

## 1: Oklahoma's rural roads, bridges rank among nation's poorest

*During the last decades, demands on rural roads and bridges have increased. Population shifts from urban to nonurban areas and a trend toward replacing light trucks and local grain elevators with heavier trucks and centralized collection points mean more traffic and heavier traffic on local roads.*

There are 1, miles of county-maintained roads in this north-central Kansas county, where Greene serves as chairman of the county commission. Only 15 miles are paved; miles are rock or gravel. The rest are minimum-maintenance dirt roads, many of which have outdated bridges and are pocked with ruts. Whether traveled daily or just a few times per year, every mile of county road is important to the adjoining landowner. That makes road maintenance in an agriculture county tough business. Quality roads and bridges are essential in getting produce from farm to market. Federal highways include interstates, plus many four-lane and two-lane highways. These are built with federal dollars and meet high standards of safety and construction processes. State highways are usually connecting roads from community to community within states. Many of these are built and maintained with both federal and state funding. Rural roads connect rural homes to local communities. Nationwide, these roads may be paved with concrete or asphalt, simply constructed from a dirt base, or have an all-weather surface such as gravel, rock, or sand. Within each county, some of these rural roads and bridges qualify for state assistance in upkeep and construction. USDA tallies the annual value of U. Nearly all of that production was moved on a rural road at some point en route to a destination. This runs counter, though, to the pressure many Midwest state governments face to reduce taxes needed for transportation infrastructure upkeep. Not investing in roads and bridges is a move that could haunt farm states for years to come. Motor Fuel Vehicle Tax has remained unchanged since Kevin Rund, senior director of local government at the Illinois Farm Bureau, worries those advantages are slipping. In the last century, more than 20, miles of rail line have been abandoned, putting more pressure on trucks to move farm goods across the nation. This increased intensity of use is far in excess of what they were built for. Adding more pressure, state governments are tightening road and bridge budgets. In Illinois, for example, each county collects motor vehicle registration fees as the top source of road and bridge maintenance revenue. The federal motor fuel tax, he adds, has remained the same for 22 years, at In that 22 years, many rural roads have become outdated. The turning radiuses are too tight, and shoulder slopes are dangerously deep. A survey of fuel tax rates in Midwest states indicates many states have not increased fuel tax rates in at least a decade. Property taxes are another source of revenue for road maintenance. In most counties, these taxes are divvied up between dozens of local entities. There is only so much of that resource to go around, and raising property tax rates is mighty unpopular. Most states earmark some money from the state department of transportation each year for special road and bridge projects. These funds fall far short of keeping road infrastructure current, Rund says. We need to focus on the need, which is having an adequate and safe road and bridge infrastructure. Bridges more than 20 feet long which must be inspected every two years also were included in the report. Vehle obtained additional data for county, township, and city roads from other stakeholders. A good way to judge the quality of rural roads in a county or state is by looking at the results of federally mandated bridge inspections. Roads are important, but bridges are essential. You must fix bridges first. That money could fix just 26 bridges each year. Other farm states are in the same boat. Yet, as Vehle points out, when good roads and bridges decline to fair or poor status, the price tag to rebuild them is far greater than the cost to maintain them in the first place. Antiquated lock and dam systems in navigable rivers are making it more difficult to move commodities to ports. In , Congress authorized lock and dam improvements on U. For now, the U. That advantage, however, is waning. These ships can move greater quantities of commodities up to 2, miles without needing locks and dams. While Brazil is investing heavily in this system, the U. In the long term, the U. For seven years, state Senator Mike Vehle worked on a new rural infrastructure funding program. Following are other provisions of Senate Bill 1. Counties may increase property tax, so long as the money is used for roads and bridges. To be eligible for extra funds, the state had to develop a five-year road and bridge maintenance plan. By South Dakota law, all of these are used only for roads and bridges and cannot be swept into the general budget.

There are tough decisions to be made. Some roads may stay open; others may become minimum maintenance.

### 2: Rural road and bridge conditions an obstacle to feeding the world | The Gazette

*The Coalition's Rural Roads subcommittee reports that the Virginia Department of Transportation (VDOT) has confirmed the list of unpaved roads set for restoration this spring and summer in this year's enhanced care program.*

They may incorporate amendments or additions to documents in these manuals. Eurocodes As a public body, Highways England expresses its requirements for the design and modification of existing structures including geotechnical works in terms of Eurocodes. Request an accessible format. If you use assistive technology such as a screen reader and need a version of this document in a more accessible format, please email [info@highwaysengland.gov.uk](mailto:info@highwaysengland.gov.uk). Please tell us what format you need. It will help us if you say what assistive technology you use. The current version is issue 1, amend number 8, dated July This replaces version 5. The performance requirements for routine and winter service activities on the trunk road network are included in the Routine and Winter Service Code. The current version is version 5. Technology Management and Maintenance Manual The Traffic Management and Maintenance Manual, published January , sets out requirements for the management and maintenance of traffic technology systems. Road restraint systems and safety barriers These resources all relate to road restraints and safety barriers. You may also be interested in the following archived research reports: The Risk-based Road Restraint Systems Standard does not follow the traditional format as it has two parts that must be used together. If you have trouble downloading this file this may be because your security settings do not allow you to download files that contain macros. For further information please contact the Engineering Policy Branch on For this to work you will need to rename your old file to OSP. These temporary names can be changed once the data copying is complete. This worked example is a spreadsheet with basic details already filled out. It can be used to verify IT system issues or examine problems with data entry. Advice for low flow trunk roads in Wales and Scotland The RRRAP allocates an aggressiveness value to each hazard adjacent to the road and quantifies risk by estimating the equivalent fatalities per vehicle km. For very aggressive objects adjacent to high speed roads, the RRRAP indicates that the provision of a Vehicle Restraint System VRS is required to lower the risk to an acceptable level, regardless of the traffic flow. This is because although the overall risk decreases when a VRS is provided, the benefit is relatively small due to the relatively low number of accidents it prevents. Where two-way traffic flows are less than 5, AADT the designer should: The road restraint products in the list are divided into the following categories:

### 3: Report: America's Rural Roads and Bridges in Dangerous Shape | Construction Equipment Guide

*than 14 percent of rural roads (as measured by miles) were in poor or mediocre condition in , some 29 percent of urban roads were so classified. During the s, rural bridges also improved in quality.*

The source of this information is Rural Roads and Bridges: A Comprehensive Analysis by Steven C. Reproduced here are three sections of that report: The complete report is pages and can be purchased from TranSafety, Inc. During the last decades, demands on rural roads and bridges have increased. Population shifts from urban to nonurban areas and a trend toward replacing light trucks and local grain elevators with heavier trucks and centralized collection points mean more traffic and heavier traffic on local roads. During the same period, revenue sources for repair and maintenance of these key infrastructure components have dwindled. One result, according to a study, is an American infrastructure that is "barely adequate to support current needs. This report summarizes information to help policymakers recognize the deteriorating condition of the system and understand the need to restructure revenue sources to allocate resources for important road and bridge projects. Purpose of the Project Effective public decisions must be based on an accurate perception of the needs and conditions of local roads and bridges. State or Federal agencies regularly publish condition information on local transportation systems. The most comprehensive source is the annual Federal Highway Statistics that provides summary statistics across the United States but does not classify much of the information by metro or nonmetro and contains relatively little condition information. The lack of timely information about the local road network in the United States is the reason for this study. The local road networks do not receive national attention, as do issues regarding urban infrastructure decay, but are crucial to the economic competitiveness of small towns and the quality of life for residents in unincorporated areas. Many road miles and bridges constituting the local road network are in a state of disrepair, and local governments responsible for their maintenance are often not in a position to adequately finance needed repairs. Rural governments vary widely in economic viability, with some areas prospering in terms of economic revitalization. Other areas, especially those in remote rural locations, are likely to face continuing difficulties in maintaining a safe and efficient transportation network. These areas are also less likely to compete effectively for resources in a system which may place large urban areas in the same contest with smaller rural groups. Some States will distribute funding in such a way that both metro and rural needs are considered. In other States, the growing pressures in cities and suburbs may overshadow the needs of rural areas. Organization of Study This report updates and builds on earlier regional and national studies of the condition and financing of the local transportation network. For example, previous studies have identified serious deficiencies in the quality of the system and limitations in the ability of responsible governmental units to prevent further deterioration. In a study of low- volume rural roads in the Midwest, Chicoine and Walzer reported that 50 percent of all road mileage required more than regular maintenance. Indeed, nearly one in five bridges needed to be completely replaced. In a subsequent national study of county- and town-maintained roads, Walzer and Chicoine reported that, on average, 25 percent of county road mileage and 32 percent of town road mileage were reported as less than barely adequate. Similarly, more than 40 percent of county-maintained bridges nationwide were placed in high- priority-to-repair categories by road officials. Based on information available from the NBI conducted by the FHWA, Walzer and Chicoine estimated that, nationwide, 57 percent of bridges maintained by towns were rated at less than barely adequate. In a more recent study of the New England local network Deller and Halsted reported On average, only In addition, nearly one in five Nearly one in six Only half of the bridge network The resulting pattern of bridges posted with weight limits negatively affects traffic patterns in nearly every New England town participating in the study. While none of the above- mentioned studies calculated the costs to residents and businesses in higher deterioration of vehicles or costly delays, it is clear that, in the minds of respondents, the condition of the roads and bridges is of serious concern. This study contributes to the literature on local transportation finance by updating the national data base, identifying current conditions and issues, and identifying changing patterns and conditions. The condition and financing patterns of local roads and bridges are ever-changing, as road

needs change and as the ability of local governments to finance services changes also. Subsequent analyses in this report are based in several sources of data. In , a survey was sent to counties and towns, nationwide, with significant responsibility for the local town network. A total of counties and 1, towns provided useable information. The questionnaires were similar to those used in a study, so that the status and condition of the local road network could be compared Walzer and Chicoine Data to supplement the local survey information were obtained from publications by the U. Bureau of the Census, Census of Governments; the U. With this broad use of information, we can ask many important questions about the types of counties and towns that experienced the most significant concerns about road and bridge condition, and also which were least likely to be able to afford remedial action. Counties and towns also are classified by size and regional location to see whether certain sections of the United States are doing especially well or poorly. The analyses in this report have two main purposes. First, they call attention to an issue that, while important to many residents, does not regularly receive attention from policymakers at the State and Federal levels. Second, the analyses provide information for designing the renewal of the ISTEA legislation, particularly the interface with local governments. At the very least, it represents the opinions of local public officials who work with the roads and bridges daily. Organization of Report The report is organized into six chapters. The first chapter, beyond the introduction, details the status and condition of both county- and town-maintained roads and bridges. The information provided is based on both mail questionnaires returned by local highway administrators and, in the case of bridges, information from the NBI for The second chapter examines the condition and surface of local roads in rural areas. Comparisons are made between the responses to a mail survey of county and road administrators in with a similar data-gathering effort in As part of the discussion, attention is paid to the adequacy of revenues for road and bridge services. The condition of local bridges is considered in Chapter 3, using several data sets. The NBI serves as the basic source of information. However, this information is supplemented by a mail survey of county and town highway administrators. In addition to the changing condition of bridges, the adequacy of current revenues is examined. The fourth chapter examines financing issues, including sources of revenues used to maintain roads and bridges and the amounts spent in providing these services. Since one of largest revenue sources is property taxes, information on which groups would favor or resist property taxes is also provided. In general, local road administrators reported inadequate revenues, but a majority did not report that services were reduced. However, compared with , the percentage reporting inadequate revenues was higher in The fifth chapter is devoted to a discussion of the broad concerns and policy issues facing county and road officials. In the remainder of this decade and into the foreseeable future, county governments are likely to increase in importance, especially if the devolution of Federal programs continues. It is very likely that State governments will follow the Federal lead in sending programs back to local governments using the rationale that they can be more efficient and creative about finding remedies for these issues. The concluding chapter summarizes the findings of this study, examines policy issues that local transportation administration are likely to face, and advances a set of possible policy options that they might initiate. In the future, it will be even more important for local governments to find creative solutions to local concerns and seek authority from the State and Federal governments to initiate the solutions which show the greatest promise. It is only in this type of framework that a policy of devolving programs to the local and State governments can work. While many local governments are small and have limited staff, they are often in the best position to find low-cost solutions. This is not to say that they can solve problems with no resources; rather, it says that State and Federal government-mandated programs can be more expensive and less effective, because they do not consider local institutions and unique characteristics. The s may offer local governments an opportunity to show how creative they can be when given the chance and some resources to find solutions. For this approach to work, however, local public officials and State agencies will have to work closely together.

#### 4: MAINE'S RURAL ROADS AND BRIDGES HAVE HIGH RATES OF DEFICIENCIES; " AGC Main

*Rural roads, bridges are in need of repair. Six states have 30% or more of their major rural roads with pavement in poor*

*condition, and in five states, at least one-fifth of rural bridges are.*

### 5: Rural roads, bridges continue to decay | Roads & Bridges

*A new study finds highways and bridges in New York and Massachusetts rank among the most deteriorated in the nation.*

### 6: TRIP National Rural Roads News Release - 06/27/

*In addition to disproportionately high traffic fatality rates, the roads and bridges in rural America have significant deficiencies. In , 15% of the nation's major rural roads were rated in poor condition, and another 40% were rated in mediocre or fair condition.*

### 7: Rural Roads and Bridges: A Comprehensive Analysis

*Pennsylvania ranks worst in the country for structurally deficient rural bridges, according to a report released by the Road Information Program (TRIP).*

### 8: Rural Roads and Bridges, How Did the South Fare? - AgEcon Search

*The nation's rural roads and bridges are rapidly deteriorating, causing the fatality rate along back roads to triple the national average for highway fatalities, according to a new report on rural road conditions Sept. 1.*

### 9: Rural Roads, Bridges In NC Among Nation's Most Dangerous | WUNC

*Changes in road and bridge conditions in the rural south are examined under these new transportation policies. Federal funding trends are detailed with state funding. Overall condition of roads and bridges eligible for federal funding improved, traffic increased on all roads, but condition disparities between local roads and federally funded.*

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