

Acronyms in Technology News

AASHTO	American Association of State Highway and Transportation Officials
APWA	American Public Works Association
CTRE	Center for Transportation Research and Education (at ISU)
FHWA	Federal Highway Administration
Iowa DOT	Iowa Department of Transportation
ISU	Iowa State University
LTAP	Local Technical Assistance Program
MUTCD	Manual on Uniform Traffic Control Devices
NACE	National Association of County Engineers
TRB	Transportation Research Board



U.S. Department of Transportation
Federal Highway Administration



Iowa Department
of Transportation

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Center for Transportation Research and Education
ISU Research Park
2711 S. Loop Drive, Suite 4700
Ames, Iowa 50010-8664
Telephone: 515-294-8103
Fax: 515-294-0467
www.ctre.iastate.edu/

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RLR cameras continued from page 1

Similarly, in Council Bluffs (where four quarters of study data were compared with 12 quarters of pre-study data), there was a 44 percent reduction in total crashes and an average decrease of 90 percent of RLR-related crashes.

The overall picture

In each city, the intersections with cameras showed dramatic reductions in total crashes, RLR crashes, and rear-end crashes.

At control intersections—signalized intersections without cameras that were within one mile of the intersections with cameras—drivers ran red lights nine times more often than at treatment intersections.

Hallmark speculates that cameras were effective because drivers became aware of the cameras when they received tickets in the mail for running a red light at the intersection. To avoid getting more tickets, drivers quit running red lights at those intersections.

For more information

Contact Shauna Hallmark, 515-294-5349, shallmar@iastate.edu, or co-principal investigator Tom McDonald, 515-294-6384, tmcdonal@iastate.edu.

The final report, *Evaluating Red Light Running Programs in Iowa*, and a tech transfer summary are online at www.ctre.iastate.edu/research/detail.cfm?projectID=1158685907. ■

Buchanan County honored for railroad flatcar bridges

In September in Chattanooga, Tennessee, Buchanan County Engineer Brian Keierleber accepted the 2007 Excellence in Regional Transportation Award from the National Association of Development Organizations (NADO) on behalf of the county.

Buchanan County has been a leader in purchasing and installing flatcars as replacements for older bridges on lower level roads. Fourteen flatcar bridges have been installed in the county since 2003.

In addition to being a novel use for retired train cars, the flatcar bridges are incredibly

cost efficient, costing on average one-third the price of standard concrete slab bridge construction and requiring only one-half to two-thirds the construction time.

"We rock right across their tops," explains Keierleber.

The flatcar bridges have a slightly shorter life span than conventional bridges, about 30 to 40 years.

Careful design, engineering, and analysis go into each flatcar bridge to ensure it can carry heavy agricultural loads. ■



With careful design, engineering, and analysis, Buchanan County is experiencing success with cost-effective railroad flatcar bridges