



## KEYNOTE SPEAKERS

**Thursday 11 August**

**Steve Bloser – USA**

**Director; Center for Dirt and Gravel Road Studies Larson Transportation Institute, Penn State University**

**Better Roads, Cleaner Streams: Lessons from Pennsylvania**



In 1997, Pennsylvania (USA) created the “Dirt, Gravel, and Low Volume Road Maintenance Program” in response to grassroots pressure to address runoff and stream pollution issues from its network of 33,000+ KM of unpaved public roads.

The program provides grant funding, which is supplementary to traditional road maintenance funding, to fund specific road improvement project that focus on environmental benefit to local waterways.

The Program has evolved over the last two decades, increasing in annual funding from \$5M (US) to \$35M (US), and expanding in scope to address paved/sealed roads with less than 500 vehicles per day. Throughout this time, the core focus of the Program has remained the same: focus on project that improve the environment and the road, put decision making at the local level, and provide education to local road owning entities in the hopes they will implement similar practices with their own funds.

Since 1997, the Program has completed 5,000 projects totalling over \$250M (US). This presentation will be in two parts: introduction and overview of the PA Program; and examples of practices and projects implemented.

**Friday 12 August**

**Steve Bloser – USA**

**Driving Surface Aggregate: Lessons in surfacing for unbound roads from Pennsylvania**

For unbound (unpaved) roads, aggregate is often the most visible and expensive part of overall road maintenance. Yet in many locations around the world, little thought or effort is given to the properties of the aggregate used beyond “what is closest and cheapest?”.

When the Dirt, Gravel, and Low Volume Road Maintenance Program started in Pennsylvania in 1997, most local roads were being surfaced with a product that was designed as an underlayment for asphalt. This material was “open graded”, meaning it was designed for drainage instead of compaction, and would quickly come apart under traffic stress.

Driving Surface Aggregate (DSA) is a specification of aggregate the PA Program developed specifically

as a wearing course for unbound roads. The gradation is designed to achieve maximum density, and other properties such as abrasion resistance and soundness ensure the longest possible life cycle for unpaved roads.

In Pennsylvania, we have learned that while a quality aggregate may be more expensive up front, but it will save millions of dollars and thousands of tons of sediment runoff over the life of the road.

This presentation will provide an overview of DSA and discuss aggregate properties to look for when surfacing unbound roads.

### **Friday 12 August**

#### **Lorelei Schmitt, Waka Kotahi Principal Multi-Modal Advisor, Safe & Sustainable Standards – “Walk on the wild side: supporting great journeys on Te Araroa”?**

While most of her work time is spent developing multi-modal guidance for New Zealand, notably the Public Transport Design Guidance, and providing multi-modal assurance reviews on projects, a small part of her role involves being Waka Kotahi’s Te Araroa ‘lead’.

Te Araroa is New Zealand’s long walking trail spanning the length of New Zealand. While much of the trail is off road, some does follow or cross a range of roads. Lorelei works with Te Araroa Trust and within different parts of Waka Kotahi to support improvements to this national iconic trail. Come along to hear how Lorelei was inspired to do this work by her long hike of the Pacific Crest Trail in 2015 (4,265km), her experience walking sections of Te Araroa and what Waka Kotahi, local councils and communities are doing to support this relatively ‘young’ long trail and make it even better, supporting road safety, great memories and local communities.



### **Friday 12 August**

#### **Shane Taylor, Regional Fleet Service Manager South and Lower North Islands, Fonterra**



This presentation will focus around reliability/resilience (tanker pick ups) than Rooding levels of service like one might expect. Vehicle maintenance costs – SH v Local roads.

Shane has been with Fonterra 25 years, starting out as a Tanker Operator at Clandeboye Site in South Canterbury with Alpine Dairy Products.

During this time he has progressed through many roles in Transport, which include Driver Training, Scheduling/Dispatch and Team Manager roles. For the past 11 years I’ve been Canterbury and Upper South Depot Manager

based at Darfield site in Central Canterbury.

During his time at Darfield site he was involved with the site construction project to its opening in 2012 and spent 18 months as acting site manager during the time Cream Cheese plant was built and commissioned along with the Reverse Osmosis cow water plant.

Over the last 3 years he has also had responsibility for management of both Culverden and Tuamarina sites.

He has recently commenced his current role as Regional Fleet Services manager for South and Lower North Islands which has responsibilities for servicing and maintenance on 280 tankers along with a team of 75 staff.