

# BETTER ROADS SAFER ROADS

## ADVANCING SAFETY

WHILE SAVING DRIVERS  
OVER \$900 MILLION



# BETTER ROADS SAFER ROADS

Winter 2025 | TxLTAP.org

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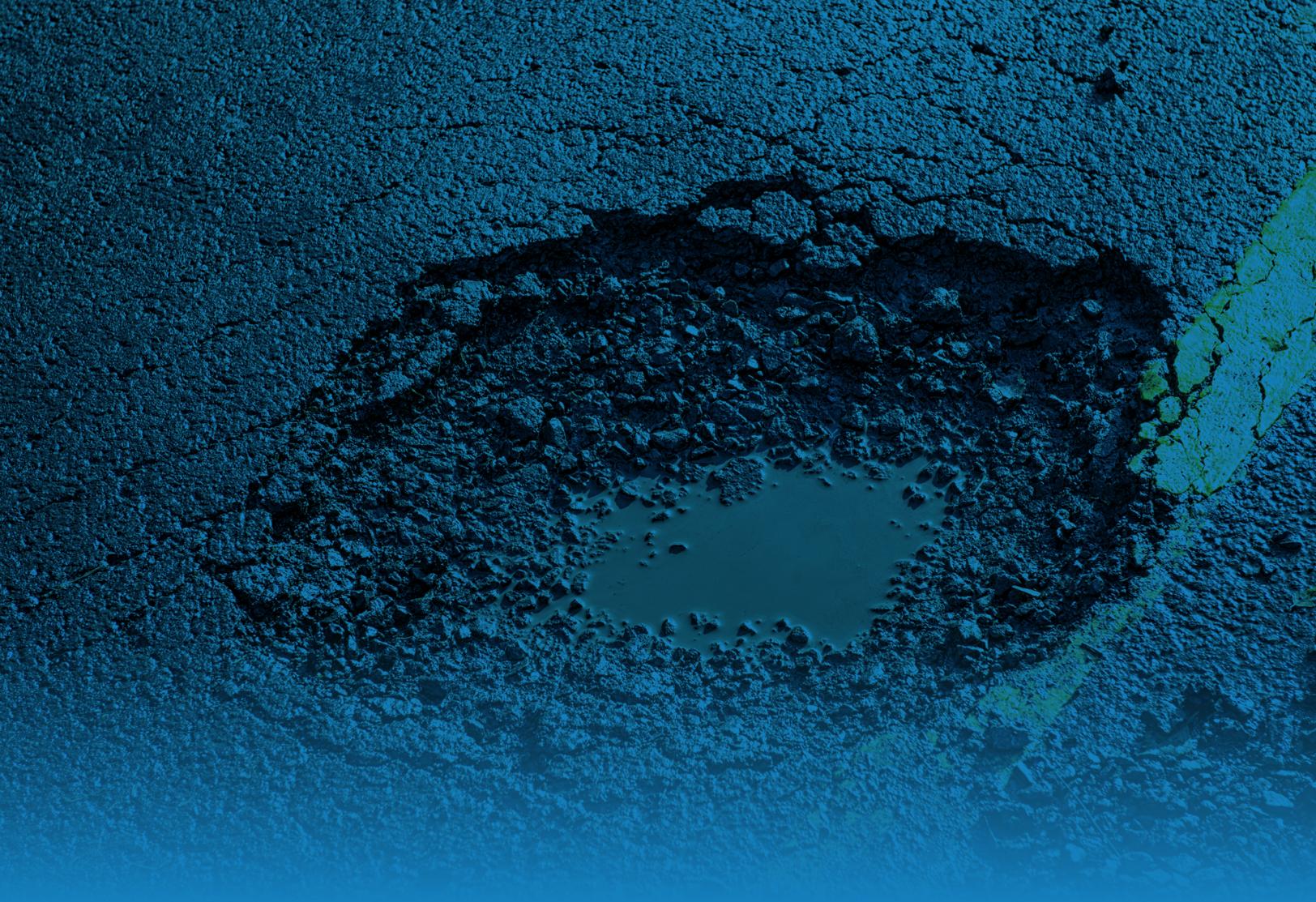
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# LIFECYCLE OF A POTHOLE

by Bethany Kurtz

From small bumps to a good rattle, potholes seem to pop up like wildflowers in Texas over the winter and spring months.

But where do they come from, and what can be done?

Water starts the process as it seeps through small cracks and crevices in the pavement. The pavement then expands and contracts with drastically changing temperatures that drop below freezing at night and warm up during the day.

This changing of pressure stresses the pavement, potentially creating more and larger cracks, allowing additional water through. Water can also begin to erode soil and roadbed materials from under the roadway.

The weight of vehicles driving over pavement that has been weakened by cracking and erosion can also cause the pavement to break apart, forming a pothole.

Potholes appear more frequently in the spring as the temperatures fluctuate above and below the freezing point.

So what can TxDOT do? Prevention and Repair.

Preventing potholes means stopping water from penetrating under the roadway and halting the formation process.

Seal coating the roadway is one method TxDOT employs to preserve the pavement and extend the life of the roadway surface.

A layer of liquid asphalt is applied to the roadway to seal cracks and stop water from penetrating. A layer of gravel is then applied on top of the asphalt, protecting it from being worn off by vehicles.

Repairing a pothole requires the cracked pavement to be removed, the eroded material replaced, and the area repaved and sealed.

Filling potholes is a year-round job, but it really heats up this time of year. Drivers should stay focused behind the wheel and give TxDOT crews room to work.



# TxDOT PROJECTS SAVE COMMUTERS \$915 MILLION

Despite more drivers on the road, a historic amount of TxDOT projects have helped reduce traffic delays and ease commutes across the state according to a new report from the Texas A&M Transportation Institute (TTI). The TTI analysis of the [Top 100 Congested Roadways](#) found that despite the number of miles traveled on the road increasing by 7% in the last five years, traffic delays in Texas are down 7% in that same time period. The study also found commuters are saving an estimated \$915 million in time and fuel costs thanks to key infrastructure improvements.

“We can see that our projects are having a significant impact on our roadways, helping improve efficiency and connectivity across the state,” TxDOT Executive Director Marc Williams said. “As our

population and economy continue to grow, there’s a considerable need for more projects, and this report helps guide our work to areas that need it most.”

Across Texas, roughly half of the top 100 most congested road segments were under construction in 2023 amid a record-breaking number of active projects. Many of these are funded through [Texas Clear Lanes](#), an initiative started by Gov. Greg Abbott to reduce congestion in the state’s most populated areas. In 2023, the Southern Gateway on I-35E in Dallas reduced delays by 60%, while San Antonio’s U.S. 281 project that runs from North of Stone Oak Parkway to Borgfeld Drive significantly reduced delays in that area.

These projects help improve safety, increase efficiency and provide congestion relief. They also help increase trade through the freight industry, supporting a thriving Texas economy.

The findings, based on TTI's annual report, show that enhancements to infrastructure and evolving travel patterns are helping to manage congestion as traffic demand grows.

"Major transportation investments across Texas, like those in the Texas Clear Lanes initiative and the hundreds of other projects across the state, are easing that burden and helping commuters save time and fuel as traffic levels rebound," said TTI Senior Research Scientist David Schrank.

TxDOT's approach to managing congestion extends beyond large-scale projects in major cities. In Laredo, for example, rerouting truck traffic from Mines Road to IH 69W significantly eased congestion after closing a ramp near the World Trade Bridge, the

largest border crossing by trade value in North America, along with implementing other operational enhancements.

A comprehensive listing of road segments statewide, with comparisons to previous years, is available at <https://mobility.tamu.edu/texas-most-congested-roadways/>. Houston's West Loop topped the list of most congested roads for the third consecutive year, followed by Dallas' Woodall Rogers Freeway, Austin's I-35 through downtown, Dallas' East R.L. Thornton Freeway and Houston's Eastex Freeway.

The table below highlights changes in traffic demand and delays across key regions comparing 2019 to 2023 conditions, illustrating the impact of these improvements on traffic flow and commuter costs. Construction projects may have contributed to temporary delays on Top 100 segments.

## Changes in Traffic Demand and Delays Across Key Regions | 2019 - 2023

Area	Vehicle Miles of Travel	Annual Hours of Delay	Annual Hours of Delay (M Hours)	Annual Congestion Savings (\$M)	Annual Savings per Commuter <sup>1</sup>
Top 100	+7%	-1%	-1.5	+\$39	+\$177
Austin District <sup>2</sup>	+6%	-21%	-14.6	+\$387	+\$232
Dallas District <sup>2</sup>	+13%	+1%	+1.3	-\$35	+\$99
Ft Worth District <sup>2</sup>	+16%	+22%	+8.8	-\$234	-\$39
Houston District <sup>2</sup>	+3%	-9%	-16.1	+\$426	+\$151
San Antonio District <sup>2</sup>	+3%	-12%	-5.5	+\$145	+\$129
Other Districts <sup>2</sup>	+4%	-11%	-8.5	+\$225	+\$93
Statewide <sup>2</sup>	+7%	-7%	-34.5	+\$915	+\$125

1. Assumes a 20-mile commute, 5 days a week

2. Districts and Satewide include all monitored road segments and are not limited to the Top 100

# HONORING THE FIRST FEMALE ENGINEER IN TEXAS

by Jeff Barker



The first woman engineer in Texas is set to be honored with a new historical marker in Bastrop County.

In 1938, Leah Moncure made history by becoming the first woman in Texas to earn a professional engineering license.

Moncure went on to work for the Texas Highway Department — now TxDOT— for 32 years, specializing in research, right-of-way and road design. During her historic tenure, Moncure worked in Houston, Austin, Beaumont and Lufkin.

The Texas Historical Commission and Bastrop County will unveil a new historical marker in January 2025 to honor Moncure's accomplishments. The marker is part of the Commission's 'Undertold' program designed to address historical gaps, promote diversity of topics and proactively document significant underrepresented subjects or untold stories.

Moncure's trailblazing spirit paved the way for the more than 300 female engineers currently employed at TxDOT.

Diana Schulze is TxDOT's head engineer in Moncure's hometown of Bastrop. When Schulze took over the role in 2016, she became the first-ever female engineer to hold the top spot at any TxDOT office in the agency's Austin District.

"I think it's pretty neat that we both have ties to Bastrop County," Schulze said. "We've come a long way, and it's important we continue to honor Leah's legacy."

Schulze continues that legacy by mentoring the next generation of female engineers in Texas.

"There's no reason that upcoming female engineers can't be successful like Leah and many others before them," Schulze said.

Schulze spoke at the marker dedication on January 13th. The marker is placed outside Moncure's childhood home in Bastrop.

Leah Moncure 25 years service 1917



**FIRST WOMAN IN TEXAS TO EARN A PROFESSIONAL ENGINEERING LICENSE, 1938**

**32 YEARS WITH THE TEXAS HIGHWAY DEPARTMENT (NOW TxDOT)**

**FIRST FEMALE LIFE MEMBER OF THE NATIONAL SOCIETY OF PROFESSIONAL ENGINEERS.**

# OBSERVING 2025 NATIONAL WORK ZONE AWARENESS WEEK



In 2023, 26,321 traffic crashes in Texas work zones claimed the lives of 192 people and seriously injured 806 people. But what many people fail to realize is the vast majority of people killed in work zone crashes are motorists and their passengers.

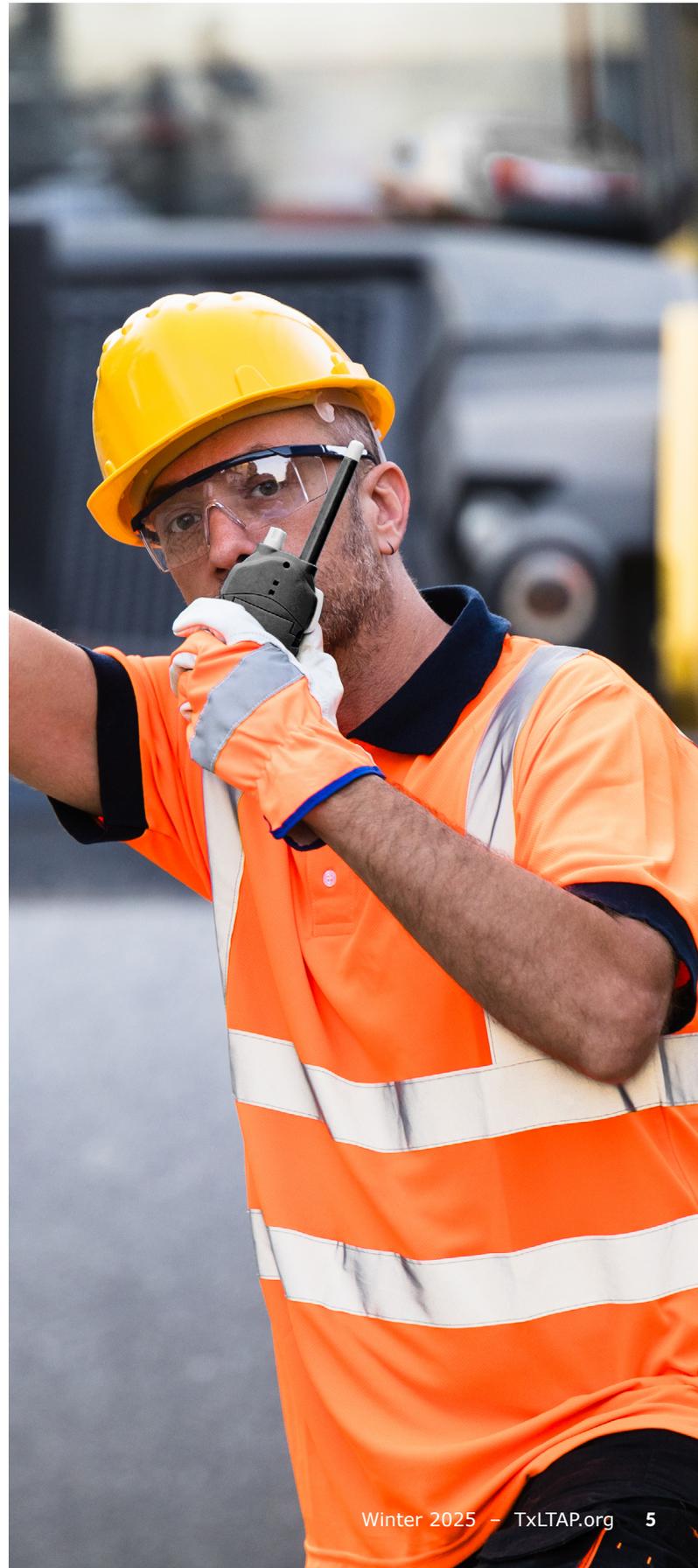
The National Work Zone Awareness Week (NWZAW) is a national public awareness campaign that spreads the message that we are all responsible for work zone safety. The annual spring campaign is held at the start of construction season and encourages safe driving through highway work zones. The key message is for drivers to use extra caution in work zones. This year's NWZAW is April 21 - 25, 2025 and the theme is "Respect the zone so we all get home."

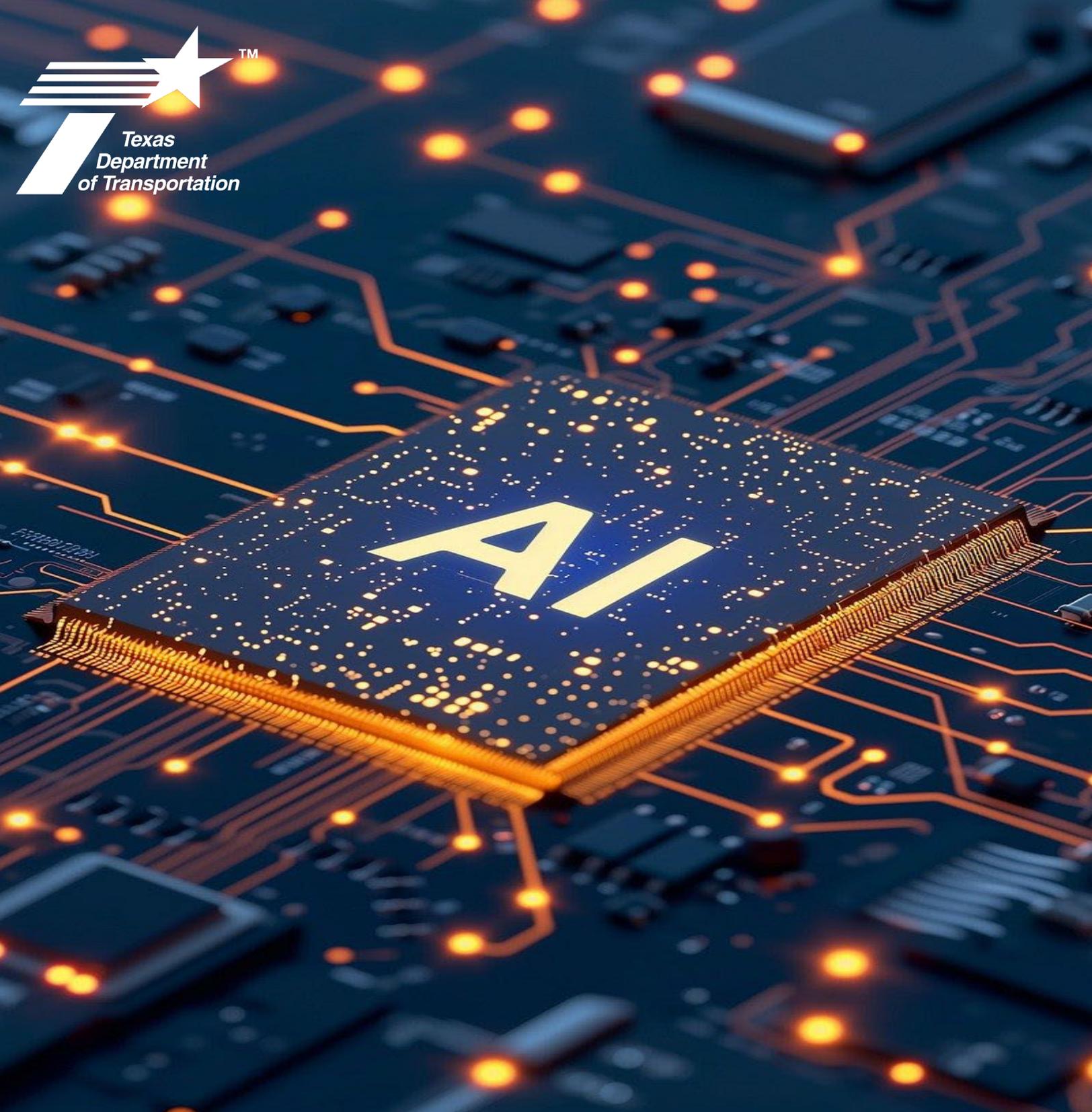
Everyone plays a role in work zone safety. NWZAW highlights the deadly dangers of inattention at highway work areas. Make plans now for the 2025 weeklong commemoration including:

- **MONDAY, APRIL 21** - Work Zone Safety Training Day: Emphasizes the importance of laying the groundwork for safety through training of personnel. Employers are encouraged to pause during the workday for safety demonstrations, discussions about safety policies and other prevention steps.
- **TUESDAY, APRIL 22** - National Kickoff Event: NWZAW 2025 kickoff event will be hosted by the North Carolina Department of Transportation (NCDOT) at a location and time to be determined. More information will be posted at [nwzaw.org/participate](https://nwzaw.org/participate) as it becomes available.
- **WEDNESDAY, APRIL 23** - Go Orange Day: All roadway safety professionals are encouraged to wear orange to proudly show support for work zone safety. NWZAW and Go Orange Day are especially important to the families of victims who have lost their lives in work zones. Show your support on social media by posting your orange pics and use the hashtags #NWZAW and #Orange4Safety.
- **THURSDAY, APRIL 24** - Social Media Storm: Organizations, companies, institutions and individuals are urged to share messages and use hashtags #NWZAW and #WorkZoneSafety throughout social media between 8 a.m. and 3 p.m. CT.
- **FRIDAY, APRIL 25** - Moment of Silence: The Moment of Silence started in 2022 and encourages companies and families to join together for a moment of silence as a tribute to the people who lost their lives in a work zone incident.

If you're interested in hosting a local event for National Work Zone Awareness Week, then you're in luck. [The NWZAW Event Planning Guide](#) is a comprehensive guide for all individuals and organizations planning to host NWZAW events in their community. The guide includes event setup guides, sample invitations, examples of opening and closing remarks, a sample schedule for the kickoff event and more.

To learn more about NWZAW, visit [NWZAW.org](https://nwzaw.org).





# ARTIFICIAL INTELLIGENCE STRATEGIC PLAN

# TXDOT LAUNCHES AI STRATEGIC PLAN

## Plan Will Help Guide the Agency Over the Next Three Years

Amid a rapidly evolving digital landscape, the Texas Department of Transportation (TxDOT) is leveraging the power of artificial intelligence (AI) to help make Texas roads safer and enhance mobility across the state. TxDOT has released its [Artificial Intelligence Strategic Plan](#) marking a significant step toward enhancing processes, policies and the responsible management of Texas' transportation investments through AI. The plan identifies key use cases and provides strategic recommendations to prepare TxDOT for the technological innovations that will reshape its operations.

"TxDOT is committed to staying at the forefront of technological advancements, and AI offers tremendous potential to improve safety and streamline operations," TxDOT Executive Director Marc Williams said. "By utilizing AI in a secure and responsible manner, we are revolutionizing the way we monitor and manage traffic, detect incidents in real time and streamline how we work to help get projects delivered more efficiently."

The 230 potential AI-use cases identified in the plan will guide the department over the next three years. TxDOT engineers, IT experts, planners and multiple other employees across the state helped create these use cases.

The plan also lays out multiple recommendations to help enhance data quality and train employees on AI.

"These initiatives are a testament to our commitment to innovation and safety," TxDOT Director of Strategy and Innovation Darran Anderson said. "By embracing AI and other advanced technologies, we are improving the efficiency of our operations while making Texas' transportation system safer and more resilient."

### KEY FOCUS AREAS OF THE AI STRATEGIC PLAN

- **Optimizing Infrastructure:** AI will help improve the efficiency and resiliency of the state's transportation network.
- **Data-driven Decision Making:** AI-enabled analytics will enhance how staff can make decisions regarding roadway

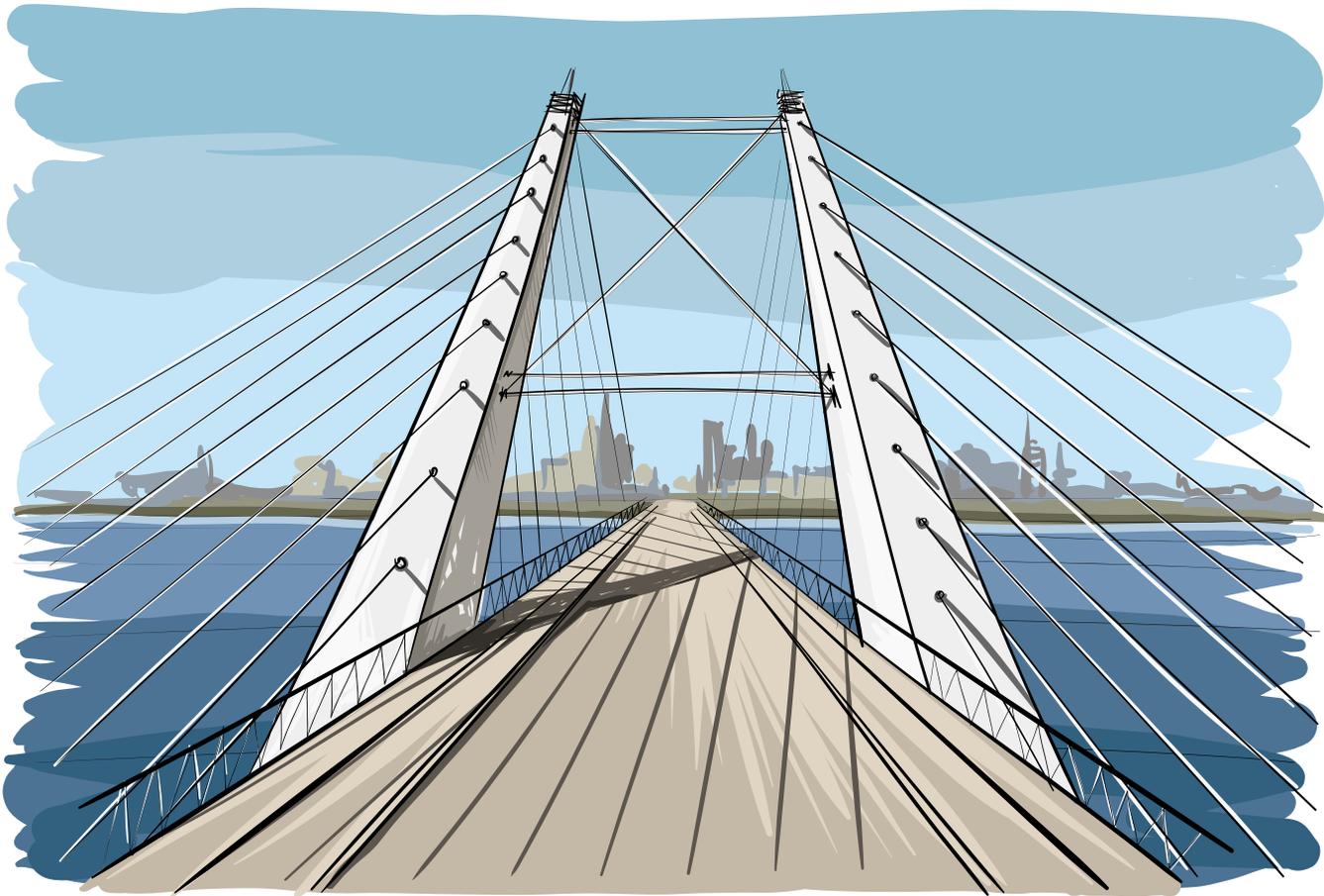
operations and maintenance.

- **Enhancing Stakeholder Experience:** The agency will leverage AI for real-world solutions to help TxDOT employees and partners deliver better services to the traveling public.
- **Unlocking Workforce Potential:** AI will reduce demands on employees from routine and manual tasks, enabling them to focus on higher-value work and innovation.
- **Ensuring Security:** Incorporates security and data privacy safeguards to protect the agency, while also keeping humans in the loop with all AI processes

The AI Implementation Roadmap in the Strategic Plan outlines a structured approach to adopting AI responsibly, emphasizing governance, transparency, human accountability and adherence to the highest ethical, security and data privacy standards. TxDOT has developed an Acceptable Use of Artificial Intelligence Policy and established an AI Risk Management Workgroup that will identify, assess and manage the risks associated with AI systems and projects.

"Incorporating AI into our IT infrastructure allows us to not only drive innovation but also prioritize transparency, security and roadway safety," Chief Information Officer Anh Selissen said. "By leveraging AI, we can enhance the efficiency of our business processes and transportation systems while ensuring that the solutions we deploy are secure, transparent and designed to increase the safety of the traveling public."

As AI technology continues to evolve, TxDOT remains committed to responsible expansion of its application across all areas of transportation management, positioning Texas as a national leader in roadway safety and innovation. The agency will continue to collaborate with technology partners and stakeholders to explore new AI applications that benefit both operations and the traveling public.



# TxDOT NAMED BRIDGE OWNER OF THE YEAR by Ryan LaFontaine

The National Steel Bridge Alliance (NSBA) recently honored TxDOT as its inaugural recipient of the Owner of the Year award for the agency's trailblazing efforts in bridge design and construction.

The award — the first of its kind — recognizes extraordinary bridges, and the builders, whose vision and dedication to the public keep America moving.

TxDOT was recognized for its years of research and decades spent developing best practices for achieving economical and easily constructed steel bridges. These solutions were implemented in the Brazos River Bridge project, which was included in a larger project on SH 105 across the Navasota and Brazos rivers and Coles Creek in Grimes, Brazos and Washington counties.

The Brazos River Bridge is a testament to TxDOT's culture of innovation and continuous improvement. By integrating what's known as lean-on bracing principles, TxDOT engineers were able to put research into practice, providing many long-term benefits.

Some of the things TxDOT has done to develop best practices for steel bridges include:

- Investing in steel bridge research
- Developing a joint owner-industry forum called the Texas Steel Quality Council
- Publishing a document, Preferred Practices for Steel Bridge Design, Fabrication, and Erection, that provides guidance to help designers working on TxDOT projects to achieve optimal quality and value in steel bridges

- Developing steel bridge standards for steel rolled beams and steel plate girder bridges
- Developing an FHWA approved steel twin tub analysis methodology for redundancy

"TxDOT isn't just implementing best practices for designing and building steel bridges — it is defining how (a builder) can maximize the potential of steel," said NSBA Senior Director for Market Development Jeff Carlson. "Recent projects like the remarkably economical Brazos River Bridge demonstrate how TxDOT's longstanding investment in steel bridge research is paying dividends for Texans, today and tomorrow."

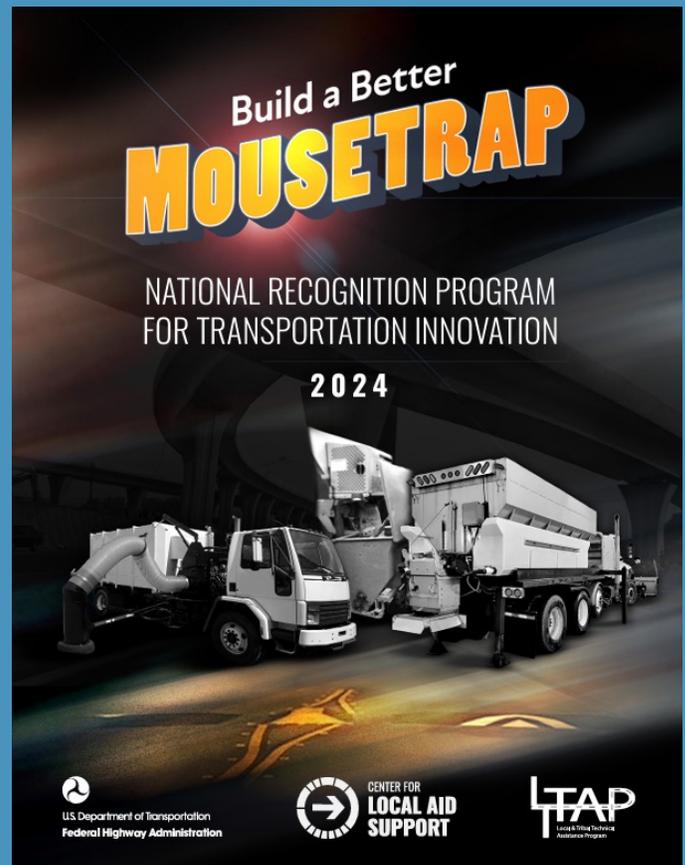
TxDOT has spent decades developing best practices for achieving economical and easily constructed steel bridges.

"This was a complex project for many reasons," said Jamie Farris, director of TxDOT's Bridge Division. "One of the first issues we faced was finding a new location for the replacement bridge. Because of the Brazos River's slope-failure region, the new bridge couldn't be placed adjacent to the existing structure."

Other challenges would continue to pop up: Would steel girders work better than concrete? How would the river's continued migration westward factor into the plan?

"This project is a testament to TxDOT's culture of innovation and continuous improvement," Farris said. "It also highlights our ability to adapt in order to meet the structural needs of any project."

# 2024 BUILD A BETTER MOUSETRAP WINNERS



The Federal Highway Administration's (FHWA) Build a Better Mousetrap national competition celebrates innovative solutions for challenges that local and Tribal transportation workers encounter. These innovations can range from the development of tools and equipment modifications to the implementation of new processes that increase safety, reduce cost, and improve efficiency of our transportation system.

Recently, the winners for 2024 were announced and they include innovations such as modified speed cushions to slow traffic while not impeding emergency vehicles, an inexpensive retrofit that automated sidewalk sanding, and a fleet modification to turn seasonal vehicles into year-round assets. The 2024 Build a Better Mousetrap booklet which highlights the four national winners and the 46 projects that received honorable mentions is available for download at [www.fhwa.dot.gov/clas/pdfs/2024\\_mousetrap\\_entries\\_booklet.pdf](http://www.fhwa.dot.gov/clas/pdfs/2024_mousetrap_entries_booklet.pdf).

Although no Texas agencies were recognized during the 2024 Build a Better Mousetrap competition, it's not too late to participate in the 2025 competition. If you have a new or existing innovative solution that you would like to share for Build a Better Mousetrap 2025, please contact TxLTAP at [txltap@uta.edu](mailto:txltap@uta.edu) with your innovative ideas. You can also visit [www.fhwa.dot.gov/clas/babm/](http://www.fhwa.dot.gov/clas/babm/) for more information on the FHWA's Build a Better Mousetrap national competition.

## HOW THE BUILD A BETTER MOUSETRAP COMPETITION WORKS

TxLTAP will:

- Solicit nominations within the state of Texas.
- Select nominations they would like to move forward. Multiple nominations in multiple categories may be submitted.
- Submit their nominations to the Build a Better Mousetrap under one of four 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.

# TECHNOLOGY APPLICATIONS FOR REDUCING LOW-VISIBILITY CRASHES

## Virginia Sees Dramatic Safety Improvements with Variable Speed Limits on Foggy Roads

Adverse road weather conditions are present during nearly 14 percent of fatal crashes in the United States, representing almost 72,000 fatal crashes from 2013 to 2022. An estimated five percent of the motor vehicle crashes during that time occurred during low-visibility conditions.<sup>1</sup> Low visibility can lead to sudden stops and slowdowns on the road, situations in which drivers can struggle to respond in time to avoid colliding with other vehicles.

David Johnson, who serves as FHWA's Managing Disruptions to Operations Team Leader, said that low-visibility conditions, such as fog, wildfire smoke, smog, and blowing dust, are ubiquitous and can rapidly create unsafe driving conditions that can result in crashes.

"There's really no particular region or climate where low-visibility events don't occur on roadways, and they often happen suddenly," said Johnson. "They can be very small, localized events, sometimes covering less than a mile, but the sudden loss of visibility can have severe effects on drivers."

The Virginia Department of Transportation (VDOT) sought to address low-visibility crashes on a rural, mountainous segment of Interstate 77 (I-77). This portion of I-77 experiences frequent dense fog that creates dangerous driving conditions averaging the equivalent of 29 days each year. Two high-profile, chain-reaction rear-end crash events occurred there in 2013 involving 95 vehicles and three fatalities, and one event occurred in 2014 involving 28 vehicles. The crash rate on I-77 during fog was more than twice as high as during clear conditions.

VDOT followed a rigorous systems engineering process in exploring a variety of traditional traffic control improvements, including rumble strips, wider pavement markings, chevrons, enhanced warning signs, and improved delineation. However, these safety treatments had produced limited impact. The agency then pursued deployment of a [variable speed limit \(VSL\)](#) system as an alternative means of mitigating impacts caused by the low-visibility conditions.

*A VDOT analysis showed that crashes during low-visibility conditions decreased by more than 75 percent after the VSL system became operational.*

### DEPLOYING A WEATHER-RESPONSIVE MANAGEMENT STRATEGY

VSL systems can use sensors to detect congestion or weather conditions, then automatically lower the speed limit under certain situations and display the speed to drivers. This strategy improves safety performance and traffic flow by reducing speed. VSLs may also improve driver expectation by providing information in advance of slowdowns, which could reduce crash frequency and severity and the probability for secondary crashes.

VDOT hired a contractor to install the physical infrastructure for the VSL system on I-77 at a cost of \$7.5 million, which included upgrades to power and communications in this rural area. The system included 13 dynamic message signs (DMS), 36 full-matrix VSL signs, eight VSL cutout signs, 25 closed-circuit television cameras, 22 radar sensors, and 14 road weather information system (RWIS) stations. The RWIS stations continuously collect data on pavement temperature and condition, air temperature, humidity, pressure, precipitation type and intensity, wind speed and direction, and visibility.

A VDOT analysis showed that crashes during low-visibility conditions decreased by more than 75 percent after the VSL system became operational.

VDOT also assembled a technical advisory committee that included agency staff from different divisions, the Virginia Transportation



The Virginia DOT employed full-matrix (left) and cutout (right) variable speed limit signs on the I-77 project. Credit: Virginia DOT

Research Council, and a contractor to develop the VSL speed control algorithm.

## RESULTS AND LESSONS LEARNED

The VSL system became operational on I-77 in October 2016, and VDOT later performed a three-year before-and-after evaluation to determine its effectiveness. Dr. Mike Fontaine, Virginia DOT's Associate Director for Safety, Operations, and Traffic Engineering, reported during an FHWA [Road Weather Spotlight Series](#) webinar that the crash data showed a dramatic safety improvement.

"We're seeing a much closer alignment between what speeds people are driving and what we recommend the safe speed to be," said Fontaine. "Mean speeds have gone down five to six miles per hour, and crashes during fog have dropped by more than 75 percent."

VDOT also observed that drivers do not decelerate significantly until they actually reach the fog, resulting in noncompliance in the reduced speed zone approaching the critical segment with low-visibility conditions. Fontaine said this indicates a potential need for more closely placed VSL signs, particularly in segments where speed transitions occur.

Fontaine also noted that it is important that drivers understand the reason for lower speeds being posted on VSLs. "Using the DMSs so that drivers understood why speeds were reduced was very important in the overall effectiveness of the system," he said.

*"We're seeing a much closer alignment between what speeds people are driving and what we recommend the safe speed to be," said Fontaine. "Mean speeds have gone down five to six miles per hour, and crashes during fog have dropped by more than 75 percent."*

VDOT is continuing to monitor and evaluate the operations and effectiveness of the VSL system on I-77 during low visibility conditions to determine future improvements.

FHWA included VSLs in its Weather-Responsive Management Strategies initiative during [Every Day Counts round five](#) and currently promotes the technology as a [Proven Safety Countermeasure](#) and as part of the [Safe System Approach for speed management](#).

<sup>1</sup>Based on data from the National Highway Traffic Safety Administration Fatality Analysis Reporting System (FARS) 2021 Final Release and 2022 Annual Report File.

*Reprinted from U.S. Department of Transportation, Federal Highway Administration - Washington, DC (2025) Innovator Newsletter, January/February 2025, Volume 18 (104).*

# 2024 TEXAS ROAD SAFETY LEADERS HONORED BY NATIONAL SAFETY COUNCIL

## Our Driving Concern Awards Presented to 15 Texas Employers

The roads in Texas are a little bit safer because of the work of 15 employers recognized by the National Safety Council as safety champions through the annual Our Driving Concern Texas Employer Traffic Safety Awards program.

All 15 have demonstrated a commitment to road safety by enacting safe driving policies and investing in education and training. They are striving to keep their employees and residents in the communities where they live and work safe. In the last year, their efforts have helped move the safety needle in a positive direction.

Traffic fatalities in Texas [decreased by 2.8% in 2023](#), according to the Texas Department of Transportation. Still, one person was injured in a crash every 2 minutes 6 seconds, and one reportable crash occurred every 56 seconds. Clearly, there is more work to be done. We'll rely on these 15 safety-minded organizations to help lead the way.

"We're proud to call these Texas employers safety leaders and partners on the Road to Zero," National Safety Council Senior Program Manager Katie Mueller said. "That's zero crashes, zero injuries and zero fatalities – our ultimate goal. They have implemented evidence-based policies and comprehensive workplace safety programs. They're saving money and saving lives. They're proof that road safety is good for business and good for people."

The National Safety Council, in partnership with TxDOT, has presented the Our Driving Concern Texas Employer Traffic Safety Awards every year since 2014. The 2024 recipients are:

### EXEMPLARY AWARD RECIPIENTS

- Chalk Mountain Services
- Indeca Crude Xpress
- Pioneer Natural Resources
- Texas Mutual Insurance Company

### AWARD RECIPIENTS

- Ace Fluid Solutions
- City of Arlington
- City of Irving
- City of San Antonio
- CPS Energy
- Goodfellow Air Force Base: 17th Training Wing
- Star Shuttle

### HONORABLE MENTION

- Baker Triangle
- Frank Bartel Transportation
- Raintree Roll Off Services
- Texcon General Contractors

More information on each award recipient's transportation safety program is highlighted at <https://tx.ourdrivingconcern.org/wp-content/uploads/sites/2/2024/07/2024-best-practices-brochure.pdf>.

**Our Driving  
Concern**  
an **nsc** program

For more information, visit [TxLTAP.org](http://TxLTAP.org)

Call 817-272-2581 or email [txltap@uta.edu](mailto:txltap@uta.edu) to request training, technical assistance or equipment.

## 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.

## BUILD A BETTER MOUSETRAP

BABM is a competition by the Federal Highway Administration to discover, share, and celebrate innovations in road construction. Submit your innovative ideas, then TxLTAP selects nominations to be federally recognized.

## EQUIPMENT LENDING LIBRARY

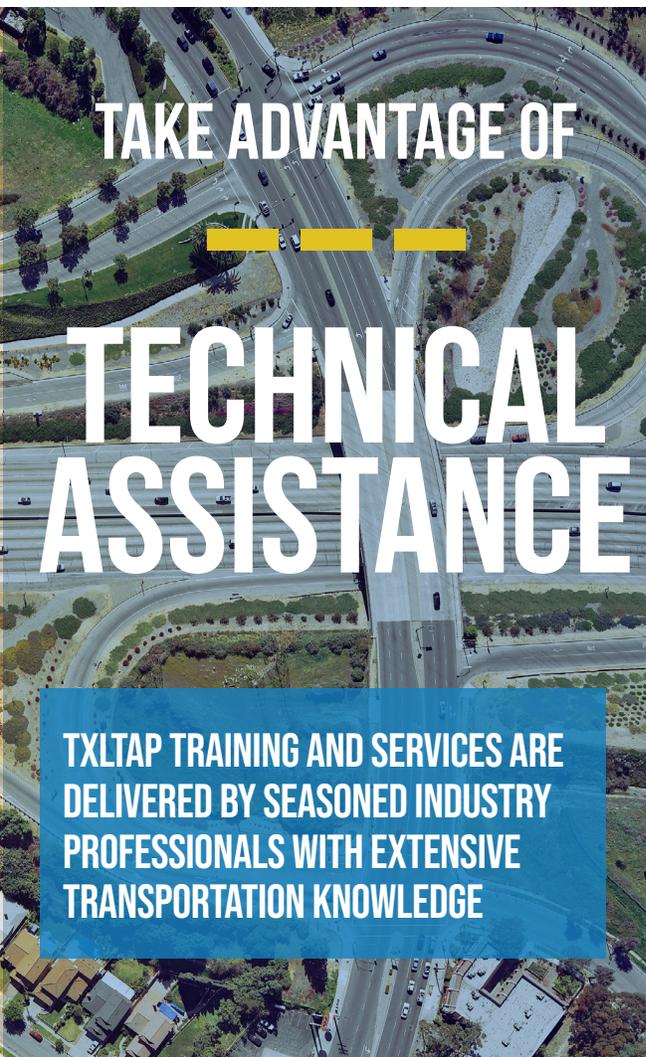
Equipment, such as traffic counters, a portable radar speed sign, handheld retroreflectometer, digital ball bank indicator, fall protection gear, dynamic cone penetrometer and more, is available for loan at no-cost to local government agencies throughout Texas.

## ROAD SAFETY CHAMPION PROGRAM

This nationally recognized certificate program equips participants with safety-focused skills for managing, maintaining, and designing local roads. The program focuses on reducing serious injuries and fatalities by building a workforce skilled in road safety.



# TXLTAP TRAINING & SERVICES



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 817-272-2581 or email [txltap@uta.edu](mailto:txltap@uta.edu) to request assistance.



**UTA**  
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**- TxLTAP -**

**SAFETY:**  
Making Roads Safer  
for Workers & Drivers

**WORKFORCE  
DEVELOPMENT:**  
Training that Makes  
an Impact

**ORGANIZATIONAL  
EXCELLENCE:**  
Striving for Overall Quality

**INFRASTRUCTURE  
MANAGEMENT:** Building  
Smart & Using Resources  
Effectively

**TRAINING • TECHNICAL ASSISTANCE • RESOURCES**

TxLTAP serves local government roadway agencies by providing no cost training, technical assistance, equipment lending & more. Learn more at [TxLTAP.org](http://TxLTAP.org).

Request training & services today!  
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