over a lane or reduce their speed to 20 mph below the posted speed limit when approaching a TxDOT vehicle, emergency vehicle, law enforcement, tow truck or utility vehicle stopped with flashing lights activated on the roadside.

Traffic fines double in work zones when workers are present and can cost up to $2,000. Failure to heed the Move Over/Slow Down law also can result in a fine up to $2,000.

"Be Safe. Drive Smart." is a key component of #EndTheStreakTX, a broader social media and word-of-mouth effort that encourages drivers to make safer choices while behind the wheel such as wearing a seat belt, driving the speed limit, never texting and driving, and never driving under the influence of alcohol or other drugs. Nov. 7, 2000 was the last deathless day on Texas roadways. #EndTheStreakTX asks all Texans to commit to driving safely to help end the streak of daily deaths.

MAKING WORK ZONES SAFER WITH BETTER DATA: INTRODUCING THE WORK ZONE DATA EXCHANGE

by Martha Kapitanov

Work zone safety is a national priority. The United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), and transportation agencies are working to reduce fatalities, injuries, and crashes in work zones nationwide. The United States saw 842 work zone fatalities in 2019.

Looking to the future, technology will play a vital role in improving work zone safety. While intelligent transportation system tools such as smart work zone devices are rapidly advancing, the data they collect are much more valuable if everyone can easily access and interpret it. And that's where the Work Zone Data Exchange (WZDx) comes in.

WHAT IS WZDX?

WZDx is a cooperative effort led by USDOT and stakeholders to advance a national data specification - a universal language - for all work zone data. WZDx supports the sharing of all data (and there is a lot of it), making it available for third-party users such as mapping companies, vehicle and vehicle equipment manufacturers, and automated vehicles.

WZDx. (Source: FHWA)

Community-developed data specifications, such as the General Transit Feed Specification for public transportation, are widely used by transportation agencies nationwide. The WZDx specification is the first open specification for sharing information on work zone impacts.

PARTNERING ACROSS THE NATION

100+ organizations - including State and local DOTs, construction firms, mapping companies, and vehicle technology manufacturers - participate in the Work Zone Data Working Group. Working group members are dedicated to developing and implementing the WZDx specification in work zones nationwide. Any person or organization is welcome to join, and several subcommittees address specific aspects of development and implementation.

Earlier this year, USDOT awarded grant funds for projects in 13 States, including Massachusetts and Arizona. Each project is working to get a WZDx data feed up and running, but each has its own unique elements. Minnesota DOT, for example, is working to create a mobile application that work zone operators can use to report real-time work zone information, such as lane shifts, closures, and worker presence.

LOOKING TO THE FUTURE

> *"Work zones are particularly problematic for commercial motor vehicles and automated vehicles. Just imagine if automated vehicles could access live data that tell them where workers are in a work zone, when the lanes are going to shift, and even when to slow down and avoid crashes."*
>
> *– Martha Kapitanov, FHWA*

Like all technology, progress is incremental. In the case of WZDx, things are moving along at a rapid pace. Version 4 of the specification is coming soon, and with each version, the data that the WZDx is capable of communicating become more comprehensive and more precise. And precise data are more useful data.

Ultimately, WZDx will save lives and make travel on public roadways safer and more efficient - but to gather data from across the country, broad adoption is critical.

LET'S PUT WORK ZONES ON THE MAP

The first step in accelerating adoption is to get the word out. Earlier this year, FHWA launched a partnership and awareness campaign, called Put Work Zones on the Map, to do just that. The purpose of the campaign is to educate and engage potential partners on the capabilities, benefits, and progress of WZDx. Those interested in helping spread the word can visit the campaign's toolkit web page to find fact sheets, social media content, and links to past webinars.

Together we can create smarter and safer roadways by putting work zones on the map and improving the way we navigate work zones daily. For more information on WZDx and Put Work Zones on the Map, visit the WZDx website at or email Martha Kapitanov at martha.kapitanov@dot.gov.

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FEDERAL HIGHWAY ADMINISTRATION DETAILS EFFORTS TO ADVANCE COMPLETE STREETS DESIGN MODEL, IMPROVE SAFETY FOR ALL ROAD USERS IN REPORT TO CONGRESS

In March 2022, the Federal Highway Administration (FHWA) released a report to Congress detailing the agency's commitment to advance widespread implementation of the Complete Streets design model to help improve safety and accessibility for all users. The report identifies five overarching opportunity areas that will inform FHWA as it moves ahead with its efforts to increase the proportion of federally funded transportation projects that are routinely planned, designed, built and operated as Complete Streets.

"A Complete Street is safe, and feels safe, for everyone using the street"

In FHWA's Report to Congress, titled "Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges," FHWA adopts Complete Streets as its default approach for funding and designing the majority of federally funded roadways in the US. Almost 70 percent of roads on the National Highway System are not access-controlled freeways, and these roads serve a wide variety of road users and purposes. These roadways, which include most arterials in urban areas and many small-town main streets, are the focus of FHWA's Complete Streets initiative.

"A Complete Street is safe, and feels safe, for everyone using the street," said Deputy Federal Highway Administrator Stephanie Pollack. "We can't keep people safe on our roads if we don't have safer roads and roads that slow down drivers to safe speeds. Through our Complete Streets initiative, FHWA will play a leadership role in providing an equitable and safe transportation network for travelers of all ages and abilities, including vulnerable road users and those from underserved communities that have faced historic disinvestment."

FHWA has committed to addressing our country's crisis in roadway fatalities, including the recent increases among motorists, cyclists and pedestrians, by focusing on the design, construction, and operation of safe roads and on countermeasures that encourage safe speeds. The Complete Streets design model embodies both elements, making it a key component of FHWA's implementation of the U.S. Department of Transportation's National Roadway Safety Strategy.

The National Roadway Safety Strategy is a Departmental roadmap to address the national crisis in traffic fatalities and serious injuries and adopts the Safe System Approach that holistically addresses safety through multiple layers of protection.

One goal of FHWA's Complete Streets initiative is to increase the proportion of transportation projects that states and other Federal-aid highway funding recipients routinely plan, design, build, and operate that are safe and accessible for all users. As the Report to Congress documents, FHWA has begun assessing and revising its own policies, regulations, processes, and practices to make it easier for state and local agencies to advance and build Complete Streets. FHWA's Complete Streets initiative will address five overarching opportunity areas:

- **Improve data collection and analysis** to advance safety for all users
- **Support rigorous safety assessment** during project development and design to help prioritize safety outcomes across all project types;
- **Accelerate adoption of standards and guidance** that promote safety and accessibility for all users and support innovation in design;
- **Reinforce the primacy of safety for all users** in the interpretation of design standards, guidelines, and project review processes; and,
- **Make Complete Streets FHWA's default approach** for funding and designing non-access-controlled roadways.

The Bipartisan Infrastructure Law (BIL) defines Complete Streets standards or policies as those which "ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles."

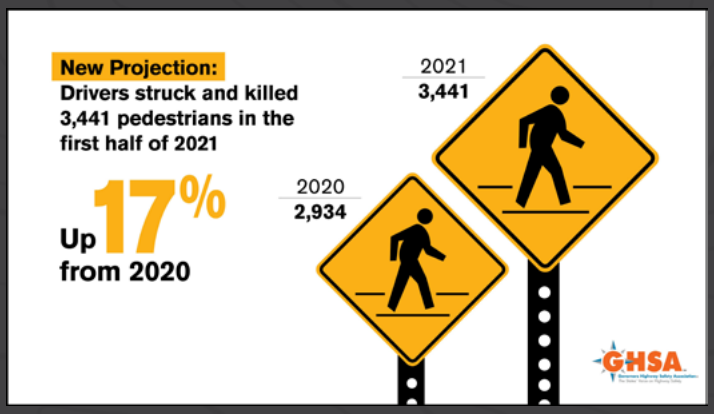
BIL provides new tools and resources that allow states and local governments to build Complete Streets. This includes a requirement that states and metropolitan planning organizations use at least 2.5 percent of their planning funding on activities related to Complete Streets or travel on foot, by bike, in a vehicle or using public transit. BIL also continues to provide funding for Complete Streets activities through Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants and the National Highway Performance Program. Surface Transportation Block Grant Program funds can also be used for Complete Streets implementation. FHWA recently released guidance for the Highway Safety Improvement Program, which can be used for Complete Streets projects and which received an additional $4 billion in funding under the BIL. The BIL also created a new $6 billion Safe Streets and Roads for All competitive grant program for local governments, details of which will be announced in the coming months.

FHWA's Report to Congress, titled "Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges," is FHWA's response to a report accompanying the Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Bill of 2021 which stated that FHWA should review its current policies, rules, and procedures to determine their impact on safety for road users. Information on FHWA's Complete Streets efforts and initiatives can be found at https://highways.dot.gov/complete-streets.

NEW PROJECTION:
U.S. PEDESTRIAN DEATHS JUMPED IN FIRST HALF OF 2021

A new analysis from the Governors Highway Safety Association (GHSA) projects that U.S. drivers struck and killed 3,441 pedestrians in the first six months of 2021, up 17% – or 507 additional lives lost – from the same period the year before. This troubling projection continues a decade-long trend of rising pedestrian deaths on our roadways and comes as speeding, impaired and distracted driving, and other dangerous driver behaviors remain at unacceptably high levels.

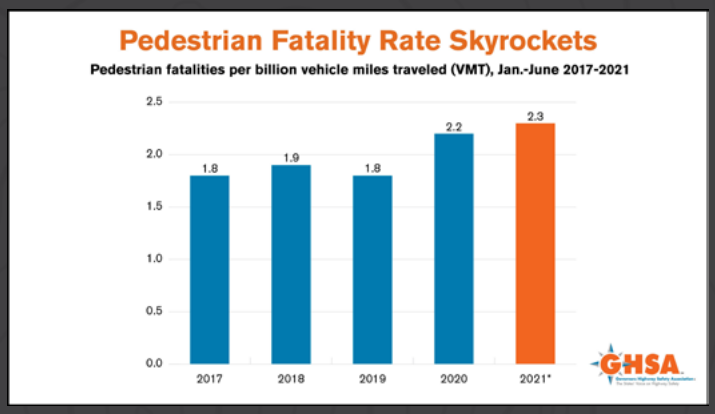
GHSA's annual *Spotlight on Highway Safety* report offers the first look at state and national trends in 2021 pedestrian traffic deaths, based on preliminary data provided by State Highway Safety Offices (SHSO) in all 50 states and the District of Columbia (D.C.). The analysis found that, nationwide, there were 1.04 pedestrian deaths per 100,000 people, up from 0.90 in both 2020 and 2019. The data also shows that the rate of drivers striking and killing pedestrians rose to 2.3 deaths per billion vehicle miles traveled (VMT) in the first six months of 2021. That's an increase from the historically high rate of 2.2 deaths per billion VMT in 2020 and significantly more than the rate of 1.8-1.9, which remained steady in 2017-2019. The data analysis was conducted by Elizabeth Petraglia, Ph.D., of research firm Westat.



Source: Pedestrian Traffic Fatalities by State: 2021 Preliminary Data (https://www.ghsa.org/resources/Pedestrians22)

What is causing this increase in both the total number of pedestrian deaths and the fatality rate? A combination of factors that include a surge in dangerous driving that began at the start of the pandemic and has not abated, larger vehicles that are more likely to seriously injure or kill people on foot in the event of a crash, roads designed to prioritize fast-moving traffic over slower speeds that are safer for pedestrians, and inadequate infrastructure such as sidewalks and lighting in many parts of the country. To address these causes and reduce the number of pedestrian deaths, GHSA supports a comprehensive solution based on the Safe System approach, as outlined in the U.S. Department of Transportation's National Roadway Safety Strategy. Each of the five elements of the Safe System approach – safe road users, safe vehicles, safe speeds, safe roads and post-crash care – contribute in different ways to provide this multi-layered safety net that can protect people outside of vehicles.

"Walking is the most basic form of transportation, but there is a pedestrian safety crisis due to drivers speeding, being impaired or distracted, or engaging in other dangerous behaviors," said GHSA Executive Director Jonathan Adkins. "We need to leverage



Source: Pedestrian Traffic Fatalities by State: 2021 Preliminary Data (https://www.ghsa.org/resources/Pedestrians22)

everything that works – infrastructure improvements, changes to road design, equitable enforcement of traffic safety laws and community outreach – to reverse this deadly trend and make our roadways safe for people walking, biking and rolling."

The increase in pedestrian fatalities over the first half of 2021 continues a long-term trend of roadways being more dangerous for people on foot. Over the last decade, pedestrian deaths have skyrocketed by more than 2,000 – from 4,457 in 2011 to 6,516 in 2020 – a 46% increase. Overall traffic fatalities are also surging. The National Highway Traffic Safety Administration (NHTSA) reported that 31,720 people died in crashes in the first three quarters of 2021, which is the highest number of fatalities during the first nine months of any year since 2006.

At a state level, pedestrian fatalities increased in 39 states and D.C. during the first half of 2021. Meanwhile, 11 states experienced declines in the number of pedestrians killed by drivers, with three states reporting two consecutive years of declines and two states posting double-digit fatality reductions in 2021. The analysis also noted that three states – California, Florida and Texas – accounted for 37% of all pedestrian deaths in the first six months of 2021 but are home to 27% of the U.S. population. These states have warmer climates, which tend to increase travel on foot, as well as many urban areas where pedestrians and motor vehicles are more likely to share the road.

GHSA will publish a second, comprehensive Spotlight report this spring that will include state fatality projections for all of 2021, an analysis of recently released 2020 data from NHTSA's Fatality Analysis Reporting System (FARS) and an overview of proven strategies states and communities are employing to reduce pedestrian crashes and injuries.

ABOUT GHSA

The Governors Highway Safety Association (GHSA) is a nonprofit association representing the highway safety offices of states, territories, the District of Columbia and Puerto Rico. GHSA provides leadership and representation for the states and territories to improve traffic safety, influence national policy, enhance program management and promote best practices. Its members are appointed by their Governors to administer federal and state highway safety funds and implement state highway safety plans. Visit ghsa.org for more information or follow us on Facebook and Twitter.

FHWA ANNOUNCES NEW GUIDANCE, INCREASED FUNDING FOR INFRASTRUCTURE PROGRAM THAT HELPS STATES AND COMMUNITIES CREATE SAFER, MORE WALKABLE STREETS

The Federal Highway Administration (FHWA) recently announced new guidance and increased funding that can help state and local governments carry out projects that create safer, more walkable streets, including pedestrian and bicycle infrastructure, Safe Routes to School programs, and other local community projects.

The President's Bipartisan Infrastructure Law nearly doubled funding for the Transportation Alternatives (TA) Set-Aside, from $850 million annually for fiscal years 2018 through 2020 to an average annual amount of $1.44 billion from 2022 through 2026.

"With this new guidance, states and localities have one more tool to advance critically important projects that improve safety and accessibility for all and use a Complete Streets approach to create safe, connected, and equitable street and trail networks," said FHWA Deputy Administrator Stephanie Pollack. "These projects give people more affordable options to get from Point A to Point B while also reducing emissions from the transportation sector."

The TA Set-Aside program can be used for a variety of projects including pedestrian and bicycle facilities, recreational trails, Safe Routes to School projects, road safety assessments, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Given the high demand for these types of projects at the local level, the program also allows states to develop a process to suballocate up to 100 percent of funds to counties, MPOs, and regional transportation planning organizations. The law also requires states to hold a competitive grant process for local governments and other eligible entities before transferring TA set-aside funds to other Federal-aid programs.

The new guidance also encourages states and metropolitan planning organizations to incorporate demographic information into their TA Set-Aside program application and selection procedures as they prioritize projects to better measure transportation equity and address the needs of underserved communities.

More information about FHWA's Transportation Alternatives Set-Aside Guidance can be found on FHWA's web site and fact sheet.

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ADDRESSING THE PERENNIAL PLAGUE OF POTHOLES

Potholes are disruptive, damaging, and dangerous. Impact from a deep pothole can damage tires, wheels, lower engine components, suspension, and steering systems. Furthermore, drivers can lose control of a vehicle when hitting or swerving to avoid potholes, resulting in collisions that injure or kill. They are also a hazard to cyclists and pedestrians.

There are more than 8 million lane-miles of road in the U.S. Over two-thirds are paved, nearly all with asphalt. Due to decades of inadequate funding, deferred maintenance, and increased traffic volumes, much of the system has significantly degraded.

Potholes are a significant result of the poor condition of our roadways. But what exactly is a pothole? Though there is no one universal definition, a commonly accepted description is that a pothole is, "a depression in asphalt (not concrete) with sharp, uneven edges, and typically ranges from 2 in. to 4 in. deep and several inches more in length than width."

POTHOLE FORMATION

Water, temperature fluctuations, and excessive vehicle loads are the primary causes of potholes. All paved roadways are designed to accommodate predetermined loads (weight per axle) and volume. Eventually, traffic stresses the pavement, resulting in small fatigue cracks that allow water to infiltrate into the base and subbase. Oxidation, poor design and construction, and insufficient preventive and corrective maintenance also contribute to pothole formation. When water infiltrates through the upper surface or from the sides of the roadway, the pavement begins to deteriorate. Water softens and, in some cases, displaces the base and the soil underneath.

Most potholes occur in the winter and early spring as a result of freeze-thaw action. As ground temperatures drop below freezing, the water under the pavement becomes ice and expands, heaving the pavement, and leaves small breaks. When temperatures rise, the cracked pavement subsides into the void left by the melted ice. At this point, it may not be readily apparent at the surface that the pavement is about to fail. The weakened surface layer is deflected downward each time a vehicle wheel passes over. With no support underneath, the pavement breaks, and a new pothole suddenly appears. As more vehicles hit this spot, the repetitive impacts enlarge the hole.

However, potholes also occur even when there is no freeze-thaw cycle, such as in Texas, Florida, Southern California, or even Hawaii. In those locations, poor subgrade—and the presence of high water-tables—weaken the pavement.

PRECURSORS

Surface deterioration and subsurface degradation occurs for some time before the surface breaks. Certain defects are precursors to pothole formation; they are indicators of chronic conditions such as overloading, poor construction, material deficiencies, inadequate drainage, and severe environmental impacts.

Training roadway maintenance workers to recognize these defects, identify the causes, and make timely repairs significantly reduces pothole formation. The following defects are described and illustrated in the Distress Identification Manual for the Long-Term Pavement Performance Program:

- Rutting
- Depressions
- Longitudinal cracks
- Edge cracking
- Slippage cracking
- Fatigue cracking ("alligator" or "map" cracking)
- Raveling
- Delamination
- Transverse cracks
- Block cracking
- Shoving
- Failed Patches

Delayed or deferred correction of pavement distresses is the major cause of potholes. Nonetheless, when potholes appear, prompt repairs must be made to keep them from becoming larger and deeper.

REPAIR MATERIALS AND METHODS

Selecting the right pothole patching material depends on several factors: prevailing weather; pavement moisture level and temperature; width and depth of pothole; traffic conditions; and availability of material, equipment, and personnel. Additional factors to consider in selecting the proper materials is the age and condition rating according the APWA Pavement Condition Index (PCI).

- Cold mix can be used in any weather and by one person. However, it is a short-term repair. It is used more in winter because it does not need to be mixed, heated, or require tools other than a shovel, rake, and tamper. It is available throughout the year. There are two methods:
  - Throw-and-Go is the simplest and fastest repair. Unfortunately, it does not last because of water and/or debris in the hole, insufficient compaction, and lack of adhesion.
  - Throw-and-Roll is a more effective technique as the truck tires are used to compact the patch. It typically increases the survival rate from 10% to 25%.
- Hot-mix asphalt requires a trailer or truck-mounted machine that heats the asphalt during transport and application. One drawback is that most asphalt plants will not be producing during the winter.

The typical repair method is cut-and-fill. Because this method takes more time, a follow-truck provides protection for workers and warning to oncoming traffic. This entire process may take from 20 minutes to nearly an hour. The "semipermanent" patch can last several years. During busy periods, crews often skip "cutting the hole" and use throw-and-go or throw-and-roll methods instead. Such repairs will not last as long as "cut-and-fill" patches.

- Spray injection uses a truck or trailer-mounted apparatus consisting of an air compressor, aggregate hopper, tanks of tack oil and asphalt emulsion, and applicator hoses. The process takes just minutes. These patches can last a long time but are best for shallow holes.
- Infrared heating consists of a truck- or trailer-mounted rectangular infrared heater that melts distressed asphalt 2 to 3 in. in depth and then scarified. Rejuvenators can be applied to the old asphalt or new HMA added, then compacted. These patches are permanent.

Other measures:

- Leveling is filling and compacting depressions that have little or no cracking with HMA.
  - Partial-depth repair removes asphalt to the base, then replaces with compacted HMA.
  - Full-depth repairs correct poor subbase conditions by excavating to the soil. Rock or large aggregate is used to strengthen soil before the base and wearing course are replaced with fresh HMA.

All of the above are ways to repair potholes, but what is more important is to prevent potholes.

PREVENTIVE MAINTENANCE VITAL FOR REDUCING POTHOLE FORMATION

Preventive maintenance is a series of planned, cost-effective treatments that preserves the pavement, retards future deterioration, and maintains or improves the functional condition of the system.

Asphalt pavement begins to deteriorate almost as soon as it is built. Factors that contribute to pavement deterioration include poor drainage, air pollutants, and sun which cause oxidation and hardening, utility cuts, and traffic. Inevitably, potholes occur even on the best constructed and maintained roadways. As cracks develop, water gets in those cracks and freezes, and the cracks get bigger until they become potholes. The obvious solution then is regular, timely maintenance to seal the roadway surface.

The typical asphalt pavement is designed for a 50-year life span. Properly maintained, a street could last for 70–80 years depending on soil and drainage conditions and structural adequacy. With regular preventive maintenance, annual maintenance costs are approximately half what they would be if pavement were neglected. Ideally, agencies should strive to maintain their roadways above a PCI of 55 or "fair" condition.

PREVENTIVE TREATMENTS

There is a wide range of preventive maintenance methods that increase in time, cost, and complexity as pavements deteriorate due to age, traffic, and environment. Detailed information is available at the FHWA Pavement Preservation website.

SEALING

- Narrow crack sealing with rubberized asphalt for longitudinal, transverse, reflection, and block cracks
- Wide-crack sealing with HMA or mastic is for joint with wider separation.
- Rejuvenators restore original properties to aged (oxidized) asphalt binders. Service life is about 2 years.
  - Fog seal is a light application of a diluted slow-setting asphalt emulsion to aged pavement.
- Sand Seal is fog seal followed by a thin layer of sand. Fog and sand seals last about 2–3 years.
  - Slurry seal is used to fill surface defects as a preparatory treatment for other maintenance treatments or as a wearing course. Used mostly on low-volume roads and streets. Service life is 4–5 years.
  - Micro-surfacing is a slurry seal with polymer additives primarily for collector and arterial streets and roads. Service life is 6–7 years.
  - Chip seals is a layer of graded aggregate partially embedded in tack oil then compacted with roller and loose chips swept. Reapplications on sound pavement about every 7–10 years.
  - Scrub seal is a chip seal with brooms that work the emulsion into the distresses. It is an excellent cost-effective treatment for a heavily distressed road that lasts 5 to 7 years.
  - Cape seal is chip or scrub seal followed by the application of slurry seal or micro-surfacing to improve chip retention and smoothness on residential streets and lasts 7–10 years.

OVERLAYS

- Mill-and-overlay removes several inches of the wearing surface, and then an HMA overlay replaces the milled pavement with the same thickness if the base in in good condition.
- Thin overlay is applying an approximate 1-in. layer of HMA to unmilled pavement.

Eventually, more extensive measures such as cold in-place or hot in-place recycling and full-depth reclamation are needed when pavements approach the end of service life.

DRAINAGE

Correcting poor roadside drainage alleviates saturation of the underlying roadway structure. Routine cleaning and periodic regrading of roadside ditches and replacement of inadequate culverts will eliminate water infiltration. Likewise, storm-water inlets on curbed roadways need to be regularly inspected and cleared of debris and snow and ice during the winter. Underground springs can saturate a roadway subbase; subsurface drains must be installed to channel water away.

CONCLUSION

Regular preventive maintenance is essential to reducing the formation of potholes and other asphalt pavement distresses. But when potholes do appear, prompt response and the use of the proper materials and methods is vital to minimizing the disruption to traffic flow, damage to vehicles, and hazards to pedestrians and cyclists. An aggressive, proactive "find-and-fix" maintenance program year-round is the best approach.

ABOUT THE AUTHOR

Bergner is principal at Monte Vista Associates LLC. Hale retired as supervisory civil engineer for Overland Park, Kansas, after 35 years of managing the pavement program.

Article reprinted from the Roads & Bridges, April 2022 issue.

AAA TEXAS AND HPD RELEASE DISTRACTED DRIVING DOCUMENTARY

FEATURING LOCAL CRASH SURVIVORS AND FAMILY MEMBERS

by Daniel Armbruster & Joshua Zuber

AAA Texas, Houston Police Department and Houston Police Foundation released a documentary in April 2022 called 'Sidetracked', focused on the brutal realities of distracted driving. The 23-minute documentary examines the real-life stories of Houston-area residents who've been impacted by distracted driving crashes. The film is part of AAA Texas' campaign, 'Don't Drive Intoxicated. Don't Drive Intexticated.' The goal of the campaign and this new film, which was sponsored by AAA Texas and Houston Police Foundation, is to increase the social stigma of using a smart phone behind the wheel similar to the stigma that is associated with impaired driving.

"This film demonstrates how quickly lives can be lost or forever changed as a result of a driver using a smartphone and not paying attention while behind the wheel," said Lincoln Tomlin, vice president of Government and Public Affairs for AAA Texas. "AAA Texas is committed to making our roadways safer, and this is another way to spread awareness about the dangers of driving 'intexticated,'" he said.

The premiere of Sidetracked took place at Houston City Hall ahead of National Distracted Driving Awareness Month in April.

DEATHS INCREASE FROM DISTRACTED DRIVING IN TEXAS

According to the latest statistics from the Texas Department of Transportation, in 2021, 431 people died statewide in crashes involving distracted driving. That was a 17% increase from 2020 and 14% increase from 2019. TxDOT reports there were 2,935 serious injuries due to distracted driving in 2021, which was a 62% jump from the prior year and 43% increase from 2019.

"What many people don't realize is that when they are driving distracted, they are not only putting themselves at risk but also endangering the lives of everyone else who they are sharing the road with," said Houston Police Chief Troy Finner. "When crashes happen and people are killed, or seriously injured as a result of something that is 100% preventable, it upsets me and all of our officers," he said.

Don't drive intoxicated. Don't drive intexticated.
A sobering message from AAA

DISTRACTED DRIVING IN TEXAS			
	2021	Change from 2020	Change from 2019
Fatalities	431	17%	14%
Serious Injuries	2,395	62%	43%
Total Crashes	93,515	16%	-5%

*Source: TxDOT

According to the National Highway Traffic Safety Administration (NHTSA), on average, 9 people are killed each and every day in the U.S. as a result of distracted driving and another 1,000 are seriously injured. For Dr. Toron Wooldridge of Houston, this reality is something that has haunted his family since a driver distracted by a cell phone caused a crash that claimed the lives of his two sisters in 2016.

"Distracted Driving has drastically impacted my family," said Dr. Wooldridge. "Hopefully this documentary can educate and build awareness so other families may not have to experience an extreme tragedy like our family," he added.

To prevent distracted driving, AAA Texas recommends drivers:

- **PUT IT AWAY.** Place your mobile device out of sight to prevent temptation.
- **KNOW WHERE YOU'RE GOING.** If using a navigation system, program the destination before driving.
- **PULL OVER.** If you have to call or text while on the road, pull off the road safely and stop first.
- **ASK PASSENGERS FOR HELP.** If riding with someone, seek their help to navigate, make a call or send a message.
- **BE A GOOD PASSENGER.** Speak out if the driver of your vehicle is distracted.
- **DON'T BE A DISTRACTION.** Avoid calling or texting others when you know they are driving.
- **EVERYONE SHOULD PREVENT BEING INTEXTICATED.** Just as drivers need to pay attention, so do pedestrians and bicyclists. Never call, text or play games while walking or cycling.

To learn more about AAA Texas' 'Don't Drive Intoxicated. Don't Drive 'Intexticated.' Campaign and to view the full documentary, visit aaa.com/dontdrivedistracted.

CONNECTED AND AUTONOMOUS VEHICLE 101 EDUCATION FOR SMALL TOWNS, COUNTIES AND SATELLITE CITIES IN NORTH CENTRAL TEXAS

Enhanced cellular connectivity, the rapid uptake of electric vehicles globally, ever-improving ADAS functionality, and the slow but inevitable maturing of autonomous technologies, all mean that in the next decade autonomous and near-autonomous technologies will become standard in all types of new vehicles - from robo-taxis to town shuttles, in private cars and delivery vehicles.

As this digital transportation economy evolves, planners, town managers, engineers, mayors and city council members – particularly in smaller cities, towns and rural communities – are increasingly eager to understand what they need to be doing in the next decade in order to prepare for the changes these emerging technologies will bring:

- Municipalities need to rethink many aspects of their traditional **built infrastructure** (curb pick-up and drop-off, parking, electrical recharging facilities, pedestrian and bicycle access, dedicated AV lanes, etc.).
- They also need to establish **new policies** on ownership, procurement, pricing, public safety, disabled access, and data collection analysis and use, and consider changes to zoning and right-of-way policies for poles, wires, sensors and towers.
- Many municipalities will want to **coordinate multi-modal services** with their public transit system, and in time, provide an integrated trip planning, booking and payment platform.
- And to be effective, municipalities will want to coordinate and integrate these various technologies in a way that produces an efficient, shared, community-wide **data collection and sharing infrastructure**.

Join your municipal colleagues and a roster of national and local experts at a full-day "Connected and Autonomous Vehicle 101" seminar at the Hurst Conference Center, in Hurst Texas to explore the key aspects of the Autonomous Vehicle Economy and the infrastructure and policy changes that counties, satellite cities, small towns and rural communities will need to consider in order to take advantage of coming electrification and self-driving technologies.

The CAV 101 seminar consists of six, one-hour modules:

1. Transformational Economic and Technology Trends
2. The Changing Nature of Transportation - Shared, Electric, Connected and Autonomous
3. Smart City, CAV Technologies and Mobility-as-a-Service Offerings
4. Implications of the CAV Economy for Towns and Counties
5. Understanding the Regional and Local CAV Situation
6. What to do Next: Strategic Planning, Stakeholder Inclusion and Public Outreach

Who Should Attend?

The CAV 101 education seminar is specifically designed for: ·

- Town Managers, Financial Officers and Administrators
- Planners and Economic Development officers
- Community Development Directors and City Engineers
- Communications/Public Affairs Directors
- Information Technology Directors
- Mayors and City Council members
- Council of Government (COG) and Metropolitan Planning Organization (MPO) members

The "CAV 101" course is approved for 5.0 hours of Certification Maintenance (CM) credit for the American Institute of Certified Planners (AICP). Visit https://cav101seminars.jimdofree.com/register-for-the-august-3rd-2022-dallas-ft-worth-and-north-central-texas-cav-101-seminar/ to register for the CAV 101 course in Hurst Texas on August 3, 2022.

BUILD A BETTER MOUSETRAP

NATIONAL RECOGNITION PROGRAM FOR TRANSPORTATION INNOVATION

The Build a Better Mousetrap (BABM) National Recognition Program highlights locally relevant, innovative solutions and provides a platform to share innovations to everyday challenges that local and tribal transportation professionals encounter on local roads. These local road solutions range from the development of new project delivery or design processes to the invention of new tools, equipment, or modifications that increase efficiency, enhance safety, reduce cost, and/or improve the quality of transportation on local roads.

WHAT ARE THE FOUR BABM ENTRY CATEGORIES?

1. **INNOVATIVE PROJECT** – Any solution that addresses any or all phase(s) of the 'project' life cycle – Planning, Design/ Engineering, Construction, Operations and Maintenance. This project shall introduce new ideas, is locally relevant, original, and creative in thinking.
2. **BOLD STEPS** – Any locally relevant high-risk project or process showing a break-through solution with demonstrated high-reward.
3. **SMART TRANSFORMATION** – A locally relevant, significant change in any transportation activity or process that is SMART "Specific, Measurable, Achievable, Realistic and Time-bound" in nature that results in improved efficiencies.
4. **PIONEER** – A locally relevant product/tool that is among the first to solve a maintenance problem with a home-grown solution.

HOW TO PARTICIPATE

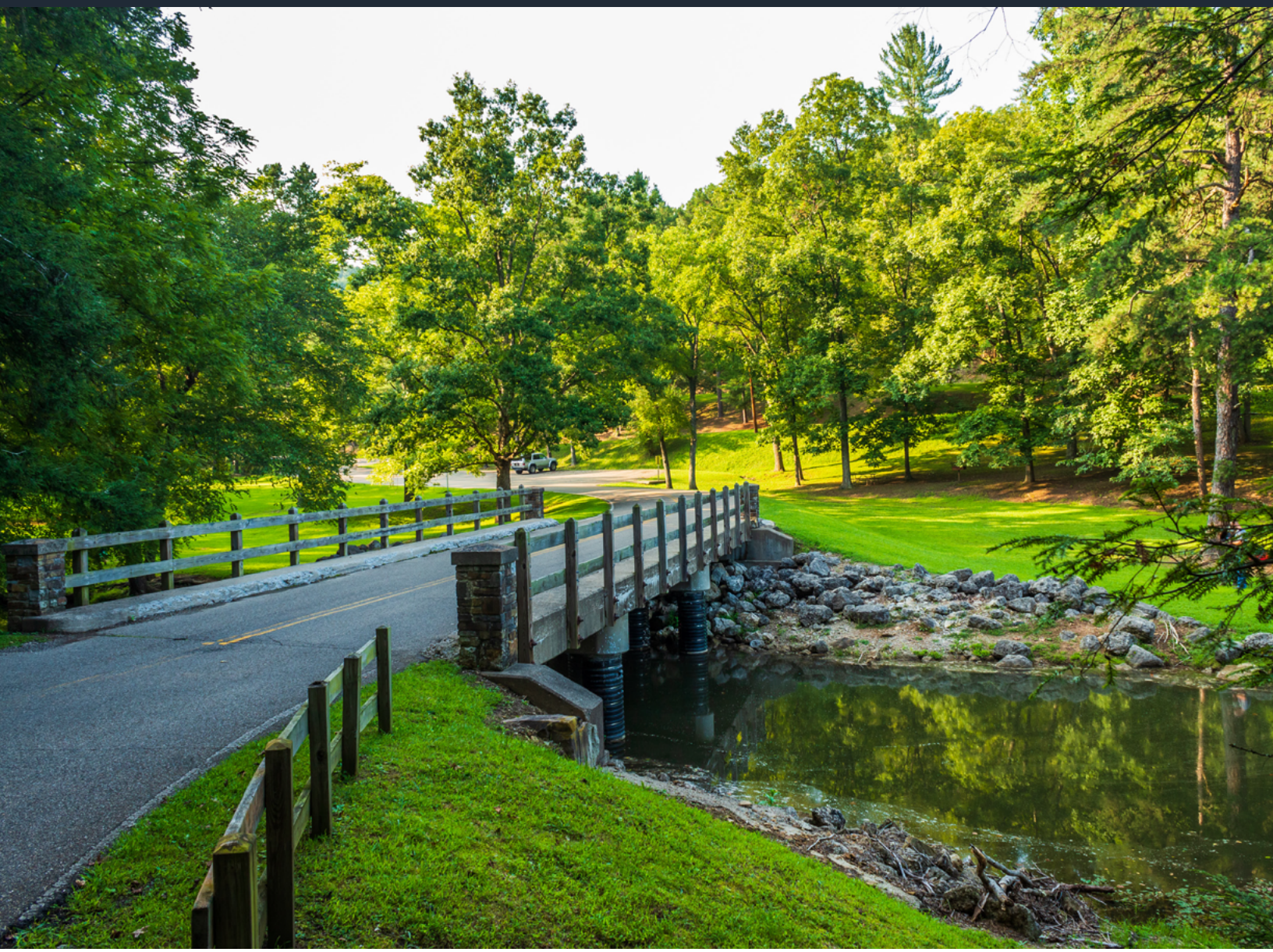
- BABM is open to any local government agency (town, city, township, or county) and tribal governments in the United States.
- **Texas applicants must apply to the Texas LTAP Center to qualify for the national recognition.**
- Multiple nominations in multiple categories may be submitted. FHWA may ask for additional information during the evaluation process.
- Photographs are required to illustrate each entry, with owner's credit shown, and should be submitted as separate files.
- An optional Spotlight Video can be submitted to demonstrate the problem, development, and working solution.
- Centers complete the nomination form and submit their nominations to the Build a Better Mousetrap.
- Applicants must respect Occupational Safety and Health Administration (OSHA) principles.

All qualifying entries will be compiled into an electronic booklet and posted on the FHWA's Local Aid Support (LAS) website at www.fhwa.dot.gov/clas/babm so that you and your peers and customers can learn more about the best practices from around the country. The recognition of any submission does not constitute FHWA endorsement or support of the submission. Patented and/or proprietary products are not eligible for inclusion/consideration.

Texas nominations are accepted only through the Texas LTAP Center. The deadline for submitting nominations to the national competition is June 10, 2022. Please contact Texas LTAP staff for more information at TxLTAP@uta.edu or 817-272-9678.

Build a Better Mousetrap

NATIONAL RECOGNITION PROGRAM FOR TRANSPORTATION INNOVATION



Source: USDOT/Getty

U.S. Department of Transportation
Federal Highway Administration

Build a Better MOUSETRAP

CENTER FOR
LOCAL AID SUPPORT

TXDOT URGES DRIVERS TO PAY ATTENTION AMID 17% INCREASE IN TRAFFIC DEATHS INVOLVING DISTRACTED DRIVING

A family's quiet Sunday in the park turned tragic when a driver, distracted while talking on her cell phone, struck 2-year-old Allie White in a parking lot, killing her. The toddler became one of more than a thousand Texas lives lost due to distracted driving in the past few years, and it's part of a disturbing trend that continued last year.

Distracted driving deaths increased 17% in 2021 compared to 2020, claiming the lives of 431 people and seriously injuring another 2,934. In light of these grim statistics, TxDOT conducted its annual Talk. Text. Crash. campaign during National Distracted Driving Awareness Month in April to urge Texans to keep their heads up, put their phones down and just drive.

"Distracted driving crashes are 100% preventable, and we're urging everyone to just drive whenever they're behind the wheel," said TxDOT Executive Director Marc Williams. "Texans are killed each year simply because someone was distracted by their phone, radio, navigation system, eating or drinking, or even by others in the car. When your focus isn't on driving, you're putting yourself, your passengers and everyone else on the road at risk."

Distracted driving is not only dangerous, it's a crime. Since September 1, 2017, it has been illegal to read, write or send a text while driving in Texas, and violators can face a fine of up to $200.

TxDOT offers these tips to prevent distracted driving that can lead to a ticket or preventable crash:

- Always give driving your full attention; remember that any distraction is dangerous.
- Pull off the road entirely and come to a complete stop before you talk on your phone or text.
- Put your phone away, turn it off, or use an app or your phone settings to block texts and calls while driving.
- Tell friends, family and coworkers you won't respond to texts or calls while driving.

TxDOT also relaunched its web-based augmented reality game "Dart Those Distractions" to reinforce the importance of paying attention behind the wheel.

FEDERAL HIGHWAY ADMINISTRATION MARKS 40 YEARS OF SUPPORT FOR LOCAL AND TRIBAL TRANSPORTATION AGENCIES

Since 1982, FHWA's LTAPs and TTAPs have offered support for rural road agencies across the Nation. LTAPs and TTAPs provide training, technical assistance, and technology transfer services to help maintain and improve roadways in every state and Puerto Rico.

Throughout their 40-year history, LTAPs and TTAPs have served more than 38,000 local agencies and American Indian Tribal Governments. Their support includes help with growing the transportation workforce, encouraging the use of innovations that improve safety, and providing subject-matter expertise on transportation issues that help build communities.

David Orr, Director of the New York State LTAP, says the programs sometimes serve as the only resource for rural transportation agencies. "Over 30,000 of them are trying to do the same thing—to make roads better," says Orr. "We are advocates for good roads and streets. If someone has a problem or question, we are there to help them solve it."

According to King Gee, AASHTO Director of Safety and Mobility, partnership is a cornerstone of the programs' successes. "There is a long list of services that have been provided by LTAPs and TTAPs," says Gee. "Most notably is the dissemination of needed information and training to local professionals. It's a proven partnership between the Federal Highway Administration, State departments of transportation, and the centers throughout the country."

Through that integrated network, the programs remain dedicated to serving the individual needs of local communities in each State. North Carolina's LTAP Director, James Martin, says it is this flexibility that has allowed the programs to thrive.

"Every State has an amount of freedom to become what's necessary to meet the need in that State," says Martin. "I've appreciated that over the years, because trying to be too prescriptive—even with good intentions—doesn't always lead to the best outcomes."

According to Al Alonzi, Texas Division Administrator and former national program manager, that personalized service is crucial to communities and tribes that often operate with minimal funding.

"It's the people who have always made this program special and effective," said Alonzi. "To be able to do what they do on a shoestring budget has always been just astounding to me. That's why it has lasted for 40 years and likely will for 40 more."

"We are advocates for good roads and streets. If someone has a problem or question, we are there to help them solve it."

Richard Domonkos, a Program Manager with the Indiana LTAP, says the programs' shared focus on innovation will take LTAPs and TTAPs into the future. "The advancements we see occurring right now are with the online individual achievement training programs," says Domonkos. "With that ability to connect to the individual, these online programs are really going to shape the programs moving forward."

Dr. Ben Colucci serves as Director of the Puerto Rico LTAP and has been with the center for 37 years. He says connection has always been key to advancing LTAPs and TTAPs.

"If you have that passion, and you transfer that passion—it's going to work," says Colucci.

LEARN MORE

To get information about how LTAP and TTAP centers continue to strengthen the nation's rural roadways, visit fhwa.dot.gov/clas/ or email CLAS@dot.gov.

2021 MARKS SECOND DEADLIEST YEAR ON TEXAS ROADS

When friends and coworkers heard there was a crash nearby, they tried to call tow truck driver Isaac Simmons for an update. They never heard back.

"You don't realize how much somebody impacts your life until they're gone," Simmons' friend Nathan Bryant said. "He was ripped away from us violently and it's not right."

Isaac Simmons was killed on the side of the road in May 2021 while responding to a stalled vehicle. He was one of more than 4,480 people killed on Texas roads in 2021, making it the second deadliest year since TxDOT began tracking fatalities in 1940. Sadly, 1981 was the deadliest year with 4,701 fatalities.

The increase in fatalities in Texas last year reflects a deadly trend nationwide. An estimated 20,160 people died in motor vehicle crashes in the first half of 2021, up 18.4% over 2020. In Texas, traffic fatalities were up 15 percent from 2020-2021.

Recognizing roadway safety is a shared responsibility between all of us – the public, engineers and law enforcement – Transportation Commissioner Laura Ryan is pleading with Texans to do their part.

"Driver behavior is one of the causes, but also one of the most important solutions," Ryan said. "This is not blame. These are facts. We all have a role. TxDOT can do more, and we accept that responsibility. The driving public can do more. For instance, in 2021, a total of 1,522 people were killed because of speed, and a total of 1,219 people were killed because they were not wearing a seat belt. These were decisions made by people that could have potentially saved 2,741 lives."

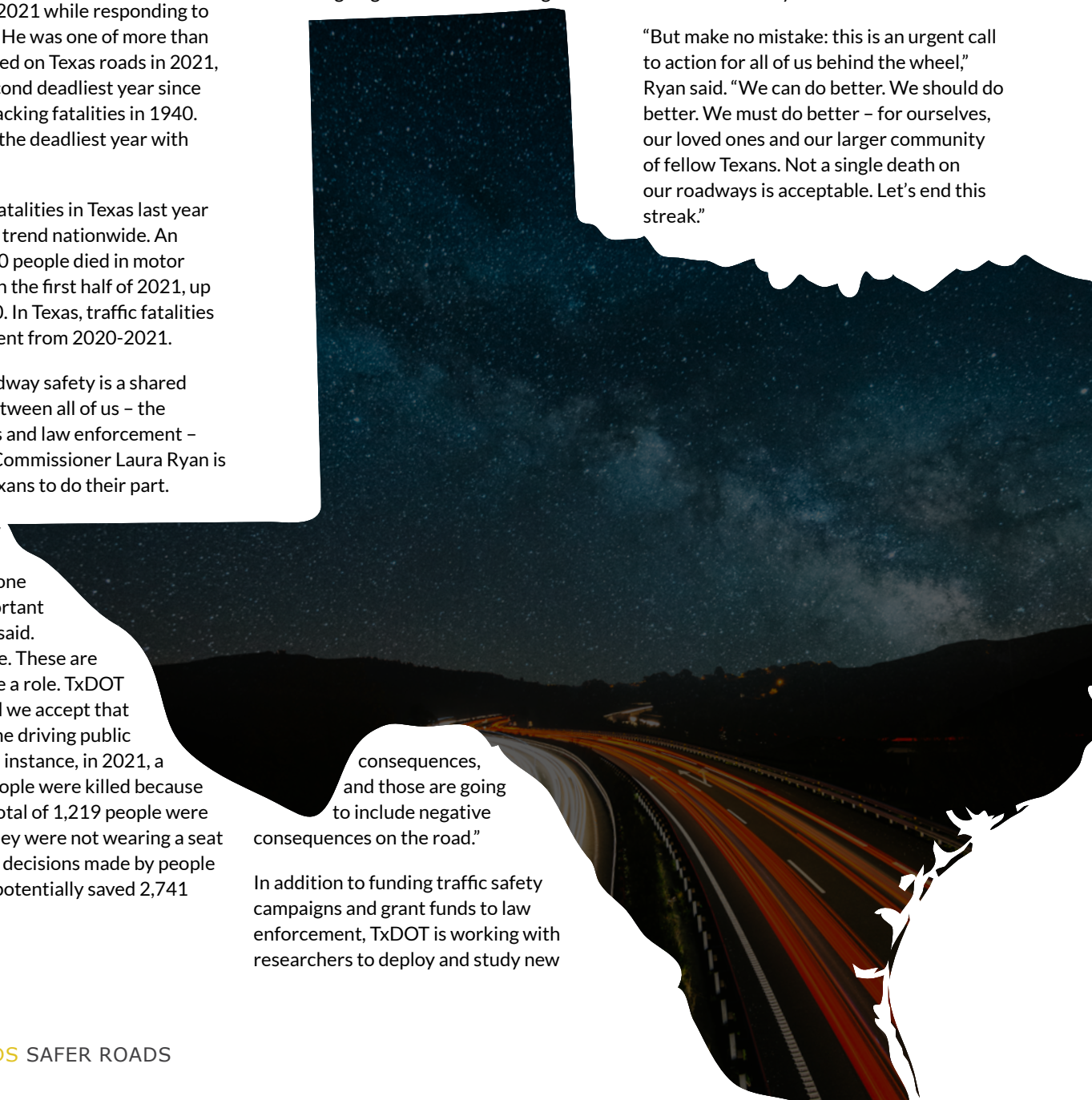
At this year's annual Texas Transportation Forum, University of Texas psychology professor Dr. Art Markman told TxDOT leaders and transportation stakeholders that pressures from COVID are adding to disastrous outcomes on our roadways.

"We have to remind people that they are part of a community," Markman said. "We have to start considering everyone as part of our community. If we don't do that, there are going to be all sorts of negative consequences, and those are going to include negative consequences on the road."

In addition to funding traffic safety campaigns and grant funds to law enforcement, TxDOT is working with researchers to deploy and study new roadway design features that are proven to save lives. The agency is using crash data to pinpoint areas where drivers are more prone to crash and will be focused on improvements in those areas and sharing that data with the public.

With increased focus on engineering, enforcement and on the critical role drivers play in road safety, Ryan and TxDOT leaders believe we can end the streak of daily deaths on Texas roadways.

"But make no mistake: this is an urgent call to action for all of us behind the wheel," Ryan said. "We can do better. We should do better. We must do better – for ourselves, our loved ones and our larger community of fellow Texans. Not a single death on our roadways is acceptable. Let's end this streak."



by Philip Bobitz, FHWA Office of Safety

For more information, visit txltap.org

Call 817-272-9678 or email txltap@uta.edu to request training, technical assistance or equipment.

TXLTAP TRAINING & SERVICES

WORKFORCE DEVELOPMENT

Contact TxLTAP to schedule training or request assistance with developing a no-cost training program tailored to the unique needs of your organization. TxLTAP serves all Texas cities and counties, and instructors deliver training in accordance with all local safety guidelines.

EQUIPMENT LENDING LIBRARY

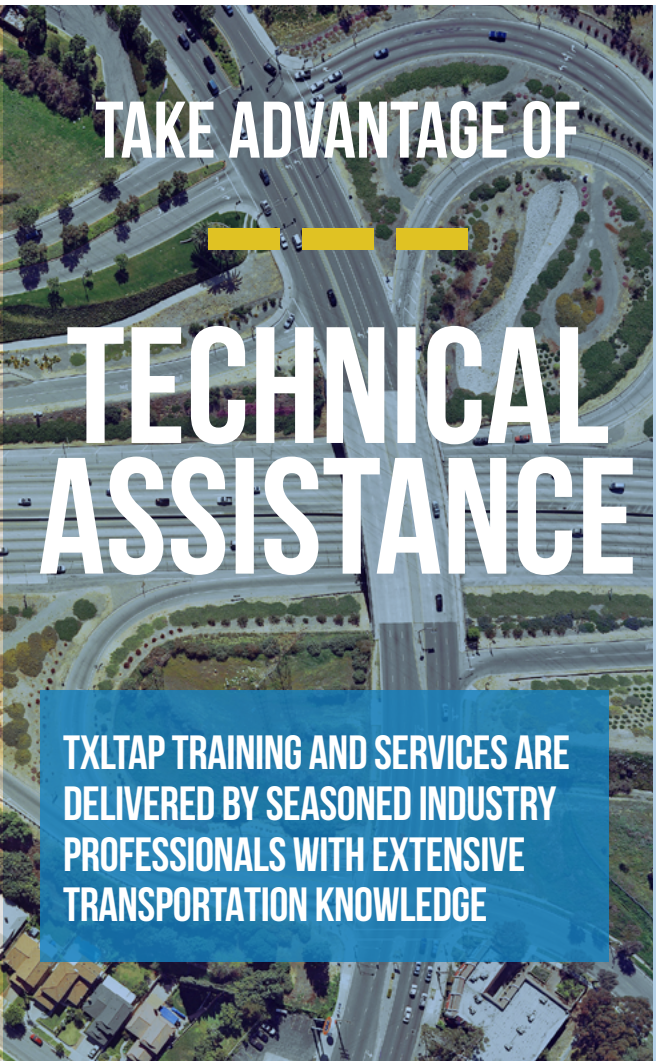
Equipment, such as traffic counters, a portable radar speed sign, handheld retrorefelctometer, digital ball bank indicator, fall protection gear, dynamic cone penetrometer and more, is available for loan at no-cost to local government agencies throughout Texas.

GRAVEL ROADS ACADEMY

Improve upon current knowledge related to gravel road maintenance best practices. Learn how to get more mileage out of your gravel roads budget with the latest tools, techniques, and know-how from road maintenance experts.

HEAVY EQUIPMENT RODEO

Heavy equipment operators will learn and practice new skills while stressing safety and excellence. Operators will use maintainers, backhoes, dump trucks, loaders, and more to steer through a series of exercises designed to test their abilities.



TAKE ADVANTAGE OF TECHNICAL ASSISTANCE

TXLTAP TRAINING AND SERVICES ARE DELIVERED BY SEASONED INDUSTRY PROFESSIONALS WITH EXTENSIVE TRANSPORTATION KNOWLEDGE

TxLTAP instructors, subject matter experts, and staff include former maintenance managers, heavy equipment operators, road crew chiefs, civil and transportation engineers, inspectors, and public works directors who have all worked on Texas' roads and have the unique experience and knowledge to support local safety, maintenance, and innovation efforts.

In addition to delivering training classes, publishing Better Roads, Safer Roads, and providing information exchange opportunities at conferences, TxLTAP provides local roadway agencies an opportunity to consult directly with carefully selected subject matter experts to specifically address organizations' unique issues and offer meaningful solutions. Like all resources TxLTAP offers, there is no charge to receive technical assistance.

Do you need information on proper methods for repairing your lingering road problem? Would it help if someone came out to watch your road crew perform a repair and offer suggestions on how to save time and money in the future? Could you use the help of a traffic engineer who could assess a problematic intersection? Would it be a benefit to you if a subject matter expert came to ride and evaluate local roads or develop a no-cost training model specific to the needs of your workforce?

Take advantage of technical assistance services!

Call 817-272-9678 or email txltap@uta.edu to request assistance.

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