MISSOURI LTAP

MISSOURI LOCAL TECHNICAL ASSISTANCE PROGRAM

LOCATED AT MISSOURI S&T

FIRST QUARTER 2020

Photo by MODOT

Missouri Local Technical Assistance Program (LTAP) *located at the Missouri University of Science and Technology*

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MISSOURI S&T

The Fine Print
Missouri LTAP Quarterly is published by the Missouri LTAP office located on the campus of Missouri University of Science and Technology. The opinions, findings and recommendations expressed in this newsletter are not necessarily those of Missouri S&T, MoDOT or the Federal Highway Administration.

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FROM THE *DIRECTOR*

Hello everyone!

I am very excited to welcome Gidget Koestner to the MO-LTAP team as Missouri's first Safety Circuit Rider (SCR). Please take a moment to read Gidget's letter on page 4 to learn more about her passion for the SCR Program and many years of experience she brings serving local agencies throughout the state. As you might remember from my letter in the last newsletter, we had strong interest from many qualified candidates. This level of response signals the importance of assisting LPAs in bringing down their accidents on rural roadways. Gidget has already been out meeting agencies and sharing information on improving roadway safety. She joined me at an equipment challenges and skills event in Bolivar on February 27. See page 5 for more information and photos of the event.

Due to the circumstances surrounding the nationwide COVID-19 pandemic, our upcoming Missouri LTAP trainings will be impacted. We realize you and your agency are feeling the effects as well. Missouri S&T has taken several steps to combat the spread of the virus by transitioning to all online classes and encouraging students to return home if possible. While campus is remaining open at this time, the University has suspended any University related travel until further notice.

In accordance with the University's guidelines and to protect the health and safety of our customers and instructors, Missouri LTAP will be canceling all in-person trainings for March and April 2020. We are reviewing the schedule and formulating a plan to re-schedule canceled trainings. We apologize for any inconvenience this may cause. We are disappointed to take such action but feel it is the best and safest option. The Missouri LTAP office will remain open during regular hours. We will provide various training resources during this time as well as updates on other LTAP activities. Please watch for a list of available online training resources that we will be sending out periodically.

MoDOT and FHWA are once again partnering with MO-LTAP to offer a free right-of-way training, a two-day class taught by the Federal Highway Administration's Resource Center. Titled Essential Requirements of the Uniform Act Workshop, the class introduces the federal-aid right-of-way process. The class also covers the fundamentals of complying with the Uniform Act, Federal Highway regulations, and other pertinent state laws, regulations, or requirements. Based on positive feedback for the class held last fall in Columbia, we are expecting another strong response from local agencies, consultants, and contractors.

During these unprecedented times, it is even more critical to work as a team and look out for each other. If you have any questions or concerns, please do not hesitate to contact us. Stay safe, healthy, and wishing you a happy Spring!

My best,

Heath Pickerill

Heath A. Pickerill, Ph.D.
Director, Missouri LTAP

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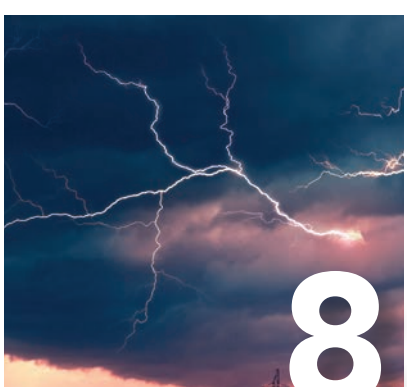
GREATER GAMES 2020

Missouri LTAP participated in an equipment challenges and skills building event organized by Great River Engineering and Gidget Koestner, Safety Circuit Rider, shared information on various classes offered through LTAP.

THE PAVEMENT MANUAL: TRANSPARENCY IS THE CLEAR CHOICE.

One public works official wrote a City Pavement Manual in Missouri addressing the needs and questions from residents and elected officials regarding decisions around public works and roads.



INNOVATION SYNERGY: CROWDSOURCING IMPROVES WEATHER RESPONSE

Pairing weather-responsive management strategies and crowdsourcing for operations creates synergies that leverage the impact of both innovations.

UNMANNED AERIAL SYSTEMS (UAS)

UAS offer several transformative aspects for highway transportation, enhancing safety and productivity and reducing cost. The benefits of UAS are wide ranging and impact nearly all aspects of highway transportation.

RIDING OUT THE STORM: SEVERE WEATHER PREPARATION

Even a single severe weather event can cause major problems for public works departments, and a series of storms will challenge even the most well-prepared community.

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Missouri LTAP | @Missouri LTAP

The Local Technical Assistance Program (LTAP) and Tribal Technical Assistance Program (TTAP) are composed of a network of 58 Centers — one in every state, Puerto Rico and regional Centers serving tribal governments. The LTAP/TTAP Centers enable local counties, parishes, townships, 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 and newsletters. Through these core services, Centers provide access to training and information that may not have otherwise been accessible. Centers 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; technical publications; and training videos and materials.

HELLO ALL,

My name is Gidget Koestner, and I have the honor of being Missouri's first Safety Circuit Rider.

Missouri's Safety Circuit Rider Program (SCR) is now underway. Funded by FHWA with a State Transportation Innovation Councils (STIC) Incentive Program grant, the SCR will provide assistance in identifying local safety concerns and implementing low-cost counter measures. The program also aims to provide guidance in applying for additional funding where warranted to Local Public Agencies (LPA) with limited or no in-house transportation safety engineering resources.

In this first year, our goal is to target at least six LPAs. I plan to review MoDOT's Transportation Management System files for accident data looking for the first areas to focus. I hope you are excited to work with us to make Missouri's roadways safer and further the goals of Missouri's Blueprint, A Partnership Toward Zero Deaths.

Also, since this is the first year of Missouri's SCR, we get to mold the program together with MoDOT and FHWA to fit Missouri's safety needs. I am currently studying other states' Safety Circuit Rider Programs for services, methods, and tips I feel could be used in Missouri's SCR Program. I'll be reaching out to agencies regarding more available services as we progress in the program. Keep an eye on LTAP's Facebook page for more information. In the meantime, please feel free to contact me with any specific requests, needs, or thoughts. I'd love to discuss them with you.

While some of you may know me already from my work with Missouri Department of Transportation from 2000-2016, I'll give you and those I haven't yet had the pleasure to meet a bit more information about myself. I am a registered professional engineer in the state of Missouri with a B.S in Civil Engineering from Southern Illinois University at Carbondale. I have twenty-one years of progressive experience in the civil engineering field. I worked a few years in private industry, both construction and consultant, but most of my career has been with Missouri Department of Transportation (MoDOT).

I have a working background in construction, contract administration, project development, project management, project selection and programming, LPA project oversight, training development and/or training of small groups included, contract bidding and project estimating. This experience has also allowed me to establish working relationships within all divisions of MoDOT and FHWA, along with some contractors, engineering consultants and local agencies.

I fully understand, from working with MoDOT and the northeast Missouri LPAs as well as growing up in one of the poorest counties in Illinois, the needs of local agencies with very limited funding. It is imperative to have a strong focus on safety issues and make an effort to utilize any available funding, while striving to find low cost solutions that work.

I'm excited for the opportunity to use my skills and knowledge to assist YOU and the Local Public Agencies in driving down Missouri's traffic deaths on local roads. I readily accept new challenges and learning experiences, so, please let me know what I can do for you.

Let's get to work!

Gidget Koestner, P.E.
Field Liaison, MO Safety Circuit Rider

SAFETY CIRCUIT RIDER
PROGRAM
OPERATED UNDER MISSOURI LTAP

GREATER GAMES 2020

Missouri LTAP recently participated in an equipment challenges and skills building event organized by Great River Engineering. Pitbull Powersports hosted the event at their complex in Bolivar on February 27. The Missouri Association of Counties (MACTO) sponsored breakfast during registration, and lunch was provided by John Deere. Murphy Tractor & Equipment Co. provided an assortment of equipment as well as instructed training in maintenance, operation, and safety. Before the kick-off of the equipment training and skills assessment, Heath Pickerill, MO-LTAP Director, and Gidget Koestner, Safety Circuit Rider, shared information on various classes offered through LTAP. Koestner also discussed various tips and resources for improving roadside safety on rural roadways. The event was an excellent opportunity for Koestner to meet several local agencies and promote the services now available through the Safety Circuit Rider Program. At least eighty-five participants representing more than ten counties participated. With such a strong turnout, it was the first of what will likely turn into an annual event. MO-LTAP wishes to thank GRE for inviting them to participate.

Top right: Gidget Koestner, Missouri's first Safety Circuit Rider, speaks with participants of the Greater Games 2020.

Bottom Left: Participants competed in an equipment challenges and skills building event organized by Great River Engineering.

MISSOURI CONCRETE CONFERENCE

In light of increasing COVID-19 travel concerns, and in the abundance of caution for health and safety, the Missouri Concrete Conference is in the process of rescheduling to Fall of 2020.

THE PAVEMENT MANUAL: TRANSPARENCY IS THE C

Anthony Friedman, Ph.D., P.E., *Assistant City Engineer, City of O'Fallon, Missouri*

As an agent of public works who oversees the road projects in my municipality, I am constantly faced with questions from residents and elected officials regarding a lot of the decisions that I have to make regarding our roads.

Why did we fix this road, when their road is in much worse shape? Why can't we fix more roads? Where are my tax dollars going to in the city? What will the roads look like in 5 or 10 years? I would like to do a project in my area, so what can you do to help me with that?

It got overwhelming at times, and I was taking time away from managing projects to address these issues (many times it was the same questions being asked by multiple residents). So, I began to look at different ways that we could address the situation. One of the ways that I found to be very promising was the concept of a City Pavement Manual. It is a document that explains a city's approach to pavement management, provides a comprehensive set of street ratings for the entire city, and explains the rationale behind decisions that are made each year. It could be a way for the city staff to increase transparency behind our decisions for the residents and elected officials, while also serving to answer many of the common questions that come up during projects. If we could pull it off, it seemed like a win for everyone.

So, like any good academic, I followed the mantra of "stealing from one is plagiarism, stealing from many is research," and began to look for any example of something even remotely close to this concept that I could find. I looked at what other municipalities had done which was similar to what I was trying to do and took the best practices that I thought would be applicable to my situation. I gathered the potential sources of information that the City had available and determined the areas of focus for the document. In the end, I decided on six specific areas for the Pavement Manual:

- **Pavement Management System Strategy:** A general overview and description of pavement management and the benefits of implementing a system for this task.
- **Pavement Management Process:** An overview of the three steps we take with our PMP, which includes System Configuration, Field Data Collection, and Data Analysis, Reporting and Planning.
- **Municipal Pavement Summary:** An overview of the municipal pavement and relevant characteristics, like age distribution, total number of lane miles, concrete vs. asphalt percentage, etc.
- **Annual Maintenance Program Summary:** An overview of the accomplishments in the Annual Maintenance Programs which were conducted during the past calendar year.

- **Future Considerations for Pavement Management:** An overview of the projected future funds for Annual Maintenance Programs, upcoming capital projects, projections for the estimated costs to meet strategic goals, etc.
- **Street Ratings:** An alphabetical list of every street section in the city, by ward, and the corresponding PCI rating for that street section.

Once this document was finalized, I made a presentation to the City Council regarding how to use the document when dealing with residents, and it was placed on the City website so that any resident could use it as a reference. Typically, when we would receive calls about road or road-related decisions, we refer the residents to the Pavement Manual listed on the website as the information contained therein would answer their questions.

Updating and maintenance of the document is performed by simply scheduling a week of time each year towards the task. Obviously, the creation of a 100+ page document, from scratch, is a pretty daunting task, and it did take a significant amount of time to generate the initial Pavement Manual. However, in the succeeding years, producing an update is typically done with some small tweaks and project data updates. Efficiency in updating will increase each year. In addition, by updating the Manual through several iterations, forms have been developed so that information can be easily parsed and inserted into the Manual from different departments. This makes things much easier and consistent.

Lastly, a typical timeline for the Pavement Manual has been established, so in general, personnel know what data is needed and when it should be provided. As always, communication is paramount.

Current Pavement Manual for the city of O'Fallon: *https://www.ofallon.mo.us/images/ pubs/engineering/2018%20Pavement%20Manual.pdf*

Ultimately, the time spent in the creation and updating/maintenance of this document has been a success for the City and the Engineering Department. We have seen reductions in the number of calls from both residents and elected officials, and we feel that has become a resource for individuals in the community. It allows us to be more transparent and more efficient with our time and resources. It can take any shape that would be beneficial to your community, and there are always new things to add each year, if so inclined. I would recommend this practice to any public works or engineering departments that may be experiencing similar issues.

apwa.net/Library/Reporter/202001_ReporterOnline.pdf

INNOVATION SYNERGY: CROWDSOURCING IMPROVES WEATHER RESPONSE STRATEGIES

Transportation agencies are finding that combining Every Day Counts (EDC) innovations accelerates success. Pairing weather-responsive management strategies and crowdsourcing for operations, for example, creates synergies that leverage the impact of both innovations.

"A whole host of operational strategies can be enhanced with crowdsourced data," said Paul Jodoin, co-leader of the EDC team on crowdsourcing, which helps agencies increase situational awareness of real-time traffic conditions. A webinar explored how agencies in Wyoming, Utah, and Kentucky use mobile applications and crowdsourced data to improve traffic and maintenance management in inclement weather.

Apps Boost Information Sharing in Wyoming

The Wyoming Department of Transportation (WYDOT) developed the Road Condition Reporting app to share information between maintenance vehicles and its Traffic Management Center (TMC). The tablet-based app makes it easier for maintenance staff to report road and atmospheric conditions, variable speed limit suggestions, traffic incidents, and road hazards. Maintenance staff receive information such as road weather conditions and asset locations on the app, improving their situational awareness.

A same-storm comparison found that the number of road reports submitted doubled and variable speed limit change requests tripled with the app, compared to standard reporting by radio.

"More reports equate to more accurate and timely information," said Vince Garcia, who manages WYDOT's geographic information systems/intelligent transportation systems program. "Our takeaway is that plow operators are more engaged with the app."

WYDOT also uses its Wyoming 511 mobile app to crowdsource data. In addition to providing real-time information on travel conditions, the app allows motorists to submit photos. "The TMC can use the image to update condition reports or share the image with the public, if appropriate," said Ali Ragan, WYDOT project manager.

The Wyoming 511 app includes the capability to report truck parking availability at WYDOT locations, which is particularly important during weather-related road closures. "It helps truck drivers find a safe place to park," Ragan said.

Utah Crowdsources Data From Citizen Reporters

The Utah Department of Transportation (UDOT) created a smartphone app to crowdsource data from motorists. Through its Citizen Reporter Program, UDOT enlists trained volunteers to use the app to report road and weather conditions on State highways. The data help UDOT fill in gaps where road weather information system data are not available and provide more timely and accurate road weather forecasts.

"The information also goes to our UDOT traffic app so travelers have a better idea of what to expect on the roadways," said Lisa Miller, UDOT traveler information manager. "The goal is to make sure people have the information they need to make informed and safe travel decisions."

In the 2018–2019 winter season, citizen reporters submitted 5,200 reports, up from 1,800 reports in the 2013–2014 season. UDOT estimates the program saves $250,000 a year because of the reduced need for road weather instrumentation and more efficient storm forecasting.

"We now have almost every segment of our roadway network assigned to a citizen reporter," said Miller. "We have many important rural routes that help with trucking traffic and vacation traffic going to ski resorts and parks, so this is a helpful way for us to get data."

Kentucky Integrates Third-Party Data

The Kentucky Transportation Cabinet (KYTC) integrates data from third parties, such as Waze and Doppler radar, with agency sources, such as snowplows and roadway weather stations.

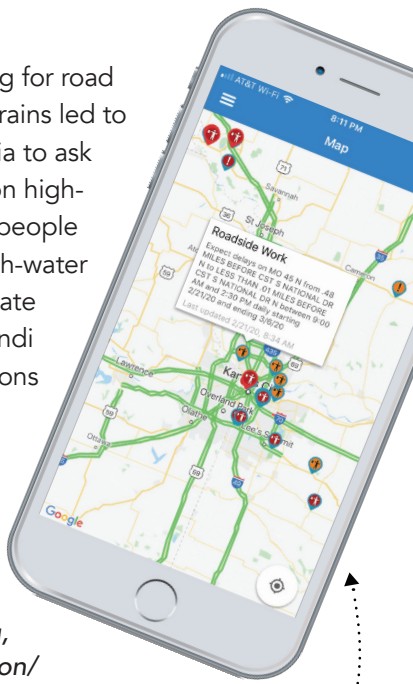
"All of this flows into our system in real time, so our snow and ice personnel and TMC staff can mix and match the data to better understand a weather event," said Chris Lambert, KYTC transportation data manager.

KYTC uses some data on its GoKY website, which provides road condition and traffic information to travelers. Another application is the Snow and Ice Decision Support dashboard, which aggregates road weather data that KYTC shares with agencies such as the Kentucky State Police and Kentucky Emergency Management. "When agencies are talking about closing roads or creating detours, having a single understanding of what's happening on the roadway is useful," said Lambert.

The agency turned to crowdsourcing for road weather management when heavy rains led to flooding last year, using social media to ask Waze app users to submit reports on high-water locations. "The reports from people willing to participate in marking high-water locations nearly doubled between late February and early March," said Randi Feltner, KYTC snow and ice operations program manager.

fhwa.dot.gov/innovation/innovator/issue76/page_01.html

For more information on the EDC initiatives and crowdsourcing, please visit fhwa.dot.gov/innovation/everydaycounts/edc_5/crowdsourcing.cfm.



MODOT Traveler Information Map App

PUBLIC WORKS CONNECTION

UNMANNED

UAS OFFER SEVERAL TRANSFORMATIVE ASPECTS FOR HIGHWAY TRANSPORTATION, ENHANCING SAFETY AND PRODUCTIVITY AND REDUCING COST.

Unmanned aerial systems (UAS), sometimes referred to as drones, are multi-use aircraft controlled from a licensed operator on the ground. The benefits of UAS are wide ranging and impact nearly all aspects of highway transportation—replacing boots on the ground, increasing accuracy, speeding up data collection, and providing access to hard-to-reach locations.

UAS provide high-quality survey and data mapping that can be collected automatically or remotely. Large areas can be mapped relatively quickly in comparison to traditional survey and mapping practices. Other uses include survey and imagery as part of emergency response events, where traditional surveying and mapping practices may be inadequate or sites impossible to access. UAS can supplement conventional activities, such as bridge safety inspection and routine construction inspection, to increase safety and collect data from otherwise unattainable perspectives.

TAKING INSPECTION TO NEW HEIGHTS

UAS improve operations, construction, inspection, and safety by collecting data needed to design, build, and operate the highway system. Bridge inspection enhanced by UAS improves safety for the inspection team and the traveling public by reducing the need for temporary work zones and specialized access equipment, which can also be very cost effective. Construction inspection with UAS allows for a bird's eye view of a project's progress and for the development of three-dimensional (3D) terrain models that document the construction process and assist in assessment of earthwork quantity measurement.

UAS technology gives State departments of transportation (DOTs) a new perspective during incident response for roadway disturbances such as rockslides, avalanches, and floods, and for damage assessment following earthquakes,

AERIAL SYSTEMS (UAS)

fires, and bridge hits. It allows States to obtain quality data to make better-informed decisions, all collected from a relatively low-cost platform.

BENEFITS

- **SAFETY.** Keeping workers out of harm's way is a major benefit of using UAS. Traditional bridge inspection requires setting up temporary work zones, detouring traffic, and using heavy equipment. UAS technology can speed data collection while reducing risk to work crews and the traveling public.

- **ACCELERATED CONSTRUCTION.** UAS technology can accelerate the rate of data collection operations, such as survey or aerial photography, and facilitate exact quantity calculation and efficient payment to contractors. It can be used for routine inspections, such as flying a programmed path over silt fencing after a rain event to check for sediment buildup, and high-risk inspections, such as crane or falsework construction.

- **ASSET MAINTENANCE.** The ability to routinely and consistently map terrain offers the potential for isolating problem areas before an emergency occurs, which can save lives and reduce costs for asset maintenance. If there is an emergency event, UAS technology can quickly and inexpensively survey the damage, allowing for better-informed and efficient recovery operations.

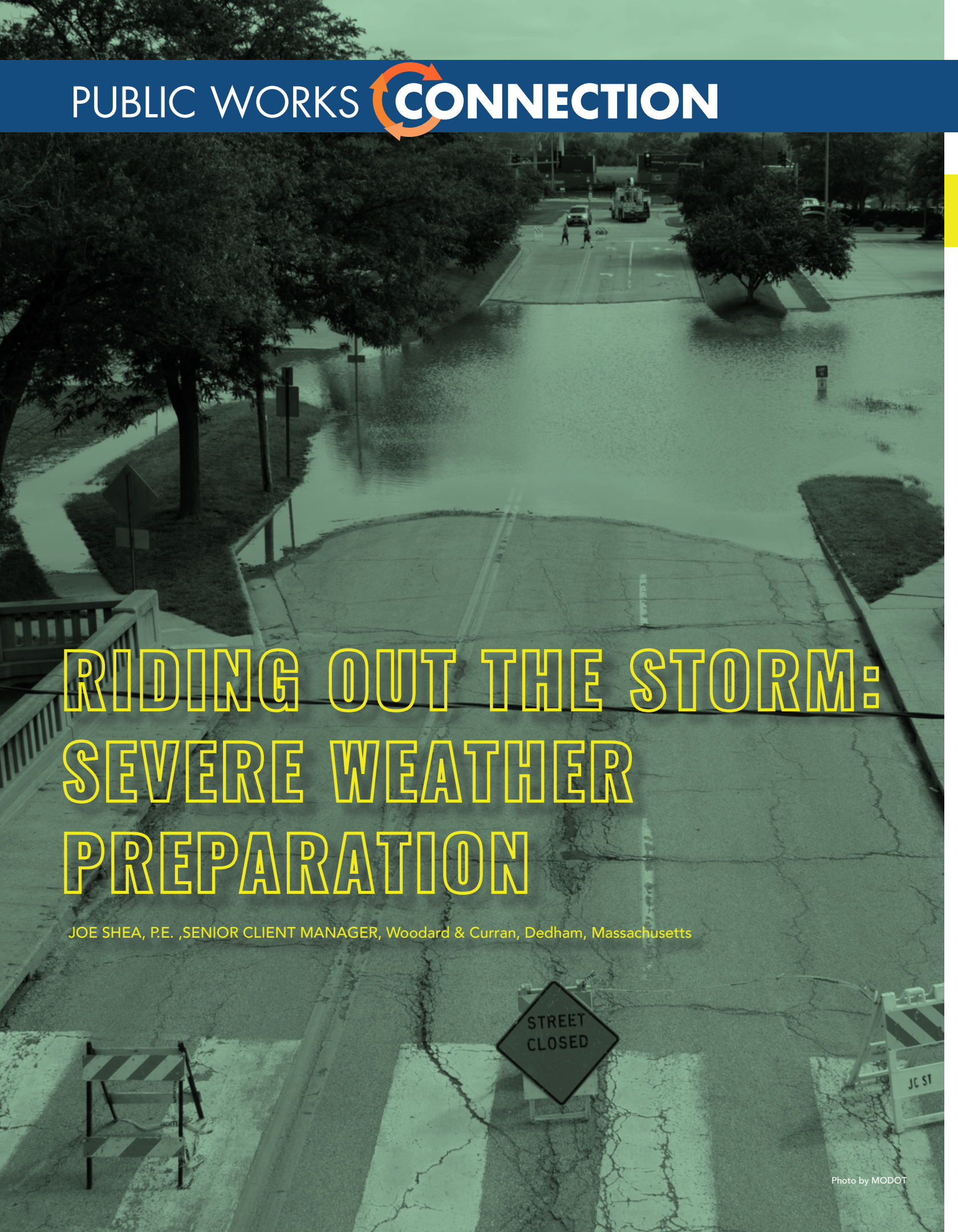
STATE OF THE PRACTICE

UAS use is expanding across the State DOTs, and the number of UAS applications is increasing steadily. A 2019 survey by the American Association of State Highway and Transportation Officials found that 36 States are already using high-definition cameras, LiDAR, and other sensors to enhance construction inspection, bridge inspection, and incident response operations. In addition, 24 States are actively researching UAS use with an academic institution to expand their UAS operations.

- *Washington has evaluated UAS applications in aerial roadway surveillance and potentially for situational awareness for avalanche control.*
- *North Carolina is using UAS to support construction inspections and perform accident scene reconstructions to open travel lanes more quickly.*
- *New Jersey is currently using UAS to support structural inspections, real-time construction project monitoring, traffic incident management, aerial 3D corridor mapping, emergency response assessments, and traffic congestion assessments.*
- *Ohio is using UAS technology for traffic monitoring, emergency response operations, and construction inspections.*

To learn more about UAS and the EDC initiatives, visit fhwa.dot.gov/innovation/everydaycounts/edc_5/uas.cfm.

PUBLIC WORKS CONNECTION



RIDING OUT THE STORM: SEVERE WEATHER PREPARATION

JOE SHEA, P.E. ,SENIOR CLIENT MANAGER, Woodard & Curran, Dedham, Massachusetts

Photo by MODOT

IN MARCH 2018, THE EAST COAST WAS HIT BY FOUR SEPARATE NOR'EASTERS.

Even a single severe weather event can cause major problems for public works departments, and a series of storms will challenge even the most well-prepared community.

Quincy, Mass., is a small coastal city south of Boston, home to just under 100,000 residents. It has a rich history, being the birthplace of two U.S. presidents: John Adams and John Quincy Adams. It has suffered repeated flooding over the years due to its density and coastal location and is particularly vulnerable to nor'easters. The city's response to this series of storms offers several lessons to help communities think a little differently about how to react to these devastating natural disasters.

Of the four storms, Winter Storm Riley had the biggest impact on Quincy. From Friday, March 2 to Tuesday, March 6, the city experienced widespread flooding from three extreme high tide cycles and a storm surge higher and longer than the Blizzard of 1979—the unofficial king of all southern New England storms. Five thousand parcels lost power, residential roadways were washed out, sections of seawall were displaced, and over 150 households had to be evacuated by the City's Department of Public Works (DPW) and the National Guard. While Quincy was well prepared for the storm, its scale and duration were overwhelming. Thankfully there was no loss of life during the disaster, but when the tides finally receded, the city was left with damages in the tens of millions of dollars.

PRE-STORM PREPARATION

Weather is never entirely predictable, but modern forecasts provide more certainty than ever before. Quincy takes a very proactive approach to storm preparation. In the case of Winter Storm Riley, the city convened a preparation and emergency response team that included a number of city department heads, private utilities, and key partners in its infrastructure programs. Led by the Mayor of Quincy, Thomas Koch, this group collaborated to implement emergency response plans; organize the deployment of police, fire, ambulances, and public works assets; and create a tide gate management sequence to align with the forecasted seasonally high tides.

When the storm surge arrived on the morning of March 2, all plans and precautions were in place—school had been canceled, recommended voluntary evacuations from certain neighborhoods were complete, three shelters were opened, tide gates and storm surge barriers in sea walls were ready, and all emergency response resources were in place. It is not often, unfortunately, that everything goes according to plans, and in Quincy the initial storm surge over topped seawalls and inundated several neighborhoods. The tide never significantly receded for three high tide cycles, causing the city to remain inundated for over 36 hours.

Throughout the event, the city used its social media accounts to post road closures and emergency contact numbers, and the Mayor recorded and posted YouTube updates and held several press conferences to communicate to citizens trapped by the water. DPW equipment and National Guard transports were used for evacuations, MBTA buses were used as warming stations for workers and citizens, and two buses became mobile meeting rooms for coordinating emergency responder activities. Finally, early Sunday morning, the tide receded enough to access the peninsulas and many of the inundated neighborhoods.

AFTER STORM ACTION ITEMS AND ASSESSMENT

At 6:00 a.m. on Sunday, March 4, the DPW and a team of 16 engineers from two firms, Woodard & Curran and Tighe & Bond, hit the streets of Quincy to assess the damages and catalog the areas in need of immediate debris removal, roadway repair, seawall reconstruction, and tide gate replacement. By noon, the assessment teams canvassed 30 miles of coastal roadways, sidewalks, and infrastructure, and about 15 miles of seawalls and began to prioritize the required immediate response actions. The effort took 10 hours, but when Governor Charlie Baker arrived on Sunday at 4:00 p.m. with the Massachusetts Emergency Management Agency (MEMA), a prioritized list of the urgent actions was ready.

Information from the assessment was loaded into a database, including GPS locations, photos, estimated debris removal costs, and forecasted near term repair costs by Monday afternoon. During this time, Quincy's DPW had to keep pumps deployed to flooded neighborhoods because damaged tide gate and breached sea walls could not prevent the highest tides from leaking back into these areas. The DPW crews pumped out 130 basements and two public buildings were baled to remove flood water.

By 3:00 p.m. on Monday, March 5, initial assessments totaled over $10 million in damaged public infrastructure alone, and it was determined that $3 million of that total was needed for immediate repairs and debris removal. The City was able to provide these estimates to FEMA, MEMA, and the Small Business Administration (SBA) while they were conducting independent damage assessments as part of requesting a presidential disaster declaration. At the Mayor's request, the City Council approved $2.9 million of emergency funding for roadway, sidewalk, and seawall repairs that could not wait for a federal disaster declaration.

Quincy's choice to conduct their disaster planning and recovery efforts in accordance with the framework outlined in FEMA's Public Assistance policies allowed the city to be well prepared for a workshop following the storm on March 15, where it presented the public and private assessments of damages with FEMA, MEMA, and the SBA. In total, there was more than $11.2 million in initial public and private damage, which meant that Quincy alone triggered the cost threshold for Norfolk County to be considered for a disaster declaration.

Quincy's experience with Winter Storm Riley offers several important lessons.

First, proactive and collaborative planning is the best preparation.

Without the hard work of nearly every city department and many private partners, first responders (including DPW staff) and residents would not have been in position to respond as quickly and effectively as they did. The coordinated effort and preemptive evacuations for high-risk areas may have saved lives, and certainly reduced the need for rescue operations.

Jefferson City, MO 2019 flooding. Photo by MODOT

Second, having a clear post-storm assessment protocol and support from key partners helped reduce the time to obtain emergency funding at the local, state and federal levels.

Leaning on the skills of engineers from infrastructure design firms as well as the expertise and local knowledge of city staff allowed Quincy to develop better cost estimates more quickly and therefore speed up the recovery work.

And finally, clear and proactive communication with residents can make both preparation and response easier for everyone.

By providing information before, during, and after via the most reliable and broadly accessible platforms, Quincy kept residents informed of critical information when they needed it. Social media and other online platforms, from Twitter to YouTube, are a key link in the communications chain that communities can use to improve cooperation between responders and residents.

Joe Shea can be reached at (800) 675-2756 or jshea@woodardcurran.com.

apwa.partica.online/reporter/february-2020/responsive

Please visit our website for other training courses:

MOLTAP.ORG

Level I

$45/person
8:00 AM - 12:00 PM

Level II and Super Scholar (LIII)

$55/person
10:00 AM - 3:00 PM
Lunch is included

For non-government or for-profit organizations, call 1.866.MOROADS for rates

Attendance Policy

The Missouri LTAP staff would like to remind all agencies registering for classes that it is important to sign-up before the registration deadline to allow us time to plan for course materials, refreshments, etc. It is equally important that you let us know at least 48 hours before the class if some of your employees will not be attending. Please note that you will be charged for any no-shows; therefore, it is very important that you let us know at least 48 hours before. This policy was approved by our Missouri LTAP Advisory Board and ensures that we have an accurate count for class attendance. Thank you and we look forward to meeting your training needs.

Need training but don't have the budget to pay for travel expenses?

We can train your employees on location for a minimum of 20 people. You can invite other interested agencies in your area if necessary to meet the minimum. Call and discuss your training needs with our staff.

CONTACT US TO FIND OUT MORE!

T: 866.MO ROADS (667-6237)
E: moltap@mst.edu

MO LTAP SCHOLARS PROGRAM

A Training & Recognition Program

About The Program

The primary purpose of the MO LTAP Scholars Program is to recognize skilled transportation and public works personnel in local agencies throughout Missouri. The program is intended to enhance the skills of all those involved in the maintenance, delivery, and management of local transportation and infrastructure. Training is aimed at increasing each participant's technical, maintenance, administrative, and supervisory skills depending on the program level. Electives can be selected to meet the individual's area of responsibility. Special emphasis will be given to safety in the workplace as well as in the field and in the development of a local transportation system. The program will allow participants to attain three levels of achievements: Level I, Level II, and Level III Super Scholar. Participants must complete the requirements for Level I before completing Level II.

Getting Started

Registration is available on the Missouri LTAP website (www.moltap.org). There is no registration fee for the program, but there is a fee for each class, which varies for each level. Classes are offered on an ongoing basis at various locations throughout the state. Contact Missouri LTAP for classes in your area or view the online training calendar.

Recognition

Certificates will be awarded by the Missouri LTAP Director to those individuals who successfully complete the requirements of the program during award ceremonies held at various conferences throughout the state and/or at a ceremony held at the graduate's place of employment.

LTAP TRAINING RESOURCES

FHWA Essentials for Local Public Agencies

Federal-aid Essentials for Local Public Agencies is a transportation resource designed to help local agency professionals navigate the Federal-aid Highway Program. Federal-aid Essentials is structured for busy agency staff who want further understanding of Federal-aid policies, procedures, and practices.

fhwa.dot.gov/federal-aidessentials/indexofvideos.cfm

Missouri Local Public Agency Program

The Federal Highway Administration (FHWA) and MoDOT offers a free 4-hour training class designed to meet the recently implemented requirements for a Full Time Sponsor Employee to serve the role as the Person In Responsible Charge in order to receive Federal-aid funding for Locally Administered Projects. Local public agencies and consultants will be required to have taken this basic training course.

design.modot.mo.gov/lpatraining/

APWA – Professional Development

APWA offers online, face-to-face, and on-demand programs, with educational content that fits within your time and travel constraints. The Donald C. Stone Center provides professional development opportunities for the next generation of public works leadership.

apwa.net/learn

NHI – Training Resources

National Highway Institute, NHI, is the training and education arm of the Federal Highway Administration (FHWA) with its rich history of innovation and expertise in delivering transportation training.

nhi.fhwa.dot.gov/home.aspx

MISSOURI LTAP
MISSOURI LOCAL TECHNICAL ASSISTANCE PROGRAM
Located at Missouri University of Science and Technology

710 University Drive, Suite 121 | Rolla, MO 65409

FOLLOW US ON SOCIAL MEDIA!

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UPCOMING EVENTS

Due to cancellations of upcoming conferences, please follow us on Facebook and LinkedIn for the most up to date information regarding events.

National Work Zone Awareness Week
April 20-24, 2020

2020 GO ORANGE DAY
April 22, 2020

2020 National Public Works Week
May 17-23, 2020

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Eligibility requirements can be found under "Read about the Program"

REALTY FOR SALE

The Missouri Department of Transportation is responsible for managing realty assets owned by the Missouri Highways and Transportation Commission. Realty assets are periodically reviewed to determine if they are essential to current operations, or are expected to be in the near future. When realty assets are no longer essential to operations, they may be made available for sale to the public.

VISIT:
www6.modot.mo.gov/PropertyForSale

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NO EQUIPMENT FOR SALE AT THIS TIME

Missouri S&T | MoDOT | National LTAP & TTAP Programs | American Public Works Association APWA Your Comprehensive Public Works Resource | U.S. Department of Transportation Federal Highway Administration | Center for Transportation Infrastructure and Safety CTIS A National University Transportation Center at Missouri S&T